

CITY OF MENDOTA HEIGHTS



2030

COMPREHENSIVE PLAN

Mendota Heights



**Pilot Knob
Natural Area**
Oheyawahi: "the hill much visited"

This 8.25 acre portion of Pilot Knob, a prominent hill overlooking the confluence of the Minnesota and Mississippi Rivers, was protected in December 2005 so that present and future generations may see and experience an important place in our region's cultural and natural history.

Major partners in protecting this site are:
Pilot Knob Preservation Association - The Trust for Public Land - Friends of the Barron Farmstead of the Saint Paul Foundation - The McKnight Foundation - Dakota County Remediation Fund

AUGUST 2010

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Ultan Duggan
Sandra Krebsbach
Mary Jeanne Scheeman
Jack Vitelli

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Review Agencies

City of Eagan
City of Inver Grove Heights
City of Lilydale
City of Mendota
City of St. Paul
City of Sunfish Lake
City of West St. Paul
Dakota County
Independent School District 197
Metropolitan Council
Metropolitan Airports Commission
Minnesota Department of Natural Resources
Minnesota Department of Transportation
St. Paul Board of Water Commissioners

Education Facilities

Independent School District 197
Mendota Elementary School
Somerset Heights Elementary School
Friendly Hills Middle School
Henry Sibley Senior High School
Visitation School
St. Thomas Academy
Brown College
Le Cordon Bleu

Major Property Owners

Acacia Park Cemetery Association
City of Mendota Heights
Dodge Nature Center
Mendakota Country Club
Opus – Summit of Mendota Heights
Paster Enterprises
Resurrection Cemetery
Roseville Properties
Ross Fefercorn – The Village
Somerset Country Club
Somerset Area Landowners
United Properties

INTRODUCTION

The City of Mendota Heights has a long history and commitment to planning, which has resulted in unique residential living environments and business centers. The City’s first Comprehensive Plan was adopted in 1960, about 16 years before the Metropolitan Land Planning Act went into effect, requiring communities to incorporate regional policies and guidelines pursuant to the Land Planning Act. The City has used its Comprehensive Plan to guide decisions for the past 48 years. Mendota Heights takes pride in the fact that it is accomplishing the objectives of its plans to date. As a result, the community looks much like it was envisioned in 1960, with an emphasis on high quality residential neighborhoods, open space and parks, and well-planned commercial and industrial areas.

The community is almost fully developed and is now enjoying the fruits of its long-range vision and development policies. The remaining infill properties will continue to be built out, following the community’s successful development philosophy. The City understands its role as part of the greater Metropolitan Region and will continue to plan accordingly. However, Mendota Heights will not compromise its growth philosophy or the interests of its citizens, during its final phase of community development. The fundamental objectives of this Comprehensive Plan are to set in place goals and policies that continue and strengthen the City’s traditions and development philosophy. The goals and policies found herein remain consistent with the original vision, to achieve a residential community with open spaces and quality neighborhoods that provide a desirable place to live and raise families. To this end, the City operates according to the objectives of the Mendota Heights Vision Statement, which is printed as follows.

VISION STATEMENT

Mendota Heights is a high quality, family oriented residential community, with the feel of the country and the amenities of a city. While it is centrally located in the metropolitan area, the Minnesota and Mississippi Rivers form a natural green belt around it, allowing the community to maintain a quiet, private way of life, unique in the Twin Cities. Mendota Heights achieved its successful business community and exceptional residential neighborhoods by following the detailed comprehensive plans set forth by its forefathers over 48 years ago. Innovative and forward thinking on the part of community officials has resulted in a planned community, which affords a quiet lifestyle for its residents while providing a full array of services and employment opportunities. The community has preserved an abundance of parks and open spaces, encourages spacious residential development, and has planned for diversified, high technology offices and business areas. Excellent schools and a well-educated populace complement the traditional but progressive character of the City. Civic pride and aesthetic excellence are high priorities in Mendota Heights.

The mission of the Mendota Heights city government is to preserve and enhance the quality of life in the community and to plan, direct, and implement orderly growth. This is achieved by encouraging and fostering:

- ◆ *Community identity, citizen participation, and open access to government decision-making.*
- ◆ *High quality, cost-effective public service.*
- ◆ *Conservative financial management and low tax rates.*
- ◆ *Development and maintenance of parks, trails, and open spaces.*
- ◆ *High standards of diversified housing stock.*
- ◆ *A commitment to strengthen and maintain community heritage through preservation of older, well-established neighborhoods.*
- ◆ *Further development of well-designed commercial and office projects.*

The Mayor and City Council, as the elected representatives of the people, supported by recommendations from the Parks and Recreation Commission, Airport Relations Commission, and Planning Commission, are responsible for establishing the policies necessary to carry out this mission. The staff of the City implements the policies established by the Council and provides direct services to the community, making the vision a reality.

Adopted by the Mendota Heights City Council on June 3, 1986.

In the fall of 2007, the process of developing an updated Comprehensive Plan for the City of Mendota Heights was initiated with a series of meetings, including a joint meeting between the City Council, Planning Commission, Parks Commission, and staff.

A list of principal issues, which were believed to be most important to the Mendota Height's community, were identified. Issues that rose to the forefront were the Minneapolis-St. Paul International Airport, proper development of the few remaining vacant parcels of land in the city, and the Village at Mendota Heights Project, a mixed use of residential, commercial, and retail.

The Comprehensive Plan is a formally adopted document stating the City's goals and policies as they relate to land use, parks and open space, housing, transportation, utilities, and other issues.

POLICIES AND OBJECTIVES

The community set out early in its incorporated history to create attractive residential neighborhoods by planning for aggressive protection and wise use of its abundant environmental assets. The rich abundance of woods, wetlands, and open space areas that provide the natural feel of the community today, are a testament to the forethought and planning of Mendota Heights’ forefathers. As the Twin Cities metropolitan area has grown up around it, Mendota Heights has actively pursued its objective of preserving the open spaces, which have made the community one of the region’s most attractive places to live. Whether these efforts have been concentrated in active or passive uses, the environment has played a central role in the City’s land use planning. Specific policies relating to particular systems and exact implementation strategies will be included in later portions of this Comprehensive Plan.

REGIONAL PLANNING DESIGNATION

The regional planning area designation and related policies identify the Metropolitan Council’s expectations for the amount, location, and standards for development. A community’s planning area designation is based on its geographic location, amount of land available for development, existing development patterns, planned land uses and availability of infrastructure. The *2030 Regional Development Framework* by the Metropolitan Council has designated Mendota Heights as a “developed community” in the urban planning areas. *Developed communities are those in which more than 85% of the land within the borders identified in 2000 is developed according to the Metropolitan Council.*

Developed Communities

The community’s designation guides local plans, policies, and forecasts. “Developed communities” are now the expected locations for approximately 30 percent of new households and about half of new jobs through 2030, according to the *2030 Regional Development Framework*. The following specific policies and community roles have been identified by the Metropolitan Council in the *2030 Regional Development Framework* and shall be incorporated into this Comprehensive Plan:

Policy 1:

- Work with communities to accommodate growth in a flexible, connected and efficient manner.

Community Role:

- Accommodate growth forecasts through reinvestment at appropriate densities (5 units plus in developed areas and target higher density in locations with convenient access to transportation corridors and with adequate sewer capacity).
- Approve and permit reinvestment projects that make cost effective use of infrastructure and increase density.

- Adopt ordinances to accommodate growth and use land and infrastructure efficiently (examples: innovative zoning techniques for mixed use development, transit oriented development, overlay districts, planned unit development provisions, and traditional neighborhood development overlay zones.)
- Support the conversion or reuse of underutilized lands in order to accommodate growth forecasts, ensure efficient utilization of existing infrastructure investments and meet community needs.
- Reduce infiltration and inflow into the local and regional wastewater treatment system.

Policy 2:

- Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.

Community Role:

- Make local transportation, transit, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities.
- Identify opportunities to improve transportation connections and address transportation issues such as travel demand management, access management, safety and mobility when planning infill and redevelopment projects.
- Plan land use patterns that support transit service and development.
- Adopt ordinances to support integrated land use (examples: ordinances encouraging or allowing shared parking, centers, transit oriented developments).
- Coordinate with business and other public agencies congestion-reduction measures such as collaboration with employers, provision of information or incentives to minimize or decrease peak-period impacts.

Policy 3:

- Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.

Community Role:

- Plan for and guide infill development, redevelopment, and adaptive reuse of structures to diversify housing, connect housing and jobs, and integrate new development into existing neighborhoods.
- Adopt and pursue reinvestment strategies to achieve *Metropolitan Land Planning Act* (MLPA)/ *Livable Communities Act* (LCA) housing goals.
- Encourage the preservation of existing neighborhoods and expansion of housing choices within the city.

- Adopt ordinances to increase lifecycle and affordable housing (examples: increased multi-family use, reduced front and interior setback requirements; cluster development ordinances).

Policy 4:

- Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.

Community Role:

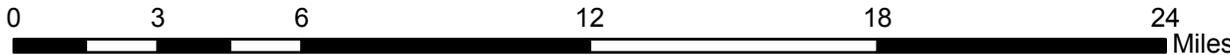
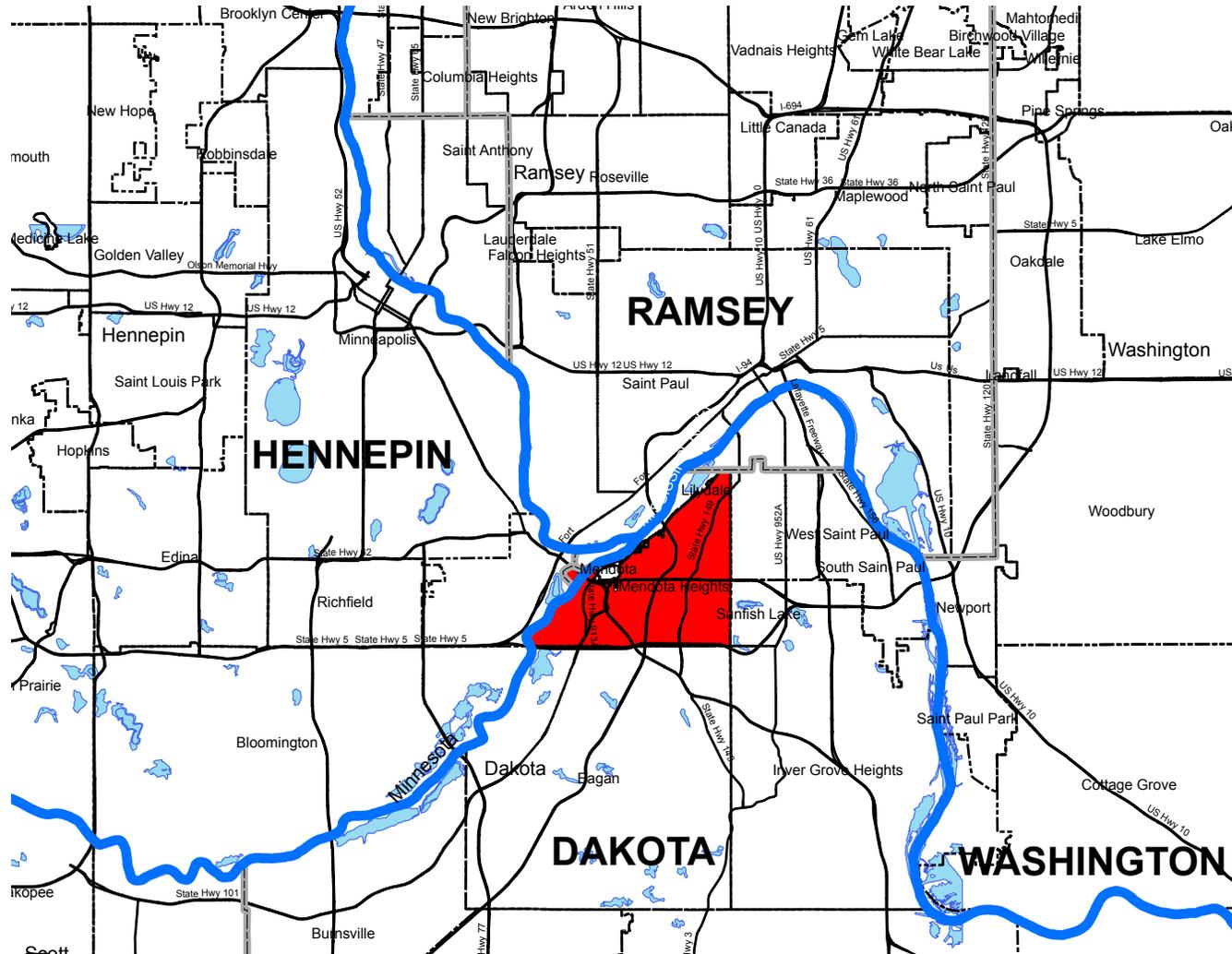
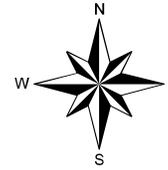
- Approve and permit projects designed to reclaim contaminated lands and restore natural resources where appropriate.
- Implement best management practices to control and treat stormwater as redevelopment opportunities arise.

COMMUNITY LOCATION

Mendota Heights is located only 10 to 15 minutes from the bustle of St. Paul and Minneapolis. Despite its nearness to these major business capitals, the community is able to maintain a comfortable, natural, open appearance. The river bluffs, rolling topography, and wooded areas have provided an excellent setting for residential development. The topography has led to the creation of a curvilinear local street system and allowed for intimate residential neighborhoods to be nestled amongst mature wooded settings, lakes, wetlands, nature preserves, and the Mississippi and Minnesota River bluffs. Mendota Heights is a premier suburb, offering high-quality residential and business areas. Per capita income and average property values area among the highest in the area, but homes in more moderate price brackets are also available. The residents of Mendota Heights enjoy close proximity to an extensive system of regional and local parks, and convenient access to the regional highway system, international airport, and metropolitan employment centers. These factors have helped make Mendota Heights an attractive place to live and enable it to maintain a quiet, private way of life.¹

Mendota Heights is a City comprised of approximately 10 square miles of land that is uniquely situated south of the cities of Minneapolis and St. Paul in northern Dakota County. The Minnesota and Mississippi Rivers, the City of Lilydale, and the City of Mendota border the City on the west. Across the rivers are the cities of St. Paul and Minneapolis, Fort Snelling and the Minneapolis-St. Paul International Airport (MSP). The east is bordered by Delaware Avenue (County Road 63), the cities of West St. Paul and Sunfish Lake. Interstate 494 divides Mendota Heights from Eagan to the south. The map on the following page illustrates the location of the City in relation to the Metropolitan Region.

¹ The 1998 Northern Dakota County Chambers of Commerce, Community Directory, Eagan, Minnesota, pages, 20-23.



2030 COMPREHENSIVE PLAN

Regional Location Map

- County Boundary
- Municipal Boundary
- City of Mendota Heights
- Major Rivers
- Major Roads
- Lakes

COMMUNITY HISTORY

Mendota Heights has a long and rich heritage, which serves as a source of identity for the community. Mendota Heights is located near the confluence of the Mississippi and Minnesota Rivers. Early Native Americans (Mendota Mdewakanton Sioux Community) viewed the area as an important meeting place. Pilot Knob is city-owned property overlooking the confluence of the Mississippi and Minnesota Rivers. It was considered sacred by the Dakota who called it Oheyawahi, “the hill much visited.” Pilot Knob was named by riverboat pilots as the landmark overlooking Fort Snelling, the first American fort.² The Europeans called the area St. Peter, or St. Pierre, during the time that Fort Snelling was constructed (1894). However, the name of the area was later changed to Mendota, which in Dakota means, “meeting of the waters.”³

Fur traders established a trading post in the early 1830’s within what is now Mendota Heights. The trading post, coupled with Fort Snelling located across the river, formed the basis for one of the first settlement areas in Minnesota. During the period from 1837 to 1853, the Dakota ceded large tracts of land to the settlers who tilled the land and operated dairy farms. Gradually, individual homes began to appear along the St. Paul border in the north and in the hills above Mendota Township in the west. Between them were farms, country schools, and estates. The population of Mendota Township in 1860 was 454. The area grew slowly to 1,360 at the start of World War II.⁴ St. Peter’s Church was built in 1853 atop the bluff overlooking the rivers and is the oldest church in continuous use within Minnesota.⁵

Several trails crossed the area, including the Mission Trail. It connected the river to the Dakota Village at Kaposia, which is present day South St. Paul. Dodd Road, the first military road through the region, was completed in 1849 and connected the community to St. Peter. Dodd Road currently bisects the City and continues to provide a north-south travel artery throughout the community. The Old Mendota Road, which is now Highway 110, provided for east-west travel through the area. The Minnesota Central, the first Dakota County railroad, ran through Mendota Township, parallel to the Minnesota River, and carried supplies to Fort Snelling.

Following World War II, farmers began to sell lots for individual homes and acreage for residential subdivisions. Home construction increased rapidly, particularly in the northern section of the township and by 1950, the population totaled 2,107. The Township of Mendota was established in 1858, and was eventually divided into two separate towns. Mendota was chartered in 1887 and incorporated in 1936. The remainder of the township was incorporated as Mendota Heights in 1956.⁶

² The Heritage of Mendota Heights from Township to Village and City, Prepared by the Mendota/West St. Paul Chapter of the Dakota County Historical Society, page 3.

³ Mendota Heights, a Community of Quality, Northern Dakota County Chambers of Commerce, page 21.

⁴ *Ibid.*, page 1.

⁵ The Heritage of Mendota Heights from Township to Village and City, Prepared by the Mendota/West St. Paul Chapter of the Dakota County Historical Society, page 3.

⁶ The 1998 Northern Dakota County Chambers of Commerce, Community Director, Eagan, Minnesota, page 21.

Interstate 494 comprises the southern border of Mendota Heights. Its intersection with Interstate 35E acts as a primary “gateway” into the community, as does Highway 55 as it crosses the Mendota Bridge, the Interstate 35E/Mississippi River crossing and Highway 110, as it enters the community from the east. The Mississippi and Minnesota Rivers and steep bluffs along with the natural open spaces of Fort Snelling State Park, Minnesota Valley National Wildlife Refuge, Lilydale Regional Park, Dodge Nature Preserve, and Olivia T. Dodge Nature Center provide a greenbelt that surrounds and infiltrates Mendota Heights. The location of the aforementioned features and places is illustrated on the Community Facilities map, located on page 26.

The natural and open space areas, when combined with the 290 acres of community parks, three golf courses, Rogers, Augusta, and Le May Lakes, and with the naturally rolling terrain and mature woodlands, create the appealing “natural open” setting of the City. These features and spaces are located adjacent to the major roadways and as such, create a unique, natural setting for small, intimate neighborhoods. The views of the River Valleys from adjacent bluffs and bridge crossings are nothing less than spectacular. The predominance of scenic, natural vistas and corridors within a community located so close to the core of the Twin Cities is truly unique within the Metropolitan Region. This being the case, the City of Mendota Heights considers it paramount to protect and enhance the natural living environment for its residents.

DEVELOPMENT HISTORY

Early History

The river topography and landscape of bluffs, ravines, views, lakes, and wooded areas have provided attractive settings for residential settlement. Mendota Heights was a part of Mendota Township until the Village of Mendota Heights was incorporated in 1956.

1957 to 1977

The first Land Use Plan for Mendota Heights was adopted in 1959. Its purpose was to guide public and private development to achieve balanced residential and commercial/industrial growth, in order to assure the availability of tax funds for schools and public services. At that time, 21% of the land (exclusive of golf courses and cemeteries) was developed.

The City's history of early land planning established a clear and well-defined pattern for future land uses. The 1959 Plan identified the following needs:

- ◆ The need for additional east-west thoroughfares;
- ◆ The need for community connections across future I-35E;
- ◆ The designation of a business/industrial area in the southwest corner of the City;
- ◆ The desire to limit commercial "strip" development; and
- ◆ The decision to continue the semi-rural character of the residential areas.

Many of the major objectives of the 1959 Plan came to fruition as the Plan was largely followed over the ensuing years. In the 20 year period from the late 1950's to the late 1970's, St. Thomas and Visitation schools were established (1955-56); Fort Snelling State Park was established (1961); the I-35 bridge into St. Paul was built (1971); Henry Sibley High School was built (1971); and in 1974, Mendota Heights became a city. Overall, an additional 40% of the land area was developed, most of it to establish new residential areas.

1977 to 1997

The land use pattern initially laid out by early comprehensive plans was clearly established along with several transportation improvements. Both I-35E and I-494 were built during this period. I-35E was extended in both directions, into downtown St. Paul and south into Burnsville. I-494 was constructed along the southern border of the City and replaced Highway 110 as the primary east-west route.

In this period, United Properties began the development of the Mendota Heights Business Park, and several areas designated for residential were developed throughout the City.

The availability of the Interstate routes did relieve local roadways of some traffic, particularly in the cases of Highway 110 and Highway 149. The accessibility of the Interstate routes also more clearly established distinct neighborhoods in the community. The 1959 Land Use Plan emphasized the importance of east-west routes and planned

crossings at Marie Avenue, Mendota Heights Road, and Wagon Wheel Trail, all of which were built more than 20 years later.

Aircraft traffic noise from flights over Mendota Heights dramatically increased in this period as well, due to the growth and expansion of the airline industry and the Minneapolis-St. Paul International Airport. The increasing number of flights, larger aircraft, and expanded use of the runways over the Mississippi River corridor, continue to impact the land use and living environment of the southern part of the community. The Metropolitan Airports Commission (MAC) actually bought out one neighborhood and created a flight path corridor, near Acacia Cemetery, within Mendota Heights. Homes were removed and the area was re-developed for industrial uses. Other residential areas were part of the Part 150 Sound Insulation program, receiving funds to upgrade windows and insulation in existing homes. New residential neighborhoods have been built with additional sound insulation and modified building techniques.

Total operations at the Minneapolis-St. Paul International Airport (MSP) increased from 230,793 in 1972 to 483,013 in 1998, more than doubling. This increase in flights, along with expansion of the flights over the new residential areas and outside of the flight corridor, has adversely affected many neighborhoods of the City.

The City put forth considerable time and effort to reduce aircraft noise and operations over the City, establishing an Airport Relations Commission (ARC), participating in the Dakota County Airport Relations Commission (DCARC), and the Metropolitan Aircraft Sound Abatement Council (MASAC) and adopting a Noise Attenuation Ordinance.

1998 – 2007

From 1998 to 2006, the City issued 436 residential building permits. Of those, 259 were for single family homes. In 2003, the City saw the most development during this period, with a total of 125 residential permits issued during that year.

There have been a number of significant projects that have reshaped Mendota Heights during this time. The most visible is the Village at Mendota Heights, a mixed use development at the northeast intersection of Trunk Highway 110 and Dodd Road. The City acquired the property to create an urban town center. That project is nearing completion, with a Dakota County Community Development Agency senior residential facility, a mix of town houses, an intensive commercial component, all surrounding an open space plaza.

The second significant change is the Summit of Mendota Heights, a mixed residential development consisting of townhomes and a multi-story condominium. This facility is located on the former site of the Ecolab research building at Sibley Memorial Highway and Wachtler Avenue.

Augusta Shores is a twin-home residential development developed around Lake Augusta, just east of TH 55. Another residential project is the Hidden Creek development, a residential plat of generally one-acre lots on a portion of the “superblock”, an area of larger acreage properties which have had minimal previous development activity.

Three other projects have involved the City’s activity in avoiding development, and retaining existing open space. The Mendota Heights Par 3 Golf Course had operated as a privately-owned facility for many years, until the owners proposed to close the 17 acre facility and develop the property into approximately 30 single family lots. After some struggle, ending with a successful referendum, the City purchased the golf course and is now operating the facility as a municipal course.

Mendota Heights is also home to a significant portion of the Dodge Nature Center. The City has worked with the Nature Center to protect these natural areas through approvals of plats and conservation easements.

Perhaps the most important project also involves the City’s decision to spend public dollars to preserve the Pilot Knob area, just off the Mendota Bridge between Acacia Cemetery and Trunk Highway 55. After a series of development proposals for this property were turned away or withdrawn, the City joined with other public entities, including Dakota County and the Minnesota Department of Natural Resources, and purchased a number of large parcels totaling 25.5 acres. The land will be retained as open space, and is currently being restored to its pre-development environment. The property has historical and cultural significance on many levels, including a sacred site for native people, a nearby gathering area for the 1851 transfer of the Minnesota Territory lands to the U.S. government, and the “pilot knob” landmark for steamboats approaching the confluence of the Minnesota and Mississippi Rivers.

NATURAL FEATURES INVENTORY

The natural environment is an important asset to the residents of Mendota Heights. During the City's developing stages, a strong emphasis was placed on preserving high quality open spaces and wooded areas. This has provided tremendous benefits to the residents and is an important focal point of the community. Residents enjoy numerous lakes and wetlands, open spaces, parks, trails, and the Mississippi and Minnesota Rivers. The following lists specific environmental features within the City of Mendota Heights:

General Topography and Drainage

The topography of the City of Mendota Heights varies greatly, from floodplains of the Minnesota and Mississippi Rivers to the primary and secondary bluffs of the rivers. The maps that follow illustrate the topography and location of floodplains within the community. The majority of the City lies relatively flat at an elevation approximately 200 feet above the river. Many of the lakes and ponds in the City are entirely controlled by percolations, precipitation, and evaporation. The original terrain and vegetation of the area were altered for purposes of farming. Marshes and wetlands were left relatively undisturbed except for a few ditching projects. More detailed information on the drainage system of the city can be found in the *Local Surface Water Management Plan, 2006*.

Soils

The Soil Conservation Service has identified the following soil associations within the City of Mendota Heights:

- ◆ Nearly Level Soils on the Floodplains. This general area is on the floodplains of the Minnesota and Mississippi Rivers, mostly located in the Fort Snelling State Park. Much of it is frequently flooded and is generally too wet to be farmland. The area consists of mixed Alluvial sand and some Sawmill soils. Colo soils, Riverwash, and Peat Muck are also present.
- ◆ Light Colored, Rolling to Hilly Soils. This general area is in the Morainic part of the County. It is characterized by steep slopes and numerous poorly drained depressions. The soils are extremely variable in depth, texture, and productivity. The medium height and textured soils are suitable for some crops if slopes are not too strong. Sheet or gully erosions are hazards in cultivated fields. The area is best suited to woodlands. The major soils include Scandia Kingsley, Hayden, and Burnsville series. Included are soils of the Freer and Adolph series.
- ◆ Light Colored to Moderately Dark Colored, Rolling to Loose Hilly Soils on Till. In topography and texture, this soil association is mostly the light colored rolling high soils described above. Most of the soils develop from calcareous materials. The major soils in the area include the Hayden, Burnsville, Lester series.

Floodplain

Although the City of Mendota Heights is located in such close proximity to the Mississippi River and the Minnesota River, there is no floodway within the City boundaries. As the Floodplain map portrays, there is floodway on both sides of the Mississippi River and Minnesota River, within the cities of St. Paul, Lilydale, Mendota, and Eagan. The floodway basically follows the northwest boundary of the City.

Rivers, Lakes, and Wetlands

The following is a list of lakes and rivers located within the City of Mendota Heights:

- Gun Club Lake
- Lake Augusta
- Lake Le May
- Rogers Lake
- Friendly Marsh
- Copperfield Ponds
- Mississippi River
- Minnesota River

Watersheds

Mendota Heights is located within three watersheds: the Lower Minnesota River Watershed, the Gun Club Lake Watershed, and the Lower Mississippi River Watershed.

The Lower Minnesota River Watershed District (LMRWD) is located in the southwest part of the Twin Cities metropolitan area along the Minnesota River. The District boundaries encompass an area of 64 square miles of Carver, Hennepin, Dakota, Scott, and Ramsey counties, which includes the Minnesota River Valley from Fort Snelling, at the confluence of the Minnesota and Mississippi rivers, upstream to Carver, Minnesota. The width of the District includes the bluffs on both sides of the Minnesota River within this reach of the river. The District boundaries are contiguous to five (5) watershed districts, four (4) water management organizations, and include portions of fifteen (15) communities. The City of Mendota Heights entered into an agreement with the Lower Minnesota River Watershed District on January 28, 2005. Issues of concern include dredging, spoil site acquisition, and bank erosion control.

The Gun Club Lake Watershed Management Organization (GCLWMO) encompasses 33 square miles of suburban land. The GCLWMO is a joint powers organization of the cities of Eagan, Mendota Heights, and Inver Grove Heights. Funding for the GCLWMO is provided by each of the cities within the organization. The majority of storm water drains to the Minnesota River in the GCLWMO. The watershed contains many small wetlands and lakes, and a major concern is lake water quality.

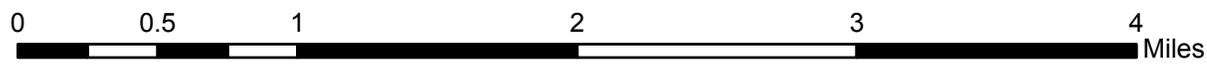
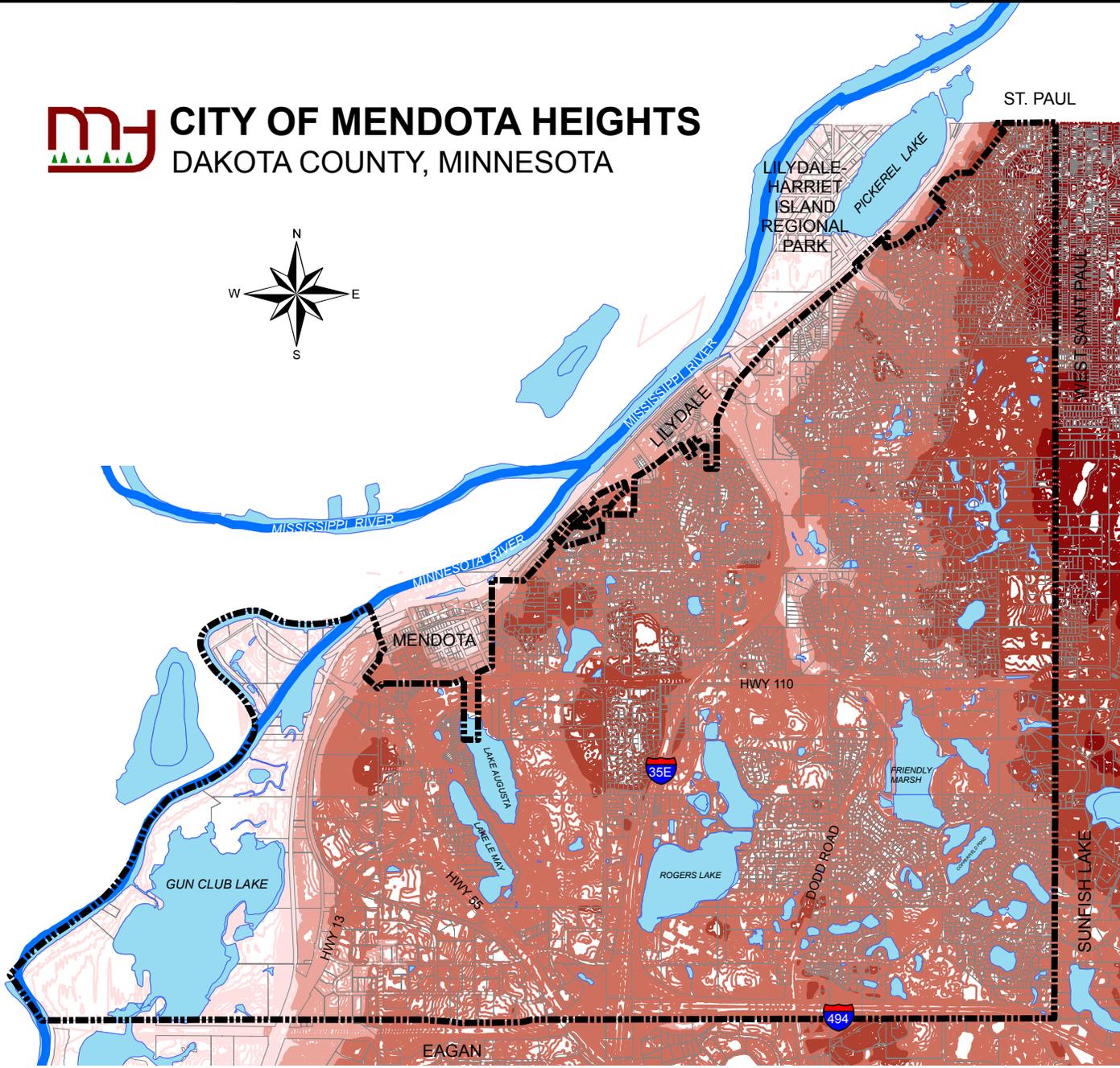
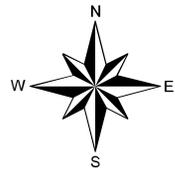
The Lower Mississippi River Watershed Management Organization (LMRWMO) encompasses 50 square miles in Dakota and Ramsey Counties. Other surrounding communities include: Inver Grove Heights, Lilydale, St. Paul, South St. Paul, Sunfish Lake, and West St. Paul. The LMRWMO was established by a Joint Powers Agreement

on October 25, 1985. The wetland is well-drained with many small depressions and steep slopes. Issues of concern include wildlife habitat and water recreation.

Significant Vegetation

The City of Mendota Heights contains a variety of wooded areas and explicit forested areas. There is a large amount of floodplain forest along the Mississippi and Minnesota Rivers. There is a large area of altered, non-native deciduous forest on the east side of Gun Club Lake. A variety of vegetation also surrounds Lake Augusta and Lake Le May, including the following: altered/non-native deciduous forest, altered/non-native deciduous woodland, oak forest, native dominated disturbed upland shrubland, and aspen forest.

The east side of 35E within the City of Mendota Heights, just before entering Lilydale, contains a variety of vegetation, from altered/non-native deciduous forest, altered/non-native deciduous woodland, altered/non-native mixed woodland, oak forest, floodplain forest, and lowland hardwood forest. There are also pockets of a variety of forests and woodlands between 35E and the boundary with West St. Paul and Sunfish Lake, especially surrounding the water features. The Significant Vegetation map illustrates the location of wooded and forested areas within the City of Mendota Heights.



