

SUPPLEMENTAL PACKET

**Planned Unit Developments
Contrasted with
Afton's Planned Land Conservation Development**

| PUD Attributes | Afton PLCD Attributes |
|--|---|
| Highly flexible design | Limited design flexibility |
| Variable internal standards | Specific internal standards |
| Underlying zoning district standards may be varied in PUD developments | Underlying zoning district requirements incorporated by reference and must be observed |
| Departures from ordinance standards permitted without variances | Departures from ordinances standards require variances |
| Does not function like an overlay district | Functions like an overlay district |
| Variances not required for deviation from ordinance provisions | Deviation from ordinances prohibited with no variances allowed (state law supersedes this provision making it voidable; most conservation development ordinances permit deviation by variance) |
| | |
| Mixed land uses permitted: | Mixed land uses not permitted |
| | |
| Multiple unit housing possible | Multiple unit housing prohibited |
| Commercial uses possible | Commercial uses prohibited |
| | |
| Dimensional standards may vary | Dimensional standards may not be varied |
| | |
| Setbacks may vary (0 setbacks permitted sometimes in Afton's VHS-C PUD) | Setbacks fixed by ordinance |
| Lot dimensions may vary | Lot dimensions fixed by ordinance |
| Residential lot acreage may vary | Residential lot size fixed at > or = 5 acres |
| Height of structures may vary | Height of structures limited by ordinance |
| Road frontage may vary | Road frontage fixed at > or = 300 ft |
| Afton's experience with a PUD in the VHS-C resulted in a moratorium then repeal and adoption of an ordinance prohibiting PUDs anywhere in Afton. It does not imply that a PLCD (conservation development) is a PUD (Planned Unit Development), rather it demonstrates that having used and rejected PUDs in the VHS-C and Ag zones, Afton never wants anything that functions as a PUD ever again. | The PLCD stands on its own as a conservation development. It is designed to insure long-term preservation of areas of high ecological value and to conserve open space by freezing density at Afton's current limit of one residence per ten acres. |

9.A.2

From: Petrik, Daniel (DNR) [mailto:daniel.petrik@state.mn.us]
Sent: Tuesday, February 20, 2018 11:22 AM
To: Ron Moorese <rmoorse@ci.afton.mn.us>
Subject: FW: Common understanding of PUDs

Hi Ron, I'm modifying my email using the correct acronym.

Dan Petrik

Land Use Specialist | Shoreland and River Related Programs

Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, MN, 55155-4032
Phone: 651-259-5697
Fax: 651-296-1811
Email: daniel.petrik@state.mn.us



From: "Petrik, Daniel (DNR)" <daniel.petrik@state.mn.us>
Date: February 19, 2018 at 4:20:18 PM CST
To: Joe Bush <joe@joebushmn.com>
Subject: Common understanding of PUDs

Hi Joe,

Based on my experience reviewing many general PUD and shoreland PUD ordinances at the DNR, here are some thoughts on planned unit developments that may pertain to the City of Afton's Review of the Afton Creek Preservation and Land Conservation Developments (PRLCD):

- The term PUD is used broadly and its meaning and use vary widely.
- PUDs are most commonly processed as a conditional use and all PUD's include procedures for review and approval. Some PUDs may list specific development standards.
- As the memo from Steve Grittmann dated 12/18/17 lays out, a PUD is most commonly understood and used to allow deviation from development standards through negotiation. Cities often use their "general" PUD ordinance to negotiate flexibility from general performance standards, standards in the underlying zoning district, those in an overlay district and even those associated with a specific conditional use.
- Unfortunately, many cities use their general PUD ordinance to deviate from the standards in the shoreland PUD because the PUD terminology is commonly understood to mean flexibility. The shoreland PUD is not a PUD, in the common sense. It is a conditional use that allows, by design, higher density in return for a number of specific development standards including 50% open space. The development standards in the shoreland PUD are required conditions of approval

and flexibility or deviation is not allowed unless a variance is processed according to the criteria laid out in Minnesota Statute.

- If a particular land use (such as the PRLCD) is defined as a conditional use and has specific standards or conditions of approval and those conditions are not negotiable, they must be met in order for the conditional use to be approved. This type of conditional use is not consistent with the common understanding or use of PUDs as a tool to achieve flexibility.

Dan Petrik

Land Use Specialist | Shoreland and River Related Programs

Minnesota Department of Natural Resources

500 Lafayette Road

St. Paul, MN, 55155-4032

Phone: 651-259-5697

Fax: 651-296-1811

Email: daniel.petrik@state.mn.us



9.A.5

City of Afton
3033 St. Croix Trl, P.O. Box 219
Afton, MN 55001

Meeting Date Feb. 20, 2018

Council Action Memo

To: Mayor Bend and Members of the City Council
From: Ron Moorse, City Administrator
Date: February 20, 2018
Re: Comprehensive Plan Update - **Supplemental**

For the January 8 Planning Commission meeting, Mayor Bend provided a number of suggested edits to the Comprehensive Plan document. A number of the suggested edits were accepted by the Planning Commission and incorporated into the Comprehensive Plan update and a number were not. Attached is a redlined version of relevant pages of the Comprehensive Plan showing those edits that were not accepted and incorporated by the Planning Commission.

