

Business Item

Community Development Committee



Committee Meeting Date: September 2, 2025

For the Metropolitan Council: September 10, 2025

Business Item: 2025-221

City of Bayport ISD 834 School Comprehensive Plan Amendment, Review File 22164-2

District(s), Member(s):	District 11, Gail Cederberg
Policy/Legal Reference:	Metropolitan Land Planning Act (Minn. Stat. § 473.175)
Staff Prepared/Presented:	Emma Dvorak, Senior Planner (651-602-1399) Angela R. Torres, Senior 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 the City of Bayport to place its comprehensive plan amendment into effect.
2. Amend the City's forecasts as described in Table 1 of the Review Record.
3. Revise the Thrive MSP 2040 and Imagine 2050 community designation for the amendment site from Rural Residential to Suburban as shown in Figure 2a in the Review Record.
4. Advise the City to implement the advisory comments in the Review Record for Land Use and Water Resources.

Background

The City of Bayport submitted the ISD 834 School comprehensive plan amendment on July 16, 2025. Bayport annexed approximately 10 acres of Baytown Township for the purpose of developing an elementary school to replace the existing elementary school. This amendment requires these 10 acres from Single Family Estates to Institutional. The subject site is located east of Stagecoach Trail North and south of County Highway 14. This also requires extension of the Metropolitan Urban Service Area (MUSA) to provide regional wastewater service and a change to the Community Designation from Rural Residential to Suburban. This is the City's first amendment to its 2040 Comprehensive Plan.

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

On February 12, 2025, the Council adopted Imagine 2050, which builds on policy direction in Thrive MSP 2040. Under the Thrive lens, 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.



REVIEW RECORD

City of Bayport

ISD 834 School

Review File No. 22164-2, Business Item No. 2025-22

BACKGROUND

The City of Bayport (City) is located in in eastern Washington County. It is surrounded by the communities of the Oak Park Heights and Baytown Township.

Thrive MSP 2040 (Thrive) and Imagine 2050 both designate Bayport with a “Suburban” community designation. The Council forecasts from 2020 to 2040 that the City will grow from 3,890 to 3,980 population and 1,030 to 1,070 households. The Council also forecasts that between 2020 and 2040, the City’s employment will increase from 4,200 to 4,600 jobs.

The Metropolitan Council reviewed the City of Bayport 2040 Comprehensive Plan ([Business Item 2022-229 JT](#), Review File No. 22164-1) on September 14, 2022. This is the first comprehensive plan amendment since the 2040 Plan was reviewed.

The Council adopted Imagine 2050 in February 2025. Consistent with the procedures adopted in [Business Item 2025-113](#), the Council is reviewing this item under both Thrive and Imagine 2050.

REQUEST SUMMARY

Bayport annexed approximately 10 acres of Baytown Township, located east of Stagecoach Trail North and south of County Highway 14, for the purpose of developing an elementary school to replace the existing elementary school. The land use of the subject site will be reguided from Single Family Estates to Institutional. This amendment requires a change to the Community Designation for these 10 acres from Rural Residential to Suburban and extends the MUSA to include this property for the purpose of providing regional wastewater services.

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 Thrive MSP 2040, consistent with Imagine 2050 Land Use policies, with the Housing Policy Plan, with water resources management, and is consistent with Council forecasts with the proposed changes.

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 Plan on September 14, 2022 ([Business Item 2022-229 JT](#), Review File No. 22164-1).

ISSUES

- I. Does the amendment conform to the regional system plans?
- II. Is the amendment consistent with Thrive MSP 2040 and other Council policies? Is the amendment consistent with Imagine 2050 and its system and policy plans?

- 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.

Regional Parks

Reviewer: Colin Kelly, Community Development (CD) – Regional Parks (651-602-1361)

The Plan conforms to the Regional Parks and Trails System and is consistent with Council policy.

There is one unit of the Regional Parks and Trails System in the vicinity of the proposed amendment site. Segment 4 of the planned Middle St. Croix Valley Regional Trail is approximately 0.2-mile west of the proposed annexation.

The Middle St. Croix Valley Regional Trail has a [2023 Met Council-approved long-range plan](#). Washington County is the Regional Park Implementing Agency.

The application materials acknowledges the presence of the planned regional trail. The amendment notes that: "City staff concurs with (Washington County's) recommendation to right-of-way for the planned Middle St. Croix Valley Regional Trail Corridor" (pdf pg. 116).

The proposed annexation will not impact the planned Middle St. Croix Valley Regional Trail or the Regional Parks and Trails System more broadly. The City should continue to coordinate with Washington County on the future development of the regional trail in this area.

Wastewater Service

Reviewer: Roger Janzig, Environmental Services (ES) – Wastewater Planning and Community Programs (roger.janzig@metc.state.mn.us)

The proposed amendment conforms to the 2040 Water Resources Policy Plan (WRPP). The amendment is being driven by the annexation of land from Baytown Township and re-guiding of approximately 10 acres of Rural Residential land to Institutional uses. This is for a proposed 96,000 sq. ft. two story elementary school with the capacity of 600 students and 100 staff members.

The proposed Bayport school will also now be included in the current 2030 MUSA. The regional system has adequate capacity to serve the proposed development associated with this amendment.