2030 Comprehensive Plan

Topography

Elevation (in feet)

-  692 - 754
-  755 - 834
-  835 - 914
-  915 - 990
-  991 - 1114
-  City Boundary
-  Major River
-  Water

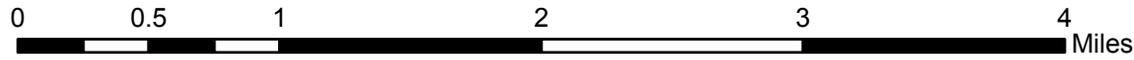
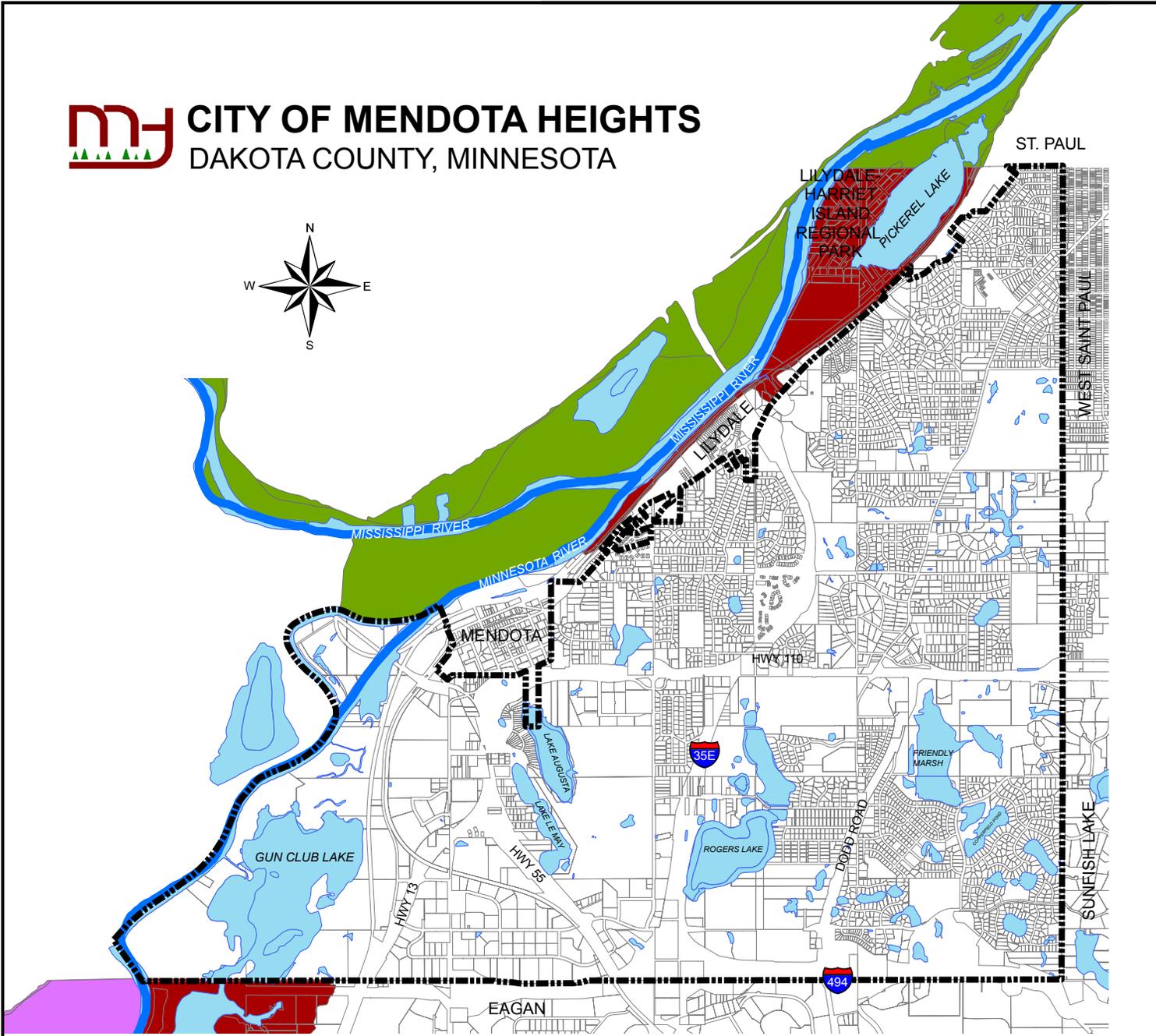
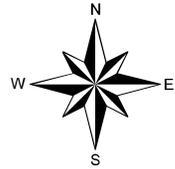
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Source: City of Mendota Heights,
 Dakota County, and
 Minnesota Department of Natural Resources.

July 2008.



CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Floodplain

- FEMA Floodway Hennepin County
- FEMA Floodway Ramsey County
- FEMA Floodway Dakota County
- City Boundary
- Major River
- Water

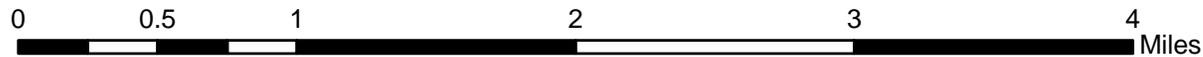
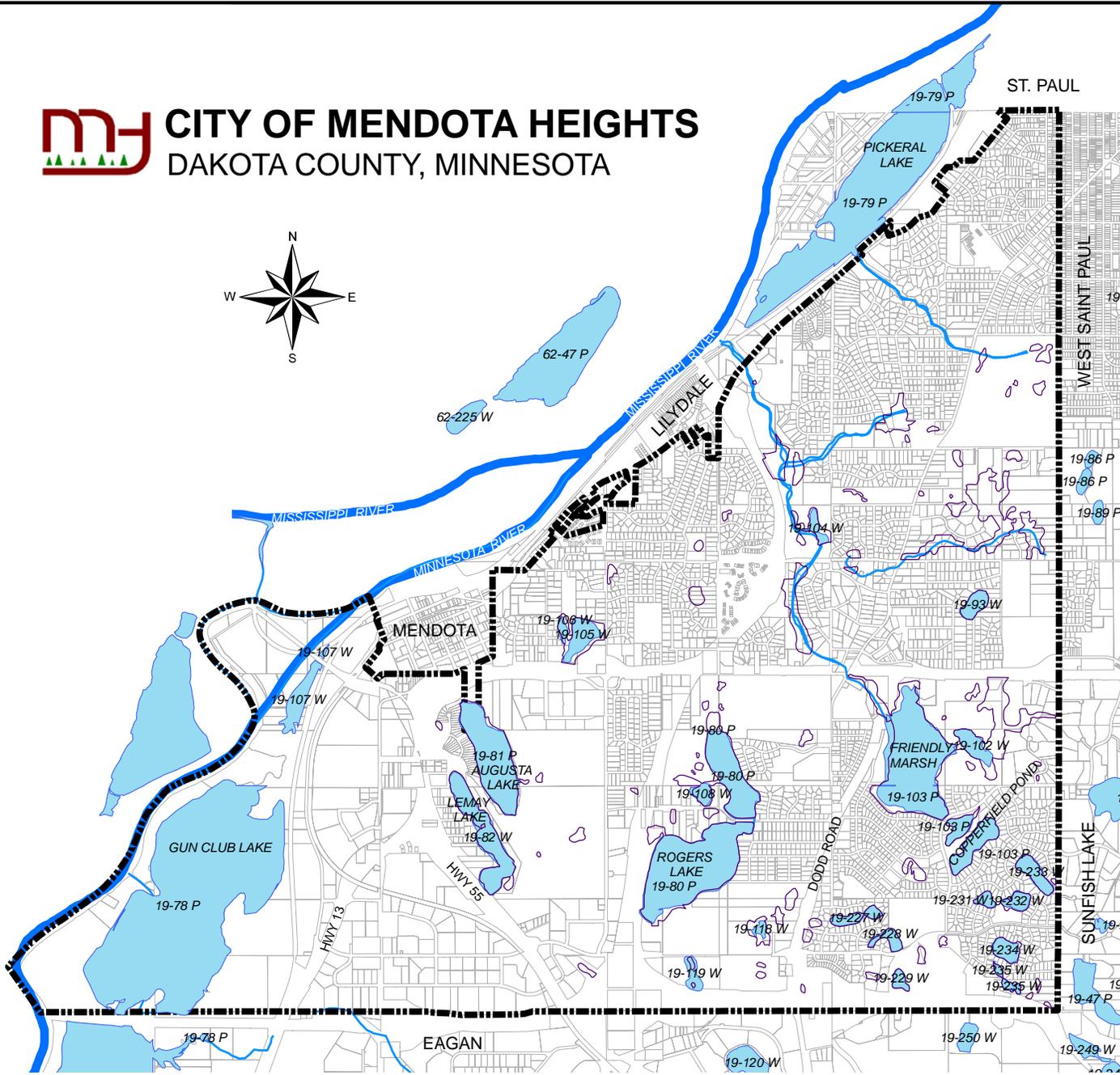
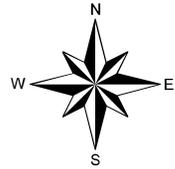
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July 2008.



CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Water
Resource Map

-  Wetlands
- (According to City's Surface Water Management Plan)
-  DNR Public Waters
-  Major River
-  Stream
-  City Boundary
-  Parcels

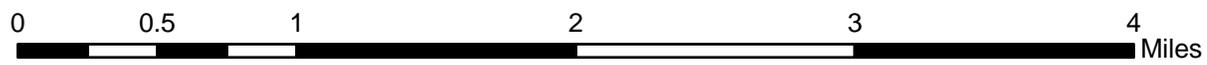
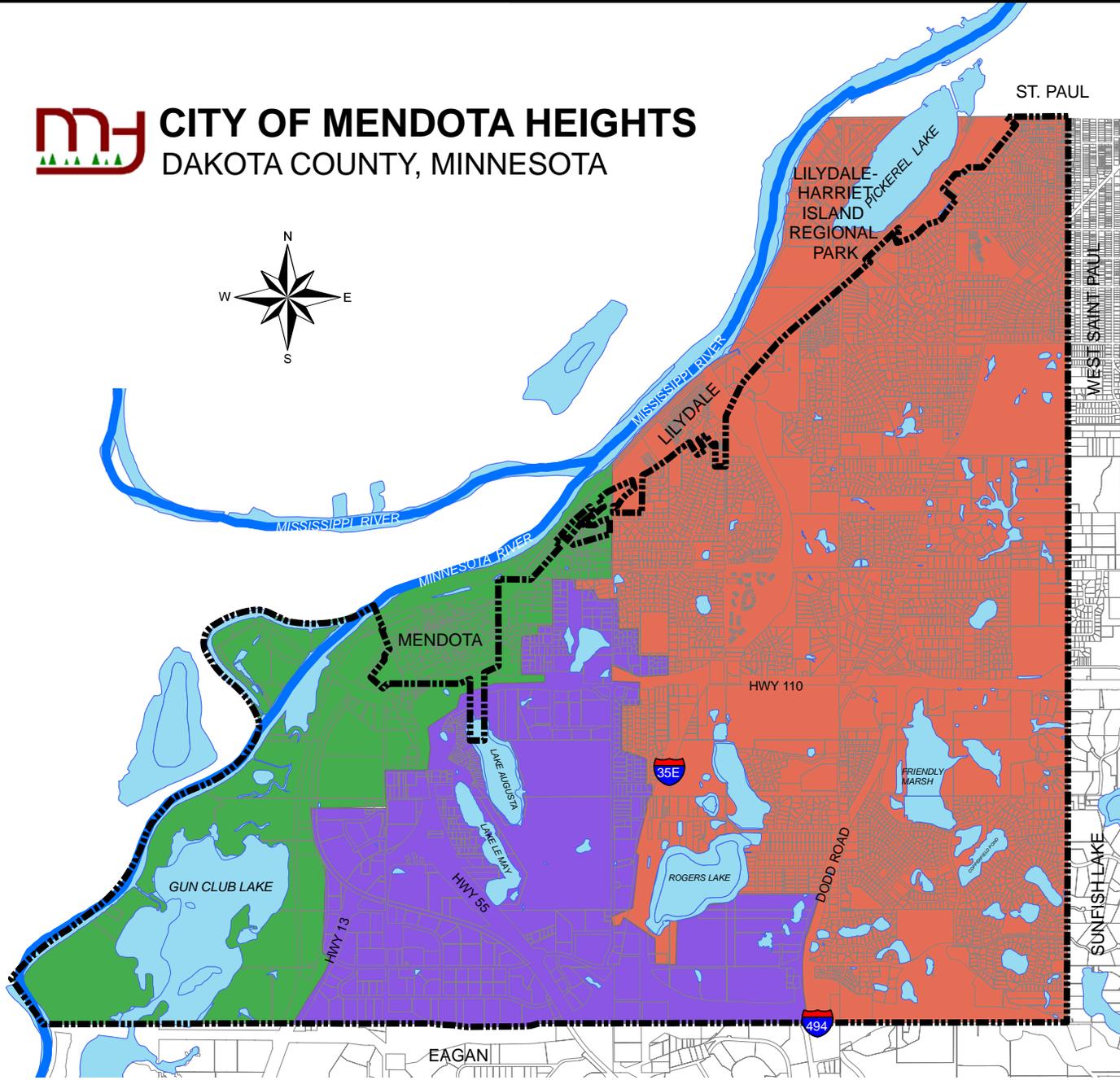
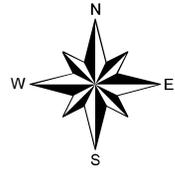
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Source: City of Mendota Heights, Dakota County, Bonestroot, and Minnesota Department of Natural Resources.

July 2008.



CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Watersheds

-  Gun Club Lake
-  Lower Minnesota
-  Lower Mississippi
-  City Boundary
-  Major River
-  Water

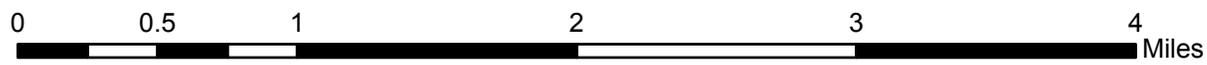
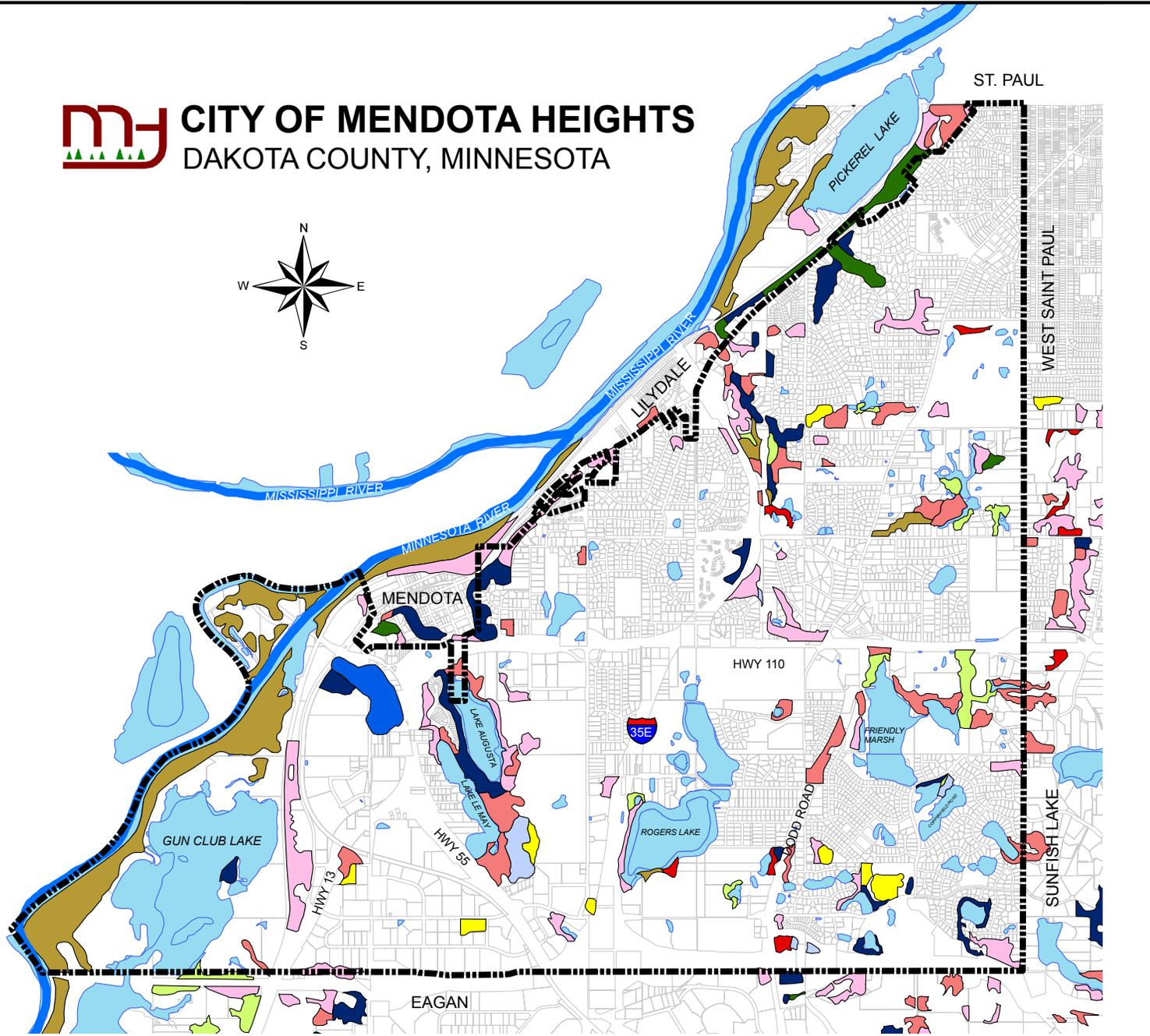
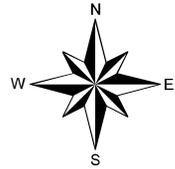
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Source: City of Mendota Heights, Dakota County, and Minnesota Department of Natural Resources.

July 2008.



CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Significant
Vegetation

- Altered/non-native deciduous forest
- Altered/non-native deciduous woodland
- Altered/non-native mixed woodland
- Aspen forest
- Floodplain forest
- Lowland hardwood forest
- Maple-basswood forest
- Native dominated disturbed upland shrubland
- Oak Savannah (restoration)
- Oak forest
- City Boundary
- Major River
- Water

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Source: City of Mendota Heights,
 Dakota County, and
 Minnesota Department of Natural Resources.

July 2008.

COMMUNITY FACILITIES

The City of Mendota Heights currently retains a full complement of administrative services, including Administration, Engineering, Public Works, Parks & Recreation, Police, Fire, Finance, and Code Enforcement. The City contracts with private consultants for planning and legal services. City Hall provides administrative office space and public meeting facilities. City Hall is located at 1101 Victoria Curve, northwest of the intersection of Highway 110 and Lexington Road.

Police and Fire

The City of Mendota Heights provides police protection for its residents. The police are dispatched from Dakota Communications Center, which is located in Empire Township. The City also provides police services to the communities of Lilydale and Mendota. The Police Department consists of 18 officers and three civilian employees.

Fire protection is also provided by the City. The department is located on Dodd Road, one-quarter mile south of Highway 110. The Fire Department consists of 36 volunteers and has a fully equipped station consisting of a 2,000 gallon tanker, three pump trucks, a rescue vehicle, a brush truck, a boat, an ATV, and other equipment and services necessary to provide for the defined ISO Commercial Risk Services Inc.

The City also provides fire services for the cities of Sunfish Lake, Lilydale, and Mendota. The average response time to fire calls ranges from six to eight minutes. The Mendota Heights Fire Department was last rated as providing Class 4 services (1-best, 10-worst), as defined by the Insurance Services Office. Specific residential fire ratings are determined based upon a combination of factors, including the individual rating for the Fire Department, availability of water services, and the level of communications (i.e., 911 call system, fire alarms, pagers, and dispatch systems), available in the community.

Schools

Minnesota Independent School District #197 serves portions of several communities: West St. Paul, Mendota, Mendota Heights, Eagan, Inver Grove Heights, and Sunfish Lake. The District is comprised of five elementary schools, two middle schools, and one high school. Total enrollment for the District schools in the 2007-2008 school year was estimated at 4,343 students. This is down from 4,885 students in the 1998-1999 school year. There are a total of six kindergarten through 12th grade schools (public and private) actually located within the City of Mendota Heights: Mendota Elementary School, Somerset Elementary School, Friendly Hills Middle School, Henry Sibley High School, St. Thomas Academy, and Visitation School.

The following table provides a breakdown of enrollment of the K-12 public schools within the City at the start of the 1998 – 1999 school year compared with the 2007 - 2008 school year.

Public School Enrollment for K-12 Schools within the City of Mendota Heights: 1998 - 99 Versus 2007 - 08 School Years				
School	Grades	1998-99 Total Enrollment	2007-08 Total Enrollment	Percent Change
Mendota Elementary School	K - 4th	414	360	-13%
Somerset Elementary School	K - 4th	335	318	-5%
Friendly Hills Middle School	5th - 8th	783	597	-24%
Henry Sibley High School	9th - 12th	1,476	1,462	-1%
Total Enrollment		3,008	2,737	-0.9%
Source: ISD 197				

The number of students enrolled in private schools within the City was 1,295 during the 2007-08 school year. For the 1998 – 1999 school year, 1,224 students were enrolled in private schools.

Private School Enrollment for K-12 Schools within the City of Mendota Heights: 1998-99 Versus 2007-08 School Year				
School	Grades	1998-99 Total Enrollment	2007-08 Total Enrollment	Percent Change
St. Thomas Academy	7th - 12th	694	695	0.1%
Visitation School	Montessori -12th	530	600	13.2%
Total Enrollment		1,224	1,295	6.0%
Source: St. Thomas Academy and Visitation School websites				

Parks and Open Space

The City of Mendota Heights boasts a variety of recreational opportunities. Few cities can claim access to regional trails, riverside and lakeside parks, scenic bluffs and a nature preserve among their recreation facilities. These facilities represent unique features in a park system that helps to shape the character of Mendota Heights beyond the ordinary. They offer a visual identity to the city, in addition to contributing to the quality of life for those who live here. Mendota Heights has 295 acres of city-owned parks and open spaces, which includes active and passive recreation areas, along with other state and private parks and open spaces.

The 21 miles of city trails located adjacent to roadways or meandering through the bounty of open space in the community offer an excellent opportunity for exercise and relaxation. Opportunities are available for walking, bicycling, bird watching and nature hikes.

The following is a list of parks, facilities, and open spaces located within the City:

Parks

Copperfield Ponds
Friendly Hills Park
Friendly Marsh Park
Hagstrom King Park
Ivy Hills Park
Kensington Park
Marie Park
Mendakota Park
Roger’s Lake Park
Sibley Park (Athletic Complex)
Valley Park
Victoria Highlands Park
Wentworth Park
Valley View Heights
Civic Center

Open Spaces

Fort Snelling State Park
Acacia Park Cemetery
St. Peter Cemetery
Resurrection Cemetery
Mendakota Golf Course
Somerset Golf Course
Par 3 Golf Course
Dodge Nature Center
Pilot Knob

Golf Courses

In addition to parks, the City is also home to three golf courses: Mendakota Golf Course, Somerset Golf Course, and the Mendota Heights Par 3 golf course.

Cemeteries

The City has three public cemeteries—St. Peter, Resurrection, and Acacia—which comprise a large amount of land area within the southwest part of the community.

Wastewater

The City's Public Works Department operates and maintains the City’s sanitary sewer system. The responsibilities of the sanitary sewer system include maintenance of the sanitary sewer lift stations, sanitary sewer main repair, and sanitary sewer hook up inspections.

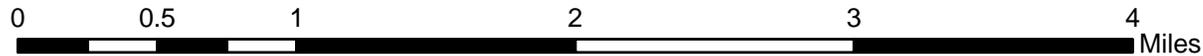
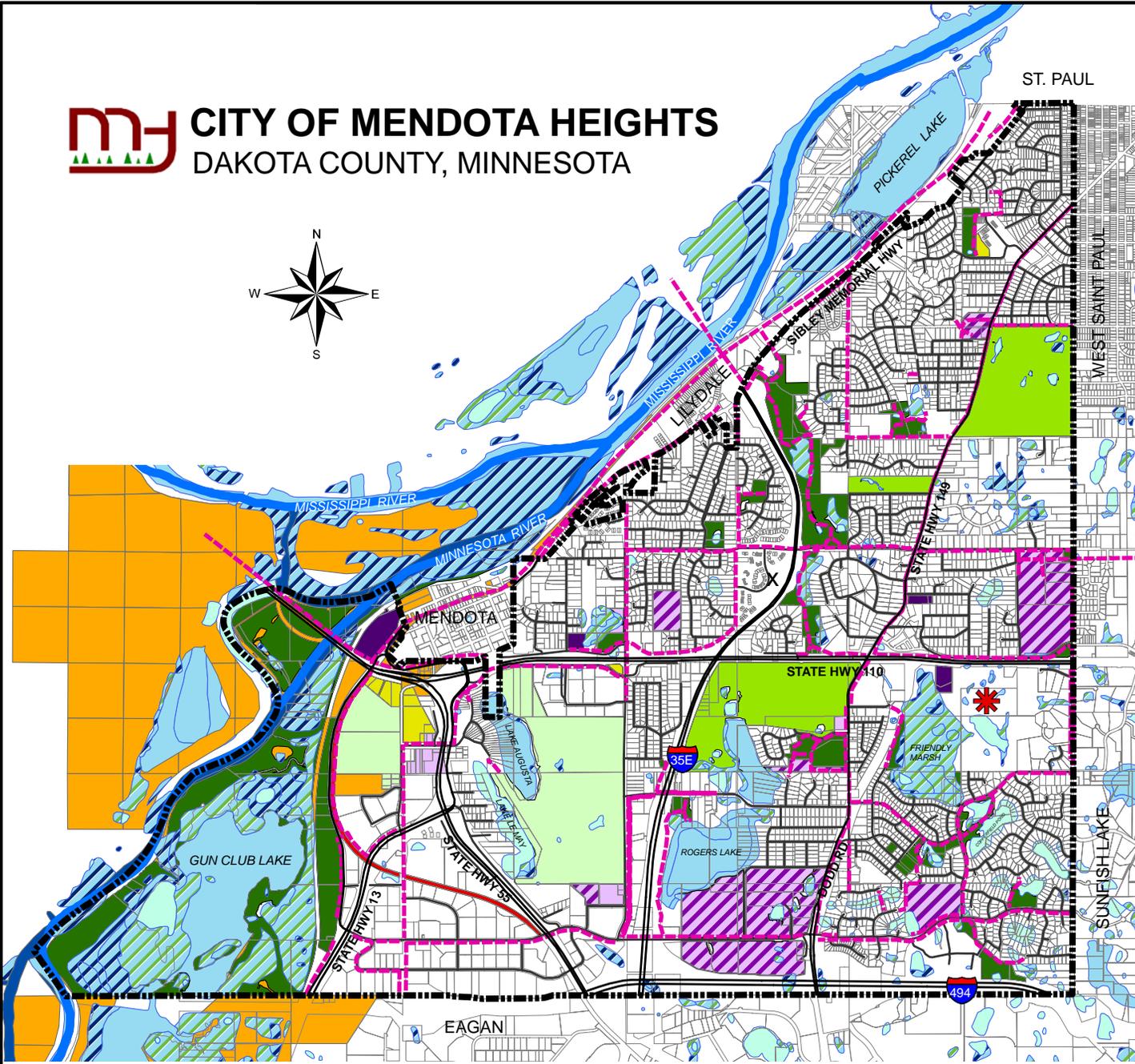
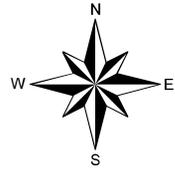
Water Supply

The St. Paul Regional Water Services provides water to Mendota Heights. St. Paul maintains the water lines and hydrants and bills its customers directly. A two million gallon water tower, located on South Lexington Avenue, next to the City's Public Works Facility, provides reserve water capacity. The water tower and distribution system are owned by the City of Mendota Heights.

The Community Features Map illustrates the location of the various public, semi-public, institutional, and private uses within the City of Mendota Heights. While the Community Facilities map illustrates specific locations of public buildings, schools, churches, synagogues, golf courses, parks, and major employers.



CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Community
Features

- Open Space
- Nature Preserve
- Park
- County Trail
- Municipal Government
- Institution
- Religious Institution
- Cemetery
- Golf Course
- State Land
- City Trail
- Emergent Wetland
- Forested/Shrub Wetland
- Freshwater Pond
- Riverine
- Major River
- Roads
- City Boundary
- Olivia T. Dodge Nature Preserve

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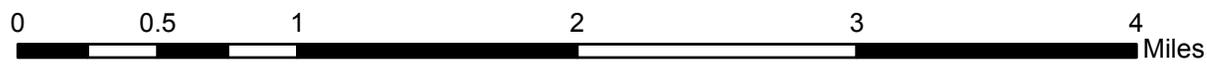
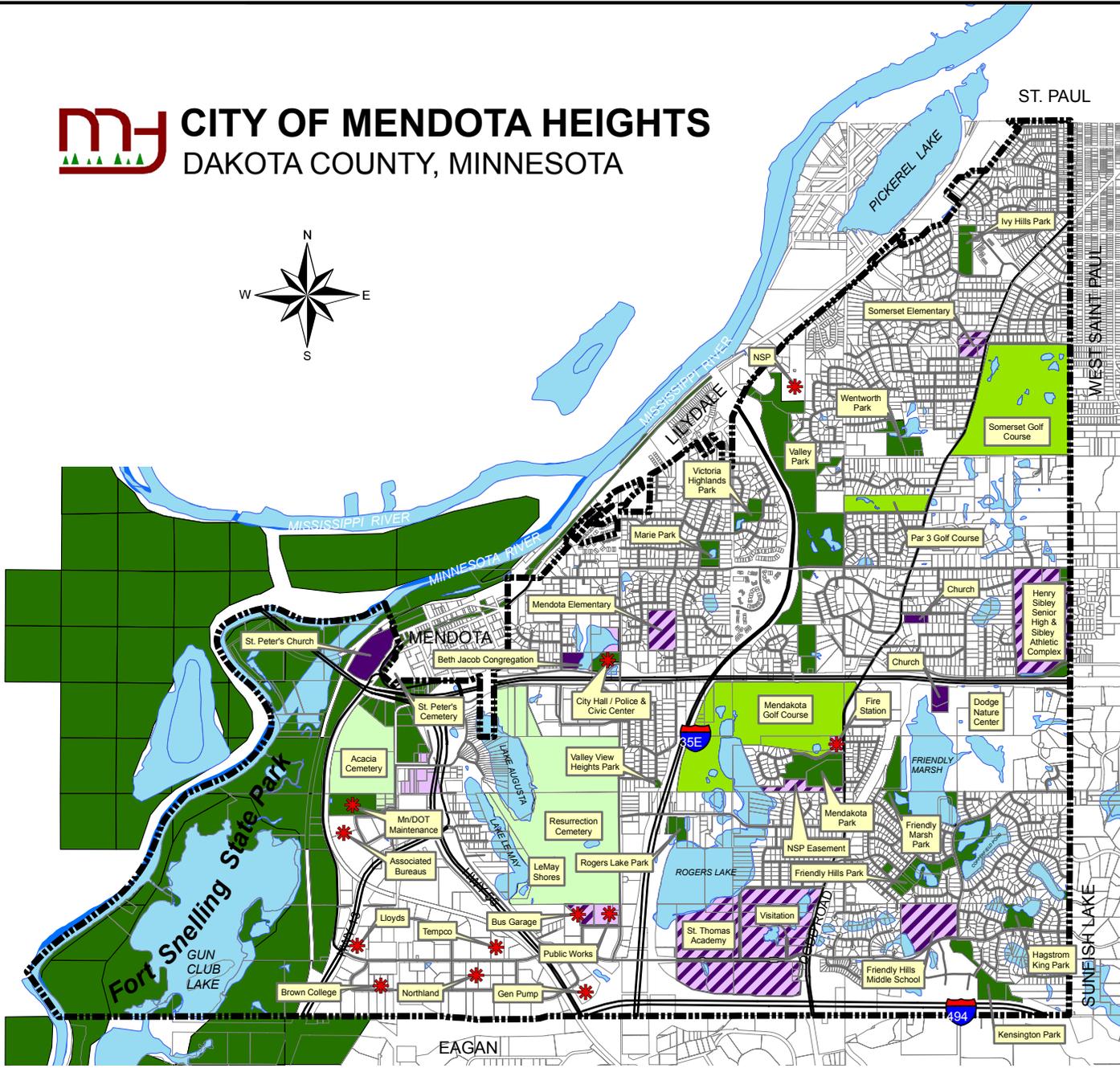
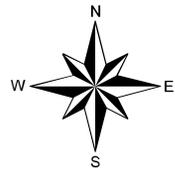
Source: City of Mendota Heights, Dakota County, and Minnesota Department of Natural Resources.

January 2010.



CITY OF MENDOTA HEIGHTS

DAKOTA COUNTY, MINNESOTA



2030 COMPREHENSIVE PLAN

Community Facilities

- Municipal Government
- Institution
- Religious Institution
- Cemetery
- Golf Course
- Nature Preserve
- Park/ Open Space
- City Boundary
- Major Roads
- City Roads
- Major River

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January 2010.

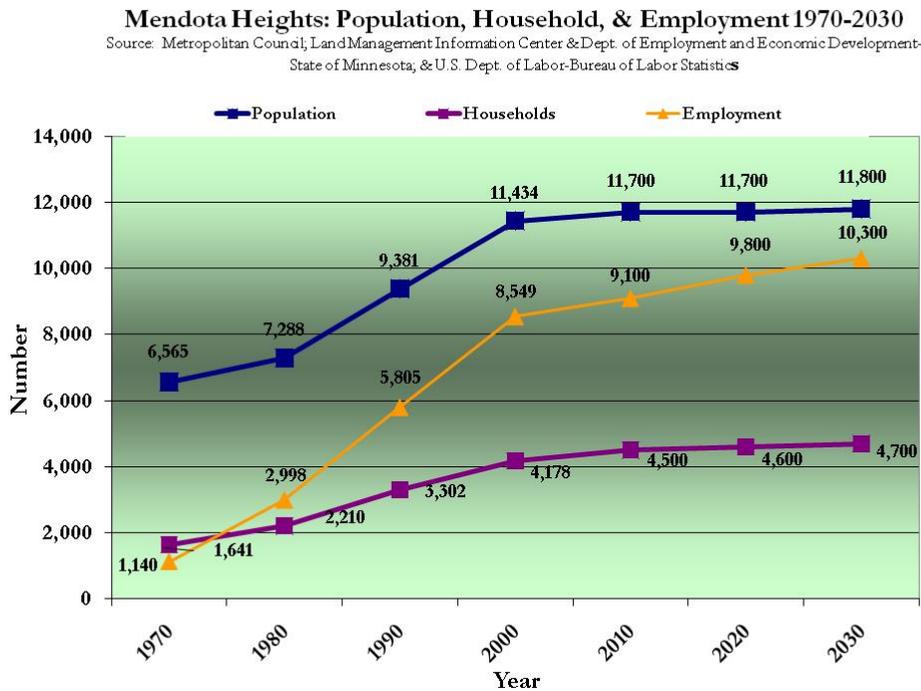
SOCIO-ECONOMIC PROFILE

The purpose of the socio-economic inventory is to identify past trends, to document current conditions, and help identify issues establishing a hierarchy of planning policies. These policies will help the community address a broad base of land use and development issues. With the help of a solid information and policy base, decision makers can evaluate and prioritize proposals for the community while fulfilling the City’s long term goals and objectives.

Growth Trends: Mendota Heights

The following line graph illustrates the estimated and projected growth trends in the City of Mendota Heights for population, household, and employment from 1970 through 2030. Population, households, and employment within the City have all been increasing since 1970 and are projected to increase through 2030.

As the line graph indicates, the population and employment categories experienced a significant increase between 1980 and 2000. Households also increased during this time period, but not at such a significant rate as the other two categories. From 2000, the population, households, and employment are all expected to continue to rise, especially employment, which is expected to rise from 8,549 in 2000 to 10,300 in 2030. Whereas, for example, population is only expected to rise from 11,434 in 2000 to 11,800 in 2030.



Growth Trends: Mendota Heights Versus Dakota County

The following table displays the population, household, and employment estimates and forecasts for the City of Mendota Heights and Dakota County, starting in 1970 through 2030. The table is important in that it compares how the City has grown and is expected to grow over the years compared with the County’s overall growth rate.

As the table below indicates, the City experienced its largest population percent growth from 1980 to 1990, increasing from 7,288 to 9,381, which was a 29 percent increase. Dakota County also experienced its highest percentage growth in population from 1980 to 1990, experiencing a 42 percent growth rate. Its second highest percent increase was from 1970 to 1980 when the County experienced a 39 percent increase. Both Mendota Heights and Dakota County experienced their three largest percent increases in population between 1970 and 2000. The biggest difference between the two is that Mendota Heights is only expected to increase by 5 percent between 2000 and 2010, while the County is still expected to increase by 20 percent. This is because the City is close to being built out with limited land for new residents.

