

## PUBLIC FACILITIES

### 1. Public Facilities

Community facilities typically include governmental offices, parks and open space, schools, churches, and medical facilities. They are usually funded and staffed by local, County, State or Federal government agencies. In many cases, they can be a focus of the community such as a school or community park; a landmark such as a church; or provider of a necessary function such as police, fire or medical services. Lilydale owns a City Hall, but no other community facilities contracts out or relies on other jurisdictions to provide these services. ~~The City, therefore, does not utilize a Capital Improvements Program (CIP) nor has any reason to develop one in the future.~~

The City continues to work closely with the adjacent jurisdictions to provide adequate community facilities to its residents. This includes Police and Fire service, sewer and water, a public library, schools, and recreational facilities. The City is also in a unique position in that over half of its land area is comprised of a regional park maintained and operated by the City of St. Paul. In addition, two regional trails traverse and connect the regional park to Lilydale and its adjacent Cities.

#### Water Supply

As mentioned above, Lilydale's public water supply is obtained from Mendota Heights, which is in the City of St. Paul water supply system. Mendota Heights increased the capacity of its connection to the St. Paul system resulting in no anticipated capacity problems for Lilydale residents hooked up to that system.

#### Sanitary Sewer

Lilydale is served by the Lilydale Interceptor and by portions of the Mendota Heights sanitary sewer system (Figure 9). The system is in good condition and is well maintained by the City of Mendota Heights. Capacity should not be a problem as there is a reserve of about 0.3 mgd.

#### Sanitary Sewer Recommendations:

The Metropolitan Council Environmental Services Division (MCES) should be notified if any future sewer connections are not attached to the Lilydale interceptor. The MCES will want to know what kind of use the connection is serving, where the use is and the type of connection with the Mendota Heights system. In addition, MCES will also want to know about any intercommunity agreements to adjust for these connections. Currently, MCES has adjusted for these. (MCES identified the Yacht Club, One Riverfront Project and some Townhomes as using the Mendota Heights System). Mendota Heights maintains and operates the lift station located in Lilydale. This lift station has no emergency power back up -- when the power goes out, the station floods. The capacity of the lift station should be verified before approving new development or

redevelopment.

#### Storm Sewer

Lilydale completed the main storm sewer improvements needed in the City, see Figure 11. 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) Lilydale Storm Sewer Project #1, designed for 100-year return frequency storms and to handle runoff from Lilywood, Riverwood facilities and some of the runoff from the Riverain facility; (3) Lilydale Storm Sewer Project #2, designed for 100-year return frequency storms and to handle runoff from Lexington Avenue, Highway 13, and the Colony Townhomes.

#### Stormwater

Requirements for Future Development and Redevelopment are specified in the Water Resources Management Plan (WRMP). Policies in the WRMP provide guidelines pertaining to the following general topics:

- 1) Preserving water quality for surface waters receiving stormwater runoff;
- 2) Stormwater quality;
- 3) Stormwater runoff rates and volumes;
- 4) Stormwater system capacity;
- 5) Erosion control;
- 6) Groundwater protection;
- 7) Wetland management.

In addition to Lilydale's WRMP, the goals and policies of the DNR, MPCA, Lower Mississippi River Watershed Management Organization, Lower Minnesota River Watershed District, Metropolitan Council and any other relevant regulatory agency should be consulted for up-to-date stormwater management policies.

#### Other Public Facilities

Currently the City of Lilydale is served by the West St. Paul School District. Since there are very few school-age children in the City, new development or redevelopment should not have a noticeable impact on the school system or its facilities.

Since Lilydale is entirely within the Mississippi River Critical Area, requests for radio and other communication towers will be strongly discouraged. If there are no other feasible locations for a telecommunications tower except in the City

of Lilydale, issues such as impact on river views, vegetation, wildlife, the bluffline, setbacks, etc., will be closely scrutinized.

