

BAYPORT PLANNING COMMISSION

November 19, 2007

6:00 p.m.

Bayport City Hall – Council Chambers
294 North 3rd Street

A. CALL TO ORDER

B. APPROVAL OF MINUTES

- October 15, 2007 regular meeting

C. PUBLIC HEARINGS

- Public hearing to consider a draft of the updates to the city's comprehensive plan

D. OLD BUSINESS

E. NEW BUSINESS

F. GENERAL INFORMATION

G. OPEN FORUM

H. ADJOURNMENT

**CITY OF BAYPORT
PLANNING COMMISSION MEETING MINUTES
CITY COUNCIL CHAMBERS
August 20, 2007
6:00 P.M.**

CALL TO ORDER

Pursuant to due call and notice thereof, Vice Chairperson Wolfe called the regular Bayport Planning Commission meeting of August 20, 2007, to order at 6:00 p.m.

ROLL CALL

Commissioners Present: Commissioners David Levy, Jennifer Schneider, Judith Seeberger and Ron Wolfe

Commissioners Absent: Commissioner Tom Mabie

City Staff Present: Assistant City Administrator/Planner Sara Taylor, City Council Liaison Sharon Ridgway and Attorney Nick Vivian

APPROVAL OF MINUTES

It was moved by Commissioner Seeberger and seconded by Commissioner Levy to approve the May 21, 2007 meeting minutes as presented. Motion carried.

PUBLIC HEARINGS

Consider a request to rezone 386 Maine Street South from I-Industrial to R2 Single-family Urban to allow construction of a new single family home: Planner Taylor reviewed Andersen Corporation's request to rezone 386 Maine Street South from industrial to residential to allow for the construction of a single-family home that would be donated to Twin Cities Habitat for Humanity. The property, that once contained a single-family home, is surrounded by a mixture of land uses, with the majority being single-family homes. If approved, the applicant plans to renovate the existing 2-car garage to complement the proposed home and install landscaping throughout the lot. Prior to tonight's meeting, the city heard from one neighbor who was in favor of the project, and Commissioner Mabie also expressed support for both rezoning requests on the Planning Commission agenda. Staff believes the proposed house and improvements would complement and improve the neighborhood, and that the property may be best suited for residential use. Staff recommended rezoning the property to R2 Single-family Urban.

Commissioner Wolfe expressed concern that installation of the landscaping required in the staff's recommended conditions of approval may be affected by winter weather. Planner Taylor stated staff would add language in the staff report to allow for leeway if installation is not feasible by the end of the building season.

Commissioner Levy questioned whether the proposed fencing and/or bushes on the north side of the property would affect vehicular/pedestrian visibility on the alley. Planner Taylor stated a site triangle for visibility is required and would be added to the conditions of approval.

Commissioner Schneider questioned the location of the proposed 10' x 20' accessory parking space that would be adjacent to the existing driveway and whether it would impact the impervious coverage allowed for the property. Planner Taylor indicated that, based on preliminary calculations,

the addition of the parking space would not exceed the 35% maximum impervious lot coverage requirement.

Commissioner Levy expressed concern with the condition of the existing garage and questioned whether it should be replaced with a new structure, in a different location on the lot. City staff has not yet determined if the existing garage is structurally sound. Planner Taylor stated that if it is structurally sound and complies with the Minnesota State Building Code, the city cannot require the applicant to remove it.

Mike Nelson, Plant Acquisition Manager for the Twin Cities Habitat for Humanity, spoke to the qualifications of his organization, as well as the training and screening involved with prospective homeowners. He answered questions regarding the homeowner selection process.

Mei Horak, 226 3rd Avenue South, stated he was in favor of the rezoning request and believes the project will have a positive effect on the neighborhood. He also commended Andersen Corporation for their involvement with Habitat for Humanity.

Jerry Kromschroeder, 398 Maine Street South, stated he was in favor of the project.

Don Schelander, co-executor for the property at 373 2nd Street South, stated he has no objection to the proposed rezoning and believes it is a commendable project.

It was moved by Commissioner Schneider and seconded by Commissioner Seeberger to close the public hearing. Motion carried.

Commissioner Schneider recommended deleting the 10' x 20' parking space. Planner Taylor stated staff recommended the space to ensure the city code requirement for off-street parking space is met.

Commissioner Levy reiterated his suggestion to raise the existing the garage and build a new one that would provide for a better layout of the property. Planner Taylor stated staff had not explored this option with the applicants. Kirk Hogberg, Andersen Corporation, indicated they would like to reuse the existing garage, if it is structurally sound. Andersen staff proposed the use of pavers for the parking space, and the Planning Commissioners felt this was a good alternative.

It was moved by Commissioner Seeberger and seconded by Commissioner Schneider to recommend to the City Council to approve rezoning of 386 Maine Street South from I-Industrial to R2 Single-family Urban, to allow construction of a new single-family home, with the additional conditions of approval recommended by the Planning Commission. Motion carried.

Consider rezoning 398 Maine Street South from I-Industrial to R2 Single-family Urban: Planner Taylor stated the subject property is directly south of 386 Maine Street South, discussed in the previous agenda item. The property is zoned industrial, but contains a single-family residential home that is considered legally non-conforming. With the rezoning request for the adjacent Habitat for Humanity project, staff evaluated the zoning classifications of surrounding properties and felt this property should be zoned residential to provide consistency with zoning and land use. As such, the city initiated the rezoning request. Rezoning to residential from industrial would allow for potential remodeling, if desired in the future, and remove the legally non-conforming status of the home. The city received one comment from a neighbor stating they were in favor of the project. Staff recommended rezoning the property to R2 Single-family Urban.

Property owner, Jerry Kromschroeder, stated he was in favor of the rezoning request. He questioned whether the rezoning would affect his property taxes. Attorney Vivian clarified that his taxes should not change, as the tax assessment status is based on the use of a parcel, not its zoning classification.

Me! Horak, 226 3rd Avenue South, stated he was in favor of the rezoning request and believes it makes a lot of sense.

It was moved by Commissioner Schneider and seconded by Commissioner Levy to close the public hearing. Motion carried.

It was moved by Commissioner Schneider and seconded by Commissioner Wolfe to recommend to the City Council to approve rezoning of 398 Maine Street South from I-Industrial to R2 Single-family Urban. Motion carried.

OLD BUSINESS - None

NEW BUSINESS - None

GENERAL INFORMATION

1. Residents were reminded that the city will be celebrating Derby Days on September 14th and 15th, with a variety of activities throughout the city.

OPEN FORUM - None

ADJOURN

It was moved by Commissioner Levy and seconded by Commissioner Seeberger to adjourn the meeting at 6:34 p.m. Motion carried.

*Comprehensive Plan Update
for*

City of Bayport, Minnesota

November, 2007

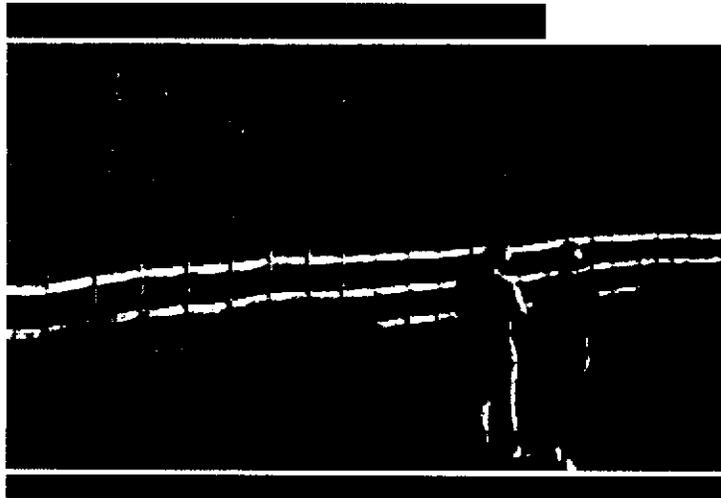


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Background

Policies and Objectives

Authority to Plan

Chapter 462 of Minnesota Statutes, Municipal Planning and Development, authorizes cities to prepare and implement a comprehensive plan. This statute enables a municipality to carry on comprehensive municipal planning activities to guide the future development and improvement of the municipality. It further enables the City to prepare, adopt, and amend a comprehensive municipal plan and implement such plan by ordinance and other official actions.

In addition to Chapter 462, the Metropolitan Land Use Planning Act, Chapter 473, requires local units of government in the metropolitan area to either adopt or update their comprehensive plans to make them consistent with certain standards and policies as established by the Metropolitan Council. The intent of this state statute is to control and guide urban development in the metropolitan area.

Bayport's Comprehensive Plan Update is presented in this document. It is primarily written in response to the Metropolitan Council's System Statement for the City of Bayport and takes into account new growth projections and policies published in the 2030 Regional Development Framework. This plan update also factors in policies of other State and regional plans such as The 2030 Transportation Policy Plan, The 2030 Water Resources Management Policy Plan, and The 2030 Regional Parks Policy Plan.

Purpose

The purpose of this Comprehensive Plan Update is to demonstrate compliance with the Regional Council's 2030 Regional Development Framework in a way that reflects the City of Bayport's vision. The policies in this plan will guide Bayport's land use, housing, resource protection and infrastructure decisions in the coming years.

Scope

The comprehensive plan update is a statement of public policy, based on a common vision of where the City wants to go and how it intends to get there. It is intended to be a general update consisting of policies, objectives, concepts and relationships in response to the System Statement and the 2030 Regional Development Framework. It is intended to be flexible, to serve as a frame of reference for future development and investment decisions. If interpreted too literally, it serves no purpose other than that of a zoning ordinance. If interpreted too generally, its value as a guide will be compromised.

Process

Comprehensive planning is a process, not a product. The update is a written guideline in response to changing public needs. The City



Council will adopt the update after careful public review by all stakeholders, including adjoining jurisdictions as well as the Metropolitan Council.

Application

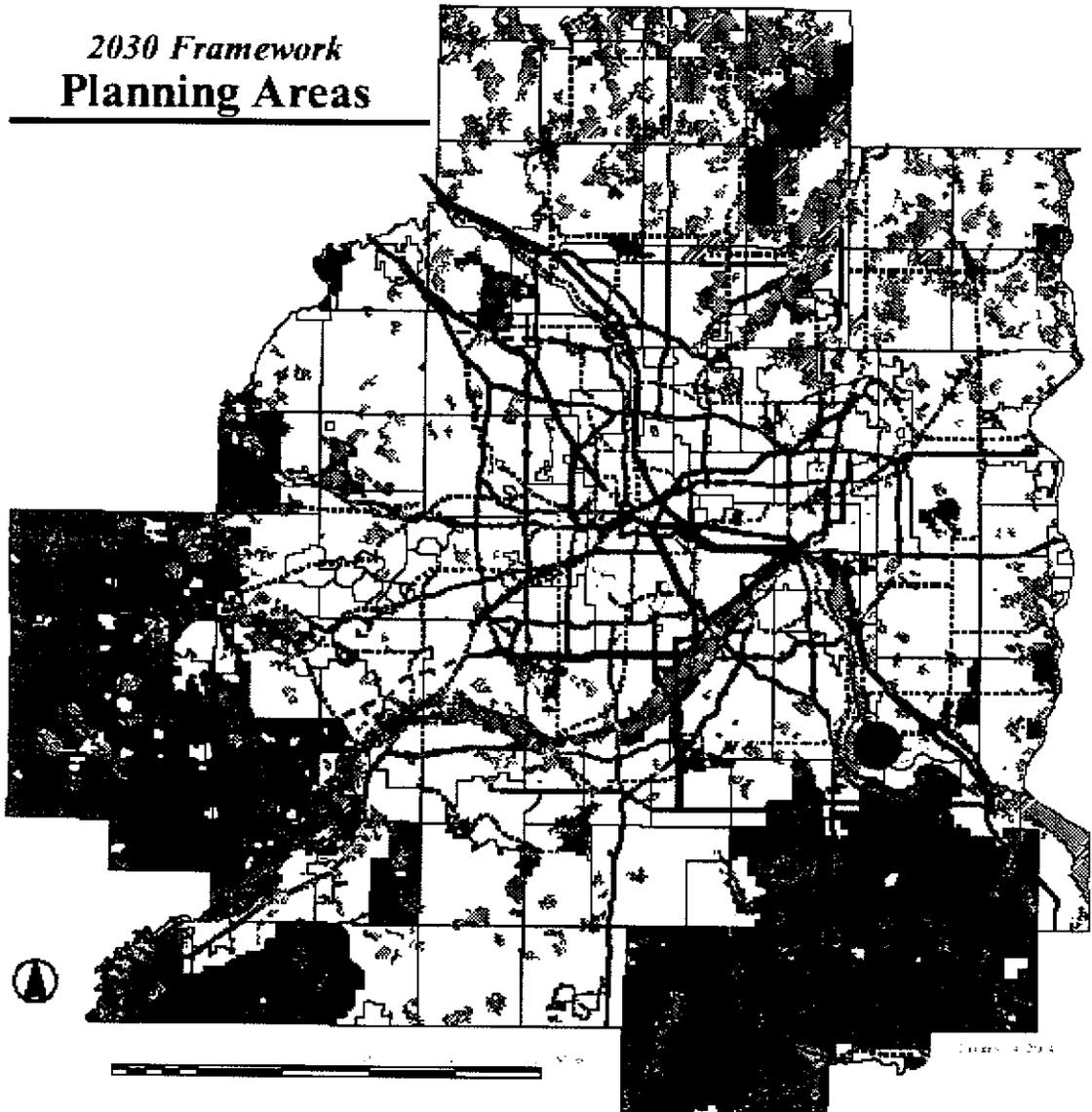
The comprehensive plan update will be used as a guide for making land use changes, preparing and implementing ordinances, preparing capital improvement programs and influencing the rate, timing and location of future growth. This document should be used when a development decision is being made, changes or deviations are made to the Zoning Ordinance, and when the City budget is being prepared.

