

**City of East Bethel**  
**Planning Commission Agenda**  
**Planning Commission Regular Meeting**  
**Date: October 28, 2025**



Two or more Council Members and/or the Mayor may be in attendance at this meeting.  
If two or more Council Members and the Mayor attend the event, there will be a quorum of Council Members.

This meeting may be monitored live via the following means:  
Cable Channel 10, MidcoTV Channel 77, or the City of East Bethel YouTube channel  
([www.youtube.com/channel/UC8\\_7ShcME-XG14pN5JrmBGg/live](http://www.youtube.com/channel/UC8_7ShcME-XG14pN5JrmBGg/live))

1. Call To Order
2. Adopt Agenda
3. Council Liaison Update
4. Approval of Minutes: September 23, 2025
5. **Public Hearing.** Consider a request for a Planned Unit Development (PUD) Final Plan for “Cliffs Anderson Acres” (PID #12-33-23-14-0002) (City File 25-030)
6. Review and recommend any updates to Sec.66-165 Sidewalks and Trails.
7. Review 2025 System Statement for 2050 Comprehensive Planning Cycle
8. Staff Update
9. Adjourn

# DRAFT MINUTES: NOT YET APPROVED

## EAST BETHEL PLANNING COMMISSION MEETING September 23, 2025

MEMBERS PRESENT: Chair Sharon Johnson, Glenn Terry, Kristina Pagnac, Brian Downie, and Kory Jorgensen.

MEMBERS ABSENT: Tanner Balfany

ALSO PRESENT: Grace Gerard, City Planner  
Brian Mundle, City Council Liaison

### 1.0 Call to Order

Chair Johnson called the Planning Commission regular meeting to order at 7:00 pm.

### 2.0 Adopt Agenda

**Commissioner Jorgensen moved and Commissioner Terry seconded to adopt the agenda as presented.** Johnson asked any discussion? To the motion, all in favor say aye. **All in favor.** Johnson asked any opposed? That motion passes. **Motion passes unanimously.**

### 3.0 Updates

Council Liaison Mundle updated the Commission on recent Council actions. He stated that the Council has set the two 2026 preliminary budgets and levies. There will be a 3.7% increase from the 2025 budget. He stated that the Council voted to extend the probationary period for City Planner Gerard for an additional 3 months. He stated that the Fire Department will be hosting an open house at Station 1 on October 6<sup>th</sup>.

The next Planning and Zoning Commission meeting is scheduled for October 28, 2025.

### 4.0 Approve August 26, 2025, meeting minutes

Terry noted a correction on page 2, line 64, to change “Terry stated that the explanation does not justify the reasons...” to “Terry stated that the explanation provided in the packet does not justify the reasons...”

**Commissioner Downie moved and Commissioner Terry seconded to adopt the August 26, 2025, regular meeting minutes as written.** Johnson asked any discussion? To the motion, all in favor say aye. **All in favor.** Johnson asked any opposed? That motion passes. **Motion passes unanimously.**

### 5.0 Public Hearing – Consider a Site Plan and Conditional Use Permit for Atlas Villas Memory Care

Gerard reviewed staff’s report stating that the applicant is proposing a 17,236 sq. ft. residential care facility offering routine and specialized care to individuals with memory challenges beyond what would typically be provided by an assisted living facility. This facility would contain 26 rooms (two of which are reserved for hospice care), dining and kitchen space, activity and enrichment spaces, and a secure yard for outdoor recreation. The applicant proposes to combine two lots to form one 4.35-acre lot, pending the vacation of a drainage and utility easement currently adjoining the lots to be reviewed at the October 13th City Council meeting. Combining the two lots is a condition of the site plan approval.

Gerard noted that the property is zoned B-3 – Highway Commercial and guided Commercial. The properties to the north are zoned and guided in the same way. The property to the south is zoned B-3 – Highway Commercial and guided Mixed Use. The property to the west is zoned and guided I – Light Industrial. Highway 65 borders the eastern side of the property.

Gerard stated that there are two applications. The first is for a Conditional Use Permit to allow the operation of a “Residential Care Facility – Serving seven or more persons” on a parcel zoned B-3. The second is a Site Plan Review to allow the construction of a 17,236 sq ft. facility containing 26 rooms, dining and kitchen spaces, activity and enrichment spaces, and a secure yard for outdoor recreation.

Gerard provided a summary of the packet materials. She stated that there is a condition of approval that the applicant will obtain all necessary licenses. She stated that staff has provided an in-depth Site Plan Review in the packet for consideration.

Johnson opened the public hearing at 7:12 p.m.

Paul Stone, the applicant, addressed the City Engineers’ comment regarding the sewer line on the property. He stated that they have submitted the plans to the Met Council and are waiting to hear from them.

Johnson closed the public hearing at 7:19 p.m.

Downie stated that if the conditions of the City Engineer are met, the project seems to be set to go forward.

**Commissioner Terry moved and Commissioner Pagnac seconded to recommend approval to City Council with the conditions set forth in the provided Resolution.** Johnson asked for any discussion? To the motion, all in favor say aye. **All in favor.** Johnson asked any opposed? That motion passes. **Motion passes unanimously.**

This item goes before City Council on October 13, 2025.

#### **6.0 Public Hearing – Consider a Zoning Map Amendment for 4 properties along Johnson St. NE from I – Light Industrial to R-2 – Single-Family and Townhome Residential**

Gerard reviewed staff’s report stating that on August 5, 2025, staff received a call from a property owner at 23983 Johnson St. NE regarding whether the City would allow the addition of a pole barn to the property containing an existing single-family home. Staff discovered that this property is zoned I - Light Industrial. Further research discovered that 4 parcels on this block are zoned I – Light Industrial and are nonconforming uses.

Gerard stated that City staff discovered that all 4 of these parcels are guided Low Density Residential by the 2040 Comprehensive Plan. The City Zoning Ordinance and Map are enforcement tools used to implement the goals and standards for land use established in the Comprehensive Plan. Parcels are required to be zoned in a manner compatible with the underlying land use designation. The current zoning of I – Light Industrial is incompatible with the Comprehensive Plan designation of Low Density Residential.

Gerard noted that the properties on the western side of Johnson St. are zoned R-2 Single-Family and Townhome Residential and guided Low Density Residential. The property to northeast is zoned MXU – Mixed Use and guided Mixed Use. The properties to the south are zoned I – Light Industrial and guided Light Industrial. The request is to rezone the properties from I – Light Industrial to R-2 Single-Family and Townhome Residential. She provided an overview of the standards for review.

Johnson opened the public hearing at 7:29 p.m.

Council member Mundle asked about the missing house from the zoning map.

Gerard explained that the house he is discussing is not being rezoned.

Johnson closed the public hearing at 7:31 p.m.

91 **Commissioner Downie moved and Commissioner Pagnac seconded to recommend approval to**  
92 **City Council with the conditions set forth in the provided Resolution.** Johnson asked any  
93 discussion? To the motion, all in favor say aye. **All in favor.** Johnson asked any opposed? That  
94 motion passes. **Motion passes unanimously.**

95 This item goes before City Council on October 13, 2025.  
96

97 **7.0 Staff Updates**

98 Gerard provided updates to the Commission. She noted that they currently do not have any applications  
99 for the October meeting, but some may roll in at the end of the month. She stated that she will be out of  
100 office for the rest of the week, attending the Minnesota Chapter of the American Planning Association's  
101 annual conference.  
102

103 **8.0 Adjournment**

104 **Commissioner Pagnac moved and Commissioner Downie seconded to adjourn at 7:35 pm.** Johnson  
105 asked any discussion? To the motion, all in favor say aye. **All in favor.** Johnson asked any opposed?  
106 That motion passes. **Motion passes unanimously.**

107 Submitted by:  
108 Sylvia Rokosz  
109 *TimeSaver Off Site Secretarial, Inc.*  
110

**City of East Bethel  
Planning Commission Meeting  
Agenda Item Information**



**Date:** October 28, 2025

**Agenda Item Number:** 5

**Request: PUBLIC HEARING.** Consider a request for a Planned Unit Development (PUD) Final Plan for “Cliffs Anderson Acres” (PID #12-33-23-14-0002) (City File 25-030)

**Review Deadline:** December 1, 2025

**Background Information/Context**

On May 27, 2025, the Planning Commission held a public hearing and recommended approval for a concept plan for this subdivision. The City Council reviewed the concept plan at their meeting on June 9, 2025 and provided non-binding approval to the applicant to proceed with the plat in Resolution 2025-34.

On August 26, 2025, the Planning Commission held a public hearing and recommended approval of a Rezoning to PUD Overlay, PUD Preliminary Plan, and Preliminary Plat for this subdivision. The City Council reviewed these requests at their meeting on September 8, 2025 and approved the PUD Preliminary Plan and Preliminary Plat in Resolution 2025-53 and Rezoning in Ordinance No. 2025-04.

On October 2, 2025, the City received an application for a PUD Final Plan and Final Plat for a three-lot subdivision named “Cliffs Anderson Acres” located at PID #12-33-23-14-0002 on the north side of 217<sup>th</sup> Avenue NE. The total area of the parcel is approximately 20.35 acres. The parcel is guided Rural Residential and zoned RR – Rural Residential within the Special Natural Environmental Area (SNEA) Overlay District and PUD Overlay District. The properties to the south and west of this parcel are all guided Rural Residential and Zoned RR – Rural Residential. The properties to the north of this parcel are guided and zoned Park/Natural Area within the Gordie Mikkelson Wildlife Management Area. The properties to the east are within Linwood Township’s “Dellwood County Estates” subdivision.

This PUD Final Plan application is part of the application for the approval of the Final Plat of this subdivision. The Final Plat application shall be reviewed by the City Council on November 10<sup>th</sup>. Final Plats do not undergo review by the Planning Commission.

**Analysis**

The City has a relatively high level of discretion in approving a PUD. A PUD must be consistent with the City’s Comprehensive Plan. The City may impose reasonable requirements in a PUD not otherwise required if the City deems it necessary to promote the general health, safety and welfare of the community and surrounding area.

The PUD Final Plan is consistent with the PUD Preliminary Plan that was reviewed previously by the City. The property is currently a vacant parcel totaling approximately 20.35 acres. Within the RR- Rural Residential zoning district a minimum lot size required is 2 acres, with a density not to exceed 1 unit per 2.5 acres. The proposed density of this plat is 1 unit per 6.78 acres. The City’s 2040 plan sets the average density within the Rural Residential Land Use district to 1 unit per 10 acres. This development will not increase the average density within the city-wide Land Use designation beyond this standard. All lots within the proposed

subdivision meet the 2-acre minimum lot size and minimum buildable area standard of 23,000 square feet. Additionally, each lot meets the required minimum 200-foot width at the right-of-way setback line.

The applicant has received approval for a rezoning to Planned Unit Development overlay and is seeking approval of a PUD Final Plan as required for a development within the SNEA Overlay District. The SNEA Overlay District was developed with the guidance of the Anoka Conservation District, the Minnesota Department of Natural Resources, and the Metropolitan Council. The purpose of the SNEA Overlay District is to “protect and rehabilitate areas within the City of East Bethel that contain native vegetation and natural features and/or natural resources that contribute to the health, welfare, and quality of life of the people in the City of East Bethel”.

No PUD flexibility is requested.

The application standards pertaining to PUDs shall apply to SNEAs. The standards for approving a PUD are as follows:

- A. The consistency of the proposed PUD with the city's comprehensive plan;

This property is guided Rural Residential under the City’s Comprehensive Plan. This proposed subdivision meets the development standards for density, utilities, ROW, and use within the rural residential land use classification.

- B. The proposed uses compliance with the standards and criteria of the zoning ordinance and subdivision regulations;

This property is zoned Rural Residential within the SNEA Overlay District. The proposed subdivision meets the City’s acreage, density, frontage, and buildable area standards established in Section 42-7 of the City Zoning Ordinance. Additionally, this PUD meets the minimum size requirement of 3 acres for PUDs established in Section 56-4 of the City Zoning Ordinance.

The SNEA Overlay District requires all land to be developed as a PUD. This project is not requesting any PUD flexibility from the Ordinance standards.

- C. The extent to which the proposed PUD is designed to form a desirable and unified environment within its own boundaries in terms of relationship of structures, patterns of circulation, visual character, and sufficiency of drainage and utilities;

This PUD preserves many of the trees on this parcel which are mostly concentrated along the property lines to the east and north. Some trees will be removed for the installation of driveways along 217<sup>th</sup> Avenue. The total disturbed area of this development is estimated to be 5.04 acres, approximately 25% of the total site area. The proposed development pattern will preserve a large amount of open space on the site as required for development in the SNEA.

- D. The extent to which the proposed uses will be compatible with present and planned uses in the surrounding area;

The proposed, present, and planned use of this parcel is Rural Residential. The construction of 3 single-family homes on this site at a density of 1 unit per 6.78 acres is compatible with this use. The present and planned use of the property to the north is Park/Natural Area. The construction of 3 single-family homes on the proposed lots will have a minimal impact on this

property. Additionally, the properties to the east, within Lindwood Township, have been platted at a slightly higher density of 1 unit per 4.05 acres. These too should see minimal impact from the proposed development.

- E. The impact of the proposed uses on the health, safety, and general welfare of the occupants of the surrounding area;

The proposed development should have a minimal impact on the health, safety, and general welfare of the occupants of the surrounding area. The Anoka County Highway Department has reviewed the plan. The ACHD has no further comments on the plat and is in the process of producing a final approval letter. This has been added as a condition of approval. Sewage treatment and water will be provided by individual well and septic.

The City Engineer has reviewed the submitted Stormwater and Drainage Plan. City access to maintain the stormwater ponds on the site will be maintained through an easement over the southerly portion of the driveway on Lot 2. A separate easement for will be drafted by the City Attorney in addition the standard Drainage and Utility easements provided within the plat. This easement shall be filed by the developer concurrently with the final plat.

- F. The burden or impact created by the PUD on parks, schools, streets, and other public facilities and utilities;

The addition of 3 single family homes will have a limited impact on the City's public infrastructure. Sewage treatment and water will be managed on site through individual well and septic. A park dedication fee of \$6,000 will be collected prior to the release of the final plat for filing.

No public streets are proposed. The Anoka County Highway Department has reviewed and approved the proposed driveway locations.

- G. The sufficiency of each phase of the PUD to ensure its construction and operation is feasible without dependence upon any subsequent phase;

This is a single-phase project.

- H. The impact of the PUD on environmental quality, property values, scenic views, and preservation of significant natural resources and amenities of the surrounding area; and

This PUD should have minimal impact on environmental quality, property values, scenic views, or significant natural resources. Most of the trees on this site, located along the northern, eastern, and southern property lines, will be preserved. The proposed home locations are on bare agricultural land, though a small number of trees will be removed for driveway access. Approximately 0.66 acres of this site is proposed impervious surface, and these impacts are addressed through the creation of 2 infiltration basins. The Planning Commission may recommend conditions of approval pertaining to environmental quality and tree preservation.

- I. That any exceptions to city ordinances, policies, or regulations are justified by the design or development of the proposed use.

No exceptions have been made to City ordinances, policies, or regulations.

## **Summary**

The PUD Final Plan request meets the standards in the Code and matches the concept plan and PUD Preliminary Plan previously reviewed by the City. The proposed PUD meets the standards within Comprehensive Plan and Zoning Ordinance. The proposed PUD is predicted to have a limited impact on natural resources, surrounding infrastructure, and the health, safety, and general welfare of the occupants of the surrounding properties. No flexibility from Ordinance standards is being requested for this PUD.

## **Requested Action**

In consideration of the request, the Planning Commission has the following options:

### **A) Recommend approval**

Based on the applicant's submission, the contents of this report, public testimony and other evidence available to the Planning Commission, the Planning Commission could recommend approval of Resolution approving the PUD Final Plan request for "Cliffs Anderson Acres" for three lots located at PID #12-33-23-14-0002. A draft resolution with findings of fact and conditions of approval has been included in the packet.

### **B) Recommend denial**

Based on the applicant's submission, the contents of City Staff report, public testimony and other evidence available to the Planning Commission, the Planning Commission could recommend denial of the request.

- This option should be utilized if the Planning Commission can specifically identify one or more provisions of City Code that are not being met by the PUD Final Plan request. *Staff does not recommend this option.*

## **Attachments:**

1. Draft Resolution approving the PUD Final Plan
2. Location Map
3. Revised Preliminary Plat, dated October 2, 2025
4. Civil Plans dated October 2, 2025

**CITY OF EAST BETHEL  
COUNTY OF ANOKA  
STATE OF MINNESOTA**

**RESOLUTION NO. 2025-XX**

A RESOLUTION **APPROVING** THE PLANNED UNIT DEVELOPMENT (PUD) FOR  
“CLIFFS ANDERSON ACRES” FOR PROPERTY LEGALLY DESCRIBED AS:

The East Half of the Southeast Quarter of the Northeast Quarter, Section 12, Township 33,  
Range 23 West, Anoka County, Minnesota.

**WHEREAS**, Sherco Construction Inc. has requested approval of a Planned Unit Development for Cliffs Anderson Acres; and

**WHEREAS**, a PUD Preliminary Plan was approved by the City Council in Resolution 2025-53; and

**WHEREAS**, the East Bethel Review Committee has reviewed the Planned Unit Development application and provided comments; and

**WHEREAS**, pursuant to published and mailed notice thereof, the Planning Commission has conducted a public hearing on October 28, 2025; and

**WHEREAS**, as a result of such public hearing, the Planning Commission recommends approval of the PUD to the City Council.

**WHEREAS**, the City finds:

1. The property is zoned RR – Rural Residential and is in the Special Natural Environmental Area (SNEA) Overlay District. Section 59, Subd. 5. of the Zoning Ordinance requires a Planned Unit Development for the development all properties within the SNEA Overlay District.
2. The application received on September 25, 2025, and additional materials received on October 2, 2025, complies with the general Planned Unit Development standards in Section 56, Subd. 6. of the Zoning Ordinance, as outlined in the November 10, 2025 City Council report.
3. The proposed PUD is consistent with the PUD Preliminary Plan approved in Resolution 2025-53.
4. The applicant has not requested PUD flexibility from the Ordinance standards.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of East Bethel hereby approves the Planned Unit Development for Cliffs Anderson Acres with the following conditions:

1. A PUD is approved to allow a 3-lot subdivision, in accordance with the plans and application received by the City on September 25, 2025 and October 2, 2025.
2. PUD approval is contingent upon approval from the East Bethel City Council for the Final Plat of Cliffs Anderson Acres.

Adopted this 10<sup>th</sup> day of November, 2025 by the City Council of the City of East Bethel.

CITY OF EAST BETHEL

ATTEST

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Ardie Anderson, Mayor

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Matt Look, City Administrator

# Cliffs Anderson Acres Location Map



-  Parcels
-  City Mask

1 inch equals 558 feet



# PRELIMINARY PLAT

~for~ SHERCO CONSTRUCTION  
~of~ CLIFFS ANDERSON ACRES  
EAST BETHEL, MN

## DEVELOPER/OWNER

SHERCO CONSTRUCTION, INC.  
TOM CARLISLE  
79 LAKE STREET N  
FOREST LAKE, MN 55025  
(651)462-1817

## EXISTING LEGAL DESCRIPTION

The East Half of the Southeast Quarter of the Northeast Quarter, Section 12, Township 33 North, Range 23 West, Anoka County, Minnesota.

## EXISTING ZONING

RR-RURAL RESIDENTIAL  
SNEA OVERLAY DISTRICT

## PROPOSED ZONING INFORMATION

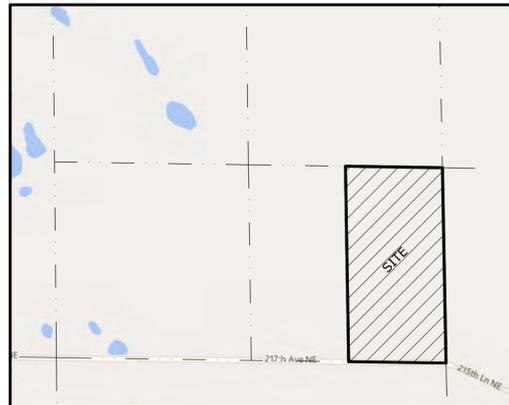
PUD-PLANNED UNIT DEVELOPMENT  
MINIMUM LOT WIDTH  
AT BUILDING SETBACK = 200 FEET  
MINIMUM LOT AREA = 2 ACRES  
MINIMUM BUILDABLE AREA = 23,000 S.F.

## DEVELOPMENT DATA

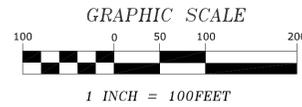
PROPOSED NUMBER OF LOTS = 3 LOTS  
TOTAL PROPERTY AREA = 20.35 ± ACRES  
RIGHT-OF-WAY DEDICATION = 0.91 ± ACRES  
AVERAGE LOT SIZE = 6.48 ± ACRES

## VICINITY MAP

PART OF SEC. 12, TWP. 33, RNG. 23



ANOKA COUNTY, MINNESOTA  
(NO SCALE)



NORTH

## LEGEND

- DENOTES IRON MONUMENT FOUND AS LABELED
- DENOTES IRON MONUMENT SET
- ⊙ DENOTES ANOKA COUNTY CAST IRON MONUMENT
- DENOTES EXISTING ELEVATION
- DENOTES FIBER OPTIC BOX
- DENOTES GUY WIRE
- DENOTES POWER POLE
- DENOTES SIGN
- DENOTES SOIL BORING. (BY MARK TRADEWELL)
- DENOTES EXISTING CONTOURS
- DENOTES TREE LINE
- DENOTES OVERHEAD UTILITY
- DENOTES FENCE
- DENOTES BUILDING SETBACK LINE
- DENOTES RESTRICTED ACCESS
- DENOTES BITUMINOUS SURFACE
- DENOTES GRAVEL SURFACE
- DENOTES VEHICLE MAINTENANCE ACCESS ROUTE
- DENOTES ADJACENT PARCEL OWNER INFORMATION (PER ANOKA COUNTY TAX INFORMATION)
- DENOTES POSSIBLE BUILDING SITE
- DENOTES CONTIGUOUS LAND AREA OCCURRING WITHIN THE PROPERTY LINES OF A PARCEL OR LOT EXCLUDING DRAINAGEWAYS, WETLANDS, WATERCOURSES AND PONDING AREAS, PARK LAND, ROAD RIGHTS-OF-WAY, AND SLOPES IN EXCESS OF 18 PERCENT.

\*\*27,986 S.F.\*\*

## BENCHMARK

BENCHMARK: ANOKA COUNTY BENCHMARK 4012  
ELEVATION: 911.51 (NAVD88)

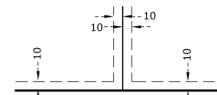
## NOTES

- Field survey was completed by E.G. Rud and Sons, Inc. on 03-10-25.
- Bearings shown are on Anoka County datum.
- Parcel ID Number: 12-33-23-14-0002.
- This survey was prepared with the benefit of title work.  
Issued By: Stewart Title  
Issuing Agent: Ancona Title and Escrow  
Title Commitment Number: 2025-235828  
Commitment Date: February 3, 2025 at 8:00 a.m.
- Surveyed premises shown on this survey map is in Flood Zone X (Areas determined to be outside the 0.2% annual chance floodplain.), according to Flood Insurance Rate Map Community No. 270012 Panel No. 0210 Suffix E by the Federal Emergency Management Agency, effective date December 16th, 2015.
- Proposed grading and civil information prepared by Plowe Engineering.