Transportation

Reviewer: Joe Widing, Metropolitan Transportation Services (MTS) (651-602-1822)

The proposed amendment conforms to the Transportation Policy Plan and is consistent with regional transportation policy. The proposed amendment is intended to reguide land to construct a new school in the City of Bayport. The proposed school would be a replacement for the existing school so is not anticipated that local trips would increase from this development; rather they would shift from the existing school to the new school. The new school will have enhanced pick up and drop off facilities to better accommodate traffic, and there are no impacts anticipated to the regional roadway system.

There are no transit considerations for the site, but the school will include dedicated space to better support school bus operations. The proposed school will connect to the existing non-motorized system and provide safe access to the site; however, its proposed placement may lead to a decrease in the amount of students traveling on foot or by bike to school from the existing more centrally located school.

The amendment site is located within a Regional Bicycle Transportation Network (RBTN) corridor and will be improving bicycle connections.

The new school would have no impacts on regional freight or aviation.

Transit

Stephen Baisden - Metro Transit (MT) (612-349-7361)

Metro Transit's Route 294 offers the nearest transit service 2 miles northwest of the subject parcel at the intersection of Highway 36 and Osgood Avenue / 4th Street in Oak Park Heights. Route 294 provides weekday-only peak period express service between downtown Stillwater and downtown Saint Paul with one westbound trip during the AM peak and one eastbound trip during the PM peak. Route 355 offers the nearest express service between downtown Minneapolis and Woodbury, 16 miles southwest of the subject parcel at Woodlane Station in Woodbury. Route 355 provides weekday-only peak period non-stop express service between Woodbury and downtown Minneapolis with 14 total trips (7 in each direction). Woodlane Station is a 20-minute drive from the site.

No bus stops are located within walking distance of the subject parcel along 5th Avenue or Stagecoach Trail for access to Route 294 service. No contiguous public trails currently exist along 5th Avenue or Stagecoach Trail, adjacent to the subject parcel. Right-of-way should be set aside for the addition of sidewalks/trails to ensure connectivity with the rest of the pedestrian network and facilitate safe pedestrian access to/from the site if they are not planned to be constructed.

Given the current and planned transit investments within this corridor, this proposed amendment to annex 10 total acres of land from Baytown Township to develop an elementary school will likely have a marginal ridership impact on the existing regular route transit network. This amendment should not expect additional expansion of the existing fixed-route transit network. Other potential transit options include Transit Link.

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 forecast-related content appears consistent with regional policy.

The City offers that the School site adds +100 permanent jobs, and a residential development recently approved at a local level adds 65 – 105 households to 2030, 2040 and subsequent forecast timepoints. Council staff concur, and require that the forecast be revised based on current levels of employment, households, and population.

Council staff find:

- The most recent certified estimates (2024) for Bayport put the households count at 1,119; the households count is above the 2040 forecast in the City's Plan, and also exceeds the Imagine 2050 forecast.
- About half of the recent increase attributes to Inspiration development (48 units); the rest attributes to a significant increase in measured occupancy rates: occupancy now estimated at 98%, compared to 95% in decennial Census.
- Counts from employer reports to Minnesota DEED put the current employment level (2024) in Bayport at 5,260 jobs; and also exceeds the Imagine 2050 forecast.
- In the amendment, the City identifies the School sites generating +100 permanent jobs and a residential development recently approved at a local level adds 65 – 105 households in the current decade (by 2030). Council staff agree to these impacts, but will round the numbers to the nearest ten.

Met Council requires the forecast series be revised with 2024 levels as the start point; the City

has agreed. The revised forecast is shown in Table 1 below in bold and underlined text.

Table 1. Metropolitan Council [City/Town of/County] Forecasts

Category	Census 2020	Current Approved Forecast			Forecast Revision		
		2030	2040	2050	2030	2040	2050
Population	<u>4,024</u>	3,890	3,930	3,980	<u>4,000</u>	<u>4,000</u>	<u>4,000</u>
Households	<u>1,038</u>	1,030	1,050	1,070	<u>1,180</u>	<u>1,190</u>	<u>1,200</u>
Employment	<u>4,226</u>	4,200	4,400	4,600	<u>5,360</u>	<u>5,410</u>	<u>5,460</u>

Land Use

Reviewer: Emma Dvorak, CD – Local Planning Assistance (651-602-1399)

The amendment is consistent with both Thrive MSP 2040 and Imagine 2050 land use policies. The [Implementation Schedule for Imagine 2050](#) provides the following direction:

”For comprehensive plan amendments submitted and found complete for review before December 31, 2025, communities may choose to have those amendments reviewed under the Thrive MSP 2040 and its system plans or under Imagine 2050 and its system plans, provided that the proposed amendment is not found more likely than not to have a substantial impact on or contain a substantial departure from the 2050 metropolitan system plans adopted in 2025.”

While the amendment was found consistent with Thrive land use policies, it does not adversely impact regional land use policy for Imagine 2050. The change to the Community Designation, expansion of the MUSA, and change to the land use guiding included in the amendment proposal is consistent with Imagine 2050 land use policies.

The subject site is 10 acres in size, and is generally located on the west side of the community, east of Stage Coach Trail (see Figure 2a). Thrive MSP 2040 designates the City as a Suburban community, and this remained the same designation in Imagine 2050. The City annexed this land in order to develop a school to replace the existing elementary school.