Most importantly, Afton is a city of people. The community within this rural sanctuary gives meaning to the city's character. A sound tax base provides the community with the means to maintain roads, provide police and fire protection, and provide public facilities for the community.

*How lofty, sweet Afton, thy neighbouring hills,
Far mark'd with the courses of clear, winding rills
There daily I wander as noon rises high,
My flocks and my Mary's sweet cot in my eye.*

The rural sanctuary in southern Scotland that Robert Burns wrote of has long passed into history. But on the shores of the St. Croix River, the citizens of Afton established this plan to maintain the city's deep-seated historical vision. We are stewards of this land and all that is in it or on it, and our government has been granted a trust to preserve and protect our lands.

Public Involvement

In the past the City of Afton involved the general public in the assembling of plan updates. Since the revisions to this plan in 2018 are more limited, public involvement has not been as extensive. City commissions were asked to review sections of the plan that pertained to their areas of expertise and pass that on to the Afton Planning Commission. Public hearings held in early 2018 provided the opportunity for citizens to comment on the revised plan.

[JY(C2): Public involvement section was not included in 2015 revision.]

Purpose

Afton's location within a major metropolitan area belies the rural atmosphere that greets commuters at its borders. Residents and visitors to Afton know they have arrived somewhere special. When Afton residents were asked what they like best about living in Afton, the three most prevalent responses all related to Afton's natural, rural character; each of them is crucial to making Afton a unique community:

1. Rural location and low population density;
2. Open space and dispersed pattern of development; and
3. Presence of active farms and agriculture.

Afton residents value rural location, low development density, open space, working farms, abundant wildlife, and historic "Old Village": Afton residents enjoy Afton's proximity to the St. Croix River, Belwin Conservancy, state and regional parks, the convenient location of the City to commercial centers, reasonable taxes, good schools, and our community identity (Community Survey: General Priorities – Appendix H).

The purpose of the Afton Comprehensive Plan is to perpetuate this character. It is to identify and capture those things that make Afton a unique and special place and protect them for current and future residents.

Citizens of Afton obtain their drinking water from the ground. It is essential, therefore, that thoughtful development planning be followed in order to protect this vital resource. Because groundwater and surface water are connected, it is just as essential to protect our streams and lakes.

[RB3]: using a plural to reflect the plural purposes listed below

The ~~purpose~~ primary purposes of this plan ~~is to~~ are the following:

- ~~1.~~ ~~4.~~—Promote the health, safety and welfare of the City of Afton and its residents.
- ~~2.~~ ~~2.~~ Provide for the preservation of our water resources through careful planning. ~~3.~~—
Preserve agriculture and open space.
- ~~3.~~ ~~4.~~—Protect groundwater and natural resources.
- ~~4.~~ ~~5.~~—Maintain historical character of the Old Village.
- ~~5.~~ ~~6.~~—Ensure a safe and pleasant environment for residential, commercial, agricultural, industrial and public activities.
- ~~6.~~ ~~7.~~—Ensure a sound tax base, which will provide the resources needed to maintain our quality of life.

Historical Background

The early human inhabitants of the St. Croix Valley were Native Americans. In the early 1800's, Afton was settled by New Englanders who probably felt at home among Afton's tree covered hills and bluffs. The city retains that New England flavor with its natural beauty accented by narrow, winding roads and small, clapboard sided houses. Joseph Haskell, in 1839, planted three acres of corn and potatoes, built a farmhouse, and thus began the first farm in Minnesota. While communities north of Afton were building sawmills, the first flour mill in the state was built in Afton in 1843. A further indication of the importance of agriculture in Afton was the use of a steam-powered threshing machine in 1861.

The village of Afton was platted in 1855. The majority of the city's historical structures are located within the boundaries of the original village. The 1974 Afton Comprehensive Plan established the Village Historic Site District in recognition of the village's historical significance. The following sites are found within the boundaries of the Village Historic Site District: the Afton Theological Academy, the area's first educational academy built in 1867; the Village Hall (housing the Afton Historical Society), built in 1895 as the Congregational Church; the "Little Red House," built in 1859; the Afton House, built in 1867; and the Little Brick Schoolhouse, built in 1857.

The township of Afton, established in 1859 and named after the village, also has important historical structures and sites. Included among these are: the Bolles Mill Site, the first flour mill in Minnesota; the Bolles House, built in 1856 and the oldest frame house in the area; and, Haskell's Farm.

The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires that local comprehensive plans include an element for the protection and development of access to direct sunlight for solar energy systems. The City of Afton protects such access by requiring minimum lot sizes, abundant open space, yard setbacks, and maximum height of buildings for urban residents. Land uses should not preclude the possible use of solar energy systems. The City will review and revise, as necessary, the Zoning and Subdivision Ordinances to ensure the protection of solar access.

New subdivisions are required to be designed to accommodate extensive use of passive and active solar energy systems. New and modified structures are prohibited from blocking reasonable capture of Solar Resource within the buildable area of other parcels, including vacant lots.

