

ACKNOWLEDGMENTS

The following elected officials and City staff should be thanked for their efforts in the development of this Comprehensive Plan:

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INTRODUCTION

Since there were only minor updates compiled for the 2008 Comprehensive Plan the Planning Process set forth the procedures conducted in 1997 and the basic guiding principles that have been embraced by the City of Lilydale.

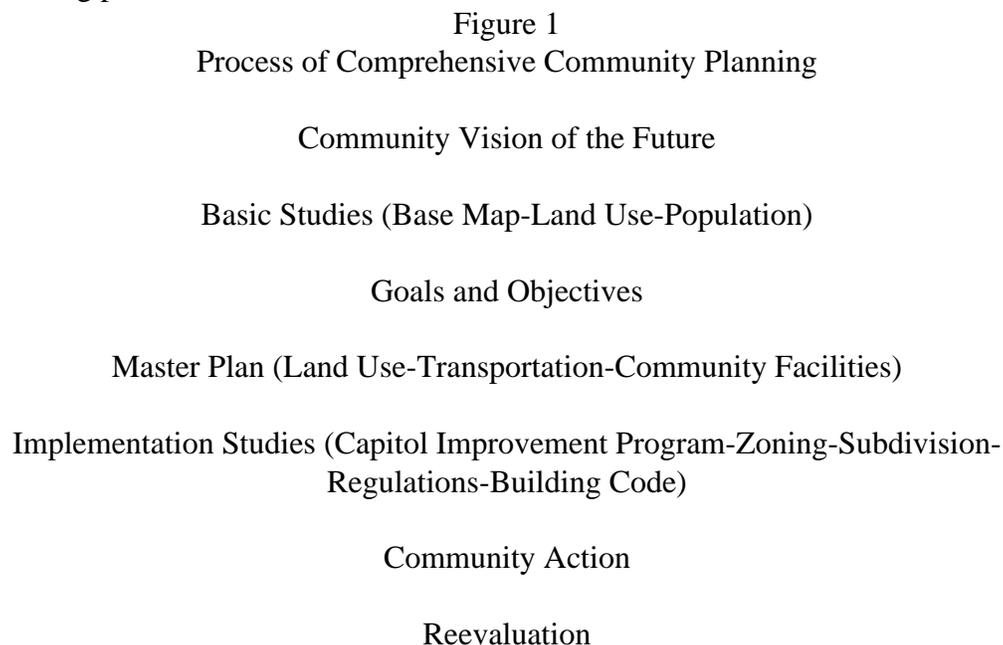
As part of the seven-county metropolitan area, Lilydale is required by the Metropolitan Land Planning Act to complete a Comprehensive Plan and submit it to the Metropolitan Council for approval. The Metropolitan Council reviews the Comprehensive Plan to determine its consistency with other Plans and the Council's metropolitan system plans and forecasts.

The plan has been broken down into the following chapters: Inventory and Analysis, containing the background information collected on Lilydale, Goals and Policies, articulating the goals and policies that will guide the Plan. The General Plan section includes the Land Use Plan, Transportation Plan and Public Facilities Plan and includes recommendations and actions that the City will follow during the life of this Plan. Finally, the Implementation section outlines the specific steps needed to put this Plan into action.

PLANNING PROCESS

Comprehensive Planning is a systemic, ongoing, forward-looking process of analyzing opportunities and constraints, for the purpose of formulating a plan to accomplish the community's goals and objectives.

Figure 1, *The Process of Comprehensive Community Planning*, illustrates the planning process. Each element is described in full below.



The process typically begins with an expression of the vision for the community that the City seeks to achieve through the planning process. These goals range from general statements of aspirations to very specific actions to desired outcomes.

The Basic Studies portion is often referred to as inventory and analysis stage. It is the point in the process where the community takes stock, updates all of its street maps, and gathers data on existing land use, natural features, economic data, and demographics. In other words, it is the point in the process where all of the objective facts about the community are assembled and evaluated. The findings from this stage of the process can be found in the Inventory and Analysis Section of this Plan.

After the basic studies are completed, it is useful to formulate goals and policies on how the community would like to reach its vision for the future. Based on the information from the Inventory and Analysis section and from discussions with City Officials, a set of goals and policies were formulated for use in this Plan.