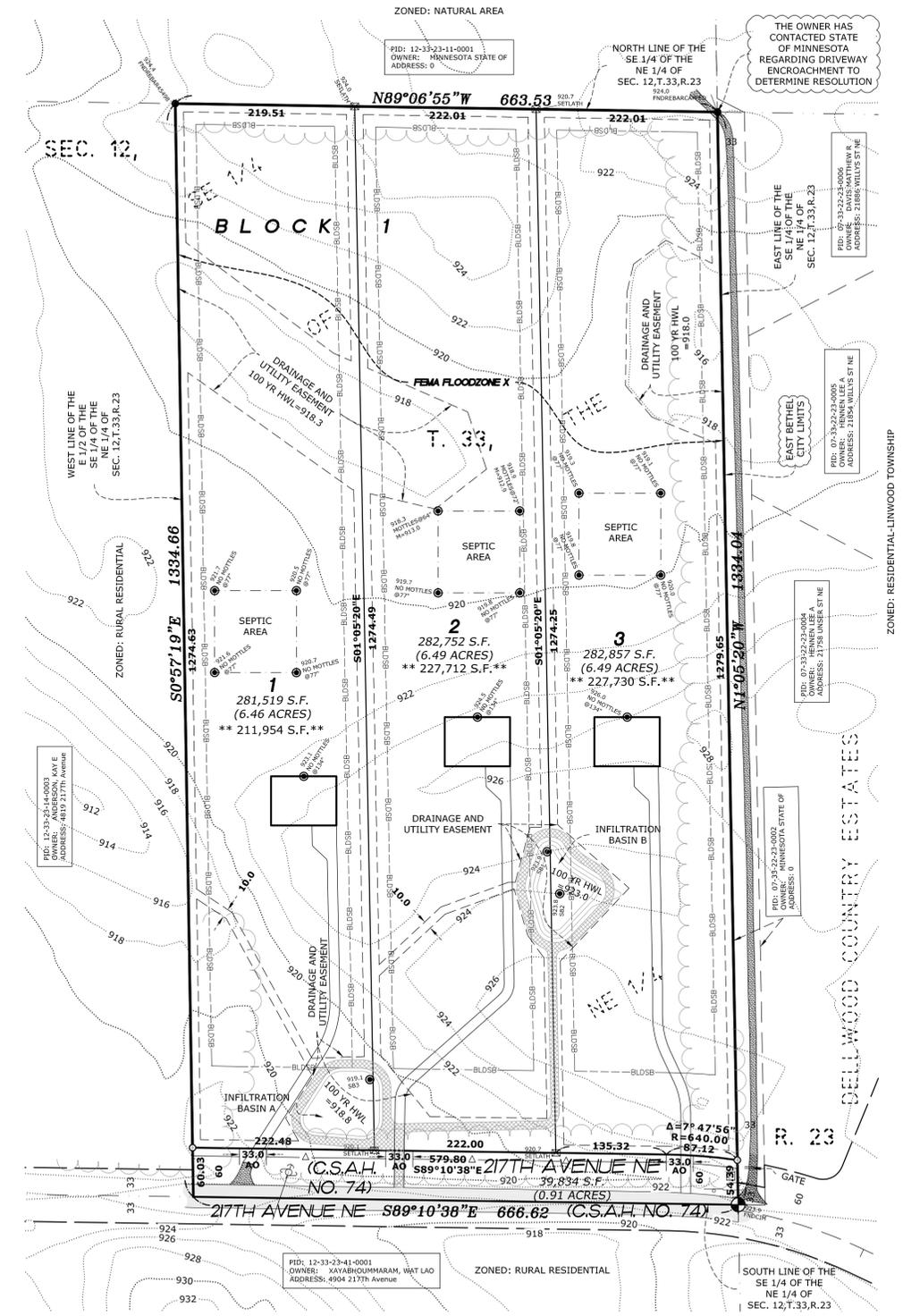
## SETBACKS

COUNTY ROAD = 100 FEET  
SIDE YARD = 25 FEET  
REAR YARD = 25 FEET

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 10 FEET WIDE ON EACH SIDE OF ALL LOT LINES UNLESS OTHERWISE SHOWN ON THIS PLAT.



I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

JASON E. RUD  
Date: 10/2/2025 License No. 41578

DRAWN BY: RAF	JOB NO: 250071PP	DATE: 06-25-25
CHECK BY: JER	FIELD CREW: BH/BJ	
1	08-07-25	ADDED FIELD INFO. RAF
2	08-20-25	CITY COMMENTS RAF
3	10-02-25	UPDATED EASEMENTS/VMAS RAF
NO.	DATE	DESCRIPTION BY

**GENERAL NOTES**

1. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS NECESSARY TO AVOID DAMAGE TO THESE UTILITIES.
2. CALL "811" FOR EXISTING UTILITIES LOCATIONS PRIOR TO ANY EXCAVATIONS.
3. THE CONTRACTOR SHALL FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING UTILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF INSTALLATIONS.
4. INSTALLATIONS SHALL CONFORM TO THE CITY STANDARD SPECIFICATIONS AND DETAIL PLATES (MOST CURRENT EDITION) AND MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION (MOST CURRENT EDITION).
5. STORAGE OF MATERIALS OR EQUIPMENT SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT-OF-WAY.
6. NOTIFY CITY OF EAST BETHEL A MINIMUM OF 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
7. ALL ELECTRIC, TELEPHONE, AND GAS EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.

**STORM SEWER NOTES**

1. PROPOSED STORM SEWER PIPE SHALL BE:
  - 1.1. CORRUGATED METAL PIPE (DRIVEWAY CULVERTS)
2. FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING STORM SEWER AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATIONS.
3. STORM SEWER LENGTHS INCLUDE THE LAYING LENGTH OF THE FLARED-END SECTION. LAYING LENGTH OF APRON TO BE DEDUCTED FROM PAYMENT LENGTH OF PIPE.
4. TRASH GUARDS ARE NOT REQUIRED FOR CULVERTS.

**MISCELLANEOUS NOTES**

1. SEPTIC AND WELL DESIGN BY OTHERS.
2. SITE TOPOGRAPHY PROVIDED BY OTHERS.

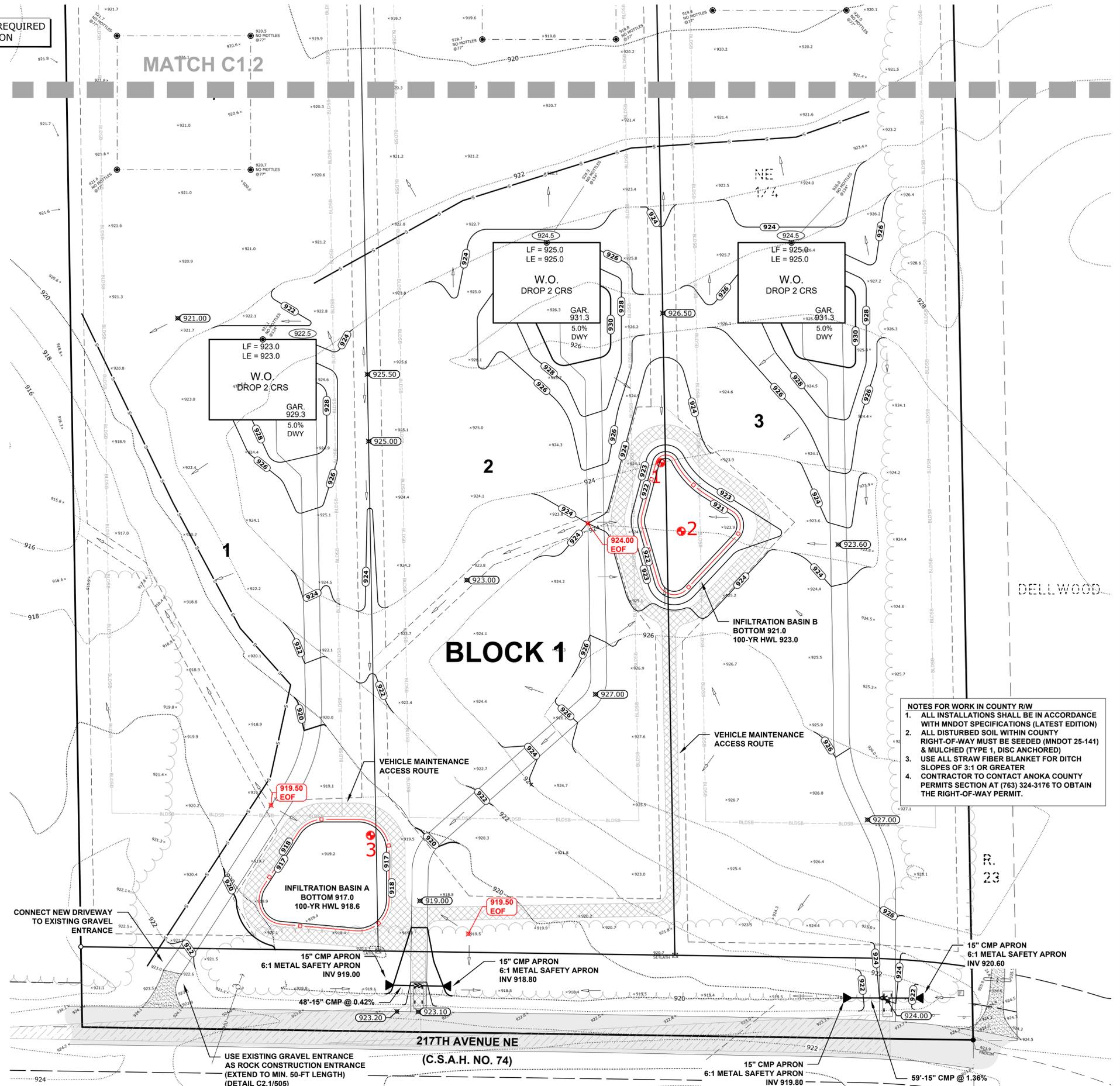
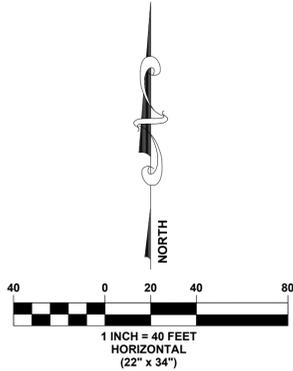
**LEGEND**

- 911.2 DENOTES EXISTING ELEVATION
- DENOTES EXISTING CONTOURS (SHOWN AT 2 FOOT INTERVAL)
- DENOTES PROPOSED CONTOURS (2 FOOT INTERVAL)
- 917.23 DENOTES PROPOSED SPOT ELEVATION
- DENOTES TEST PIT (TRADEWELL SOIL TESTING, INC.)
- DENOTES SIGN
- DENOTES FIBER OPTIC PEDESTAL
- DENOTES TELEPHONE PEDESTAL
- DENOTES UTILITY POLE
- DENOTES GUY WIRE
- DENOTES EXISTING GRAVEL SURFACE
- DENOTES EXISTING BITUMINOUS SURFACE
- DENOTES PROPOSED SILT FENCE (SEE DETAIL 501/C2.1)
- DENOTES PROPOSED BIOROLLS (SEE DETAIL 503/C2.1)
- DENOTES PROPOSED STORM SEWER PIPE
- ▲ DENOTES PROPOSED STORM SEWER FLARED-END
- △ SIGHT DISTANCE TRIANGLE FOR CLEARING
- △ VEHICLE MAINTENANCE ACCESS (VMA) ROUTE
- TEST PIT (BY TRADEWELL SOIL TESTING)

**LOT TABLE**

Lot	Block	Lowest Floor Elevation	Low Floor Determining Factor	Lowest Opening	Low Opening Determining Factor	HWL
1	1	923.0	Tradewell Boring #24 No mottles to boring termination at 911.9	923.0	1-foot above EOF for Basin 2 920.0	N/A
2	1	925.0	Tradewell Boring #29 No mottles to boring termination at 913.3	925.0	1-foot above EOF of L2 driveway 924.0	Basin B 923.0
3	1	925.0	Tradewell Boring #34 No mottles to boring termination at 914.8	925.0	1-foot above EOF of L2 driveway 924.0	Basin B 923.0

AN MPCA NPDES CONSTRUCTION PERMIT IS REQUIRED PRIOR TO THE START OF CONSTRUCTION



**NOTES FOR WORK IN COUNTY R/W**

1. ALL INSTALLATIONS SHALL BE IN ACCORDANCE WITH MNDOT SPECIFICATIONS (LATEST EDITION)
2. ALL DISTURBED SOIL WITHIN COUNTY RIGHT-OF-WAY MUST BE SEEDED (MNDOT 25-141) & MULCHED (TYPE 1, DISC ANCHORED)
3. USE ALL STRAW FIBER BLANKET FOR DITCH SLOPES OF 3:1 OR GREATER
4. CONTRACTOR TO CONTACT ANOKA COUNTY PERMITS SECTION AT (763) 324-3176 TO OBTAIN THE RIGHT-OF-WAY PERMIT.

**PLOWE ENGINEERING, INC.**  
6776 LAKE DRIVE  
LINO LAKES, MN 55014  
PHONE: (651) 361-8210  
FAX: (651) 361-8701

DRAWN BY:	AG
JOB NO.:	25-2208
CHECK BY:	MOA
DATE:	06/27/25

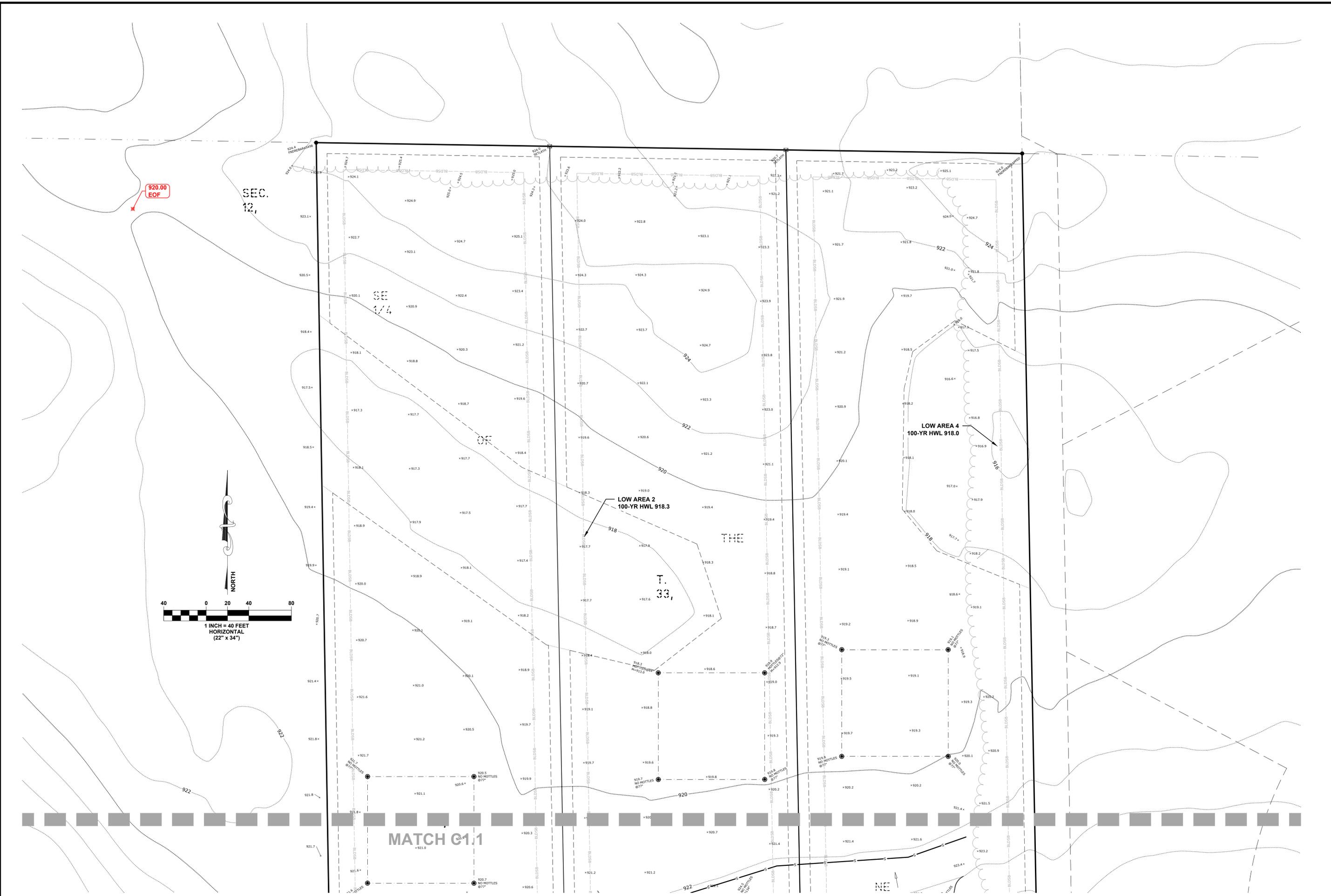
NO.	DATE	DESCRIPTION
1	08.20.25	CITY REVIEW #1
2	10.02.25	VMA'S ADJUSTED
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I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

*Adam Winkel*  
ADAM WINKEL  
Date: 10.02.2025 License No. 438693

**CLIFFS ANDERSON ACRES**  
EAST BETHEL, MN  
**GRADING, DRAINAGE & ESC PLAN**  
PREPARED FOR: SHERCO CONSTRUCTION

SHEET  
**C1.1**



**PLOWE ENGINEERING, INC.**  
 6776 LAKE DRIVE  
 LINO LAKES, MN 55014  
 PHONE: (651) 361-8210  
 FAX: (651) 361-8701

DATE: 08/27/25  
 CHECK BY: MJA  
 JOB NO: 25-2208  
 DRAWN BY: AG

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1	08/20/25	CITY REVIEW #1
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I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.  
 ADAM ANKEL  
 License No. 43863  
 Date: 10.02.2025

**CLIFFS ANDERSON ACRES**  
 EAST BETHEL, MN  
**GRADING, DRAINAGE & ESC PLAN**  
 PREPARED FOR: SHERCO CONSTRUCTION

SHEET  
**C1.2**



PROJECT NAME  
CLIFFS ANDERSON ACRES

PROJECT LOCATION  
\*\* NO ASSIGNED ADDRESS \*\*  
NORTH SIDE OF 217TH AVE NE  
& WEST OF UNSER ST NE  
EAST BETHEL, MN 55011  
ANOKA COUNTY  
LATITUDE: 45.36443  
LONGITUDE: -93.14513

DEVELOPER  
SHERCO CONSTRUCTION  
79 LAKE ST N  
FOREST LAKE, MN 55025

CONTACT NAME: TOM CARLISLE  
CONTACT PHONE: (651) 462-1817  
CONTACT E-MAIL: TOM.CARLISLE@SHERCOHOMEBUILDERS.COM

GENERAL CONTRACTOR  
TBD

NARRATIVE - PERMANENT STORMWATER TREATMENT SYSTEMS

THERE ARE TWO INFILTRATION BASINS TO HANDLE STORMWATER RUN-OFF. PRETREATMENT IS PROVIDED VIA THE GRASSED DITCH SWALE AND OVERLAND SHEET FLOW OVER GRASS. SEE "STORMWATER DRAINAGE REPORT" FOR FURTHER DISCUSSION AND INFORMATION.

SITE IMPERVIOUS AREAS

	BEFORE CONSTRUCTION	AFTER CONSTRUCTION
TOTAL SITE AREA	19.89 ACRES	
TOTAL ESTIMATED IMPERVIOUS	0 ACRES	0.66 ACRES
TOTAL ESTIMATED PERVIOUS	19.89 ACRES	19.23 ACRES

TOTAL DISTURBED AREA  
~5.04 ACRES

SITE MAP W/ EXISTING AND FINAL GRADES AND DESIGN CALCULATIONS

SEE "STORMWATER DRAINAGE REPORT" FOR EXISTING AND PROPOSED AREA MAPS, DENOTING DRAINAGE AREA BOUNDARIES, DIRECTIONS OF FLOW, AND DISCHARGE POINTS WHERE STORMWATER LEAVES THE SITE.

RECEIVING WATERS WITHIN ONE MILE

NAME OF WATER BODY	TYPE OF WATER BODY	SPECIAL WATER	IMPAIRED WATER
UNNAMED WETLANDS	WETLAND	NO	NO

THERE ARE NO SPECIAL OR IMPAIRED WATERS WITHIN ONE (1) MILE OF THE PROJECT BOUNDARY.

BUFFER TO SURFACE WATER

YES  NO  N/A IF THE SITE DRAINS TO A SURFACE WATER, IS A 50-FT NATURAL BUFFER ADJACENT TO THE SURFACE WATER PRESERVED?

NOTE: NATURAL BUFFERS ARE NOT REQUIRED ADJACENT TO ROAD DITCHES, JUDICIAL DITCHES, COUNTY DITCHES, STORMWATER CONVEYANCE CHANNELS, STORM DRAIN INLETS, AND SEDIMENT BASINS.

A) THERE ARE NO SURFACE WATERS WITHIN 50-FT OF THE PLAT BOUNDARY.

TEMPORARY SEDIMENTATION BASINS

YES  NO  N/A IF TEN (10) OR MORE ACRES OF DISTURBED SOIL DRAIN TO A COMMON LOCATION, IS A TEMPORARY SEDIMENT BASIN PROVIDED FOR TREATMENT OF THE RUNOFF BEFORE IT LEAVES THE CONSTRUCTION SITE OR ENTERS SURFACE WATERS?

A) TOTAL DISTURBED AREA IS LESS THAN 10 ACRES SO TEMPORARY SEDIMENTATION BASINS ARE NOT ANTICIPATED.

INFILTRATION FEASIBILITY

YES  NO  N/A ARE THERE ANY INFILTRATION RESTRICTIONS FOR THE SITE (SEE 16.14 THROUGH 16.21)

A) THE SITE HAS ZIMMERMAN SOILS, WHICH ARE SUITABLE FOR INFILTRATION.

ADDITIONAL STORMWATER MITIGATION MEASURES

YES  NO ARE THERE ANY STORMWATER MITIGATION MEASURES PER:

- ENVIRONMENTAL REVIEW DOCUMENT?
- ENDANGERED SPECIES REVIEW?
- ARCHAEOLOGICAL REVIEW?
- OTHER LOCAL, STATE OR FEDERAL REVIEW?

IF YES TO ANY OF THE ABOVE, DESCRIBE THE MITIGATION MEASURES. FOR PURPOSES OF THIS PERMIT, MITIGATION MEASURES MEANS ACTIONS NECESSARY TO AVOID, MINIMIZE, OR MITIGATE FOR IMPACTS RELATED TO EROSION PREVENTION, SEDIMENT CONTROL, THE PERMANENT STORMWATER TREATMENT SYSTEM, POLLUTION PREVENTION MANAGEMENT MEASURES AND DISCHARGES ASSOCIATED WITH THE PROJECT'S CONSTRUCTION ACTIVITY. [MINN. R. 7090]

DOCUMENTATION OF TRAINED INDIVIDUALS

- A. INDIVIDUAL WHO PREPARED THE SWPPP:  
ADAM GINKEL  
PLOWE ENGINEERING, INC.  
6776 LAKE DRIVE  
LINO LAKES MN 55014  
(651) 361-8234  
adam@plowe.com
- B. INDIVIDUAL(S) OVERSEEING IMPLEMENTATION OF, REVISING AND/OR AMENDING THE SWPPP AND INDIVIDUALS PERFORMING INSPECTIONS FOR THE PROJECT. ONE OF THESE INDIVIDUALS MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY THE MPCA. [MINN. R. 7090]
- C. INDIVIDUAL(S) PERFORMING OR SUPERVISING THE INSTALLATION, MAINTENANCE AND REPAIR OF BMPS. [MINN. R. 7090]
- CONTACT NAME:  
OFFICE:  
CONTACT PHONE:  
CONTACT E-MAIL:
- CONTACT NAME:  
OFFICE:  
CONTACT PHONE:  
CONTACT E-MAIL:

LONG TERM OPERATION AND MAINTENANCE OF PERMANENT STORMWATER FACILITIES

THE PROPOSED STORMWATER MANAGEMENT FEATURES FOR THIS SITE INCLUDES TWO (2) INFILTRATION BASINS; THESE WILL BE OPERATED AND MAINTAINED BY THE CITY OF EAST BETHEL.

REVEGETATION SPECIFICATIONS

ITEM	MNDOT SPECIFICATION	NOTES
SOD		3878
SEED **		3876
* FOR TURF ESTABLISHMENT		
COMMERCIAL TURF	MNDOT MIX 25-131 (220 LBS/ACRE)	
RESIDENTIAL TURF	MNDOT MIX 25-131 (120 LBS/ACRE)	
TEMPORARY FALL COVER	MNDOT MIX 21-112 (100 LBS/ACRE)	
SPRING/SUMMER	MNDOT MIX 21-111 (100 LBS/ACRE)	
SOIL-BUILDING COVER	MNDOT MIX 21-113 (110 LBS/ACRE)	
1-2 YEARS COVER	MNDOT MIX 22-111 (30.5 LBS/ACRE)	
2-5 YEARS COVER	MNDOT MIX 22-112 (40 LBS/ACRE)	
MULCH	3882 (TYPE 1 - DISC ANCHORED)	
HYDROMULCH	3884	
FERTILIZER	3881	
WOOD FIBER BLANKET	3885 (CATEGORY 2)	

\* MOW A MINIMUM OF:  
RESIDENTIAL TURF - ONCE PER 2 WEEKS  
COMMERCIAL TURF - ONCE PER 4 WEEKS

\*\* SEEDED AREAS SHALL BE EITHER MULCHED OR COVERED BY FIBROUS BLANKETS TO PROTECT SEEDS AND LIMIT EROSION.