The number of households within the City of Mendota Heights increased by 49 percent between 1980 and 1990, and then the percent change is expected to decline each decade by 2030. By 2030, the City’s number of households is expected to reach 4,700. The County’s number of households increased by 71 percent from 1970 until 1980. From that time period, the percent increase in households slowly declines each decade. However, by 2030, the number of households in Dakota County is expected to reach 209,300. The City’s employment is expected to increase by 20 percent from 2000 to 2030, while the County’s employment is expected to increase by 39 percent.

Mendota Heights and Dakota County: Population, Household, and Employment Estimates & Forecasts 1970 - 2030							
Population/Percent Change							
	1970	1980	1990	2000	2010	2020	2030
Mendota Heights	6,565	7,288	9,381	11,434	11,700	11,700	11,800
	—	11%	29%	22%	2%	0%	1%
Dakota County	139,808	194,279	275,186	355,904	428,860	488,450	519,710
	—	39%	42%	29%	20%	14%	6%
Household/Percent Change							
	1970	1980	1990	2000	2010	2020	2030
Mendota Heights	1,641	2,210	3,302	4,178	4,500	4,600	4,700
	—	35%	49%	27%	10%	2%	2%
Dakota County	37,560	64,087	98,293	131,151	164,190	193,290	209,300
	—	71%	53%	33%	25%	18%	8%
Employment/Percent Change							
	1970	1980	1990	2000	2010	2020	2030
Mendota Heights	1,140	2,998	5,805	8,549	9,100	9,800	10,300
	—	163%	94%	47%	6%	8%	5%
Dakota County	31,100	62,134	106,029	154,242	179,510	199,340	214,150
	—	100%	71%	45%	16%	11%	7%

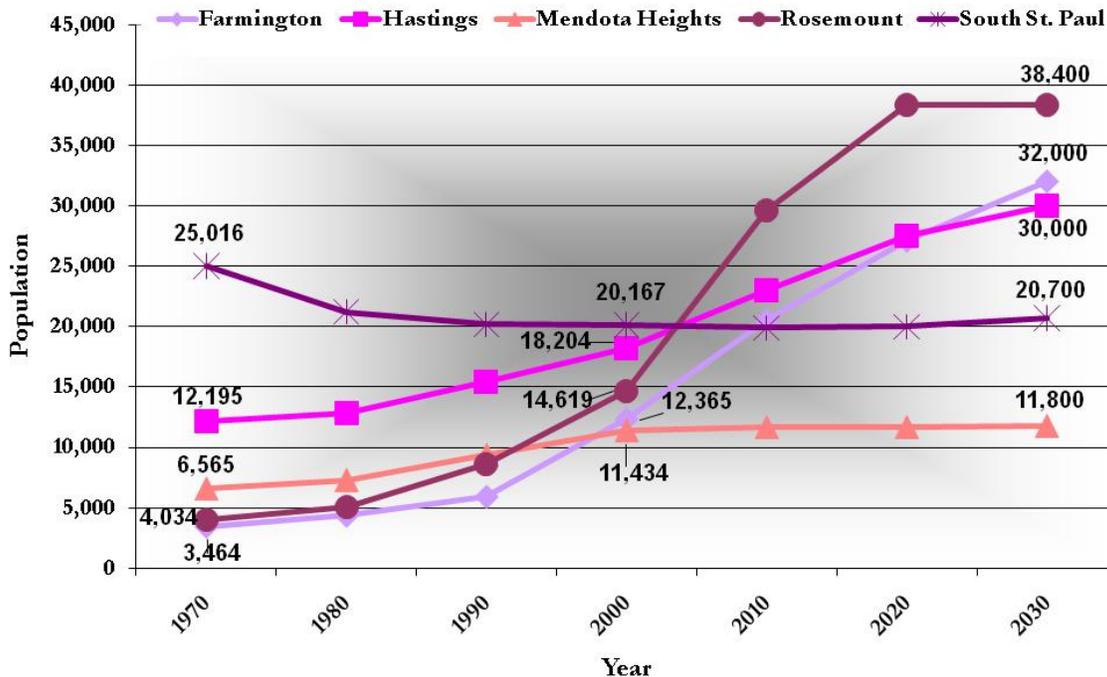
Source: Metropolitan Council; Land Management Information Center & Dept. of Employment and Economic Development-State of Minnesota; & U.S. Dept. of Labor-Bureau of Labor Statistics

Population

The following line graph illustrates the estimated and forecasted population for Mendota Heights and four other communities within Dakota County. As the graph indicates, the City population in 2000 was 11,434 people, which was an increase from 6,565 people in 1970. From 2000 until 2030, the population is expected to remain about steady through 2030. The projected population for 2030 is expected to be 11,800.

South Saint Paul is expected to experience a similar 'plateau from 2000 through 2030. However, from 1970 until 2000, the population actually decreased from 25,016 to 20,167 people. The City of Hastings is projected to experience a steady increase in population, from 12,195 people in 1970 to 30,000 people by 2030. Farmington and Rosemount expect significant increases in their population by 2030. Both communities had the lowest populations in 1970: Farmington had a population of 3,464, and Rosemount had a population of 4,034. By 2030, they are expected to have the highest populations: Farmington is projected to have a population of 32,000, and Rosemount is expected to have a population of 38,400 because of a considerable amount of land available to both communities.

**Population Growth Trends 1970 - 2030:
Mendota Heights and Area Communities**
Source: Metropolitan Council



Household Growth Trends

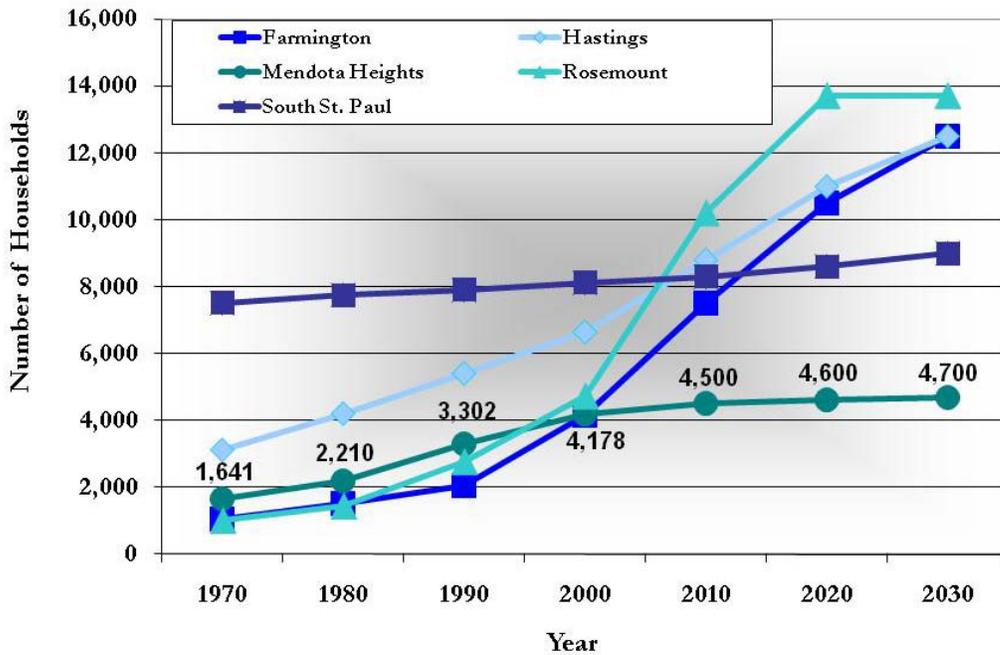
The following line graph illustrates the growth trends of the number of households in Mendota Heights and area communities within Dakota County, estimated from 1970 and projected until 2030. As the graph illustrates, Rosemount, Hastings, and Farmington are all expected to experience a significant growth in households between 2000 and 2030. Hastings’ growth has been steady and is projected to continue to be steady through 2030; whereas, Rosemount’s household growth is expected to increase significantly between 2000 and 2010.

On the other hand, the City of Mendota Heights and South St. Paul are expected to experience a small increase in their number of households from 2000 through 2030. Mendota Heights contained approximately 1,641 households in 1970, and is expected to have 4,700 households by 2030.

As the graph indicates, the number of households in all communities in 1970 was roughly between 1,000 and 3,000, except for South St. Paul. However, by 2030, the number of households is expected to range from 5,000 up to approximately 14,000. As the graph shows, South St. Paul is only expected to reach approximately 9,000 households by 2030.

**Household Growth Trends 1970 - 2030:
Mendota Heights and Area Communities**

Source: Metropolitan Council

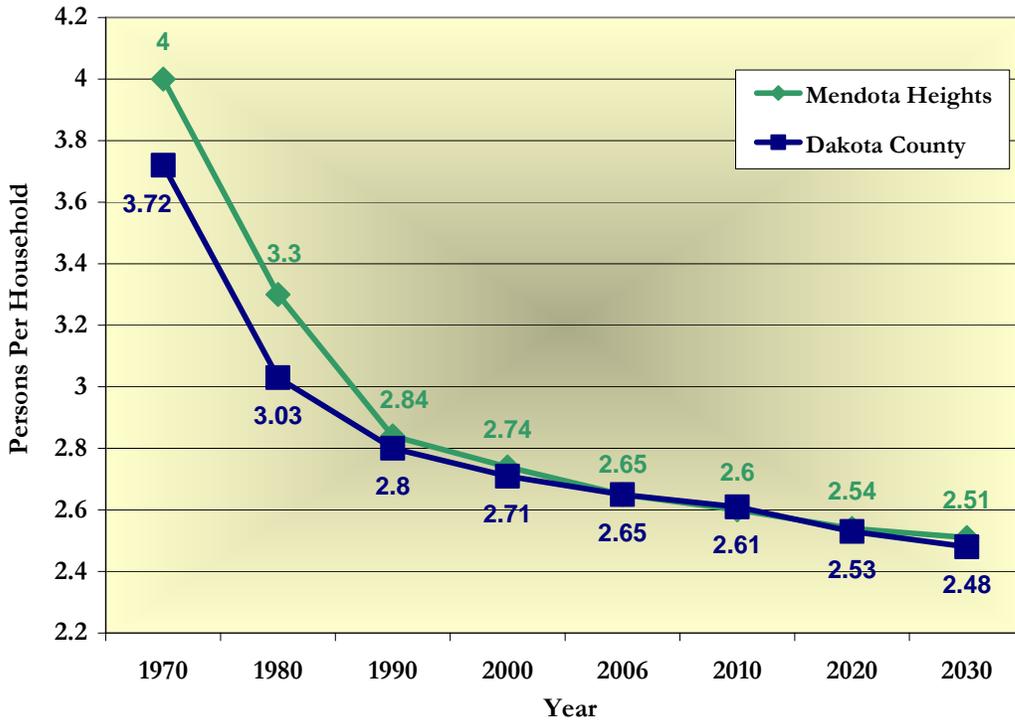


Household Size

The line graph below depicts the average household size in Mendota Heights in comparison with Dakota County from 1970 and projected until 2030. As the graph illustrates, the average household size in Mendota Heights in 1970 was 4.0 persons per household. The County's average household size in 1970 was 3.72 persons per household. The most recent data (2006) indicates that both Mendota Heights and Dakota County's average household size is 2.65 persons per household. By 2030, the household size in Mendota Heights is expected to decrease to 2.51 persons per household, while the household size in Dakota County is expected to decrease to 2.48 persons per household by 2030.

**Changes in Household Sizes 1970-2030:
Mendota Heights vs. Dakota County**

Source: Metropolitan Council



Household Type

Two types of householders are distinguished in the 1990 and 2000 U.S. Census: a family and a non-family householder. A family householder is a householder living with one or more people related to him or her by birth, marriage, or adoption. The householder and all people in the household related to him or her are family members. A non-family householder is a householder living alone or with non-relatives only. To clarify, male householder indicates that no wife is present; and female householder indicates that no husband is present.

The table below illustrates the demographic profile of the households in Mendota Heights. The table separates households by information pertaining to family and non-family households; households with or with or without children; and the number of households in each category.

As the table indicates, there were 2,754 total family households in 1990. By 2000, there were 3,238 total family households, which was an 18 percent increase. From 1990 until 2000, the number of family households with children rose from 1,261 to 1,544, which was a 22 percent increase. The number of family households without children also rose, but only by 13 percent, from 1,493 to 1,694.

There were more female-headed households than male-headed households in 1990 and 2000, in both households with children and households without children. The total number of non-family households increased overall from 1990 to 2000, increasing by 72 percent. The number of non-family households without children saw a large percent increase from 1990 to 2000, increasing by 71 percent.

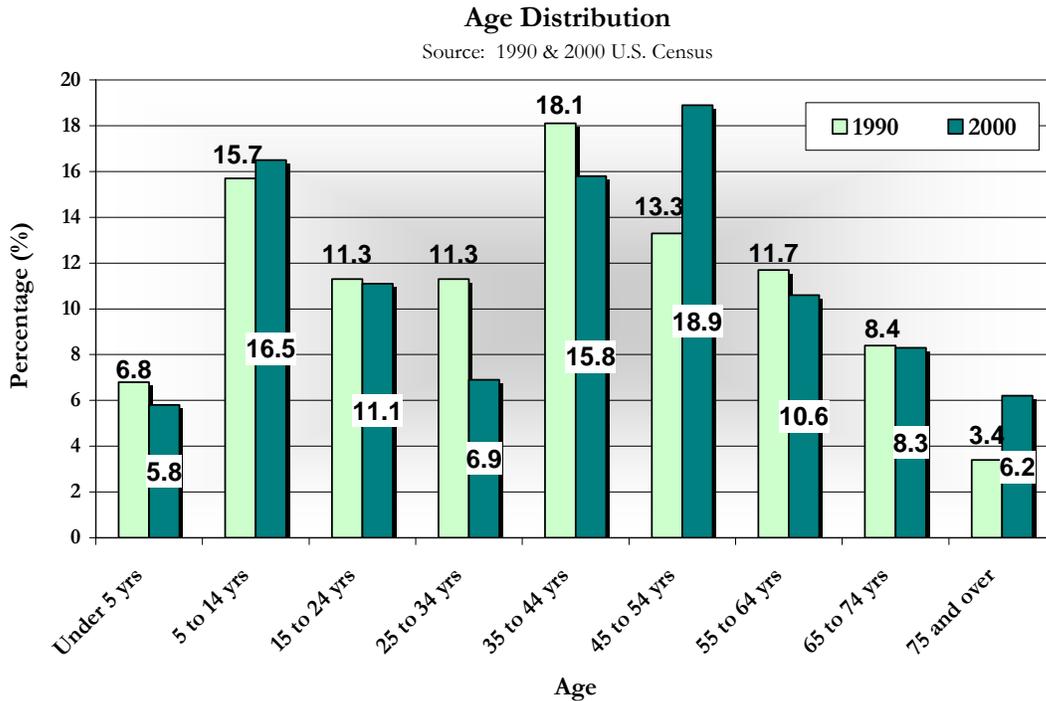
Mendota Heights' Household Types 1990 & 2000						
Source: 1990 & 2000 U.S. Census						
HOUSEHOLD TYPE	Total Households		HHs w/ Children		HHs w/o children	
	1990	2000	1990	2000	1990	2000
TOTAL FAMILY HOUSEHOLDS	2,754	3,238	1,261	1,544	1,493	1,694
		18%		22%		13%
Married Couple Family	2,525	2,902	1,156	1,356	1,369	1,546
Female Householder	171	253	82	151	89	102
Male Householder	58	83	23	37	35	46
TOTAL NON-FAMILY HOUSEHOLDS	548	940	3	6	545	934
		72%		100%		71%
TOTAL HOUSEHOLDS	3,302	4,178	1,264	1,550	2,038	2,628
		27%		23%		29%

Age Distribution

The following bar graph compares the percentages of the age distribution in the City of Mendota Heights in 1990 and 2000. The median age of Mendota Heights' residents in 1990 was 37.8 years old. By 2000, the median age had increased to 41.7 years old.

The forty-five (45) to fifty-four (54) year old category represented a large percentage of the Mendota Heights population in the 2000 Census, at approximately nineteen percent (18.9%) of the population. This was an increase from the 1990 Census, in which this age group represented approximately thirteen percent (13.3%) of the City's population. The percentage of residents ages seventy-five (75) and older has also increased since 1990 by almost two times.

The twenty-five to thirty-four and thirty-five to forty-four year old age ranges experienced the largest decreases in the percentage of the population represented.

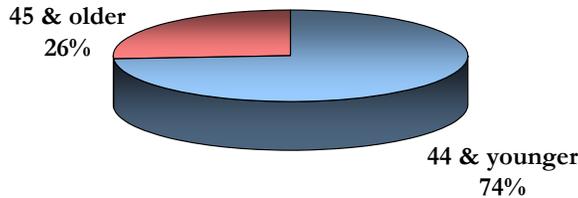


The largest percentage increase in population growth from 1990 to 2000 was in the 75 and older age category. This reflects the modest post-war baby boom that occurred after World War I. It was the small size and short duration of this first “baby boom” that led demographers to greatly underestimate the post World War II baby boom when it began after World War II.

The following pie graphs also display the aging trend of the population of Mendota Heights. The pie graphs have separated the population of Mendota Heights' residents into 44 and younger and 45 and older. As the top pie graph illustrates, in 1970, 26 percent of the population was 45 years old and older. By 2000, this age group had risen to 44 percent of the population.

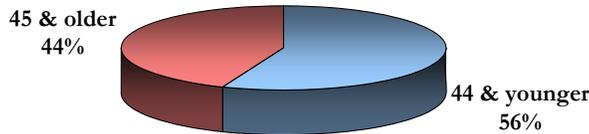
Age Distribution in 1970

Source: 1999 Mendota Heights Comprehensive Plan



Age Distribution in 2000

Source: 2000 U.S. Census



Mendota Heights' age trends have been following the age composition trends of the Twin Cities Metro Area. The greatest population gains in the 1990s in the Seven County Metro Area were in the forty-five (45) to fifty-four (54) year old age group, which is the same as Mendota Heights' largest percentage category. This was a result of the baby boomer generation moving into an age category previously occupied by the smaller Depression and World War II generation. The generation after the baby boom generation, also known as Generation X, the thirty-five (35) to forty-four (44) year old age group, also grew significantly in the 1990s, just as in Mendota Heights.

The continued aging of the population creates new challenges for the Seven County Metro Area, as well as for the City of Mendota Heights. It is expected to increase the demand for a wider range of services and housing choices, such as townhomes, one-level housing, assisted living, and so on, rather than the traditional, suburban single family homes.

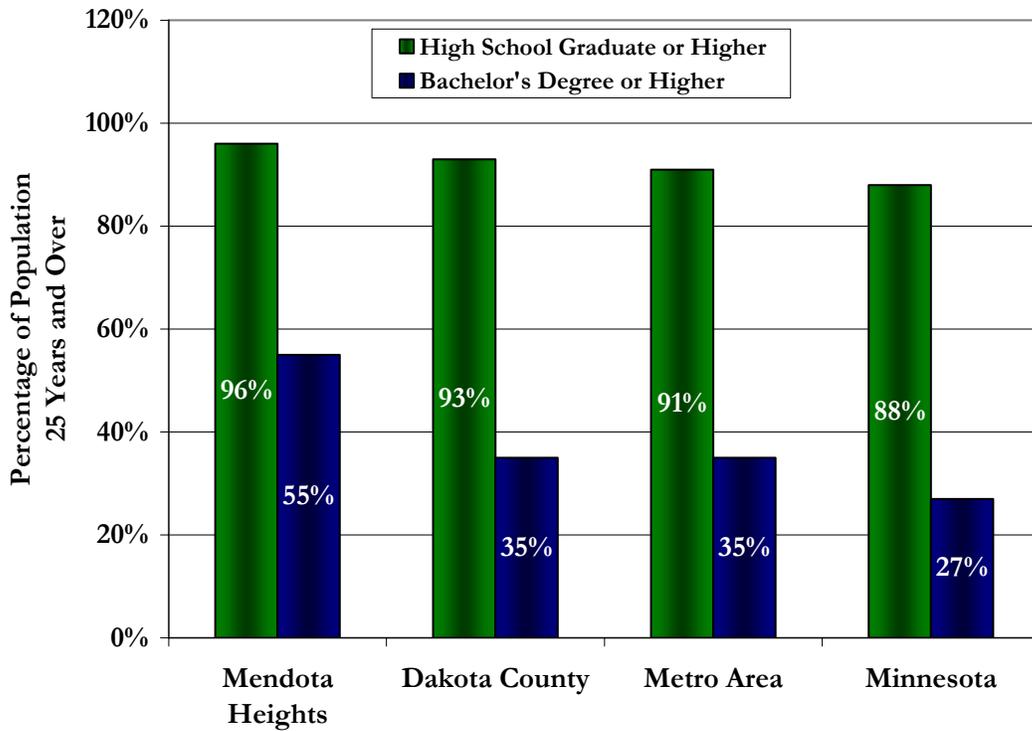
The Metropolitan Council has estimated that between 2000 and 2030, the population under the age of fifty-five (55) years old is projected to increase by nineteen percent (19%) in the Twin Cities Seven County Metro Area, while the number of people fifty-five (55) and over is expected to grow by a staggering one hundred eleven percent (111%). If the City of Mendota Heights continues to follow the population trends of the greater metropolitan area, the needs of the aging population must be recognized and addressed.

EDUCATION

The graph below illustrates education levels for Mendota Heights residents ages 25 and over in 2000. This information is also compared to the educational attainment for Dakota County, the Twin Cities Metropolitan Area, and the State of Minnesota. As indicated, approximately 96 percent of the City’s population has attained a high school diploma or higher degree, while 55 percent of the population has attained a Bachelor’s degree or higher. Compared to the County, State and Metro area, Mendota Heights’ residents are very well educated. The City has 20 percent more residents with Bachelor’s degrees than both Dakota County and the Metro Area, and the highest percentage of high school graduates.

Educational Attainment

Source: 2000 U.S. Census & Metropolitan Council



EMPLOYMENT

Major Employers

The City of Mendota Heights' strong employment base has helped create an economically stable community. The following is a list of major employers within the City. Several slightly smaller employers are also located within the City, but the following is a list of major employers:

Mendota Heights: Major Employers (2002)	
Source: Minnesota Dept. of Employment and Economic Development	
Employer	Number of Employees
Northland Insurance Company Co.	456
Sun Country	164
Tempco Manufacturing Co.	200
Solvay Animal Health Inc.	175
General Pump/US	60

Occupations

Information from the 2000 Census regarding employment demographics for Mendota Heights is depicted in the table below. The statistics provided include employment information for residents over the age of 16. The majority of those employed in the City in 2000 were in Management, employing 54 percent of the population. The second largest employment category was Sales and Office, employing 26 percent of the population.

Mendota Heights: Occupation of Residents		
Source: 2000 U.S. Census		
Occupation	Number	Percent
Management, professional, and related	3,160	54%
Service	526	9%
Sales and office	1,511	26%
Farming, fishing, and forestry	9	0%
Construction, extraction, and maintenance	267	5%
Production, transportation, and material moving	328	6%
Total	5,801*	100%

(*Includes employed civilian population 16 years and over).

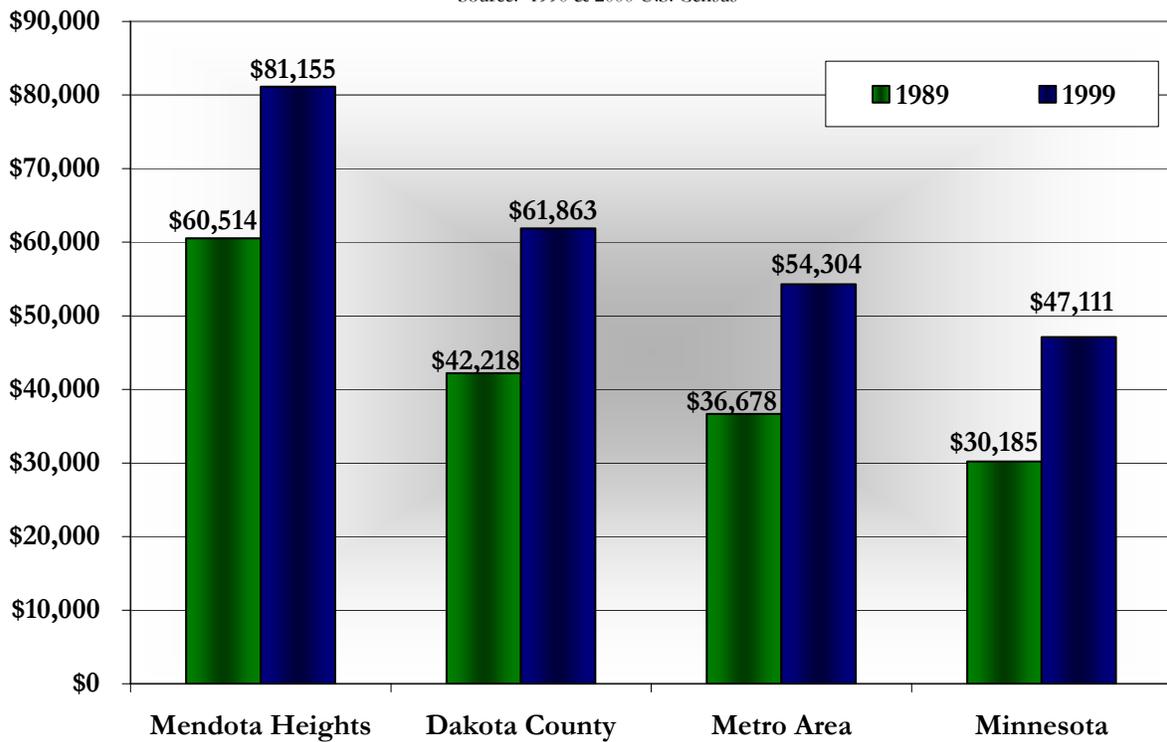
INCOME

Median Household Income

The median household income for the City of Mendota Heights in 1999 was \$81,155. This is a significant increase over the City’s median household income in 1989, which was \$60,514. The median household income for the City is also considerably higher than that of Dakota County and the entire Twin Cities Metro Area.

Median Household Income 1989 and 1999

Source: 1990 & 2000 U.S. Census

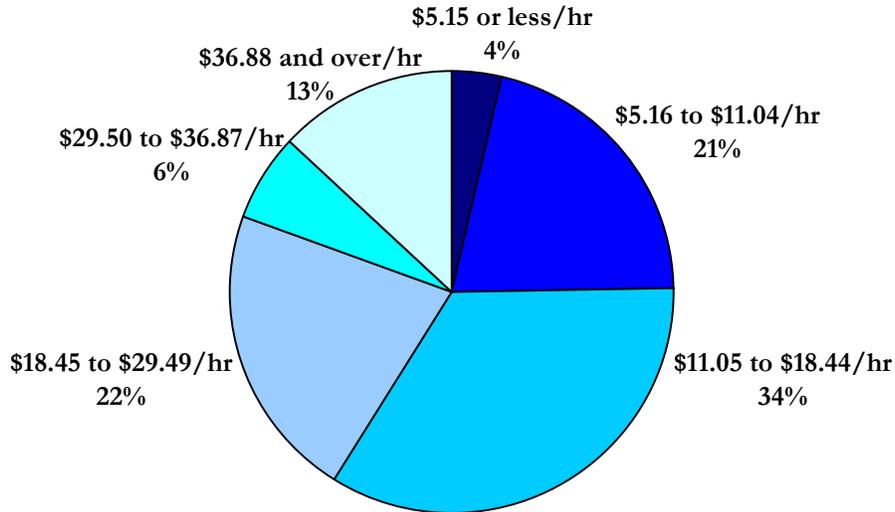


Hourly Wages

In 2002, 34 percent of jobs within the City provided a wage between \$11.05 and \$18.44 per hour. A total of 22 percent of jobs provided a slightly higher wage between \$18.45 and \$29.29 per hour. Only 4 percent of jobs within the less provided less than minimum wage, which was set at \$5.15 per hour in 2002.

2002 Wage Information for Jobs in Mendota Heights

Sources: MN Dept. of Employment and Economic Development and Metropolitan Council



Poverty Rates

According to the 1990 and 2000 Census, the City also has a relatively low percentage of individuals below the poverty. However, there was a slight increase in those below poverty level from 1989 to 1999.

Mendota Heights: Poverty Rates 1989 vs. 1999				
Source: U.S. Census 1990 and 2000				
	Below Poverty Level in 1989		Below Poverty Level in 1999	
	Number	Percent	Number	Percent
Individuals	150	1.6%	212	1.9%
Families	25	1.3%	43	1.3%
Households	25	2.1%	87	2.1%

LAND USE PLAN

Although Mendota Heights is almost completely developed, the substantial areas of public open space, wetlands, lakes, bluff and wooded areas resonate the feeling of very low density of development for a majority of the community. The land use pattern is well established, with the strong residential neighborhoods throughout the City, business and industrial development in the southwest corner, several major institutional uses (cemeteries, schools, golf courses), and protected natural areas (Dodge Nature Center, bluffs and ravines along the river). The Community Facilities Map illustrates the specific location and type of natural areas, open space, and recreation areas located within and around Mendota Heights.

This Comprehensive Plan sets forth the City’s goals and policies as they relate to land use, housing, parks and open space, transportation and utilities. A lengthy discussion concerning Minneapolis-St. Paul International Airport (MSP) is included in this Chapter because of its profound impacts on the City’s residents and future development.

Some attention will be given to the “focus” areas, or remaining parcels to be developed. Attention will also be given to protecting the high quality natural and built environments. To do so, the City will continue to protect the quiet, secluded feel of its mature neighborhoods by preserving natural features and the environment, promoting high quality and well functioning developments, and continuing to combat the threats of increasing airplane noise over the southern part of the City.

The following are the goals and policies related to land use:

Land Use Goals

1. Maintain and enrich the mature, fully developed residential environment and character of the community.
2. Enhance and protect the natural and living environment.
3. Support industrial and commercial development in designated areas.
4. Reduce the impact of aircraft noise within the community.

Land Use Policies

1. Develop in accordance with the Comprehensive Plan for land use, housing, transportation, parks and other community facilities.
2. Review and amend the Comprehensive Plan as necessary to ensure consistent development policy in current and future development decisions.
3. Diligently work with all noise issues and agencies to reduce aircraft noise.

4. Encourage appropriate transitions and buffering between potentially incompatible land uses.
5. Emphasize quality design, innovative solutions, and a high general aesthetic level in community development and building.
6. Encourage development and planning of land that provides for reasonable access to surrounding properties.
7. Provide for maintenance and further natural restoration of ecological systems including lakes, ponding areas, aquifers, and drainage areas.

Existing Land Use

The following table illustrates how the existing land use is distributed within the City of Mendota Heights:

Land Use Table in 5-Year Stages
Existing and Planned Land Use Table (in acres)

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2000)	2010	2015	2020	2025	2030	Change 2000-2030
	Minimum	Maximum							
Residential			2,161.4	2,172.7	2,183.8	2,195.1	2,206.3	2,217.5	2.6%
RR, Rural Residential	1.1	1.1	187.6	188.9	190.1	191.4	192.6	193.9	
LR, Low Density Residential	2.9	2.9	1784.1	1769.7	1755.4	1741.0	1726.7	1712.3	
MR, Medium Density Residential	2.9	4.4	67.6	54.1	40.5	27.0	13.5	0	
HR, High Density Residential	5.3	8.5	102.1	92.8	83.4	74.1	64.8	55.4	
LR-II	2.9	2.9	0	24.1	48.1	72.2	96.2	120.3	
MR-PUD	2.9	4.3	13.9	22.8	41.7	55.5	69.4	83.3	
HR-PUD	5.3	8.5	6.1	15.3	24.6	33.8	43.1	52.3	
C/I Land Uses	Est. Employees/Acre		515.6	517.1	518.6	520.0	521.4	522.9	1.4%
LB, Limited Business	35		85.4	84.8	84.3	83.8	83.2	82.7	
B, Business	15		35.7	35.7	35.6	35.5	35.4	35.3	
LB-PUD	35		0	0.8	1.6	2.4	3.2	4.0	
I, Industrial	40		394.5	395.8	397.1	398.3	399.6	400.9	
Mixed Use	Est. Employees/Acre		46.2	48.2	50.2	52.2	54.2	56.2	21.6%
MU-PUD*	20		46.2	48.2	50.2	52.2	54.2	56.2	
Public/Semi Public Land Uses			3,026.1	3,011.3	2,996.7	2,982.0	2,967.4	2,952.7	-2.4%
Schools (private)			144.9	144.9	144.9	144.9	144.9	144.9	
Schools (public)			135.8	133.0	130.3	127.5	124.8	122.0	
CC, City Facilities			23.3	21.9	20.5	19.1	17.7	16.3	
CS, Churches and Synagogues			28.8	28.5	28.2	27.9	27.7	27.4	
CEM, Cemetery			301.9	290.7	279.4	268.2	256.9	245.7	
P, Parks			230.2	227.4	224.7	222.0	219.2	216.5	
SP, State Park			517.9	517.9	517.9	517.9	517.9	517.9	
NP, Nature Preserve/Open Space			140.4	139.1	137.9	136.6	135.4	134.1	
GC, Golf Course			287.8	287.8	270.7	270.7	270.7	270.7	
GC-S, Small Golf Course			0	0	17.1	17.1	17.1	17.1	
Right of Way			1215.1	1220.1	1225.1	1230.1	1235.1	1240.1	
Subtotal Sewered			5,749.3	5,749.3	5,749.3	5,740.3	5,749.3	5,749.3	
Undeveloped			722.0	722.0	722.0	722.0	722.0	722.0	0%
Water			722.0	722.0	722.0	722.0	722.0	722.0	
Total			6,471.30	6,471.3	6,471.3	6,471.3	6,471.3	6,471.3	

*Allowed density range in the MU-PUD category is 6-10 housing units per acre.

% of Land expected to be in residential development: RR-100%; LR-100%; MR-100%; HR-100%; LR-II-100%; MR-PUD-100%; HR-PUD-100%; MU-PUD-10%.

LAND USE CATEGORIES

Residential

Single family housing is the predominant land use in the City, although in recent years there has been an increase in the development of multi-family housing. Eight percent (8%) of the residentially-designated land in the City is utilized for multiple family homes or medium to high-density development, as opposed to one percent (1%) in 1979 and five percent (5%) in 2002.

The Land Use Plan identifies seven categories of residential uses: rural, low density, medium density, high density, low density-II, medium density-PUD, and high density-PUD.

Rural Residential (RR)

This land use is generally located in the east central part of the City. This designation is intended for large lot single family residences with and without City sewer. The Rural Residential areas are planned with a density not to exceed 1.08 units per acre. The corresponding zoning district classification is R-1A (One Family Residential).

Low Density Residential (LR), (LR-II)

This land use is the most prevalent land use category in the City and provides for single family development. This designation is intended for a density not to exceed 2.9 units per acre. The corresponding zoning district classifications are One Family Residential Districts: R-1 (2.9 units per acre), R-1B (1.45 units per acre), and R-1C (2.18 units per acre). The Land Use Maps identify these areas as “LR-Low Density Residential” or “LR-II.”

Medium Density Residential (MR), (MR-PUD)

This land use provides for townhome and attached housing development at urban densities of up to 4.35 units per acre. There is no vacant land within this designation. The corresponding zoning district classifications are: R-2 (Medium Density Residential District) and MR-PUD (Medium Density Residential Planned Unit Development). The remaining land in this category was purchased as a part of the Pilot Knob Open Space project. The Land Use Maps identify these areas as “MR – Medium Density Residential” or “MR-PUD.”

High Density Residential (HR), (HR-PUD)

This land use provides for multi-family and apartment development at densities of up to 8.54 units per acre. The majority of land with this land use category lies between I-35E and Lexington Avenue; at the corner of Marie Avenue and I-35E; and north of I-494 and south of Mendota Heights Road. The corresponding zoning district classifications are: R-3 (High Density Residential District) and HR-PUD (High Density Residential Planned Unit Development).