Police and Fire protection services are provided by the City of Mendota Heights. Fire protection is provided on an on-call basis and police is general, 24-hour police service. Both are paid for by the City based upon formulas contained in written contracts. The City will continue to monitor these arrangements to ensure that it is paying for the service it receives. The City may want to examine the possibility of charging businesses or residences that are responsible for a large percentage of the calls to the City.

#### Implementation Strategies:

- Continue to work with Mendota Heights and St. Paul to maintain and provide sewer and water service to Lilydale businesses and residences.

- Continue to examine the cost of fire and police service to the City and determine whether it is possible to charge back the cost of these services to those responsible for the service call.

- Require any new developments or redevelopments to employ adequate stormwater management measures.

- Require new development and redevelopment to have proper stormwater drainage and contract for public sewer and water. Work with these developers to update the public water and sanitary sewer system, as outlined above.

## 2. Park Facilities

Lilydale is predominately a place for older residents who don't typically use ball fields, public swimming pools and skating rinks. Furthermore, over one-half of the City is comprised of the Harriet Island Lilydale Regional Park. St. Paul has concentrated on developing the Harriet Island portion of the Park and the lower Lilydale remains undeveloped. A master plan for the park shows primarily passive open space in the Lower Lilydale portion of the Park.

In addition to the regional park, two continuous regional trails are planned to run through the City. The Big Rivers Regional Trail was completed in the Fall of 1996. This 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. The second trail is Dakota County's North Urban Trail. The area around the holding ponds in the Stonebridge development is considered park/open space.

#### Implementation Strategies:

- Work with the City of St. Paul on the development of the Lilydale portion of the Regional Park so as not to attract regional traffic into the City and to determine police and safety issues related to the park.

Zone all park land, whether owned by the City or other jurisdictions, as Open Space. Regional Parks should be permitted only under a conditional use with strict conditions on what happens in the park.

Work with organizations interested in tree plantings to focus resources on Lilydale with specific attention to bluff protection and screening of existing structures.

Work to eliminate invasive species, such as buckthorn.

Encourage full funding of National Park Service activities to assist the City with corridor beautification projects such as vegetation plantings, removal of billboards, other bluff protection measures.

## TRANSPORTATION

The transportation system is one of the most important elements of a Comprehensive Plan. The network of streets in a community determines land use configurations and relationships. It is important that through its street system, a community balance the sometimes conflicting needs of pedestrians and automobiles.

Lilydale has a unique transportation system in that almost all access is provided by Highway 13. A number of side streets, primarily Victoria Road and Lexington Avenue also provide access to a number of parcels. Interstate 35E provides regional access to the City with its interchange of Highway 13. This system should continue to be well maintained and serve the needs of residents, businesses, and visitors. New development or redevelopment should include a traffic impact study for Highway 13. The City will also work with Dakota County and the adjacent Cities to control development and to reduce and consolidate access points, enabling Highway 13 to function better as a regional collector. This includes lights at the I-35E ramps and Highway 13 median and turn lanes with any new development or redevelopment. The City will also work with MnDOT to maintain I-35E through Lilydale and work to ensure that negative impacts associated with the Interstate are minimized

According to Met Council projections, traffic volume on Highway 13 will slightly increase over the next 20 to 25 years especially west of the Interstate 35E Intersection. Even with these increases, Highway 13 is expected to continue to function as a Collector. It is anticipated that current residences and businesses will continue to have access directly on Highway 13. Dakota County, MnDOT, and the Met Council will need to work together reduce traffic on this roadway with traffic management strategies and increased utilization of public transportation along Highway 13.