Environmental Resources Goals, and Policies

The City of Afton establishes the following environmental resource goals:

1. ~~Preserve a rural landscape and natural ecosystem.~~
2. Maintain the city's overall one housing unit per ten acres, which is Afton's definition of low density, to limit development's footprint upon the land by maintaining the following minimum acreage requirements per housing unit:
 - a. Agriculture Preserve zone - 1 housing unit per quarter-quarter section
 - b. Agricultural - 3 units per quarter-quarter section and in the case of Planned Land Conservation Developments, a maximum of one housing unit per ten acres with one half of the total acreage protected by a conservation easement.
 - c. Rural Residential - 1 housing unit per five acres.
3. Reduce nutrient loading to the St Croix River.
 - a. ~~Improve and protect water quality in Kelle's Creek, Valley Creek, Lake Edith and the St. Croix River.~~
5. Protect supply of surface and groundwater.
 - a. Maintain springs, Lake Edith and Valley Creek at current surface elevation.
 - b. Maintain aquifers at levels supporting existing area wells.
6. Protect groundwater recharge areas from pollutants:
 - a. Prevent untreated wastewater and unfiltered stormwater runoff from entering the groundwater.
 - b. Develop a plan to reduce nutrients.
7. Protect groundwater aquifers from contamination:
 - a. Provide for safe drinking water.
 - b. Prohibit mining and prevent contamination from previously mined areas.
 - c. ~~Continue a well monitoring program.~~ programs
 - d. Encourage organic farming and gardening practices.
8. Maintain and enhance fish and wildlife habitats so as to retain or expand the current diversity of species:
 - a. Ensure the long term ecological stability of the riparian system.

[JY(C8):
Suggestions from
Citizens Climate
Lobby

[RB9]: This
numbered
paragraph and its
minimum
acreage
requirements
should be moved
to the policy
section to insure
that inconsistent
ordinances
cannot be
adopted without
a super-majority
vote by the
council.

[RB10]:
Language added
brings the CP
into conformance
with our existing
ordinances.

- b. Restore the riparian forests that line the banks of Valley Creek :
- c. Provide for natural corridors throughout the City:
- d. Explore creating effective wildlife corridors with neighboring communities:
- 9. Preserve existing forests, woodlands and prairies and control invasive species :
 - a. ~~(Plant diverse species of native trees)~~
 - b. Control and eradicate noxious species.
 - c. Control and eradicate invasive species to facilitate agricultural operations:
 - d. Prohibit clear cutting, *except where necessary to remove invasive species*
 - e. ~~(Encourage tree planting)~~ *Encourage native shrubs, forbs, grasses and trees as appropriate for erosion control, carbon sinks, water infiltration, and energy conservation.*
- 10. ~~(Protect)~~ and preserve steep slopes and the land atop them from development :
 - a. Preserve viewsheds by screening new home visibility from roads and other homes and increasing setback requirements.
 - b. Prevent erosion:
- 11. Protect soils from erosion, contamination and loss :
 - a. Utilize best management practices in all development:
 - b. Provide natural buffers to stabilize soils and contain run-off where possible:
- Demc.* Encourage use of native grasses, ~~flowering plants and~~ forbs, shrubs- and trees."
- 12. Protect and preserve natural features unique to the City of Afton :
 - a. Promote conservation and scenic easements :
- 13. Reduce the use of fossil fuels for energy production by encouraging alternative options such as solar, wind and geothermal (where doing so will not impair rural viewsheds, wildlife corridors or in other ways adversely affect Afton's rural environment)
 - a. ~~a. -~~
- OK as is* ~~Reduce community wide use of non-renewable energy sources attempting to meet state wide standards of 80% renewable by 2050.~~
- 14. Protect the night sky from light pollution:
- 15. Anticipate changing climate demands on our environment:
- 16. Promote wise land stewardship
- 17. Update Afton's natural resources inventory

The City of Afton establishes the following environmental resources policies:

- 1. Maintain the city's overall development density of no more than one dwelling unit per ten acres of surface area, excluding in the calculation road surfaces, area covered year around by water or marsh and lots that at the time of calculation have sizes that are under then current zoning, non-conforming
- 2. Use water quality protection practices such as reducing the use of phosphorus fertilizers and support protection efforts by state, county and federal agencies, as well as the Valley Creek Protection Initiative:
- 3. Work with various agencies to develop a strategy for reasonable and achievable reduction of nutrient and sediment loading from wastewater treatment plants, Subsurface Sewage Treatment

[JY(C11): Citizens Climate Lobby]

[RB12]: In many cases trees are not the most effective ground cover to prevent erosion and where trees are appropriate, it is usually the case that non-native trees, because they reduce native grass, forb and shrub understory, create more erosion than they prevent. Site specific flexibility is advisable.

[JY(C13): Were there 4 suggestions here? Check with Bowman]

[RB14]: Periods need to be added to many of the sentences throughout this draft of the CP.

[RB15]: Without any method and required procedure, the statement "Preserve viewsheds" is meaningless and accomplishes nothing. I offer these as possibilities. If someone can come up with better or cheaper alternatives, excellent.

[RB16]: Both this and the amendment to paragraph 10 a are necessary to allow to remain in place our current solar and wind ordinances in their current form.