Regional Planning Area Designations

Bayport is classified as a “developing community” in the 2030 Regional Development Framework, indicating that greater than 15 percent of land within its borders was identified as vacant or available for development in 2000. See the framework map below for a contextual view of Bayport within the region.



**2030 Framework
Planning Areas**



NOTE: Please refer to the Comprehensive Plans Composite map or the Regional Systems maps for the most recent information. These maps are available at the Metropolitan Council Data Center (651) 602-1140.

Geographic Planning Areas		Additional Information	
Urban Planning Areas	Rural Planning Areas	Regional Natural Resource Areas (includes Terrestrial and Wetland Areas) SOO RPT. More DNR in consultation with the Metropolitan Council	Regional Link
Developing Area	Rural Center	Regional Park	Transit SCS Corridor
Developed Area	Agricultural	Principal Arterial	Open Water
	Diversified Rural		
	Rural Residential	Proposed Regional Park	

Metropolitan Council



Population, Household, and Employment Forecasts

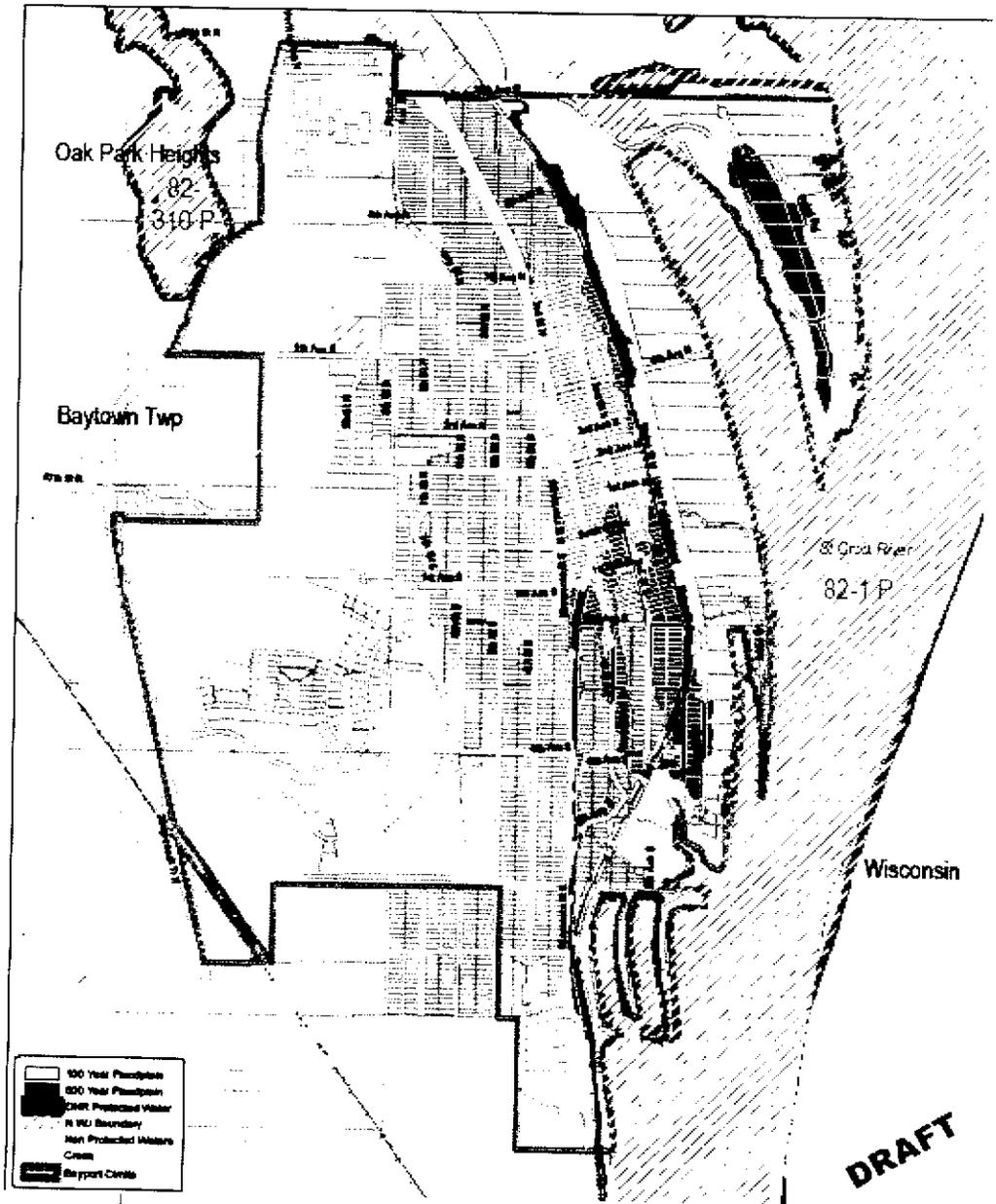
As of August, 2005, Bayport's growth was forecast at the following levels by the 2030 Regional Development Framework:

	1990	2000	2010	2020	2030	Change 2000- 2030
Total population	3,200	3,162	4,600	5,300	6,000	89.8%
All other population	1,736	1,781	3,220	3,920	4,620	159.4%
Prison population	1,464	1,381	1,380	1,380	1,380	0%
Total households	743	763	1,140	1,300	1,500	96.6%
Total employment	3,200	4,478	5,200*	5,700	6,300	40.7%

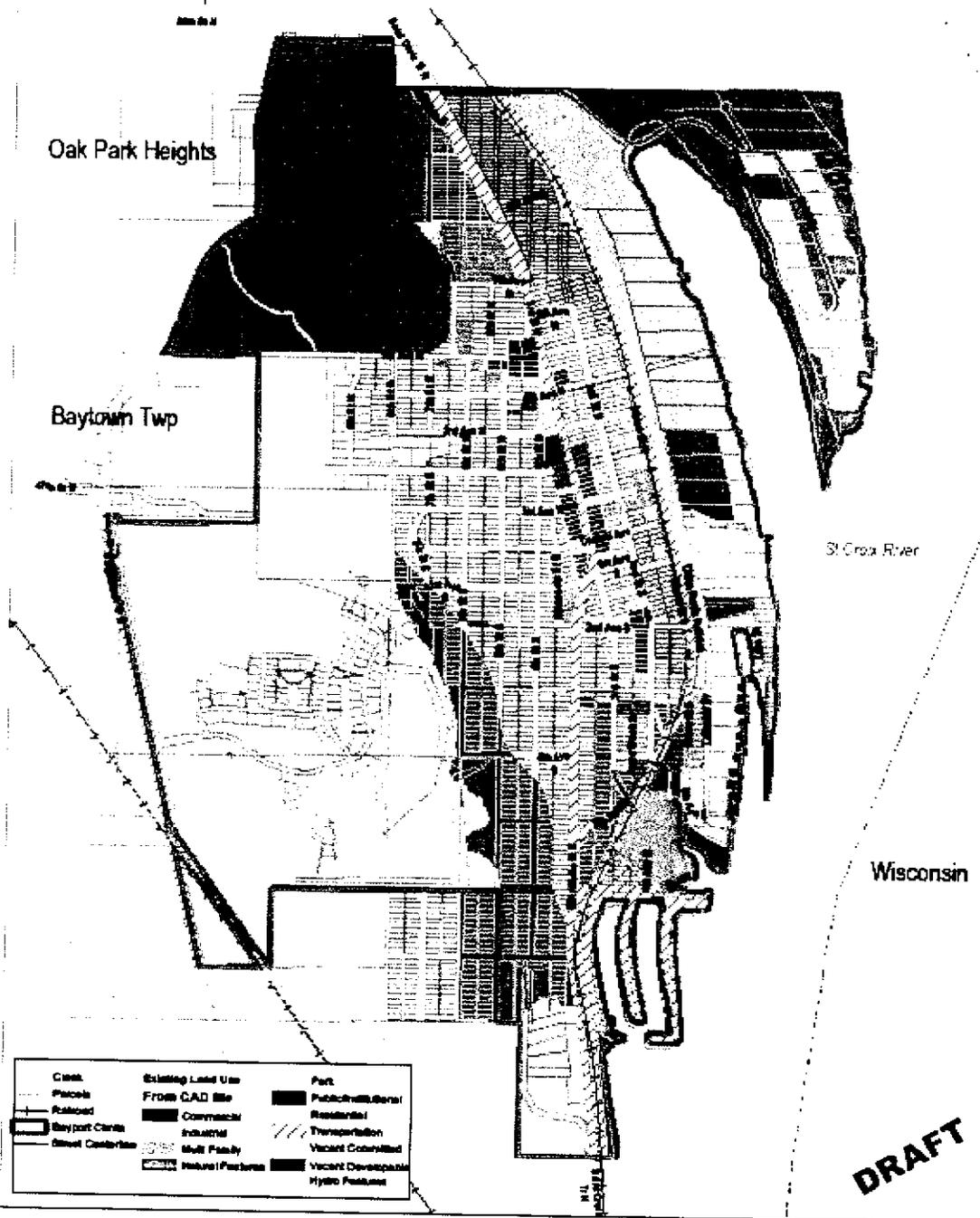
**Aulisen recently approved a layoff of 400 workers effective January 2, 2007. This is not accounted for in 2030 RDF projections.*