The Implementation Stage includes the development and administration of such official controls such as the zoning ordinance, the official zoning map, subdivision regulations, building codes, etc. It also includes the development and use of such tools as Capital Improvement Plans and redevelopment plans. These strategies are the actions that the community takes to ensure that the goals and objectives are met. Finally, based on how well the stated community vision and goals are accomplished, the plan is evaluated in light of changing circumstances and the process begins again. This Plan ends at the Master Planning Stage. Implementation strategies are described and suggested; however, it is up to the community to ensure that the recommendations found in this plan are followed.

Public participation also played an important role in the development of the Comprehensive Plan. Publicity has been given to the task of updating the 1997, with a number of citizens involved in the planning discussions. Public participation has been an important component of the City's planning effort as Public Hearings have been held to discuss this Plan and related ordinances. Meetings held to discuss plan elements were also open to the public.

PLAN SETTING

Lilydale is a community of nearly 800 persons located along a strip of land between the Mississippi River and Highway 13 in Dakota County. With its center located around the intersection of Interstate 35E and Highway 13, it is within a few miles of both downtown St. Paul and Minneapolis. Lilydale is also totally within the Mississippi River Corridor Critical Area and Mississippi National River and Recreation Area. This impacts how the City relates and protects the

area around the River. See Figure 2, *Lilydale regional Context*.

The Lilydale area is rich with history and significance. The general area became the first permanent white settlement in the state when Jean Baptiste Faribault established a headquarters for the American Fur Company after determining it to be the best location for trade with the Indigenous People. Fort Snelling, located just a mile upstream from the current City limits, was built originally to protect the burgeoning fur trade. In addition, the bluffs to the north of the City are where, in 1838, Pierre “Pigs Eye” Parrant established an outpost that sold bootleg whiskey to Indigenous People and soldiers from Fort Snelling. Lower Lilydale contains huge caves used by early settlers to grow mushrooms and age beer. The Twin City Brick Company was founded in this area and mined the bluff for clay to make bricks. The Lilydale area was originally part of the Fort Snelling holdings as the U.S. Government controlled the approach to the fort. Over time, as the government released their holdings and settlers moved in, Lilydale and its surroundings became primarily an agricultural area. The name Lilydale is derived from a subdivision named Lily Dale and the community around Pickerel Lake came to be known as Lilydale. In 1951, Lilydale incorporated and the current City limits exist much as they did then.

There are two distinct areas within Lilydale. Lower Lilydale is located in the floodplain area east of Interstate 35E and north of Highway 13. Pickerel Lake, located in this area was once home to over 100 mobile homes and other commercial establishments, all of which had individual sewage systems and pumped water from shallow wells. Because Lower Lilydale was constantly inundated with floods, the DNR prohibited further development in Lower Lilydale in the 1970's. Ramsey County purchased most of Lower Lilydale in the mid-1970's and cleared out development as part of its plans to develop a regional park. Today the area is free of development and is owned by the City of St. Paul Parks Department as part of the Harriet Island-Lilydale Regional Park.

Upper Lilydale includes those lands within the City that are not in the floodplain, primarily along Highway 13 and west of Interstate 35E. This area has experienced a significant amount of development, primarily apartments, town homes and condominiums, which take advantage of the views provided by the River.

Existing Land Use

The purpose of a land use inventory is to identify existing development in the City. From this inventory, and other background information that is compiled, areas of potential redevelopment, the intensity of that redevelopment, and in some cases, the timing of that redevelopment can be determined. The inventory can also help classify areas that should remain unchanged or preserved. An examination of current land uses should reveal development patterns, densities, and trends that can provide direction for future development and redevelopment. Ultimately, a

land use analysis should be conducted with community goals and policies in mind. The kind of development and how that development is allowed to progress should be a reflection of the community's needs and desires.

With its location along the bluffs of the Mississippi and its easy access to Interstate 35E, the Airport, the Mall of America and both downtowns, Lilydale is an attractive place to live. The City is also in a unique position in that it is entirely located in the Mississippi National River and Recreation Area and the state Mississippi River Critical Area. The City is essentially a built-up community of high-rise apartment and condominium units with some commercial developments at the Highway 13/I-35E intersection *Figure 3, Existing Land Use*.

Redevelopment, not new development, will be the focus of activity in Lilydale in the foreseeable future.

Table 1 shows the existing land use in the City of Lilydale. This table shows that over 82 percent of the entire City is made up of land that cannot be used for development purposes, including the Regional Park, County Trail, Water and Right-of-Way. Residential, commercial and industrial uses comprise the remaining 17.5 percent of the City.