The site is currently designated in regional policy as Rural Residential since it was part of Baytown Township prior to its annexation by the City on February 3, 2025. Regional policy does not permit the expansion of the Rural Residential community designation which precludes the provision of wastewater services. In order for this site to be added to the MUSA (see the wastewater section above), the community designation needs to be revised through Met Council action to accommodate extension of regional wastewater services to the school. The amendment proposes to designate the subject site from Rural Residential to Suburban which is consistent with the community designation for the City in both Thrive MSP 2040 and in Imagine 2050.

The amendment proposes to change the new future land use category for the annexed area to Institutional. The Institutional land use category identifies land that is used for schools, religious institutions, City hall, municipal buildings, libraries, and other institutional uses. This land use is found throughout the City. The proposed Institutional guiding is consistent with the use (school) proposed with this development.

Advisory Comment

As part of the 2050 planning process, the community designation for this area needs to be appropriately identified as Suburban to maintain consistency with regional land use policy. Due to the timing of this amendment, the community designation change may not be reflected in the upcoming distribution of decennial system statements; however, the City will need to identify this change in the City’s 2050 Plan when submitted to the Council for review.

Housing

Reviewer: Olivia Boerschinger, CD – Housing (651-602-1327)

The amendment is consistent with the Council’s Housing Policy Plan. The Plan currently provides



sufficient land to address its share of the region's 2021-2030 need for affordable housing, which is 7 units. The amendment adds acres to the MUSA, anticipated for development in the current decade. However, the land uses of the proposed addition do not impact the City's inventory of land-guided to support the development of low- and moderate-income housing.

This amendment continues to allow the City to implement the housing element of their 2040 Plan and to address their share of the region's affordable housing need for 2021-2030.

As of this amendment, the Plan will be guiding approximately 3.2 acres of higher density residential land such that at least 26 units could be built. The City is not a current participant in the Livable Communities Act program.

Water Resources

Reviewer: Lanya Ross, Environmental Services– Water Supply (651-602-1803)

The amendment is consistent with Water Policy Plans related to sustainable water supplies.

Advisory Comments

If the City determines that additional source waters are needed as a part of this development, they should work with the MN DNR to update their local water supply plan and appropriation permit.

As site design and development proceed, incorporating smart and safe water design principles will help to ensure the sustainability and efficient use of source waters. These include smart salt design, landscaping with native drought tolerant species, the use of smart irrigation controllers in any irrigated areas, protecting mature trees and wetlands, and looking for opportunities to reuse water. Council staff are available to assist city staff with any additional information regarding these design options.

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

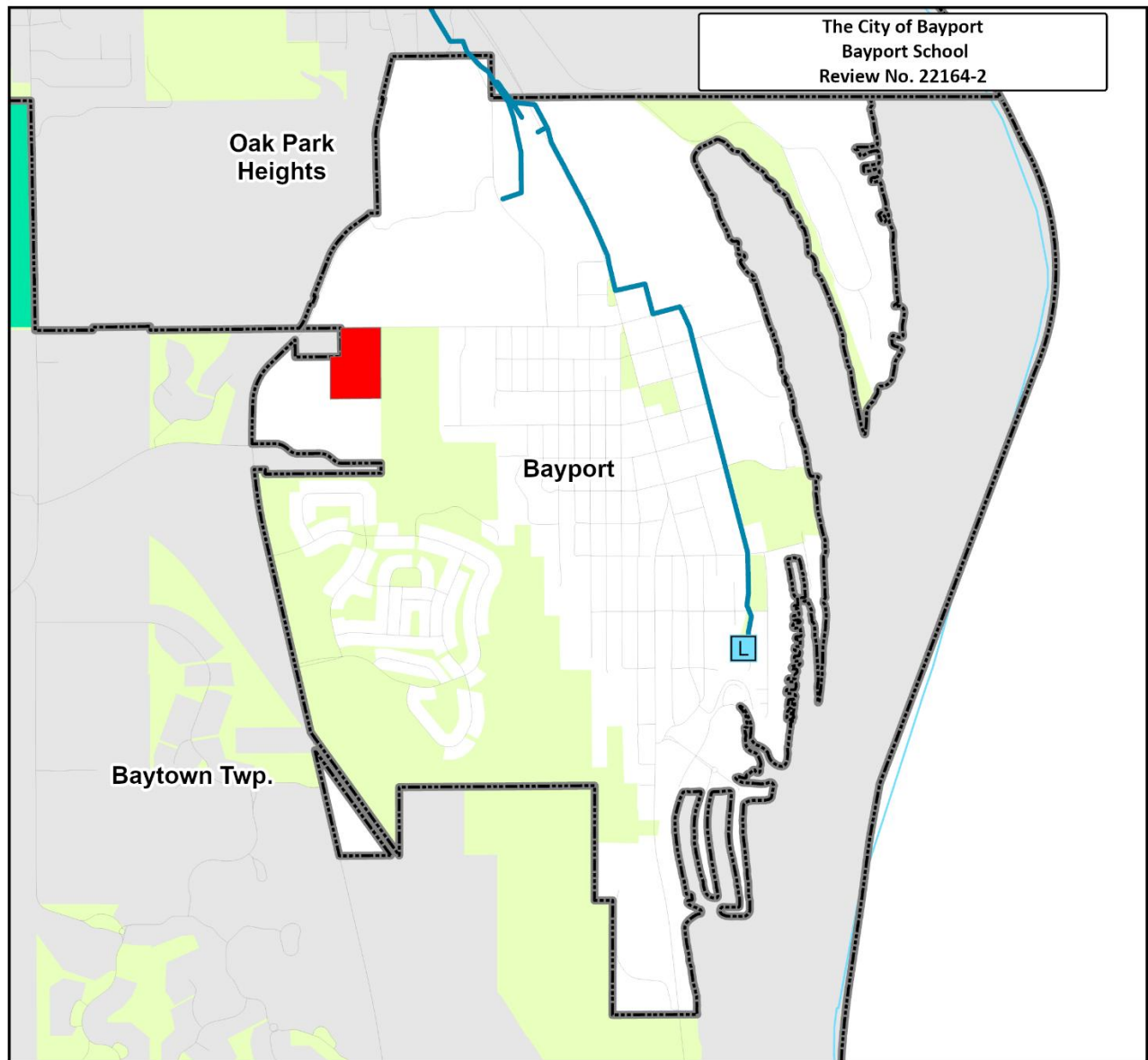
The proposed amendment is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

