

## Community Development Committee

Meeting date: June 7, 2021

For the Metropolitan Council meeting of June 23, 2021

**Subject:** Dakota County Transportation Plan Updates Comprehensive Plan Amendment, Review File 21927-3

**District(s), Member(s):** District 13, Chai Lee; District 15, Phillip Sterner; District 16, Wendy Wulff

**Policy/Legal Reference:** Metropolitan Land Planning Act (Minn. Stat. § 473.175)

**Staff Prepared/Presented:** Patrick Boylan, Planning Analyst (651-602-1438)  
Angela R. Torres, Local Planning Assistance Manager (651-602-1566)

**Division/Department:** Community Development / Regional Planning

### Proposed Action

That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

1. Authorize Dakota County to place its comprehensive plan amendment into effect.
2. Find that the amendment does not change the County's forecasts.
3. Advise the County to implement the advisory comments in the Review Record for Wastewater and Forecasts.

### Background

The County submitted the Transportation Plan Updates comprehensive plan amendment on April 23, 2021. The amendment includes revised transportation goals, maps, and system and demographic data, along with the County's updated Transportation Analysis Model prepared in 2020. The purpose of the amendment is to align the County's 2040 Comprehensive Plan with its updated 2040 Transportation Plan.

The Metropolitan Council reviewed the Dakota County 2040 Comprehensive Plan ([Business Item 2019-80](#), Review File No. 21927-1) on April 24, 2019. This is the first comprehensive plan amendment since the 2040 Plan was reviewed.

### Rationale

The proposed amendment conforms to regional system plans, is consistent with Council policies, and is compatible with the plans of other local communities and school districts.

### Thrive Lens Analysis

The proposed amendment is reviewed against the land use policies in *Thrive MSP 2040*. To achieve the outcomes identified in Thrive, the metropolitan development guide defines the Land Use Policy for the region and includes strategies for local governments and the Council to implement. These policies and strategies are interrelated and, taken together, serve to achieve the outcomes identified in Thrive.

### Funding

None.

### Known Support / Opposition

There is no known opposition.



# REVIEW RECORD

Dakota County

Transportation Plan Updates Comprehensive Plan Amendment

Review File No. 21927-3, Business Item No. 2021-130

## BACKGROUND

Dakota County is located in the southern part of the 7-county metropolitan area. Within the seven-county area, it is surrounded by Ramsey County, Washington County, Scott County, and Hennepin County.

*Thrive MSP 2040* (Thrive) designates Dakota County as six different community designations including Urban Center, Suburban, Suburban Edge, Emerging Suburban Edge, Rural Center, Diversified Rural, and Agricultural. The Council forecasts from 2020 to 2040 that the County will grow from 436,570 to 514,650 population and 171,240 to 204,950 households. The Council also forecasts that between 2020 and 2040, the County's employment will increase from 203,030 to 235,800 jobs.

The Metropolitan Council reviewed the Dakota County 2040 Comprehensive Plan ([Business Item 2019-80](#), Review File No. 21927-1) on April 24, 2019. This is the first comprehensive plan amendment since the 2040 Plan was reviewed.

## REQUEST SUMMARY

The amendment includes revised transportation goals, maps, and system and demographic data, along with the County's updated Transportation Analysis Model prepared in 2020. The purpose of the amendment is to align the County's 2040 Comprehensive Plan with its updated 2040 Transportation Plan.

## OVERVIEW

### Conformance with Regional Systems

The amendment conforms to the Regional System Plans for Parks, Transportation (including Aviation), and Wastewater, with no substantial impact on, or departure from, these plans.

### Consistency with Council Policies

The amendment is consistent with the *Thrive MSP 2040*, with the *Housing Policy Plan*, with water resources management, and is consistent with Council forecasts.

### Compatibility with Plans of Adjacent Jurisdictions

The amendment will not have an impact on adjacent communities, school districts, or watershed districts, and is compatible with the plans of those districts.

## PREVIOUS COUNCIL ACTIONS

- The Council acted on the 2040 Comprehensive Plan on April 24, 2019 ([Business Item 2019-80](#), Review File No. 21927-1).

## ISSUES

- I. Does the amendment conform to the regional system plans?
- II. Is the amendment consistent with *Thrive MSP 2040* and other Council policies?

- III. Does the amendment change the City's forecasts?
- IV. Is the amendment compatible with the plans of adjacent local governmental units and affected jurisdictions?