Table 1
City of Lilydale 2007
Existing Land Use

Land Use	Acres	Percent	Gross	Net*
			Acres	Percent
Park/Open Space	269.96	47.4%	155.27	27.2%
Open Water	179.55	31.5%	179.55	31.5%
Multi-Family Residential	63.27	11.1%	49.63	8.7%
Right-of-Way	24.28	4.3%	18.22	3.2%
Mixed Use	17.12	3.0%	11.16	2.0%
Commercial	26.55	4.7%	19.31	3.4%
Single Family Residential	3.47	0.6%	2.48	0.4%
Public	0.37	0.1%	0.15	0.0%
Wetland			34.72	6.1%
Vacant	3.21	.06%	1.30	0.2%
Steep Slopes (18%+)			109.66	19.2%
Total City	570.04	100.0%	570.04	100.0%

* - Gross acres minus wetland and steep slopes (18 degree +)

What follows is a description of land use in the City.

Single Family Residential

Comprising 3.47 acres or .06 percent of the City, single-family residential development makes up one of the smallest land use categories in the City. This is due to the fact that there are only five single-family lots in Lilydale. These single-

family homes are in relatively good condition and should continue to be maintained and kept residential. It is anticipated that single-family residential development will continue to remain a relatively small component of Lilydale's land use.

Multi-Family Residential

Multi-family residential comprises 42.7 acres or 7.4 percent of the City's total land use, making it the largest developed land use category. Multi-family residential development includes apartments, condominiums and town home units in the City. Multi-family residential development will continue to be the predominantly housing style in the City and these units should continue to be maintained.

Commercial

With 26.6 acres, commercial development comprises 4.7 percent of the City. Commercial development is located at the intersection of I-35E and Highway 13 and generally consists of highway-related commercial uses such as gas stations/ convenience stores, the Pool and Yacht Club, Stonebridge Commercial Area, River Bluff Center and a number of other small service-type businesses. Due to its antiquated building, parking problems and maintenance needs, there is a redevelopment opportunity at River Bluff Center site. In addition, the site is in nonconformance with the Critical Area bluff setback requirements.

Park/Open Space

Park and Open Space is mainly comprised of the Harriet Island Regional Park owned and operated by the City of Saint Paul with additional area located with the Stonebridge development. Parks/Open Space comprises nearly all of Lower Lilydale and over 47 percent of the entire City.

Big Rivers Regional Trail

The Big Rivers Regional Trail is located on the old Union Pacific railroad line ROW that went through the City along the Mississippi River. This railroad ROW has been abandoned and is now managed by Dakota County to be us part of the Big Rivers Regional Trail system -- a continuous river corridor trail. There is a trail system crossing the Mississippi River alongside of I-35E. Issues such as trail access and maintenance should be worked out with the County.

City Trail

The City has completed a portion of a pedestrian trail along the north side of Highway 13, west of I-35E. There is the potential of a pedestrian connection on the north side of TH-13 to the regional trail on I-35E.

Right-of-Way

With 24.28 acres or nearly 4.3 percent of the City's total land area, Right-of Way access does not comprise as much land as in other Cities. This is due to the fact

that access is primarily provided by one road; Highway 13, which traverses through the entire City. There are only a few other short street segments in the City that provide access. These streets are maintained by Dakota County and Mendota Heights.

Water

Comprising 179.55 acres the water category is made up of the Mississippi River. Pickerel Lake and a number of other wetlands are located in the Harriet Island-Lilydale Regional Park. Their acreage is included in the park total.

Community Facilities

Lilydale City Hall was built in 2004 on .42 acres. The City Hall is located at 1011 Sibley Memorial Highway. Services such as police, fire, and sewer lift station maintenance are provided by the City of Mendota Heights on a contract basis. There are no City maintained park or open space facilities; however, Lilydale is directly served by the Big Rivers Regional Trail and the Harriet Island Regional Park, both of which are within the Cities borders. The purpose of this section is to inventory the various public facilities serving the City, noting their condition, function, and the contract under which they are provided, while noting any deficiencies or planned upgrades.