ATTACHMENTS

- Figure 1: Location Map Showing Regional Systems
- Figure 2a: Location Map Showing Current Community Designations
- Figure 2b: Location Map Showing Amendment Community Designations
- Figure 3: Current and Proposed Land Use Guiding
- Figure 4a: Current MUSA Staging
- Figure 4b: Proposed MUSA Staging



Figure 1. Location Map Showing Regional Systems



Regional Systems

Regional Transitways

- Existing
- Planned Current Revenue Scenario
- Potential Increased Revenue Scenario

Wastewater Treatment

- Meters
- MCES Interceptors
- Lift Stations
- MCES Treatment Plants

Regional Highway System

- Interstates
- US Highways
- State Highways
- County Roads
- Road Centerlines

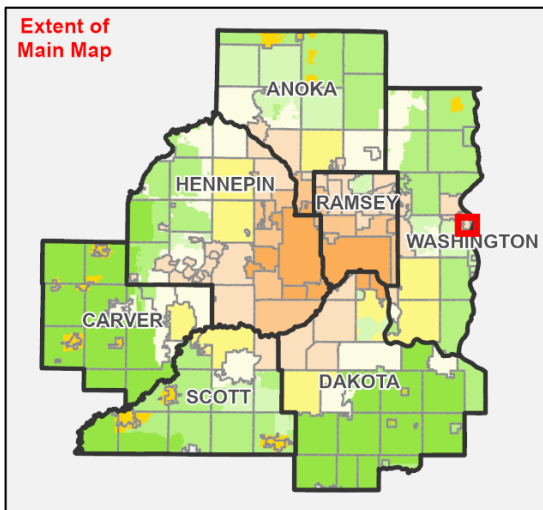
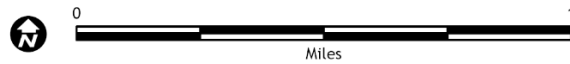
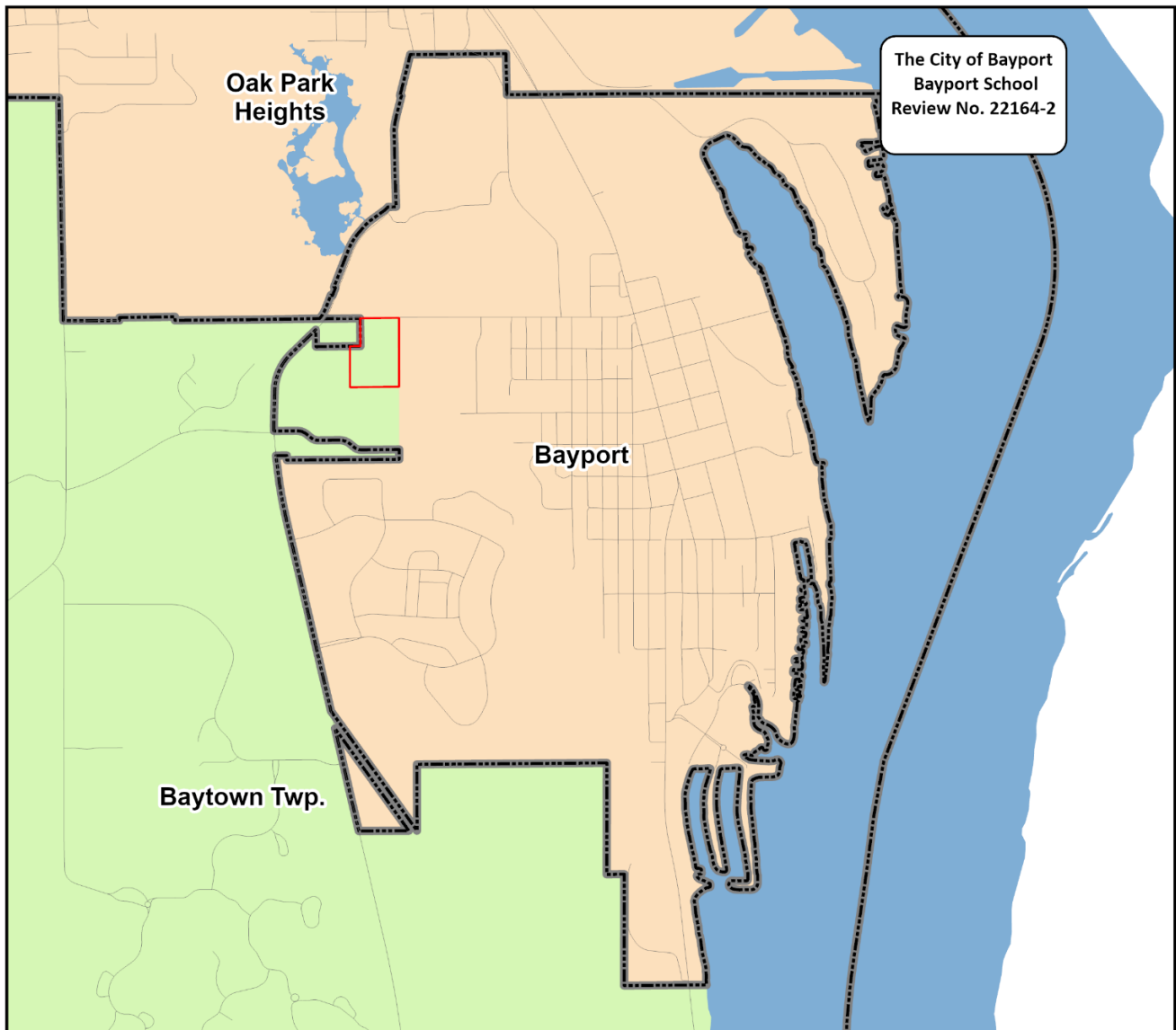
Regional Parks