[JY(C17): Citizens Climate Lobby]

[RB18]: Because you can't protect what you don't know exists, our inventory must be updated. Its use is as a reference and standard is constantly referred to:

Systems (SSTS), stormwater , crop land, pastures, animal-based agricultural operations, construction sites and natural sources:

4. Strive for the highest standard possible for Individual or Communal, or Large Subsurface Sewage Treatment System technology and advanced treatment of wastewater where that technology has been tested, proven reliable and approved by regulatory agencies:
5. Work with the Wisconsin Department of Natural Resources (WDNR), the Minnesota Department of Natural Resources(DNR), and the Minnesota Pollution Control Agency (MPCA) with support from the St. Croix River Water Resources Planning Team; {an interagency planning team consisting of federal, state and local members} to develop Total Maximum Daily Load requirements which will enhance the water resources in the St. Croix River Basin:
6. Prohibit clear cutting.
7. Monitor and control land uses which contribute to erosion, pollution, and well contamination by enforcement of ordinances:
8. Work with the various agencies involved with groundwater monitoring in regard to the east well-field area in the City of Woodbury:
9. Continue to provide funding for a volunteer well-monitoring program:
10. Study and consider ordinances to allow for economically sustainable, locally renewable and environmentally friendly means of energy production:

- a. The Notwithstanding the restrictions on installation of wind, geothermal and solar alternative energy sources in paragraph 13 above, the city will install renewable energy technology on city property:
- b. Establish ordinances and building codes requiring energy efficiency and encourage use of renewable energy sources.

11. Actively enforce all land use ordinances, including the various special overlay districts:
12. Protect steep slopes, tree cover, wetlands and other fragile lands through conservation easements, scenic easements, and other available means.
13. Require setbacks from the crest of all slopes of 18% or greater, except in the Lower St. Croix Bluffland District where the slope is greater than 12%.
14. Utilize data from the Natural Resources Inventory when considering all land use applications.
15. Develop an Environmental Score Card for the City of Afton.
16. Discourage use of chemical pesticides.
17. Encourage use of organic landscape applications.
18. Encourage integrative pest management techniques (such as biological control, habitat manipulation, modification of cultural practices, and use of resistant varieties).
19. Protect trout streams from temperature increases by actively enforcing Afton's restrictions on vegetative and topographic alterations in its shoreland(district).

[RB20]: I changed my mind on the reinsertion of language here which the PC thought should be deleted. I agree with them and have not put it back in as my earlier notes suggest should be done.

[RB21]: Many people will not know what integrative pest management means, hence the addition.

[RB22]: We are currently not actively enforcing our ordinances in this area and should be.

HOUSING AND LAND USE PLAN

The City's land use philosophy is an outgrowth of its focus on environmental protection and the resulting natural rural character of the City. The protection of groundwater is both essential to, and the result of, the City's low density development approach based on private wells and septic. The City's managed development philosophy is also based on limiting and managing stormwater run-off to protect the quality of the area's main natural and recreational resource, the St. Croix River.

In the Metropolitan Council's Thrive MSP ~~2040~~2040, Afton is designated as "Diversified Rural." The residents of the City of Afton have consistently supported the concept that Afton remain rural.

The residents of the City of Afton value the agricultural economy and rural character that an agricultural environment provides. This Plan intends to preserve agricultural land for permanent agricultural use, and does not accept the belief held by some that agricultural use is merely a temporary use or that agricultural lands are merely a holding area for future residential or other development. Moreover, the community values agricultural land as open space in an increasingly urban environment, a sanctuary for a rural lifestyle that Afton residents have consistently desired to maintain.

Agricultural

After several years of work, and in conformance with the Metropolitan Council's prior Development Framework Plan, in the Comprehensive Plan of 1982, the City of Afton established an Agricultural Zone with a density of 3 dwelling units per quarter-quarter section (40 acres) of land and passed ordinances to enforce that policy. At that time, and continuously to the present, the residents of the City of Afton have valued the agricultural economy and rural character that an agricultural environment provides.

Agriculture plays an important role in preserving the balance of economic conditions in the Twin Cities Metropolitan area, but productive agricultural land is being lost to nonagricultural development. Once agricultural land is developed for nonagricultural residential, commercial or industrial use, it is forever lost to agricultural production.

In April 1980, the State of Minnesota enacted the Metropolitan Agricultural Preserves Act. This act provides a package of benefits designed to give farmers in the seven-county metropolitan area the assurance that they can continue their farm operations on an equal footing with other farmers in the state, without the pressures of urbanization. These benefits include:

1. Agricultural use valuation.
2. A limit on total tax rates so that they cannot exceed 105% of the statewide average in townships for all purposes.
3. Prohibition of special assessments for sewer and water.