QUANTITIES - ESTIMATED QUANTITIES FOR EROSION AND SEDIMENT CONTROL MEASURES

TYPE	QTY	UNIT
SILT FENCE		LINEAR FEET
BIO-ROLLS		EACH
RIP-RAP (CLASS 3) W. GEO-FABRIC (TYPE 4)		CUBIC YARDS
BIOROLLS		EACH
STABILIZED (SODDED) OVERFLOW		EACH
EROSION CONTROL BLANKET		SQUARE YARDS
SEED & MULCH (GENERAL)		ACRE
SEED & MULCH (INFILTRATION BASIN MIX)		ACRE
ROCK CONSTRUCTION ENTRANCE		EACH

NARRATIVE - TIMING FOR INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES

- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN AND SWPPP MUST BE AVAILABLE ON THE PROJECT SITE AT ALL TIMES.
- CONTRACTOR SHALL INSTALL SILT FENCE AS SHOWN ON PLAN.
  - ADDITIONAL SILT FENCE MAY BE NECESSARY IF LOCAL CONDITIONS REQUIRE.
  - THE CONTRACTOR SHALL MAINTAIN SILT FENCE, INCLUDING THE REMOVAL OF ACCUMULATED SEDIMENT, THROUGH COMPLETION OF BUILDING CONSTRUCTION.
  - SILT FENCE SHALL REMAIN IN-PLACE UNTIL SITE HAS BEEN STABILIZED.
- CONTRACTOR SHALL INSTALL A ROCK CONSTRUCTION ENTRANCE AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER/EXIT SITE.
- CONTRACTOR TO INSTALL TREE PROTECTION FENCING AS APPLICABLE
- CONTRACTOR SHALL PERFORM SITE GRADING ON AN AREA-BY-AREA BASIS TO MINIMIZE UNSTABILIZED AREAS.
  - CONTRACTOR MUST IMMEDIATELY INITIATE STABILIZATION OF EXPOSED SOIL AREAS, AS DESCRIBED IN ITEM 8.4 OF THE PERMIT, AND COMPLETE THE STABILIZATION WITHIN FOURTEEN (14) CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE TEMPORARILY OR PERMANENTLY CEASES.
  - CONTRACTOR TO PROVIDE TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN SECTION 14.1 THROUGH 14.10.
- CONTRACTOR TO SHALL PAY SPECIAL ATTENTION TO ADJACENT PROPERTY LINES TO ENSURE THE EROSION CONTROL PRACTICES INPLACE IN THOSE AREAS PREVENT MIGRATION OF SEDIMENT ONTO ADJACENT PROPERTIES.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS OR IMPLEMENTED IN THE FIELD SHALL BE IN ACCORDANCE WITH THE CITY AND NPDES PHASE II PERMIT REQUIREMENTS.
- CONTRACTOR TO PROVIDE ADDITIONAL SILT FENCE, BIOROLLS, EROSION CONTROL BLANKET, OR OTHER APPROVED EQUAL FOR ANY SLOPES THAT APPEAR TO BE FAILING
- CONTRACTOR TO STABILIZE SOIL STOCKPILES; STABILIZATION SHALL BE INITIATED IMMEDIATELY.
- CONTRACTOR SHALL FINAL GRADE SWALE AREAS UPON STABILIZATION OF UPSTREAM AREAS.
- CONTRACTOR SHALL BE RESPONSIBLE TO SWEEP/SCRAPE ADJACENT STREETS WHEN MATERIALS OR DEBRIS HAVE WASHED/FLOWED ONTO ADJACENT STREETS OR AS DIRECTED BY CITY.
- COORDINATE SMALL UTILITIES INSTALLATIONS (GAS, PHONE, ELECTRIC, CABLE, FIBEROPTIC, ETC.) AFTER PAVEMENT INSTALLATION.

"BEST MANAGEMENT PRACTICES (BMPS)" MEANS THE MOST EFFECTIVE AND PRACTICABLE MEANS OF EROSION PREVENTION AND SEDIMENT CONTROL, AND WATER QUALITY MANAGEMENT PRACTICES THAT ARE THE MOST EFFECTIVE AND PRACTICABLE MEANS OF TO CONTROL, PREVENT, AND MINIMIZE DEGRADATION OF SURFACE WATER, INCLUDING AVOIDANCE OF IMPACTS, CONSTRUCTION-PHASING, MINIMIZING THE LENGTH OF TIME SOIL AREAS ARE EXPOSED, PROHIBITIONS, POLLUTION PREVENTION THROUGH GOOD HOUSEKEEPING, AND OTHER MANAGEMENT PRACTICES PUBLISHED BY STATE OR DESIGNATED AREA-WIDE PLANNING AGENCIES. [MINN. R. 7090]

"CONSTRUCTION ACTIVITY" MEANS ACTIVITIES INCLUDING CLEARING, GRADING, AND EXCAVATING, THAT RESULT IN LAND DISTURBANCE OF EQUAL TO OR GREATER THAN ONE ACRE, INCLUDING THE DISTURBANCE OF LESS THAN ONE ACRE OF TOTAL LAND AREA THAT IS PART OF A LARGER COMMON PLAN OF DEVELOPMENT OR SALE IF THE LARGER COMMON PLAN WILL ULTIMATELY DISTURB EQUAL TO OR GREATER THAN ONE ACRE. THIS INCLUDES A DISTURBANCE TO THE LAND THAT RESULTS IN A CHANGE IN THE TOPOGRAPHY, EXISTING SOIL COVER, BOTH VEGETATIVE AND NONVEGETATIVE, OR THE EXISTING SOIL TOPOGRAPHY THAT MAY RESULT IN ACCELERATED STORMWATER RUNOFF THAT MAY LEAD TO SOIL EROSION AND MOVEMENT OF SEDIMENT. CONSTRUCTION ACTIVITY DOES NOT INCLUDE A DISTURBANCE TO THE LAND OF LESS THAN FIVE ACRES FOR THE PURPOSE OF ROUTINE MAINTENANCE PERFORMED TO MAINTAIN THE ORIGINAL LINE AND GRADE, HYDRAULIC CAPACITY, AND ORIGINAL PURPOSE OF THE FACILITY. ROUTINE MAINTENANCE DOES NOT INCLUDE ACTIVITIES SUCH AS REPAIRS, REPLACEMENT AND OTHER TYPES OF NON-ROUTINE MAINTENANCE. PAVEMENT REHABILITATION THAT DOES NOT DISTURB THE UNDERLYING SOILS (E.G., MILL AND OVERLAY PROJECTS) IS NOT CONSTRUCTION ACTIVITY. [MINN. R. 7090]

"DEWATERING" MEANS THE REMOVAL OF SURFACE OR GROUND WATER TO DRY AND/OR SOLIDIFY A CONSTRUCTION SITE TO ENABLE CONSTRUCTION ACTIVITY. DEWATERING MAY REQUIRE A MINNESOTA DEPARTMENT OF NATURAL RESOURCES WATER APPROPRIATION PERMIT AND, IF DEWATERING WATER IS CONTAMINATED, DISCHARGE OF SUCH WATER MAY REQUIRE AN INDIVIDUAL MPCA NPDES/SDS PERMIT. [MINN. R. 7090]

"EROSION PREVENTION" MEANS MEASURES EMPLOYED TO PREVENT EROSION SUCH AS SOIL STABILIZATION PRACTICES, PERMANENT COVER OR CONSTRUCTION PHASING. [MINN. R. 7090]

"GENERAL CONTRACTOR" MEANS THE PARTY WHO SIGNS THE CONSTRUCTION CONTRACT WITH THE OWNER TO CONSTRUCT THE ENTIRE PROJECT DESCRIBED IN THE FINAL PLANS AND SPECIFICATIONS, WHERE THE CONSTRUCTION PROJECT INVOLVES MORE THAN ONE CONTRACTOR, THE GENERAL CONTRACTOR IS THE PARTY RESPONSIBLE FOR MANAGING THE ENTIRE PROJECT ON BEHALF OF THE OWNER. IN SOME CASES, THE OWNER IS THE GENERAL CONTRACTOR. IN THESE CASES, THE OWNER SIGNS THE PERMIT APPLICATION AS THE OPERATOR AND BECOMES THE SOLE PERMITEE. [MINN. R. 7090]

"GROUNDWATER" MEANS THE WATER CONTAINED BELOW THE SURFACE OF THE EARTH IN THE SATURATED ZONE INCLUDING, WITHOUT LIMITATION, ALL WATERS WHETHER UNDER CONFINED, UNCONFINED, OR PERCHED CONDITIONS, IN NEAR SURFACE UNCONSOLIDATED SEDIMENT OR REGOLITH, OR IN ROCK FORMATIONS DEEPER UNDERGROUND. [MINN. R. 7090]

"HOMEOWNER FACT SHEET" MEANS AN MPCA FACT SHEET AVAILABLE ON THE MPCA CONSTRUCTION STORMWATER WEBSITE FOR PERMITEES TO GIVE TO HOMEOWNERS AT THE TIME OF SALE. [MINN. R. 7090]

"INFEASIBLE" MEANS NOT TECHNOLOGICALLY POSSIBLE OR NOT ECONOMICALLY PRACTICABLE AND ACHIEVABLE IN LIGHT OF THE BEST INDUSTRY PRACTICES. [MINN. R. 7090]

"INITIATED IMMEDIATELY" MEANS TAKING AN ACTION TO COMMENCE SOIL STABILIZATION AS SOON AS PRACTICABLE, BUT NO LATER THAN THE END OF THE WORK DAY, FOLLOWING THE DAY WHEN THE LAND-DISTURBING ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE. IF THE PERMITEES KNOW THAT CONSTRUCTION WORK ON THAT PORTION OF THE SITE WILL BE TEMPORARILY CEASED FOR 14 OR MORE ADDITIONAL CALENDAR DAYS OR 7 CALENDAR DAYS WHERE ITEM 23.9 APPLIES, PERMITEES CAN INITIATE STABILIZATION BY:

- PREPPING THE SOIL FOR VEGETATIVE OR NON-VEGETATIVE STABILIZATION; OR
- APPLYING MULCH OR OTHER NON-VEGETATIVE PRODUCT TO THE EXPOSED SOIL AREA; OR
- SEEDING OR PLANTING THE EXPOSED AREA; OR
- STARTING ANY OF THE ACTIVITIES IN A - C ON A PORTION OF THE AREA TO BE STABILIZED, BUT NOT ON THE ENTIRE AREA; OR
- FINALIZING ARRANGEMENTS TO HAVE STABILIZATION PRODUCT FULLY INSTALLED IN COMPLIANCE WITH THE APPLICABLE DEADLINE FOR COMPLETING STABILIZATION. [MINN. R. 7090]

"IMPERVIOUS SURFACE" MEANS A CONSTRUCTED HARD SURFACE THAT EITHER PREVENTS OR RETARDS THE ENTRY OF WATER INTO THE SOIL AND CAUSES WATER TO RUN OFF THE SURFACE IN GREATER QUANTITIES AND AT AN INCREASED RATE OF FLOW THAN PRIOR TO DEVELOPMENT. EXAMPLES INCLUDE ROOFTOPS, SIDEWALKS, DRIVEWAYS, PARKING LOTS, AND CONCRETE, ASPHALT, OR GRAVEL ROADS. BRIDGES OVER SURFACE WATERS ARE CONSIDERED IMPERVIOUS SURFACES. [MINN. R. 7090]

"NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)" MEANS THE PROGRAM FOR ISSUING, MODIFYING, REVOKING, REISSUING, TERMINATING, MONITORING, AND ENFORCING PERMITS UNDER THE CLEAN WATER ACT, AS AMENDED (33 U.S.C. 1251 ET SEQ. SECTION 1342 AND 40 CFR PARTS 122, 123, 124 AND 450). [MINN. R. 7090]

"NATURAL BUFFER" MEANS AN AREA OF UNDISTURBED COVER SURROUNDING SURFACE WATERS WITHIN WHICH CONSTRUCTION ACTIVITIES ARE RESTRICTED. NATURAL BUFFER INCLUDES THE VEGETATION, EXPOSED ROCK, OR BARREN GROUND THAT EXISTS PRIOR TO COMMENCEMENT OF EARTH-DISTURBING ACTIVITIES. [MINN. R. 7090]

"NOTICE OF TERMINATION (NOT)" MEANS THE FORM (ELECTRONIC OR PAPER) REQUIRED FOR TERMINATING COVERAGE UNDER THE CONSTRUCTION GENERAL PERMIT. [MINN. R. 7090]

"OPERATOR" MEANS THE PERSON (USUALLY THE GENERAL CONTRACTOR), FIRM, GOVERNMENTAL AGENCY, OR OTHER ENTITY DESIGNATED BY THE OWNER WHO HAS DAY TO DAY OPERATIONAL CONTROL AND/OR THE ABILITY TO MODIFY PROJECT PLANS AND SPECIFICATIONS RELATED TO THE SWPPP. THE PERMIT APPLICATION MUST LIST THE OPERATOR AS A PERMITEE. SUBCONTRACTORS HIRED BY AND UNDER SUPERVISION OF THE GENERAL CONTRACTOR ARE NOT OPERATORS. [MINN. R. 7090]

"OWNER" MEANS THE PERSON, FIRM, GOVERNMENTAL AGENCY, OR OTHER ENTITY POSSESSING THE TITLE OF THE LAND ON WHICH THE CONSTRUCTION ACTIVITIES WILL OCCUR OR, IF THE CONSTRUCTION ACTIVITY IS FOR A LEASE, EASEMENT, OR MINERAL RIGHTS LICENSE HOLDER, THE PARTY OR INDIVIDUAL IDENTIFIED AS THE LEASE EASEMENT OR MINERAL RIGHTS LICENSE HOLDER, OR THE CONTRACTING GOVERNMENT AGENCY RESPONSIBLE FOR THE CONSTRUCTION ACTIVITY. [MINN. R. 7090]

"PERMANENT COVER" MEANS SURFACE TYPES THAT WILL PREVENT SOIL FAILURE UNDER EROSION CONDITIONS. EXAMPLES INCLUDE: GRAVEL, CONCRETE, PERENNIAL COVER, OR OTHER LANDSCAPED MATERIAL THAT WILL PERMANENTLY ARREST SOIL EROSION. PERMITEES MUST ESTABLISH A UNIFORM PERENNIAL VEGETATIVE COVER (I.E., EVENLY DISTRIBUTED, WITHOUT LARGE BARE AREAS) WITH A DENSITY OF 70 PERCENT OF THE NATIVE BACKGROUND VEGETATIVE COVER ON ALL AREAS NOT COVERED BY PERMANENT STRUCTURES, OR EQUIVALENT PERMANENT STABILIZATION MEASURES. PERMANENT COVER DOES NOT INCLUDE TEMPORARY BMPS SUCH AS WOOD FIBER BLANKET, MULCH, AND ROLLED EROSION CONTROL PRODUCTS. [MINN. R. 7090]

"PERMITEES" MEANS THE PERSONS, FIRM, GOVERNMENTAL AGENCY, OR OTHER ENTITY IDENTIFIED AS THE OWNER AND OPERATOR ON THE APPLICATION SUBMITTED TO THE MPCA AND ARE RESPONSIBLE FOR COMPLIANCE WITH THE TERMS AND CONDITIONS OF THIS PERMIT. [MINN. R. 7090]

"PROJECT" MEANS ALL CONSTRUCTION ACTIVITY PLANNED AND/OR CONDUCTED UNDER A PARTICULAR PERMIT. THE PROJECT OCCURS ON THE SITE OR SITES DESCRIBED IN THE PERMIT APPLICATION, THE SWPPP AND IN THE ASSOCIATED PLANS, SPECIFICATIONS AND CONTRACT DOCUMENTS. [MINN. R. 7090]

"PUBLIC WATERS" MEANS ALL WATER BASINS AND WATERCOURSES DESCRIBED IN MINN. STAT. SECT. 103G.005 SUBP. 15. [MINN. R. 7090]

"SEDIMENT CONTROL" MEANS METHODS EMPLOYED TO PREVENT SUSPENDED SEDIMENT IN STORMWATER FROM LEAVING THE SITE (E.G. SILT FENCES, COMPOST LOGS AND STORM DRAIN INLET PROTECTION). [MINN. R. 7090]

"STABILIZE," "STABILIZED," "STABILIZATION" MEANS THE EXPOSED GROUND SURFACE HAS BEEN COVERED BY APPROPRIATE MATERIALS SUCH AS MULCH, STAKED SOD, RIPRAP, EROSION CONTROL BLANKET, MATS OR OTHER MATERIAL THAT PREVENTS EROSION FROM OCCURRING. GRASS SEEDING, AGRICULTURAL CROP SEEDING OR OTHER SEEDING ALONE IS NOT STABILIZATION. MULCH MATERIALS MUST ACHIEVE APPROXIMATELY 90 PERCENT GROUND COVERAGE (TYPICALLY 2 TON/ACRE). [MINN. R. 7090]

"STORMWATER" MEANS PRECIPITATION RUNOFF, STORMWATER RUNOFF, SNOWMELT RUNOFF, AND ANY OTHER SURFACE RUNOFF AND DRAINAGE. [MINN. R. 7090]

"STEEP SLOPES" MEANS SLOPES THAT ARE 1.3 (V:H) (33.3 PERCENT) OR STEEPER IN GRADE. [MINN. R. 7090]

"STORM WATER POLLUTION PREVENTION PLAN (SWPPP)" MEANS A PLAN FOR STORMWATER DISCHARGE THAT INCLUDES ALL REQUIRED CONTENT UNDER IN SECTION 5 THAT DESCRIBES THE EROSION PREVENTION, SEDIMENT CONTROL AND WASTE CONTROL BMPS AND PERMANENT STORMWATER TREATMENT SYSTEMS. [MINN. R. 7090]

"SURFACE WATER OR WATERS" MEANS ALL STREAMS, LAKES, PONDS, MARSHES, WETLANDS, RESERVOIRS, SPRINGS, RIVERS, DRAINAGE SYSTEMS, WATERWAYS, WATERCOURSES, AND IRRIGATION SYSTEMS WHETHER NATURAL OR ARTIFICIAL, PUBLIC OR PRIVATE, EXCEPT THAT SURFACE WATERS DO NOT INCLUDE STORMWATER TREATMENT SYSTEMS CONSTRUCTED FROM UPLAND. THIS PERMIT DOES NOT CONSIDER STORMWATER TREATMENT SYSTEMS CONSTRUCTED IN WETLANDS AND MITIGATED IN ACCORDANCE WITH SECTION 22 AS SURFACE WATERS. [MINN. R. 7090]

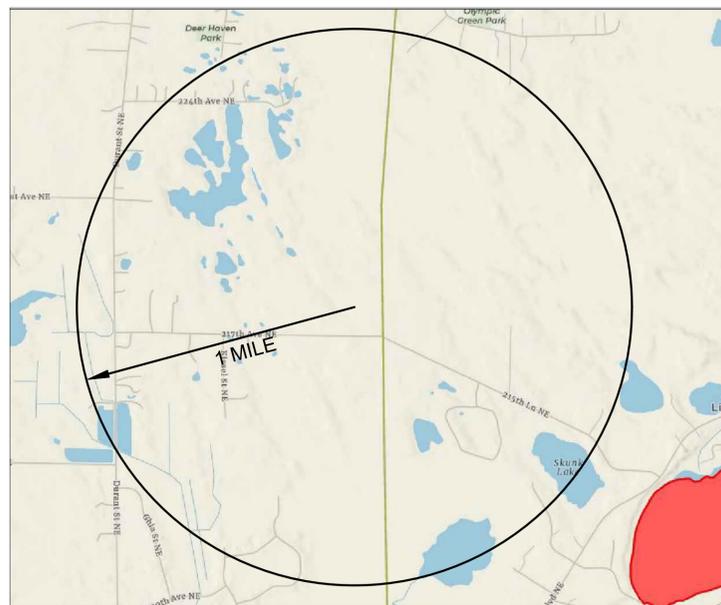
"WATERS OF THE STATE" (AS DEFINED IN MINN. STAT. SECT. 115.01, SUBP. 22) MEANS ALL STREAMS, LAKES, PONDS, MARSHES, WATERCOURSES, WATERWAYS, WELLS, SPRINGS, RESERVOIRS, AQUIFERS, IRRIGATION SYSTEMS, DRAINAGE SYSTEMS AND ALL OTHER BODIES OR ACCUMULATIONS OF WATER, SURFACE OR UNDERGROUND, NATURAL OR ARTIFICIAL, PUBLIC OR PRIVATE, WHICH ARE CONTAINED WITHIN, FLOW THROUGH, OR BORDER UPON THE STATE OR ANY PORTION THEREOF. [MINN. STAT. 115.01, SUBP. 22]

"WATER QUALITY VOLUME" MEANS ONE (1) INCH OF RUNOFF FROM THE NET INCREASE IN IMPERVIOUS SURFACES CREATED BY THE PROJECT (CALCULATED AS AN INSTANTANEOUS VOLUME). [MINN. R. 7090]

"WETLANDS" (AS DEFINED IN MINN. R. 7050.0186, SUBP. 1A.B.) MEANS THOSE AREAS THAT ARE INUNDED OR SATURATED BY SURFACE WATER OR GROUNDWATER AT A FREQUENCY AND DURATION SUFFICIENT TO SUPPORT, AND UNDER NORMAL CIRCUMSTANCES DO SUPPORT, A PREVALENCE OF VEGETATION TYPICALLY ADAPTED FOR LIFE IN SATURATED SOIL CONDITIONS. WETLANDS GENERALLY INCLUDE SWAMPS, MARSHES, BOGS, AND SIMILAR AREAS. CONSTRUCTED WETLANDS DESIGNED FOR WASTEWATER TREATMENT ARE NOT WATERS OF THE STATE. WETLANDS MUST HAVE THE FOLLOWING ATTRIBUTES:

- A PREDOMINANCE OF HYDRIC SOILS; AND
- INUNDED OR SATURATED BY SURFACE WATER OR GROUNDWATER AT A FREQUENCY AND DURATION SUFFICIENT TO SUPPORT A PREVALENCE OF HYDROPHYTIC VEGETATION TYPICALLY ADAPTED FOR LIFE IN A SATURATED SOIL CONDITION; AND
- UNDER NORMAL CIRCUMSTANCES SUPPORT A PREVALENCE OF SUCH VEGETATION. [MINN. R. 7050.0186, SUBP. 1A.B]

## MAP OF SURFACE WATERS



**PLOWE ENGINEERING, INC.**  
6776 LAKE DRIVE  
LINO LAKES, MN 55014  
PHONE: (651) 361-8210  
FAX: (651) 361-8701



DRAWN BY: AG  
JOB NO.: 25-2208  
CHECK BY: MCA  
DATE: 08/27/25

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I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

*Adam Ginkel*  
ADAM GINKEL  
Date: 10.02.2025 License No. 43863

**CLIFFS ANDERSON ACRES**  
EAST BETHEL, MN  
**SWPPP**  
PREPARED FOR: SHERCO CONSTRUCTION

SHEET  
**C1.4**

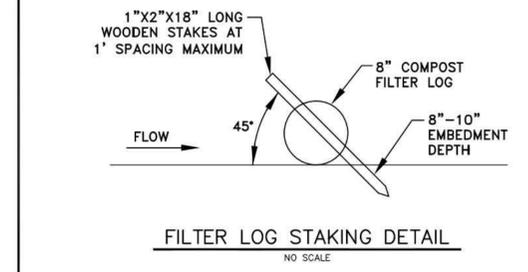
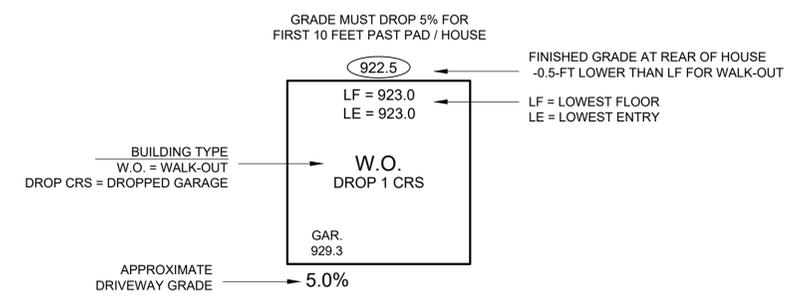
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I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

*Adam Winkel*  
ADAM WINKEL  
Date: 10.02.2025 License No. 438663

**CLIFFS ANDERSON ACRES**  
EAST BETHEL, MN  
**DETAILS**  
PREPARED FOR: SHERCO CONSTRUCTION

**2**  
C2.1 **PAD DETAIL**

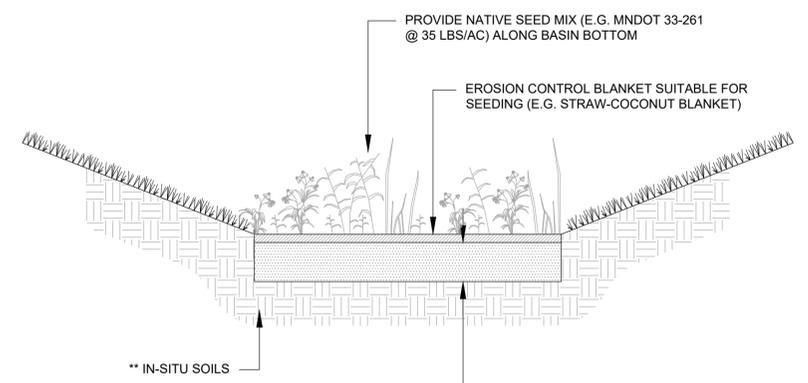


APPROVED 10-07-13		<b>CITY OF EAST BETHEL</b>	<b>STANDARD PLATE No. 503</b>
REVISED			

**NOTES**

- MARK-OFF BASIN AREA (E.G. FENCING, SILT FENCE, ETC.) TO PREVENT CONSTRUCTION TRAFFIC FROM ENTERING BASIN AREA.
- USE LOW-IMPACT, EARTH MOVING EQUIPMENT (WIDE TRACK OR MARSH TRACK EQUIPMENT, OR LIGHT-EQUIPMENT WITH TURF-TYPE TIRES) WITHIN BASIN.
- PROTECT BASIN FROM RUN-OFF DURING CONSTRUCTION ACTIVITIES
- DO NOT EXCAVATE BASIN TO FINAL GRADE UNTIL UPSTREAM DRAINAGE AREAS HAVE BEEN STABILIZED.
- REMOVE ANY TOPSOIL AND/OR UNSUITABLE SOILS WITHIN INFILTRATION BASIN FOOTPRINT. ANY SEDIMENT THAT IS WASHED INTO THE BASIN SHALL BE REMOVED.
- NO MINING OF SANDY SOILS ALLOWED IN BASIN AREA.
- EXCAVATE BASIN TO FINAL GRADE ONLY UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREAS. ALLEVIATE ANY COMPACTED SOILS DUE TO FINAL GRADING OPERATIONS PRIOR TO SEEDING.