- Existing (Open to Public)
- In Master Plan (Not Open to Public)
- Planned Units
- Other Parks, Preserves, Refuges and Natural Areas

Regional Trails

- Existing (Open to Public)
- Existing (Not Open to Public)
- Planned Regional Trails
- Regional Trail Search Corridors

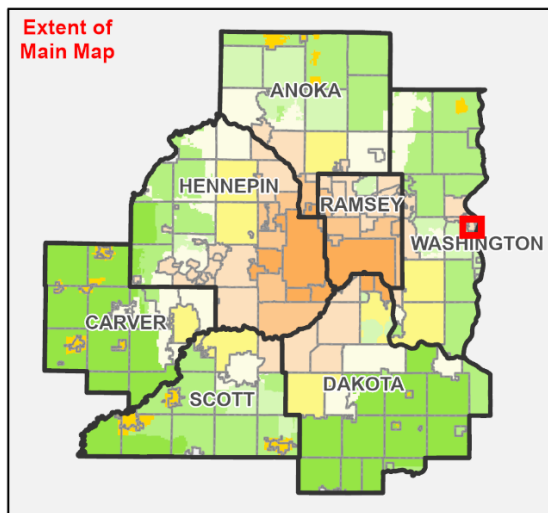
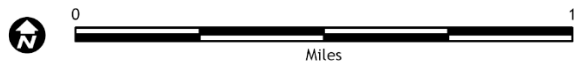
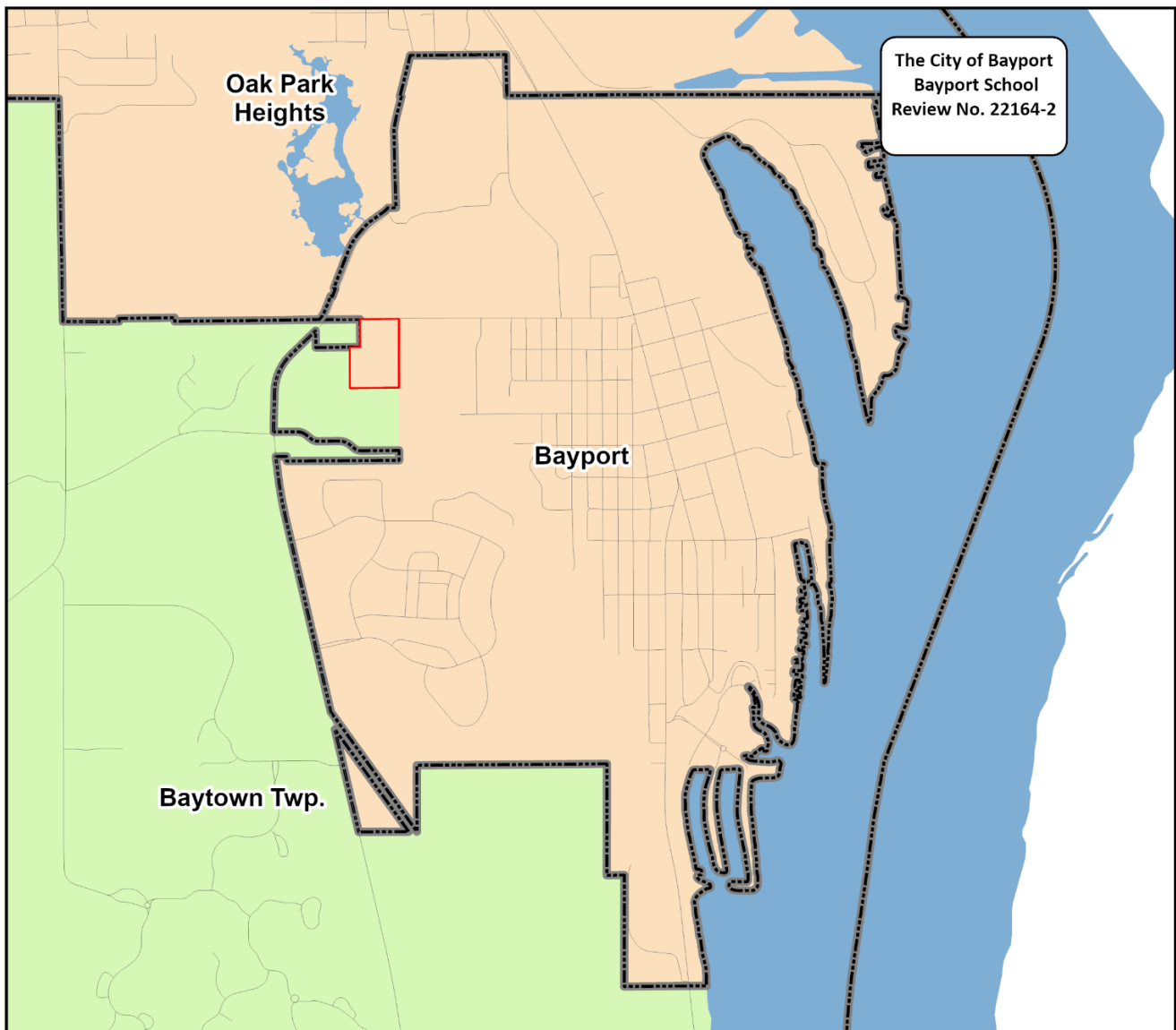
Figure 2a. Location Map Showing Current Community Designations