6. Prohibit land uses which are inconsistent with the rural character of the Rural Residential Zoning District and which might place excessive demand on city services.
7. Prohibit rezoning of a parcel from Agricultural to Rural Residential unless, in addition to meeting other criteria, the parcel is more than 50% contiguous to a rural residential zoning district and such a rezoning would not result in development which is inconsistent with the generally rural character of the surrounding area.
8. Discourage residential development on lands suitable for agricultural use and adhere to planning practices that will allow farms to operate without external pressures.
9. Require a minimum of 300 feet of frontage on a public street for all newly created residential lots outside of the Old Village or within the Agricultural, Industrial and Rural Residential Zoning Districts.
10. ~~9-~~ Prohibit long and narrow lots and irregularly shaped lots except when deemed advisable in the Rural Residential Zoning District.
11. ~~40-~~ Restrict industrial uses to those which do not pose a threat to air or groundwater.
12. ~~44-~~ Prohibit hazardous waste facilities within the city limits of Afton.
13. ~~42-~~ Restrict industrial development to those uses that do not generate large amounts of traffic, sewage, and can operate efficiently on an onsite standard drainfield approved by City ordinances.
14. ~~43-~~ Restrict industrial uses to those which would not create the need for metropolitan sewer, municipal water or sewer, or additional urban services.
15. ~~44-~~ Retail, restaurants and ~~(other similar)~~ commercial uses are allowed as principle uses only in the VHS Zoning District. Multi-unit dwellings within the Old Village are prohibited as they are not in keeping with the context of the community. Accessory commercial uses may be allowed by ordinance in other zones.
16. ~~45-~~ Monitor and support municipal wastewater collection and treatment serving properties within the Old Village.
17. ~~46-~~ Encourage economic revitalization of the commercial portions of the Old Village.
18. ~~47-~~ Continue to allow mixed use structures in the Old Village as they are consistent with the current character of that area.
19. ~~48-~~ To ensure the preservation of the character of the historic district, current non-conforming uses that are rendered unusable may be restored to their prior use in accordance with state law. let's talk about Lerk's - comp plan should provide supportive statements to allow building such as that to be restored or revived as a small biz or restaurant

[RB24]: The coverage provided by ordinance is not as strong as a policy in the Comprehensive Plan, which requires a super majority to change, unlike ordinances which only require a simple majority of the CC. Specificity is required to ensure that the City's official controls (in this case ordinances) be susceptible to objective measurement standards in determining whether or not they vary from the comprehensive plan policy.

[RB25]: Deleted word: similar. As worded it could mean that if uses aren't similar to those listed, they are allowed outside the VHS as primary uses. Whether or not interpreted that way, it is ambiguous as to what uses are or are not similar.

The City of Afton will seek to implement the following land use strategies:

1. Prepare a plan establishing priority conservation areas within the Agricultural Preservation Overlay District. The plan should identify areas that are best-suited for continued agricultural production as well as linkages/wildlife corridors that should be established throughout the district.
2. Partner with the Minnesota Land Trust and other independent, non-profit organizations that serve as holding entities for conservation easements.

3. Study parking needs in the Old Village.
4. Develop and enforce requirements for construction and maintenance of sidewalks and lighting in the Old Village.
5. Develop a management plan for unimproved right-of-ways in the Old Village.
6. Incorporate design review standards (to be) created by the Design Review/Heritage Preservation Commission for future village construction.
7. Encourage the use of conservation or open space design subdivisions where the subdivision permanently preserves open space or agricultural land uses or creates transition zones with adjoining zones or jurisdictions.
8. ~~8-~~Develop signage and pedestrian-friendly connections to the St Croix River.
9. ~~9-~~Protect Steamboat Park as a nature preserve and passive use area.

TRANSPORTATION PLAN

In 1855 the City of Afton consisted of a main street through the center of the village going north and south with short side streets extending up the sides of the bluffs. Today, Afton is served by an extensive network of federal, state, county and local roads.

The continued emphasis on low density, rural development pattern will not result in significantly more roads being added to the City of Afton. The projected household growth is estimated to be 12% over the next 20 years. There is a higher growth forecast for cities and towns adjacent to Afton. This higher adjacent growth forecast may bring more traffic to roads within the City.

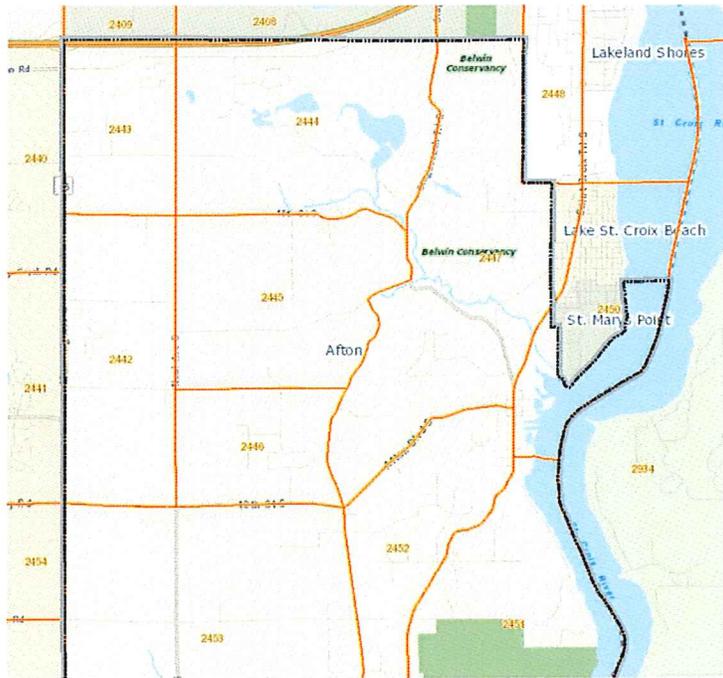
Denmark, Woodbury, Lakeland, West Lakeland data?