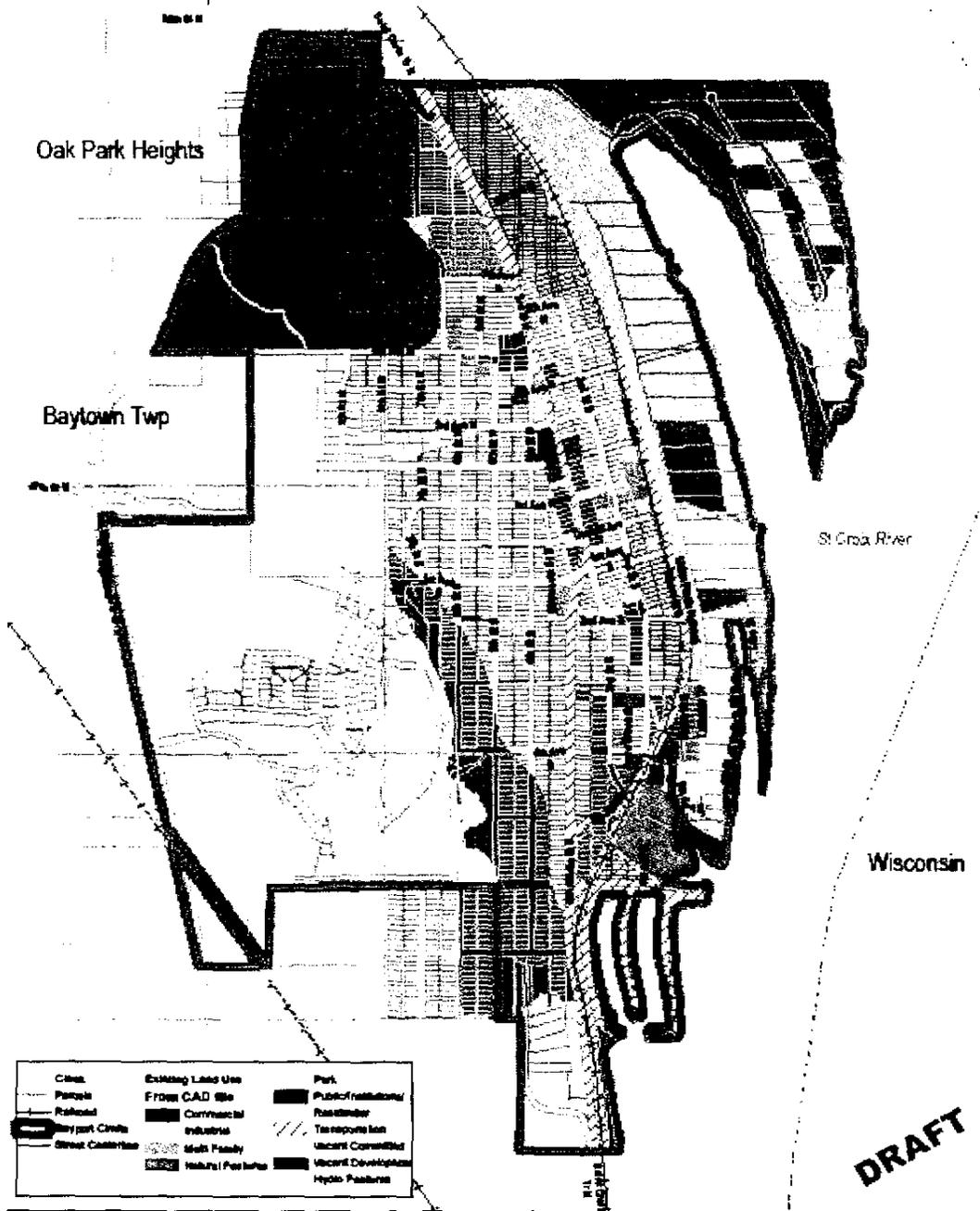
Land Use Surface Water Map



Existing Land Use Map and Definition of Categories



Future Land Use Map and Definitions of Categories



Existing and Planned Land Use Table

L.U. Category	# Dwelling Units	Acres	Net Residential Density
2000 (Census)			
Residential			
Low Density	634	354	1.8 units per acre
Medium Density	129	13	9.9 unit per acre
High Density	n/a	n/a	n/a
Mixed Use - Primarily Residential* (Inspiration)	358	245 (170 consisting of open space)	1.5 units per acre
C/I Land Uses			
Commercial	n/a	22	n/a
Industrial	n/a	87	n/a
Business Park	n/a	n/a	n/a
Mixed Use	n/a	25	n/a
Public/Semi Public Land Uses			
Public (Parks)	n/a	63	n/a
Institutional (Prison)		145	

L.U. Category	# Dwelling Units	Acres	Net Residential Density
2005 (Est.)			
Residential			
Low Density	791	354	2.2 units per acre
Medium Density	161	13	12.4 units per acre
High Density	n/a	n/a	n/a
Mixed Use - Primarily Residential* (Inspiration)	358	245 (170 consisting of open space)	1.5 units per acre
C/I Land Uses			
Commercial	n/a	22	n/a
Industrial	n/a	87	n/a
Business Park	n/a	n/a	n/a
Mixed Use	n/a	25	n/a
Public/Semi Public Land Uses			
Public (Parks)	n/a	63	n/a
Institutional (Prison)		145	



Existing and Planned Land Use Table (cont.)

L.U. Category	# Dwelling Units	Acres	Net Residential Density
2005-2010			
Residential			
Low Density	946	354	2.7 units per acre
Medium Density	194	13	14.9 units per acre
High Density	n/a	n/a	n/a
Mixed Use - Primarily Residential* (Inspiration)	358	245 (170 consisting of open space)	1.5 units per acre
C/I Land Use			
Commercial	n/a	22	n/a
Industrial	n/a	87	n/a
Business Park	n/a	n/a	n/a
Mixed Use	n/a	25	n/a
Public/Semi Public Land Uses			
Public (Parks)	n/a	63	n/a
Institutional (Prison)		145	

L.U. Category	# Dwelling Units	Acres	Net Residential Density
2010-2015			
Residential			
Low Density	1013	354	2.9 units per acre
Medium Density	207	13	15.9 units per acre
High Density	n/a	n/a	n/a
Mixed Use - Primarily Residential* (Inspiration)	358	245 (170 consisting of open space)	1.5 units per acre
C/I Land Uses			
Commercial	n/a	22	n/a
Industrial	n/a	87	n/a
Business Park	n/a	n/a	n/a
Mixed Use	n/a	25	n/a
Public/Semi Public Land Uses			
Public (Parks)	n/a	63	n/a
Institutional (Prison)		145	



Existing and Planned Land Use Table (cont.)

L.U. Category	# Dwelling Units	Acres	Net Residential Density
2015-2020			
Residential			
Low Density	1079	354	3.0 units per acre
Medium Density	221	13	17.0 units per acre
High Density	n/a	n/a	n/a
Mixed Use - Primarily Residential* (Inspiration)	358	245 (170 consisting of open space)	1.5 units per acre
C/I Land Uses			
Commercial	n/a	22	n/a
Industrial	n/a	87	n/a
Business Park	n/a	n/a	n/a
Mixed Use	n/a	25	n/a
Public/Semi Public Land Uses			
Public (Parks)	n/a	63	n/a
Institutional (Prison)		145	

L.U. Category	# Dwelling Units	Acres	Net Residential Density
2020-2025			
Residential			
Low Density	1162	354	3.3 units per acre
Medium Density	238	13	18.3 units per acre
High Density	n/a	n/a	n/a
Mixed Use - Primarily Residential* (Inspiration)	358	245 (170 consisting of open space)	1.5 units per acre
C/I Land Uses			
Commercial	n/a	22	n/a
Industrial	n/a	87	n/a
Business Park	n/a	n/a	n/a
Mixed Use	n/a	25	n/a
Public/Semi Public Land Uses			
Public (Parks)	n/a	63	n/a
Institutional (Prison)		145	



Existing and Planned Land Use Table (cont.)

L.U. Category	# Dwelling Units	Acres	Net Residential Density
2015-2020			
Residential			
Low Density	1245	354	3.5 units per acre
Medium Density	255	13	19.6 units per acre
High Density	n/a	n/a	n/a
Mixed Use - Primarily Residential* (Inspiration)	358	245 (170 consisting of open space)	1.5 units per acre
C/I Land Uses			
Commercial	n/a	22	n/a
Industrial	n/a	87	n/a
Business Park	n/a	n/a	n/a
Mixed Use	n/a	25	n/a
Public/Semi Public Land Uses			
Public (Parks)	n/a	63	n/a
Institutional (Prison)		145	



Residential Development Staging Plan

Bayport is a near-developed community with a very limited supply of land for new development. In the last few years the most significant development has been the completion of the rebuilt Croixdale senior citizen housing complex with approximately 100 units and the Inspiration housing development which will ultimately have 253 single family houses, of which 121 are currently platted. Housing supply should be able to accommodate seniors, renters and homeowners. Commercial development will most likely be infill along the commercial corridor. Industrial development is not planned; however, there is some land set-aside for that use.

The City's goals are to limit growth, for example, forgoing annexation of surrounding townships. This is consistent with both the City's goals and its neighbors - preserving other municipalities' independence while working together, in everyone's best interest, to accommodate growth in the future.

As this demonstrates, the need for major capital programs to add infrastructure, i.e. roads, sewer, water, is not a significant priority for the City in the near term. Further studies are being done at this time to fully assess and analyze future water and sewer infrastructure requirements in cooperation with the Regional Council in the long-term.

Residential Development and Housing Plan

Current Conditions

The City of Bayport has not seen significant population growth in over a decade, and until recently its slow residential growth has reflected this trend. Much of the development that has occurred within the City has occurred through infill development. The Croixdale development, an 111-unit assisted living and senior housing complex, was completed in 2005. Other examples of growth in housing stock include small lot, single family housing rehabilitation projects, minor subdivisions and lot splits, and (small 12-units and under) PUD twin-home developments.

Following the completion of the Inspiration Development, which will add 328 units, the total number of housing units in the City will reach 1,225. Currently, 72.8 percent of housing units in Bayport are single family units, 2.0 percent are duplexes, and the remaining 25.2 percent are multifamily units. Housing tenure is fairly evenly distributed, with between 10 and 20 percent of households being occupied by current householder per census period.

The 2000 U.S. Census shows a residential vacancy rate of 3 percent in Bayport. Of the remaining units, 22.5 percent are renter-occupied and 74.5 percent are owner-occupied. Housing values in Bayport tend towards the lower end of the market spectrum for the seven county metropolitan area, with a median value of \$132,500. This may be due



in part to the fact that until the construction of housing units in the Inspiration and Croixdale developments, only 6.2 percent of homes in Bayport were built after 1990. Nearly two-thirds of Bayport's housing stock was constructed prior to 1960. As of the 2000 U.S. Census, median gross rent in Bayport was \$635.

Housing Strategy

The City of Bayport has negotiated housing goals with the Metropolitan Council as they relate to the Livable Communities Act. The City of Bayport supports the following principals for providing housing within the community:

1. A balanced housing supply, with housing available for people at all income levels.
2. The accommodation of all racial and ethnic groups in the purchase, sale, rental and location of housing within the community.
3. A variety of housing types for all people of all ages.
4. A community of well-maintained housing and neighborhoods, including ownership and rental housing.
5. Housing development that respects the natural environment of the community while striving to accommodate the need for a variety of housing types and counts.
6. The availability of a full range of services and facilities for its residents, and the improvement of access to and linkage between housing and employment.

The Comprehensive Plan states that the following design standards are necessary for all residential areas:

- Establish design guidelines which encourage developments that are architecturally compatible with historic neighborhoods and are in keeping with traditional design standards.
- Encourage buildings to be designed and/or renovated in character and size with the historical nature of the City.
- Define standards to regulate the bulk, height, area and density of buildings in new residential areas to create consistency with existing residential neighborhoods.
- Provide financial incentives for building renovation and replacement in keeping with the area's historical architecture.
- Reduce the number of direct driveway accesses to the arterial and collector street system as part of the development and redevelopment process.



It is also the policy of the Comprehensive Plan to broaden housing options by supporting the following:

- Encourage innovative zoning and land use approaches to encourage the development of diverse and affordable housing for persons of all ages.
- Facilitate the redevelopment and replacement of blighted residential properties to satisfy community housing needs.
- Promote mixed housing and clustering by planned unit development but maintain overall densities in circumstances where it is advantageous to protect natural features such as woodlands, wetlands, and the bluffs.
- Require parkland dedication or, at the discretion of the City, cash payments in lieu of land to satisfy the needs of the developing residential areas. Land dedication should correlate with parklands shown on the Comprehensive Plan. Dedication should not include lands that are unsuitable for recreation purposes.

Residential Development Conforms to Regional Plans

Bayport's available residential land supply is limited. Projections predict population growth between 2000 and 2030 at nearly 90 percent. As a designated developing community, Bayport seeks a flexible approach to accommodate this growth or any changes in actual population growth - given the nature of long-term forecasting.

Current policies anticipate predicated growth and will increase densities while preserving parks and natural resources by using strategies designed to utilize innovative zoning and land uses. Traditional approaches, such as infill development, are also encouraged.

Policies are designed to make sure regional services and infrastructure will be efficiently provided, and that development and growth will be coordinated with other local communities and the Metropolitan Council.