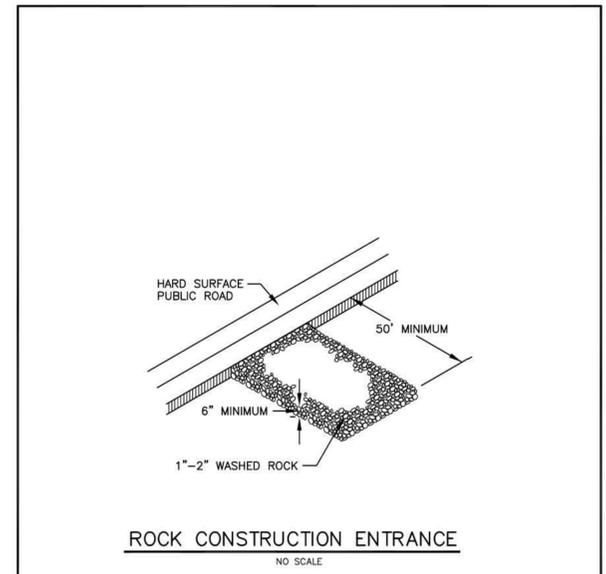
AFTER INFILTRATION BASIN AREA HAS BEEN EXCAVATED TO FINAL GRADE, PERFORM A DOUBLE-RING INFILTRMETER TEST(S) TO VERIFY INFILTRATION CAPACITY OF IN-SITU SOILS.



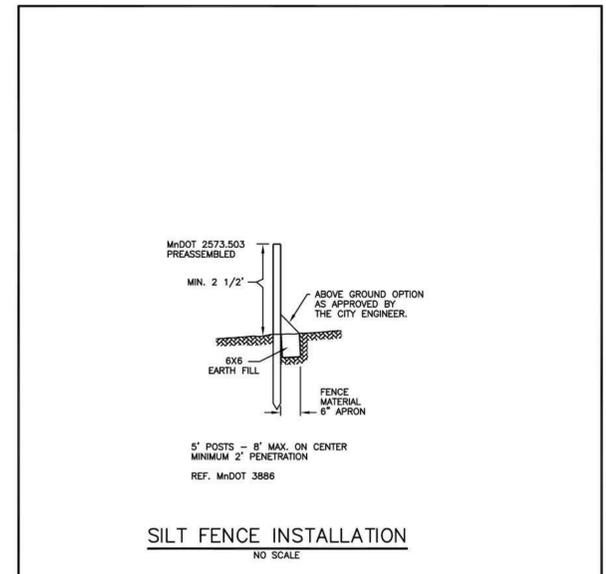
\*\* ALLEVIATE ANY COMPACTED SOILS (BY USING A PRIMARY TILLING OPERATION SUCH AS A CHISEL PLOW, RIPPER OR SUBSOILER) TO A DEPTH NECESSARY TO ALLEVIATE COMPACTION

- REMOVE ANY EXISTING TOPSOIL OR FILL DEEMED UNSUITABLE FOR INFILTRATION (GEOTECHNICAL ENGINEER TO REVIEW ON-SITE SOILS)
- IN AREAS OF FILL, PLACE SALVAGED ON-SITE SANDY SOILS SUITABLE FOR INFILTRATION WITH <5% FINES (AS DETERMINED BY GEOTECHNICAL ENGINEER)

**1**  
C2.1 **INFILTRATION BASIN**



APPROVED 3-02-05		<b>CITY OF EAST BETHEL</b>	<b>STANDARD PLATE No. 505</b>
REVISED			



APPROVED 3-02-05		<b>CITY OF EAST BETHEL</b>	<b>STANDARD PLATE No. 501</b>
REVISED			

**City of East Bethel  
Planning Commission Meeting  
Agenda Item Information**



**Date:** October 28, 2025

**Agenda Item Number:** Item 6

**Agenda Item:** Sidewalk and Trail Ordinance Review

**Requested Action:** Review and recommend any updates to Sec.66-165 Sidewalks and trails.

**Prepared By:** Nate Ayshford, Public Works Manager

**Background Information:**

Attached is Sec. 66-165 of the City Code that guides the installation of sidewalks and trails in new developments. The ordinance requires sidewalks and trails to be installed on new city roads based on the type of zoning for the development and the type of street being built. The City Council decides on any exceptions from the ordinance. This development requirement has been waived on all new developments going back to the housing market decline of 2008 with the exception of PUDs.

The Park Commission began reviewing the ordinance in the spring of 2024 to gauge the usefulness of the requirement as it relates to building trails that fit our City’s park, trail, and open space comprehensive plan without building excessive trails that will incur maintenance costs extending far into the future. The discussion included making sure the ordinance was equitable to all new developments. At the May 14, 2024 Park Commission meeting, the Commission recommended a trail dedication fee in lieu of trail construction in developments that did not meet the location requirements of the City’s trail plan. The recommended amount at that time was \$1,200 per unit. At the September 22, 2025 City Council Work meeting, the Council discussed increasing park dedication fees and also asked the Park Commission to consider a trail dedication fee of \$1,000 per unit. The October 14, 2025 Park Commission meeting included recommendations for park dedication fee increases as well as a new recommended trail dedication fee of \$1,500 per unit.

The justification for the need of trail dedication fee is based on a lack of funding to cover the cost of trails already in the Park Capital Improvement plans and the need for future trail connections as the City develops. Additional funding for trail construction will still be needed from General Fund transfers, as the trail dedication fees are not expected to fully fund the projects.

For comparison, staff have researched other cities in the metro area and the results are listed below:

City of Ramsey	\$1,575 per unit
City of Andover	\$1,076 per unit
City of Chisago	\$450 per unit

Staff is seeking a recommendation from the Planning Commission on City Code Sec. 66-165 and the recommended addition of trail dedication fees in lieu of trail construction in new developments.

**Attachment(s):**

- 1) Sec. 66-165 – Sidewalks and Trails
- 2) Park and Trail Comprehensive Plan Map

- 3) Chapter 66, Article VII – Public Land Dedication
- 4) Park and Trail Capital Improvement Plan

**Fiscal Impact:** As noted

**Recommendation(s):** Review the information provided and recommend updates to City Code Sec. 66-165 and trail dedication fee recommended by the Parks Commission.

**Planning Commission Action:**

Motion by: \_\_\_\_\_

Second by: \_\_\_\_\_

Vote Yes: \_\_\_\_\_

Vote No: \_\_\_\_\_

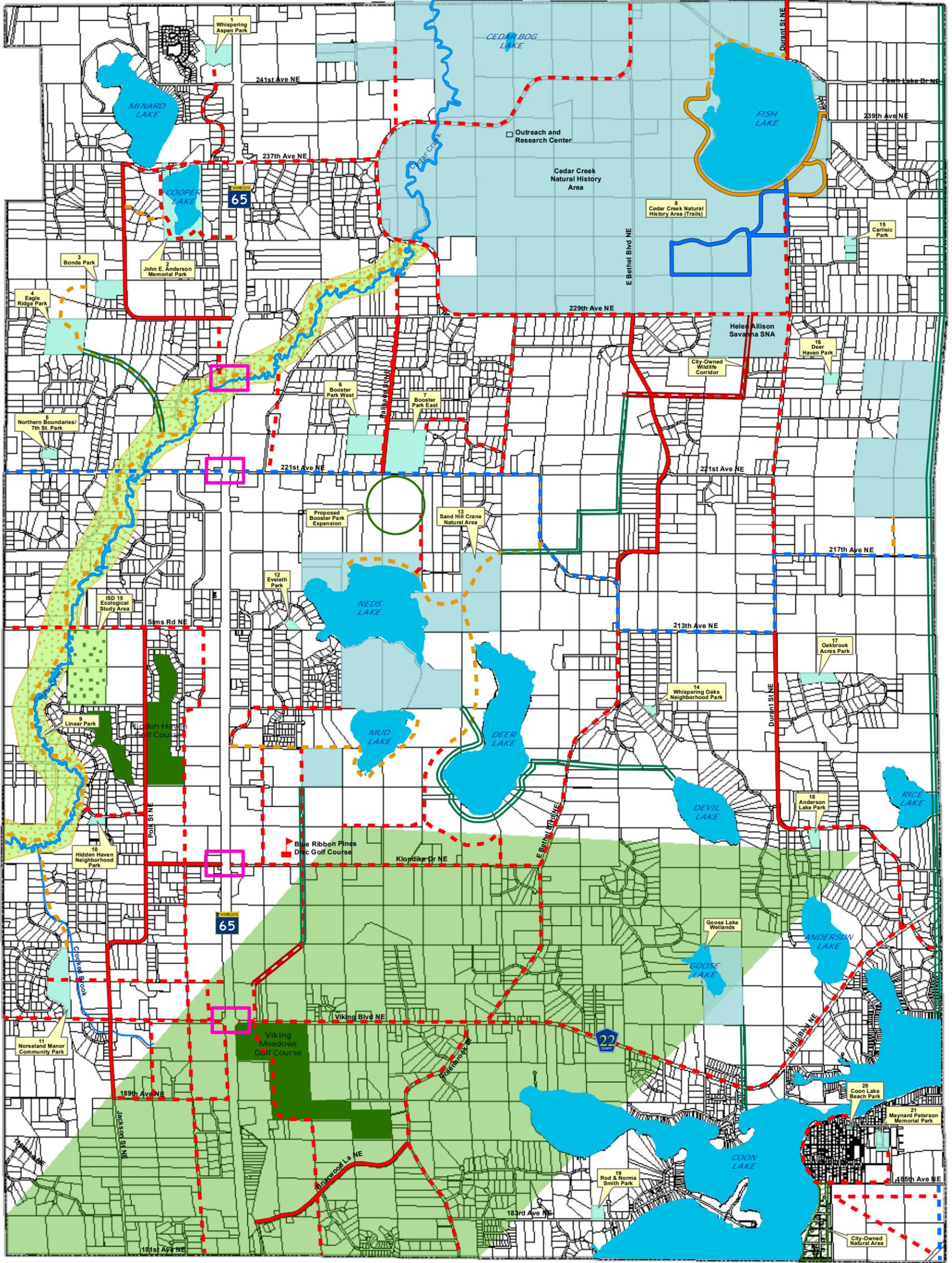
Sec. 66-165. - Sidewalks and trails.

(a) Except as otherwise determined by city council or the parks, trails, and open space comprehensive plan, concrete sidewalks and/or bituminous trails shall be provided in the right-of-way or easements in accordance with the following:

Zoning	Street Type	Sidewalk/Trail Regs
RR (rural residential)	Arterial and major collector streets	Trail on one side of street
	Minor collector	Trail on one side of street
	Local street	Trail on one side of street
	Cul-de-sac	No requirements
R-1 (single-family); R-2 (single-family and townhome)	Arterial and major collector streets	Sidewalk on one side of street and trail on opposite side of street or trails on both sides of the street
	Minor collector and local streets, excepting culs-de-sac	Sidewalk on one side of street
	Culs-de-sac	No requirements
Commercial/industrial districts	All streets, including culs-de-sac	Sidewalks on both sides of street. A trail may be required to be substituted for a sidewalk in areas in which the trail is part of the city's comprehensive trail system.

- (b) All sidewalks and trails shall be placed a minimum of seven feet back from the street to provide a green strip for tree planting and to promote pedestrian safety.
- (c) Sidewalks and trails must be constructed to the city's engineering manual standards.
- (d) As part of parkland dedication, a minimum of 30 feet may be required by the city for the purpose of trails. The city may require the subdivider or developer to provide a trail corridor greater than 30 feet where deemed fit.
- (e) Where a platted subdivision with a minimum overall density of three units/acre abuts parcels greater than two acres in size, the city may require a land dedication no less than 30 feet in width around the circumference of the platted subdivision for trail purposes.
- (f) The developer shall be responsible for construction of designated trails and sidewalks within trail easements and rights-of-way.

(Ord. of 10-17-2007, § 7(7-6))



Revised  
October 2017



# Comprehensive Trails and Open Space Concept Plan

## Legend

- Existing City Trail - On Road
- Existing City Trail - Off Road
- Existing City Trail (Winter Use Only)
- Proposed City Trail - Bituminous
- Proposed City Trail - Natural
- Proposed County Regional Trails
- Future Connection/Greenway
- Existing Connection/Greenway
- Existing City Parks
- Open Space Managed By Others
- Future Park Location
- City-Owned Natural Area
- City-Owned Wildlife Corridor
- Future Greenway Corridor
- ISD #15 Ecological Study Area
- Road Crossing Issue

K:\cad\_eng\PROJECTS\GIS\EB9012017\Comp Trails and Open Space Concept Plan.mxd

## ARTICLE VII. - PUBLIC LAND DEDICATION

Sec. 66-194. - Statutory authorization, findings of fact, and statement of purpose.

- (a) *Statutory authorization.* Minn. Stats. § 462.358, subd. 2b provides that municipal subdivision regulations may require that a reasonable portion of any proposed subdivision be dedicated to the public or preserved for conservation purposes or for public use such as parks, playgrounds, trails, wetlands, or open space, and that the municipality may alternatively accept an equivalent amount in cash based upon the undeveloped land value.
- (b) *Findings of fact.* The city council finds that:
  - (1) The preservation and development of parks, significant natural communities, features of significant historical interest, playgrounds, trails, and open space areas within the city are essential to maintaining a healthy and desirable environment for residents and persons employed within the city. The presence of parks, trails, and open space amenities also enhances the value and attractiveness of residential and commercial/industrial developments to landowners, developers, purchasers, employers, and employees. The city must not only provide for its present citizens, but it must also provide for the future.
  - (2) New developments place a burden upon the city's parks and open space system. New facilities must be developed concurrently with development in order to provide the desired level of service and the quality of the environment for all. Therefore, new developments shall be required to contribute toward the city's park system in rough proportion to the relative burden they will place upon the park system.
  - (3) The city council recognizes that the need for such parks, trails, and public open spaces is directly related to the density and intensity of population and development permitted and allowed in the city. Urban development results in increased population, increased intensity of use, and greater demands for such public areas and facilities.
  - (4) Development of land for schools, religious institutions, or other nonprofit organizations may create additional demand on the city's park and recreational land and facilities. The city may create partnerships with these organizations that foster cooperative use of school, nonprofit, and park properties for recreational activities.

(Ord. of 10-17-2007, § 8(8-1))

Sec. 66-195. - Required dedication.

(a) *Dedication of land or cash.*

- (1) Pursuant to Minn. Stats. § 462.358, subd. 2b, the city requires all subdividers, as a prerequisite to approval of a final subdivision plat or development of any land previously divided by plat, metes or bounds, or any other means, to convey to the city or dedicate to the public use for park, playground, open space, or trail, a reasonable portion of the land being platted or developed as hereinafter specified. The portions to be dedicated will be approved by the city; or in lieu thereof, the subdivider shall at the option of the city pay to the city, for use in the acquisition or development of public parks, playgrounds, or in debt retirement in connection with land previously acquired for such public purposes, an equivalent amount in cash based upon the city's fee schedule for park dedication.
- (2) The form of contribution (cash, land, or any combination thereof) shall be decided by city council based upon need and conformance with the comprehensive plan.

(b) *Administrative procedures.* The city council shall establish such administrative procedures as it may deem necessary and required to implement the provisions of this chapter.

(c) *Parks commission recommendation.*

- (1) The parks commission shall, in each case, recommend to city council the total area and location of such land that the parks commission feels should be so conveyed or dedicated within the development for the above public purposes. These recommendations shall be based on the recommendations included in the city parks, trails, and open space plan.
- (2) The parks commission shall, prior to the time that the planning commission completes its public hearings on the preliminary plat, review the preliminary plat and recommend to the planning commission the total area and location of the land the parks commission determines should be dedicated for park use. The parks commission shall present these recommendations to the planning commission and city council. In those instances where the parks commission concludes that a cash equivalency payment should be made by the applicant or owner in lieu of dedication of land, the parks commission shall recommend to the planning commission the total park dedication requirement to be paid to the city in cash as prescribed in the city fee schedule. In the event that review at a regular meeting of the parks commission would result in a delay in the review and approval process so that the time limitations of Minn. Stats. § 462.358 may not be met, the requirement of review by the parks commission may be waived by either the applicant or by city council at the time of its review of the application.

(d) *Standards for determination.*

- (1) The parks commission shall develop and recommend to city council for adoption standards and guidelines for determining which portion of each such development should reasonably be required to be conveyed or dedicated. Such standards and guidelines may take into consideration the zoning classification to be assigned to the land to be developed, the particular use proposed for such land, amenities to be provided, and factors of density and site development as proposed by the subdivider. The parks commission shall further recommend changes and amendments from time to time to such standards and guidelines to reflect changes in the usage of land which may occur, changes in zoning classification, and concepts and changes in planning and development concepts that relate to the development and usages to which land may be put.
- (2) The parks commission shall develop and recommend standards for design and construction of public parks, trails, and open space areas in the city.
- (e) *Dedicated land requirements.* Any land to be dedicated as a requirement of this chapter shall be reasonably adapted for the above public purposes. Factors used in evaluating the adequacy of proposed dedication areas shall include size, shape, topography, drainage, geology, tree cover, rare species, and other significant wildlife habitats, access, and location.
- (f) *Minimum area of dedicated land.* Subdividers shall be required to dedicate to the city for park, trail, playground, open space, and other public purposes as a minimum that percentage of net land area as set out below:
  - (1) *Residential land uses.*

Units per acre	Percentage of Land Required for Dedication in Lieu of Cash Payment
Up to 6	10 percent
6 or more	10 percent plus 1 percent for each dwelling unit (DU) over 6 units/acre

- (2) *Cash in lieu.* Cash in lieu of land payment shall be set and presented in the city fee schedule.
  - a. Metes and bounds lot splits and subdivisions which create a lot with an existing habitable residence shall have that lot excluded from any requirements for park dedication fees.
- (3)

*Review of cash in lieu maximum.* City council shall review the maximum cash in lieu of land payment annually to ensure that it remains consistent with park and trail system development costs.

- (4) *Commercial and industrial land uses.* Cash in lieu of land payment shall be set and presented in the city fee schedule.
- (5) *Schools, religious institutions, and other nonprofit organizations.* Dedication requirement shall be determined by city council based on discussion with the school district or nonprofit agency. Recommendations will be based on anticipated use of city park facilities by the school or organization, and shall consider agreements for cooperative use of school recreational facilities.
- (6) Reserved.
- (7) Reserved.
- (8) *Deviation from required dedication.* The dedication requirements based on the development's proportional share of the city park system are presumptively appropriate.
- (9) *Wetlands and ponding areas.* Existing wetlands and drainage ways accepted by the city shall not be considered in the park land contribution to the city.

(g) *Land dedication/payment of fees.*

- (1) *Land dedication.* When land is to be dedicated to satisfy the park dedication requirement, separate lots or outlots shall be indicated on the plat drawings for the area to be dedicated. Such lots or outlot shall be deeded to the city prior to the issuance of any building permits within the plat. The developer shall be responsible for finished grading, ground cover, and construction of trails in all lands to be dedicated to the city. No credit toward the required dedication shall be given for this work, except that credit for the cost of improvements to trails as approved by the city may be given.
- (2) *Cash fee.* When a cash fee is to be paid in lieu of land dedication, the payment of such fee shall be required as follows:
  - a. For residential and commercial/industrial developments, the fee shall be paid prior to the city's release of the signed final plat Mylars for recording with the county. The amount of any required cash contribution shall be calculated based on the rates established in the city fee schedule and in effect as of the date of the approval of the preliminary plat.
  - b. Park dedication is required for all newly created lots or parcels.
  - c. In plats that include outlots for future development, the subdivider may pay to the city the development's proportional share for the entire subdivision, including the outlots; or the development's proportional share excluding such outlots, providing that the park dedication requirement shall be satisfied when such outlots are replatted in which the amount of any required

cash contribution shall be based on the rates established by the city and in effect as of the date of the approval of the preliminary plat for the outlots.

(h) *Park fund.*

- (1) *Purpose.* Cash payments shall be placed by the city in a special fund and used only for the acquisition of land for parks, trails, playgrounds, public open space, development of existing park and playground sites, public open space, and debt retirement in connection with land previously acquired for public purposes.
- (2) *Annual financial report.* Each year the parks commission shall present to city council, in such detail as city council shall require, its estimate of the financial needs of the parks commission for the ensuing fiscal year.
- (3) *Gifts and donations.* The parks commission is authorized to receive gifts, devises, bequests, endowments, or other donations of money and property on behalf of the city. All monies received shall be deposited in the park fund.

(Ord. of 10-17-2007, § 8(8-2); Ord. No. 51, Second Series, 8-5-2015; Ord. No. 2023-07, § 1, 4-24-2023)

Secs. 66-196—66-213. - Reserved.

**Parks Capital Improvement Plan  
2025-2029  
Funding Analysis**

<b>PARK ACQUISITION AND DEVELOPMENT FUND</b>	<b>Beginning Balance</b>	<b>Sources (Revenues)</b>	<b>Uses (Project Costs)</b>	<b>Ending Balance</b>
<b>2025 Beginning Balance</b>	\$97,111			
Park Dedication Fees		\$363,000		\$460,111
Park and Playground Development - Viking Meadows			\$200,000	\$260,111
<b>2025 Ending Balance</b>				\$260,111
<b>2026 Beginning Balance</b>	\$260,111			
Park Dedication Fees		\$40,000		\$300,111
Park and Playground Development - Viking Meadows			\$150,000	\$150,111
<b>2026 Ending Balance</b>				\$150,111
<b>2027 Beginning Balance</b>	\$150,111			
Park Dedication Fees		\$40,000		\$190,111
None			\$0	\$190,111
<b>2027 Ending Balance</b>				\$190,111
<b>2028 Beginning Balance</b>	\$190,111			
Park Dedication Fees		\$40,000		\$230,111
Booster West Ballfield Lights			\$350,000	-\$119,889
<b>2028 Ending Balance</b>				-\$119,889
<b>2029 Beginning Balance</b>	-\$119,889			
Park Dedication Fees		\$40,000		-\$79,889
None			\$0	-\$79,889
<b>2029 Ending Balance</b>				-\$79,889
<b>TOTAL PARK ACQUISITION AND DEVELOPMENT</b>				
<b>FUND SOURCES AND USES</b>		\$523,000	\$700,000	
<b>Park Dedication Fees- Residential</b> = \$2,000 per lot. Multifamily = \$1,500 per unit. <b>Commercial</b> = 5% of land or cash not to exceed \$2,000 per acre.				