Development of the road system over the past few decades has focused on the construction of new roads in cooperation with the developers of ~~the~~ subdivisions. The developer has been responsible for the construction of paved roadways and appropriate drainage to city standards and the city has assumed maintenance and ownership of these roadways one year after completion. ~~Where possible, consideration has been given to creating throughways to better manage traffic flow through the city.~~ Due to the low development density of the Agricultural Zoning District, road development has been deemed unnecessary and is prohibited within this zone, *except as permitted by*

subdivision ordinances designed to conserve open space through use of conservation easements.

Traffic Analysis Zones

Metropolitan Council Traffic Analysis Zones (TAZ) for Afton which were used to create the ~~2040~~2030 forecasted traffic volumes are detailed below. The projected growth for ~~2040~~2030 is 150 new homes and an increase in employment by 180.



Traffic Analysis Zones for -Afton (TAZs)

| Met Council TAZ | 2014 | | | |
|-----------------|-------------|-------------|-------------------|-----------------------|
| | Population | Households | Retail Employment | Non-Retail Employment |
| 2442 | 224 | 81 | 3 | 8 |
| 2443 | 247 | 91 | 29 | 89 |
| 2444 | 338 | 119 | 2 | 74 |
| 2445 | 203 | 81 | 0 | 1 |
| 2446 | 203 | 77 | 1 | 11 |
| 2447 | 788 | 312 | 9 | 67 |
| 2450 | 1227 | 535 | 62 | 96 |
| 2451 | 263 | 104 | 0 | 5 |
| 2452 | 552 | 231 | 3 | 97 |
| 2453 | 555 | 201 | 0 | 100 |
| TOTALS | 4600 | 1832 | 109 | 548 |

Interstate (I-) 94 is a principal arterial along the northern border of the City. "A" minor arterial connectors within the City are Trunk Highway (TH) 95, Washington County Road (CR) 18, and CR 21 (from the village to Denmark Township). "B" minor arterial routes are CR 71 and CR 21 (from the village to the north). Collector routes include 15th Street South (from TH 95 east to Oakgreen Avenue South). All other roads in Afton are considered local.

~~Washington County has proposed improvements within the City included in their 2010-2014 Capital Improvement Plan. These improvements include planning and design for CR 21 through the village (downtown) Afton. It is anticipated that the construction of CR 21 through the village will occur in 2015.~~

~~The City of Afton has a draft Capital Improvement Plan 2011 through 2016 that includes roadway improvements within the including Pennington Avenue and other standard roadway maintenance. Other maintenance includes reconstruction of roadway approaches on 50th Street and 15th Street, seal coating, and crack filling.~~

What are the major proposed improvements over the next decade?

The remaining unpaved roads in Afton were paved in 2005. (2007 or something?). As these and other roads age, maintenance expenses are expected to increase over the next decade. The city is committed to maintaining the transportation infrastructure of Afton in a timely manner. The city should plan for road improvements over the long term and facilitate budgets that include ongoing funding. When necessary, bonding may provide funding for unanticipated improvements, providing such bonding includes planning to return to on-going funding.

| |
|---|
| [JY(C26): Update to reflect what was done this year and anticipated schedule for improvements |
|---|

*Road Improvement and Maintenance policies:
Afton has adopted a road improvement and maintenance plan to insure that by the year — the city can pay for and maintain roads on a pay-as-you-go basis, without the need for bonding or other long-term bonding.*