The City has a wide range of residential neighborhoods in both age and style, and has taken great care in the design of its residential areas. The land use pattern works to

strengthen existing neighborhoods and encourage new residential development to be complementary to adjacent land uses. The Land Use Map identifies these areas as “HR – High Density Residential” or “HR-PUD.”

Mixed Use – Planned Unit Development (MU-PUD)

The intent of the district is to allow for mixed use developments that combine residential, retail, and commercial uses into a coordinated, planned development project. Areas of the community with this land use designation are located near the intersection of Highway 110 and Dodd Road. The intersection of Dodd Road and Highway 110 is the City’s only significant retail area. The northeast quadrant of this intersection has been developed into a mixed use commercial/residential center known as “The Village at Mendota Heights”.

Located in the southeast corner of the Dodd and Highway 110 intersection is a related commercial area. This older shopping center is being considered for redevelopment, including a mixed-use land use pattern reflecting the Village development concept. It is an objective of the City to encourage redevelopment of this area reflecting a small-town village layout, avoiding the suburban shopping center environment that dominates the current development pattern.

The corresponding zoning district classification is MU-PUD (Mixed Use Planned Unit Development). The zoning ordinance will require amendments in order to establish the corresponding mixed use, planned unit development zoning districts and performance standards.

Commercial (LB), (LB-PUD), (B)

Commercial land uses are typically divided into two general categories; (1) office and (2) retail. The office category includes land uses generally considered to be of a limited business nature, typically a daytime office use. The Land Use Map identifies these areas as “LB - Limited Business” or “LB-PUD”. The corresponding zoning district classifications are B-1 (Limited Business), B-1A (Business Park) and B-2 (Neighborhood Business).

There are presently four general locations for these types of businesses in the City of Mendota Heights. The first area is along I-494 and Highway 55. The second is located in the southwest corner of Highway 110 and Lexington Avenue, across from City Hall. The third site is located along Highway 13, north of I-494 and northeast of I-35E, and the fourth site is located north of Valley Park and south of the City boundary. Since the previous Comprehensive Plan, the research headquarters of Ecolab, which was formerly designated as LB, Limited Business, has been redeveloped as a multiple family residential property.

The second category of commercial uses is for retail and includes neighborhood type convenience stores and shopping centers. The Land Use Map identifies these areas as “B - Business”.

A few isolated retail parcels, consisting of a nursery and gas station, are located along Highway 13. The corresponding zoning district classification is B-3 (General Business) and B-4 (Shopping Center).

Industrial (I)

The industrial area in Mendota Heights lies in the southwest sector of the City, generally west of Highway 55, north of Interstate 494 and south of Acacia Park Cemetery. The area is served by rail and has excellent access to I-494 and I-35E. The corresponding zoning district classification is I, (Industrial).

Mendota Heights has been able to attract high quality industrial users with aesthetically pleasing development by requiring planned, aesthetically pleasing industrial design and landscape standards. The City will continue to promote the development of this type of industry. Although some limited retail support uses may be appropriate to serve this area, the City believes that restaurant and hospitality uses should be considered to serve the large employment base. Convenience food and/or gasoline are not favored in this area.

Institutional (INS)

The City of Mendota Heights is fortunate to have a significant amount of public land and semi-public land uses within the community. These land uses provide recreation and open space opportunities within the community. The Institutional land use designation is a general category, which comprises such uses as churches, synagogues, cemetery sites, private schools, but also public parks, public schools, nature preserves, City facilities, and monasteries. The corresponding zoning district classifications are R-1, R-1A, R-1B, R-1C (One Family Residential), and R-2 (Medium Density Residential District). Within the City the following are designated as Institutional land uses:

- Three neighborhood schools: Mendota, Somerset Elementary, and Friendly Hills Middle School
- Sibley High School
- Two private schools - St. Thomas Academy and Visitation School
- 611 acres of Fort Snelling State Park
- 170-acre Dodge Nature Center
- Three cemeteries – Acacia, Resurrection, and St. Peter’s

Resurrection and Acacia Cemeteries comprise a large amount of land area within the southwest part of the community. The corresponding zoning classification for these properties is R-1, One Family Residential. The majority of all three sites will continue to be utilized for cemetery purposes. There are however, isolated areas of Resurrection, which are located adjacent to Highways 55 and that will likely be utilized for residential purposes. This area is isolated from the main cemeteries and contains steep slopes, wooded areas, as well as prominent views of Lake Augusta and Le May Lake.

Golf Course (GC) and Golf Course – Small (GC-S)

The City currently has three golf courses within the community two regulation 18-hole country club courses (Mendakota and Somerset) and one small (<20 acres) publicly-owned golf course (Mendota Heights Par 3). The Golf Course land use designation is intended to distinguish the commercial/recreation/open space characteristics associated with golf courses. The corresponding zoning district classification for golf courses is R-1A (One Family Residential District).

Lands designated for the GC and GC – S categories shall be intended to be preserved for the operation of golf courses. However, such lands may also accommodate limited residential development, according to the zoning district in which they are located. When such residential development is proposed, it shall comply with the following requirements:

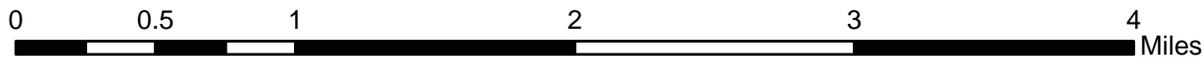
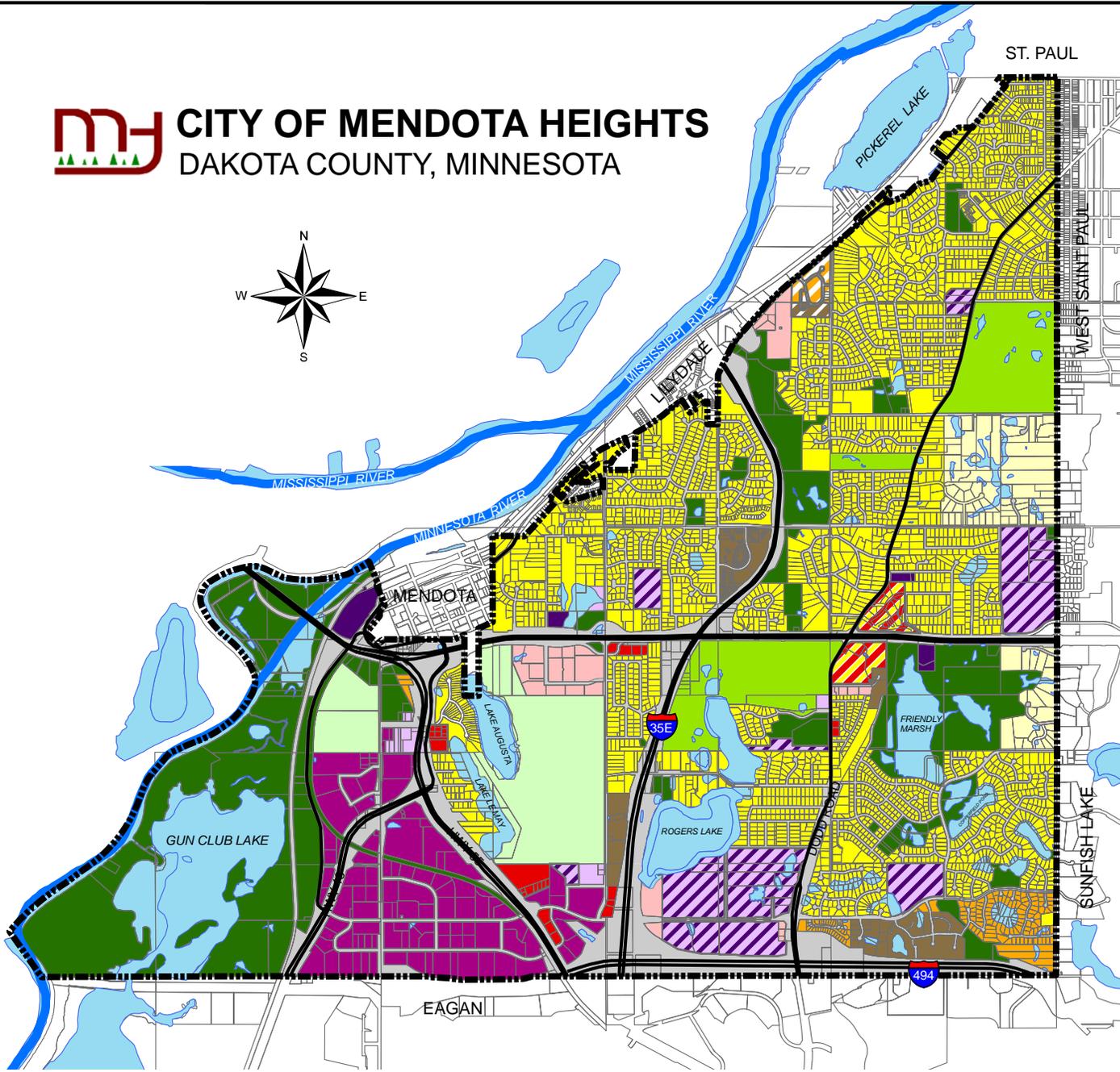
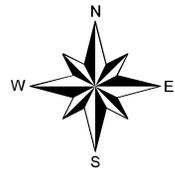
1. Residential development must be designed under the City’s Planned Unit Development zoning regulations, currently codified as Title 12, Chapter 1, Article K.
2. Residential development must be designed in such a way as to provide for densities at a level no greater than could be achieved through a subdivision design consistent with the designated zoning district that does not utilize a PUD design layout.
3. Any residential development shall be designed to maximize open space in the project, with the requirement that open space be concentrated, where practical, in areas adjacent to existing residential development and public streets. In addition to the impervious surface regulations of the PUD zoning, Golf Course residential development shall be required to preserve no less than 33% of the gross area of the project as open space.
4. Open space areas in the residential project shall be owned by a homeowner’s association consisting of all of the owners in the development, and shall also be covered by a conservation easement in favor of the City. In the alternative, a development may provide for open space meeting the requirements of this classification through preservation of privately owned areas subject to a conservation easement in favor of the City of Mendota Heights. Under this alternative, a proposed development shall demonstrate that the open space design and intent of the land use category will be maintained through individual private efforts without reliance on a separate association.
5. Both the open space and the private residential lots shall be heavily landscaped to maximize screening of structures from adjacent residential neighborhoods and public streets.

6. To increase open space and setbacks from adjoining property, the PUD layout may provide for reduced individual lot areas to a minimum lot size that is no less than 60% of the zoning district minimum. Lot widths, however, shall not be reduced through the PUD.
7. The residential design of a project in the Golf Course land use category shall comply with all other requirements of the base zoning district.

The Existing Land Use Map on the following page illustrates the location of the various existing land uses within the City.



CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Existing Land Use

- Rural Residential
- Low Density Residential
- Medium Density Residential
- Medium Density Residential - PUD
- High Density Residential
- High Density Residential - PUD
- Business
- Limited Business
- Mixed Use PUD
- Industrial
- City Facilities
- Schools (Public & Private)
- Churches & Synagogues
- Cemetery
- Golf Course
- Parks & Nature Preserve
- Right of Way
- Water
- Trail
- City Boundary
- Major River
- parcela

NORTHWEST ASSOCIATED CONSULTANTS, INC.
4800 Champlin Memorial Highway, Suite 200, Golden Valley, MN 55422
Telephone: 763.231.2550 Facsimile: 763.231.2581 jgarnier@naccollars.com

Source: City of Mendota Heights,
Dakota County, and
Minnesota Department of Natural Resources.

August 2010.

Previously Planned Land Use

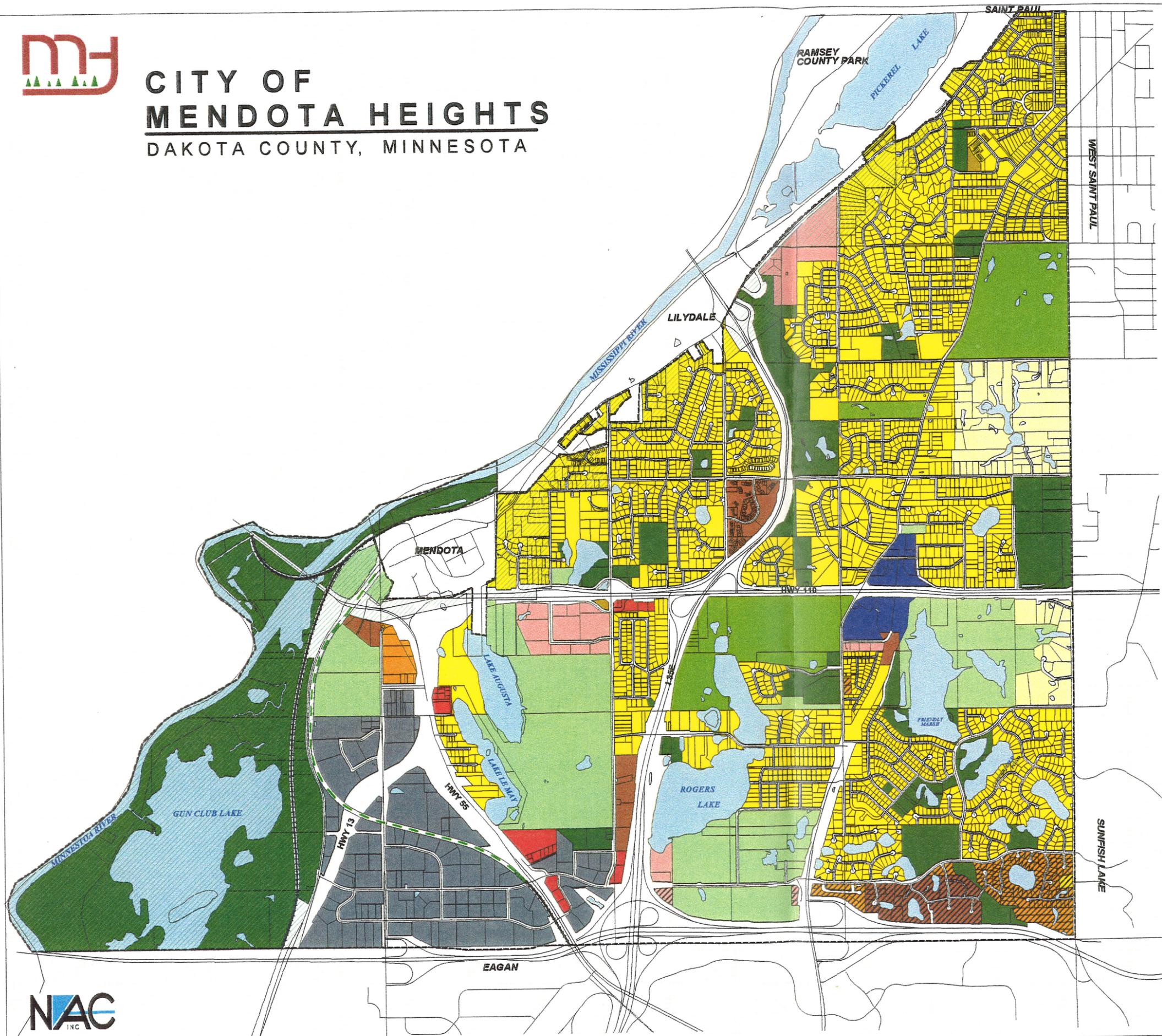
The Mendota Heights' Comprehensive Plan was last updated in December of 1999. The Land Use Plan map from the previous Comprehensive Plan update is included in this text to illustrate how the land was previously planned for in the last update. The text used to describe the land use categories in the 1999 update are basically the same as the text used to describe the existing land use categories, starting on page 41.

Mendota Heights' Land Use Plan from 1999 Comprehensive Plan	
Source: Mendota Heights' 1999 Comprehensive Plan – <i>Land Use Plan Map</i>	
	Area (acres)
Residential Land Uses	2,160.57
RR, Rural Residential	187.59
LR, Low Density Residential	1,784.66
MR, Medium Density Residential	19.58
HR, High Density Residential	55.25
PUD, Planned Unit Development	113.49
Commercial Land Uses	139.49
LB, Limited Business	101.26
B, Business	34.14
PUD, Planned Unit Development	4.09
Industrial Land Uses	394.55
I, Industrial	394.55
PUD, Planned Unit Development	0
Mixed Use	52.22
MU-PUD, Mixed Use Planned Unit Development	52.22
Other	3,714.82
PUB, Public	862.36
OS, Open Space	12.12
TRL, Trail	20.70
GC, Golf Course	287.77
INS, Institutional (Nature Preserve, Cemetery, Church, Priv. Schools)	597.71
Right-of-Way	1,214.06
Water	720.01
TOTAL ACRES	6,461.56



CITY OF MENDOTA HEIGHTS

DAKOTA COUNTY, MINNESOTA



LAND USE PLAN

Comprehensive Plan Update

LEGEND

Planning Designations

Residential

- RR, Rural Residential
- LR, Low Density Residential
- MR, Medium Density Residential
- HR, High Density Residential
- PUD, Planned Unit Development Only

Commercial

- LB, Limited Business
- B, Business
- PUD, Planned Unit Development Only

Industrial

- I, Industrial
- PUD, Planned Unit Development Only

Mixed Use

- MU-PUD, Mixed Use (PUD Only)

Other

- PUB, Public
- OS, Open Space
- GC, Golf Course
- INS, Institutional
- Water
- Right-of-Way
- Critical Area Overlay

- City Limits
- County Trail
- Railroad

Source: The Lawrence Group, City of Mendota Heights, Dakota County and Northwest Associated Consultants

0.2 0 0.2 0.4 Miles



1000 0 1000 2000 Feet



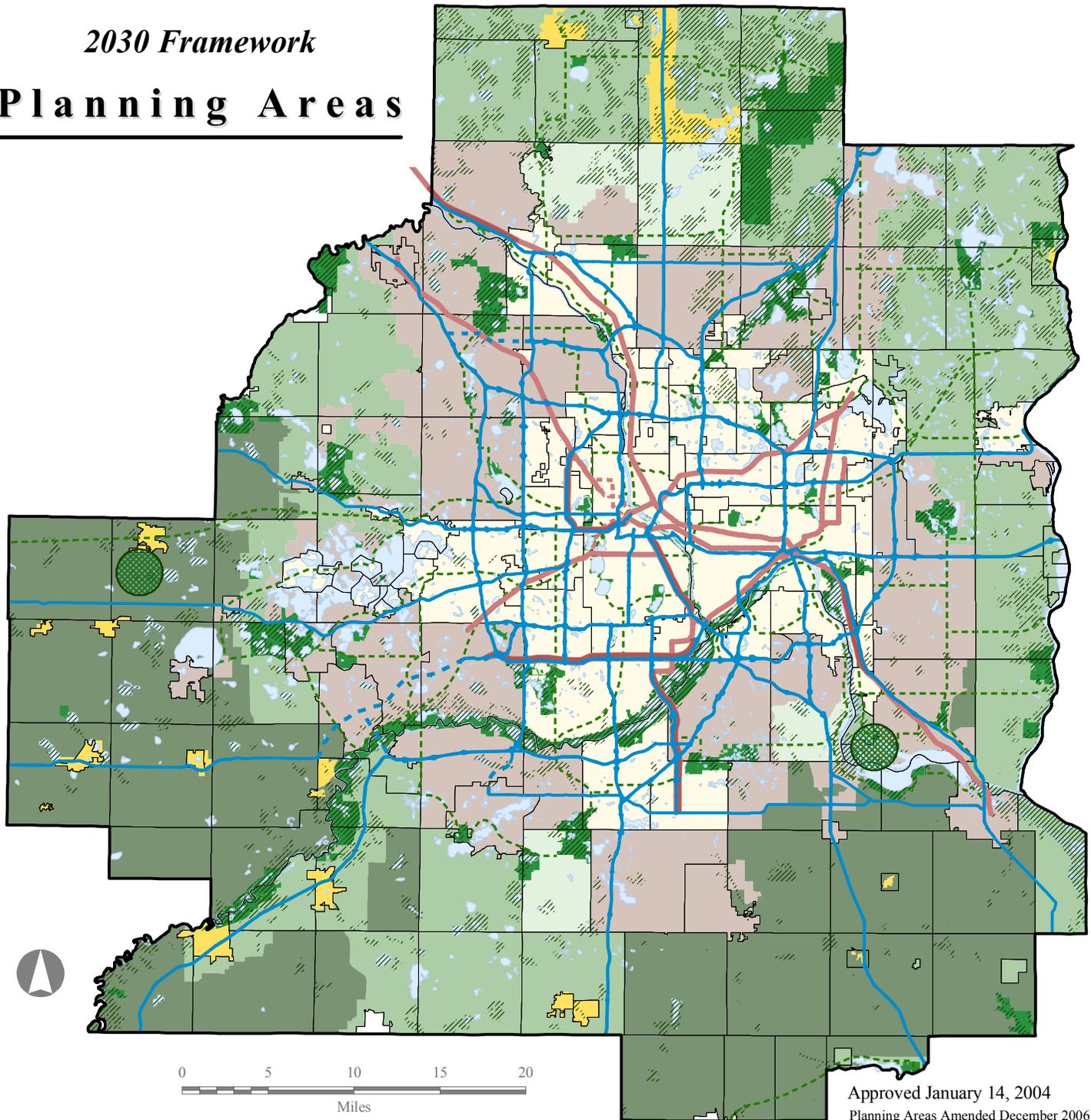
December 1999

Planning Area Designation

The *2030 Regional Development Framework* assigns each municipality a planning area designation. This designation is based on the municipality’s location in the region, forecasted growth, availability of infrastructure, and existing land uses.

The City of Mendota Heights has been designated as a “developed community.” As Mendota Heights plans for current and future residents, it should focus on protecting natural resources, ensuring sufficient public infrastructure, and developing transition strategies to increase density and encourage infill development.

2030 Framework Planning Areas



Approved January 14, 2004
Planning Areas Amended December 2006

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) SOURCE: Metro DNR in coordination with the Metropolitan Council	Regional Trail
Developing Area	Rural Center	Regional Park	Transit 2025 Corridor
Developed Area	Agricultural	Proposed Regional Park	Principal Arterial
	Diversified Rural		Open Water
	Rural Residential		

Future Land Use

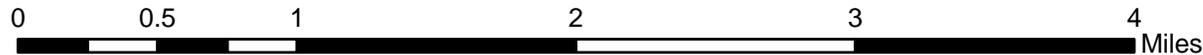
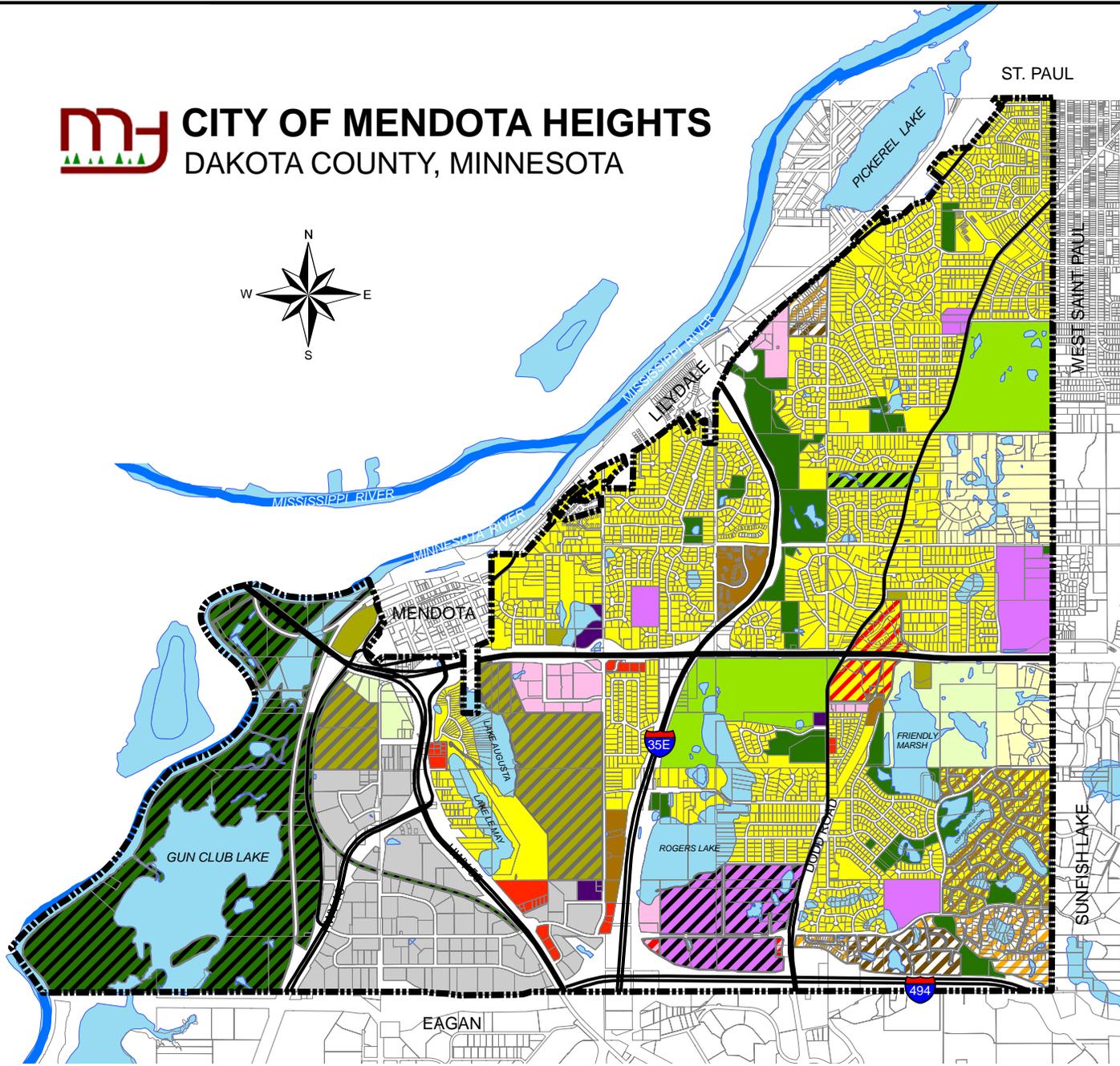
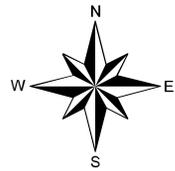
The following table illustrates how the land use within the City shall be designated in the future in five-year increments approximately.

Future Land Use Table (in acres)						
Within Urban Service Area	Existing (2000)	2010	2015	2020	2025	2030
Residential	2,161.4	2,172.7	2,183.8	2,195.1	2,206.3	2,217.5
RR, Rural Residential	187.6	188.9	190.1	191.4	192.6	193.9
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MR, Medium Density Residential	67.6	54.1	40.5	27.0	13.5	0
HR, High Density Residential	102.1	92.8	83.4	74.1	64.8	55.4
LR-II	0	24.1	48.1	72.2	96.2	120.3
MR-PUD	13.9	22.8	41.7	55.5	69.4	83.3
HR-PUD	6.1	15.3	24.6	33.8	43.1	52.3
C/I Land Uses	515.6	517.1	518.6	520.0	521.4	522.9
LB, Limited Business	85.4	84.8	84.3	83.8	83.2	82.7
B, Business	35.7	35.7	35.6	35.5	35.4	35.3
LB-PUD	0	0.8	1.6	2.4	3.2	4.0
I, Industrial	394.5	395.8	397.1	398.3	399.6	400.9
Mixed Use	46.2	48.2	50.2	52.2	54.2	56.2
MU-PUD*	46.2	48.2	50.2	52.2	54.2	56.2
Public/Semi Public Land Uses	3,026.1	3,011.3	2,996.7	2,982.0	2,967.4	2,952.7
Schools (private)	144.9	144.9	144.9	144.9	144.9	144.9
Schools (public)	135.8	133.0	130.3	127.5	124.8	122.0
CC, City Facilities	23.3	21.9	20.5	19.1	17.7	16.3
CS, Churches and Synagogues	28.8	28.5	28.2	27.9	27.7	27.4
CEM, Cemetery	301.9	290.7	279.4	268.2	256.9	245.7
P, Parks	230.2	227.4	224.7	222.0	219.2	216.5
SP, State Park	517.9	517.9	517.9	517.9	517.9	517.9
NP, Nature Preserve/Open Space	140.4	139.1	137.9	136.6	135.4	134.1
GC, Golf Course	287.8	287.8	270.7	270.7	270.7	270.7
GC-S, Small Golf Course	0	0	17.1	17.1	17.1	17.1
Right of Way	1215.1	1220.1	1225.1	1230.1	1235.1	1240.1
Subtotal Sewered	5,749.3	5,749.3	5,749.3	5,740.3	5,749.3	5,749.3
Undeveloped	722.0	722.0	722.0	722.0	722.0	722.0
Water	722.0	722.0	722.0	722.0	722.0	722.0
Total	6,471.30	6,471.3	6,471.3	6,471.3	6,471.3	6,471.3



CITY OF MENDOTA HEIGHTS

DAKOTA COUNTY, MINNESOTA



2030 COMPREHENSIVE PLAN

2030 Land Use Plan

Future Land Use Designations

Residential:

-  RR - Rural Residential
-  LR - Low Density Residential
-  MR - Medium Density Residential
-  HR - High Density Residential
-  LR-II
-  MR-PUD
-  HR-PUD

Mixed Use:

-  MU-PUD

Commercial:

-  LB - Limited Business
-  LB-PUD
-  B - Business

Industrial:

-  I - Industrial

Institutional:

-  S - School
-  PS - Private School
-  CC - City Hall/Public Works/Fire Hall
-  CS - Churches & Synagogues
-  CEM - Cemetery
-  P - Parks
-  SP - State Park
-  NP - Nature Preserve/Open Space

Golf Course:

-  GC - Golf Course
-  GC-S - Small Golf Course
-  ROW - Right-of-Way

 Water

 Major River

 City Boundary

 NORTHWEST ASSOCIATED CONSULTANTS, INC.
4830 Olson Memorial Highway, Suite 200, Golden Valley, MN 55423
Telephone: 763.231.2508 Fax: 763.231.2991 #nwc@nwcconsulting.com

Source: City of Mendota Heights, Dakota County, and Minnesota Department of Natural Resources. August 2010.

FOCUS AREAS

In the City’s previous Comprehensive Plan, six specific site areas within the City were identified that were either vacant or identified as potential redevelopment areas. A land use analysis was conducted for each site as part of that Comprehensive Plan update. Some important changes have occurred to these properties, reflecting the City’s implementation of its stated land use goals. A summary of the previous status and changes to those sites is provided below, along with a table identifying the specific focus areas with the number of acres by future land use category and the estimated development staging. For reference to the specific sites, refer to the Focus Area Site Location Map located at the end of this section.

Pilot Knob and Acacia Site:

The Pilot Knob site is located on the river bluff, overlooking the Minnesota and Mississippi rivers. The property contains 8.5 acres and is bounded on the north by Highway 55, the west by Sibley Memorial Highway/Old Highway 13 and Big Rivers Regional Trail, Acacia Cemetery to the south and Pilot Knob Road to the east. The site contains steep slopes on the western part of the property and offers distinctive views of Fort Snelling and downtown Minneapolis. This site is considered a gateway to Mendota Heights. The Comprehensive Plan previously designated the property for High Density Residential (HR) land use and the land is zoned for Business Park (B-1A) development.

Over the past few years, the City has led a major collaborative effort to purchase this site from private owners, with the intent to restore the property to its pre-settlement condition – an oak savanna landscape. In addition to its attractive views, the site itself constitutes a significant addition to the many historical sites in the Mendota/Mendota Heights area. This site served as an important gathering place for native populations, and is near the site of the conveyance of much of the Minnesota and Dakota territories to the United States from the Dakota Sioux tribes.

The name of the site derives from the prominent topography of the area, and the confluence of the Minnesota and Mississippi Rivers. This “knob” served as a visual landmark for steamboat pilots approaching the early settlements in the area. The Dakota people have named the hill Oheyawahi, which means “a hill much visited”.

The spectacular views of the river valley, downtown Minneapolis and Fort Snelling along with the natural setting offer a unique environment within the community and region. The site is somewhat constrained by topographic features including steep slopes and tree cover. The site is also directly adjacent to the Big Rivers Regional Trail system, which furthers the City’s policy to make the river valley and regional park systems more accessible to residents. The potential also exists to provide a local trail link for this site and the multiple family residential properties to the east to the regional trail system and incorporate a public scenic overlook on this site.

The Acacia site contains approximately 17 acres and is located east of Acacia Cemetery. The property is bounded on the north and east by Valencour Circle and Highway 55 the south by a row of single family homes (located north of Acacia Boulevard), and the east by Pilot Knob Road. The site is relatively level with tree cover located in the central and eastern portions of the property. The Comprehensive Plan previously designated the north part of the site as High Density Residential (HR) and the southern part as Medium Density Residential (MR). The entire property was zoned R-3, High Density Residential. However, this land was acquired by the City in 2008 with the expectation of adding to the Pilot Knob open space.

The property is somewhat isolated from other neighborhoods due to the fact that highways 55 and 13 circle and separate this area from the rest of the community. The large expanses of property associated with Acacia Cemetery to the west, Resurrection Cemetery to the east and industrial land uses to the south, further isolate this area. This land area offers scenic views of the river valley and Downtown Minneapolis, similar to those of the former Garron (Pilot Knob) site, is surrounded by the vast open space of both Acacia and Resurrection Cemeteries and affords views of both Lakes Augusta and Le May. A City trail system linking this site to the Big Rivers Regional Trail, could be coordinated with development of the Garron site.

Future Land Use Designation: NP, Nature Preserve/Open Space

Somerset Area:

The Somerset area (often referred to as the “Superblock” area) consists of approximately 160 acres located directly south of Somerset Country Club and Golf Course. The area is developed with single family constructed on large lots with private septic systems. The neighborhood is bounded on the east by Delaware Avenue, the north by Wentworth Avenue, and the south by Marie Avenue and smaller single family development to the west. The neighborhood contains significant wetlands and woodlands making it very rural in quality. The Comprehensive Plan land use designation of the site is Rural Residential (RR), and the corresponding zoning classification is One Family Residential (R-1A).

Due to the existing large lot configuration, parts of the area have the potential to be further subdivided provided public sewer, water and road systems would be extended to the area. It appears that the possibility may exist to either extend the cul-de-sacs or provide a connection between Ridgewood Drive and the cul-de-sac located in the northeast quarter of this section. There may also be the possibility to further divide parcels on the west and northern portions of the neighborhood although this may require the acquisition and upgrade of existing private roads. Further site specific analysis would be required in order to provide concept designs for the re-subdivision of this area. It is important to note that infill and further subdivision within established neighborhoods is often controversial and rarely supported by 100% of the landowners. Issues concerning assessments for public infrastructure and possible condemnation

proceedings are likely to arise with redevelopment efforts of the type contemplated in this section.

Future Land Use Designation: RR, Rural Residential

St. Thomas/Visitation:

The St. Thomas/Visitation site consists of parcels owned by St. Thomas Academy and Visitation Convent. The combined parcels contain approximately 50 acres and are bordered by Interstate 494 on the south, Interstate 35E to the west, Dodd Road to the east and Mendota Heights Road to the north. These adjacent sites are designated by the Comprehensive Plan as Limited Business-PUD Only (LB-PUD). The parcels are however, zoned One Family Residential (R-1) under which, public and parochial schools are permitted uses. At the time of the previous plan update, St. Thomas indicated a desire to reserve the property for future athletic fields and or facilities to complement the existing academy. Since that time, they have constructed an indoor ice facility on a portion of their property.