According to the Metropolitan Council, the functional classification of Lilydale's street system is as follows:

Principal Arterials Collectors:

Interstate 35E  
Highway 13, County Road 45 (Lexington Ave)

#### Airspace

Although the Lilydale does not have any aviation facility within its area, it is required to protect its airspace. The City should review its zoning ordinance to ensure that it has controls on the height of structures and that there is a statement requiring the City to notify MnDOT as defined under the following criteria:

*"Any sponsor who proposes any construction or alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport shall notify the commissioner at least 30 days in advance. "*

Although the City is outside the LDN 60 aircraft noise contour, the southwestern part of the City is within the one-mile boundary of that contour. This area of the City is eligible for special housing programs under the MSP Housing Replacement program and the MSP Urban Revitalization and Stabilization Zone program. The MSP Housing Replacement program permits Cities to create a housing replacement project for parcels located in the airport noise impact area using tax increment financing. The sole purpose is to acquire parcels to prepare them to be sold as market rate housing or for commercial uses. This program is voluntary and it is questionable whether the City of Lilydale will want to participate due to the fact that much of the housing in this area is relatively new and in very good condition. The City may want to monitor this program to see if it makes sense in the future to participate.

The MSP Urban Revitalization and Stabilization program provides for airport noise relief through income tax exclusion. Homesteaded residential property owners may qualify for an annual five-year partial exclusion of state income tax beginning in 1998 if they purchase and occupy a single-family home in the designated area after June 1, 1996. Since there is only one single family home in this area of the City, the impact of this program will be minimal.

#### Bus Service

There is currently no bus service or park and ride facilities located in Lilydale. The Minnesota Valley Transit Company has a route going from Highway 110 and Dodd Road in Mendota Heights to downtown St. Paul, which is the closest service for Lilydale residents. Due to Lilydale's older population, there has been interest in having this route make a stop in Lilydale along Highway 13. The City will continue to have discussion with the Metro Transit and the Minnesota Valley Transit Company in providing bus service to the City.

#### Critical Area and MNRRA

Critical Area and MNRRA legislation outlines transportation-related goals that

impact on-street parking, access locations from bridges, vegetation restoration, etc. Since the City owns no right-of-way, it will work closely with Dakota County, MnDOT and the Metropolitan Council to ensure that these policies and recommendations are implemented. In addition, there may be an opportunity to work with the Cities of Mendota Heights and Mendota to develop a Highway 13 corridor study and enhancement plan. Dakota County and MnDOT may also be partners in this potential study.

#### Implementation Strategies:

Work with the County and State to continue to maintain and improve the state and county highways that go to and through the City.

Traffic study and improvements to the highway system should be coordinated with MnDOT.

Establish airspace notification statement in zoning ordinance.

Work with the Cities of Mendota and Mendota Heights to examine the possibility of conducting a corridor study and enhancement plan for the shared Highway 13 corridor through these three cities for autos, bikes and pedestrians.

Work with Metro Transit and Minnesota Valley Transit to develop a bus stop near the intersection of Highway 13 and Interstate 35E in Lilydale.

The City's Transportation Plan should be consistent with Dakota County and Met Council Transportation Plans. The City will coordinate their plans with the Dakota County Transportation Plan and use it as a resource.

Explore widening Hwy 13. For bike traffic.

Reduce and consolidate driveways on Hwy. 13

#### IMPLEMENTATION

The planning process in Lilydale has just begun. In many ways, formal adoption of the Comprehensive Plan is the first step, not the last. Formal adoption of the Comprehensive Plan establishes the policy direction for the community, including both a description of what the objectives are and how they are to be achieved. Without continuing action to implement and update the Plan, City efforts up to this point will have little lasting impact. This Implementation section outlines the steps that need to be taken to put the Plan into action.

There are a number of implementation steps that the City needs to immediately address, including updating its zoning ordinance and work with adjacent communities on provision of public facilities and services.

#### Implementation Action Steps

There are a number of action steps the City of Lilydale should pursue in order to implement the Comprehensive Plan. These steps are described below along with the entity responsible for implementing the described step and when it should be accomplished.