ThriveMSP 2040 Community Designations

- Agricultural
- Rural Residential
- Diversified Rural
- Rural Center
- Emerging Suburban Edge
- Suburban Edge
- Suburban
- Urban
- Urban Center

Figure 2b. Location Map Showing Amendment Community Designations



ThriveMSP 2040 Community Designations

- Agricultural
- Rural Residential
- Diversified Rural
- Rural Center
- Emerging Suburban Edge
- Suburban Edge
- Suburban
- Urban
- Urban Center



Figure 3. Proposed Land Use Guiding

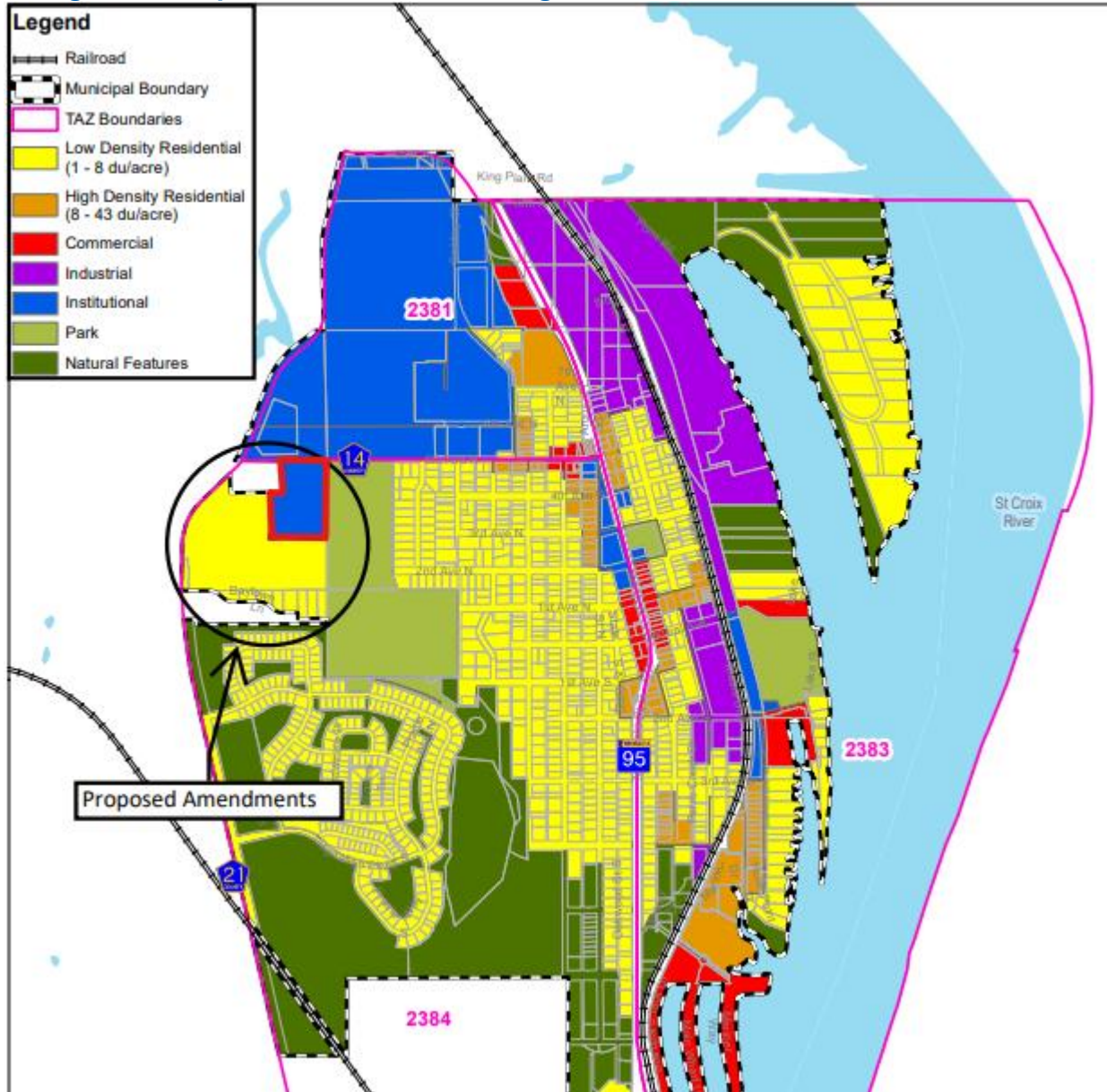
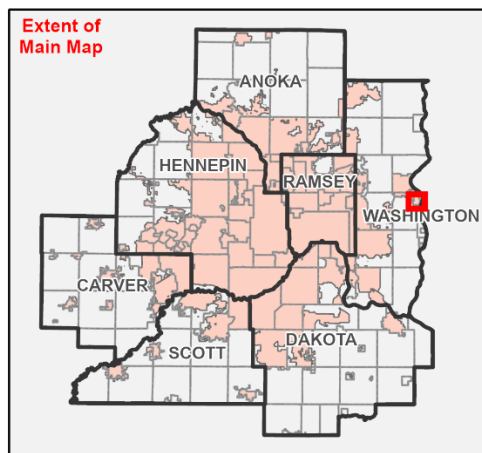
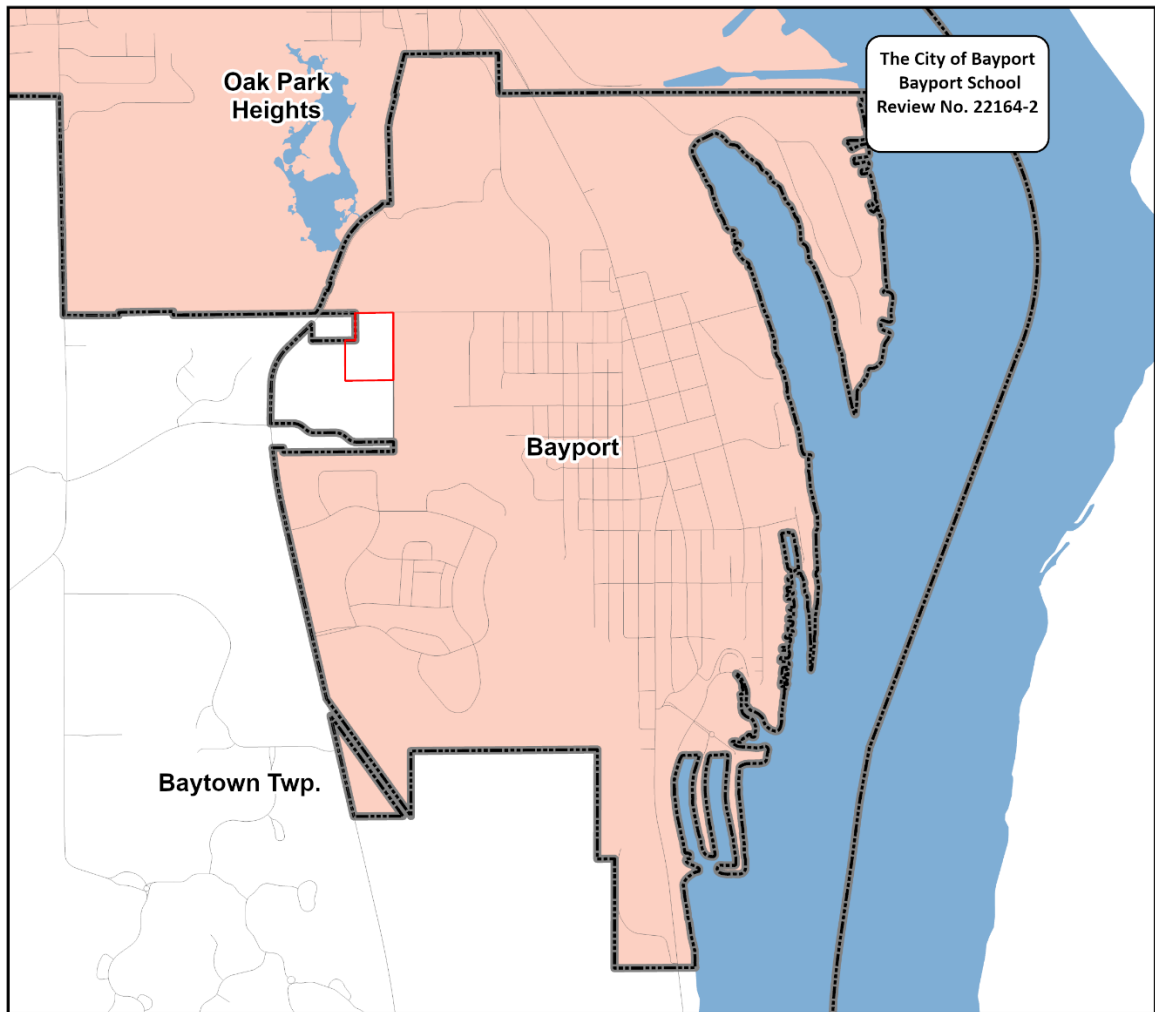