This landmass has excellent visibility from Interstate 494, has good access to the interstates as well as the region and is separated from residential neighborhoods by St. Thomas Academy and Visitation Convent. As such, the potential exists for a future corporate headquarters/major office campus to locate at this site. Such a facility could be considered for this area provided significant employment, tax base, transit and other opportunities beneficial to the community, would be made part of a planned unit development concept. This site is not considered by the City to be suitable for office/warehouse type of development. At this point in time, there are no prospective corporate interests to purchase or develop the site. Furthermore, both St. Thomas Academy and Visitation Convent have indicated their respective interests to maintain the property in its current status. This being the case, the land use designation for the site is proposed to be changed from LB-PUD to I-Institutional.

Future Land Use Designation: PS, Private School

Dodd/Highway #110:

The Dodd/Highway #110 area consists of approximately 30 acres located southeast of the intersection and nearly 25 acres located northeast of the intersection. Both sites offer good access and visibility from Highway 110. The northeast portion of this focus area has been under redevelopment led by the City. The site is designated and zoned Mixed Use-PUD. The redevelopment plans for this area have resulted in the development of "The Village at Mendota Heights", a mixed-use retail and residential development, including a variety of townhouse and age-assisted multiple family units.

The southeast parcel is zoned with a combination of B-2 Neighborhood Business, B-4 Shopping Center and R-3 High Density Residential classifications, the largest portion

being B-4 Shopping Center. There may be the potential to expand the sites with unused Mn/Dot right-of-way, which lies south of Highway 110, and east of Dodd Road.

The site is designated and zoned Mixed-Use PUD. Redevelopment efforts for this corner seek to accomplish a mixed-use residential/commercial/retail service area designed with “village character” that is compatible with existing residential land use characteristics found in Mendota Heights.

The City identified several goals for the redevelopment of this property. They include:

- Preservation of open space and existing wetlands
- Inclusion of significant opportunities for housing into the project area
- High quality architecture and building materials reflective of that used in the Village project
- Clustered, urban design
- Primary pedestrian emphasis
- Improve pedestrian crossing of Highway 110
- Elimination of the “strip-mall” look of the existing building
- Views of the project emphasizing buildings and open space, rather than parking lots

Future Land Use Designation: MU-PUD, Mixed Use-PUD Only (including business and medium/high density residential).

Furlong District:

This area of the community is located between Le May Lake and Highway 55. Although it is impacted by exposure to Highway 55 traffic and aircraft noise from the international airport, residents of this area have previously chosen to retain their existing single family character and land use designation. No change is proposed for this area in land use designation, although some redevelopment of the larger residential parcels may occur with adequate street construction and access.

Future Land Use: B, Business and LR, Low Density Residential

Infill Sites:

For the purposes of this section “Infill sites” are meant to be any property in Mendota Heights that has the opportunity to develop, or redevelop, beyond its current level. Because these properties tend to be smaller and surrounded by established neighborhoods, development would have the potential to dramatically change the environment of the areas in which they are located. Neighbors often raise concerns over increased traffic, loss of open space, potential drainage issues, and other problems that may result from development of these areas.

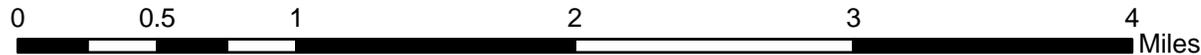
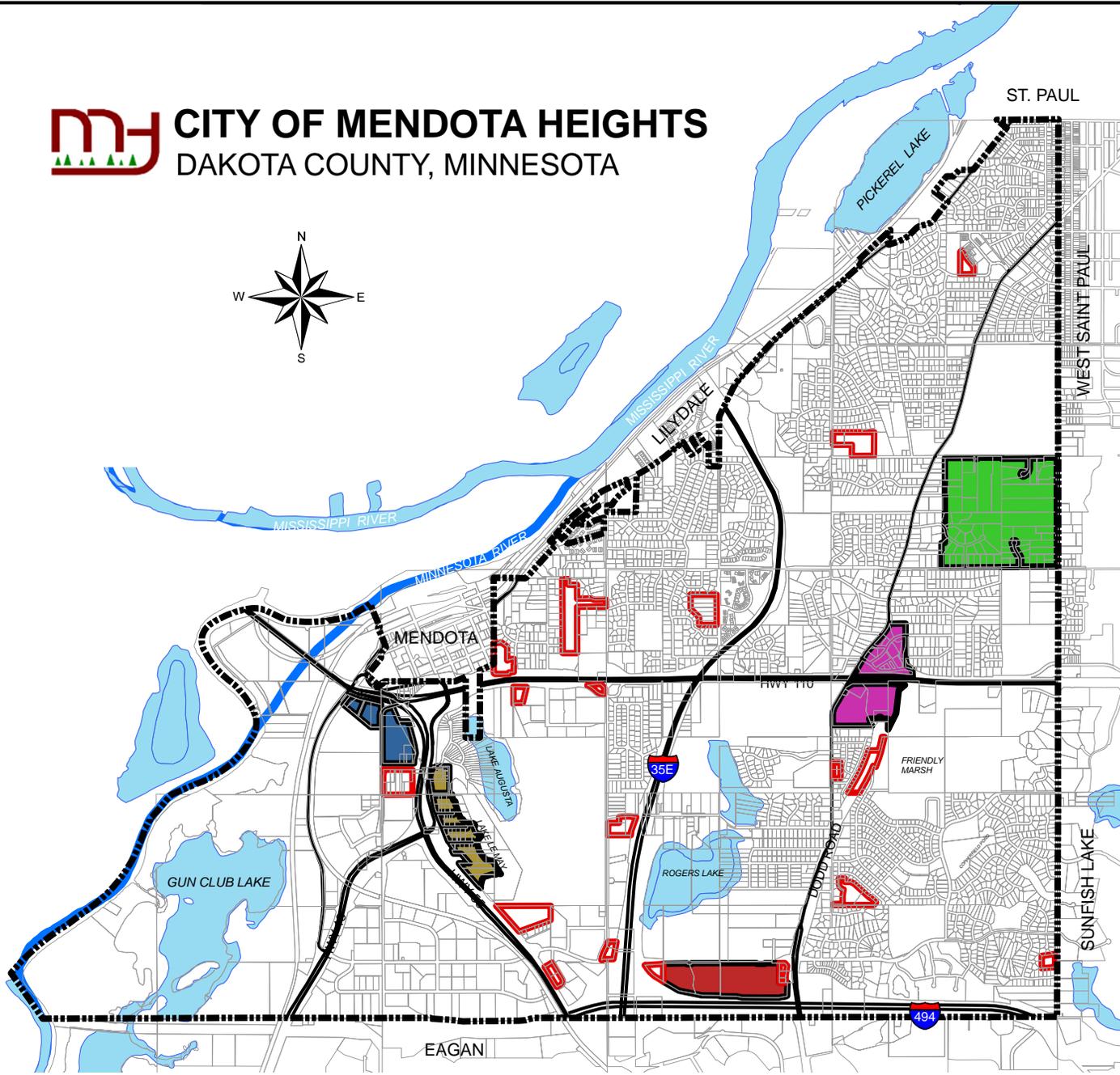
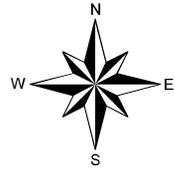
The City recently inventoried the remaining developable land within the community, with the objective of understanding the capacity for new development, and creating policies for consideration of development in these sensitive areas. These policies include the following:

- Require that any new development or redevelopment meets all zoning and subdivision regulations.
- Avoid access and traffic which unduly burdens just a few properties.
- Ensure that development of infill sites will not result in any negative impact on existing environmental conditions, such as soils, wetlands, drainage, or similar factors.
- Require that all development of infill sites provide access to a public street, new or existing.
- Ensure that land uses are compatible with the surrounding neighborhood, and do not reflect a “spot-zoning” pattern.
- Avoid infill development that relies on private street or “flag-lot” design.

Future Land Use: Varies by Location.



CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Focus Areas
Infill / Redevelopment Areas

- Focus Areas**
-  Pilot Knob & Acacia Site
 -  Somerset Area
 -  St. Thomas/Visitation
 -  Dodd/Highway #110
 -  Furlong District
 -  Infill Sites
 -  parcels
 -  Lakes
 -  Major River
 -  City Boundary

HOUSING PLAN

Assessment of Housing Stock

The following includes an assessment of the current housing stock within the City of Mendota Heights. It includes information on the tenure of occupants; the number, type, and age of housing units; and housing costs. The remainder of the Housing Plan addresses affordable housing needs, goals and policies of the City, and an implementation section identifying ways to address the City’s housing needs.

Housing Tenure

The following table illustrates the housing tenure by the units in the structure. According to the 2000 U.S. Census, Ninety-eight percent (98%) of the total housing units in Mendota Heights were occupied, while only two percent (2%) were vacant. The national average for vacant housing units is nine percent (9%), with ninety-one percent (91%) occupied; therefore, the City of Mendota Heights is well above the national average for occupied housing units.

Out of the occupied housing units in the City, ninety-two percent (92%) are owner-occupied, while only eight percent (8%) are renter-occupied. This is compared to the national average of sixty-six percent (66%) of the occupied housing units in the United States being owner-occupied, while thirty-four percent (34%) are renter-occupied. (Source: 2000 U.S. Census Bureau). The majority of the owner-occupied housing units in the City are single-family, detached structures, while the majority of the renter-occupied housing units are located in structures that contain three or more housing units.

Housing Tenure by Units in Structure								
Source: 2000 U.S. Census								
	Single Family		Two	Three +	Mobile	Other	Total	%
	Detached	Attached	Unit	Unit	Home			
<i>Owner-Occupied</i>	3,106	483	17	235	0	0	3,841	92%
	80.90%	12.60%	0.40%	6.10%	0	0	100%	
<i>Renter-Occupied</i>	19	0	7	289	0	0	315	8.00%
	6%	0	2.20%	91.70%	0.00%	0	100%	
<i>Total</i>	3,125	483	24	524	0	0	4,156	100%
	75.19%	11.62%	0.58%	12.61%	0	0	100%	
Note: Information was gathered from the occupied housing units; according to the 2000 Census, there were 74 vacant units in Mendota Heights.								

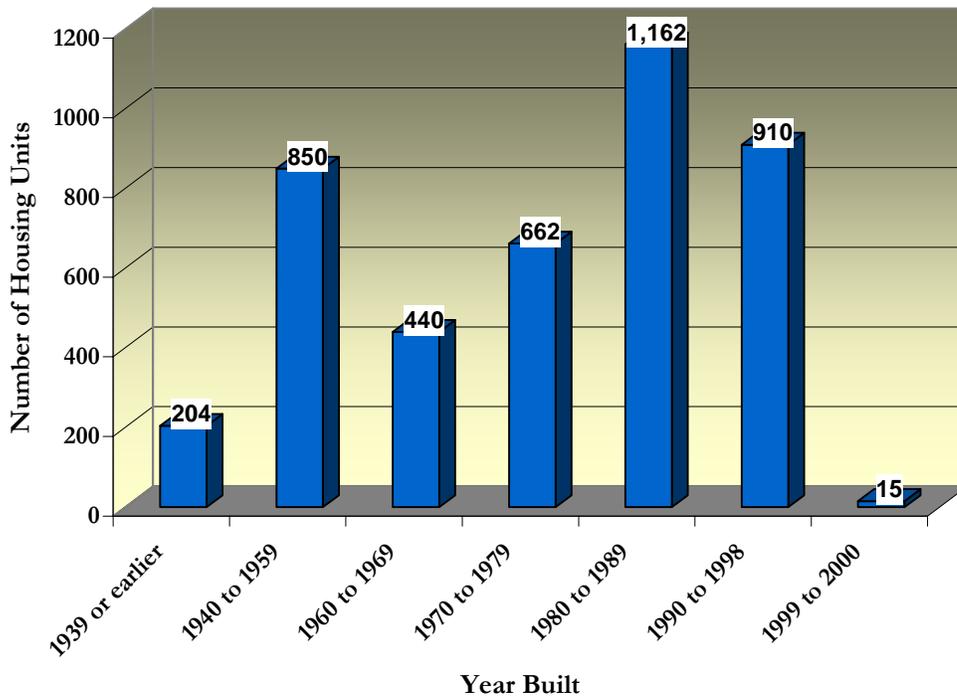
Age of Housing

The following bar graph illustrates the age of the housing stock within the City of Mendota Heights by indicating the year built for each house, according to the 2000 U.S. Census.

As the graph illustrates, Mendota Heights experienced a rapid pace of housing construction, starting in the 1940s and continuing through the 1950s. During this time period (1940 to 1959), 850 housing units were constructed. This pace slowed in the 1960s, but started picking up again in the 1970s, when 662 housing units were constructed. Housing construction peaked in the 1980s when 1,162 housing units were built. This number accounts for twenty-seven percent (27%) of the total housing units that were constructed in 2000 and prior. Between 1990 and 1998, another 910 housing units were constructed within the City. The number of housing units slowed after 1998, as the amount of vacant land available within the City was minimal.

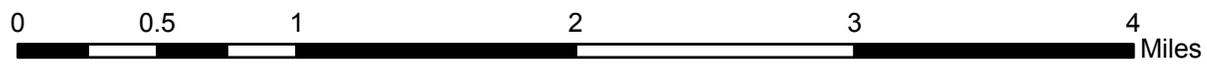
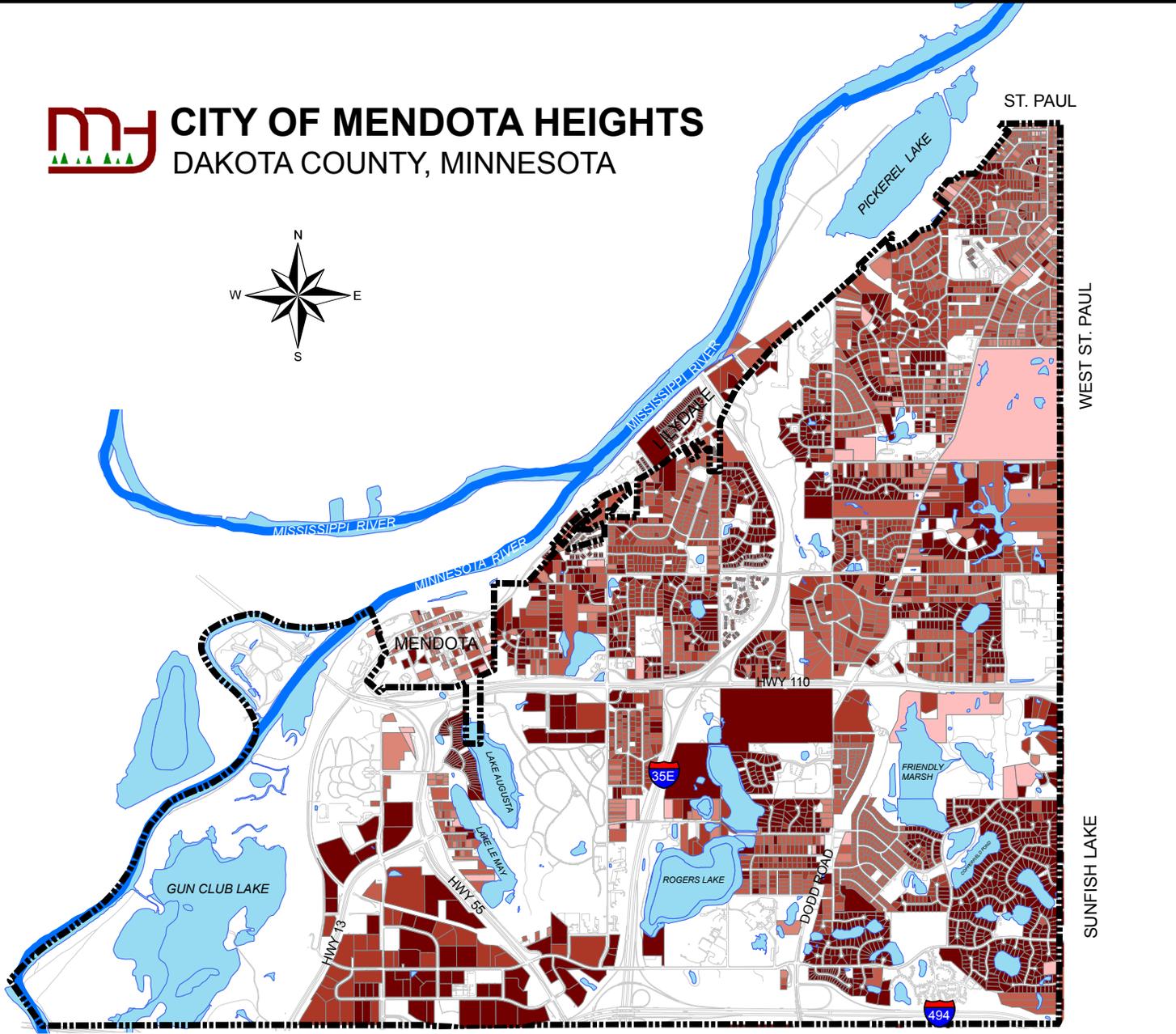
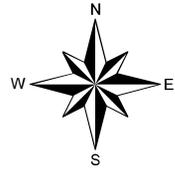
Mendota Heights: Age of Housing Stock

Source: U.S. Census 2000





CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Age of
Housing Stock

-  1832 - 1912
-  1913 - 1943
-  1944 - 1964
-  1965 - 1982
-  1983 - 2005
-  City Boundary
-  Major River
-  Water

NAC NORTHWEST ASSOCIATED CONSULTANTS, INC.
1800 Glenn Henriksen Highway, Suite 302, Golden Valley, MN 55422
Telephone: 763.231.2595 Facsimile: 763.231.2561 plan@nacinc.com

Source: City of Mendota Heights,
Dakota County, and
Minnesota Department of Natural Resources.

July 2008.

SECTION THREE: LAND USE PLAN – HOUSING

Housing Costs

The following table illustrates the average sales prices of residential units in District 604. This District represents the cities of Mendota, Lilydale, and Mendota Heights. The information was gathered through the Regional Multiple Listing Service of Minnesota, Inc. for the years 2000 through 2006. As the table indicates, the largest percentage increase in average sales prices was from 2000 to 2001, when the average sales price increased by 15 percent. The next largest percent increase was 12 percent, which occurred from 2002 to 2003. Overall, the average sales price increased from \$254,392 in 2000 to \$373,855 in 2006, a 47 percent increase.

Residential Average Sales Price: Mendota, Lilydale, & Mendota Heights (District 604) 2000 - 2006							
	2000	2001	2002	2003	2004	2005	2006
District 604	\$254,392	\$291,807	\$294,488	\$330,320	\$366,850	\$398,571	\$373,855
% Change	-	15%	1%	12%	11%	9%	-6%

Source: Regional Multiple Listing Service of Minnesota, Inc. (RMLS)

Estimated Market Value

The following table illustrates the mean, or average, residential homestead market value statistics for Mendota Heights and neighboring communities in 2006 and 2007. The average market value of homes in the City of Mendota Heights in 2007 was \$393,957, which was the largest in comparison to the communities found in the following table and in comparison with Dakota County. Only Sunfish Lake had a higher mean market value in 2007, which was \$869,732. The average homestead market value in Mendota Heights increased at a rate of 3.65 percent from 2006 to 2007.

Dakota County’s mean residential homestead market value was \$273,056 in 2007, increasing from \$270,132 in 2006.

Mean Residential Homestead Market Values				
Source: Dakota County Assessor’s Department				
Tax Area	# Homesteads	2006 MEAN	2007 MEAN	% Change
Eagan	18,331	\$278,920	\$281,208	0.82
Farmington	5,582	\$241,546	\$241,921	0.15
Hastings	5,793	\$223,587	\$224,911	0.59
Inver Grove Heights	9,083	\$275,032	\$277,094	0.74
Mendota Heights	3,723	\$380,053	\$393,957	3.65
Rosemount	5,744	\$284,747	\$290,786	2.12
South St. Paul	5,586	\$204,018	\$206,116	1.02
Dakota County	108,105	\$270,132	\$273,056	1.08

Affordable Housing

Data reflects housing that is either completed or under construction. Section 8 voucher units vary annually for all cities (including portable in/out vouchers). Other assisted housing includes supportive housing, private rental units, supported with housing revenue bonds, and tenant-based rental assistance other than Section 8.

Existing Affordable Rental Housing: Mendota Heights & Dakota County		
Source: Dakota County - data provided as of 12/31/06		
	Mendota Heights	Dakota County
Senior Rental	125	1,135
Family Rental	24	488
Tax Credit	0	677
Section 8 – Voucher	31	2,552
Section 8 – Project-Based	12	1,152
Public Housing	1	620
Other Assisted Housing	0	504
Total	193	7,128
% of County Units	2.70%	100%
% of 2005 Households	4.40%	5.10%

Existing Affordable Rental Housing: Mendota Heights & Dakota County		
Source: Dakota County - data provided as of 12/31/06		
	Mendota Heights	Dakota County
Senior Rental	125	1,135
Family Rental	24	488
Tax Credit	0	677
Section 8 Voucher	31	2,552

The Metropolitan Council has published a report that presents a new forecast of the affordable housing needs in the metropolitan area for the years 2011 through 2020. This report is called, “Determining Affordable Housing Needs in the Twin Cities 2011-2020.” Communicating forecasted affordable housing need numbers is the first step in helping communities determine the housing goals and objectives to be included in the housing element of their Comprehensive Plan. The report looks at projected growth for sewerred communities within the metropolitan area of the Twin Cities, what their existing

SECTION THREE: LAND USE PLAN – HOUSING

affordable housing stock is, and what they are expected to need for affordable housing units between 2011 and 2020.

The City of Mendota Heights is part of the Dakota County Cluster, which utilizes the Dakota County Housing and Redevelopment Authority (HRA) to administer a plan addressing public sector affordable and life-cycle housing needs. The Metropolitan Council has established an allocation of affordable housing needs by City for 2011-2020. In that time period, the Metropolitan Council has estimated that 43 new affordable housing units will be needed in the City of Mendota Heights. Affordable housing needs for each City in Dakota County are detailed in the following table:

DAKOTA COUNTY: New Affordable Housing Units Needed	
Community	New Affordable Unit Need
Apple Valley	1,307
Burnsville	737
Eagan	530
Empire Township	100
Farmington	492
Hampton	4
Hastings	241
Inver Grove Heights	714
Lakeville	2,260
Mendota	3
Mendota Heights	43
Rosemount	923
South St. Paul	104
Vermillion	6
West St. Paul	104
Source: Metropolitan Council, <i>Determining Affordable Housing Needs in the Twin Cities 2011-2020</i> Summary Report	

To carry out the above affordable housing goal, the City will continue to work with the Dakota County Housing and Redevelopment Authority. The City will make its best efforts, given market conditions and resource availability, to make progress toward this goal.

GOALS AND POLICIES

Goals, policies, and programs shall be identified to assist the City of Mendota Heights in decision-making regarding the preservation of its current housing stock and the development of new units. Goals and policies typically address development and redevelopment expectations, housing maintenance and preservation, and density and diversity of housing type.

IMPLEMENTATION

In order for Mendota Heights to meet its goals and policies pertaining to housing, and especially to accommodate the projected needs of affordable housing units, the City must establish an implementation program. Numerous efforts are available for Mendota Heights to employ in order to facilitate the construction of affordable housing and to expand local housing options. Such options include: programs; fiscal devices; official controls and land use regulation; and

Programs

Numerous programs can be utilized to help the City meet its housing goals and policies. Such options include: affordable housing assistance or development and preservation programs available through the local, county, state, or federal government.

Livable Communities Act:

In 1995, Minnesota Legislature created the Livable Communities Act (LCA) as defined by MN State Statute 473.25. The LCA is a voluntary, incentive-based approach to help the Metro Area communities address affordable and lifecycle housing needs. The LCA provides funds to communities to assist them in carrying out their development plans for affordable housing and creation of new jobs.

Participation in the Local Housing Incentives Program portion of the LCA requires communities to negotiate housing goals with the Metropolitan Council and prepare a Housing Action Plan.

Livable Communities Demonstration Accounts (LCDA):

LCDA funds support regional growth strategies promoting development and redevelopment that make efficient and cost-effective use of urban lands and infrastructure; improve jobs, housing, transportation and service connections; and expand affordable and lifecycle housing choices in the region. The funds are available to municipalities that participate in the Local Housing Incentives Program of the Livable Communities Act (LCA). The LCDA is open to local housing and redevelopment authorities, economic development authorities or port authorities in LCA-participating cities, or to counties on behalf of projects located in LCA-participating cities.

As the name of the account suggests, LCDA funds are intended to be used for projects that demonstrate innovative and new ways to achieve and implement the statutory objectives, not merely to fill project funding needs.

Local Housing Incentive Account (LHIA):

LHIA grants help to produce new and rehabilitated affordable rental and homeownership, promote the Council’s policy to expand and preserve lifecycle and affordable housing options to meet changing demographic trends and market preferences, and support the region’s economic competitiveness. During 2006, seven communities and two multi-city land trusts received funds. Funded projects include 172 new rental units and 34 ownership units, both new and rehabilitated for resale. All of the new rental units will be affordable to households earning less than the 2006 area median income (\$78,500 for a family of four).

Tax Base Revitalization Account (TBRA):

The TBRA provides funds to clean up polluted land to make it available for economic redevelopment, job retention, and job growth, or the production of affordable housing to enhance the tax base of the recipient municipality. TBRA funds are raised by a legislatively authorized levy capped at \$5 million annually.

If the TBRA project includes a housing component, a portion of the housing is required to be affordable. Ownership units are considered affordable if they can be purchased by buyers earning 80% of the area median income (AMI). Currently this includes any units for sale at \$206,800 or less. Affordable rental units are those renting at the Low-Income Housing Tax Credit rent limits based on 50% of the AMI. The maximum rental amount to be affordable at this level is based on the number of bedrooms as follows: efficiency \$687, 1-bedroom \$736, 2-bedrooms \$883, 3-bedrooms \$1,020, 4-bedrooms \$1,138.

Community Development Block Grant (CDBG) Program:

The CDBG Program is provided through the U.S. Department of Housing and Urban Development. The CDBG program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program works to ensure decent affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses.

Fiscal Devices

Fiscal devices, such as revenue bonds, tax increment, financing or tax abatement can be used to help ease the construction and availability of affordable housing in the City of Mendota Heights.

Official Controls

Official controls and land use regulation can be used to assist in the construction of affordable housing units. Controls and regulations can also be used to simplify the process of expanding local housing options also.

The following is a list of official controls that the City of Mendota Heights can use to implement its housing goals and policies: Zoning Ordinance, Subdivision Ordinance, Building Codes, Design Requirements, and the actual approval process itself. All of these items impact the type and cost of new housing.

RESOURCE PROTECTION PLAN

State law requires that local Comprehensive Plans address the protection of historical sites, solar access, and aggregate deposits. The Metropolitan Council has developed a specific policy regarding protection of aggregate deposits, but not for historical preservation or solar access.

Historic Preservation

Minnesota Statute 473.859, Subd. 2[b] requires a historic preservation element in each Comprehensive Plan update. The City of Mendota Heights does not have an official control for historic preservation. As opportunities for preservation are discovered, the City will handle them on a case-by-case basis, pulling on resources such as the Minnesota Historical Society, Dakota County, and community/non-profit organizations. According to the Minnesota Historical Society, the following property is the only property listed on the National Register of Historic Places:

- Fort Snelling – Mendota Bridge – It is a steel-reinforced, continuous-arch concrete bridge located on Minnesota Highway 55 over the Minnesota River. It was built in 1925-26, according to the plans prepared by Walter Wheeler and C.A.P. Turner. The bridge was reconstructed between 1992 and 1994, reflecting the original design.

However, the following sites also hold significant historical value:

- St. Peter's Church – This church complex includes one of the oldest church buildings used by Minnesota's early settlers of the Mendota area, and in continuous use through today. Growth of the congregation has resulted in the addition of several other buildings on the site, although the historic building remains in use.
- Pilot Knob – Currently being restored to its pre-development condition, the Pilot Knob area, just off of the east end of the Mendota Bridge, has special historical meaning for a wide spectrum of Minnesota history. The City and other public agencies have acquired much of the property and are adding interpretive facilities to the site as opportunity permits.

Solar Access Protection

The City of Mendota Heights has historically planned for solar access protection within its Comprehensive Plans. The rationale for including a solar access protection element in the Comprehensive Plan is to assure the availability of direct sunlight to solar energy systems. A large share of the energy consumed in Minnesota is used for purposes that solar energy could well serve such as space heating and cooling, domestic hot water heating and low-temperature industrial processes. Collection of solar energy requires protection of solar collectors' sky space. Solar sky space is the portion of the sky that must be free of intervening trees or structures for a collector to receive unobstructed sunlight. According to the Minnesota Energy Agency, "simple flat plate collectors have

SECTION THREE: LAND USE PLAN – RESOURCE PROTECTION

the potential to supply one-half of Minnesota’s space heating, cooling, water heating and low-temperature industrial process heat requirements.”⁷

Solar Access Goals and Policies:

Goal 1: Protect reasonable access to direct sunlight for solar energy systems.

Policies:

- Consider modification of existing ordinances to protect access of direct sunlight to rooftops of all principal structures.
- Encourage developers to establish covenants that do not restrict the development and use of active and/or passive solar energy systems.
- Encourage buildings and developers to offer solar energy system options, to the extent practical, for space heating and cooling and hot water heating in new residential, commercial and industrial developments.

Aggregate Resources

In 1984, Minnesota Statute 84.94 was enacted to protect aggregate resources; to promote orderly and environmentally sound development; to spread the burden of development; and to introduce aggregate resource protection into local comprehensive planning and land use controls. The *2030 Regional Development Framework* includes a policy that encourages local and regional entities to work together to reclaim, conserve, protect, and enhance the region’s natural resources. Aggregate resources (sand, gravel, and rock) have been identified as resources vital to the region.

The *Minnesota Geological Aggregate Resources Inventory of the Seven-County Metropolitan Area* is a joint report of the Minnesota Geological Survey, the Department of Natural Resources, and the Metropolitan Council. This report inventories aggregate resources within the seven-county metropolitan area.

The Aggregate Resources Map illustrates scattered locations of sand, gravel, limestone, and dolomite within the City of Mendota Heights. This information was obtained from the Metropolitan Council. The data was actually modified to reflect depletion by mining and areas that were occupied by urban and rural development in 1997. The data was also modified by removing aggregate deposits that cannot be mined because of such environmental constraints as wetlands, streams, scientific and natural resources areas, open water bodies, and roadways. The City acknowledges that inherent conflicts may occur between the need for extracting aggregate resources and the rights of private property owners to develop their land. Where appropriate, the City will consider the

⁷ Minnesota Energy Agency, Op. Cit. P. 61. Metropolitan Council, Planning for Solar Access Protection Local Planning Handbook, Publication No. 07-79-059, September 1979.

preservation and protection of aggregate resources assuring that land use compatibility is given the utmost consideration.

Land Use Planning and Ordinance Regulations

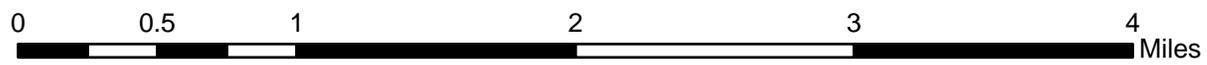
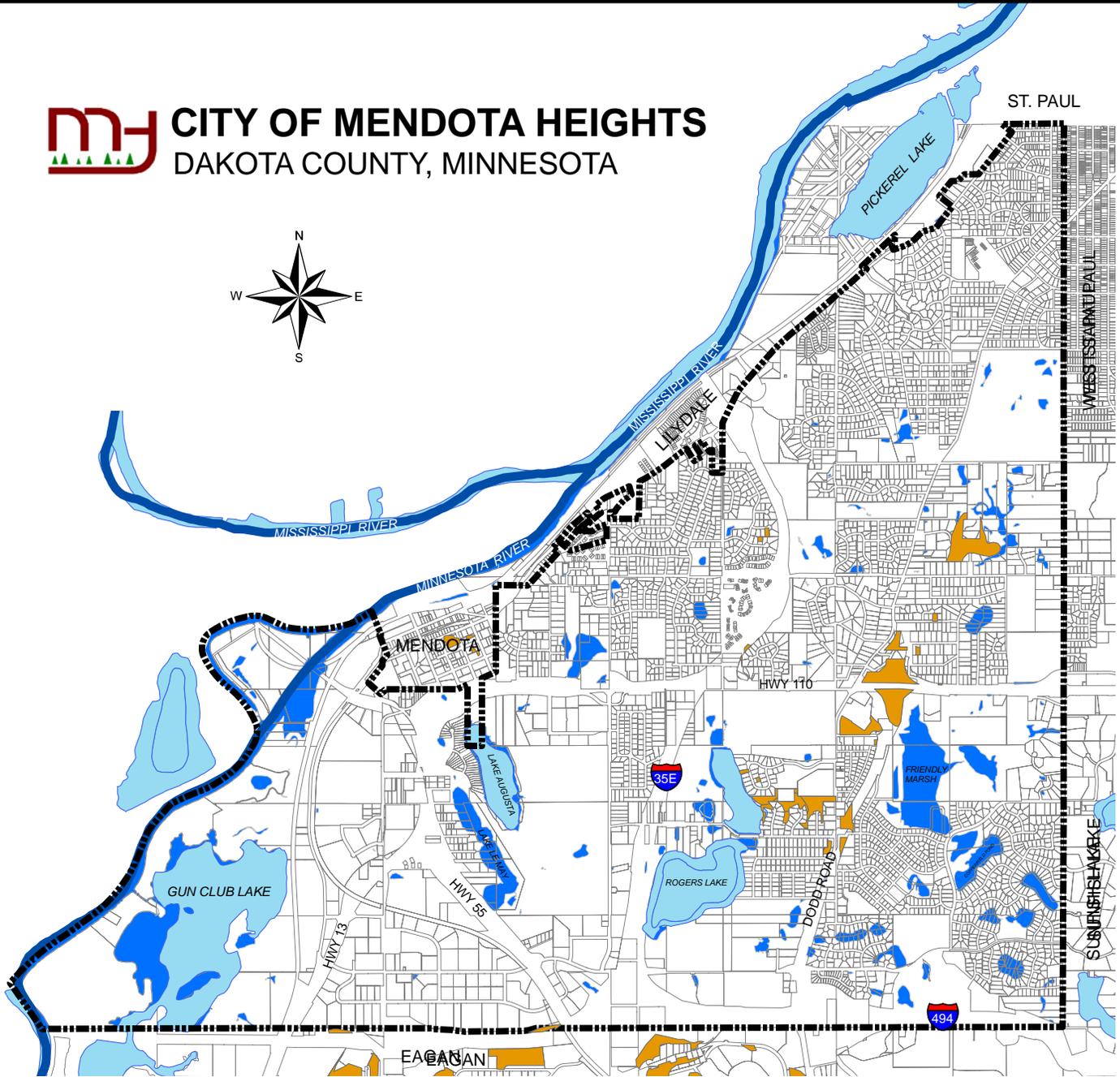
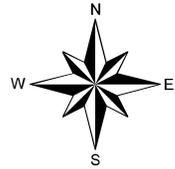
Planning and regulatory measures shall be established that ensure that aggregate resources are extracted prior to urbanization of those sites containing aggregate resources. The City of Mendota Heights addresses mining and soil processing in Section 12-1D-10 of the City Code. A conditional use permit shall be obtained in all Zoning Districts prior to any mining or extraction within the City.

In 1998, the Minnesota Legislature created the “Aggregate Resources Task Force” to examine issues concerning the need for and use of the state's aggregate resources. The *Task Force Final Report* made a number of recommendations designed to facilitate the task of making wise use of aggregate resources and for sustainable resource management. Mendota Heights shall incorporate these recommended actions into the Comprehensive Plan update:

1. Best Management Practices;
2. Reclamation standards;
3. Mine planning and permits;
4. Native prairie conservation;
5. Aggregate planning and protection;
6. Registration of commercial aggregate deposits with the State Department of Natural Resources;
7. Aggregate resource mapping;
8. Leasing aggregate reserves by State Department of Transportation;
9. Compensating host communities;
10. Incentives for recycling; and
11. Encouraging transportation of aggregates by bulk carriers.



CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Aggregate Resources

-  Aggregate Resources
 -  Lakes
 -  Parcels
 -  City Boundary
- (Sand, gravel, limestone, and dolomite deposits).

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Source: City of Mendota Heights, Dakota County, Metropolitan Council, and Minnesota Department of Natural Resources.

July 2008.

MRCA / MNRRA PLAN

The western part of the City is located in the Mississippi River Critical Area Corridor (MRCA) and the Mississippi National River and Recreation Area (MNRRA). Special guidelines have been adopted to protect and improve the River’s natural, cultural, historic, and recreational resources in this area. The MRCA program was established in 1976 by the State of Minnesota and is currently administered by the Minnesota Department of Natural Resources. An external boundary was established for the Critical Area as well as internal district boundaries (e.g. rural, open space, urban diversified, etc).

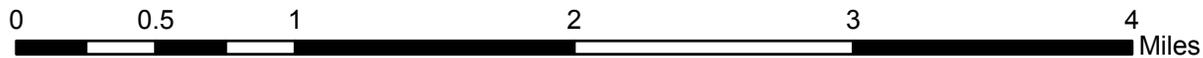
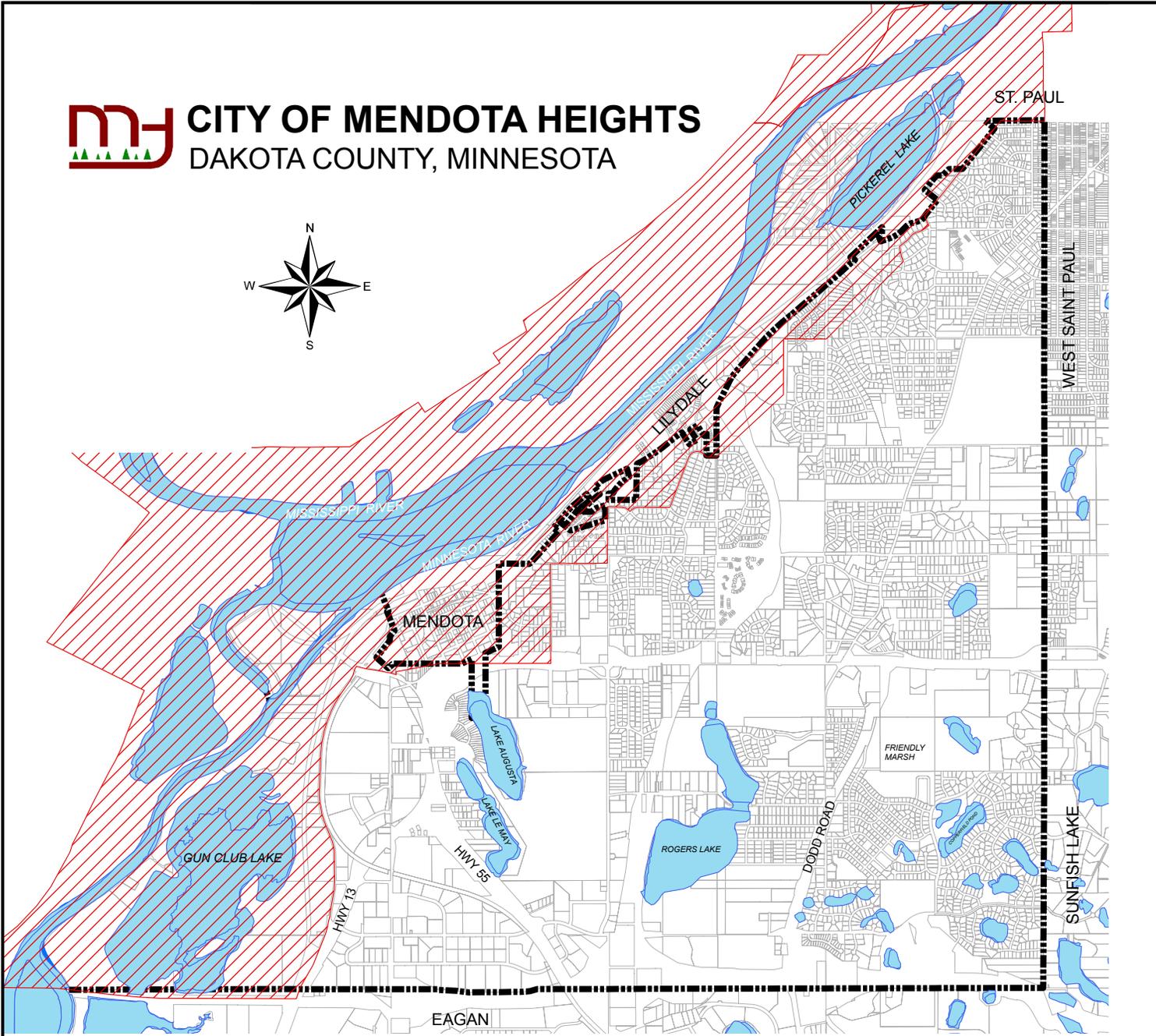
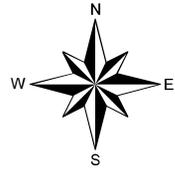
The MNRRA is a federally designated unit of the National Park Service and was established in 1988. MNRRA adopted the same external boundary as the state MRCA, and the MNRRA and MRCA use the same legal description to define the exterior boundaries.

The MRCA / MNRRA Map shows the boundaries of the state-designated Mississippi River Critical Area program, as well as the federally designated Mississippi National River and Recreation Area, within Mendota Heights.

The City has developed a special MRCA/ MNRRA Plan in cooperation with the Minnesota Department of Natural Resources, which addresses land use provisions for the Mississippi River corridor. The MRCA/ MNRRA Plan, which was adopted by the City during the previous Comprehensive Plan Update process, is incorporated herein as an addendum to the Comprehensive Plan.



CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030

**COMPREHENSIVE
 PLAN**

Critical Area Map

Mississippi River Critical Area (MRCA)
 and
 Mississippi National River
 and Recreation Area (MNRRA)

-  Critical Area
-  Water Features
-  Major River
-  City Boundary
-  Parcels

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Source: City of Mendota Heights,
 Dakota County, Metropolitan Council, and
 Minnesota Department of Natural Resources.

July 2008.

TRANSPORTATION PLAN

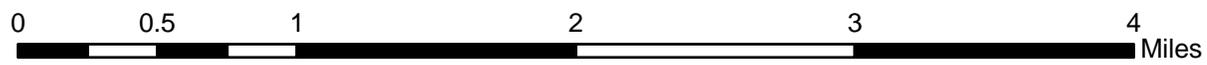
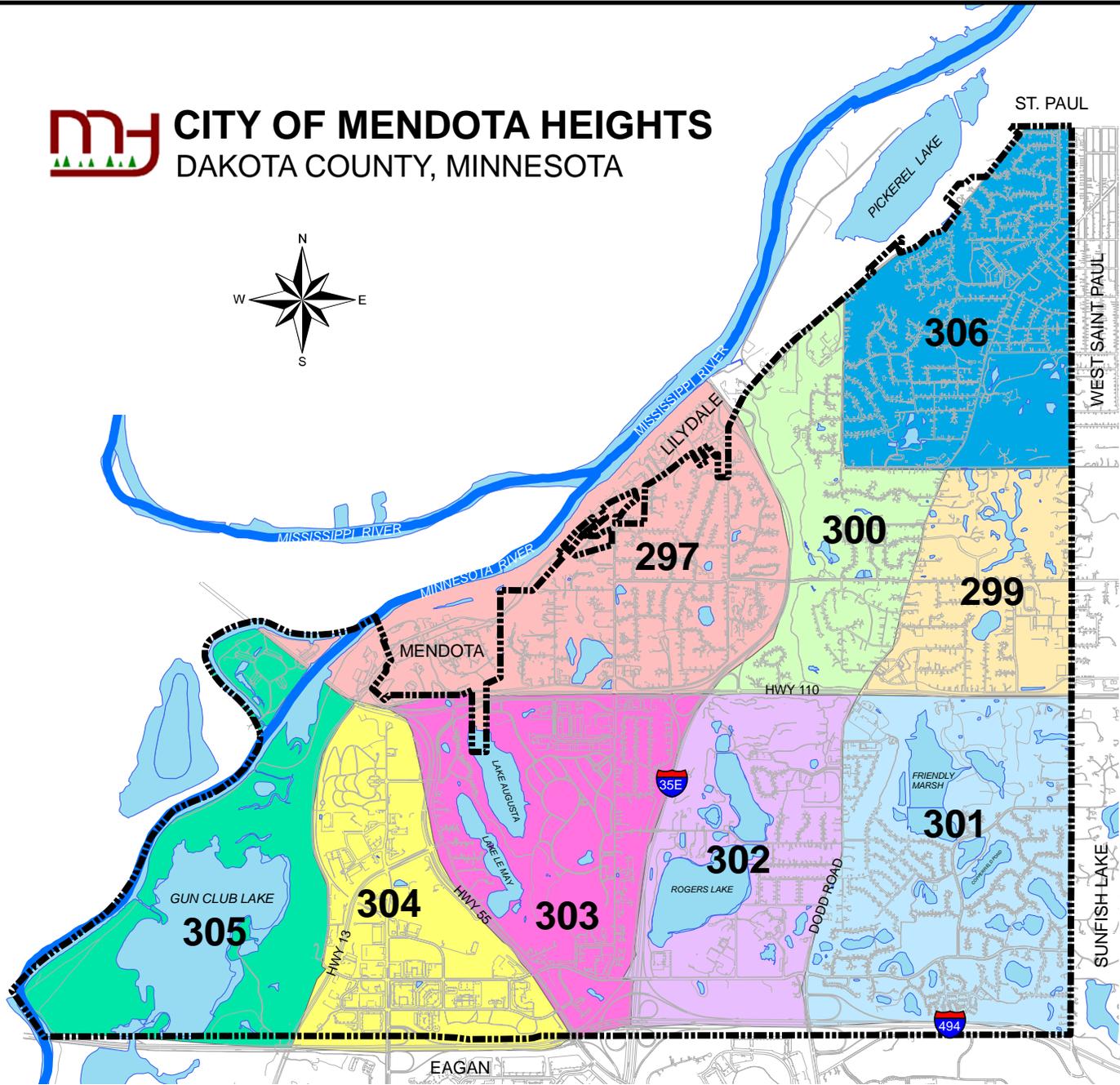
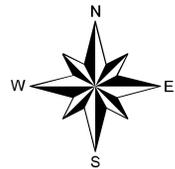
The completion of Interstates 494 and 35E in the late 1980s radically altered the physical environment of Mendota Heights. The highway systems have connected the community to the Metropolitan Region, and the improved access has contributed to growth of the residential, commercial, and industrial base of the community. Unfortunately, these major transportation systems have also impacted the quality of the environment and contributed to increased air, noise, and water pollution within the community. The City of Mendota Heights supplied a significant level of arterial highway capacity for the south and east metro, at a high cost to the City in terms of negative impacts associated with traffic, pollution, noise, etc., from the regional highway system and airport. By virtue of its location, the City has a disproportionate share of regional infrastructure impacts that are not shared by other communities. The City gained substantially in transportation access, but at the price of a diminished quality of residential living.

Expected growth within Mendota Heights will not exceed current roadway capacities.

TRANSPORTATION ANALYSIS ZONES (TAZ)

In order to develop forecasts and plan for regional roads and highways, the Metropolitan Council needs to know the demographic forecasts for smaller geographic areas known as *Traffic Analysis Zones*.

The Traffic Analysis Zones Map illustrates the Zones that are located within the City of Mendota Heights: 297, 299, 300, 301, 302, 303, 304, 305, and 306. The next map illustrates the City's allocation of the Metropolitan Council's 2030 population, household, and employment forecasts according to each TAZ. Such forecasts are consistent with those projected in the Metropolitan Council System Statements.



2030 Comprehensive Plan

Traffic Analysis Zones

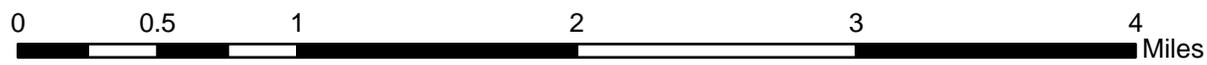
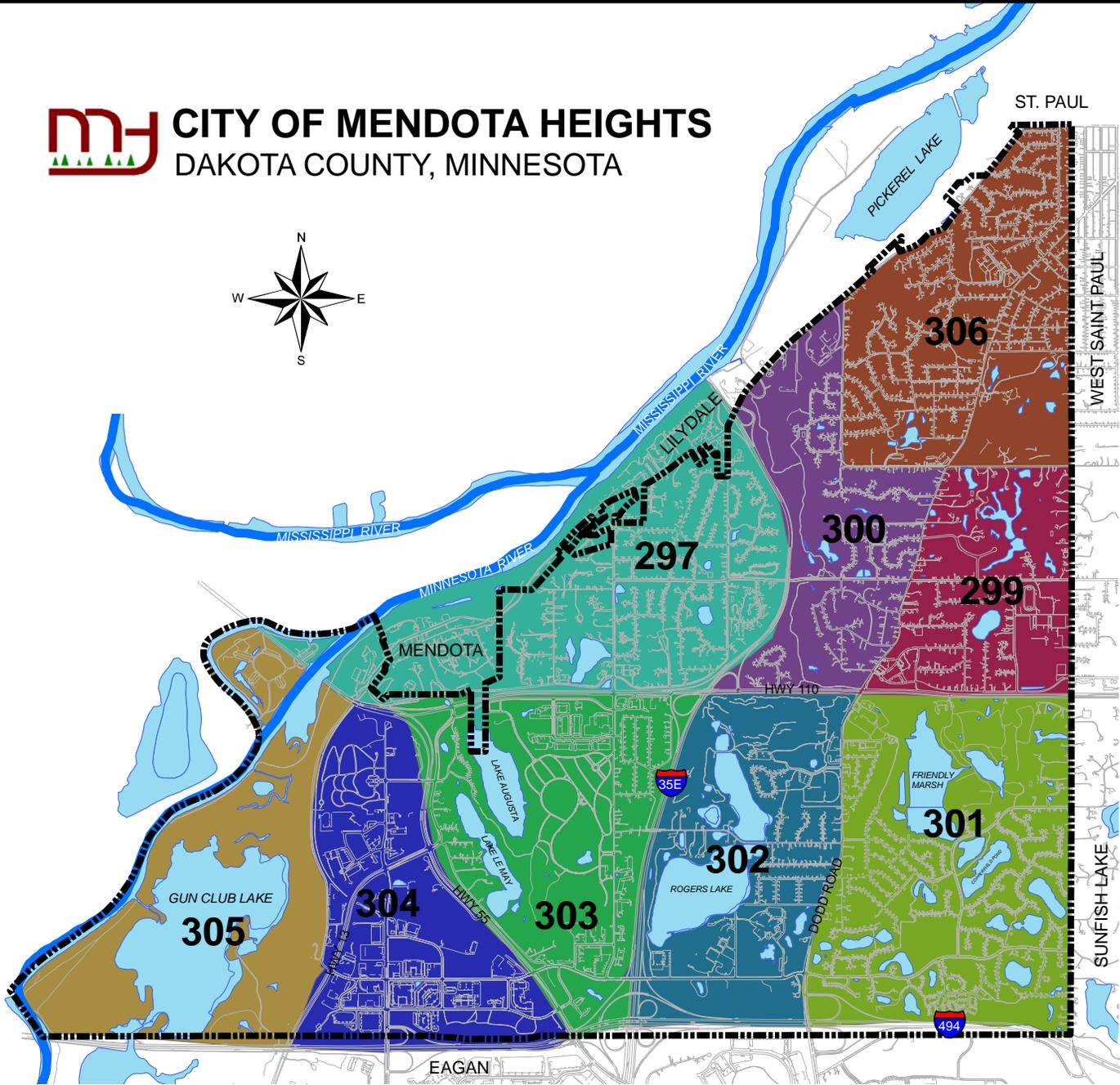
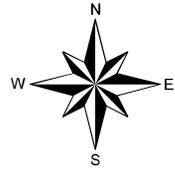
Traffic Analysis Zones

- 297
- 299
- 300
- 301
- 302
- 303
- 304
- 305
- 306
- City Boundary
- Roads
- Major River
- Water

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Source: City of Mendota Heights, Dakota County, Metropolitan Council, and Minnesota Department of Natural Resources.

July 2008.



2030 Comprehensive Plan

2030 Population, Household, & Employment Forecasts According to Traffic Analysis Zones

2030 Popul, HH, & Employment

	0, 0, 0
	16, 8, 5500
	640, 212, 750
	795, 282, 450
	867, 418, 1900
	1192, 432, 60
	2660, 1090, 550
	2278, 951, 400
	3352, 1307, 690
	City Boundary
	Roads
	Major River
	Water

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Source: City of Mendota Heights,
 Dakota County, Metropolitan Council, and
 Minnesota Department of Natural Resources.

August 2010.

FUNCTIONAL CLASSIFICATION SYSTEM: HIGHWAYS AND ROADS

Mendota Heights’ street system consists of Principal Arterials, “A” Minor Arterials, community collectors, and a series of local streets. The Functional Transportation Classification Map illustrates the classification of the roads within the City of Mendota Heights. All City streets are constructed to a nine ton capacity.

Principal Arterials

Interstates 494 and 35E, State Trunk Highway (TH) 55, and the western part of State Trunk Highway 110 – from I-35E to TH 55 – are all designated Principal Arterials. Interstate 494 forms the southern boundary of the City. Interstate 35E and TH 110 create four geographic quadrants, with TH 55 further dividing the southwestern part of Mendota Heights.

“A” Minor Arterials

TH 110 (located east of I-35E), TH 149 (Dodd Road), and TH 13 are all designated “A” Minor Arterials. TH 13 is located along the western border of the community in the southwest part of the City and is classified as Minor Arterial. TH 110 bisects the community and runs parallel to and about 2.5 miles north of Interstate 494. Dodd Road, also known as TH 149, traverses the entire length of the City from north to south and is located in the eastern part of the community.

All of these highways are classified as “A” Minor Arterials and are maintained by the State Department of Transportation. Traffic on the Principal and “A” Minor Arterials has increased steadily over the last ten years.

Wentworth Avenue east of Dodd Road, as well as County Road 31, are classified by the Dakota County Comprehensive Plan as Minor Arterials. The Functional Classification Map identifies them as “B” Minor Arterials.

Community Collectors

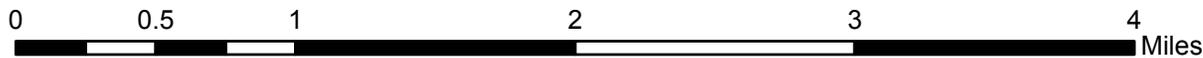
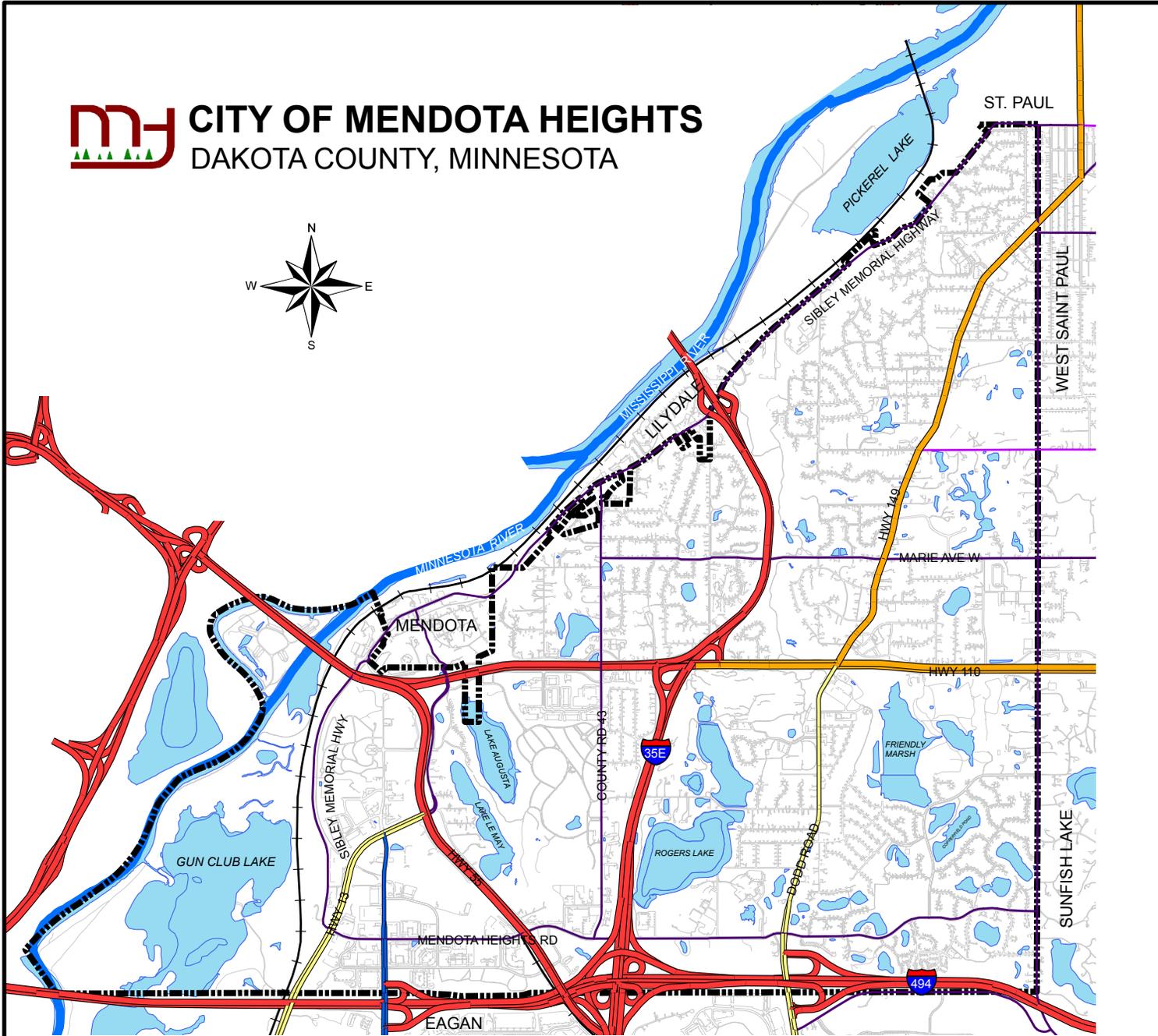
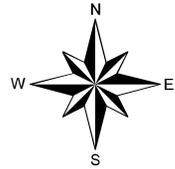
Delaware Avenue functions as a collector on the City’s eastern border. It is otherwise known as County State Aid Highway 63 and is maintained by Dakota County. Other roads within Mendota Heights that are designated as Collector Streets in the Dakota County Comprehensive Plan are: Lexington Avenue, County Road 43, Mendota Heights Road, Marie Avenue, Wachtler Road, and the section of Wentworth Avenue, located east of Wachtler Road. County Roads 43 and 31 are both maintained by Dakota County.

TRAFFIC VOLUMES

The Traffic Volume Map illustrates the current daily traffic counts and the forecasted 2030 traffic volumes.



CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

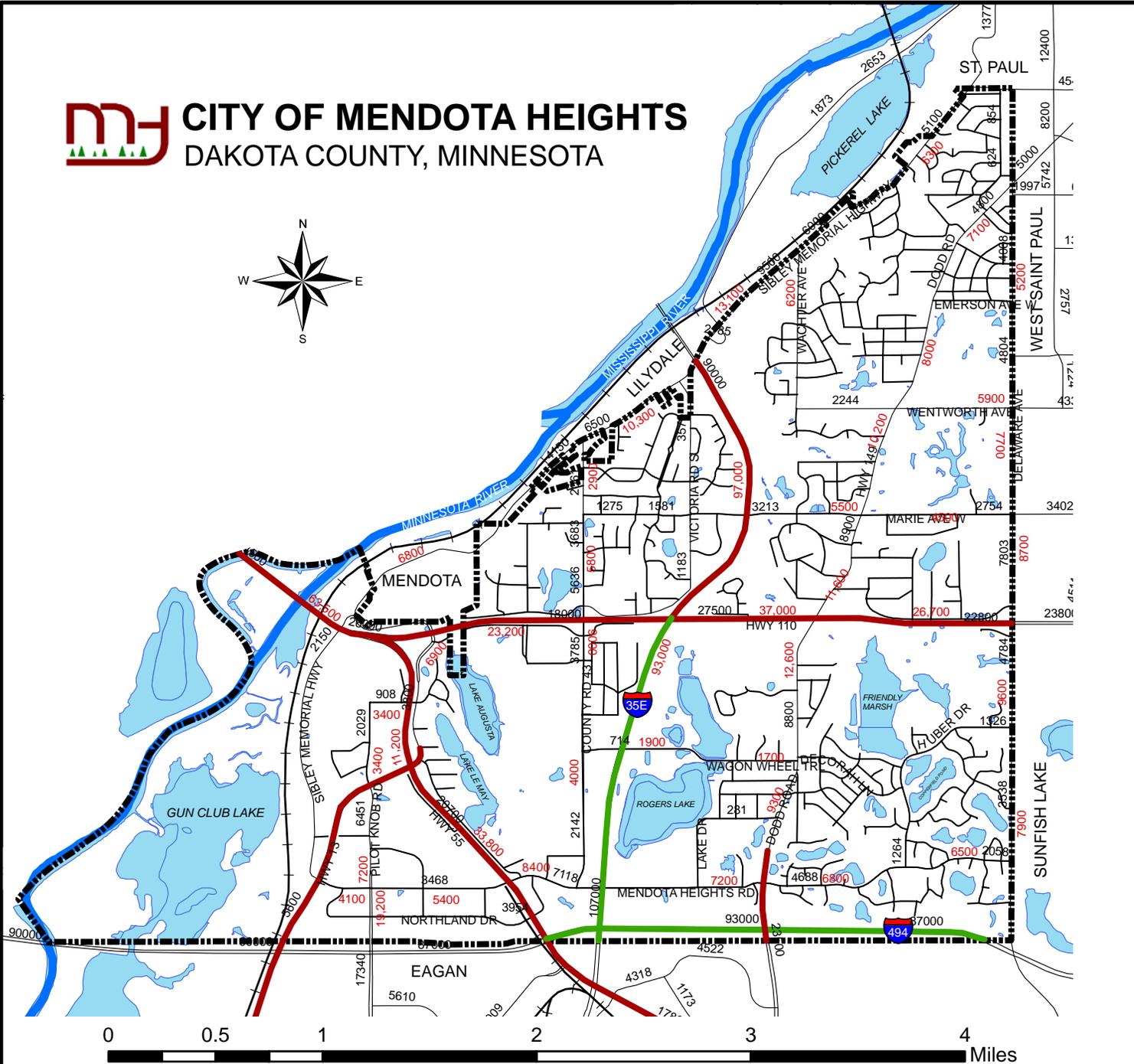
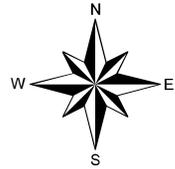
Functional
Transportation
Classifications

- Principal Arterial
- A Minor Arterial - Augmentor
- A Minor Arterial - Expander
- A Minor Arterial - Reliever
- B Minor Arterial
- Major Collector
- Local Roads
- Railroad
- City Boundary
- Major River
- Water

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Source: City of Mendota Heights, Dakota County, Metropolitan Council, and Minnesota Department of Natural Resources.

July 2008.



2030 Comprehensive Plan

Traffic Volumes & Existing Traffic Lanes

Traffic Volumes

2006 Traffic Volumes...1,040

2030 Traffic Volumes...7,080

Existing # of Traffic Lanes

— 4 Lanes

— 6 Lanes

* All other roads are 2 lanes.

City Roads

Railroad

City Boundary

Major River

Water

FUTURE DEVELOPMENT

Interchange 494 at Argenta/Delaware

The Inver Grove Heights Comprehensive Plan and Eagan North-South Corridor Study talk of plans for a new interchange with Interstate 494 at Argenta Trail/Delaware Avenue to promote commercial development in this location. The Cities of Mendota Heights and Sunfish Lake have both voiced their opposition to this proposal. Contact with the Minnesota Department of Transportation revealed no plans for a new interchange on I-494 within the next 20 years, and the Dakota County Transportation Planner indicated that the interchange is only a long-range planning concept at this point in time. The City of Mendota Heights is participating in a regional study led by Dakota County.

I-35E Between TH 5 & TH 110

I-35E between TH 5, on the St. Paul side of the Mississippi River, & TH 110 is planned for expansion within the City of Mendota Heights. The length of the project is estimated to be 2.3 miles with the addition of a 3rd lane.

POTENTIAL SAFETY ISSUES/SPECIAL TRAFFIC SITUATIONS

The City does not foresee a significant amount of new development occurring within its jurisdiction as it is almost completely developed. However, the City contains two main highway systems within the metropolitan area, Interstates 494 and 35E, which bring with them the positives and negatives of two major transportation systems.

The City has already seen the negative impacts that major transportation systems can have on a community: increased traffic congestion, pollution, and noise within the community. By virtue of its location, the City has a disproportionate share of regional infrastructure impacts that are not shared by other communities.

Therefore, potential transportation safety issues should be identified in order to protect the health and wellness of the residents of Mendota Heights and in order to protect the areas of public open space, wetlands, lakes, bluffs, and wooded areas that are so vital to this community and to its residents. The following is a look at two specific potential safety issues that the City is currently facing:

Roundabout at Lake Drive and Mendota Heights Road

In August of 2007, a Traffic Study Report was conducted by WSB and Associates, Inc. in response to several issues relating to traffic conditions in and around the St. Thomas Academy and the Visitation School/Convent campus areas. Concerns regarding pedestrian crossings, intersection capacity, and traffic speeds around the campus area resulted in the City commissioning a study to develop alternatives to potentially alleviate traffic concerns. The issues identified are listed below:

1. Visitation School Access at Visitation Drive
2. Access to Visitation Parking Lot from Lake Drive

3. Visitation School Site Circulation and Access to Lake Drive
4. Capacity Improvements (Right –Turn Lanes) for Eastbound Mendota Heights Road to Southbound Dodd Road (TH 149)
5. Pedestrian Crossings on Mendota Heights Road
6. School Speed Zone

Current traffic counts, historical traffic volumes, existing geometry of the intersection, intersection control, posted speeds, and signal timing were all analyzed, and several alternative solutions were provided.

It was concluded that capacity and access changes would improve traffic conditions that are currently experienced and expected to worsen if no improvements are made. Doing nothing (No Build) would result in significant delays as traffic volumes increase. Mendota Heights Road traffic volumes are increasing at a high rate of 4 to 6% per year. The 2027 forecast AADT based on this average growth rate is 7,300 to 8,400 vehicles per day. The forecast AADT is slightly higher than the 2007, 24-hour tube counts of 5,400 to 8,400 vehicles along this roadway. Traffic during school session is considerably higher than average daily traffic. However, the growth at St. Thomas Academy and the Visitation School did not seem to be a major part of this change in traffic volume, based on historic growth in the student body. However, in general, parent drop-offs have increased over the years nationwide which may be a factor in increase in traffic specifically at the Visitation School which houses preschool through 12th grade school children.

The study provided recommendations to address the six issues identified at the start of the study.

ACCESS MANAGEMENT GUIDELINES

Access management is the planning, design, and implementation of land use and transportation strategies in an effort to maintain a safe flow of traffic while accommodating the access needs of adjacent development.

Effective access management provides numerous benefits:

- Reduce congestion and crashes.
- Preserve road capacity and postpone the need for roadway widening.
- Improve travel times for the delivery of goods and services.
- Ease movement between destinations.
- Support local economic development.

In order to ensure safe and convenient travel within the City, access management guidelines shall be applied when making development decisions. The following access management guidelines of the Minnesota Department of Transportation shall be incorporated into this Comprehensive Plan update:

1. Think land use and transportation.

Before approving a subdivision or rezoning, consider what road design and improvements will be needed to support the development and link it to the surrounding area.

2. Identify and plan for growth areas.

Incremental and uncoordinated development will not lead to a livable community or a healthy business climate. Support economic growth by planning and investing in a local road network to support development.

3. Develop a complete hierarchy of roads.

A viable community requires a variety of roadways organized as an integrated system. Highways and arterials are needed for longer, higher speed trips. Local streets and collectors provide access to homes and businesses. Recognize that different roads serve different purposes.

4. Link access regulations to roadway function.

Access requirements in zoning and subdivision regulations should fit each roadway's functional classification. Recognize that the greatest access control is needed for those roads intended to serve longer, higher speed trips.

5. Avoid strip development. Promote commercial nodes.

Commercial development can be located adjacent to and visible from the highway, but should be accessed via a system of parallel local roads and side streets that complement the state highway system.

6. Connect local streets between subdivisions.

Give residents convenient options for travel from one neighborhood to another by connecting local streets from one subdivision to the next.

7. Design subdivisions with access onto local streets.

Avoid lot designs with driveways that enter onto major state or county highways. Orient business and residential driveways to local streets that feed onto the highway at a few carefully designed and spaced intersections.

8. Practice good site planning principles.

Locate entrances away from intersection corners and turn lanes. Provide adequate space on the site for trucks to maneuver and for vehicles to queue at drive-through windows without backing or stacking on the roadway. Adjacent businesses should provide shared driveways and cross access so customers can make multiple stops without entering the arterial.

9. Correct existing problems as opportunities arise.

Adopt a long range vision for improving access along older, developed corridors. Correct unsafe accesses as individual parcels expand or redevelop. Work with affected property owners to consolidate driveways and provide internal access between parcels.

Fill in the supporting roadway network with local access roads as part of the redevelopment process.

10. Coordinate local development plans with Mn/DOT and county road agencies. Share plans for subdivisions, rezonings, and site plans with affected road authorities early in the development process. Contact Mn/DOT and the County Highway Department to talk about long range plans and development needs.

BICYCLES AND PEDESTRIANS

New trail segments have recently been constructed along Highways 13 and 149. New trails have also recently been constructed on the following roads: Mendota Heights Road, Northland Road, and Wachtler Road. Dakota County has completed a segment of the North Urban Regional Trail from Delaware Avenue to Dodd Road.

The City of Mendota Heights continues to seek out and address gaps in the existing trail system. The trail system, as depicted on the Parks and Trails Map, serves the community as a recreational amenity and as an opportunity for multi-modal transit.