#### SHORT TERM ACTION STEPS

## 1. Compare Zoning Map with Land Use Plan

Description - The land use map that is included as part of the Comprehensive Plan outlines long-term future land use for the Community. The City of Lilydale should review its zoning map and identify areas that differ from the land use plan. These areas should then be rezoned to reflect the recommendations of the Comprehensive Plan. The City should also identify zoning district and subdivision ordinance changes and decide which provisions need to be changed to reflect the recommendations of the Plan.

Who's Involved - Planning Commission and City Council

When - Within 9 months of Plan adoption

## 2. Work with Adjacent Communities on Provision of Public Services

Description - The City of Lilydale relies on other jurisdictions for public services such as sewer and water service, fire and police, etc. The City should continue to work with these jurisdictions to ensure that City residents are getting the services that they pay for. Lilydale should examine the possibility of charging back some of the cost to heavy users of these services (such as fire and police protection).

Who's Involved - Planning Commission and City Council

When - Within 12 months of Plan adoption

## HOUSING IMPLEMENTATION STEPS

In order to continue to maintain and improve the City's housing stock and to implement its housing goals, the City of Lilydale will accomplish the following:

Continuing Efforts:

- Work with the Dakota County HRA and inform current and potential City residents of the programs the HRA offers.
- Enforce all applicable fair housing laws in the City.
- Apply the City's architectural controls on all existing and new residential developments in the City.
- Apply the City's park dedication to all new development or redevelopment in the City.

## CRITICAL AREA IMPLEMENTATION STEPS

In order to meet the goals the Mississippi River Critical Area the City of Lilydale will accomplish the following within the next five years:

- Review its Critical Area Ordinance and revise, if necessary, standards that apply to the Critical Area.
- Work with MNRRA, the DNR, the Metropolitan Council, and the neighboring

communities of Mendota and Mendota Heights to coordinate river corridor plans and projects.

- Continue to apply the City's park dedication to all new development or redevelopment in the City.
- Create a new mixed-use development district that allows residential and limited retail development in new structures.
- Encourage private property owners to add vegetation along their bluff areas.
- Work with Dakota County to determine trail connections to and through the City.
- Work with organizations interested in tree plantings to focus resources on Lilydale with specific attention to bluff protection and screening of existing structures.
- Require new development and redevelopment to have proper stormwater drainage and contract for public sewer and water. Work with these developers to update the public water and sanitary sewer system.
- Encourage full funding of National Park Service activities to assist the City with corridor beautification projects such as vegetation plantings, removal of billboards, and other bluff protection measures.

#### OTHER IMPLEMENTATION STEPS

In addition to the action steps describe above, there are also several critical requirements for effective implementation of the Comprehensive Plan:

- Lilydale should review and revise several of its regulatory measures, such as the zoning ordinance and subdivision regulations, which enforce the Plan's policies and recommendations.
- City officials must ensure that local residents continue to be actively involved in planning discussions and decisions.
- The Plan itself should be subjected to a monitoring process and be reviewed and updated as needed to reflect local aspirations and changing opportunities.

These requirements are described below:

#### Zoning Ordinance

Zoning is the primary regulatory tool used by local governments to implement planning policies. It consists of the official zoning map and the supporting ordinance text. The official map divides the community into a series of zoning districts, and the text describes regulations for the use of land within these districts, including permitted uses, lot sizes, setbacks, density standards, etc. It can also include design controls, and controls on the maintenance and upkeep of property.

#### Implementation Steps

- The City should review its Critical Area Ordinance and revise, if necessary, standards that apply to the Critical Area.
- The final step is to review, update and refine the zoning ordinance to implement

and enforce the guidelines of the updated Comprehensive Plan. Based on these guidelines and recommendations, the following zoning districts should be used in the City:

R-1 Single Family Residential - For single-family lots.

R-2 Multi-Family Residential - For all apartment, townhome and condominium developments. Single family is permitted within the R-2 district.

B-1 General Business - For all commercial uses in the City. Additional provisions on setbacks, building materials, re-vegetation, screening and landscaping adjacent to residential areas and the River may be needed.