Solar Access Protection

Since 1978, the Metropolitan Land Planning Act has required communities to include an element in their plans to protect access to direct sunlight for solar energy systems. The purpose of this provision is to protect solar collectors from shading by adjacent structures and/or landscaping.

The City of Bayport recognizes the value of solar access protection and energy conservation in general; however, the community is experiencing limited new construction in urbanized areas. In addition, while a considerable amount of new development will occur throughout the City in the future, the application of this provision will be difficult within the context of an established land use pattern and



natural topography. For this reason, the City will look beyond solar accessibility to address the conservation of energy in general through its comprehensive planning efforts.

Aggregate Resource Protection

Some mineral deposits, primarily sand and gravel, exist to the west and south of Bayport. Mining of these materials occurs in two areas, southwest and south of the City. The mines are located far enough away from the slopes, so as not to cause erosion to the bluffs. While some rock formations exist along the bluffs, mining of these rocks would be regulated by the City and Washington County's Lower St. Croix River Bluff Land and Shoreland Management Ordinance.



Transportation

Existing Transportation System

This section describes in detail the existing transportation system and identifies deficiencies and opportunities for this system.

Existing Streets

The City of Bayport's transportation connections are limited by the St. Croix River on the east and the bluffs in the middle of the City and County State Aid Highway 21 (CSAH 21) to the west. State Highway 95 represents the principal north/south access road through Bayport and provides connections to Trunk Highway (TH) 36 to the north and I-94 to the south. Because of this, almost all traffic is compelled to pass through the core area of Bayport. On the west boundary of Bayport, Stagecoach Road (County State Aid Highway (CSAH) 21) is the only other major north/south road. Stagecoach Road provides access to Baytown Township and connects to communities south of Bayport. Stagecoach Road extends to the north of Bayport to 59th St. N., where it connects to the south end of CSAH 23. CSAH 23 is also a north/south road (located to the north of Bayport) which provides access to State TH 36. CSAH 23 provides direct access into Oak Park Heights and Stillwater and indirect access to Bayport, via CSAH 21.

CSAH 14 and 28 are the primary east/west access roads in the northern part of Bayport, however, they provide limited access to the City. CSAH 14 does connect to TH 95 and provides access to Lake Elmo, West Lakeland and Baytown Township. CSAH 28 is located at the north City limits and serves as a connection between TH 95 and CSAH 21. There are no accessible east/west roads in the southern portion of Bayport except 22nd Street North which is several miles south of the city limits.

All other roads in Bayport are local roads which provide connections to and between neighborhoods in Bayport. Several new local roads were added as part of the Inspiration Development on the western portion of the City. These new roads all feed to CSAH 21.

Developing additional corridors in the future may be limited because of the land ownership and bluff constraints. In particular, future east/west corridors which could connect the existing City to future growth areas to the west of the community will be limited. Because of this, existing roads that provide access to Bayport and surrounding communities may need to be upgraded and widened to accommodate future traffic volumes.

Transportation Congestion

The City of Bayport is relatively free from traffic congestion except for several intersections along Highway 95 which experience congestion problems between 2:30 and 3:30 p.m. This congestion is due to



the shift changes at Andersen Corporation. The intersections which receive the most traffic are:

- 3rd Ave. South
- 2nd Ave. South
- Central Ave
- 1st Ave. North
- 2nd Ave. North
- 3rd Ave. North
- 4th Ave. North
- 5th Ave. North
- 6th Ave. North

Since traffic is traveling to and from the Andersen Corporation, congestion at these intersections is occurring on the east side of Highway 95. This congestion problem increases during the May to October season when Andersen Windows is manufacturing and selling more of its products.

Existing Railroad

The City currently has one spur line and one main line which traverse the eastern boundary and southwest corner of Bayport. Both of these rail lines are owned and operated by the Union Pacific Railroad Company. The spur line starts at the Lakeland Junction and runs north/south along the St. Croix River to an area just north of the Xcel A. S. King Plant in Oak Park Heights. Lakeland Junction is located along the St. Croix River just north of the City of Lakeland. This spur line services both the Xcel Plant and the Andersen Corporation and as such, is used solely for the loading and unloading of industrial materials and products. Only one to two trains per day travels along this spur line presently.

Bayport also has a portion of the Union Pacific main line running through the recently annexed portion (Inspiration Development) of its community. This main line runs east/west from Eau Claire to St. Paul and is known as the Eau Claire Subdivision. Six to eight trains run along this main line per day.

The location of these railroad lines present certain challenges to the existing and future land uses of the City. Loading and unloading of cars along the spur railroad line occurs daily. Because of this activity, traffic flow is disrupted and noise pollution is increased. As development occurs along the main line (to the west of the City), opportunities to reduce the physical, social and environmental impacts should be encouraged.

Existing Water Transportation

In the past, a ferry boat operated between Bayport and North Hudson for several years until the City of Hudson erected a bridge across the St. Croix River at Hudson. Today, barge activity does occur on the St. Croix River; however, there are no barge terminals in



Bayport that transport either passengers or materials. The majority of water transportation that occurs along Bayport's shore is recreational. Private boats are kept at the marinas and a public boat launch site is available for fishing and recreational boating. The public boat launch facility consists of 4th Avenue North which dead ends into the St. Croix River. Access to this site is poor and parking for cars and boat trailers is inadequate. Due to problems with nonresidents parking boat trailers on streets to access the water, the City has worked with Andersen Corporation to provide for limited permit parking in their adjacent lot and has put a ban on boat trailer street parking. In the future, efforts should be made to encourage more convenient use of the launch facility by making it more accessible and a more prominent part of the community.

Transportation Plan

Bayport's proposed street and highway system consists of a functional hierarchy of arterial, collector and local streets. Arterials are under the jurisdiction of the County and/or State, collectors are under the jurisdiction of the County. Local streets are those roads that are not a major street and are under the responsibility of the City.

Traffic Analysis Zones

The City of Bayport's population, household, and employment forecasts are allocated into two Traffic Analysis Zones (TAZ). TAZ 1 represents the previous City limits (before the Inspiration Development) and TAZ 2 represents the new land added as a result of the Inspiration Development located at the top of the bluff.

Allocation of Forecasts to Traffic Analysis Zones (TAZ)

TAZ #	2000			2010			2020			2030		
	Pop	HH	Emp	Pop	HH	Emp	Pop	HH	Emp	Pop	HH	Emp
1	3162	763	4478	3300	810	5200	4000	970	5700	4700	1170	6300
2	-	-	-	1300	330	0	1300	330	0	1300	330	0