Big Rivers Regional Trail

The Big Rivers Regional Trail was constructed and opened in September of 1996 (*Figure 4*). This continuous river corridor trail goes through Lilydale along the old Union Pacific Railroad right-of-way. Since it is a regional trail, it is suitable for all forms of non-motorized travel, including walking, biking, rollerblading, cross-country skiing, etc. Dakota County manages and operates this trail although the land continues to be owned by Union Pacific and MnDOT. Dakota County's North Urban Trail may connect with the Big Rivers Trail at County Road 45 in Lilydale; however, this alignment has not yet been determined. Dakota County is also working on a trail alignment past the Lilydale Pool and Yacht Club and RR underpass.

Harriet Island Regional Park

Most of Lower Lilydale was purchased by Ramsey County in the late 1970's for regional park purposes. Since that time, this land has been transferred to the City of St. Paul and is now part of the Harriet Island-Lilydale Regional Park. St. Paul has concentrated on developing the Harriet Island portion of the Park, leaving the Lower Lilydale portion undeveloped. A master plan for the park shows primarily passive open space; however, there are plans for the creation of a public beach with concessions on Pickerel Lake and public campgrounds in other areas of the Park. Due to wetland mitigation issues, it is highly unlikely that the beach and concessions will ever be built and the campgrounds will probably be reserved for special uses by the Boy Scouts or other groups.

Dakota County/North Urban Regional Trail

The North Urban Regional Trail is an east-west corridor that connects Lilydale, Mendota Heights, West St. Paul, and South St. Paul. The trail is in place between Robert Street and the Mississippi River in South St. Paul. Future construction projects will link Valley Park in Mendota Heights to the area near Dodge Nature Center in West St. Paul. I-35E/Mississippi River Crossing trail terminates at TH13. Possible trail connection from north side of TH13 to the River Crossing as part of the redevelopment of the prior Tennis Club site.

Police, Fire, Ambulance Service

Police, Fire, and Ambulance Service is provided by the City of Mendota Heights pursuant to written service agreements. The City is then charged for such services in accordance with formulas in the agreements. This service works well, allowing Lilydale to receive these services without maintaining a police or fire department. The City of St. Paul patrols the Harriet Island Regional Park and provides both police and fire service to the Regional Park.

Water Supply

Lilydale's public water supply is obtained from Mendota Heights, which is in the City of St. Paul water supply system. The City of Mendota Heights negotiates with the individual landowners who want water service through the City's system. The St. Paul Water Utility then installs meters at each property requesting service and charges the owners directly. Because Mendota Heights increased the capacity of their connection to the St. Paul system in 1996, no capacity problems are anticipated. In addition, there are three "private mains" in Lilydale. These are services larger than 2" in diameter or with hydrants off the system and include Riverain, Riverwood, Lilywood, Overlook Condominiums, Stonebridge and the apartments northwest of the Lexington/Highway 13 intersection. The water system located in Stonebridge loops with Lilywood and Riverain. In addition, there are several facilities utilizing private wells: Lexington-Riverside Condominiums, Mendota Homes office and the Lilydale Garden Center. Plans have been prepared to serve a proposed condominium project with water extended from the east along TH-13 and includes the Lilydale Garden Center.

Sanitary Sewer

Lilydale is served by the Lilydale Interceptor and by portions of the Mendota Heights sanitary sewer system. Mendota Heights maintains and operates the lift station located in Lilydale. Sewage is then transported through pipes located in Mendota Heights and is eventually processed at the Metro Wastewater Plant in St. Paul. Wastewater flows for Lilydale were 27.3 MGY in 2004, 28.2 MGY in 2005, and 26.9 MGY in 2006. Once the redevelopment of the Lilydale Tennis Club is complete, the wastewater flows are projected to increase to approximately 32.3 MGY. The reserve capacity is 0.3 million gallons per day and is not projected to change through 2030.

Storm Sewer

Lilydale has recently completed a number of main storm sewer improvements. There are three main systems south of I-35E: (1) the system by Victoria Drive/ Hwy 13, a MnDOT system designed for 10-year return frequency storms; (2) the system by Riverwood/Mayfield Heights drive, designed for 100-year return frequency storms; and (3) the system by Lexington Avenue/Colony Townhouses, designed for 100-year return frequency storms. The following summarizes storm sizes/frequencies:

Hours	Storm Duration	
	Inches of Rain	
	10 year	100 year
1	2.2	3.2
3	2.7	3.8
6	3.1	4.4
24	4.1	5.9