**Parks Capital Improvement Plan  
2025-2029  
Funding Analysis**

<b>PARK CAPITAL FUND</b>	<b>Beginning Balance</b>	<b>Sources (Revenues)</b>	<b>Uses (Project Costs)</b>	<b>Ending Balance</b>
<b>2025 Beginning Balance</b>	\$42,000			
Transfer From General Fund		\$110,000		\$152,000
Bataan St Trail Segment			\$120,000	\$32,000
John Anderson Trail Connection			\$20,000	\$12,000
Misc Park Projects and Tree Planting			\$5,000	\$7,000
<b>2025 Ending Balance</b>				\$7,000
<b>2026 Beginning Balance</b>	\$7,000			
Transfer From General Fund		\$120,000		\$127,000
ZiplineBooster West			\$25,000	\$102,000
Pickleball Courts- Booster West			\$60,000	\$42,000
Concrete Bag Toss/Cornhole (4) Booster Park			\$8,000	\$34,000
Disc Golf Goals (2) Booster Park			\$1,000	\$33,000
Misc Park Projects and Tree Planting			\$5,000	\$28,000
<b>2026 Ending Balance</b>				\$28,000
<b>2027 Beginning Balance</b>	\$28,000			\$28,000
Transfer From General Fund		\$130,000		\$158,000
Pickleball Courts - Various Parks			\$90,000	\$68,000
Concrete Bag Toss/Cornhole (4) Booster Park			\$4,000	\$64,000
Disc Golf Goals (2) Booster Park			\$1,000	\$63,000
Misc Park Projects and Tree Planting			\$5,000	\$58,000
<b>2027 Ending Balance</b>				\$58,000
<b>2028 Beginning Balance</b>	\$58,000			
Transfer From General Fund		\$140,000		\$198,000
Pavement Repair - Booster East			\$90,000	\$108,000
Misc Park Projects and Tree Planting			\$5,000	\$103,000
<b>2028 Ending Balance</b>				\$103,000
<b>2029 Beginning Balance</b>	\$103,000			
Transfer From General Fund		\$150,000		\$253,000
New Park Development			\$100,000	\$153,000
Misc Park Projects and Tree Planting			\$5,000	\$148,000
<b>2029 Ending Balance</b>				\$148,000
<b>TOTAL PARK CAPITAL FUND SOURCES AND USES</b>		\$650,000	\$544,000	

**City of East Bethel  
 Planning Commission Meeting  
 Agenda Item Information**



**Meeting Date:** October 28, 2025

**Agenda Item Number:** 7

**Request:** Review 2025 System Statement for 2050 Comprehensive Planning Cycle

**Review Deadline:** N/A

**Background/Context**

The Comprehensive Plan is a vision for the development of the City. Although it is a physical plan, it reflects the community’s social and economic values. These values are translated into a plan for land uses, natural resources, parks, infrastructure (sewer, water and transportation), housing, climate change, economic development and community facilities. The Metropolitan Land Planning Act, a state law first passed in 1976 and amended several times since, requires local governments in the seven-county Twin Cities area to prepare and adopt local comprehensive plans. The law specifies required plan elements. Cities are required to prepare and adopt the 2050 Comprehensive Plan by December 31, 2028. The City’s comprehensive plan will be reviewed for substantial conformance with regional systems.

On February 12, 2025, the Metropolitan Council adopted a new regional development guide, Imagine 2050, for the seven-county metro region, as required by the Metropolitan Land Planning Act. Imagine 2050 includes updates to the regional Transportation, Water, Parks and Trails, and Housing Policy Plans.

Minnesota Statute §473.856 requires the Metropolitan Council to transmit the system statements to municipalities as part of the required decennial comprehensive plan update. On September 23, 2025, the Metropolitan Council published the 2025 System Statement for the City of East Bethel. The system statement is a document which is designed to assist each community in preparing their comprehensive plan by informing each local government of the implications each policy plan has on their community. The system statement also forecasts each community’s population, household, and employment growth for the next three decades and provides each community with their community designations. Community designations establish land use expectations, such as overall densities, that inform the City’s comprehensive planning process. If a City wishes to dispute its system statement, it must submit a hearing request to the Metropolitan Council within 60 days of receipt of the system statement. City staff has reviewed the 2025 System Statement and prepared a summary of the document.

**Analysis**

Forecast

The Metropolitan Council’s decennial growth forecast for East Bethel is summarized below. This growth forecast is intended to help the City anticipate improvements to infrastructure necessary to accommodate the forecasted number of people living and working in the community.

<b>Forecast</b>	<b>2020 (Actual)</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>
Population	11,786	13,300	14,100	15,400
Households	4,262	5,000	5,400	5,900
Employment	1,323	1,880	2,150	2,540

By 2050, East Bethel's population is forecasted to increase by 3,614, resulting in a total of 15,400 residents. Of this, it is forecasted that 3,196 of those residents will be served by the Metropolitan Council's wastewater infrastructure. Staff has determined that this growth forecast is generally appropriate and does not plan to dispute it.

#### Community Designations, Long-Term Service Area, and 2050 MUSA

East Bethel has received the community designations of "Rural Center" and "Diversified Rural". East Bethel's Community Designation map is pictured in the system statement.

Rural Centers are cities, or areas of cities, which are commercial, employment, or residential hubs for surrounding rural and agricultural areas. Rural Centers support local economies and provide crucial services to adjacent lower-density rural areas, helping these surrounding areas retain their rural character. Areas of East Bethel which are designated as Rural Center are within the Metropolitan Urban Service Area (MUSA) for receiving water and wastewater services. Rural Centers have a minimum net density requirement of 3 units per acre for new development and redevelopment.

Diversified Rural communities include large-lot residential development, clustered housing, and prime agricultural land. Portions of diversified rural areas are within the Long-Term Service Area (LTSA) for receiving wastewater infrastructure beyond the current 2050 MUSA forecast. To support orderly growth and the eventual expansion of this infrastructure, dense, urban-level development is discouraged. Diversified Rural communities have a maximum average net density of 4 units per 40 acres.

These community designations are consistent with the community designations assigned to the City during the 2040 Plan cycle. One difference between the 2040 and 2050 Community Designations map is that, in 2040, the entire Highway 65 corridor and area along the southern boundary of East Bethel extending to the eastern boundary of the City was designated as a rural center. This southeastern portion of the Rural Center designation was disputed in the 2040 Comprehensive Plan. In the 2050 Community Designation, only the areas within the 2050 MUSA are designated as rural center. All other areas are designated as Diversified Rural.

The LTSA within East Bethel has also been adjusted by the system statement. In the 2040 Plan, the LTSA extended along East Bethel's southern boarder to the east, extending to the City's eastern boarder along Coon Lake. Likely as a result of the disputed community designation during the 2040 planning cycle, the 2025 System Statement removes the southeastern portion of the LTSA. Instead, the 2025 system statement extends the LTSA along the southern boundary of East Bethel, extending to the western border with Oak Grove.

Staff has identified one error between the 2040 Plan and 2025 System Statement community designation, LTSA, and Regional Sanitary Sewer System maps in the northwest corner of the City and will bring this inconsistency up for correction with the Metropolitan Council – this type of error is not uncommon within system statements and should be easily resolved. Overall, staff has determined that the community designations, LTSA, and 2050 MUSA are appropriate, though a discussion is planned with the Metropolitan Council to get further information on these changes and their implications on the 2050 Plan.

#### Housing

With each comprehensive planning cycle, the Metropolitan Council determines a regional need for low-income housing and provides each jurisdiction with an affordable housing need allocation. The regional need for future affordable housing units from 2031-2040 is 39,700 new units. East Bethel's share of this number is 108 new units. To accommodate this, East Bethel's 2050 Comprehensive Plan is required to guide an adequate amount of land, using the Metropolitan Council's formula, that could be developed at densities that support

affordability at less than 30%, 31-50%, and 51-60% Area Median Income. Cities are not required to produce their share of the future affordable housing allocation but must guide land in a manner that could facilitate the development of the prescribed number of units.

*New Comprehensive Planning Requirement - Climate*

A 2023 update to the Metropolitan Land Planning Act requires all comprehensive plans to acknowledge statewide targets for greenhouse gas emission reductions, include a greenhouse gas emissions inventory, and identify climate mitigation and adaptation strategies within their community. The Metropolitan Council has provided guidance on acceptable strategies, and communities may decide which strategies are appropriate for them.

**Summary and Next Steps**

Planning staff has identified no major issues within the 2025 System Statement. As is standard during this phase of the comprehensive planning cycle, planning staff will be meeting with the City's Metropolitan Council Sector Representative later this week to discuss the 2025 System Statement, resolve inconsistencies, and discuss requirements of the 2050 Plan. Planning staff will also be seeking more information on eligibility for a grant from the Metropolitan Council to assist with the cost of updating the Comprehensive Plan.

Staff anticipates to formally begin the process of drafting the 2050 Comprehensive Plan in early 2026. During this planning cycle, staff will engage residents, local businesses, and East Bethel's Council and Commission members in the planning process, seeking input and providing frequent updates on ongoing efforts.

**Council Action**

No City Council action is needed at this time. This report is provided for informational purposes only.

**Attachments:**

1. 2025 System Statement for East Bethel



**CITY OF  
EAST BETHEL**

**2025  
SYSTEM  
STATEMENT**



**IMAGINE<sup>20</sup><sub>50</sub>**



# 2025 SYSTEMS STATEMENT CITY OF EAST BETHEL

## Regional Development Plan Adoption

On February 12, 2025, the Met Council adopted Imagine 2050 as a comprehensive development guide for the Twin Cities metro region. Imagine 2050 includes regional systems plans, including the 2050 Transportation Policy Plan, the 2050 Water Policy Plan, the 2050 Regional Parks and Trails Policy Plan, and the 2050 Housing Policy Plan. The development guide also outlines land use policies and community designations important for local comprehensive planning updates.

The Metropolitan Council is now issuing systems statements pursuant to [State statute](#).

## Systems Statements

Metropolitan systems plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for those systems. Systems statements explain the implications of metropolitan system plans for each community in the region. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

*Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under [section 473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.*

The system statement includes information specific to a community, including:

- community designation or designation(s)
- forecasted population, households, and employment through the year 2050
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible
- affordable housing need allocation.

In the following sections, this systems statement contains an overview of key changes and updates to the policies and plans from the previous 2040 regional development guide and specific system changes that affect your community:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning

- Regional parks and trails

## Regional Development Guide

The development guide adopted in February 2025 reflects the vision and plans adopted by communities for a prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

Regional values are shared core beliefs or principles that guide the work of developing and implementing Imagine 2050. The values build on those identified in Thrive MSP 2040 and incorporate what we've learned over the last ten years as well as the common values expressed by local governments and partners across the region. These values guide the Met Council in building partnerships and developing policies and programs to support Imagine 2050.

The Met Council has endorsed the following goals for our region to achieve through our policies, practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

## Dispute Process

If your community disagrees with elements of this systems statement or has any questions about the process, please contact your Sector Representative, Patrick Boylan, at 651-602-1438, to review and discuss potential issues or concerns. The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

## Request for Hearing

If a local governmental unit and the Met Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Met Council's Land Use Advisory Committee or by the State Office of Administrative Hearings to consider amendments to the system statement. According to Minnesota Statutes [section 473.857](#), the request shall be made by the local governmental unit or school district within 60 days after receiving the system statement. If the Met Council does not receive a hearing request within 60 days, the statement becomes final.

## Next Steps in the Regional Planning Cycle

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and amend its comprehensive plan by December 2028. Local comprehensive plans and amendments will be reviewed by the Met Council for conformance to

metropolitan system plans, consistency with Met Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Met Council for review by Dec. 31, 2028.

## Forecasts

The Met Council uses the forecasts developed as part of Imagine 2050 to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Met Council will maintain on-going dialogue with communities to consider any changes in growth that may have an impact on regional systems.

### *Imagine Forecasts for the City of East Bethel*

	2020 (actual)	2030	2040	2050
Population	11,786	13,300	14,100	15,400
Households	4,262	5,000	5,400	5,900
Employment	1,323	1,880	2,150	2,540

## Housing Policy

The purpose of the Housing Policy Plan, adopted by the Metropolitan Council in February 2025, is to provide leadership and guidance on regional housing needs and challenges and to support Imagine 2050. The Housing Policy Plan provides an integrated policy framework that unifies our existing roles in housing and identifies opportunities to expand our role in supporting safe, affordable and dignified housing in the region.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), cities and townships must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Met Council has determined the regional need for low-income housing for the decade of 2031-2040 (see Appendix B in the Housing Policy Plan).

Based on regional forecasts, the regional need for future affordable housing units is 39,700. East Bethel’s share of the region’s future need for low-income housing is 108 new units of affordable housing. Of these new units, the need is for 37 affordable to households earning at or below 30% of AMI, 42 affordable to households earning 31% to 50% of AMI, and 29 affordable to households earning 51% to 60% of AMI.

### *Affordable Housing Need Allocation for the City of East Bethel*

	Units
At or below 30% AMI	37
31 to 50% AMI	42
51 to 60% AMI	29
Total Units	108

Future Affordable Housing Need allocations may be updated throughout the decade if local projected sewerage growth changes.

East Bethel should consult the complete Housing Policy Plan when preparing its local comprehensive plan. In addition, East Bethel should consult Imagine 2050 and the Local Planning Handbook for specific requirements necessary for the housing element and housing implementation programs of local comprehensive plans.

## Climate Policy

In 2023, the State legislature amended the Metropolitan Land Planning Act ([Minn Stat. § 473.859, subd. 2 and 7](#)) to include new requirements that comprehensive plans address climate mitigation and adaptation. In climate policy, mitigation strategies focus on minimizing contributions to climate change through efficiency measures and reducing greenhouse gas emissions. Adaptation strategies focus on how to change policies and practices to adjust to ongoing and future impacts of climate change.

The Met Council will assist communities in addressing climate mitigation and adaptation elements by providing communities with greenhouse gas inventories and technical assistance for identifying appropriate strategies.

## Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the Imagine 2050 Community Designations Map and the Community Designation map contained within this systems statement, communities should follow the specific guidance contained in this document. Imagine identifies the City of East Bethel with the community designations of Diversified Rural and Rural Center on the Community Designation map.

Diversified Rural cities and townships include some prime agricultural land and farms, as well as large-lot residential development and clustered housing. Most of these areas were developed just prior to 2000 with lower residential densities. This pattern of development is most conducive for future expansion of urban infrastructure, as some of these areas are within the Met Council's LongTerm Service Area. Considering the long-term plans for orderly growth of these areas, urbanized levels of residential development is discouraged to avoid premature demand for wastewater expansion, as are subdivisions that would preclude future urbanized development. Diversified Rural cities and townships may have more than one community designation based on forecasted growth and current or planned development patterns.

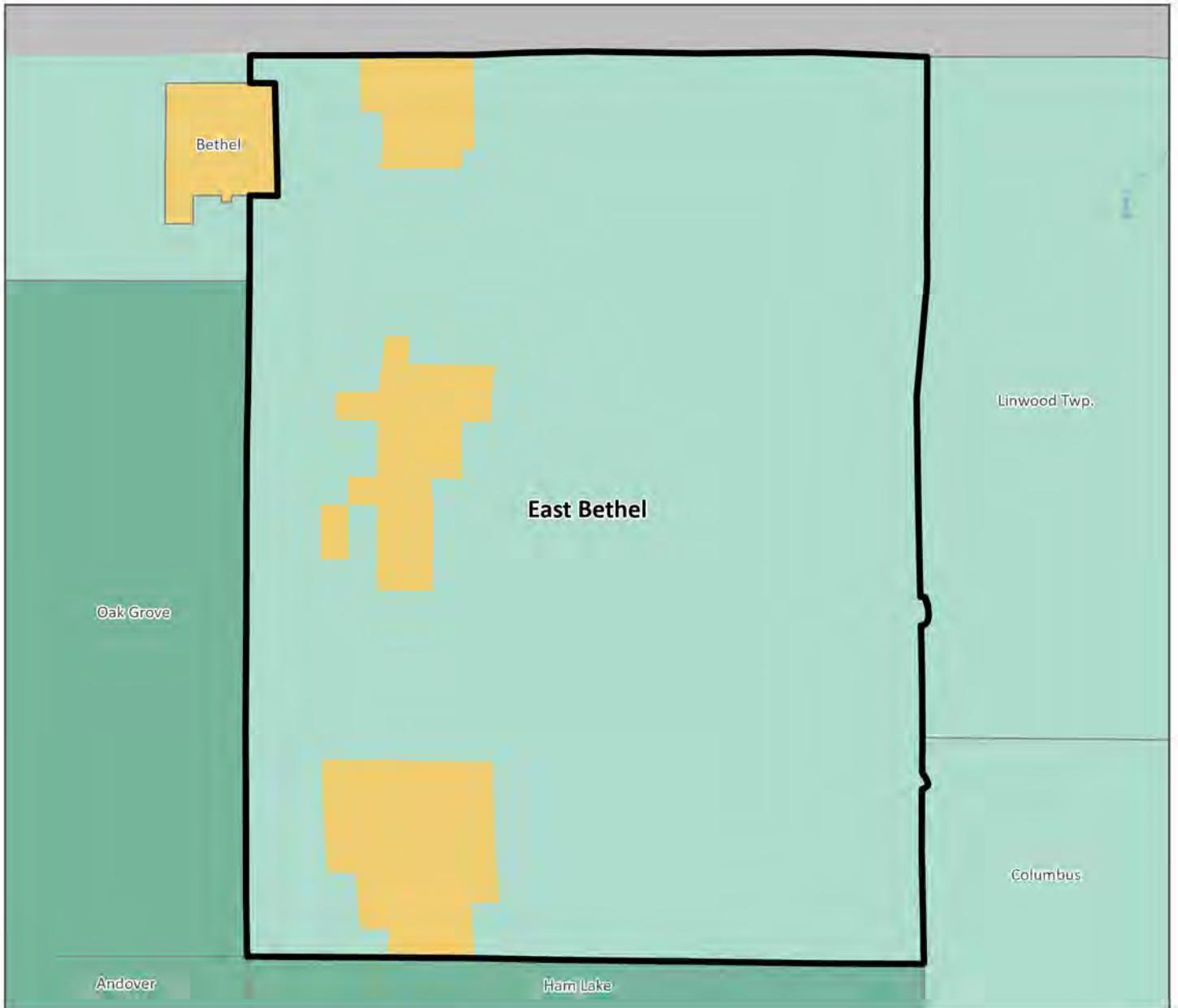
Rural Center cities serve as vital commercial, employment, and residential hubs for the surrounding rural and agricultural areas. Although typically smaller in scale than cities in the urban service area, Rural Centers have similar development patterns. Often these municipalities have a denser historic downtown or core area surrounded by lower density

residential subdivisions and include less than 5% prime agricultural land. These cities usually operate their own municipal wastewater treatment services, facilitating denser land uses and provide water supply services to their residents. Most of these areas were developed prior to 2000 and have relatively higher intersection density, compared to the surrounding areas. Similar to their counterparts in the urban service area, they face the challenge of integrating sustainable development practices to ensure that growth and conservation effectively coexist. Rural Center cities may have more than one community designation due to surrounding township areas that were included in an orderly annexation agreement where growth was planned in previous planning cycles.

Specific strategies for East Bethel can be found on your [Community Page](#) in the [Local Planning Handbook](#).

# City of East Bethel Community Designations

Rural Center, Diversified Rural



## Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

## Rural Service Areas

- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural
- Non-Council Community

# 2025 TRANSPORTATION SYSTEM STATEMENT CITY OF EAST BETHEL

## Transportation Policy Plan Overview

The 2050 *Transportation Policy Plan* (TPP) is the metropolitan system plan for transportation, including highways, transit, bicycle, pedestrian, freight, aviation, and travel demand management, to which local comprehensive plans must conform. The TPP also includes regional transportation objectives, supporting policies and actions, and regional performance measures. The full TPP can be found at the following url:

<https://imagine2050.metrocouncil.org/chapters/transportation>.

This system statement summarizes the regional systems and any significant changes to them, other important regional transportation considerations, and changes made to the 2050 TPP since the 2040 TPP was adopted in 2015. Additionally, this system statement highlights those elements of the system plan that apply to your community. The TPP incorporates policy direction and new 2050 socioeconomic forecasts adopted by the Metropolitan Council in Imagine 2050 and extends the planning horizon from 2040 to 2050.

## Federal and State Requirements

The TPP is a document that meets both state requirements outlined in statute for a metropolitan system plan, and federal requirements as a fiscally constrained long-range investment plan for surface transportation. As the region has recently received a significant number of new and increased sources of transportation revenue, the 2050 TPP no longer includes an increased revenue scenario, but it does include additional opportunities for investment. The plan also continues to assume competitive transportation funding (e.g., state and federal discretionary programs like INFRA and Corridors of Commerce) will be sought and amended into the plan as awarded.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the projects currently identified as funded in the fiscally constrained plan, which is the official metropolitan system plan. The additional opportunities for investment may be identified separately in local plans as unfunded proposals but are not required to be included.

Federal requirements also call for metropolitan transportation plans to be performance based, so the TPP includes objectives, policies, and actions for the regional transportation system. These objectives, policies, and actions guide the Council and regional partners in their planning and investment in the surface transportation system.

In addition to reviewing this system statement, consult the TPP to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Communities should also review the Imagine 2050 Land Use Policy for land use considerations near certain transportation infrastructure. The format of this plan is different than past TPPs. The plan is no longer separated by chapter, rather each modal plan is distinguished from each other as individual investment or system plans. If the Council has a role in the funding of a regional system, the plan is identified as an investment

plan, if not, then it is identified as a system plan. There is no appendix in the 2050 TPP, supporting documentation is combined directly with the specific investment or system plan and identified as support documentation.

## 2050 Transportation Policy Plan Regional Systems

Adopted by the Metropolitan Council in February 2025, the TPP identifies the regional transportation systems, regional transportation objectives and policies, and other regional transportation issues communities should consider when producing their own comprehensive plans. This section will cover descriptions of each system and key changes made to these systems in the TPP.

### Regional Transportation Policies and Actions

In addition to identifying regional systems and investment needs, the TPP includes a set of policies and related actions to guide investments, planning and priorities for the regional transportation system. The policies and actions cover many topics including safety, highway planning priorities, complete streets, non-motorized transportation, equity, climate and natural systems. Communities are encouraged to incorporate regional policies in their local plans.

### Regional Highway System

The Metropolitan Highway System is made up of principal arterials, shown in Figure 1 of the *Highway Investment Plan* and included with this system statement. This system is federally known as the National Highway System. The Metropolitan Highway System is a vital element of the regional transportation system; while minor arterials are lower order roadways that provide connectivity to and relieve congestion in the principal arterial system. Principal and minor arterials combined represent the Regional Highway System.

### Key Changes from the 2040 TPP

- A major shift from previous TPPs is that potential new revenues are no longer considered a means to resolve unmet needs on the system. The 2050 TPP does not have a current and increased revenue scenario as a result. Instead, the 2050 TPP identifies funded projects in the fiscally constrained plan and additional opportunities beyond what is funded. Multiple studies completed since the 2040 TPP identified additional opportunities for investment, these are shown in figures 8 and 10.
- The 2050 TPP identifies highway investments in five major categories:
  - Safety: Figure 7 in the *Highway Investment Plan* shows regionally significant safety investments.
  - Spot mobility: Figure 8 in the *Highway Investment Plan* shows funded regionally significant spot mobility projects alongside identified additional opportunities for investment.
  - Interchanges: Figure 9 in the *Highway Investment Plan* shows funded and planned regionally significant interchange investments.
  - Managed lanes: Figure 10 in the *Highway Investment Plan* shows the existing, under construction and planned E-ZPass system. It also includes managed lane corridors which are identified additional opportunities for investment.

- Targeted regional capacity: Figure 11 in the *Highway Investment Plan* shows funded and planned regionally significant highway capacity investments. It also includes potential future capacity enhancements identified in studies.
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the *Highway Investment Plan* are now: Functional Classification, Preliminary Interchange Approval Process, and Congestion Management Process. The project list appendix item is now a separate section of the TPP, titled Long Range Highway and Transit Capital Project List. This updated list identifies projects from 2025 to 2050.

## Regional Transit System

The regional transit system is comprised of the region’s transitways, regular route bus services, demand response services, transit centers and park and rides, and transit advantages. This system is operated by six different service providers in the region. The COVID-19 pandemic upended transit, and some services vary dramatically from pre-pandemic levels. Many routes were suspended in the region and are still in the process of restructuring.

### Key Changes from the 2040 TPP

- A major shift from previous TPPs is from new revenues raised to fill budget gaps in the system. A new source of revenue for transit was created in 2023 to fund operations and maintenance for the region. Similar to highways, the *Transit Investment Plan* no longer contains a current and increased revenue scenario. The projects shown in the 2050 TPP are those in the fiscally constrained plan. Additional opportunities for investment are also identified in the plan and these may be incorporated into local comprehensive plans.
- Several transitways have been implemented and opened and additional transitways have been identified in the region. Multiple arterial bus rapid transit (BRT) routes have been completed and put into operation, while more alignments have been identified in studies for future implementation. The *Transit Investment Plan* identifies investments planned to be implemented in the 2050 TPP:
  - Two light rail extensions (Green Line Extension, Blue Line Extension)
  - Two dedicated BRT routes (Gold Line, Purple Line)
  - Five arterial BRT routes (B Line, E Line, F Line, G Line, H Line)
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the Transit Investment Plan are now: Transit Design and Performance Guidelines.

## Regional Aviation System

The regional aviation system is composed of Minneapolis-St Paul International Airport, eight publicly owned regional airports, and two privately owned seaplane bases. These regional airports are owned and operated by the Metropolitan Airports Commission (MAC) and local communities.