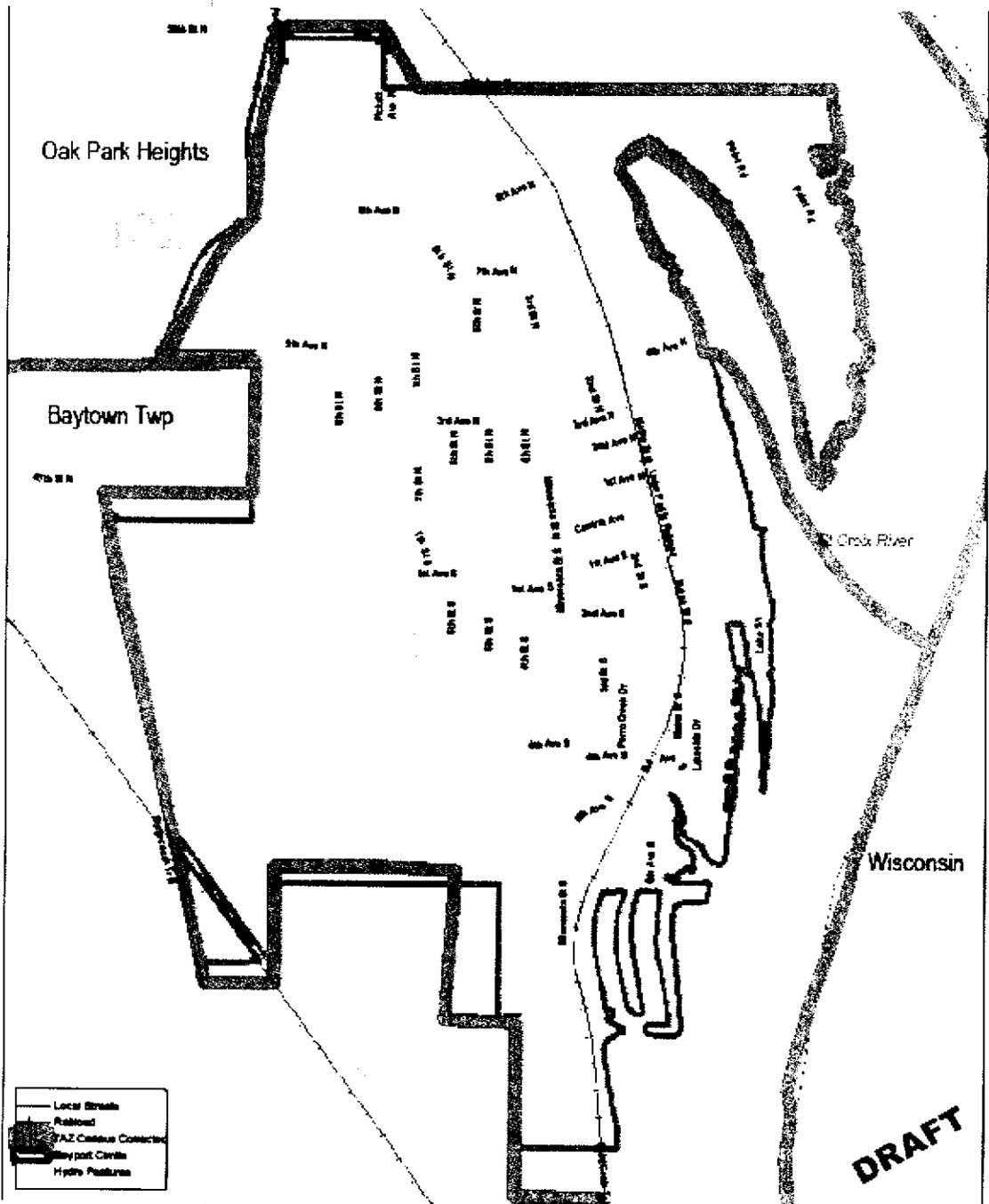
Pop = Population forecasts

HH = Households forecasts

Emp = Employment forecasts

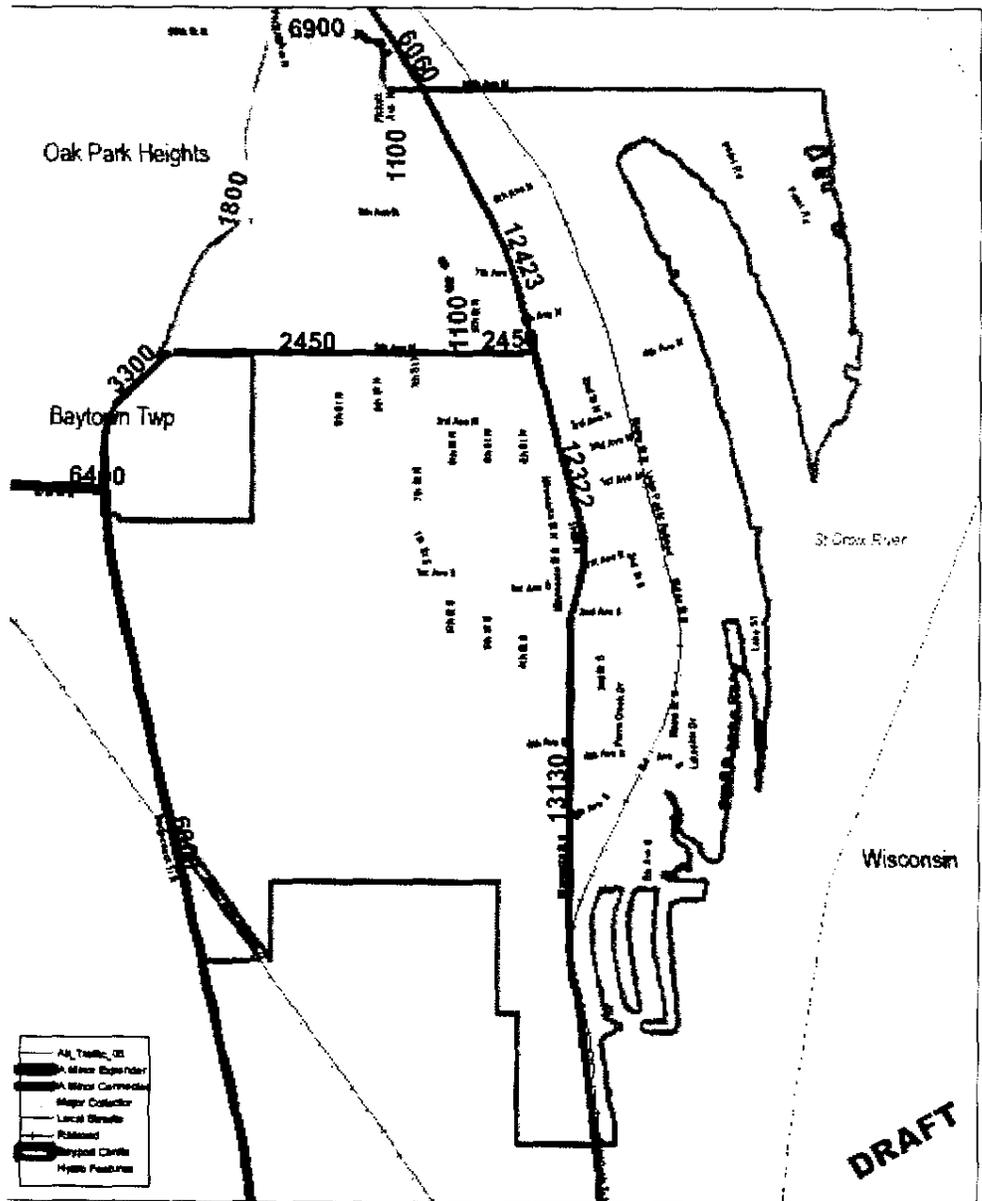


Traffic Analysis Zone Map



Functional Classification and Traffic Volumes

The Functional Classifications and Traffic Volumes Map identifies the jurisdictional classifications and traffic volumes for the primary roads in Bayport. The current AADT volumes indicated on this map are based on 2005 counts performed by Mn/DOT. A two percent annual increase was used to forecast 2030 AADT volumes.



Planned Highway Improvements

This section identifies some of the improvements that are programmed to occur between now and the year 2008 according to Mn/DOT, Washington County, and the City of Bayport.

TH 36 St. Croix Bridge: The Highway 36 St. Croix Bridge Project is currently in process. This new bridge will be constructed at the junction of Highway 36 and 95, where it will expand east across the St. Croix River and connect to the future extension of Highway 64 at the Wisconsin border. This new bridge is meant to reduce congestion and increase safety by allowing more through trips to bypass narrow downtown streets.

Turn lanes will be constructed along CSAH 21 with the second phase of the Inspiration Development. As warrants are met, a traffic control signal will be constructed at the CSAH 14 and CSAH 21 intersection.

Transportation – Land Use Relationship

The City does not have any current plans to annex or develop any additional land. The only foreseeable development in or adjacent to the City would be residential development by private developers. Any future development in the City of Bayport would need to comply with land use, natural resource protection, and transportation planning requirements outlined in the Transportation Policy Plan.

Capacity and Safety Issues

Because of the unique natural features and land use patterns, Bayport's transportation system will have to be planned carefully to ensure maximum use of its roads to eliminate congestion and access problems. While the existing roads will need to be preserved, maintained, and in some cases widened; new local roads will also need to be built to meet development and future traffic needs. Any new or existing roads that are built, upgraded, or reconstructed, should be built according to the designated design standards and access control guidelines identified in this section. It is not anticipated that any additional local streets that would be built as part of future developments would create enough additional traffic to exceed capacity of the regional road network.

Future traffic volumes may require the addition of a traffic signal at the intersection of CSAH 21 and CSAH 14 as a result of the additional traffic created by the Inspiration Development. The developer was required to escrow funds for a portion of the future traffic signal.

The inclusion of bicycle/pedestrian paths will be encouraged with any new development that occurs. Mn/DOT has also included the construction of a bicycle/pedestrian path as a part of the new St. Croix River crossing bridge. This path will link the existing sidewalk located along the west side of TH 95 at the north end of the City with proposed paths along the bridge and northerly into Stillwater.



Dedicated bicycle/pedestrian paths are one means of attempting to reduce pedestrian/vehicle accidents by physically separating bicycles and vehicles.

City of Bayport Functional Classification System			
	Aterial	Collector	Local
Spacing	0.5-2 miles	0.25-1 mile	1 block
Location	On edges of development and neighborhoods	On edges or within neighborhoods	Within neighborhoods and other homogeneous land use areas
Intersection characteristics	Limited signals and cross street stops	Some limitations on direct land access	Direct access
On-street parking	Restricted as necessary	Restricted as necessary	As required
Large trucks	Restricted as necessary	Restricted as necessary	Permitted as necessary
Management tools	Traffic signal timing, land access spacing, preferential treatment for transit	Continuity, number of lanes, traffic signal, timing, land access	Stop signs, cul-de-sacs, diverters
Accessibility focus	Connects adjacent subregions and activity centers within subregions	Connects neighborhoods within and between regions	Connects blocks within neighborhoods and specific activities within homogeneous land use areas
Level of mobility	Provides mobility within and between two subregions	Provides mobility between neighborhoods and other land uses	Provides mobility within neighborhoods and other homogeneous land use areas
System access	To interstate freeways, major arterials, other minor arterials, and collectors, restricted direct land access	To minor arterials, other collectors, local streets, land access	To collectors, other local streets, land access
Trip-making service performed	Medium to short trips at moderate to low speed. Local transit trips	Primarily serves collector and distribution function for the arterial system at low speeds. Local transit trips	Almost exclusively collection and distribution. Short trips at low speeds
Source Metropolitan Council			



Transportation Access Control Guidelines				
		Arterial	Collector	Local
General types of Access Control	Minimum	Some access of major generators	Access carefully planned	-
	Desirable	Limited	Limited	
Desirable spacing of crossing public roadway	Arterial	1/2 mile	1/2 mile	1/2 mile
	Collector	1/4 mile	1/8 mile	1/8 mile
	Continuous local	no direct access	1/8 mile	Use other criteria - sight distance, speed, traffic volumes
	Non-continuous local	1/8 mile with no median openings		
Private entrance spacing	Minimum	200'	100'	50'
	Desirable	500'	300'	100'
Corner clearance to non-public entrance	Minimum	50'	30'	30'
	Desirable	100'	100'	100'

Access Management

Future access and congestion concerns can be met by reducing the number of direct driveway access points to the arterial and collector street system as part of the development and redevelopment of buildings and also, requiring that residences back or side to major streets. In addition to this, the City should work with Andersen Corporation to determine how to address the existing and future congestion problems that result from the large number of workers coming and going to work during shift changes.

Bicycle and Pedestrian Requirements

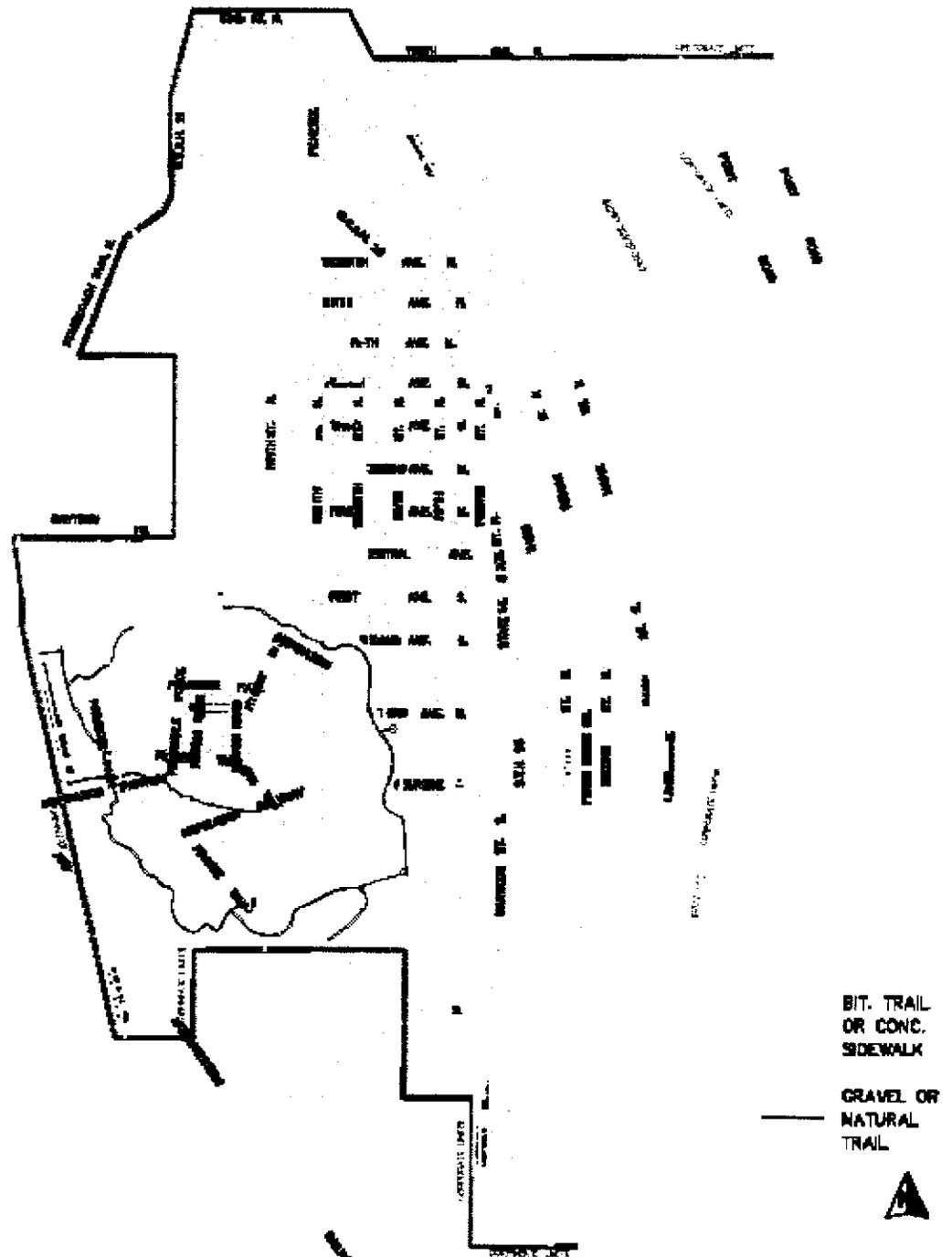
Bayport has few designated bicycle trails and some non-continuous sidewalks throughout the City. Bayport's small size and the variety of parks dispersed throughout the community may represent opportunities for future connections within the City.

Whenever major roads are constructed or expanded, the City typically incorporates new bicycle/pedestrian trails with the project if funding is available. The Inspiration Development has a trail system that has been constructed as part of the development. Plans for bicycle/pedestrian paths are also proposed as part of Washington County's linear park corridors. These trails are proposed as regional connections linking Bayport to the other communities via trails along TH 95 and CSAH 21. While there are plans for CSAH 21 to be upgraded, a trail was not proposed because there currently is no development west of Bayport nor is there anything to connect this trail to which would warrant its construction.



Currently, there is no bicycle/pedestrian access to any transit corridors/facilities in Bayport since no transit facilities exist. As new development occurs to the west of Bayport and roads are upgraded, pedestrian and bicycle paths should be encouraged to increase pedestrian use.

Existing Trails and Parks Map



Transit Requirements

Bayport is currently in the Metropolitan Transit Market Area III. The residents of Bayport however are currently not provided with local and regional bus transit service by the Metropolitan Council Transit Operation (MCTO). MCTO does provide bus service to the City of Stillwater.

Senior citizen and handicap services are provided by Human Services, Inc (HSI). In addition to this, the Community Volunteer Service (CVS) provides service to elder persons who are ambulatory.

There are no plans for expansion of the bus service by the MCTO in the near future. However, as the transit dependent increase in the future due to the growing elderly population, the City of Bayport will need to work with and support agencies who provide transit services to meet these needs.