## ISSUES ANALYSIS AND FINDINGS

### *Conformance with Regional Systems*

The amendment conforms to the regional system plan for Regional Parks, Transportation, and Wastewater, with no substantial impact on, or departure from, these system plans. Additional review comments are included below.

#### **Wastewater Service**

*Reviewer: Roger Janzig, Environmental Services (ES) – Engineering Programs  
([roger.janzig@metc.state.mn.us](mailto:roger.janzig@metc.state.mn.us))*

The proposed amendment conforms to the *2040 Water Resources Policy Plan*. The construction of any new or updating of existing roads, paths, trails, bridges, or any other construction project may have an impact on multiple Metropolitan Council Interceptors in multiple locations.

#### *Advisory Comment*

To assess the potential impacts to our interceptor system; prior to initiating any project, preliminary plans should be sent to Tim Wedin, Interceptor Engineering Assistant Manager (651-602-4571) at the Metropolitan Council Environmental Services.

#### **Transportation**

*Reviewer: Russ Owen, Metropolitan Transportation Services (MTS) (651-602-1724)*

The proposed amendment conforms to the *2040 Transportation Policy Plan (TPP)*. The amendment accurately responds to updates to the TPP.

The revised transportation chapter includes an extensive analysis of existing and future transportation deficiencies and recommends improvements to the minor arterial, major and minor collector, and local roadway networks. The County accurately identifies the Cedar Avenue, I-35W, Red Rock, and Robert Street transitways.

Areas of Dakota County are within Market Areas II, III, and IV. Service options for Market Area II include regular-route locals, all-day expresses, small vehicle circulators, special needs paratransit (ADA, seniors), and ridesharing. Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing. Service options for Market Area IV include dial-a-ride, volunteer driver programs, and ridesharing.

The amendment does a commendable job explaining the County's Transportation Goals and how they relate to the TPP. The amendment does a good job in updating maps, and the future forecast volume for travel on the Principal Arterial system. The amendment also incorporates some of the work that has been done on the regional bike transportation network and the gaps that have been identified in subsequent studies.

### *Consistency with Council Policy*

The amendment is consistent with Council policies for forecasts, land use, housing, sub-surface sewage treatment systems, and water supply. Additional review comments are detailed below.

## Forecasts

*Reviewer: Todd Graham, CD – Research (651-602-1322)*

*The amendment is consistent with regional policy for forecasts.* The Plan includes an updated set of forecasts allocated to Transportation Analysis Zones (Appendix C, table C.1). The County indicates this table “incorporated information from the cities as well as the Metropolitan Council’s Regional forecasts. The table includes forecasts for 2040 population, households, and jobs from the updated County model.”

### *TAZ Advisory comment*

Council staff will extract information from the above-discussed table for the Township-located zones and zones not otherwise found in Plan from the cities. This information will be loaded into the Council’s regionwide database of TAZ allocations.

Where cities have separately prepared comprehensive plans with TAZ allocations for their jurisdictions, the Council will continue using the information from the cities.

### *Compatibility with Plans of Adjacent Governmental Units and Plans of Affected Special Districts and School Districts*