{Update Me^}

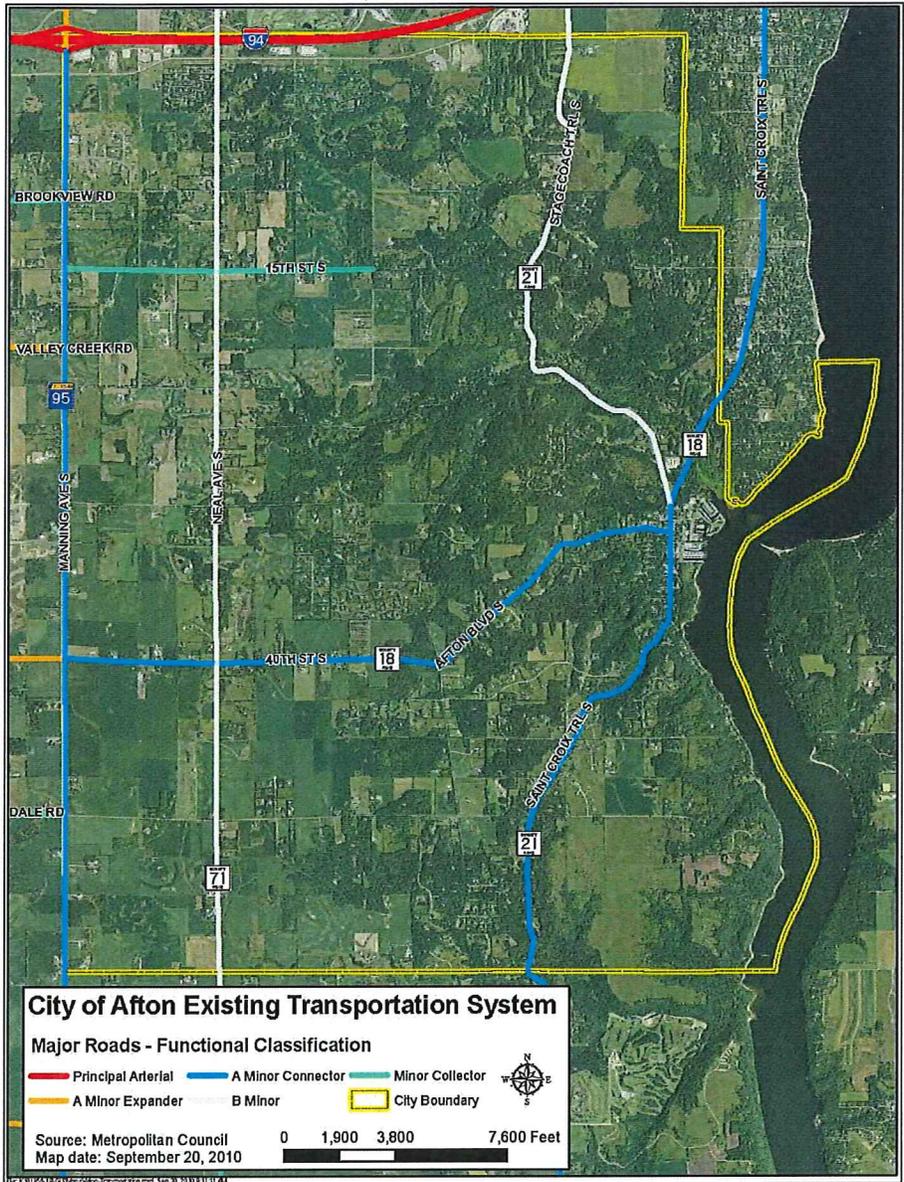


Figure 3 – City of Afton Existing Transportation System, Metropolitan Council

Figure 3 – City of Afton Existing Transportation System, Metropolitan Council

Safety

The City will construct new roadways and reconstruct roadways to meet City standards (what standards are these?) and increase safety and mobility.

[JY(C27):
Kopitzketo
re-write

Access Management

The City encourages the alignment of new access points with other existing access points, the provision of adequate spacing to separate and reduce conflicts, and the consideration of sight distance limitations. The City will use Washington County’s access management requirements as a guide for design standards on local roadways.

Aviation

Afton does not have an airport or landing strip and will not allow any, public or private, due to the lack of central services, suitable land space, fragile soils, and noise pollution. Heliports are likewise prohibited. The City of Afton promotes the protection of airspace navigations and electronic communication. Current City ordinances prohibit any structures, including antennas and wind turbines, over 150 feet in height. Proposed, new structure construction will require a Conditional Use Permit where the applicant will be required to submit a “Notice of Proposed Construction or Alteration” to the Federal Aviation Administration (CFR – Part 77, Form 7460-1).

Transit

Afton is outside of the Metropolitan Transit Taxing District; there is no regular route transit service existing or planned in the City. There is a Park and Ride lot located at I-94 and St. Croix Trail. Washington County provides limited transit service for the elderly and disabled. The City is located in Market Area IV; service options for transit in Market Area IV include Transit Link, formerly called “dial-a-ride”, volunteer driver programs, and ridesharing. The City, in conjunction with its neighboring St. Croix Valley communities and Washington County, may be an advocate for a light rail corridor along I-94 to the St. Croix River. As our population ages, our City may choose to explore the expansion of bus service into our community.

Non-motorized Transportation

While the City of Afton encourages non-motorized transportation, it is not practical as a primary mode of transport outside of the Old Village. However, with the paving of most of Afton’s streets, the City has become a destination for the recreational bicyclist who enjoys the rolling hills, open spaces, and low traffic volumes within much of the community. Update

[JY(C28):
Include should
width standards
for bikers?

Transportation Goals, Policies, and Strategies

The City of Afton establishes the following transportation goals:

1. Ensure safe routes for motor vehicles, bicycles, and pedestrians.
2. Ensure that roadways are adequate for use by emergency vehicles.
3. Provide appropriate roadways for area businesses depending on their location in an industrial zone or within the historic Old Village.
4. Provide reliable access to roadways outside of the City of Afton.
5. Provide and maintain roadways and intersections by the most cost effective means possible.
6. Avoid disruption to the natural environment.
7. Promote safe, contemporaneous use of the roads by motorized and non-motorized traffic, as well as oversized and slow moving farm vehicles and implements.
8. Utilize appropriate design and construction techniques to avoid premature degradation of roads adjacent to waterways.
9. Encourage "Park and Ride" lots for commuters in areas adjoining major thoroughfares.
10. Provide for the possible extension of all local streets in new subdivisions to avoid the need for cul-de-sacs, except where doing so would significantly increase the total amount of impervious surfaces.
11. ~~40-~~Require right-of-way dedication for existing easement roads and existing streets whenever land is subject to City Council approval.