Lilydale Storm Sewer Project #1

The Lilydale Storm Sewer Project #1 was designed to provide 100-year frequency storm capacity and to protect against future erosion damage on the Mississippi River bluffs by extending the storm sewer system to the bottom of the bluff through a drop structure. This system includes a diversion to the Mayfield Heights Pond in Mendota Heights in order to reduce flows to the Lexington-Riverside property. The system also handles storm water that flows from the Lilywood, Riverwood facilities and some of the runoff from the Riverain facility. This storm sewer system was installed in 1994 and was a cooperative effort between the Lower Minnesota River Watershed District, MnDOT, Lilydale and Mendota Heights. The design flows for this system can be found in Lilydale's Water Resources Management Plan.

Lilydale Storm Sewer Project #2

The Lilydale Storm Sewer Project #2 was also designed to provide 100-year return frequency and to protect against bluff erosion by carrying water down the bluffs with a drop structure. The system is in the vicinity of the Lexington Avenue and Highway 13 intersection and was installed to address erosion along Lexington Avenue and drainage concerns at Colony Townhomes and Lexington-Riverside. This project was installed in 1995 and was a cooperative effort between Dakota County, MnDOT, Lilydale and Mendota Heights. The design flows for this system can be found in Lilydale's Water Resources Management Plan.

Schools, Library

The relatively small amount of school-aged children residing in Lilydale attend West St. Paul School District, #197. Lilydale's school-aged population being so small and with very little opportunity for additional residential development, it is anticipated that redevelopment in Lilydale will have a negligible impact on the schools serving Lilydale. Lilydale is also served by the Dakota County Library system, with the nearest library located in West St. Paul.

Transportation

Transportation plays an important role in the development of Lilydale. State Trunk Highway 13 (Sibley Memorial Highway) runs right through the middle of the City of Lilydale and virtually every City lot depends on this roadway for transportation access. Highway 13 also intersects with Interstate 35E within the City limits, giving City residents and businesses direct access to the entire metropolitan area. Due to Highway 13's importance to the City, its continued maintenance and improvement is a vital concern to City residents.

Functional Classification

To aid in the understanding of the City's thoroughfare system, all of the City's roadways have been classified by function by the Metropolitan Council and are illustrated in Figure 5, *Transportation System*. The function and basic characteristics of each of these types of roadways are as follows:

Principal Arterial. These roadways serve moderate to long trip lengths and provide a system to distribute traffic making external trips. Turning movements are often handled with channelized turn lanes or signal systems. Principal Arterials are characterized by an emphasis on traffic mobility rather than land access and by traffic counts in excess of 11,000 cars per day. Principal Arterials typically have access to Minor Arterials and Collectors. Typically, there is no direct land access to these arterials, with the exception of major traffic generators. In Lilydale, the Principal Arterial is Interstate 35E. Another is County Road 45 (Lexington Ave).

Minor Arterial. These thoroughfares either augment the arterial system in more densely or intensively developed areas requiring a closer spacing of arterial facilities, or provide service in lieu of Principal Arterials in less densely or intensively developed areas where trip lengths are relatively short. Minor Arterials provide a somewhat lower level of mobility than those served by Principal Arterials and should not penetrate identifiable neighborhoods. They may, however, provide slightly greater direct access to abutting properties than a Principal Arterial. Access to these arterials should be limited to Principal and Minor Arterials and Collectors. In Lilydale, there are no designated Minor Arterials.

Collectors. These streets serve as connections between local streets and Minor Arterials. Their principal function is to carry short trip lengths and to serve adjacent land. At the same time, they must be capable of moving relatively large traffic volumes for limited distances. They may also carry traffic to dispersed major traffic generators. Access to Collectors includes other Collectors, Minor Arterials, Local Streets, and direct land access. According to the Met Council, Collectors include Trunk Highway 13 (*Figure 5*)

Local Streets. Local streets carrying less than 100 vehicles per day averaging speeds less than 20 miles per hour are the best example of residential streets. They serve almost exclusively to collect and distribute traffic by connecting blocks within neighborhoods and specific activities within similar land uses. Access to local streets is through Collectors, other Local Streets, and direct land access.

Roadway Improvements/Average Daily Traffic

The City of Lilydale does not currently have any road condition problems and there are no major road improvement projects planned for the City. MNDOT replaced the I-35E bridge which included a bike path with stop signs on both ends of the bridge on TH13. The traffic volumes on the major streets in Lilydale are shown (*Figure 5*).