The proposed amendment is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

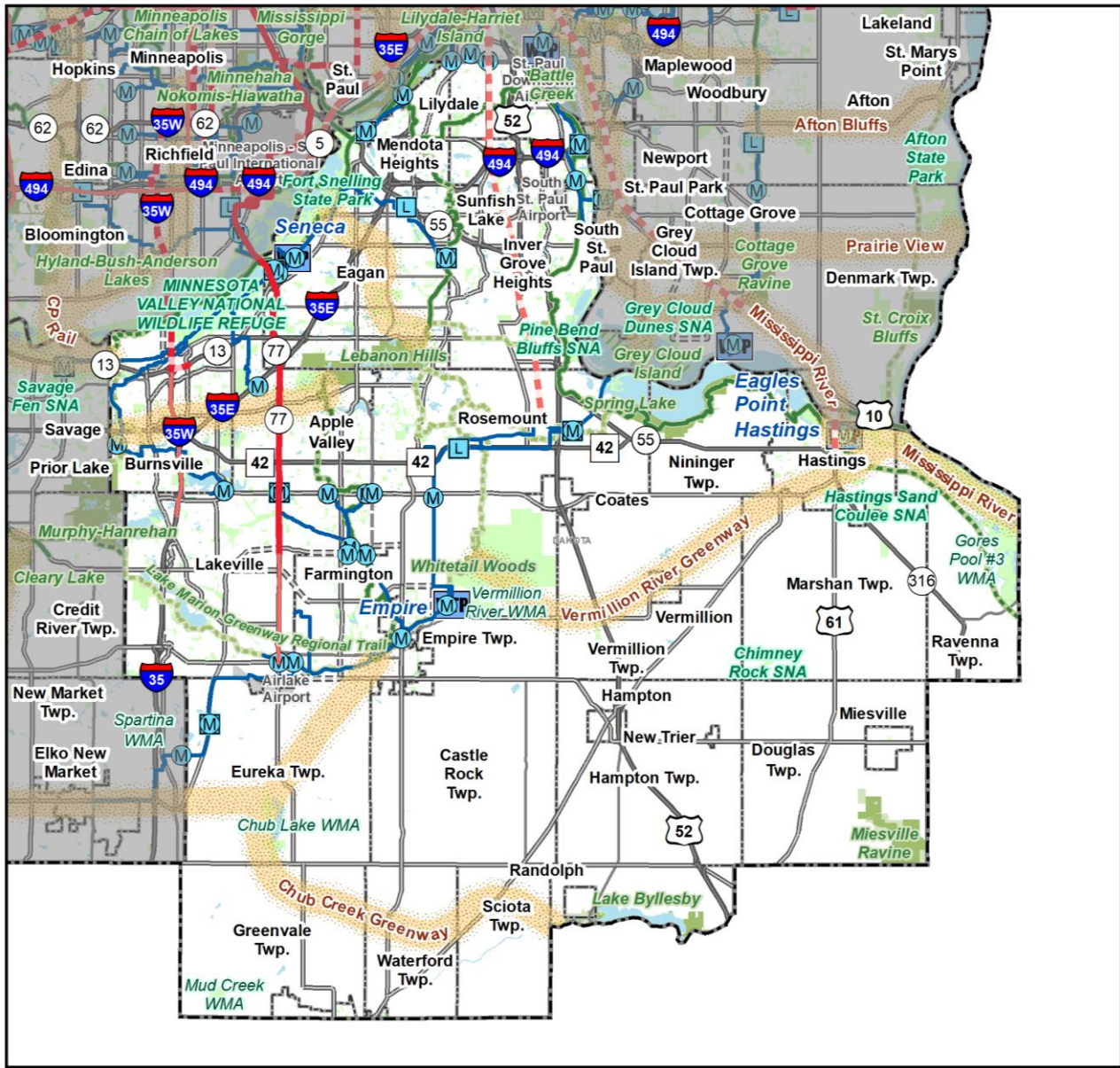
## ATTACHMENTS

Figure 1: Location Map Showing Regional Systems

Figure 2: Location Map Showing Community Designations



Figure 1. Location Map Showing Regional Systems



Source: NCompass Technologies Street Centerline

**Regional Systems**

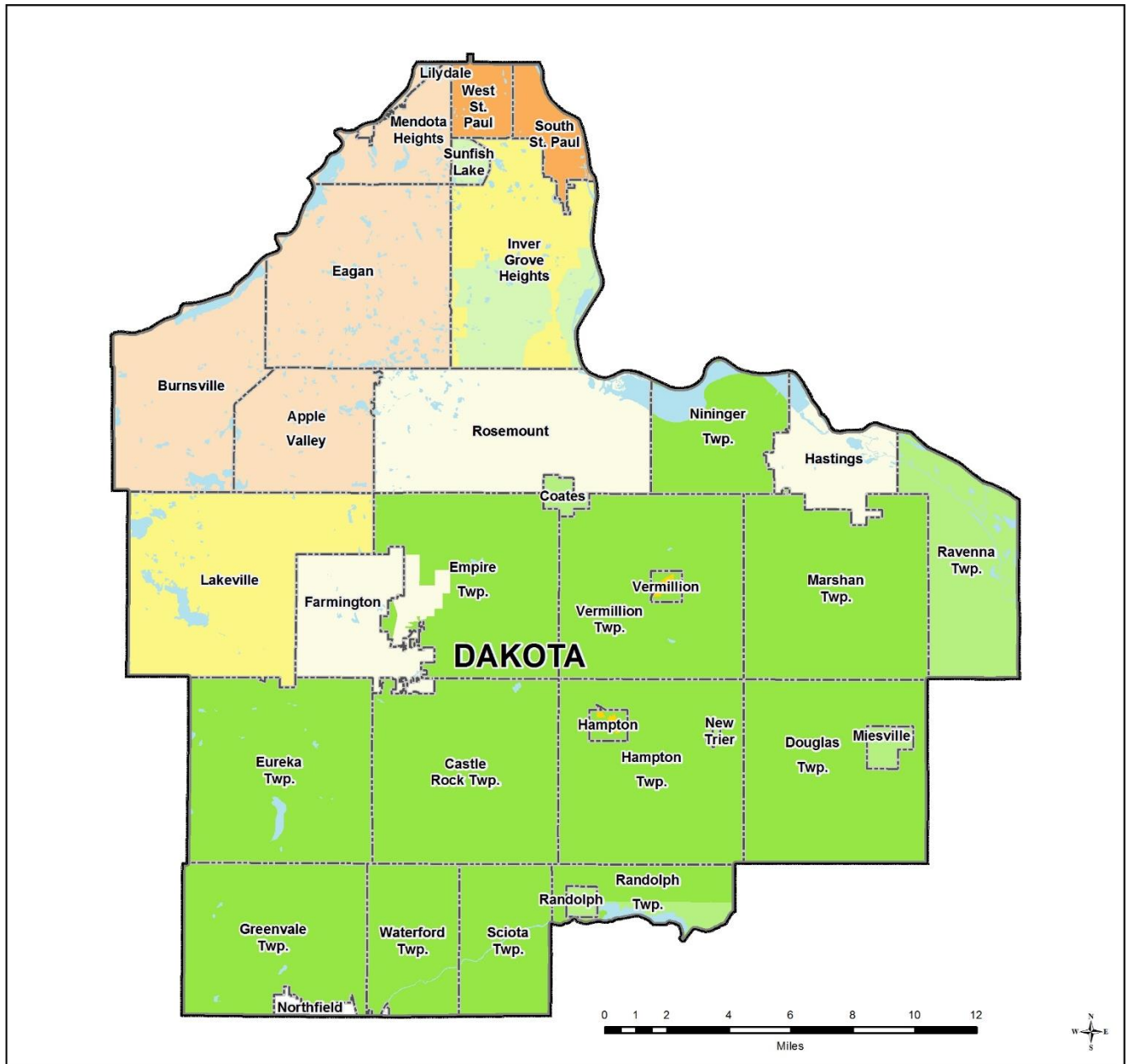
- Transportation**
- Transitways**  
 2040 Transportation System Policy - adopted January 2015
- Existing
  - - - Planned Current Revenue Scenario
  - - - - Planned Current Revenue Scenario - CTIB\* Phase 1 Projects
  - Potential Increased Revenue Scenario
- Regional Highway System**
- Existing Principal Arterials
  - - - - Planned Principal Arterials
  - Existing Minor Arterials
  - - - - Planned Minor Arterials
  - Existing Other Arterials
  - - - - Planned Other Arterials

- Recreation Open Space**
- Regional Parks**
- Existing (Open to Public)
  - In Master Plan (Not Open to Public)
  - - - Planned Units
- Regional Trails**
- Existing (Open to Public)
  - - - Existing (Not Open to Public)
  - - - - Planned

- Wastewater**
- M Meters
  - L Lift Stations
  - MCES Interceptors
  - MTP MCES Treatment Plants




- Regional Park Search Areas and Regional Trail Search Corridors**
- Boundary Adjustment
  - Search Area
  - Regional Trail Search Corridors
  - Existing State Trails
  - Other Parks, Preserves, Refuges and Natural Areas
- \* Counties Transit Improvement Board (CTIB)

Figure 2. Location Map Showing Community Designations



**Community Designations**

- |   |                                    |   |                        |
|---|------------------------------------|---|------------------------|
|  | Outside Council planning authority |  | Emerging Suburban Edge |
|  | Agricultural                       |  | Suburban Edge          |
|  | Rural Residential                  |  | Suburban               |
|  | Diversified Rural                  |  | Urban                  |
|  | Rural Center                       |  | Urban Center           |

-  County Boundaries
-  City and Township Boundaries
-  Lakes and Major Rivers