Aviation Requirements

There are no airports or special aviation facilities in Bayport and the City is not directly influenced by any of the airports near Bayport. Lake Elmo Airport is the closest and is over four miles to the southwest of Bayport.

The City of Bayport has no existing structures that exceed a height of 500 feet above ground level. In order to minimize future influence by airports, the City intends to protect the life and safety of residents and property and maximize aviation safety. The following are the City's policies for Aviation:

- To protect all primary, horizontal, conical, approach, and transitional airspace zones from vertical intrusions and prohibit general obstructions to air navigation per Minnesota Department Transportation Rule 14 MCAR 1.3015 Subdivisions C and D.
- To require that sponsors notify the FAA using FAA Form 7460-1 at least 30 days in advance of any proposed construction or alteration of structures that would exceed a height of 200 feet above ground level at the site.
- To require that all structures exceeding a height of 200 feet above the ground be the subject of Conditional Use Permit (CUP) procedures as defined by the Zoning Ordinance.
- To require that heliports comply with the licensing requirements of Mn/DOT, the approach and altitude standards established by the Federal Aviation Administration (FAA) and noise standards established by the Minnesota Pollution Control Agency (MPCA) as requirements of CUP approval.

Rail Requirements

There are no major railroad modifications expected for either the main or spur lines. Rail service will continue in Bayport to service the needs of Andersen Corporation and Xcel Energy.



Public Utilities

Existing Public Utilities

The City of Bayport provides sanitary sewer collection and public water services to its residents. In the past, the City provided sanitary sewer and electricity to its residents. Bayport's wastewater is now treated at the Metropolitan Council Environmental Service (MCES), St. Croix Valley treatment facility in Oak Park Heights and Xcel now provides electric service to the City.

On-site Sewer Facilities

Approximately 40 residences have on-site sewer facilities in Bayport. The primary locations of these systems are Point Road, Osprey Boulevard and along the St. Croix River north of Central Park. These sites are located on soil classified as Chebek or Burkhardt sandy loams which are suitable for on-site sewer facilities. The design and installation of the on-site sewer facilities are regulated by the City according to Washington County Standards. Permits and inspection were provided by Washington County during the construction of these systems. In the year 2000, Washington County began implementing an ISTS management program which tracks inspections and pumping.

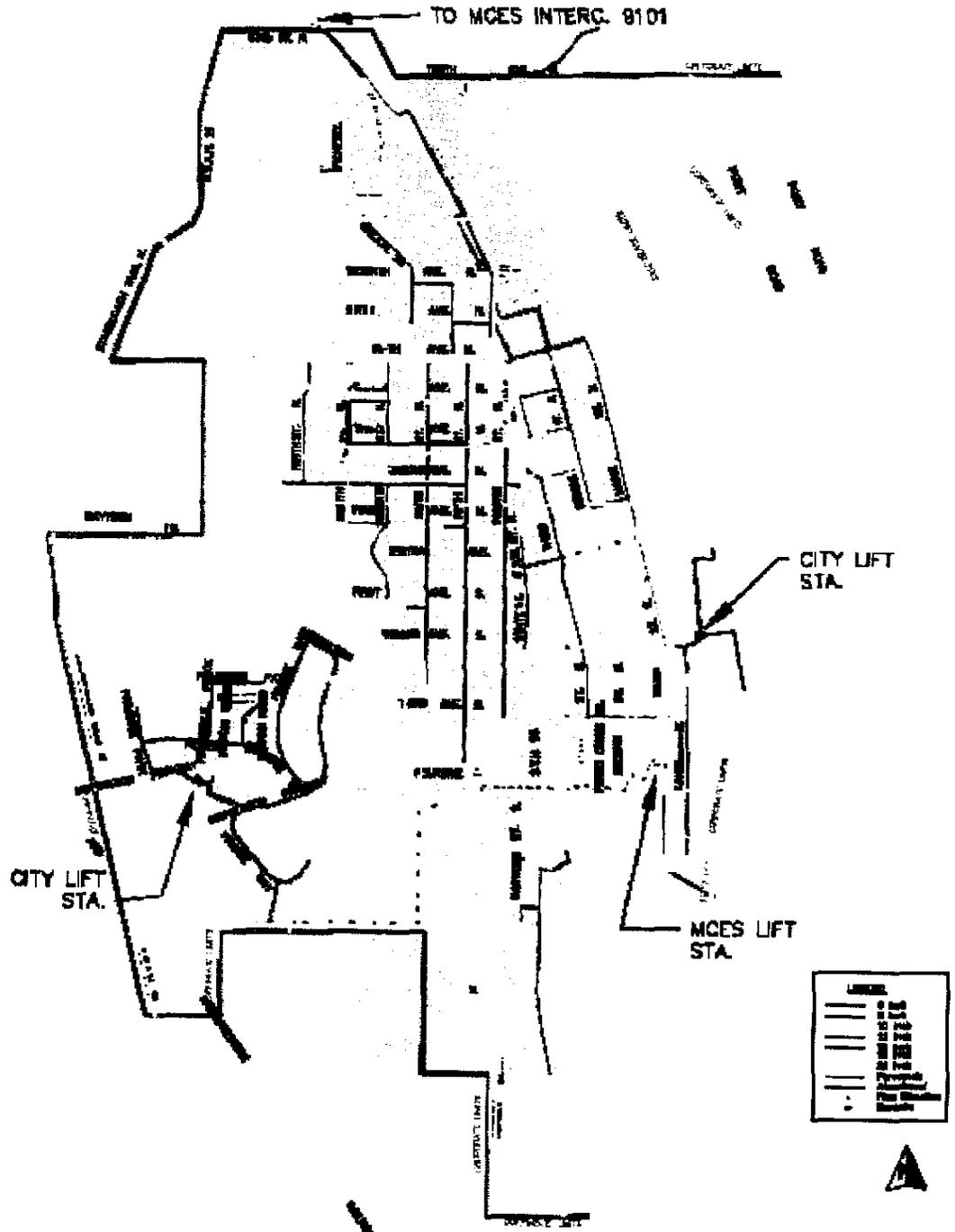
Sanitary Sewer

Until April 1994, Bayport's Waste Water Treatment Plant (WWTP) was a secondary treatment activated sludge facility which treated the wastewater for the City of Bayport, the Minnesota Correctional Facility in Bayport, and Xcel's Alan S. King generating plant. This facility was constructed in 1930 and was built as a trickling filter treatment plant. Several modifications and expansions occurred after it was built. Because the plant was near capacity in 1993, it was phased out. Now, Bayport's wastewater flows to a MCES lift station located in the southerly portion of the City, then pumped northerly to the St. Croix Valley WWTP located in Oak Park Heights via an interceptor sewer.

Due to annexation possibilities to the west and south of Bayport, new demands will be placed on the current sanitary system. As more development occurs to the west, studies will need to be conducted to address the exact sewer needs to ensure that the MCES can handle these and other community increases.



Existing Sanitary Sewer System Map



Public Water

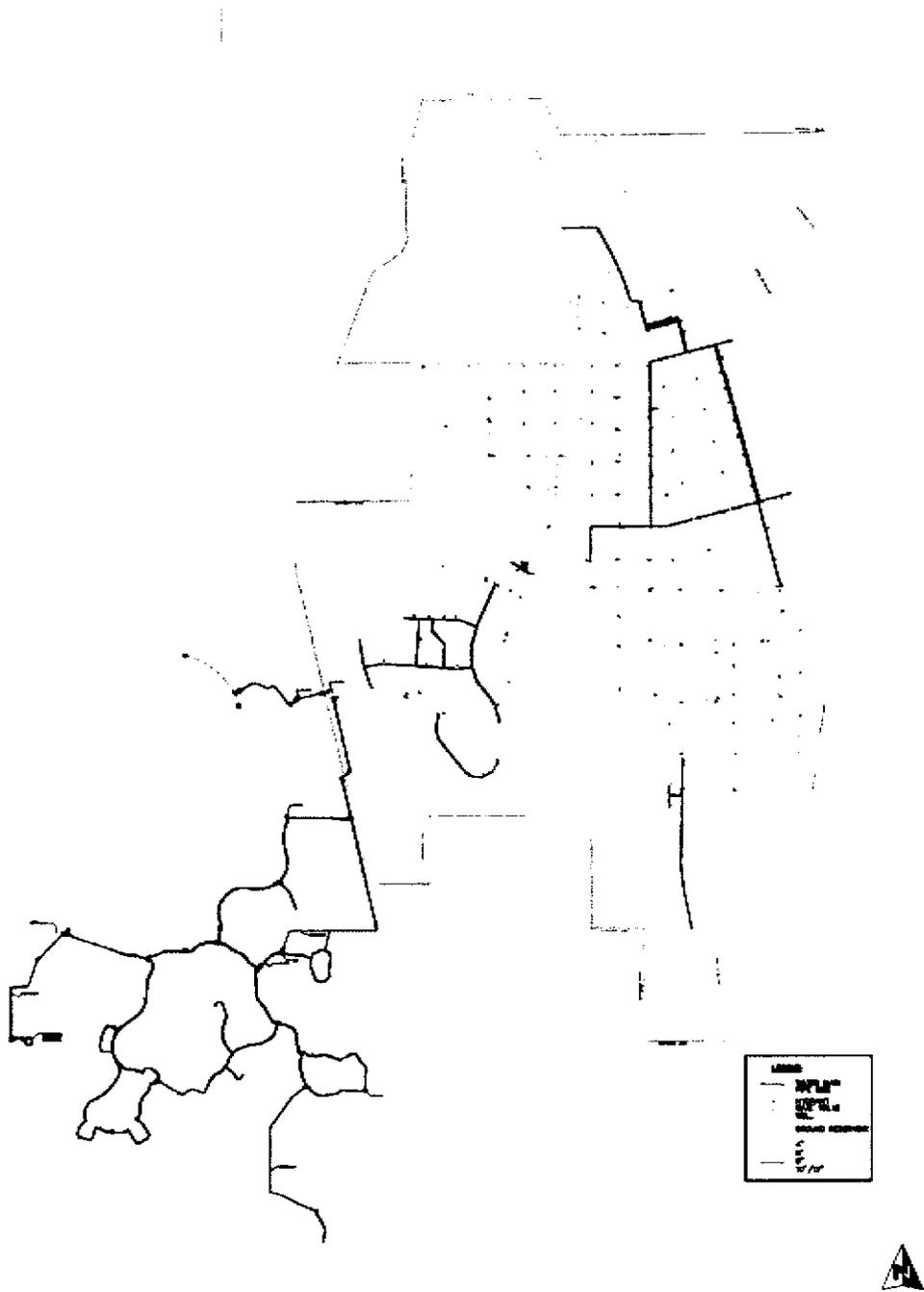
Bayport receives its water from three local wells. While the majority of residents receive City water, approximately 42 residents including Point Road and Osprey Boulevard have their own water well service.

The City of Bayport has a 750,000 gallon above ground storage reservoir located at the top of the bluff, northeast of the Inspiration Development and a 300,000 gallon ground reservoir tank located to the south of the City in Baytown Township. With the detection of trichloroethylene (TCE) contamination within aquifers in Baytown Township, the City of Bayport through a Cooperative Agreement with the Township, has agreed to provide water to new developments along the westerly portion of the township. As development occurs within the Baytown Township service area, additional wells may be required.