Table 2. Forecasts by Traffic Analysis Zone (TAZ)
TAZ Population Households Employment

Table 2. Forecasts by Traffic Analysis Zone (TAZ)

TAZ	Population				Households				Employment			
	2000	2010	2020	2030	2000	2010	2020	2030	2000	2010	2020	2030
297	552	810	810	810	338	500	500	500	150	170	170	190
298	0	120	120	120	0	80	80	80	204	310	330	360
Totals	552	930	930	930	338	580	580	580	354	480	500	550

Airports

The City of Lilydale is approximately two miles southeast of the Minneapolis-St. Paul International Airport and Runway 04 indirectly impacts Lilydale's airspace. This airspace should be protected by zoning to control the establishment of objects that may adversely affect navigable airspace. Even though Lilydale is outside the LDN 60 noise contour, airport noise is also an issue that should be addressed through the Metropolitan Airports Commission, as there is backdraft noise along the Mississippi River Valley. In addition, the City is approximately three miles southwest of the St. Paul downtown airport; however, there are no significant impacts upon Lilydale.

Bus Service

Currently the City of Lilydale is not served by any public transportation system nor are there any Park-and-Ride facilities or other transit facilities located in the City. Even though the City is not served by public transportation, the City must contribute a portion of its property taxes to support the regional transit system. This disparity between payment to the transit system and service received should be reviewed by City officials and Metro Transit. This situation is exacerbated by the fact that the city has a significant senior population and the high-density residential character of the City makes it a prime candidate for selected service. DARTS is available to qualifying residents.

Biking and Walking

Highway 13 is heavily used for commuter and recreational biking. Lilydale has limited pedestrian paths in upper Lilydale. Lilydale residents should have safe places to walk and bike. Lilydale should encourage MNDOT to do a bike traffic study.

Population and Housing

Characteristics of population and housing can provide a snapshot of the people who reside in Lilydale. This information can be used to determine what kind of community the City is, who lives there, etc. These characteristics are important because different strategies are needed for different types of communities based on their population characteristics. For example, size of wastewater treatment facilities, location and size of roadways and the location and scope of various community facilities are usually determined based on population and housing characteristics. This section includes information on the population, age, income and employment characteristics in the City.

Population

Table 3 shows the total population and household data of the City, Mendota Heights, and Dakota County from 1990 to 2005. During the 1970's, Lilydale experienced a large percentage drop in its population when Ramsey County bought out Lower Lilydale and removed the mobile homes that were located there. During the 1980's, with the development of a number of high-rise units, Lilydale experienced an increase in population on the order of 32.6 percent. It should be noted, however, that due to the relatively small size of Lilydale, small actual number changes could produce large changes in percentage. Along with population, the number of households in the City also experienced a large decrease in the 1970's, followed by an increase during the 1980's. Household sizes have continued to drop, following regional and national trends. Current Metropolitan Council projections show a very small but steady growth in population and households in Lilydale over the next few decades. Neighboring Mendota Heights and Dakota County both experienced strong growth in population over the past three decades, a growth rate that is now gradually slowing down. During that time, there was also a continued increase in the total

number of households in Mendota Heights and Dakota County. In general, despite tremendous growth in the whole Twin Cities Metropolitan Area, the City of Lilydale has been relatively unaffected. Table 3 shows these population and household characteristics.

Table 3
Population and Household Characteristics
1990 - 2005

Item	Year	Lilydale	Mendota Heights	Dakota County
Population	1980	417	7,288	194,279
	1990	506	9,431	275,227
	2000	552	11,434	355,904
	2005	743	11,338	388,001
Growth Rate	1990-2000	9%	21.3%	29.3%
	2000-2005	35% *	-01%	9.1%
Households	1990	297	3,302	98,293
	2000	338	4,178	131,151
	2005	493	4,712	172,694
Person Per Household	1990	1.70	2.85	2.78
	2000	1.63	2.72	2.70
	2005	1.64	2.93	2.72

Source: U.S. Census and Metropolitan Council

* - increase partially due to correct counting of residents

Table 4 shows the breakdown by age in 2000 for the City according to the U.S. Census. This table shows that Lilydale is predominately a place for families without children, empty nesters, and retired seniors. The high-rise buildings located in Lilydale cater to these types of families, both in terms of price and amenities. Due to the fact that there is very little land available in Lilydale for development, it is likely that the City's age composition will remain unchanged. Median age comparisons also demonstrate Lilydale's age composition. In 2000, Lilydale's median age was 62. In that same year, the State median age was calculated at 35.