## Key Changes from the 2040 TPP

- The MAC completed an update to the Long-Term Comprehensive Plan (LTCP) for the Minneapolis-St Paul International Airport in 2024. This update moves the planning horizon to 2040 with new operation forecasts, anticipated noise impacts and capital project needs.
- The Aviation System Plan now identifies all facilities where aviation activity may take place in the region beyond regional airports. These facilities may be incorporated into and considered in local planning. Aviation appendix items of the TPP are now included as a single support document titled Aviation Supporting Information.

## Regional Bicycle System

The regional bicycle system is identified through the Regional Bicycle Transportation Network (RBTN). The RBTN is made up of alignments and corridors. Corridors are shown where more specific alignments within those corridors have not yet been designated. The process used to develop the RBTN, the general principles and analysis factors used in its development, and studies done to analyze and update the network can be found in the *Bicycle Investment Plan*. The RBTN was established in the 2040 TPP with the intent of achieving the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails.
- Provide the vision for a “backbone” arterial network to serve daily bicycle trips by connecting regional destinations and local bicycle networks.
- Encourage cities, counties, park agencies, and the state to plan and implement future bikeways in support of the network vision.

The RBTN also incorporates regional bicycle barriers which are established in the TPP as the region’s most significant physical barriers to everyday bicycle travel and include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the [Regional Bicycle Barrier Study](#), the map which displays these barriers can be found here: [Regional Bicycle Barriers Map](#).

## Key Changes from 2040 TPP

- The RBTN has been refined and expanded since it was first implemented in the 2040 TPP. Requests from local governments to add and revise RBTN corridors and alignments prompted the [Regional Bicycle Guidelines and Measures Study](#) which developed specific measures used in reviewing update requests submitted by local agencies.
- The RBTN undergoes a formal update of alignments and corridors about every 2 years. The next formal update will take place in 2025 prior to the 2026 Regional Solicitation.

## Regional Freight System

The regional freight system is composed of interconnecting transportation modes, some of which are unique to freight and some which overlap with passenger travel modes. There are five distinct modes of freight transportation: highway trucks, railroads, river barges, air freight, and pipelines. Combined with intermodal or warehouse/distribution terminals and supporting

infrastructure these modes of transportation comprise the regional freight system, known as the Metropolitan Freight System.

### Key Changes from 2040 TPP

- E-commerce has become an increasingly important segment of freight movements and deliveries of goods to homes. The [Urban Freight Distribution Study](#) focused on e-commerce trends and impacts or opportunities of last-mile parcel deliveries in regional communities. The study notes that as urban deliveries become more common local communities are encouraged to create curb management policies, consider delivery needs in their complete streets planning and identify microhubs for last mile parcel distribution in addition to other recommendations.

## Pedestrian System

The Council coordinates with local partners on pedestrian issues and trends, and aids in funding for pedestrian needs in a variety of ways.

### Key Changes from 2040 TPP

- In previous TPPs pedestrian and bicycle travel were combined into one chapter and discussed together. The pedestrian system is now discussed and considered as an independent investment section of the 2050 TPP.
- To address rising pedestrian danger on our streets, the Council undertook a study to create the [Pedestrian Safety Action Plan](#), which was released in 2022. This plan includes analysis of crash trends in the region, recommendations of actions to take to increase pedestrian safety, and a weighted crash score on every road in the region to aid in future safety planning and project prioritization. Communities are encouraged to incorporate the plan's findings into the pedestrian elements of their comprehensive plans.

## Travel Demand Management

Travel demand management (TDM) is the application of strategies, programs and policies to increase the efficiency of transportation systems by reducing travel demand, or redistributing this demand in space or in time. These initiatives are intended to inspire new travel habits to support infrastructure investments and a more efficient use of the transportation system by reducing the demand for personal vehicle trips.

### Key Changes from 2040 TPP

- TDM has its own dedicated investment plan and discussion in the 2050 TPP, which is completely new to the plan. This section describes key partners in TDM in the region and identifies roles and responsibilities for these partners. As a result of this new investment plan, local communities are being asked to discuss how they include travel demand management strategies in their local plans, since some of them have relationships to land use controls and ordinances.
- The Council conducted the Regional Travel Demand Management Study that concluded with the [Regional Travel Demand Management Action Plan](#) in 2023. The Action Plan outlines a structure for a regional TDM program to implement and operationalize

strategies, programs and incentives that achieve reductions in single-occupant vehicle trips, vehicle-miles traveled, and greenhouse gas emissions through travel behavior change. The Action Plan is summarized in the 2050 TPP Travel Demand Management Investment Plan.

## System Plan Considerations Affecting Your Community

Your community should consult the complete TPP in preparing its local comprehensive plan. In addition, your community should consult Imagine 2050 and the current version of the Metropolitan Council's Local Planning Handbook (LPH) for specific information needed in its comprehensive plan. Specific system plan considerations affecting your community are detailed below.

### Regional Highway System

There is a principal arterial located within your community:

- Trunk Highway 65

The TPP includes programmed safety investments in your community, these investments can be seen on this system statement and in Figure 7 of the TPP. Communities should incorporate these investments in your local plans and consider local planning to support these investments on your local system.

### Regional Transit System

Your community is located within the following Transit Market Area: TMA 5.

TMA 5 is primarily rural communities including rural centers but also some suburban edge communities as well as freestanding town centers characterized by very low-density development or undeveloped land not well suited for regular-route transit service outside of limited peak-period express and commuter service.

Your community is not within the Transit Capital Levy District as shown in Figure 2 of the *Transit Investment Plan*. Regardless of the Transit Market Area or transitway corridor planning, the only transit services provided in this type of community are Transit Link dial-a-ride service and various ridesharing services.

### Regional Aviation System

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference. Local comprehensive plans can also begin to consider other aviation uses which do not take place at airports, like drones.

Local communities should also consider other facilities which may generate aviation activity, such as heliports or private air facilities. To see all aviation facilities in the region including

those that are not defined as a part of the regional aviation system, refer to Figure 6 of the *Aviation System Plan*.

## **Regional Bicycle Planning**

The RBTN is depicted on Figure 2 of the *Bicycle Investment Plan*. The network consists of Tier 1 and Tier 2 corridors and alignments. These are not intended to be the only bicycle facilities in the region, and local units should also include local network plans in their communities.

In your community there are no RBTN corridors and alignments.

## **Regional Freight Planning**

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

The Metropolitan Freight System and the National Highway Freight Network are shown in Figures 1 and 5 of the *Freight Investment Plan*, respectively. There are no freight facilities in your community.

## **Other Transportation Policy Plan Considerations**

### **Pedestrian Planning**

The Council encourages local governments to address pedestrian needs for transportation in their local comprehensive plans. The necessary planning for pedestrians can be done within your community's comprehensive plan. An adopted pedestrian, active transportation, or multimodal plan can be included as an addendum to or in addition to the comprehensive plan. This planning should also include ensuring your local community has a current ADA self-evaluation that covers the public rights-of-way for transportation. Agencies with 50 or more employees must also have an adopted ADA transition plan, not just a self-evaluation.

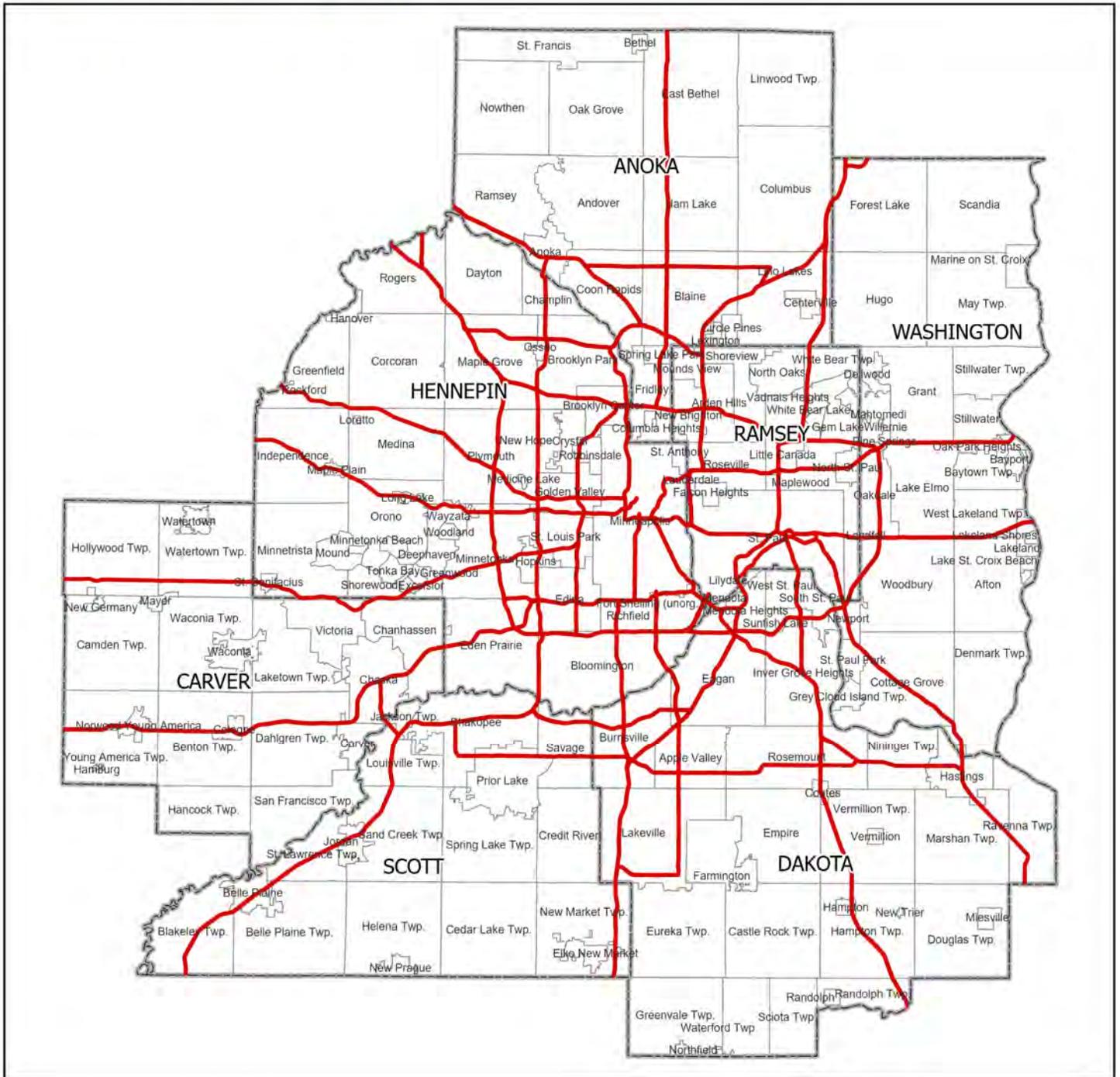
### **Travel Demand Management**

The Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by Anoka County TMO. Local governments should identify the transportation management organization which serves their community and describe any policies, ordinances, practices or programs in place which would aid in regional TDM work in their local comprehensive plans.

### **Greenhouse Gas Emissions**

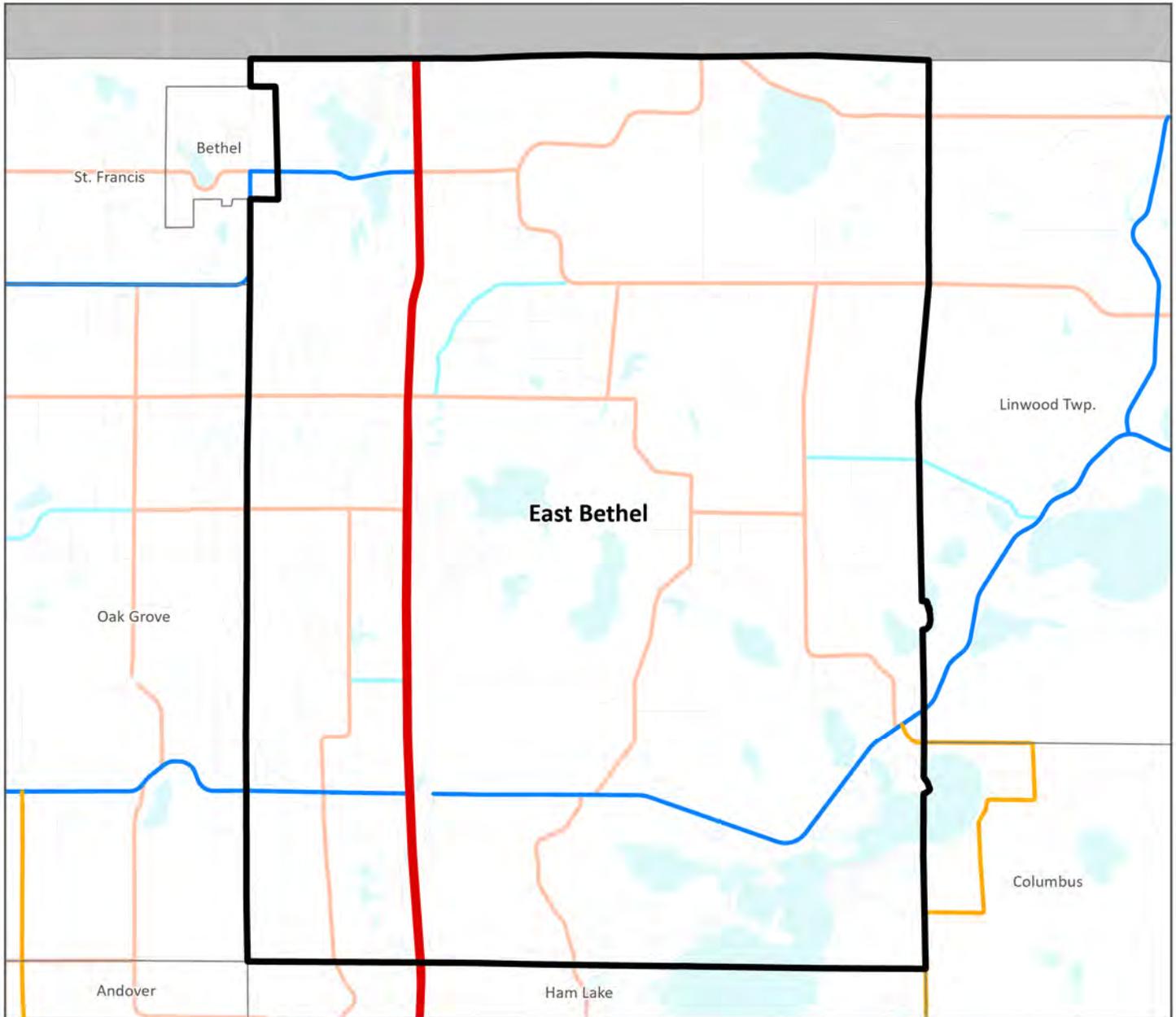
State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the surface transportation system in your comprehensive plan to meet the designated regional targets.

# Principal Arterial Highways



— Principal Arterial Roads

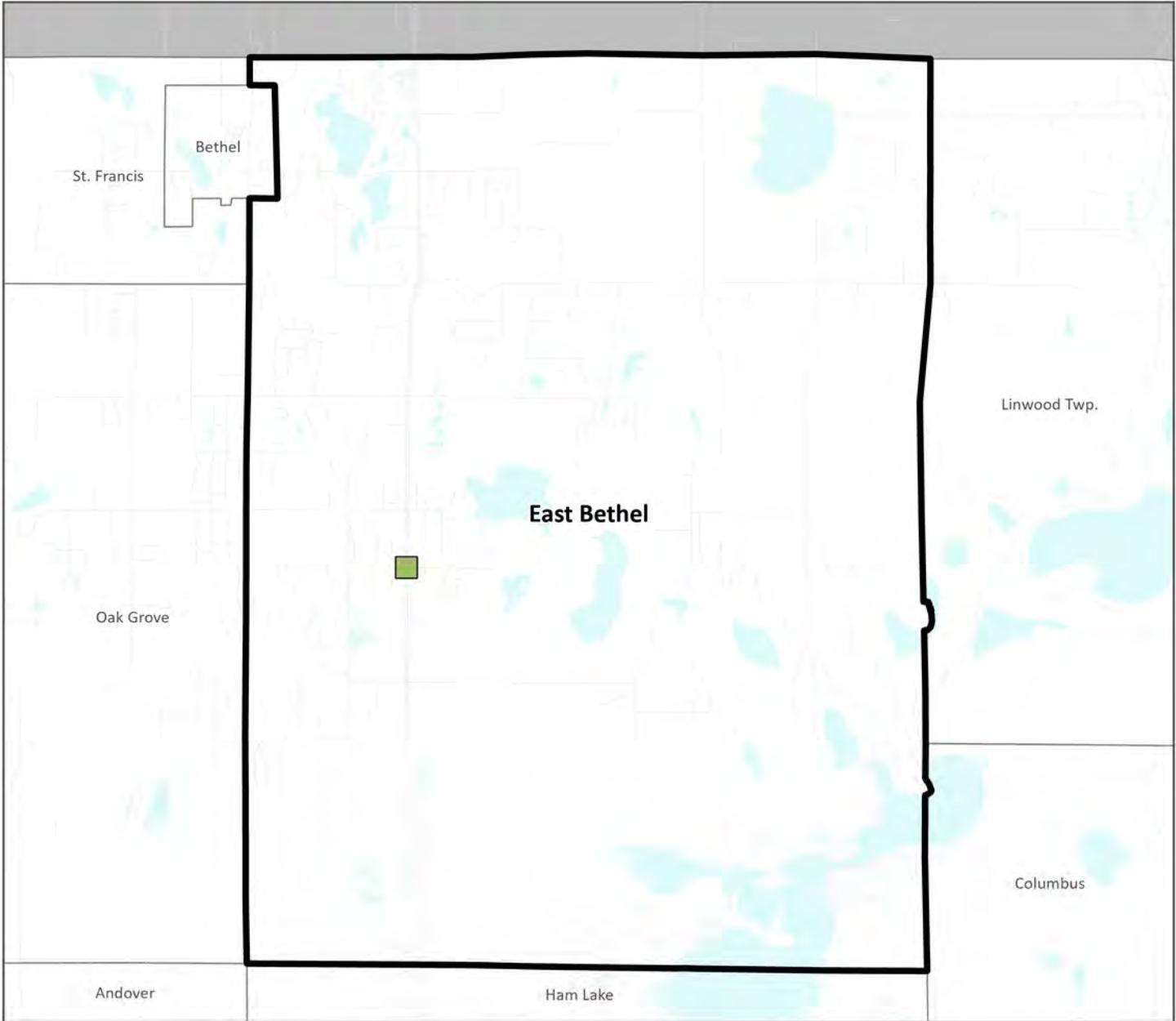
# City of East Bethel Functional Class - All Roads



## Functional Class

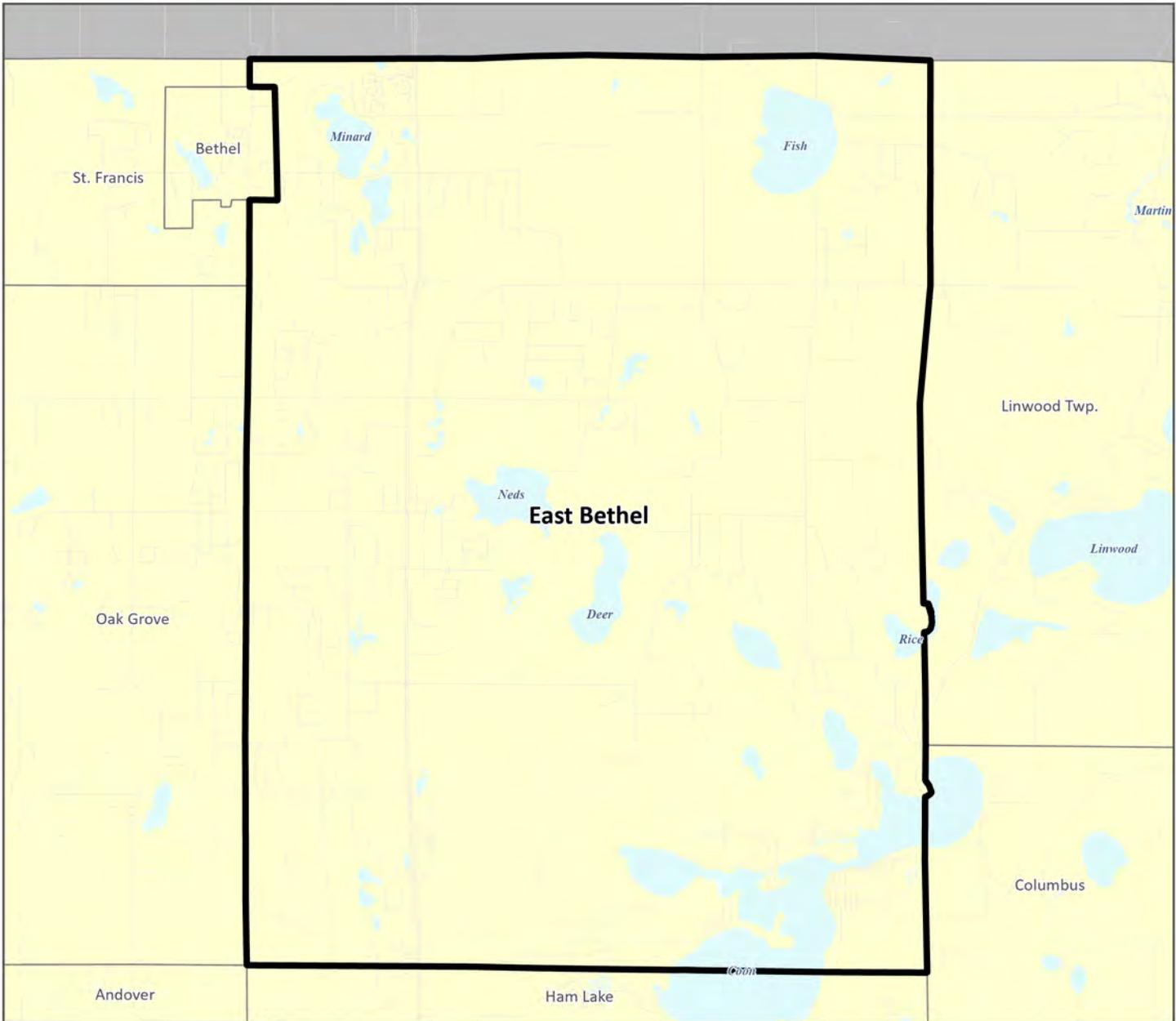
- Principal Arterial
- Minor Arterial Augmentor
- Minor Arterial Reliever
- Minor Arterial Expander
- Minor Arterial Connector
- Major Collector
- Minor Collector
- Local Roads

# City of East Bethel Long Range Highway Projects



- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li><span style="color: orange;">+</span> Interchanges</li> <li><span style="color: red;">▲</span> Targeted Regional Capacity</li> <li><span style="color: green;">■</span> Safety</li> <li><span style="color: blue;">●</span> Spot Mobility</li> </ul> | <p><b>E-ZPass System</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Existing E-ZPass System</li> <li><span style="color: red;">—</span> Under Construction E-ZPass</li> <li><span style="color: green;">—</span> Planned Managed Lanes</li> <li><span style="color: orange;">—</span> Under Study Managed Lanes</li> <li><span style="color: yellow;">—</span> Vision Managed Lanes</li> </ul> |
|---|--|

# City of East Bethel Transit Market Areas

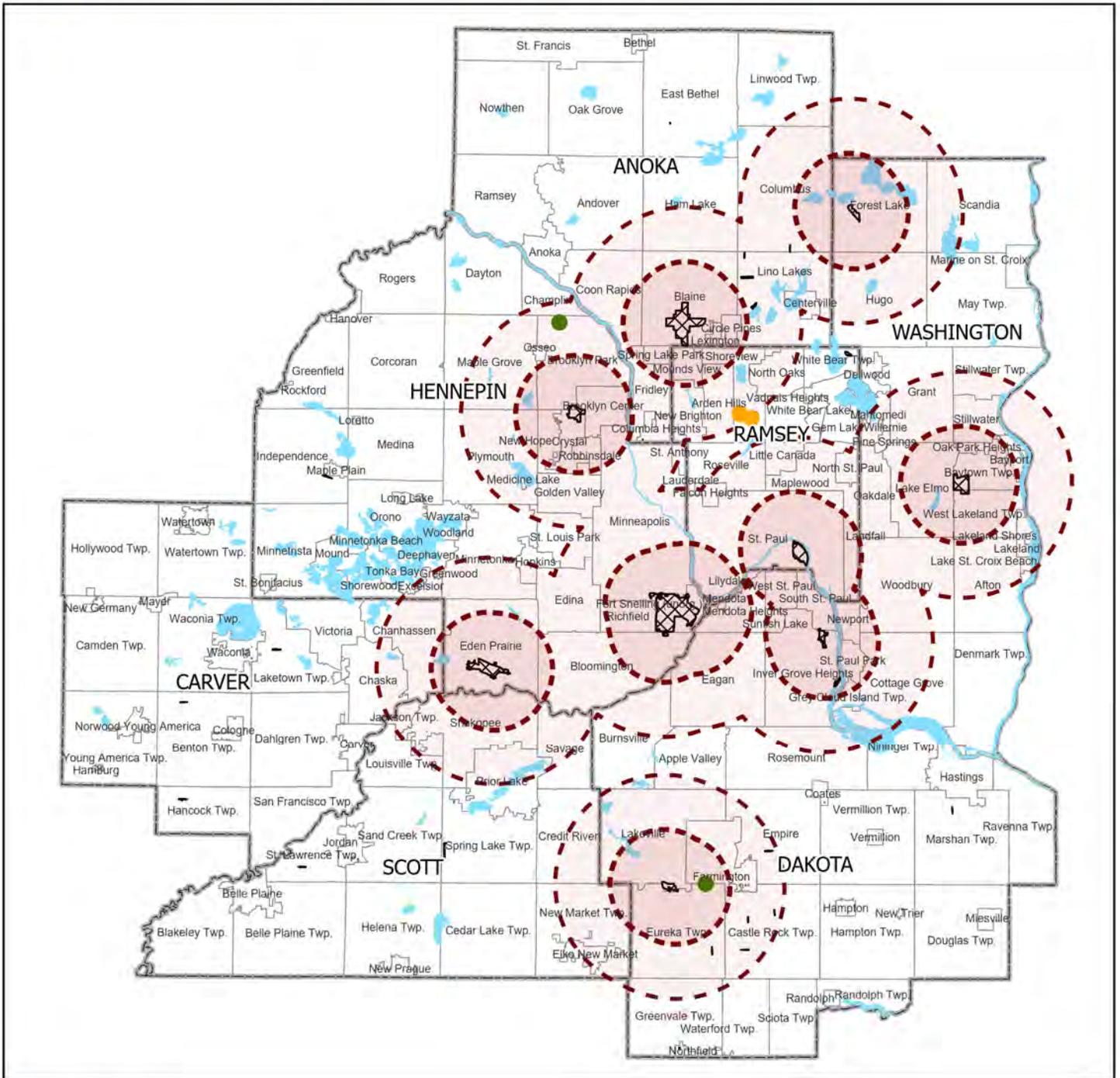


## Transit Market Areas

- TMA 1
- TMA 2
- Emerging TMA 2
- TMA 3
- Emerging TMA 3
- TMA 4
- TMA 5

Freestanding Town Center

# Regional Aviation System and Airport Influence Areas



- Tall Tower
- VOR
- 3 Mile Airport Influence Area - Noise, Zoning, Infrastructure
- 6 Mile Airport Influence Area - Landfills, Wind Towers
- Airport Land Area
- Aircraft Permitted Water

# 2025 WATER RESOURCES SYSTEM STATEMENT CITY OF EAST BETHEL

## Water Policy Plan Overview

The 2050 Water Policy Plan includes policies and strategies to achieve four objectives that support our regional goals:

- **CLIMATE:** The region's waters and water services are protected from and made resilient to the ongoing and future effects of climate change.
- **INVESTMENTS:** Water protection, planning, management, and infrastructure investments are optimized to ensure public and ecosystem health are fully protected now and for future generations.
- **HEALTH:** Natural waters, source waters, water services, and infrastructure are managed, restored, and enhanced to protect public and ecosystem health that ensures a high quality of life in the region.
- **EQUITY:** The benefits of clean and abundant water and water services are defined by local needs and environmental context, accessible, and justly shared by all residents and communities.