TRANSIT PLAN

Public Transit Service

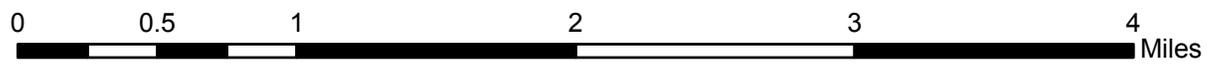
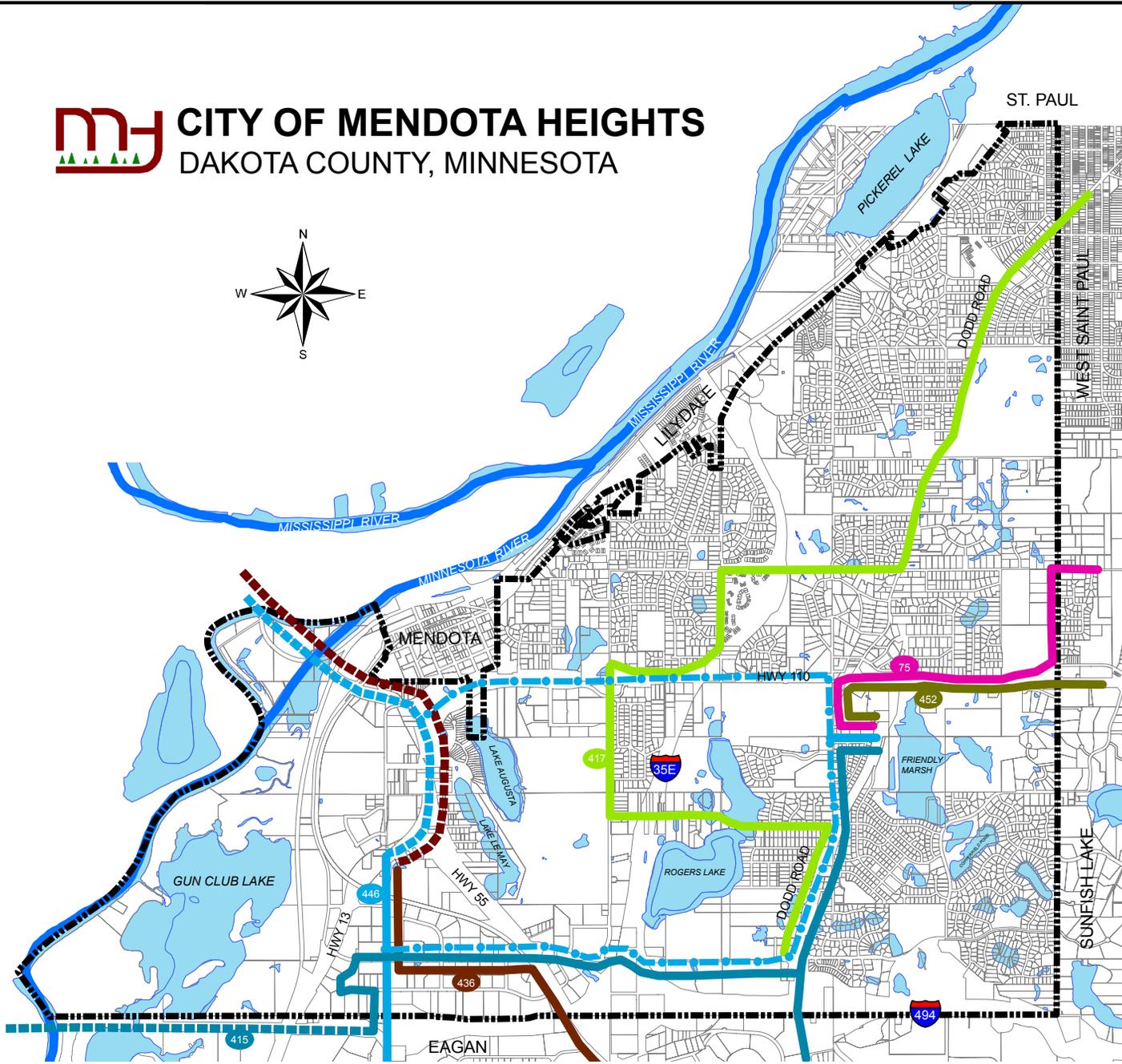
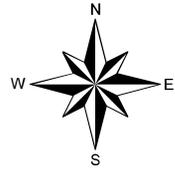
Mendota Heights is within the Metropolitan transit Taxing District. Mendota Heights is within Market III. Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs para-transit (ADA, seniors), and ridesharing.

Regularly scheduled transit route service is provided by the Metro Transit, Metropolitan Transit Services, and the Minnesota Valley Transit Authority. There are six (6) transit routes that operate within the City of Mendota Heights. These bus routes provide service to downtown Minneapolis, St. Paul, the University of Minnesota, the Mall of America, as well as other suburban areas, including Eagan, Inver Grove Heights, and West St. Paul. Several express routes, as well as local limited routes, are available for use by community residents.

The City does not have a designated Park and Ride facility; however, some residents utilize the Mendota Plaza parking lot for this purpose.

Metro Mobility, which serves people who need specially-equipped vehicles for transportation, is offered throughout the Twin Cities and within the Metropolitan Urban Service Area. Dial-a-ride service for all community residents is provided by Dakota Areas Resources and Transportation for Seniors.

CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Existing
Transit
Routes

-  City Boundary
-  Major River
-  Lakes
-  Bus Route
-  Nonstop Service
-  Limited Service

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Source: City of Mendota Heights, Dakota County, MN DNR, and Metro Transit.

July 2008.

AVIATION PLAN

Mendota Heights is a community directly affected by aircraft operations at Minneapolis-St. Paul International Airport (MSP). Aircraft noise is a major issue for Mendota Heights because of the detrimental impacts of increased operations on the quality of life in existing neighborhoods and the impact of land use compatibility guidelines and noise contours on development options.

Since the opening of the 17/35, “North-South” runway, previous issues with the distribution of air traffic have been reduced. All residential areas in Mendota Heights were in conformance with the original aviation guidelines and their previous projections of air noise and air traffic. Until recently, Mendota Heights was the only city that adopted the original Metropolitan Council noise zones and guidelines and is the only city to adopt and enforce a Noise Attenuation Ordinance.

The Runway Use System at MSP relies heavily on “land compatibility” as a guiding principle for departure determination, thereby increasing the volume of traffic and the percentage of exclusive use of the southeast corridor, which was zoned commercial/industrial in cooperation with regional and local planning agencies. This increased traffic has impacted existing compatible residential neighborhoods in Mendota Heights.

The City of Mendota Heights has worked strenuously to address airport noise issues. A citizen Airports Relations Commission provides recommendations to the City Council on airport issues. This plan is a compilation of the City’s work and history regarding the airport. An annual plan of action outlines the City’s approach to future airport decisions and actions to monitor the impacts of the airport on the community. In addition to these local efforts, the City has adopted a Zoning Ordinance for MSP consistent with State and Federal requirements for height control jurisdictions.

Mendota Heights understands the importance of protecting airspace from potential electronic interference and obstructions to air navigation. Notification to the Federal Aviation Agency (FAA) concerning potential obstructions to navigable airspace is of utmost importance to the City. To address this issue, Mendota Heights shall submit Form 7460 to notify the FAA of any potential obstructions.

AIRPORT – RELATED GOALS AND POLICIES

The overall goals in relation to airport related issues are as follows:

1. Support improvements to keep MSP operating safely and efficiently.
2. To reduce negative airport impacts in Mendota Heights.
3. Work with the Metropolitan Airports Commission (MAC) on joint planning efforts (including participating in Joint Airport Zoning Board proceedings).

4. To reduce aircraft noise through equitable distribution of flights among all communities located adjacent to MSP.
5. To work diligently with all noise issues and agencies to decrease aircraft noise in volume and to decrease the area of noise impacts.

AIRCRAFT NOISE POLICIES

To address the issues described herein and to pursue the goals of the City, the following are the policies of the City of Mendota Heights:

1. Increase public participation and representation through the Noise Oversight Committee (NOC) and the Metropolitan Airports Commission (MAC).
2. Achieve noise reduction through advocating modified takeoff procedures and corridor compliance.
3. Advocate an equitable distribution of aircraft traffic and a more equitable runway use system.
4. Monitor the continued implementation of the Minneapolis/St. Paul (MSP) airport Comprehensive Plan.
5. Advocate for specific noise control measures through operational changes and advance technology.
6. Establish a physical capacity for the Mendota Heights/Eagan corridor and transfer general aviation use to other reliever airports.
7. Notify and work with MAC in the event that potential airspace obstructions are encountered.

HISTORY OF NOISE REDUCTION EFFORTS

The City of Mendota Heights has addressed aircraft noise issues in several ways, including the following formal actions:

1. Membership in the NOC.
2. Modification of the Land Use Plan consistent with the established aircraft flight corridor.
3. Adoption of the Aircraft Noise Attenuation Ordinance.

4. Establishment of the citizen Airports Relations Commission (ARC) to study airport issues and make recommendations to the City Council.
5. Agreement to a contract with MAC prohibiting construction of a third parallel runway.

The City has worked through the various agencies on issues including: modification of aircraft landings and departures, supporting the installation of ANOMS, supporting the prohibition of Stage II aircraft, and educating homeowners about the Part 150 program.

The City of Mendota Heights planned its land use according to the flight corridor, as originally established, and adopted land use guidelines into an ordinance format in 1987. Operations have strayed to existing residential areas outside of the planned corridor however, significantly impacting several neighborhoods.

IMPACTS ON FUTURE LAND USE PLANNING

Mendota Heights has planned its land uses in relation to the City's experience with air noise and the airport's aviation guidelines. New development and redevelopment in the areas affected by air noise is closely scrutinized, and has been accomplished with success through strict adherence to site planning and building design regulations.

The City of Mendota Heights has adopted the Metropolitan Council's model Sound Attenuation Ordinance and has enforced the provisions of this ordinance for all building permits in the Noise Zones since 1986. Town home projects are considered to be consistent with the Aviation Policy compatibility guidelines for Noise Zone 4, which allows residential land uses, as a conditional use. The conditional use for residential land use in Noise Zone 4 is satisfied through the enforcement of the City's Sound attenuation Ordinance, thereby, allowing residential construction to meet the Aviation Guide Plan's land use compatibility guidelines.

The City of Mendota Heights considers town home development to be consistent with Aviation Guide Plan land use compatibility guidelines for the following reasons:

The experience of the City of Mendota Heights with the Sound Attenuation Ordinance has shown that single family homes and multiplex residential structures (in Noise Zone 4) can be sound attenuated as successfully as larger buildings with shared entrances.

1. A continuing reduction in experienced air noise, as evidenced by the airport's planning documents, new runway construction, and enhancements in aircraft technology, will result in the protection of current Mendota Heights residential areas from the prospect of new negative air noise impacts.
2. The City of Mendota Heights will allow for the development of town home projects, consistent with the policy direction associated with the City's recent

SECTION FOUR: TRANSPORTATION PLAN

housing developments around Lake Augusta, provided the project demonstrates compliance with the following:

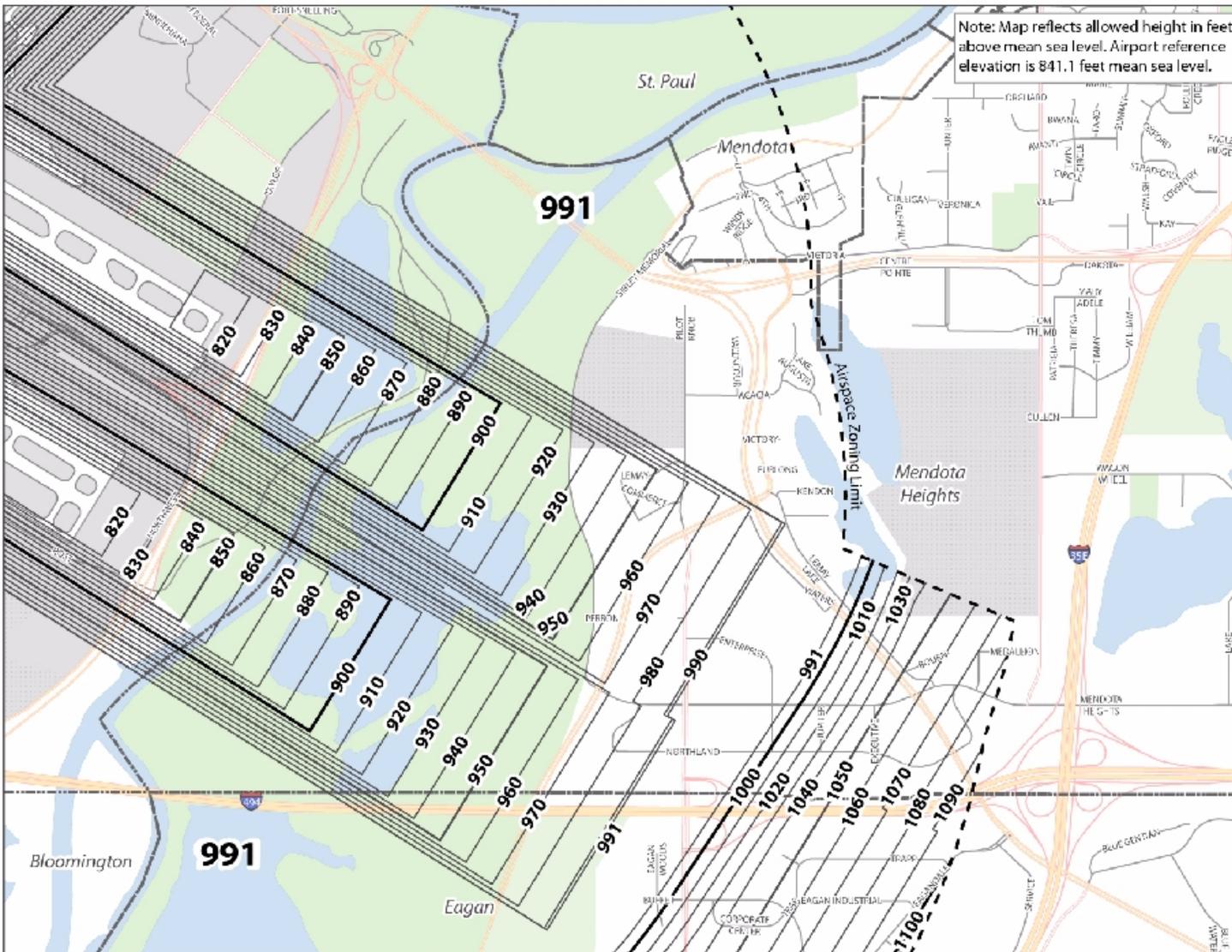
- a. Future town home developments shall be required to limit the exterior use on the site through unit design and the layout of the site plan.
- b. Future town home developments shall be designed compliant with the building requirements of the City's Sound Attenuation Ordinance.
- c. Future town home developers shall file notice against the property deeds notifying all future property owners that the parcels exist within the Metropolitan Council's Air Noise Zones.



CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



Note: Map reflects allowed height in feet above mean sea level. Airport reference elevation is 841.1 feet mean sea level.



2030
COMPREHENSIVE
PLAN

Minneapolis Airport
Height Restrictions



Source: Metropolitan Airports Commission, Jan 2010.



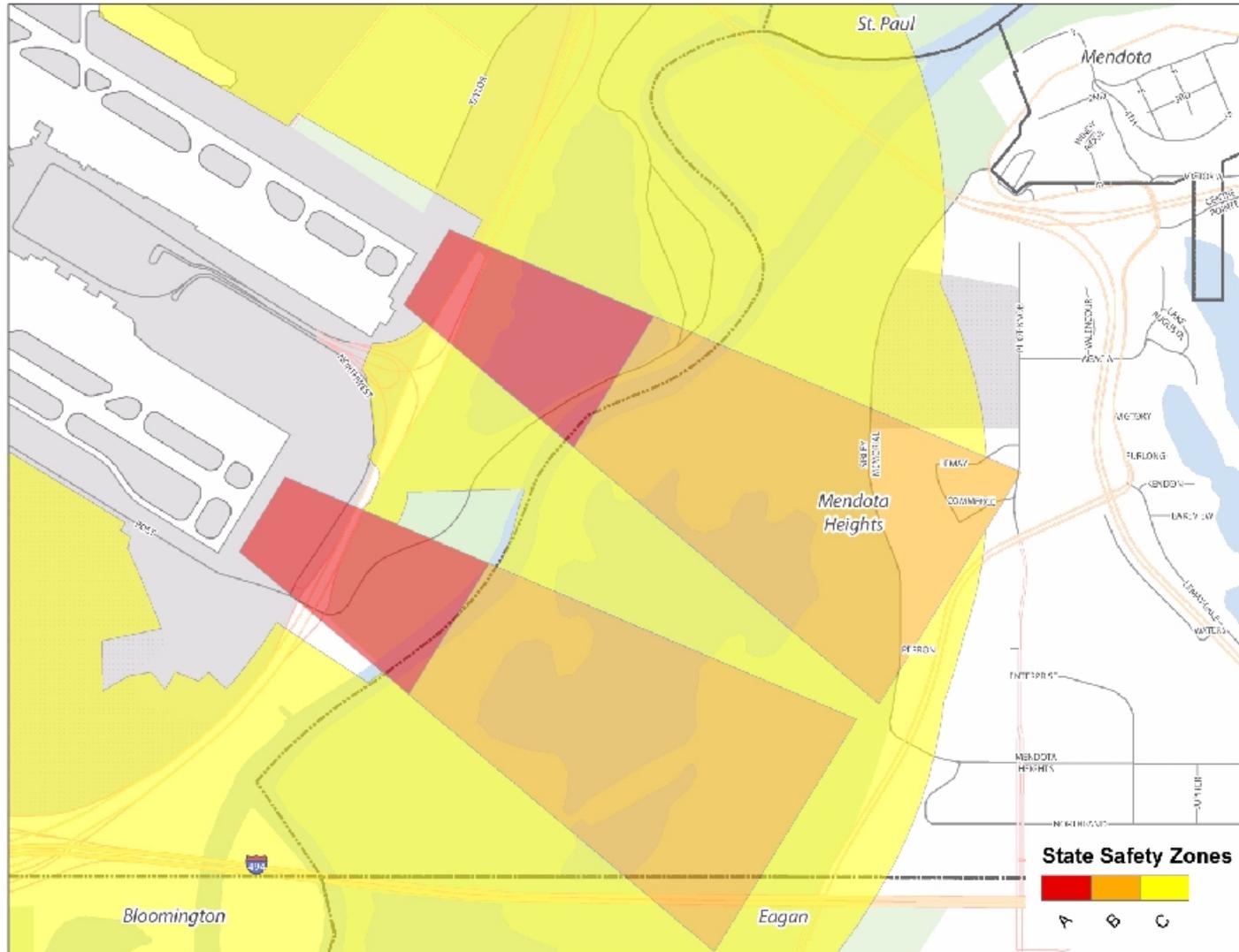
CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030

**COMPREHENSIVE
 PLAN**

**Minneapolis Airport
 State Safety Zones**

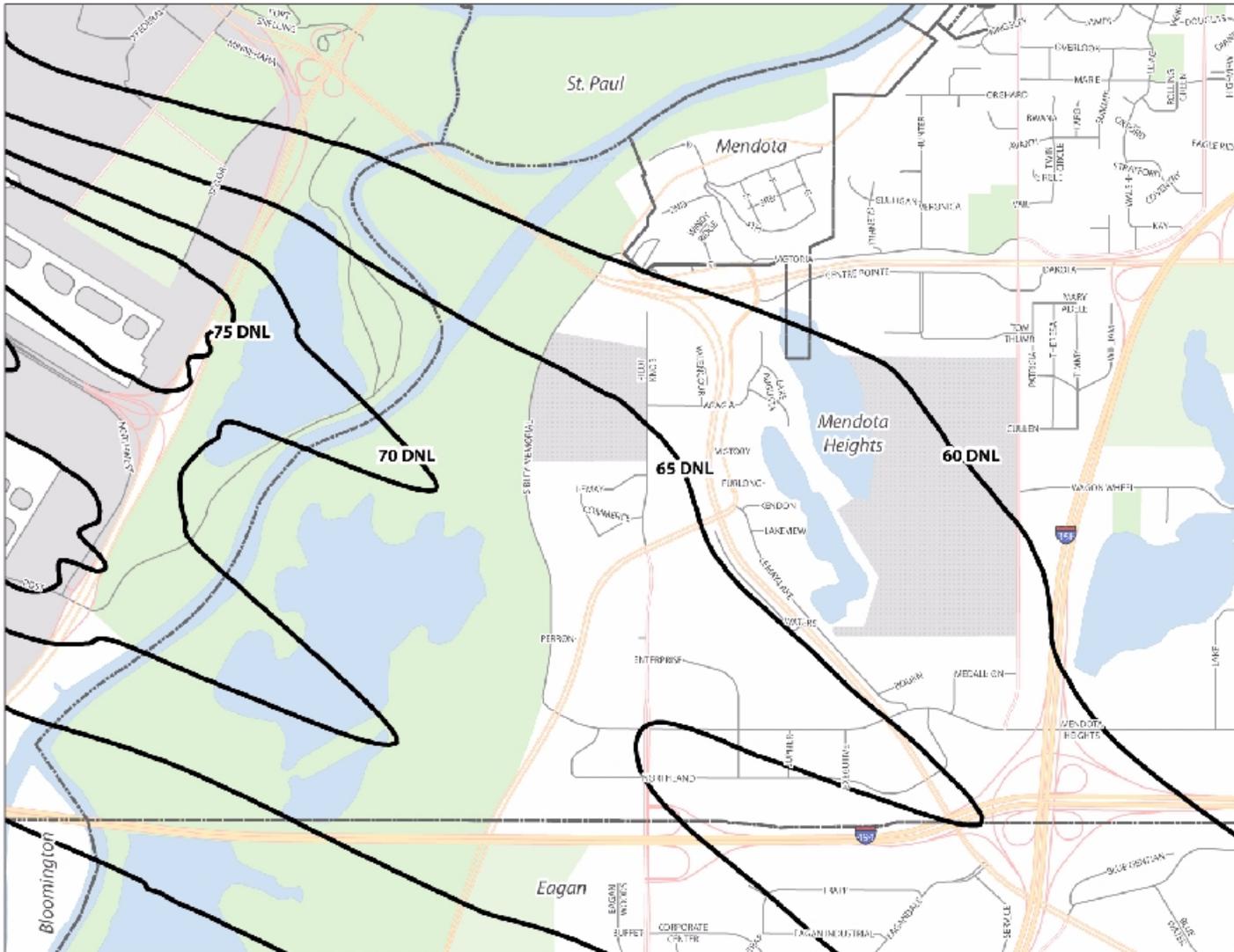


 NORTHWEST ASSOCIATED CONSULTANTS, INC.
 10000 Hennepin Avenue, Minneapolis, MN 55424
 Telephone: 612.338.1000 Fax: 612.338.1001

Source: Metropolitan Airports Commission, Jan 2010.



CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030

**COMPREHENSIVE
 PLAN**

**Minneapolis Airport
 Noise Contours
 (2007 Mitigated)**

 **NORTHWEST ASSOCIATED CONSULTANTS, INC.**
 10000 Hennepin Avenue, Minneapolis, MN 55424
 Phone: 612-521-1100, Fax: 612-521-1101, Email: info@nac.com

Source: Metropolitan Airports Commission,
 Jan 2010.

PARKS, OPEN SPACES, AND TRAILS PLAN

The City of Mendota Heights enjoys a park, open space, and trail system with over 290 acres of City parkland and 21 miles of trails. The City also has Fort Snelling State Park, Big Rivers Regional Trail, North Urban Regional Trail (Mendota-Kaposia Trail), and other park facilities located within or near its boundaries. The park system is recognized as an important asset to the community because it provides opportunities for residents to relax, recreate, and enjoy nature, while also enhancing the physical landscape and improving property values.

Previous Comprehensive Plans (1959 & 1979) and Park Plans (1971 & 1985) have guided the City in the development of its park system. As development has occurred, parkland has been dedicated to provide residents with recreational opportunities. Since the adoption of the 1979 Comprehensive Plan, the City has made improvements to all parks and has developed the following new parks: Copperfield Ponds, Hagstrom-King, Kensington, Mendakota, Sibley, Valley View Heights, and Victoria Highlands. The location of these new parks closely resemble Plan recommendations and reflect the City's commitment to providing park services to all residents as opportunities arise.

Not only has the City made improvements and developed new parks, it has also made efforts to retain existing open space. The City purchased the 17-acre Mendota Heights Par 3 Golf Course after the private owners proposed to develop the property into approximately 30 single family lots. The City also joined with other public entities and purchased the 25.5-acre Pilot Knob area, which will be retained as open space.

The City of Mendota Heights currently has sufficient park acreage to serve its residents, although not all residents have equal access to those facilities. Future improvements will focus on updating existing facilities, adding trail facilities to neighborhoods that lack access to parks, and increasing the amount of open space. This may be accomplished through either park dedications or purchasing land. Trails are also an important component and focus of this plan because they connect neighborhoods to one another and the community to regional recreational opportunities.

The Parks and Recreation Commission is an appointed citizen body responsible for evaluating park facility needs. The needs are determined based upon the adequacy and accessibility of existing facilities, the availability of a desired piece of land, and budget considerations. Recommendations are forwarded to the City Council during the City's annual budget and Capital Improvements Program (CIP) process.

RECREATION PROGRAMMING

The City of Mendota Heights currently has one part-time recreation programmer. This person is responsible for coordinating adult and senior activities, non-athletic youth activities, and youth recreation activities not provided by the Mendota Heights Athletic Association (golf, tennis, fishing, etc). The Mendota Heights Athletic Association coordinates youth athletic activities within the City.

GOALS AND POLICIES

Goals:

1. To provide the optimum amount of active and passive open space for the enjoyment of all Mendota Heights residents.
2. To provide a park system that assures the quality of facilities will match residents' desires and standards of living.
3. To use the park system as a means to enhance the environment of each neighborhood and the City as a whole.
4. To support the Dakota County 2030 Greenway Corridors Plan/Vision.

Policies:

1. Encourage the preservation of open space by private property owners and the City.
2. Maximize the use of existing park facilities and consider establishment of additional facilities for all age groups when necessary, including facilities for the handicapped.
3. Explore new opportunities and continue to work cooperatively with School District #197, St. Thomas, Visitation, Fort Snelling State Park, and other entities to provide maximum recreational opportunities and avoid duplication of services.
4. Improve and expand bicycle and pedestrian connections to City parks and other community destinations.
5. Provide neighborhoods of the City with trails, open space, and quality park facilities and amenities.

EXISTING CITY PARKS AND OPEN SPACES

Mendota Heights now has 295.7 acres of City parks and open space. A brief discussion of the three types of parks that typically comprise a local park system is provided below. The descriptions and standards should serve as a guide. Other factors, such as proximity to regional or county parks, financing, or major trends in recreation, will also influence the evolution of the City’s park system.

1) Neighborhood Park

Neighborhood parks are the basic unit of the park system and serve as the recreational and social focus of the neighborhood. They accommodate a wide variety of age and user groups, including children and adults. They create a sense of place by bringing together the unique character of the site with that of the neighborhood. Mendota Heights should seek to achieve a balance between active and passive neighborhood parks. Neighborhood parks range from 5-30 acres and serve a ½ mile area. Communities often will operate a joint neighborhood park with the school district and elementary schools. The City’s neighborhood parks include Friendly Hills, Hagstrom-King, Ivy Hills, Marie, Valley, Valley View Heights, Victoria Highlands, and Wentworth.

2) Community Park

Community parks are designed to meet the recreational needs of several neighborhoods or larger segments of the community. They are intended for lit ballfields and larger athletic facilities or community gatherings. They can also be designed to preserve unique landscapes and open spaces. They serve a ½ mile to 5-mile radius. The City’s community parks include Kensington, Valley, Roger’s Lake, Mendakota, and Sibley Athletic Complex.

3) Natural Resource Area

Natural resource areas are areas set aside to preserve significant or unique landscapes. They are often, but not always, properties unsuitable for development with steep slopes, drainageways, and ravines or wetlands. In addition, there may be locations where local tree protection, shoreland and critical area ordinances, or state and local wetland ordinances restrict development in some way. Natural Resource areas include Friendly Marsh, Copperfield Ponds, Valley Park, and Pilot Knob.

The table on the following page identifies the City’s Parks and Open Spaces, their locations, and facilities offered:

City of Mendota Heights Parks & Facilities	Acres	Nature Area	Trail	Softball/ Baseball	Soccer	Tennis	Basketball Court	Volleyball	Play Equipment	Picnic Area	Shelter(s)	Hockey Rink	Skating Rink	Parking	Bandshell	Boats	Portable Toilet
Civic Center Lexington & Hwy 110	4		•	•										•			•
Copperfield Ponds East of Huber Dr at Cheyenne Ln	24.9	•P	•														
Friendly Hills Park Pueblo Ln & Decorah Ln	15.5	•P	•	•	•YO	•	•3	•	•	•	•	•	•5	•			•
Friendly Marsh Park North of Cheyenne Ln & Apache St	33.4	•P	•														
Hagstrom-King Park Mendota Heights Rd, East of Huber	9.6	•P	•	•			•3		•					•			•
Historic Pilot Knob Just off Mendota Bridge, Between Acacia Cem & TH 55	25.5	•	•											•			
Ivy Hills Park Butler & Maple Park Dr	9.3	•P	•	•	•YO	•	•3	•	•	•				•			•
Kensington Park Concord Wa, South of Mendota Heights Rd	14.6	•P	•		•F				•	•	•E			•			•C
Marie Park North of Marie Ave, Between Victoria & Lexington	6.2	•P	•	•		•	•3	•	•	•		•	•	•			•
Mendakota Park Dodd Rd & Mendakota Dr	19.7		•	•	•Y		•	•	•	•	•E			•	•		•C
Roger's Lake Park Wagon Wheel Tr, East of I-35E	9.2	•	•			•	•3	•4	•	•	•E			•		•	•
Sibely Athletic Complex Marie & Delaware	11		•	•	•F	•2								•			•C
Town Center NE Corner Dodd Rd @ Hwy 110; within "The Village"	0.5									•				•			
Valley Park Marie Ave, East of I-35E	94.4	•	•	•		•	•3		•	•	•			•			•
Valley View Heights Cullen & Timmy	0.7		•				•3		•								
Victoria Highlands Park Victoria Rd & Douglas RD	6.7		•	•	•YO		•3		•					•			•
Wentworth Park Wentworth Ave, West of Dodd Rd	10.5	•P	•	•	•YO	•	•3	•	•	•	•	•	•	•			•
Total	295.7																

1. Sibely Athletic Complex is a joint use facility owned and operated by School District 197 (Additional fields not included in above table)
2. School District 197 maintains 12 tennis courts at Sibely High School.

3. Half-court only.
4. Sand volleyball court – all others on grass.
5. Paved rink for inline skating (summer).

6. The city has no lighted ball fields.
7. All hockey rinks contain lights – rinks close at 10:00 p.m.
C. Comfort station – Permanent toilet facility – Open seasonally.

E. Electrical service.
F. Full size soccer field(s).
O. Overlay.
P. Pond/Natural areas.
Y. Youth soccer fields.

EXISTING STATE, REGIONAL, AND PRIVATE PARKS AND OPEN SPACES

There are also a number of regional, county and private facilities within or near the City's borders.

Fort Snelling State Park

The largest park with 611 of its 2,642 acres located in the City. It provides outdoor recreation opportunities and natural resource conservation for the public and is considered part of the regional recreational open space system. Fort Snelling State Park is a recreational state park offering swimming, large group and family picnic grounds, a boat launch, interpretive center and historical areas, trails, and scenic overlooks. Most of the park's active facilities are located on the Bloomington side of the River, requiring most Mendota Heights residents to drive or bike across the I-494, I-35E and Mendota bridges. The Mendota Heights portion of the park is left primarily as a natural area as it contains extensive floodplain marsh habitat. Facilities located in Mendota Heights support less intensive uses, such as biking, hiking, cross country skiing, and fishing. The Sibley and Faribault historic sites are also located on the Mendota Heights side of the River.

Harriet Island-Lilydale Regional Park

Located just north of Mendota Heights, this park is managed by the City of St. Paul. The lower portion of the park in the City of Lilydale is planned to remain passive open space. A beach and concessions area is planned, but highly unlikely due to wetland issues. The area also has a ramp for boat access to the River. A trail through the park, separate from the roadway, is planned to link St. Paul to the *Big Rivers Regional Trail*.

Dodge Nature Center

A 170-acre private facility dedicated to the restoration of native plant and animal communities. The nature preserve provides excellent educational programs and events.

School District 197

The City and School District work cooperatively to provide for joint use of facilities and recreation programs within the community. Play equipment, two softball fields, soccer and T-ball are provided at the Mendota and Somerset Elementary Schools. Friendly Hills Middle School is utilized for soccer, two softball fields and fitness programs. Tennis, baseball, softball, track, football, lacrosse, and soccer are all accommodated at Sibley High School.

Big Rivers Regional Trail

Developed in 1996 by Dakota County along the old Union Pacific Railroad right-of-way, this trail enables residents to bike, walk, and roller blade along the Minnesota and Mississippi Rivers. This trail serves as an important link to other communities and has greatly improved the awareness and accessibility of the River.

North Urban Regional Trail (Mendota-Kaposia Trail)

This trail serves as a link from Big Rivers Valley Park to West St. Paul and to South St. Paul.

Other Private Facilities / Open Space:

- Mendakota Country Club (18 hole private golf course)
- Somerset Country Club (18 hole private golf course)
- Acacia Park Cemetery
- Resurrection Cemetery
- St. Thomas Academy
- Visitation School
- St. Peter's Cemetery
- St. Peter's Church

Other Public Facilities / Open Space:

- Mendota Heights Par 3 Golf Course (9 hole public golf course)

REGIONAL PARK AND TRAIL NEEDS

The Metropolitan Council's *2030 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. Needs of the metropolitan region were identified, and changes have therefore been indicated that need to be implemented in order to meet the needs of the region.

The following Regional Park System Plan considerations would specifically affect the City of Mendota Heights:

1. **Dakota County North Urban Regional Trail** – This trail is proposed to connect the Dakota County Mississippi River Regional Trail to the Big Rivers Regional Greenway in northern Dakota County. A master plan for the trail has been completed and a portion of the trail is complete on the east end.
2. **Dakota North/South Regional Trail Search Area** – This is a proposed regional trail that will connect the “Empire Wetlands” Regional Park to the proposed Chub Lake Regional Park, the proposed Dakota South Cannon River Regional Trail, and Lake Byllesby Regional Park. The regional trail does not have an approved master plan yet. Dakota County will conduct a master planning process in the future to determine the trail alignment.

LOCAL PARK and TRAIL NEEDS

Parks

City park needs can be determined by evaluating the number, size, and accessibility of parks. It is often recommended a park system contain 25 acres of park for each 1,000 population, which is equal to 1,089 square feet per person. To meet this standard, the City would need to provide 302.5 acres of parkland (based on the projected year 2030 population of 12,100 persons when fully developed). The City currently has 295.7 acres of parkland and open space, and essentially meets the standard. Some additional parkland may be obtained as the few remaining larger parcels develop.

It is also important to evaluate residents' access to parks. Residents are typically willing to walk $\frac{1}{4}$ to $\frac{1}{2}$ mile to reach a neighborhood park. Major roads, wetlands, drainageways, and bodies of water also restrict access. The Park and Trails Plan Map identifies the existing parks, open spaces, nature preserves, cemeteries, and golf courses within the City.

The following three areas of the City are under served by the City's park system:

1. North of Somerset Country Club and east of Dodd Road. This neighborhood is lacking a City Park facility. However, most of these residents are within walking distance of Cherokee Regional Park in West St. Paul.

2. North of Highway 110, east of Dodd Road and south of Wentworth Avenue (Somerset). Although the Sibley Athletic Complex is located in this area, it does not serve a neighborhood function. A new neighborhood park should be considered as some of the larger lots re-subdivide.
3. North of Highway 110 and west of Lexington Avenue, there is a ball field at the Civic Center site. Marie Park is the nearest permanent park facility (aside from the aforementioned ball field) and for many residents is more than ½ mile away on the other side of Lexington Avenue. There are limited opportunities for a larger neighborhood park because the area is nearly fully developed. However, a mini-neighborhood park should be developed to serve the residents.

The City has identified several sites for additional park, open space, or trail connecting segments. The sites are identified as follows:

Areas of Interest:

- Resurrection Cemetery “Break-Off” area
- Visitation School property
- St. Thomas property off Mendota Heights Road
- Foss homestead by Wentworth Park
- Somerset area

Mendota Heights will pursue additional park, open space land, and trail connections to the extent it becomes available and is within the resources of the City.

Trails

Trails for biking, walking, and roller blading have become very popular in recent years. Twenty-one (21) miles of trails currently extend through portions of the City’s neighborhoods. These trails are both off- and on-road and serve as important connections for recreational opportunities and travel.