Table 4
Lilydale Population Breakdown

Age Cohort	2000	Percent
Under 18	33	6%
18-24	21	3.8%
25-44	80	14.5%
45-64	163	29.5%
65 Plus	255	46.2%
Total	552	100.0%

Lilydale Median Age: 62
State Median Age: 35.4

Housing. Table 5 shows the total number of housing units by type in the City in 2000, according to the U.S. Census. The numbers show that by far the predominate housing type is located in complexes of more than 10 units. There were, however, a small amount of single family detached and other townhome type units.

Table 5
City of Lilydale
Housing Type - Census

Structure Type	2000	Percent
Single Family	5	1%
5-19 Units	26	5%
20 plus Units	462	94%
Total	493	100.0%

According to the 2000 Census, housing values and rents were relatively high. This is due to the high quality of the housing units and the fact that they have views of the Mississippi River and take advantage of other value-increasing amenities such as the bluffs. Owner occupied values were about \$245,500 and average rents were \$1187.00, both much higher than the regional average and the figure the Met Council considers as "affordable."

Lower Lilydale and Affordable Housing

Lower Lilydale was condemned by the Ramsey County Park Board in the period from 1972 to about 1977 for the purpose of developing a regional park. Through this condemnation, 125 affordable housing units were removed, along with six businesses. These 125 housing units comprised all of the City's affordable housing stock and, if those homes existed today, would comprise nearly 25 percent of the City's current housing stock.

Due to its small size and its near full development, Lilydale cannot replace the housing removed for regional park purposes. Ramsey and Dakota County have on-going programs for subsidized housing that will eventually replace the housing

stock lost with the creation of the Regional Park. The housing found in Lilydale is primarily appropriate for older couples and retirees. This existence of this type of housing encourages older people from around the region to find housing in Lilydale, thereby turning over their housing to younger families and singles looking for their first home, thus supporting a multi-community life-cycle housing strategy. Today Lower Lilydale is part of the Harriet Island-Lilydale Regional Park, managed and owned by the City of St. Paul. The Lower Lilydale portion of the park has never been developed and remains an open/passive park area.

Due to its small size and its near full development, Lilydale cannot replace the housing removed for regional park purposes. Ramsey and Dakota County have on-going programs for subsidized housing that will eventually replace the housing stock lost with the creation of the Regional Park. The housing found in Lilydale is primarily appropriate for older couples and retirees. This existence of this type of housing encourages older people from around the region to find housing in Lilydale, thereby turning over their housing to younger families and singles looking for their first home, thus supporting a multi-community life-cycle housing strategy. Today Lower Lilydale is part of the Harriet Island-Lilydale Regional Park, managed by the City of St. Paul. The Lower Lilydale portion of the park has never been developed and remains an open/passive park area.

Income and Occupation

Table 6 shows household income in Lilydale in 2000. This table shows that about 85 percent of the population had a household income greater than \$25,000. Median household income was \$54,792, slightly more than the state average of \$51,202 for the Seven County Metro Area. Of the 15 percent of the population that had household incomes of less than \$25,000, the majority of these are probably retirees living on pensions and Social Security. When compared to the housing values and rental amounts indicated earlier, these incomes are considered low. This may be due to the fact that investment income is not included in these figures and that many of the owner-occupied units may be completely paid for and do not have a mortgage.

Table 6
City of Lilydale
Household Income

Income	Number	Percent
Less than \$25,000	56	15.4%
\$25,000 to \$49,999	89	24.5%
\$50,000 to \$74,999	81	22.3%
\$75,000 to \$99,000	47	13%
\$100,000 and more	90	24.8%
Median Household Income: \$54,792		

Table 8 shows occupation by type of industry for employed persons over 16. This

table shows that white-collar jobs such as retail trade, technical, sales, professional and service occupations predominate. These types of professions are usually considered to pay solid, middle class wages and can account for the income levels found in Lilydale. It should be noted that due to Lilydale's High median age of 62, a large proportion of the population may be considered retired.