Figure 4a Current MUSA Staging

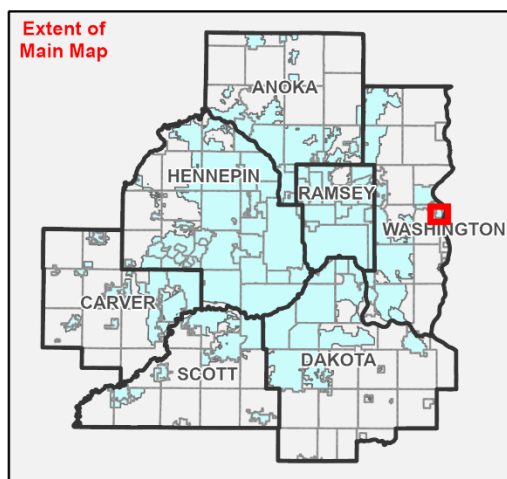
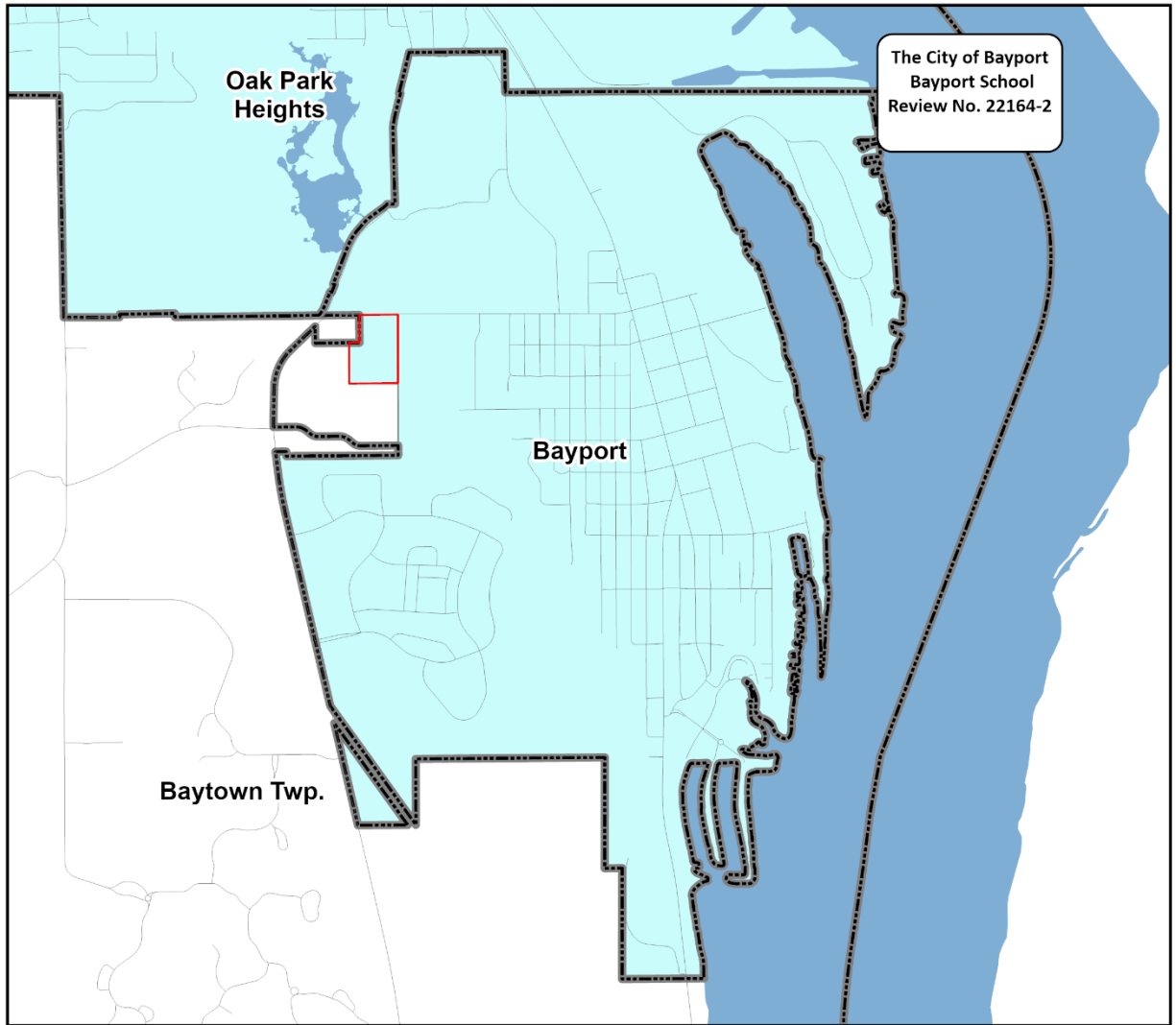


MUSA 2020



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Figure 4b. Proposed MUSA Staging



MUSA 2040



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