These objectives help to protect our region's groundwater and surface water, ensure the sustainability of water sources and utility service providers, support public and ecosystem health, and promote a thriving economy, sound development decisions, and a high quality of life for all who call this region home.

The Water Policy Plan strives to generate innovative actions, including water reuse, resource recovery, and nature-based approaches, that have multiple benefits at both the local and regional scales. Additionally, the plan includes policies and strategies to address the impacts of climate change, equitable access to water benefits, and water sector workforce concerns. The region has a strong history of water planning and management, and the 2050 Water Policy Plan continues this tradition. It progresses our organization and the region to ensure clean and abundant water for current and future generations.

## Key Concepts

Adopted by the Metropolitan Council in February 2025, the 2050 Water Policy Plan - including the regional water policies, Wastewater System Plan, and the Metro Area Water Supply Plan - outline the conditions for regional wastewater service, surface water management, and water supply planning. Local comprehensive plans shall conform to these conditions. The Policy Plan incorporates the following changes:

## **Integrated Planning (next steps)**

The Water Policy Plan is a guide for managing wastewater, water supply, surface waters, and groundwater. It takes an integrated approach to water planning and management from local to federal and Tribal levels, which helps to ensure a clean and plentiful water future. Water planning organizations need to work together to address issues that transcend political boundaries to achieve holistic water management.

## **Subregional Approach to Planning**

The Met Council is committed to continuing and broadening the subregional approach to integrated water planning. Subregional groups will be expanded to include stakeholders from Tribal Nations, state agencies, county planning staff, municipal public works and planning staff, watershed organizations, non-governmental organizations, and others who want to participate in discussions about localized, integrated water concerns.

## **Water Equity**

The Water Policy Plan prioritizes equitable access to clean water and water services, especially for historically marginalized communities. Reaching these outcomes requires initiatives such as prioritizing investments in overburdened communities, addressing historical harms, creating accessible information and communications, and including diverse perspectives of community members in water planning and management decisions.

## **Climate and Natural Systems**

The Water Policy Plan includes climate and natural systems objectives, policies, and actions, which guide the Met Council and communities to employ approaches that lead to sustainable water and water services. This includes building water resiliency, limiting risks, and benefiting a growing and a thriving economy through convening partners, new tools and technologies, water conservation and protection efforts, and water planning and technical assistance.

## **Considerations Affecting Your Community**

### **Regional Sewer Service**

The treatment of wastewater is foundational to ensure public health and protect the region's natural environments. Reclamation of water and byproducts from the wastewater treatment process can help our region meet sustainability and climate goals. To operate and steward the regional wastewater system, it is essential for the Met Council to understand local conditions, identify current and future needs, and take innovative approaches to address the region's water sustainability challenges.

Local governments are required to submit both a wastewater plan element to their comprehensive plan and a comprehensive sewer plan describing service needs from the Met Council (Minnesota Statutes 473.513). A complete list of requirements for the comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Water Resources section of the [Local Planning Handbook](#).

## Forecasts

The forecasts of population, households, employment, and wastewater flows for East Bethel can be found on your Community Page in the Local Planning Handbook. These forecasts are for sewer development. The sewer forecasts were estimated using Met Council's census block forecast data, individual and communal sewage treatment system data, Sewer Availability Charge (SAC) data, annual city reports, current trends, existing and future local wastewater service areas and other municipal information. The wastewater flows are based on historical wastewater flow data, future wastewater generation rates, and the sewer population and employment forecast data.

The Met Council will use these growth and wastewater flow forecasts to plan future regional wastewater conveyance and treatment system improvements needed to serve your community.

East Bethel, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development.

## Wastewater Service

Metropolitan Council Environmental Services (Environmental Services) designs, constructs, and operates the regional wastewater system (Metropolitan Disposal System): a publicly owned system of regional sanitary sewers and water resource recovery facilities (wastewater treatment plants), for the conveyance, treatment and disposal of domestic waste, industrial waste and other waste from residential, commercial, institutional, and industrial users in the metropolitan area. The regional wastewater system currently serves 111 communities and through its work it protects public health, protects the environment, and fosters the economic growth of the seven-county Twin Cities Metropolitan Area.

A Regional Sanitary Sewer System map is provided to assist in the completion of your community's comprehensive sewer plan. The map shows Environmental Services' wastewater infrastructure located within your community's boundaries, if your community is provided regional wastewater service.

A complete list of items required for inclusion in your community's comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Local Planning Handbook. A comprehensive plan will be found incomplete for review if all submittal requirements are not met.

If your community has multiple methods of wastewater service (including regional service, local (municipal) wastewater treatment system, private communal systems, and/or subsurface sewage treatment systems), review the information in each corresponding section and refer to the Local Planning Handbook for a complete list of requirements that must be included in the comprehensive sewer plan for these systems. We strongly encourage you to include this information in a water chapter of your comprehensive plan.

## **Areas Served by the Regional System**

A majority of current wastewater treatment services are provided to the City by Environmental Services. The wastewater is conveyed by Met Council Interceptor 801620 and treated at the East Bethel Water Resource Recovery Facility in East Bethel.

### **Regional Inflow and Infiltration Program**

The Met Council is continuing implementation of its inflow and infiltration (I/I) reduction program and will continue to establish I/I goals for all communities discharging wastewater to the regional wastewater system. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate the excessive I/I. Those communities will be required to submit a work plan that details work activities to identify and eliminate I/I sources from both municipal and private sources. The Met Council will not design future regional sanitary sewer improvements or water resource recovery facilities to handle peak hourly flows in excess of the allowable rate for your community. Increases in service may be limited in communities that do not demonstrate progress in reducing excess I/I.

Two grant programs are currently available for communities with excessive I/I in their sanitary sewer systems: The Municipal Inflow and Infiltration Grant Program and the Private Property Inflow and Infiltration Grant Program. It is recommended that communities review these programs and determine if participation fits into their I/I work plan. The Municipal Inflow and Infiltration Grant Program is based on annual legislative action and funding amount and availability may vary year to year.

## **Areas Served by Local Wastewater Treatment System**

The requirements of this element do not apply because East Bethel does not have a local wastewater treatment system.

## **Areas Served by Private Communal Treatment Systems and/or Subsurface Sewage Treatment Systems**

The Met Council's position is that private communal wastewater treatment systems should only be permitted in areas not programmed for regional sewer service in the foreseeable future and they are provided for in a community's comprehensive plan. The community is responsible for permitting all private communal or cluster wastewater treatment systems consistent with current Minnesota Pollution Control Agency standards (Minnesota Rules Chapter 7080-7083). The Met Council will not provide financial support to assist communities if these systems fail.

Communities with individual subsurface sewage treatment systems (SSTS), commonly known as septic systems, must adopt a management program consistent with current Minnesota Pollution Control Agency regulations (Minnesota Rules Chapter 7080-7083). A description of the management plan and current SSTS ordinance must be included in the community's comprehensive sewer plan.

## Surface Water Management

The metro region consists of hundreds of miles of rivers, streams, thousands of acres of wetlands, and nearly a thousand lakes. These surface waters define our region. They are where we play, exercise, find peace, and celebrate with friends and family. They support the region's ecosystems and biodiversity. They provide drinking water for the region's residents and energy for industry. They are critical transportation corridors and places to recreate, fueling local economies. Yet these waters are threatened by complex issues like ongoing pollution stress, climate change, and unsustainable development pressures. Comprehensive community planning includes surface water planning to ensure the region's residents, businesses, and ecosystems can benefit from clean and abundant water.

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by Section 103B.235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. All communities in the metro region must update their local water plan between Jan. 1, 2027 and Dec. 31, 2028. This means that East Bethel must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Met Council for its review concurrent with the review by the local watershed management organizations.

The Surface Water Features map shows the watershed management organizations, Sunrise River WMO and Upper Rum River WMO, that have jurisdiction in East Bethel.

Failure to have an updated local water plan approved by your watershed management organizations will result in the comprehensive plan being incomplete for review. Local water plans shall be submitted to the Met Council for review in the timeframe described above, comments are sent from the Met Council to the appropriate watersheds for inclusion in their review and approval of the plan, and finally the plan is approved by the appropriate watersheds.

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix A of the [2050 Water Policy Plan](#) and in the Met Council's current Local Planning Handbook.

## Priority Waters List

The Met Council updated its Priority Waters List (formerly Priority Lakes List) in July 2022. This new version includes rivers, lakes, and streams. With more than 950 lakes and hundreds of miles of rivers and streams in the region, waterbodies needed to be prioritized to adequately dedicate staff and financial resources. The Met Council uses the Priority Waters List to focus

its limited resources. The list is also used in the environmental review process. The Surface Water Features map and Priority Waters List table show the priority waters for East Bethel.

When using this Priority Waters List, for projects near a specific waterbody, we recommend you connect with local residents to understand how they value and interact with the waterbody. The Twin Cities region is home to many diverse communities with different cultural and personal relationships to water, so it's important to incorporate those perspectives in addition to the Priority Waters List when working on local-scale projects. Communities should identify the Priority Waters and the projects and/or programs that will protect or restore these waters.

The Water Contamination and Impaired Waters map includes any water bodies that are on the Minnesota Pollution Control Agency's 303d Impaired Waters List.

*Table of Priority Waters for the City of East Bethel*

Waterbody Type	Name	DNR Lake ID	DNR Kittle Number
Lake	Coon	02004200	---
Lake	Fish	02006500	---
River/stream	Cedar Creek	---	M-063-003
River/stream	Crooked Brook	---	M-063-003-006

## Water Supply

Water supply is not a regional system. However, water supply information is required for local comprehensive plan updates to meet statutory requirements and for consistency with regional policy.

To ensure that there is a safe and plentiful supply of water—for a wide range of residential, commercial, institutional, industrial, recreational, and other purposes—it is important to make sure local water supply sources, infrastructure, and planned investments are aligned with planned land use changes.

The Met Council recognizes the local responsibility and authority for water supply planning. However, a regional perspective is also valuable, because the effects of local water supply decisions do not stop at community boundaries. The Met Council provides regional planning, guidance, and resources to support communities and help safeguard our shared water resources.

Water supply plan-related requirements generally include:

- Clearly identifying the locations of water sources and amount of water that is currently used and is planned to be used for things like agriculture, homes, businesses, industries, and other public and private purposes. This includes areas that affect those water sources, such as source water protection areas.
- Creating a program for how to implement local rules and regulations about water supply, including when and how these rules will be developed, adopted, and administered.

Communities served by a municipal community public water supply system must fulfill part of these requirements by attaching a local water supply plan approved by the Minnesota Department of Natural Resources as an appendix to the comprehensive plan.

The Water Supply Considerations map illustrates some key content for your community, including Drinking Water Supply Management Areas, Special Well and Boring Construction Areas, and Priority Waters qualifying as drinking water sources.

We strongly encourage you to include any required information that isn't in the local water supply plan—such as source water protection and privately-owned wells—in a water chapter of your comprehensive plan.

A customized checklist of minimum requirements for your community is included in the Local Planning Handbook, along with resources to help you meet and go beyond minimum requirements.

## **Source Water Protection**

Your comprehensive plan should consider water use (including water supply sources) as part of land use planning, to promote land use practices and development decisions that protect public health for your community and the region. Include information about the location of both groundwater and surface water source water protection areas and their vulnerability for all community public drinking water source(s) within your community's borders and associated contaminant threats. Also include a commitment to collaborate with neighbors on source water protection, when applicable.

## **Privately-Owned Wells and Nonmunicipal Public Water Supply Systems**

Your comprehensive plan should include information about the current and planned use and management strategies for privately-owned wells and nonmunicipal public water supply systems, because people, institutions, and businesses in your community use those sources for a wide range of agricultural, residential, commercial, industrial and/or other nonmunicipal purposes.

If a new municipal community public water supply system is planned by 2050, a water chapter of the updated comprehensive plan should include details about the planned system.

## **Municipal Community Public Water Supply Systems**

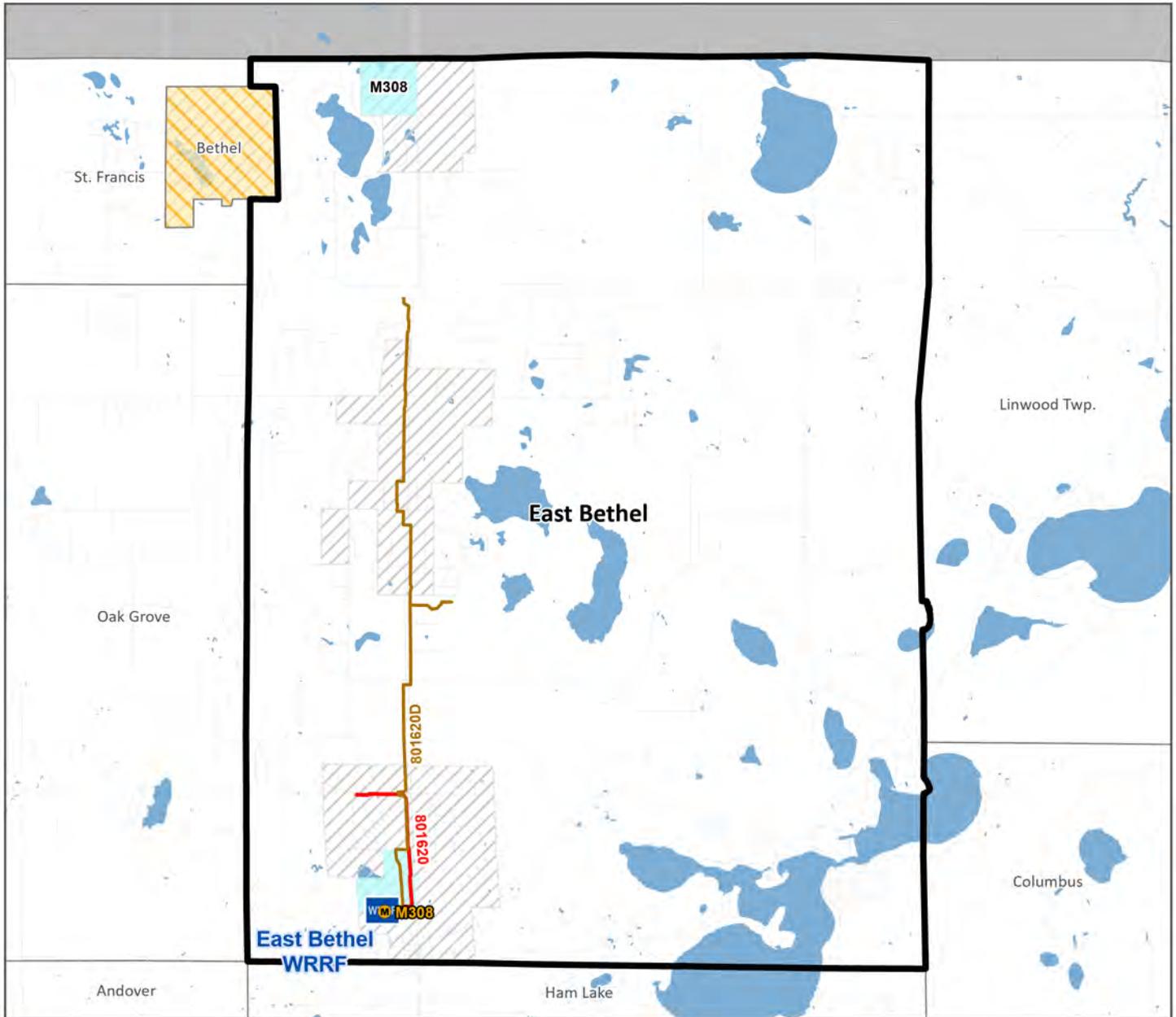
### **Water Supply System Information**

Because people, institutions, and businesses in your community get water through a municipal community public water supply system, you must include information about that system and an implementation program in your comprehensive plans, to demonstrate the availability of clean, safe drinking water to meet projected water demand consistent with the Met Council's forecasts.

The Minnesota Department of Natural Resources (DNR)-approved local water supply plan for the municipal public water supplier providing service to your community must be attached as an appendix to the comprehensive plan. To ensure that the DNR-approved local water supply plan is consistent with regional policies and is compatible with adjacent and affected governmental units, you should provide the Met Council and adjacent and affected jurisdictions with the opportunity to review and comment on your draft local water supply plan update.

Failure to include an updated local water supply plan approved by the DNR will result in the comprehensive plan being incomplete for review until the required plan is submitted to the Met Council.

# City of East Bethel Regional Sanitary Sewer System

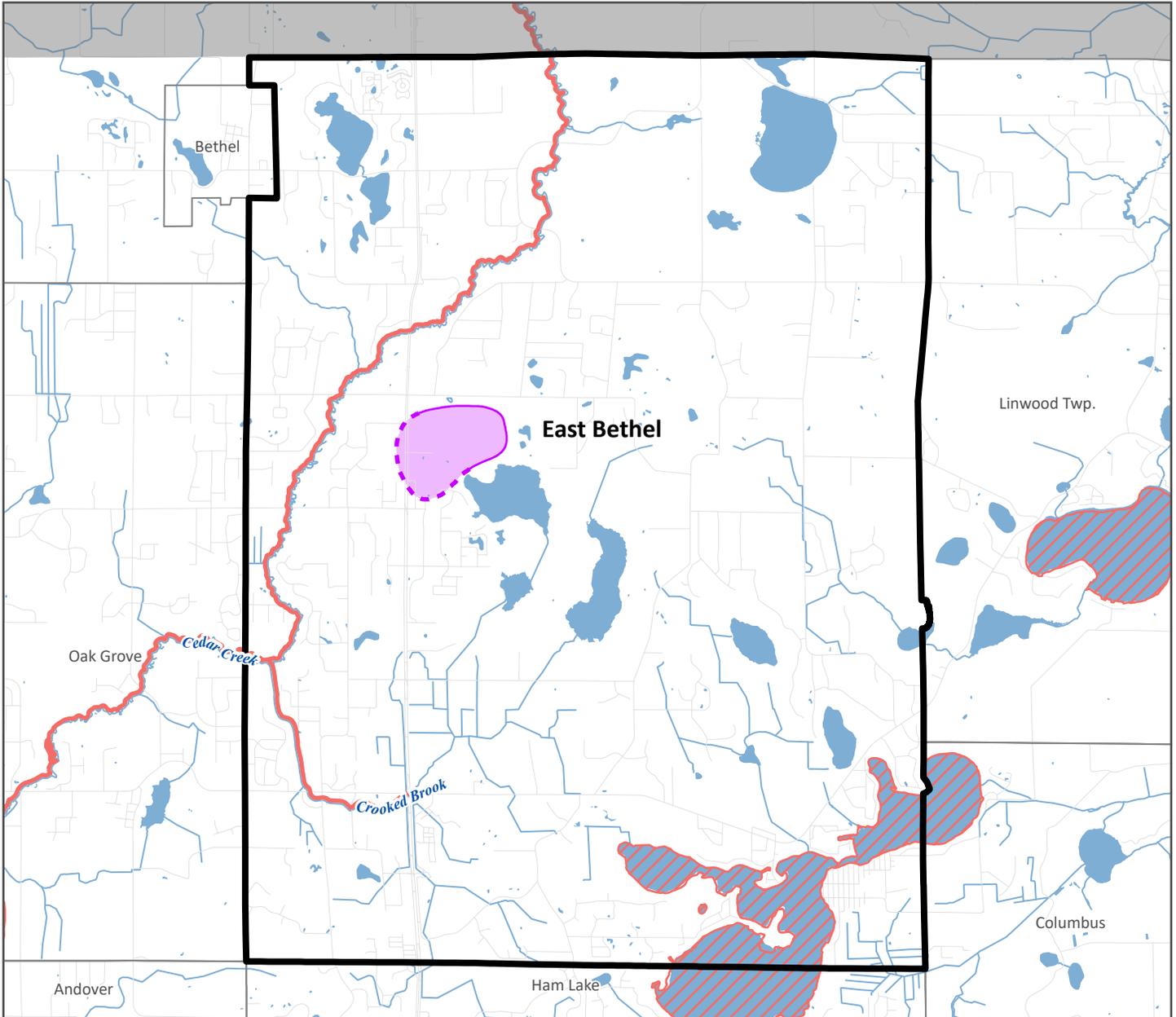


-  Meters
-  Water Resource Recovery Facility (WRRF)
- Regional Sewer**
-  Gravity
-  Effluent
-  Rural Center Sewer Service Areas
-  2050 MUSA

Sewer Service Areas

To Meter M###	Not Served
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# City of East Bethel Water Contamination and Impaired Waters