The City of Afton establishes the following transportation policies:

1. Prohibit the construction of new streets in the agricultural district except where deemed necessary to allow a property owner to use the property in keeping with the agricultural zoning and to promote land conservation to the maximum extent.
2. Control the upgrading of existing roads and construction of new roads which would serve to encourage non-farm development in the agricultural zone.
3. Require a 150 foot setback along designated collector streets.
4. Work with Washington County to restore the historic character of St. Croix Trail through the Old Village as a slow speed, small village street.
3. ~~4-~~ Prohibit airports, landing strips and heliports within Afton.
5. ~~5-~~ Update and implement a capital improvement program.

The City of Afton will seek to implement the following strategies:

1. Post speed limits, weight and parking restrictions on City streets, where appropriate.
2. Post share-the-road signs for bicyclists, equestrians and other uses, where appropriate.
3. Incorporate traffic calming into road improvements within the Old Village to slow traffic.
- 4.

[RB29]:
Through streets are safer than cul-de-sacs and cheaper for the city to maintain which is why I reinserted this, but with a condition to insure they in fact in application are cheaper and environmentally comparable. Plowing, salting and repairing cul-de-sacs and providing adequate fire access is difficult.

[RB30]: Specific policies in the comp plan are harder to change than ordinances. I reinserted this deleted language. Setbacks protect the rural appearance of Afton and in many cases, reduce the number of buildable lots due to lot configuration constraints. This setback requirement, along with the 300 ft of frontage requirement, help in achieving Afton's low-density goals.

[RB35]: Deleted paragraph comment: The required infrastructure changes in the Old Village have been financed and are almost completed. This paragraph is no longer required or advisable and use of a special taxing district would reduce overall tax revenue.

The City of Afton will seek to implement the following strategies:

1. Institute a budgeting process that annually takes a long-term examination of the City's finances.

2. *an annual* includes *adoption* ~~consideration~~ of

of long term strategies for funding the City without the need for bonding or other long-term borrowing.

SYSTEM STATEMENT COMPATIBILITY

The Metropolitan Council has issued a system statement for the City of Afton, which indicates specific issues that must be addressed by the Comprehensive Plan before the Plan is considered complete by the Metropolitan Council. The City of Afton seeks to comply with all aspects of the system statement and has done so as per the following:

1. **Population, Housing, and Employment Forecasts:** The Metropolitan Council (Met Council) provides population, housing and employment forecasts for the City of Afton until the year ~~2040~~2030. These are required to be part of the plan update and are cited in Appendix B - Demographics Information of the Comprehensive Plan.
2. **Density and Land Use Classification:** The Met Council classifies the geographic area that the city of Afton is located in as “diversified rural” and partially “agricultural”. Diversified rural areas include a mix of large-lot residential and clustered housing with agricultural and other uses. Density in diversified rural areas must be ~~no greater equal to or less than one~~ no greater than one housing unit per ~~40~~ten acres. In Afton the density of areas zoned agricultural may not exceed three per quarter-quarter section, except in the case of Planed Land Conservation Developments, in which case the density may be increased up to four per forty acres. Agricultural areas are planned and zoned by local communities to maintain agriculture as the primary long-term land use. The density of agricultural areas may not exceed 1 housing unit per 40 acres.

This plan identifies policies, in the Housing and Land Use Action Plan, that will maintain an overall development density within the parameters required in the system statement.

3. **Aviation Plan and Facilities:** The system statement requires that the City of Afton must include airspace protection in its comprehensive plan. The protection is for potential hazards to air navigation including electronic interference. Airspace protection should be included in local codes/ordinances to control height of structures, especially when conditional use permits would apply. The comprehensive plan should include policy/text on notification to the FAA as defined under code of federal regulations CFR-Part 77, using the FAA Form 7460-1 “notice of proposed construction or alteration.”

There are no public or private airfield facilities within the City of Afton. Furthermore, public and private airfields and heliports are not allowed within the City of Afton. Language has been added to the Public Facilities Action Plan to reflect Afton’s desire to follow all FAA and Met Council Aeronautics Safety Standards in regards to airspace safety in the City of Afton.

4. **Sewage Treatment:** The system statement requires that the City of Afton incorporate current MPCA regulations as part of a program for managing individual cluster, and large sewer systems

[RB37]: Brings the language into compliance with the Met Council system plan which requires a maximum density of one housing unit per ten acres, not “less than one housing unit per ten acres”.

[RB38]: This language keeps the comprehensive plan consistent with our Afton’s current limitations which are more restrictive than the Metropolitan Council provision except in the case of PLCD’s which provide a freezing of densities at the level currently permitted by the Met Council. The language being deleted comes from the Thrive 2040 Plan provisions for Agricultural Communities, not those applicable to diversified rural communities like Afton and is found on pg 171 of the Plan:

“Limit residential development and adopt zoning ordinances and/or other official controls to maintain residential densities no greater than 1 housing unit per 40 acres.” The provision applicable to diversified rural communities is in the diversified rural section of Thrive MSP 2040, Pg 166: “Plan for growth not to exceed forecasts and in patterns that do not exceed 4 units per 40 acres.” Also quoting the Thrive plan: “For areas outside of the Long-term Wastewater Service Area, the