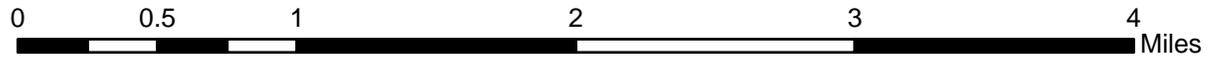
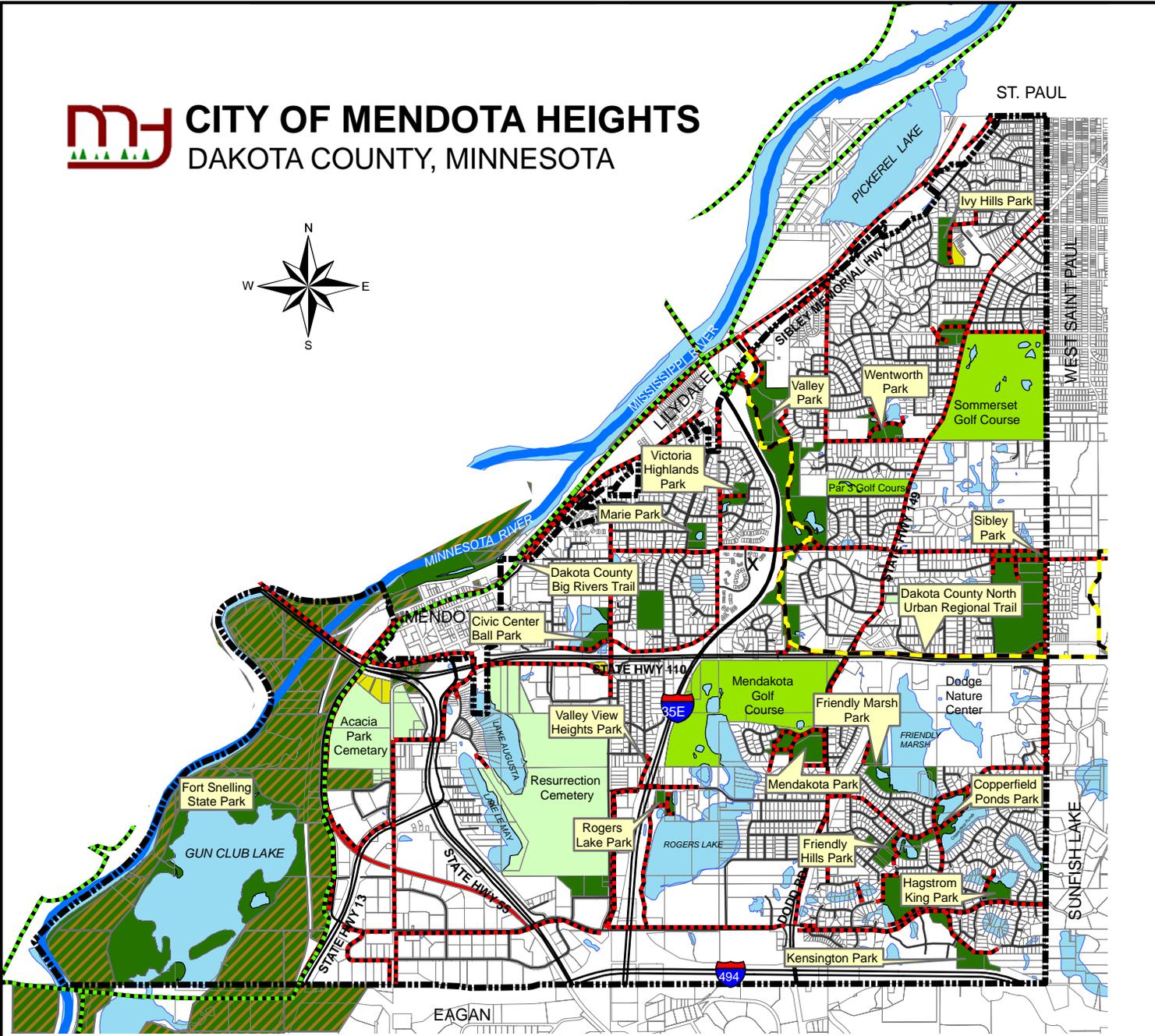
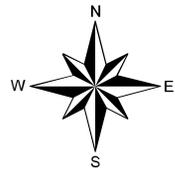
Improved trail connections are important because many residential areas are divided by highways and arterial roads. The recent construction of the *Big Rivers Regional Trail* along the Minnesota River and the trail connection to the I-35E Bridge railway have also heightened the awareness and demand for improved access to the river valley. Access to the *Big Rivers Regional Trail* is difficult due to the significant elevation changes. As a result, many areas of the community cannot be easily accessed on bikes, roller blades or foot from other areas of the community. Additional or improved trail connections are needed to provide residents access to City parks and other recreational opportunities in the region.

Trail connections and improvements planned by the City are shown on the following map and are listed below.

Planned Trail Connections and Improvements:

- Delaware Avenue/TH 110
- Lexington Avenue south of TH 110
- Valley Park/Par 3 Golf Course/Wachtler/Wentworth
- Highway 13 west of Opus
- Dodd Road: TH 110 to Marie Avenue
- Augusta Shores/Resurrection/Lexington
- Wagon Wheel Trail
- MRCA/MNRRRA Plan Trail Connections – MRCA/MNRRRA trail improvements and who will be responsible for their development are listed below.
 - Huber/Friendly Marsh to Dodd/TH 110
 - TH 110/Delaware to Huber
 - Dodge Nature (Dakota County Greenway Corridor)
 - Future Upgrade through Valley Park (City of Mendota Heights)
 - Highway 13 from Victoria Avenue to Lilydale Road – 6
‘ Trail on the north side (Lilydale side) (Mn/DOT)

CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Park and Trails Plan

Parks

- State Park
- City Park
- Open Space
- Nature Preserve
- County Trail
- Cemetery
- Golf Course

Regional & State Trails

- Existing
- Planned
- Proposed

City Trail

- Existing
- Major River
- Roads
- City Boundary
- Water

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Source: City of Mendota Heights, Dakota County, Metropolitan Council, and Minnesota Department of Natural Resources.

July 2008.

WASTEWATER MANAGEMENT

The City of Mendota Heights is completely within the Metropolitan Urban Service Area (MUSA) and, pursuant to the 1979 Comprehensive Plan, the entire area of the community could theoretically have been totally sewerred in 1990. The sanitary sewage system in Mendota Heights was developed based upon the Sanitary Sewer System Master Plan dated March 28, 1966. In 1972, the Plan was approved by the Metropolitan Council and Metropolitan Sewer Board (now the Metropolitan Waste Control Commission). The City is a fully sewerred community with the exception of the Somerset Rural Residential neighborhood and a limited number of scattered sites that still utilize private, on-site septic systems. The City is serviced by the Metropolitan Waste Water system. Waste water flows via a Metropolitan sewer interceptor from Mendota Heights to the Metro Plant, which is located along the Mississippi River.

The sanitary sewerage collection system in Mendota Heights is tributary to the Metropolitan Waste Control Commission System. The majority of the Mendota Heights system flows into an interceptor connection, which crosses under the Mississippi River near the Interstate 35E Bridge to the West Seventh Street interceptor and ultimately to the treatment plant at Pig’s Eye Island. A portion of the northeastern part of the City flows directly into the St. Paul system at Chippewa Avenue and Annapolis Street.

The Metropolitan Council submitted a revised Systems Statement to Mendota Heights in 2004. In 2005, the Metropolitan Council reviewed the Local Surface Water Management Plan and encouraged the local watershed districts to approve the plan. The Metropolitan Council projected wastewater flows and sewerred population/housing forecasts based on current trends in the community, displayed below:

Sewer Needs Forecasts				
	2000	2010	2020	2030
Population	11,434	11,700	11,700	11,800
Households	4,178	4,500	4,600	4,700
Employment	8,549	9,100	9,800	10,300

The City of Mendota Heights does not believe that the ultimate build-out population of the community will be as high as Metropolitan Council projections, as remaining development sites are extremely limited. The MWCC projections are considered to be adequate to serve the anticipated Mendota Heights capacity needs through the year 2030. As outlined in the System Statement for the City of Mendota Heights, there are no proposed interceptor improvement projects scheduled through 2030 to support the long term needs of the City.

The total annual flow contributed to the MCES sanitary sewer program has been in decline over the past several years. This decline can be directly attributed to the City of Mendota Heights’ efforts to reduce I/I contributions to the system. The following table outlines anticipated flow rates assuming projected increases in population and households from the 2009 flow quantity.

Sewer Flow Forecasts				
	2009	2010	2020	2030
Population	11,635	11,700	11,700	11,800
Households	4,506	4,500	4,600	4,700
Sanitary Flow (MG)	534	535	546	557

Individual Sewage Treatment Systems (ISTS)

Sanitary sewer is available to all properties; however, approximately 60 Individual Sewage Treatment Systems (ISTS) are still utilized in the community. The largest concentrations of on-site septic systems are in the Somerset neighborhood located in the east central part of the City, adjacent to the City of West St. Paul and the Olivia T. Dodge Nature Center. City Code (10-3-3: Individual Sewage Treatment Systems) outlines management practices for properties served by an Individual Sewer Treatment System (ISTS): the system must be pumped/inspected at least once every three years. The Pumping/Inspection must be performed by a person with a current MPCA sewage contractor license. The licensed contract is responsible for filing a septic maintenance log with Dakota County. Upon verification of required maintenance, the City shall issue a statement of compliance in letter form, permitting three additional years of operation. The City will notify the owner of an ISTS no later than two months before permit expiration.

Inflow and Infiltration

The condition of sanitary sewer systems can greatly impact total sewage flow. Inflow and Infiltration (I/I) are terms for the ways that clear water (rain and groundwater) makes its way into sanitary sewer pipes. Infiltration occurs when groundwater seeps into sewer pipes through cracks, leaky joints or deteriorated manholes. Inflow is a direct connection that allows rainwater to enter the sewer system through roof leaders, basement sump pumps, or foundation drains illegally connected to the system. I/I are of great concern as it results in the unnecessary treatment of water and consumes capacity in the large regional sewer pipes. I/I can also contribute to sewer backups into homes and overflows into local lakes and rivers. In order to minimize I/I, the City prohibits the connection of sump pumps, rain leaders and passive drain tile into the sanitary sewer system.

The current I/I goal for the City of Mendota Heights is an allowable peak hourly flow of 4.3 mgd. The Metropolitan Council’s metering program shows that the City of Mendota Heights’ 2004 annual average flow was 1.43 mgd. Notwithstanding exceeding our I/I goal, the City of Mendota Heights continues to seek opportunities to reduce clear water flow into the sanitary sewer system.

- The City conducts regular inspection of sewer pipes and pipe lining utilizing closed circuit television.
- The entire system is cleaned and televised every five years.
- Verifying clean out covers are in working order.

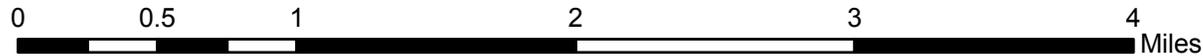
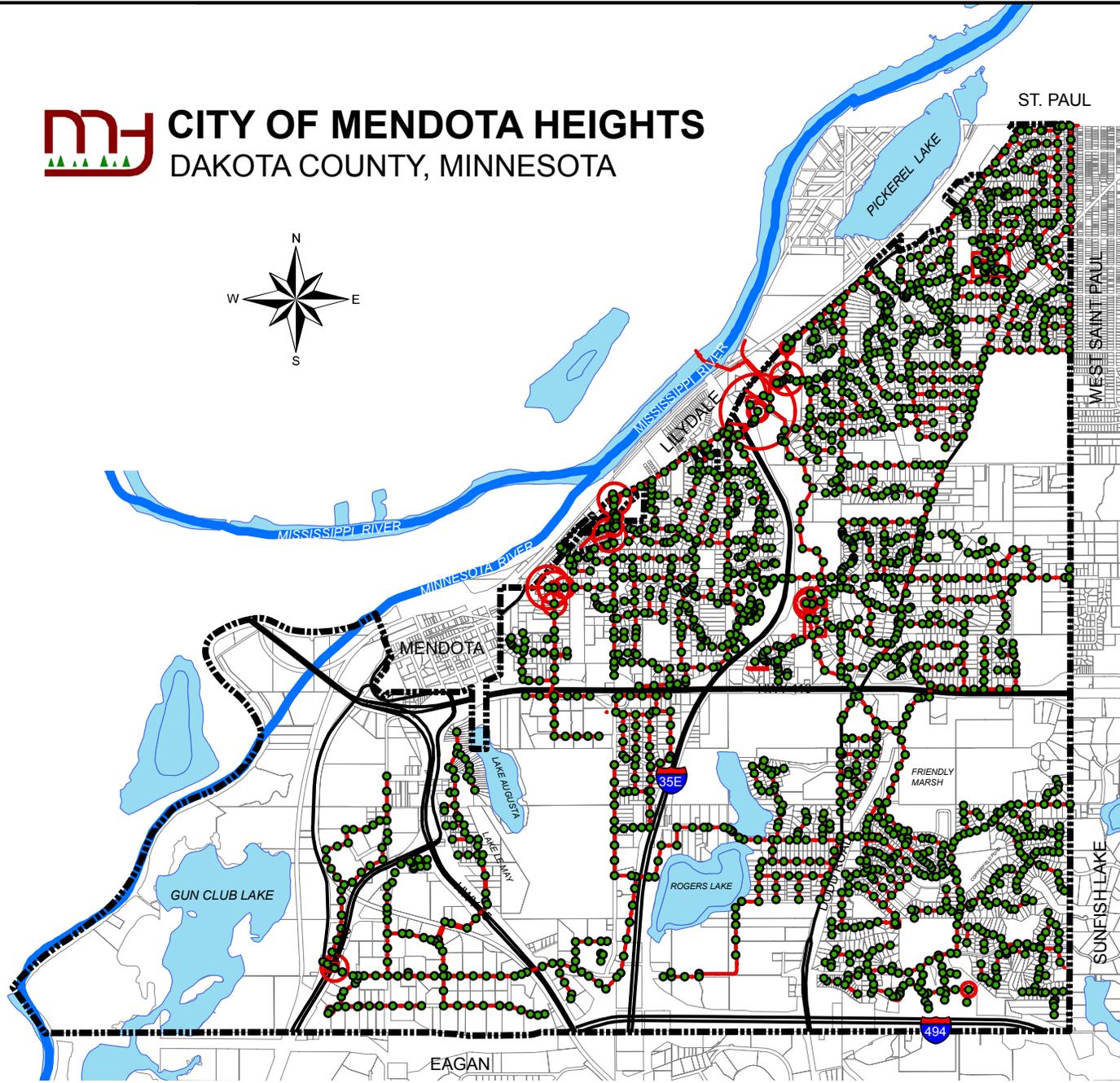
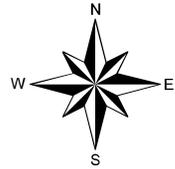
- In areas of heavy infiltration, the City will install a synthetic liner or replace failing main line and service pipes.
- Manhole rings and casting seals are required on all new and rehabilitated structures.
- Education and outreach.

Stormwater Management

In 2006, the City of Mendota Heights adopted a Local Surface Water Management Plan (LSWMP), which can be viewed at City Hall. The LSWMP serves as a planning document providing direction to help conserve, protect and manage surface water resources. The plan reflects the requirements of the watersheds with jurisdiction within the City: the Lower Minnesota River Watershed District, the Gun Club Lake Watershed Management Organization and the Lower Mississippi River Watershed Management Organization.



CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Sanitary Sewer
Base Map

-  Sewer Lines
-  Man Holes
-  City Boundary
-  Major River
-  Parcels

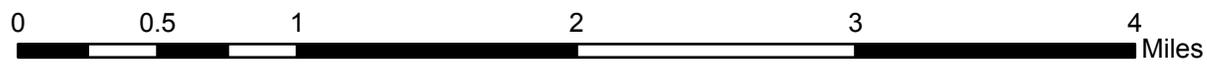
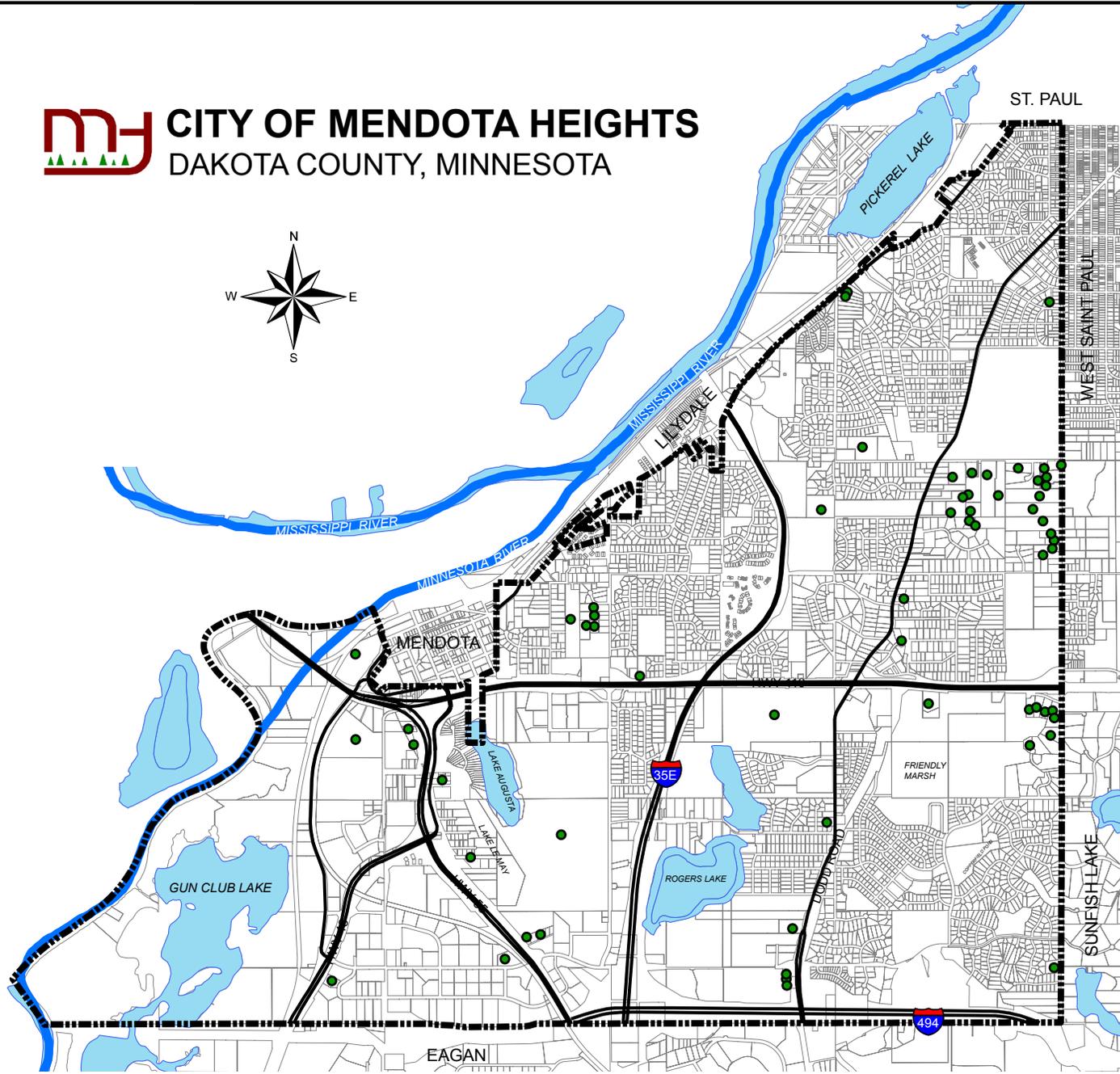
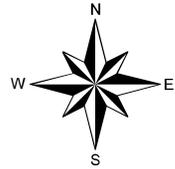
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Source: City of Mendota Heights,
 Dakota County, and
 Minnesota Department of Natural Resources.

April 2010.



CITY OF MENDOTA HEIGHTS
 DAKOTA COUNTY, MINNESOTA



2030

COMPREHENSIVE PLAN

Individual Sewage Treatment Systems (ISTS)

-  ISTS
-  City Boundary
-  Major River
-  Lakes
-  Parcels

 **NORTHWEST ASSOCIATED CONSULTANTS, INC.**
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 Telephone: 763.251.2550, Facsimile: 763.251.2161, www.nacconsulting.com

Source: City of Mendota Heights, Dakota County, and Minnesota Department of Natural Resources.

April 2010.

IMPLEMENTATION

Mendota Heights is dedicated to long-range planning in an attempt to avoid any land use developments which may have negative repercussions in the future. Therefore, the City shall adopt this Comprehensive Plan as soon as practical after Metropolitan Council approval. The implementation of the Comprehensive Plan begins with adoption of official controls, such as the zoning ordinance and subdivision regulations, followed by day to day monitoring and enforcement of the ordinances and regulations.

The Implementation Section tells ‘how’ the City of Mendota Heights intends to follow through with the Comprehensive Plan, indicating official controls, public programs, and fiscal devices that will ensure the implementation of the Comprehensive Plan and protection of public infrastructure. According to Minnesota Statute 473.859, Subd. 4, *An implementation program shall describe public programs, fiscal devices and other specific actions to be undertaken in stated sequence to implement the comprehensive plan and ensure conformity with metropolitan system plans.*

The following outlines a description of standards and programs to be used in implementing the Comprehensive Plan. These standards are intended to provide broad direction for the City in establishing its official controls.

OFFICIAL CONTROLS

Official controls are required to guide zoning, subdivision, water supply, and private sewer systems. Official controls include ordinances, fiscal devices, and other actions the City uses to implement the Comprehensive Plan. According to the Metropolitan Council’s *Local Planning Handbook*, to be consistent with the *2030 Regional Development Framework*, the municipality should adopt official controls to:

- Accommodate levels of growth consistent with *2030 Regional Development Framework* forecasts;
- Provide land use and transportation connections;
- Protect natural resources; and
- Implement the Comprehensive Plan.

The Land Use Plan is virtually unchanged. Accordingly, there are no changes proposed to official controls. Requests to modify controls will be handled on a case-by-case basis. MSA funds will be used to complete trail segments along State Highway 149 (Dodd), north of 110 and State Highway 13 (Sibley Memorial Highway), east of I-35E.

RELEVANT ORDINANCES

The City shall utilize its Zoning Ordinance, as well as other ordinances and regulations, such as its Subdivision Ordinance, the Critical Area Ordinance, and others, to implement the Comprehensive Plan Land Uses identified on the Land Use Map. The following section describes those ordinances and regulations:

ZONING ORDINANCE

The following includes a description of the zoning districts within the City of Mendota Heights that includes allowable densities/intensity of use and lot sizes, which ensure protection of the infrastructure and implementation of the Comp Plan.

R-1, One-Family Residential District

Minimum lot area of 15,000 square feet and 100 feet in lot width.

R-1A, One-Family Residential District

Minimum lot area of 40,000 square feet and 150 feet in lot width.

R-1B, One-Family Residential District

Minimum lot area of 30,000 square feet and 125 feet in lot width.

R-1C, One-Family Residential District

Minimum lot area of 20,000 square feet and 100 feet in lot width.

R-2, Medium Density Residential District

One-family detached dwellings are permitted on a minimum lot area of 15,000 square feet and 100 feet of lot width. Dwelling structures containing two (2) to twenty-four (24) units are also permitted as follows: a two-family dwelling lot shall contain a minimum area of 20,000 square feet and 100 feet of lot width; and a 3-family dwelling lot shall contain a minimum area of 30,000 square feet with 150 feet of lot width. Those lots that are not served by a public sewage system shall have a frontage of 200 feet and a minimum area of 30,000 square feet for a two-family dwelling.

R-3, High Density Residential District

Dwelling structures containing two (2) units to twenty-four (24) units, provided no more than 150 units in a given development project or on contiguous properties are in structures which are identical or substantially similar architecturally, are permitted. Dwelling structures of twenty-five (25) units or more are allowed through the conditional use permit process in the R-3 District.

Lot standards are as follows: Minimum lot width shall be 150 feet. No lot shall be developed separately if its area is less than 20,000 square feet. Lots not served by a public sewerage system shall have a minimum lot area of 30,000 square feet or 10,000 square feet of lot area per dwelling unit, whichever is greater.

The per unit minimum floor area requirements are as follows:

- Efficiency Units – Not Permitted
- One Bedroom Units – 750 Square Feet
- Two Bedroom Units – 800 Square Feet
- Three Bedroom Units – 1,000 Square Feet

The minimum lot area per dwelling unit requirements are as follows:

	<u>1 Bedroom</u>	<u>2 Bedroom</u>	<u>3 Bedroom</u>
1 story	6,310 sq. ft.	7,500 sq. ft.	8,290 sq. ft.
2 story	5,500 sq. ft.	6,530 sq. ft.	7,210 sq. ft.
3 story or more	5,100 sq. ft.	6,050 sq. ft.	6,680 sq. ft.

The total minimum lot area requirements herein may be decreased by 300 square feet for each parking space that is provided under a multiple-family building.

MR-PUD, Medium Density Residential Planned Unit Development District

The MR-PUD district is intended to provide the opportunity to develop a planned unit development of a nature and intensity equivalent to the R-2 zoning district. The permitted, conditional, and accessory uses in this district are the same as those for the R-2 district.

HR-PUD, High Density Residential Planned Unit Development District

The HR-PUD district is intended to provide the opportunity to develop a planned unit development of a nature and intensity equivalent to the R-3 zoning district. The permitted, conditional, and accessory uses in this district are the same as those for the R-3 district.

B-1, Limited Business District

Minimum lot area of 20,000 square feet and 100 feet in lot width.

B-1A, Business Park District

Minimum lot area of 3 acres and 300 feet in lot width.

B-2, Neighborhood Business District

Minimum lot area of 20,000 square feet and 100 feet in lot width.

B-3, General Business District

Minimum lot area of 25,000 square feet and 150 feet in lot width.

B-4, Shopping Center District

Minimum lot area of 10 acres and 500 feet in lot width.

LB-PUD, Limited Business Planned Unit Development District

The LB-PUD district is intended to provide the opportunity to develop a planned unit development of a nature and intensity equivalent to the B-1, Limited Business Zoning District. The permitted, conditional, and accessory uses in this district are the same as those for the B-1 district.

MU-PUD Mixed Use Planned Unit Development District

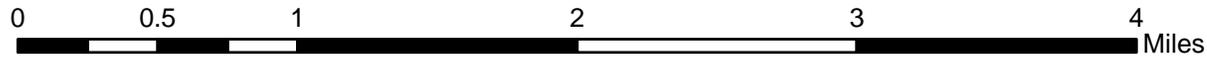
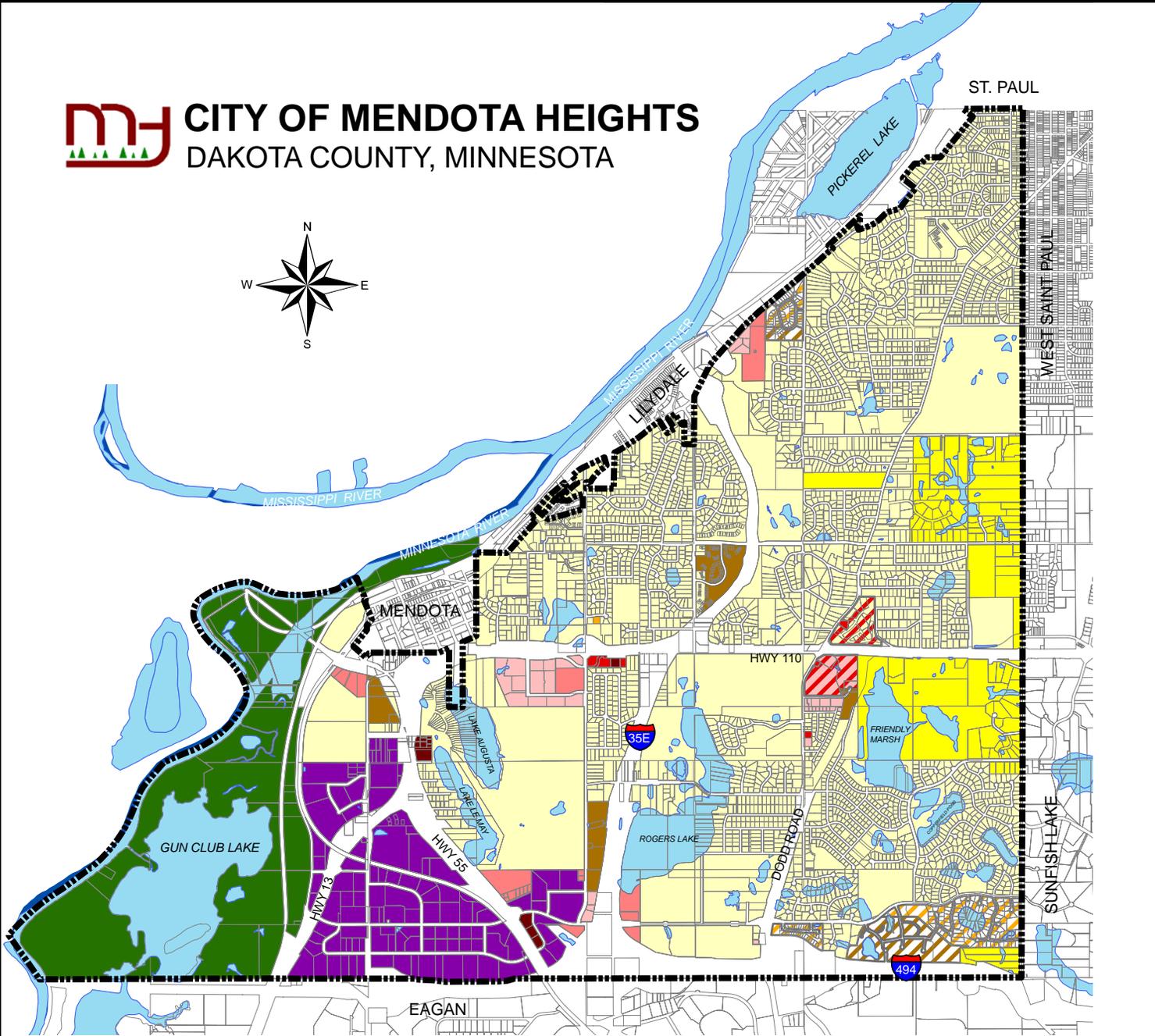
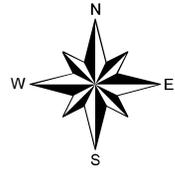
The MU-PUD district is intended to provide the opportunity to develop a planned unit development mixing residential and nonresidential uses. All of the permitted, conditional, and accessory uses contained in the R-2, R-3, B-1, and B-2 zoning districts shall be treated as potentially allowable uses within the MU-PUD district, provided they would be allowable on the site under the comprehensive plan. The city council shall have the authority to approve other uses in the MU-PUD district by special permit.

I, Industrial District

Minimum lot area of one acre and 100 feet in lot width.



CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA



2030
COMPREHENSIVE
PLAN

Zoning Map

- Zoning Classifications**
- R-1, One Family Residential
 - R-1A, One Family Residential
 - R-2, Medium Density Residential
 - R-3, High Density Residential
 - MR-PUD
 - HR-PUD
 - MU-PUD
 - B-1, Limited Business
 - B-1A, Business Park
 - B-2, Neighborhood Business
 - B-3, General Business
 - B-4, Shopping Center
 - I, Industrial
 - Water
 - State Park
 - Right-of-Way
 - Lakes
 - City Boundary

NAC NORTHWEST ASSOCIATED CONSULTANTS, INC.
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Source: City of Mendota Heights, Dakota County, Metropolitan Council, and Minnesota Department of Natural Resources.
 January 2010.

SUBDIVISION ORDINANCE

The Subdivision Ordinance, Title 11 of the City Code, has been adopted In order to safeguard the best interests of the city and to assist the subdivider in harmonizing his/her interests with those of the city at large. The Ordinance has also been adopted in order that adherence to regulations will bring results beneficial to both parties. It is the purpose of the Subdivision Ordinance to make certain regulations and requirements for the platting of land within the city pursuant to the authority contained in Minnesota statutes, which regulations the city council deems necessary for the health, safety and general welfare of this community.

NATURAL RESOURCE CONSERVATION ORDINANCES

The following are descriptions of particular Natural Resource Conservation ordinances that ensure protection of the infrastructure and implementation of the Comp Plan within the City of Mendota Heights:

Mississippi Critical Area Overlay District Ordinance

The city of Mendota Heights finds that the Mississippi River corridor within the metropolitan area and the city is a unique and valuable local, state, regional and national resource. The river is an essential element in the local, regional, state and national transportation, sewer and water and recreational systems and serves important biological and ecological functions. The prevention and mitigation of irreversible damage to this resource and the preservation and enhancement of its natural, aesthetic, cultural and historic values is in furtherance of the health, safety and general welfare of the city.

It is the purpose and intent of this Ordinance to prevent and mitigate irreversible damage to this unique state, local, regional and national resource; to promote orderly development of the residential, commercial, industrial, recreational and public areas; to preserve and enhance its values to the public; and protect and preserve the system as an essential element in the city's transportation, sewer and water and recreational systems.

Wetlands Ordinance

The purpose of this Ordinance is to provide for the protection, preservation, maintenance, and use of Mendota Heights wetlands and water resource related areas, to maintain the natural drainage system, to minimize the disturbance which may result from alteration by earthwork, loss of vegetation, loss of wildlife and aquatic organisms as a result of the disturbance of the natural environment, or from excessive sedimentation; to provide for protection of probable fresh water supplies; and to ensure safety from floods, within and beyond identified flood zones.

AIRCRAFT NOISE ATTENUATION ORDINANCE

The City finds that development within certain areas of the city is impacted by aircraft noise, which is beyond the regulatory authority of the city to control. The City also finds that certain uses of land are inappropriate in areas of high aircraft noise and some structures do not adequately attenuate aircraft noise, which results in negative impacts on the health, safety, and welfare of the inhabitants of the structures. However, through proper construction methods, there are means to ease aircraft noise at interior levels, which would alleviate such negative impacts. The requirements of this Ordinance are necessary to promote and preserve the health, safety, and welfare of the citizens of Mendota Heights.

The purpose of this chapter is to require that new or redeveloped portions of buildings within the city be constructed with materials and in such a manner that aircraft noise is attenuated by the structure to an interior level which has no adverse impact on the health, safety, and general welfare of the residents, all in accordance with the Metropolitan Council's guidelines for land use compatibility with aircraft noise. This chapter shall not apply to remodeling or rehabilitating an existing residential building, nor to the construction of an appurtenance to an existing residential building.

PUBLIC PROGRAMS

The following is a list of public programs and other actions that the City uses to implement the Comprehensive Plan:

- Site and Building Plan Review Process
- Citizen Participation
- Intergovernmental Cooperation

FISCAL DEVICES

The following describes the fiscal devices that ensure protection of the infrastructure and implementation of the Comprehensive Plan:

Capital Improvement Program

As a developed community, the City of Mendota Heights does not currently have a five-year Capital Improvement Program. The only major project planned involves wastewater, which is the realignment of a sanitary sewer at the end of South Plaza Drive. This is scheduled to be completed by March 31, 2011 and is estimated to cost approximately \$220,000. The funding source is yet to be determined.

There are no improvement projects planned at this time in the areas of water supply and parks/open space. There are also no new transportation projects planned, but the City continues to rehabilitate existing streets at a rate of completing one project per year and

SECTION SEVEN: IMPLEMENTATION

assessing a portion to the land owners. Recognizing the need for maintenance and upkeep of community infrastructure, the City will be adopting a five-year reconstruction, rehabilitation, and Municipal State Aid expenditure plan in December of 2010. It is understood that an amendment to the Comprehensive Plan will be needed at that time to include the CIP.