The City's water distribution system consists of approximately 17.6 miles of water mains which vary from 4-12 inches in diameter. The lowest point in Bayport is at an elevation of 671 feet and the highest is 1052 at the new ground reservoir in Baytown Township. Well No. 4 is at 690 feet. The 750,000 gallon ground storage tank has a water elevation of 898 feet and the 300,000 gallon ground reservoir has a water elevation of 1060.²

² Source: July 16, 2004 Comprehensive Water Study

Existing Water Systems Map

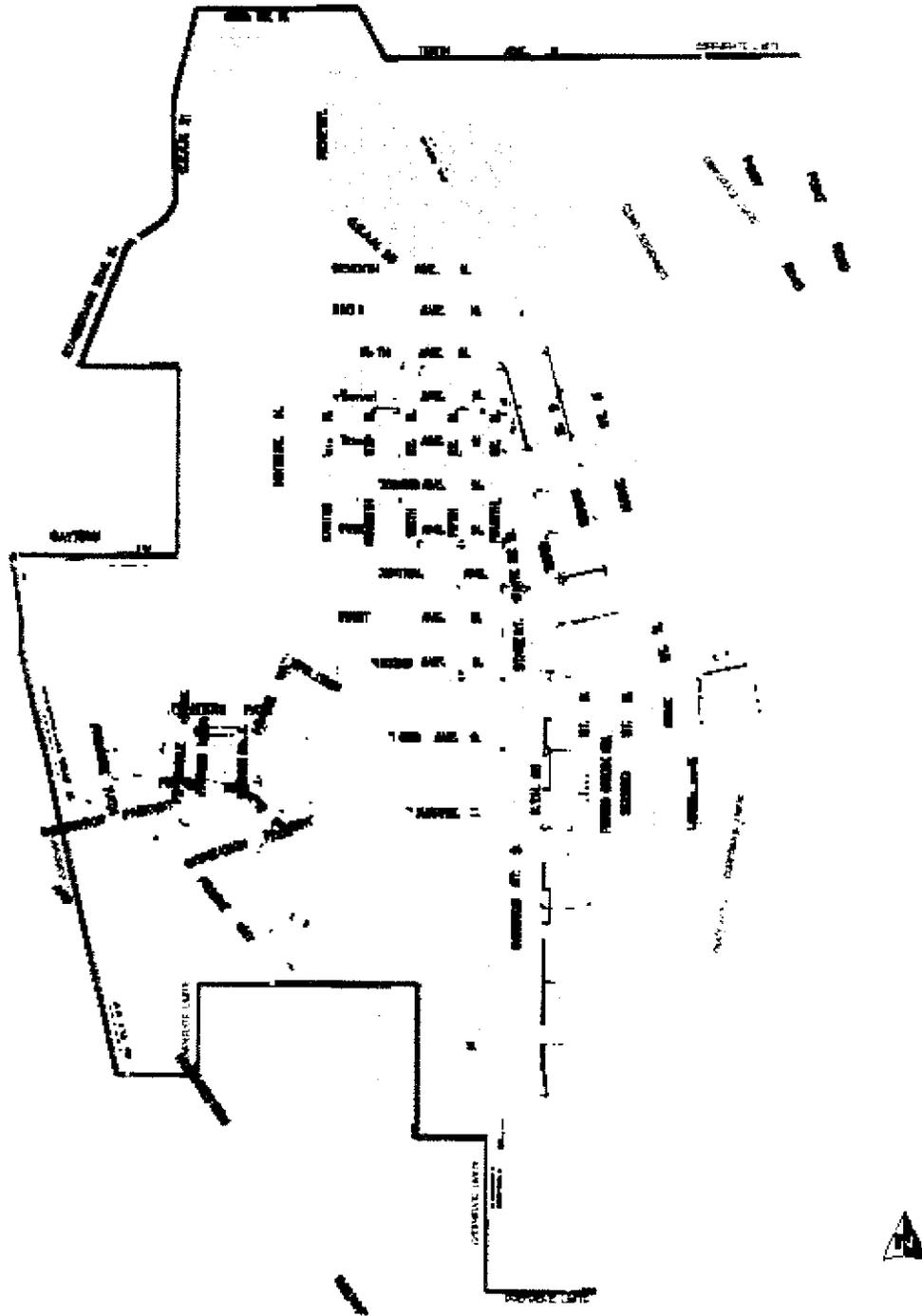


Storm Water

Surface water for the original part of the City drains from the bluffs, easterly to the urban areas in the valley and is then directed by open ditches and storm sewers to Perro Creek and ultimately into the St. Croix River. Because there are no retention ponds, except at the Prison, surface water is generally discharged directly to the river. Dense vegetation along the bluffs helps minimize heavy runoff.

Surface water for the newer area of the City, the Inspiration Development, is collected by storm sewers or open ditches, and directed into retention ponds. The development has an elaborate "storm water train" system of ponding that retains and treats runoff prior to discharge to the CSAH 21 ditch. This ditch ultimately drains to the Prison Pond and is discharged into Perro Creek and the St. Croix River.

Existing Storm Sewer System Map



Solid Waste

Bayport does not have a solid waste dump site for the community's garbage. The City contracts out for solid waste services. The City reviews these contracts every two years. The waste hauler vendor hauls all solid waste to the Xcel Energy RFD Plant in Newport.

Recyclables that are collected include newspapers, glass, metal cans, corrugated cardboard, mixed paper and junk mail, periodicals, plastics, No. 1 and No. 2, phone books, and motor oil. The City's contractor also collects refrigerators, furniture, tires, and yard waste for an additional charge.

A Hazardous Waste Reduction and Disposal Center is located within the City of Oakdale at 1900 Hadley Avenue North. Items that can be disposed of at this center include building products, automotive/petroleum products, household cleaners, pesticides, and materials such as acids and corrosive chemicals. This service is provided by Washington County.

Sewer and Wastewater Plans

Wastewater Plan Requirements

The City of Bayport has a very limited supply of land available to be developed. Because of political and natural limits to the north and east, all possible future expansion would occur to the west and south into Baytown Township. New developments within the township that abut the City of Bayport are constructing individual septic systems or small community septic systems. It is anticipated that no private treatment facilities will be built to service any future expansion areas. The area most easily serviced by sanitary sewer is that located immediately west of the existing City limits on the west side of CSAH 21 in Baytown Township.

A small area lying southeast of the intersection of 5th Avenue North and CSAH 21, currently outside of the Metropolitan Urban Service Area (MUSA) line, can be serviced via the extension of an existing sanitary sewer. This area lies below the bluff line and represents the only area adjacent to the City and can be gravity served by the existing system. This area comprises approximately 38 acres and is located outside of Bayport's City limits and outside the MUSA. Baytown Township and the City of Bayport have an orderly annexation for this area if development occurs that will allow these parcels to be annexed.

Projected Sewer Flow Volume

The following table forecasts population, households, employment, and wastewater flows for the City of Bayport as contained in Appendix B-1 of the adopted *Water Resources Management Policy Plan*.



MCES Population, Employment and Sewer Flow Projections

Year	2010	2020	2030
Sewered Population	4,606	5,322	6,000
Sewered Households	1,138	1,298	1,500
Sewered Employment	5,200	5,700	6,300
Average Annual Wastewater Flow (MGD)	0.67	0.72	0.78
Allowable Peak Hourly Flow (MGD)	2.21	2.38	2.57

System Capacity Description

The City of Bayport has two lift stations and two segments of trunk sanitary sewers. An 18" trunk was constructed from the Metropolitan Council Environmental Services (MCES) lift station located along Maine Street to serve the Inspiration Development area, and was sized at the time to provide service to approximately 798 acres within Baytown Township. It is expected that there will be limited use of this trunk from the township since the adjacent areas have developed with private septic systems. The second segment of trunk is along Maine Street which collects the sewage from the original City limits and directs it to the MCES at the south end of the City.

There are two existing City lift stations serving Bayport. One is located within the Inspiration Development and is sized to serve 253 single family homes and a 108 unit multi-family complex. It is anticipated that no additional service areas will connect to this lift station. The second lift station is located at the southerly end of Central Park. This lift station is sized to serve seven existing homes and approximately 15 acres of future residential property north of Central Park. Sewer service will not be extended to serve additional areas from this lift station.

The City has adopted a policy prohibiting sanitary sewer service to land which are outside the Metropolitan Urban Service Area (MUSA). Additionally, the policy states that the City will not extend sanitary sewer service to any area which is within land zoned as a Rural Service Area. It is anticipated that there will be no extension of trunk sanitary sewer services.

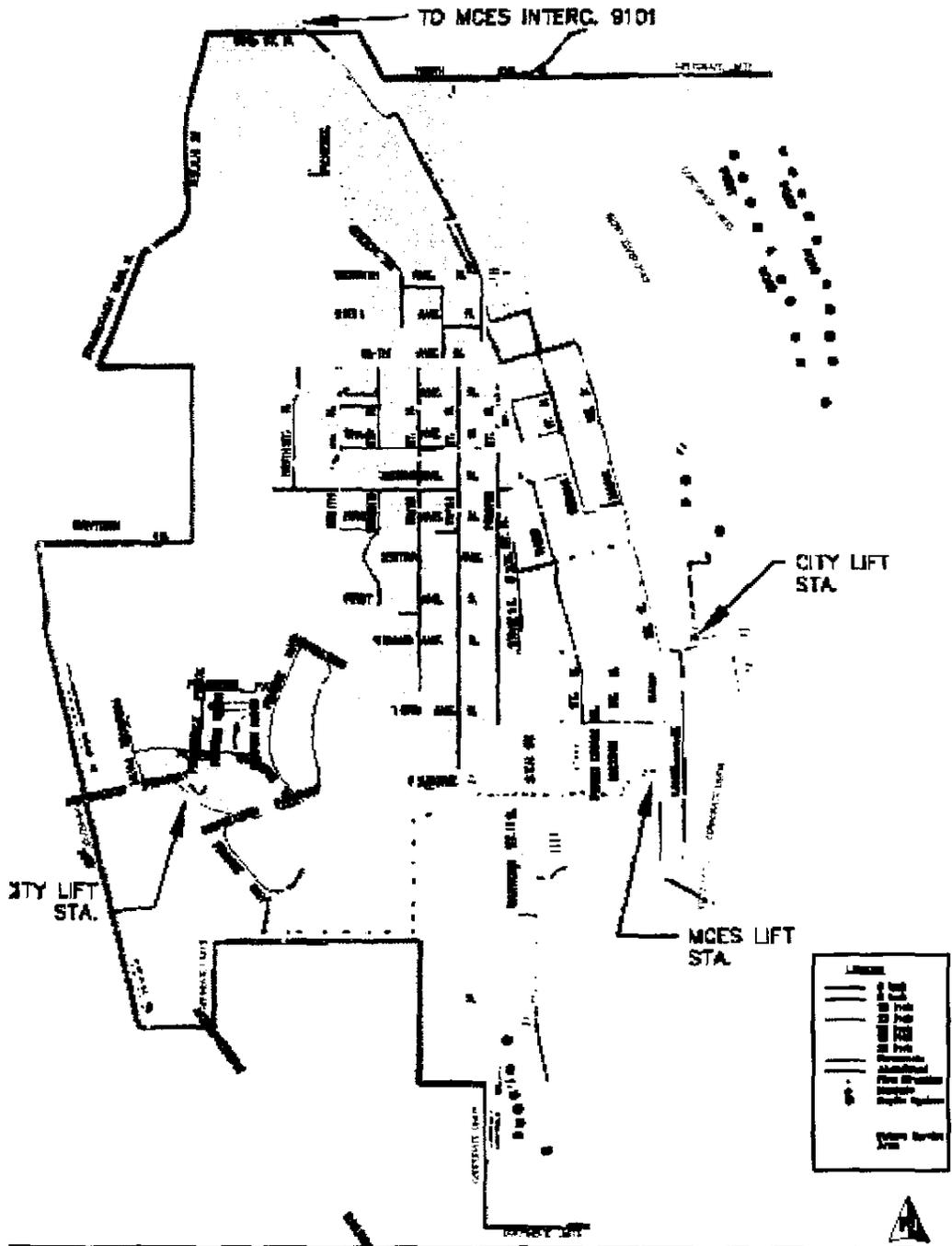


Lift Station Capacities

	Average Flow MGD	Peak Flow MGD
Inspiration Lift Station		
	0.08	0.3
Central Park Lift Station		
	0.01	0.01

Year	2010	2015	2020	2025	2030
Average annual wastewater flow (MGD)	0.67	0.70	0.72	0.75	0.78

Wastewater System Map



Infiltration and Inflow Management

The City of Bayport completed an Inflow/Infiltration (I/I) Study and a 10-year Implementation Plan for the southeast areas of the City that was submitted to MCES in July 2004. It was determined that during periods when the St. Croix River reaches peak flood elevations, there was a significant increase in the I/I levels in this area of the City.