MD-1 Mixed Use Development - For mixed-use or redevelopment areas in the City that may need flexibility in zoning standards to develop to its fullest.

OS Open Space - For the Regional Park and other open space areas in the City. This District should list regional parks as a conditional use with criteria for uses in the park, hours of operation, parking, and the protection of environmentally sensitive areas such as bluffs and wetlands.

#### Other Ordinances

The City will review its design ordinance for commercial and industrial areas could be extended to residential and mixed use districts as well. Controls on building materials, screening, landscaping, re-vegetation and tree planting should be the focus of these controls.

City will also review its site plan requirements so that all new development or redevelopment proposals in all Districts be accompanied by a site plan that includes: an adequate and detailed description of the project, including activities undertaken to ensure consistency with the objectives of the Critical Area and MNRRA designations; maps that specify soil types, topography, and the expected physical changes in the site as a result of the development; measures that address adverse environmental effects; specific conditions with regard to buffering, landscaping and re-vegetation; standards to ensure that structures, roads, screening, landscaping, construction placement, maintenance, and storm water runoff are compatible with the character and use of the river; and opportunities for the establishment of open space and public viewing of the river whenever possible.

#### Subdivision Regulations

The subdivision regulations are also important in implementing the Plan. The Subdivision Ordinance regulates the development of land and the provision of public facilities within the community. Properly enforced subdivision regulations,

coupled with zoning, can help ensure proper physical development and adequate public facilities in growth areas. They normally prescribe standards for easements and right-of-way, street improvements, lot setbacks and layouts, park dedication, utility infrastructure, etc.

### Implementation Steps

- Adopt a subdivision ordinance to implement and enforce the guidelines of the updated Comprehensive Plan, This may include the provision of streets, park dedication funds, system requirements for sewer, water, and storm drainage.

### Citizen Involvement

This Comprehensive Planning effort continued a healthy dialogue among local residents concerning the future of the community. Wide publicity has been given to this Comprehensive Plan with a number of citizens involved in the planning discussions. This Plan will affect everyone in the community, and everyone should have the opportunity to contribute to its planning decisions. Meetings held to discuss plan elements were also open to the public.

### Implementation Steps

- Make available copies of this Plan for the public to review and discuss. This may include copies for review at City Hall and the Public Library. Individual sections of the Plan may be suitable for copying and dispersal to those interested in moving to or doing business in the City.

### Review and Revision

The Comprehensive Plan is not a static document. The planning process must be continuous. The Plan should be monitored and updated when necessary. If community attitudes change or new issues arise that are beyond the scope of the current Plan, the document should be reviewed and updated. From time to time, certain changes to the Plan document will be required. The Planning Commission and City Council should carefully review proposed changes and their implications and actively seek citizen comment on such proposals. If changes are found to be appropriate, they should be formally added by amending the Plan. All Comprehensive Plan Amendments should be submitted to the Planning Commission for review. After a Public Hearing has been held, the Planning Commission should make a recommendation to the City Council who then makes a final decision. The City Council may hold another Public Hearing before deciding to approve or disapprove the Comprehensive Plan Amendment. Criteria to use when deciding upon the acceptability of a Plan Amendment: include (a) a mistake in the Comprehensive Plan; or (b) changes in the community or issues that were not anticipated by the Plan. Also, at five or 10 year intervals, the entire Comprehensive Plan should be reviewed and modified to ensure that it continues to be an up-to-date expression of community goals and intentions.

### Implementation Steps

- The City Planner will brief the Planning Commission and City Council on an annual basis on the "State of the Comprehensive Plan." This briefing should refresh the Planning Commission and City Council on the content of the plan, discuss emerging facts that have a bearing on the accuracy of the Plan projections, discuss land use and development activities within the community within the last year and those that are scheduled for the upcoming year, and suggest an annual agenda of planning activities to assist in the implementation of the plan.
- Review the plan every five years to determine whether the recommendations are still current. Revise those sections that are determined to be in need of an update.