Table 7
City of Lilydale
Occupation by Type

Occupation	Number	Percent
Management/Professional	162	53.6%
Service Occupations	45	14.9%
Sales and Office	84	27.8%
Construction, extraction maintenance	5	1.7%
Production, transportation	6	2.0%

Lilydale compared to Minnesota state average:

- Median house value significantly above state average.
- Unemployed percentage significantly below state average.
- Black race population percentage significantly below state average.
- Hispanic race population percentage significantly below state average.
- Median age significantly above state average.
- Foreign-born population percentage significantly above state average.
- Number of rooms per house below state average.
- Percentage of population with a bachelor's degree or higher above state average.

Forecasts

The Metropolitan Council provides forecasts for Cities in the Seven-County Twin Cities area to be used for planning purposes. The projections show that Lilydale is anticipated to experience slight population growth for the next 20 to 25 years. See Table 8.

Table 8
City of Lilydale
Met Council Population Projections

	Population	Households	Employment
2000	552	338	165
2006	736	463	165
2010	930	580	480
2020	930	580	500
2030	930	580	550

Environmental

The City of Lilydale is blessed with an abundance of natural beauty and environmentally sensitive areas. The Mississippi River and associated bluffs are

an integral part of the City and provide a home to a variety of plant and animal life and are a source for recreation and enjoyment for residents and visitors alike. Protection of these sensitive areas not only allows them to be enjoyed for generations to come, but also contributes to the quality of life for Lilydale residents today. An inventory of Lilydale's environment resources is described below and illustrated in Figure 6, *Environmental Features*. The purpose of this section is to identify areas of high environmental and natural resource value. Many times, these features will determine what kind of adjacent land use may occur and the intensity of that use.

While there are portions of Lilydale above the bluff that are inherently suitable for urban development, other areas have intrinsic natural value. These areas function best if left in a natural state and are protected from urban development. Preservation of significant natural resources is a legitimate goal for any local government, and through preservation, recreational opportunities and a high quality of life can be maintained for Lilydale residents. Included in this inventory is a discussion on geology and soils, steep slopes, floodplains, and historic landmarks.

Geology

Lilydale lies along the Mississippi River on the edge of the Mississippi River Gorge. This gorge was carved out about 12,000 years ago by the retreat of the Glacial St. Anthony Falls. The resulting bedrock bluffs provide many fine vantage points for viewing the river valley and form Lilydale's most unique and recognizable feature. The soils on top of the bluffs are generally shallow, well drained, light to moderately dark loams and sandy loams. These soils overlay glacial till and bedrock and are generally suited for urban development, especially with a public sanitary sewer system. There are no significant existing or potential mineral extraction sites within Lilydale. There are no agriculture lands or farm operations in the City. There are two main natural drainage ways in the City, the Interstate/Valley view drainage which is located near Interstate I-35E and the Ivy Falls drainage way which enters into Pickerel Lake. Interstate Valley Creek is significantly eroded as the stream was impacted by a new parking lot for the regional trail.

Bluffs

As mentioned above, the bluff area is Lilydale's most prominent and environmentally sensitive feature. Upper Lilydale actually consists of two bluffs with the urbanized area set upon the flat land between the bluffs. The first bluff rises from the level of the Mississippi River to the level of Highway 13 and runs parallel to the River. The second bluff runs roughly parallel to and southeast of Highway 13. Protection of the bluffs from erosion is of vital importance to the City because severe erosion problems could conceivably pose a threat to the developed portion of the City. The bluffs are heavily vegetated, and the City prohibits development on slopes greater than 18 percent and limits development

on slopes greater than 12 percent. The City has also worked with Mendota Heights to restrict development on steep slopes in that City, which may cause erosion problems in Lilydale.

Floodplain

The bluffs have historically acted as a barrier to floodwaters reaching the urbanized portions of Lilydale. Lower Lilydale is all floodplain but its inclusion as part of the St. Paul Park System has essentially foreclosed an opportunity for development. Two other parcels are in the floodplain -- the Pool and Yacht Club and portions of the Stonebridge Property. Lilydale will not permit any new development within the floodplain below the City's westerly bluff, however remodeling of Pool and Yacht Club is allowed.

Historic Landmarks

The Twin City Brick Yard, located in the northeast corner of the City, is considered a natural resource area of historic significance. This highly fossiliferous area is visited by many amateur geologists and school groups mining for fossils. This area is protected as part of the Harriet Island-Lilydale Regional Park, which is managed by the City of St. Paul.