Phase 1 of the Implementation Plan involved inspecting and improving sanitary sewer mains in the SE area the City. Sewer mains were televised to identify locations where I/I problems exist. Phase 1 improvements were completed in 2004 and consisted of a combining full length lining, spot joint repairs, repairs to service stubs, replacement of manhole castings and covers, and lining of several brick manholes. Due to funding issues, the second phase was delayed. Recently, the City was notified of spot peak discharges to the MCES plant and will be assessed an annual surcharge unless improvements are made. The City has initiated the second phase of the I/I Implementation Plan.

Phase 2 of the Implementation Plan consists of reviewing and addressing private connections to the sanitary sewer system. It will be completed in three parts and is scheduled to begin in late 2007/early 2008.

- **Part 1** will involve reviewing the City's ordinances regarding private connections to the sanitary sewer system. There may be several homes that have sump pumps or drain tiles connected to sanitary sewer services that could be contributing an excess of clear water to the services during peak floods.
- **Part 2** will involve actual inspections of private connections to determine which properties do not comply with the ordinance.
- **Part 3** will involve addressing those properties found in non-compliance with Part 2. Bayport will also develop a program to help ensure that properties remain in compliance with the ordinance and resolution.

As street improvements occur in other areas within the City, sanitary sewer mains are televised to see if they are structurally sound, as well as to see if infiltration is evident. Problem sections of the mains are replaced to strengthen and reduce infiltration. Manholes are sealed by replacing or concrete lining. This practice will continue with all new street improvement projects as the City has budgeted for yearly improvement projects to reduce I/I.

Septic System Management

The City of Bayport has approximately 40 on-site sewage disposal systems which serve residential homes in the City. The City of Bayport has an interest to help ensure the proper functioning of these on-site systems. Consequently, the City of Bayport will implement all of the applicable elements of Chapter 7080, Minnesota Pollution Control Agency Water Quality Division, Individual Sewage Treatment Septic



Systems Program. Washington County implemented a county-wide ISTS Management Program that became effective January 1, 2000.

The City contracts with Washington County Department of Health Environmental and Land Management to perform inspection and monitoring of on-site sewage disposal systems within the City. The City also requires homeowners to contract with a state licensed inspector to insure compliance with Chapter 7080, Minnesota Pollution Control Agency Water Control Division Individual Sewage Treatment Septic Systems Program. On-site sewage disposal systems must conform to Washington County Chapter 4, On-site Sewer Requirements which incorporate MPCA Chapter 7080. As part of the Chapter 4 of the County's codes, inspections of on-site sewage disposal systems are required every three years.

The City has a policy which prohibits the new construction of on-site sewage disposal systems if sewer is available, and requires connection to sewers when made available. City ordinance also allows the City to assess additional charges if connection of existing system is not made within two years of sewer being made available.

Chapter 4 of the Washington County Development Code addresses corrective measures to be taken to address any pollution problems resulting from development activities or inadequate management of existing on-site sewage disposal systems.

Water Related Plans

Local Surface Water Management Plan

Bayport lies entirely within the Middle St. Croix Watershed Management Organization (MSCWMO) area. It is the policy of the City of Bayport to carry out sound storm water management practices that are consistent with the City's and the MSCWMO Storm Water Management Plans. This plan is intended to promote, preserve and enhance Bayport's natural resources from poorly sited development or incompatible land uses which adversely impact and may potentially destroy water and land quality.

The City has implemented a Storm Water Management Plan for new development and intends to improve the overall quality of surface water runoff as development and redevelopment occurs. As new development occurs, development plans will need to be prepared to ensure that increasing volumes of surface water are treated properly. Regional and on-site detention ponds and filtration systems are two potential methods to reduce direct water runoff into the St. Croix River and Perro Creek.

The City of Bayport will update and submit its local surface water management plan to the Metropolitan Council and the Middle St. Croix Watershed Management Organization for review by the end of



2008. Bayport's plan will be consistent with policies specified in the 2006 Watershed Management Plan prepared by the Middle St. Croix Watershed Management Organization. Bayport will also adopt the MSCWMO plan.

Water Supply Plan

Bayport prepared a Water Distribution System Analysis Report in 2004 to identify deficiencies in the existing system and propose future improvements to serve the Inspiration Development and the prison site. The City has also completed and submitted its State Mandated Water Emergency Conservation Plan to the Metropolitan Council and the Minnesota Department of Natural Resources as a separate document for their review and comment.

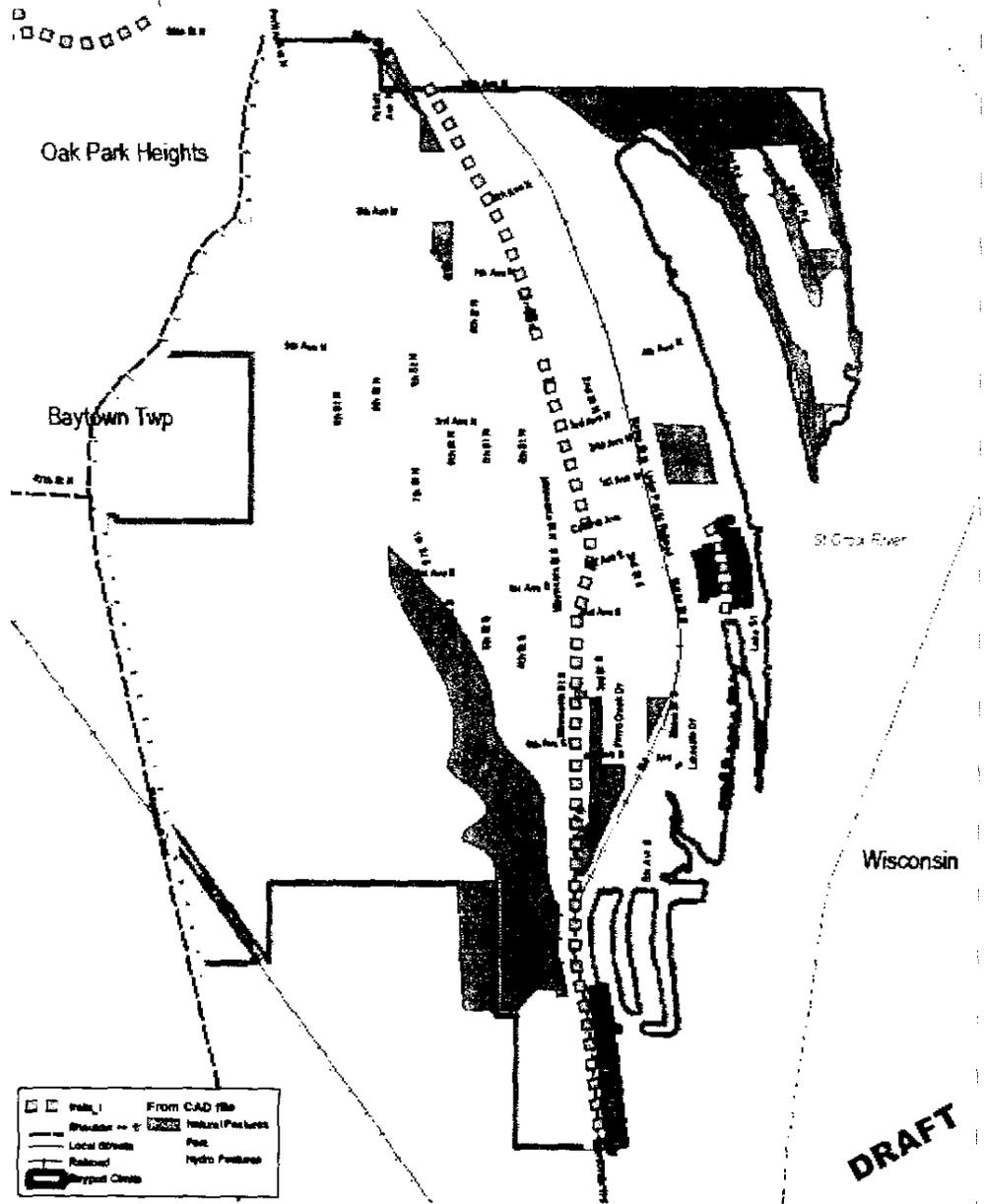
Stormwater/Erosion Control Ordinance

It is the policy of the City to carry-out sound storm water management practices which are consistent with the City's Storm Water Management Ordinance. The City of Bayport has adopted the Metropolitan Council's Model Storm Water Management Plan. The ordinance is intended to promote, preserve, and enhance Bayport's natural resources from poorly sited development or incompatible land use activities, which adversely impact and may potentially destroy water and land quality. As new development occurs, development plans will need to help ensure that increasing volumes of surface water are treated properly. Regional and on-site detention ponds and filtration systems are two potential methods to reduce direct water runoff into the St. Croix River and Perro Creek.



Parks

Existing Parks & Trails Map



DRAFT



Implementation

Implementing the recommendations proposed in this plan can be accomplished using a variety of tools. The City can regulate land, offer incentives for its development, and undertake its own improvement projects. These powers fall into two categories:

- Official Controls
- Capital Improvement Program

Official Controls

The City's Zoning and Subdivision Ordinances are already in place and no text changes will be required to complete the Bayport Comprehensive Plan. Zoning map changes have been updated and are done on a case by case basis as approved by the City Council.

The City's Zoning Ordinance includes provisions for Planned Unit Developments which allow for increased flexibility in permitted uses, dimensional standards, and density. Proposals that seek flexibility from underlying zoning districts must demonstrate innovation in design through the incorporation of green built development and a commitment to the protection of Bayport's natural amenities.

The City supports housing development that respects the natural environment while accommodating a variety of housing types. The City has a variety of natural features which make it attractive to residents: steep wooded bluffs, the St. Croix River, and Perro Creek. Preserving these and the natural habitats they contain are a priority for the City because they define the community's character and distinctive nature.

The City has existing ordinances which impose significant restrictions on development in environmental protection areas. These should be monitored to help ensure enforcement and consistency with the overall Land Use Plan to prohibit soil erosion, loss of vegetation, and increased surface water runoff particularly in the vicinity of the bluff, shoreline, and floodplain.

Other regulations that the City uses to control development include the Fire Code, Uniform Building Code, and other ordinances that seek to control building and sign construction. Storm water and utilities are regulated by the ordinances within the City Code.

Additional standards the City should consider include developing a historic preservation ordinance to preserve older housing as well as provide incentives for the construction of buildings that fall within the City's housing stock. To this end, the City should look at the developing design standards for its downtown area to preserve the unique character of Bayport and prohibit unwanted architectural styles.



The City may establish guidelines which encourage developments that are architecturally compatible with historic neighborhoods and in keeping with traditional design standards such as a street grid system, sidewalks, alleys, residential elements and porches oriented to the streets with garages to the side or rear and traditional architectural style. Buildings should be designed or renovated to be in character and size with the surrounding nature of the neighborhood and City. Standards may be defined to regulate the bulk, height, density and area of new residential developments to fit into the character of existing residential neighborhoods. Furthermore, financial incentives may help in keeping the historical nature of the City.

Capital Improvement Program 2009 – 2012

The following table outlines the capital improvements proposed in this Comprehensive Plan, their approximate costs, and the general time frame to implement them. This plan is intended as a guide and does not commit the City to specific expenditures or dates. Note that certain improvements do not have exact cost estimates attached because they are too difficult to predict at this time.

	Public Works Equipment Fund	Water/Sewer Improvement Fund	Street Reconstruction Fund	Cemetery Capital Improvement Fund	Park Dedication Fund	Fire Equipment Fund	Police Equipment Fund
New fire hall						\$2 Million	
Replace Pierce dash cab						\$500,000	
Replace two patrol vehicles							\$60,000
GIS parcel info system			\$20,000				
Radio meter reading system		\$70,000					
Acquire prop- erty for storm water treat- ment ponds			\$50,000				
Purchase com- pact pickup	\$25,000						
Replace 1967 IHC tank trunk	\$25,000						
Replace 1995 Ford 4x4 truck and snow plow	\$50,000						
Pavement mgt program			\$15,000				
Replace ceme- tery fence				\$20,000			
Pave cemetery road				\$40,000			
Perro Park - master plan and improve- ments					\$110,000		
Barker's Alps Improvements					\$400,000		
N. 6th St. Water Main & Street Construction			\$675,000				
2009-2012 Total	\$100,000	\$70,000	\$760,000	\$60,000	\$510,000	\$2.5 mil- lion	\$60,000