## Minnesota Groundwater Contamination Atlas

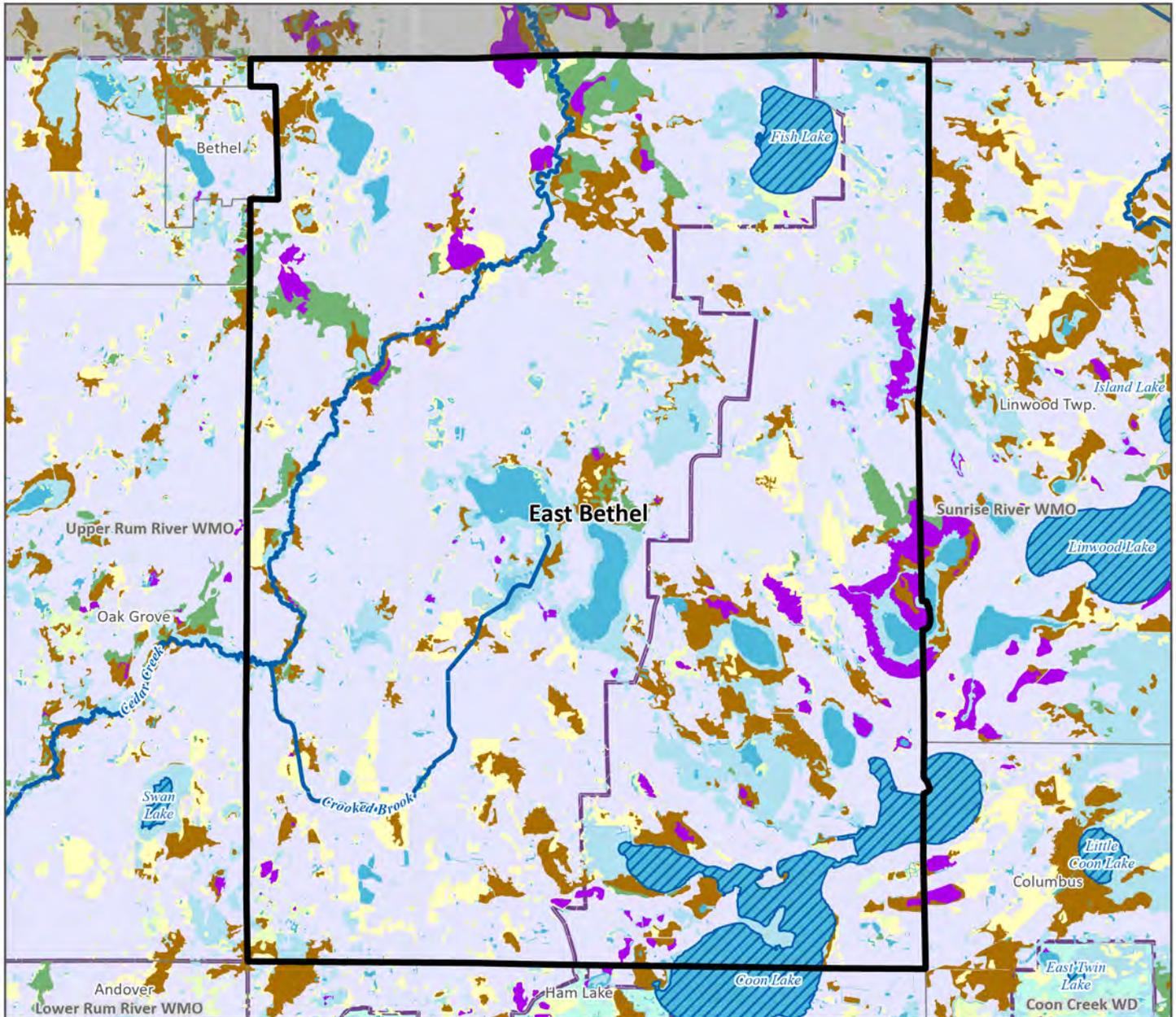
-  High Confidence Boundary
-  Low Confidence Boundary
-  Groundwater area of concern \*

## Minnesota's 2024 Impaired Waters List

-  Impaired Rivers or Streams
-  Impaired Lake

\* darker shades of purple represent multiple overlapping areas of concern

# City of East Bethel Surface Water Features



### Watershed Management Type

-  County Administered Planning
-  Watershed District (WD)
-  Watershed Management Organization (WMO)

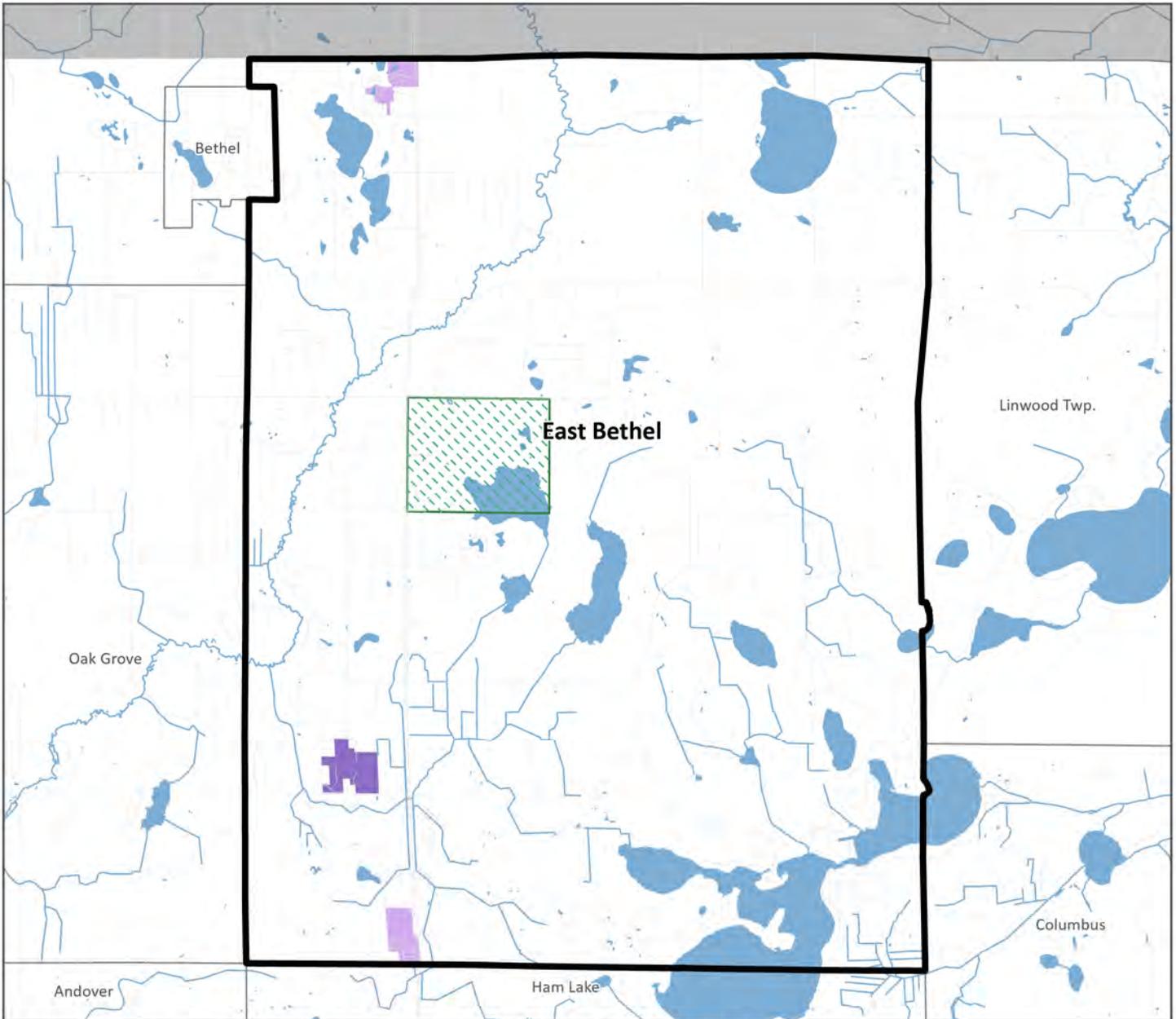
### Wetland Type

-  Seasonally Flooded Basin or Flat
-  Wet Meadow
-  Shallow Marsh
-  Deep Marsh
-  Shallow Open Water
-  Shrub Swamp
-  Wooded Swamp
-  Bog

### Priority Water

-  Priority River or Stream
-  Priority Lake

# City of East Bethel Water Supply Considerations



**Drinking Water Supply Management Areas for Groundwater (DWSMA)**

- High Vulnerability
- Moderate Vulnerability
- Low Vulnerability

**Drinking Water Supply Management Areas for Surface Water (DWSMA)**

- Surface Water DWSMA Priority Area A
- Special Well and Boring Construction Area
- Priority river or stream qualifying as a drinking water source
- Priority lake qualifying as a drinking water source

# REGIONAL PARKS AND TRAILS SYSTEM STATEMENT CITY OF EAST BETHEL

## Overview of the Regional Parks and Trails System

The Regional Parks and Trails System includes 66 regional parks, park reserves, and special features, plus more than 487 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks and Trails System is well-loved by our region's residents and attracted over 69 million visits in 2023.

The organizational structure of the Regional Parks and Trails System is unique, built upon a strong partnership between the Met Council and the ten regional park implementing agencies that own and operate Regional Parks and Trails System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The 2050 Regional Parks and Trails Policy Plan advances the Imagine 2050 regional goals and core values including Equity, Leadership, Accountability, and Stewardship by striving to:

- **Foster equity and belonging:** Connect people with nature, community, and cultural landscapes to better support their physical, mental, and emotional well-being
- **Take care of what we have:** Reinvest in existing regional parks and trails to maintain and enhance visitor experiences
- **Protect and restore:** Protect and restore natural systems to safeguard the well-being of all living things
- **Adapt and mitigate:** Increase the region's resilience to climate change through land stewardship practices that mitigate greenhouse gases and adapt to future climates
- **Meet future needs:** Meet the growing demand for regional parks and trails through strategic and timely land acquisition and development.

## Key Concepts in the 2050 Regional Parks and Trails Policy Plan

The 2050 Regional Parks and Trails Policy Plan includes the following policies, each with specific associated strategies:

- **System Plan policy:** Maintain a robust and current set of data, maps, plans, processes, and applications to support regional parks and trails planning.

- **Natural Systems policy:** Identify lands with high-quality natural features and/or with high restoration potential that are desirable for Regional Parks and Trails System activities and put these lands in a protected status so they will be available for recreational uses and preservation purposes in perpetuity.
- **Climate Resilience policy:** Adapt and enhance the Regional Parks and Trails System to promote resilience to climate change, including the mitigation of greenhouse gas emissions.
- **Planning policy:** Promote long-range planning and help provide integrated resource planning across jurisdictions in order to create a seamless system that connects everyone to the outdoors.
- **System Protection policy:** Protect public investments in acquisition and development by assuring that every component in the system is able to fully carry out its designated role.
- **Recreation, Facilities, and Programming policy:** Foster a sense of belonging by providing a wide spectrum of leisure and play opportunities while connecting people, places, and the natural world.
- **Finance policy:** The Met Council administers, provides financial oversight, and collaborates with a range of partners to fund the ten regional park implementing agencies in support of the Regional Parks and Trails System.

The 2050 Regional Parks and Trails Policy Plan is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the 2050 Regional Parks and Trails Policy Plan at the following url:

<https://imagine2050.metrocouncil.org/chapters/regional-parks-and-trails>.

## Key Changes in the 2050 Regional Parks and Trails Policy Plan

Adopted by the Met Council in February 2025, the 2050 Regional Parks and Trails Policy Plan incorporates the following changes:

- Unit name changes
  - Anoka County
    - “Northwest Search Area” changed to “Sugar Hills Search Area”
  - Dakota County
    - “Lebanon Hills-Big Rivers Greenway Trail Search Corridor” changed to “Lebanon Hills-Minnesota River Greenway Trail Search Corridor”
    - “Lebanon Hills-Mendota Greenway Regional Trail, Highway 62 segment” changed to “Lebanon Hills Greenway Regional Trail”
  - Scott County
    - “Scott West Regional Trail” changed to “Big Woods Regional Trail”
    - “Minnesota River Bluffs Extension and Scott County Connection Regional Trail” changed to “Merriam Junction Regional Trail”
    - “Louisville Trail Search Corridor” changed to “Merriam Junction Regional Trail”
    - Portion of “Southern Scott Trail Search Corridor” changed to “Shallow Waters Regional Trail”

- Trail refinements
  - Three Rivers Park District's Dakota Rail Regional Trail Search Corridor Extension moving the trail terminus from Highway 494 to Minnetonka City Hall
  - Three Rivers Park District is transferring a portion of the Lake Minnetonka Regional Trail to Carver County
- Future 2028/2029 system additions process candidates
  - Ramsey County's Rice Creek North Regional Trail Boundary Adjustment adding 2,407 acres to the current 792 acres at the former Twin Cities Army Ammunition Plant
  - Three Rivers Park District's 5.5-mile West Minnehaha Creek Trail Corridor Study Area
  - Dakota County's 58-acre Thompson County Park Study Area in West St. Paul serving the outdoor recreational needs of the more than 50,000 residents who live in the northern portion of Dakota County

The 2050 Regional Parks and Trails System Plan Map is depicted in Figure 1. East Bethel should consult the complete 2050 Regional Parks and Trails Policy Plan in preparing its local comprehensive plan. In addition, East Bethel should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook for specific comprehensive plan requirements. requirements.

## 2050 Regional Parks and Trails System Units

The Regional Parks and Trails System comprises four main types of units: regional parks, park reserves, special features and regional trails.

- **Regional parks** contain a diversity of natural features, either naturally occurring or restored, and are typically 200-500 acres in size. Regional parks accommodate a variety of outdoor recreation activities. In 2024, a total of 46 regional parks are open to the public.
- **Park reserves**, like regional parks, provide for a diversity of outdoor recreation activities. One major distinguishing feature is that the minimum size for a park reserve is 1,000 acres. Additionally, regional park implementing agencies are required to manage at least 80% of the park reserve as natural lands that protect the ecological functions of the native landscape. As of 2024, a total of 12 park reserves were open to the public.
- **Special features** provide opportunities not generally found in the regional parks, park reserves, or trail corridors. Special features often require a unique managing or programming effort. As of 2024, there are eight special features open to the public.
- **Regional trails:** The Met Council has defined two major types of trails to serve the region: destination or greenway trails and linking trails. Destination or greenway trails typically follow along corridors with high-quality natural features that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks and Trails System units. As of 2024, 56 regional trails totaling approximately 487 miles were open for public use.

## 2050 Regional Parks and Trails System Components

The 2050 Regional Parks and Trails Policy Plan identifies five components which together comprise the vision for the Regional Parks and Trails System in 2050, as described below.

- **Existing Regional Parks and Trails System facilities** are open for public use and include land that is owned by regional park implementing agencies. They may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.
- **Planned Regional Parks and Trails System facilities (not yet open to the public)** have a Council-approved long-range plan and may be in stages of acquisition and development but are not yet open for public use.
- **Regional Parks and Trails System boundary adjustments** include general areas identified as potential additions to existing Regional Parks and Trails System facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.
- **Regional Park and Special Feature search areas** include general areas for future regional parks and special features to meet the recreational needs of the region by 2050 where the regional park boundary has not yet been planned.
- **Regional trail search corridors** include proposed regional trails to provide connections between Regional Parks and Trails System facilities where the trail alignment has not yet been planned.

## System Plan Considerations Affecting Your Community

The following Regional Parks and Trails System Components within East Bethel are identified in the 2050 Regional Parks and Trails Policy Plan:

### *Regional Trails*

- **East Anoka County Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Blaine, Circle Pines, Ham Lake, Columbus, East Bethel, and Linwood Township as it connects Rice Creek North Regional Trail, Bunker Hills-Chain of Lakes Regional Trail, Central Anoka Regional Trail, Coon Lake Regional Park, Martin-Island-Linwood Lakes Regional Park, and North Anoka County Regional Trail Search Corridor. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **North Anoka County Regional Trail Search Corridor:** The regional trail search corridor travels through Nowthen, Oak Grove, East Bethel, and Linwood Township as it connects Rum River Regional Trail, Lake George Regional Park, Martin-Island-Linwood Lakes Regional Park and East Anoka County Regional Trail. Anoka County will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, East Bethel should verify whether a long-range plan has been approved by the Metropolitan Council. If a long-range plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Anoka County for more information regarding Regional Parks and Trails System Components in East Bethel.

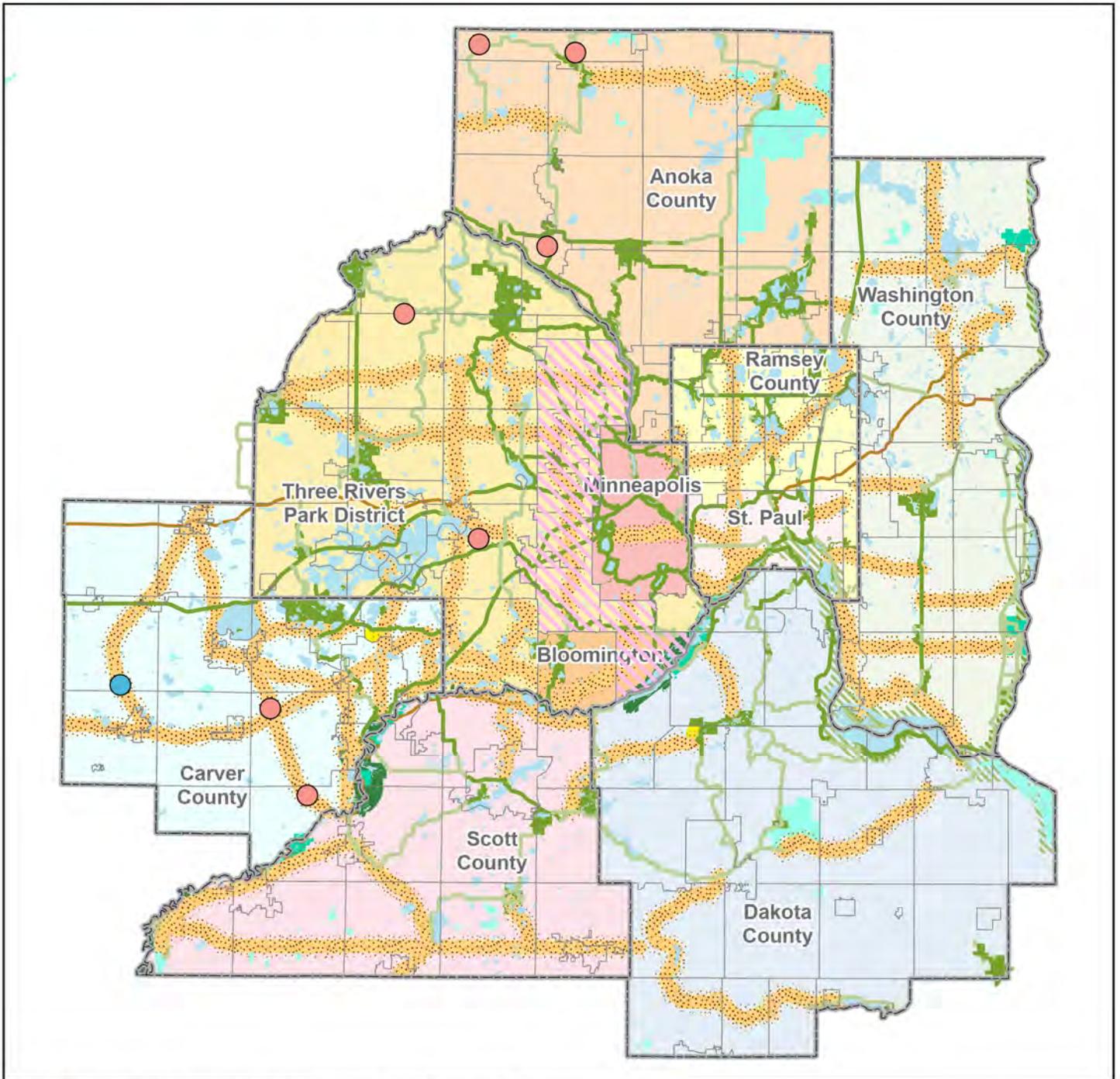
### *State or Federal Lands in Your Community*

State and federal park and open space units that provide outdoor recreation opportunities and natural resource conservation for the public complement the Regional Parks and Trails System and are recognized in the 2050 Regional Parks and Trails Policy Plan. The following state or federal lands as shown in Figure 2 are within East Bethel and should be acknowledged in its comprehensive plan.

- Gordie Mikkelson Wildlife Management Area — Minnesota Department of Natural Resources
- Helen Allison Savanna Scientific and Natural Area — Minnesota Department of Natural Resources
- Mallard Marsh Wildlife Management Area – Minnesota Department of Natural Resources

Please contact the Minnesota Department of Natural Resources for more information about State lands.

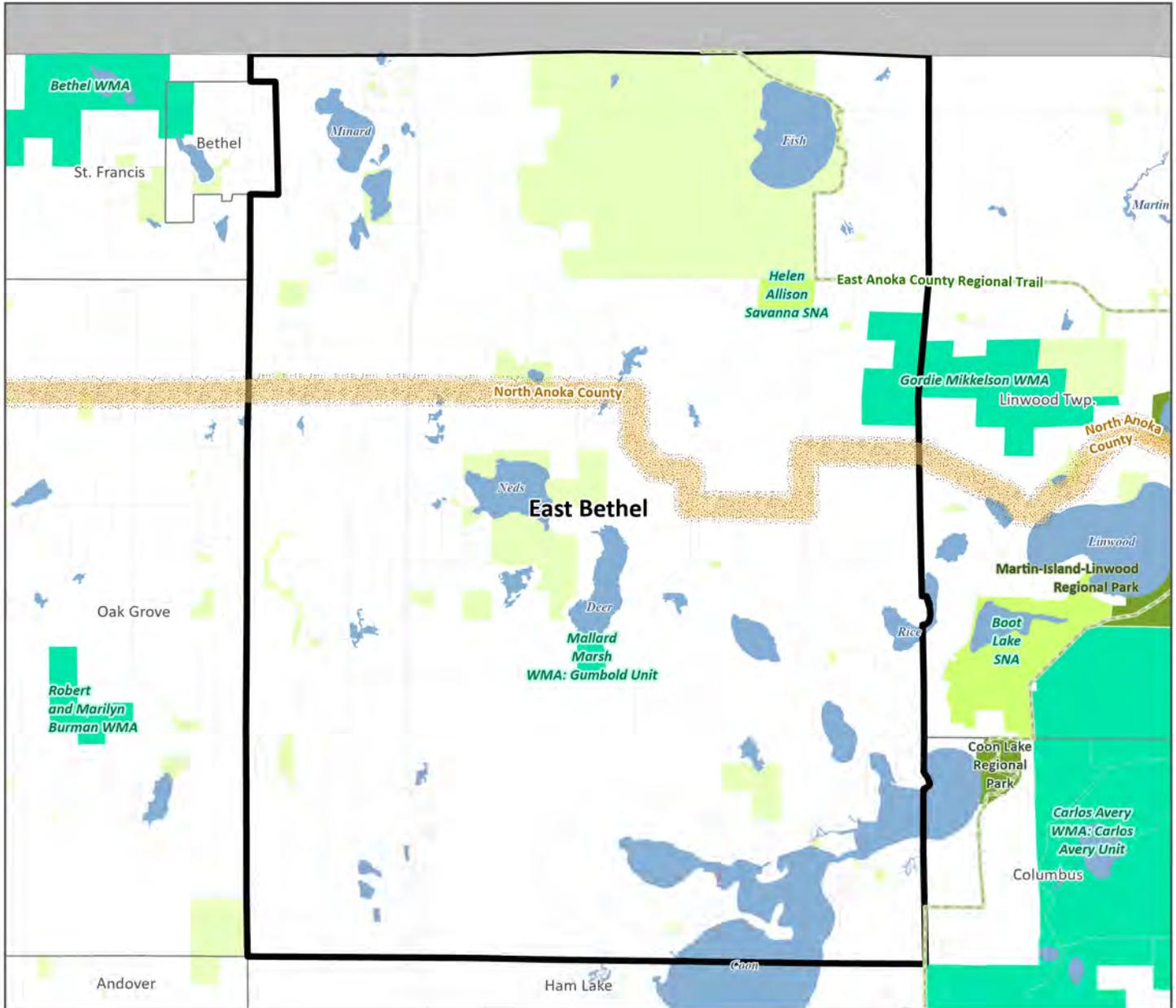
# Regional Parks and Trails System



## Long-Range Plan Boundary Adjustments and Search Areas

- Boundary Adjustment
- Park Search Area
- ▨ Special Feature Search Area
- ▨ Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- State Trails
- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)
- ▨ Lower St. Croix National Scenic Riverway
- ▨ Mississippi National River & Recreation Area
- State Wildlife Management Areas
- State Parks and Recreation Areas
- MN Valley National Wildlife Refuge
- Special State Recreation Features

# City of East Bethel Regional Parks and Trails System



## Regional Parks and Trails Systems

## Other State and National Features

- |                                |   |                                   |   |
|--------------------------------|---|-----------------------------------|---|
| Boundary Adjustment            | Regional Trail (Open to the Public)             | State Trails                      | Other Parks, Preserves, Refuges and Natural Areas |
| Search Area                    | Planned Regional Trail (Not Open to the Public) | State Parks and Recreation Areas  | Lower St. Croix National Scenic Riverway          |
| Special Feature Search Area    | Regional Park (Open to the Public)              | State Wildlife Management Areas   | Mississippi National River & Recreation Area      |
| Regional Trail Search Corridor | Planned Regional Park (Not Open to the Public)  | Scientific and Natural Areas      | MN Valley National Wildlife Refuge                |
|                                |   | Special State Recreation Features |   |