



## **Richfield City Council Agenda**

**February 10, 2026 -- 6:00 PM**

**Richfield Municipal Center  
Bartholomew Conference Room  
6700 Portland Avenue South**

- 1. Call to Order**
- 2. Item Discussion**
  - a. **Discuss the draft Request for Proposals for a consultant to assist with the 2050 Comprehensive Plan update.**
- 3. Adjournment**

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9739.

Includes Materials - Materials relating to these agenda items can be found in the Council Chambers Agenda Packet book located by the entrance. The complete Council Agenda Packet is available electronically on the City of Richfield website.



**Report Prepared By:**  
Sam Crosby, City Planner

**Department Director:**  
Melissa Poehlman, Community Development Director

**Item for Consideration:**  
**Discuss the draft Request for Proposals for a consultant to assist with the 2050 Comprehensive Plan update.**

### **EXECUTIVE SUMMARY**

A Comprehensive Plan is a city-wide collaboration on the collective vision for the City's future. The document is intended to create a framework that guides the City's decision-making process. In the seven-county metro area, cities, towns and counties are required to update their Comprehensive Plan every 10 years. Generally, the following "elements" are what the Comprehensive Plan must include, as set forth by the Metropolitan Council:

- Land Use, explaining how the community will guide land use and accommodate both employment and population growth;
- Housing, addressing forecasts for both market rate and affordable housing needs;
- Transportation, including roadways, transit, bicycle, pedestrian, freight, aviation and travel demand management;
- Parks and Trails, both local and regional;
- Water Resources, including sanitary water, stormwater/surface water and water supply;
- Climate, addressing mitigation and adaptation, with a greenhouse gas emissions inventory and reduction strategies;
- Natural Systems, goes beyond water features to include terrestrial areas; and
- Implementation, illustrating how local controls will be used to enact the Comprehensive Plan.

Greater detail can be found in the System Statement and Minimum Requirements Checklist, attached. In addition to the sections above, the following chapters complete the Comprehensive Plan:

- Goals and Strategies;
- Introduction/Background; and
- Appendix of supporting documentation

Updating the Comprehensive Plan is a substantial undertaking that will require significant time and resources beyond City staff's capacity. A draft Request for Proposals (RFP) to solicit consulting firms interested in assisting the City with this work

has been prepared. The scope of the RFP covers the minimum requirements and assumes a robust public engagement effort. Given that Richfield is a fully-developed community, the land use chapter primarily focuses on areas of the community that are guided for change: I-494 and Cedar Avenue. The City has budgeted \$120,000 for the preparation of the plan.

## **RECOMMENDED ACTION**

**Staff is seeking confirmation that the scope of the Request for Proposals, particularly in relation to land use initiatives, meets policymaker expectations.**

## **HISTORICAL CONTEXT**

- “Imagine 2050”, the Metropolitan Council’s regional development guide, was adopted in February of 2025.
- System Statements from the Metropolitan Council, which identify the ways in which the City’s plan must comply with Imagine 2050, were distributed in August of 2025.

## **EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS**

Outreach and engagement must reach a broad and diverse spectrum of the community in order to plan for the future equitably. The City must employ intentional strategies to actively and meaningfully engage underrepresented communities, such as partnering with community-based leaders, using multiple languages, and reaching out directly to historically marginalized groups (Richfield has done this previously, but the Metropolitan Council now requires that the Comprehensive Plan highlights the efforts to collaborate with underrepresented populations in the planning process).

Ultimately, the Comprehensive Plan itself will help guide the City’s decisions in areas impacting equity, such as strengthening affordable housing, enhancing access to multi-modal transportation, and targeting improvements in historically dis-invested areas.

## **POLICIES (RESOLUTIONS, ORDINANCES, REGULATIONS, STATUTES, ETC.)**

The Metropolitan Council is tasked with creating a [regional plan](#) to guide growth and manage regional systems for transportation, aviation, water resources, and regional parks. Local comprehensive plans must align with the regional plan.

### Next Steps

- Update the RFP to reflect feedback received this evening.
- Release the RFP – through the League of Minnesota Cities and the American Planning Association.
- A cross-departmental team of staff will review and evaluate the proposals received.
- A contract with the chosen consultant will be brought to City Council for approval.

## **CRITICAL TIMING ISSUES**

The Comprehensive Plan must be drafted by mid-2028 in order to provide the required 6-month review to affected and adjacent jurisdictions, before being submitted to the Met Council by the December 31, 2028, deadline.

## **FINANCIAL IMPACT**

The Community Development Department budgets annually for this decennial expenditure. The amount is expected to be sufficient to cover the required elements listed in the “Minimum Requirements Checklist” attached.

## **LEGAL CONSIDERATIONS**

State Statute [473.858](#) requires local governments within the seven-county metro area to review, and, if necessary, update their comprehensive plan to reflect the metropolitan system statement within three years of receipt.

## **ALTERNATIVE RECOMMENDATION(S)**

Offer up modifications or suggestions.

## **ATTACHMENTS**

1. DRAFT Request for Proposals
2. RF Minimum Requirements Checklist 2050
3. RF 2025 System Statement



# REQUEST FOR PROPOSALS

**2050 Comprehensive Plan**

\_\_\_\_\_ 2026

SUBMISSION DEADLINE:

4:30 PM, ON \_\_\_\_\_, 2026

## **THE REQUEST**

The City of Richfield, Minnesota, is seeking qualified consulting firms to assist the Community Development Department with developing the City's 2050 Comprehensive Plan (Plan). Qualified consulting firms should have experience in preparing and updating Comprehensive Plans for municipalities within the seven-county metropolitan area. The consultant will need to lead the Comprehensive Plan process and have the skills and experience to facilitate public meetings, update demographics, create and use GIS maps, and draft a document that meets the Met Council's minimum requirements.

## **THE CITY**

Richfield is approximately seven square miles and is called home by roughly 38,000 residents. The community has become increasingly diverse over the past few decades. The 2023 American Community Survey estimates that nearly 20% of the community identifies as Hispanic or Latino and 16% of the population is Asian or Black/African American. The City's slogan is "The Urban Hometown." While only ten minutes or less from downtown Minneapolis, St. Paul, the Mall of America, and the Minneapolis-St. Paul Airport, the city retains a small-town atmosphere. As a fully developed community, in order to remain vital and competitive, the City is focusing on long-range planning that takes advantage of its location and strengthens its commercial and residential areas.

## **SCOPE OF SERVICES**

The City is looking for a consultant to develop our 2050 Comprehensive Plan through inclusive community engagement, resulting in a Plan that accommodates changing demographics, provides strategic goals and objectives specific to our community's context, incorporates equity and resiliency throughout the Plan, and meets the Metropolitan Council's requirements identified in Imagine 2050 and the City of Richfield's System Statement.

The following is a general description of the required tasks to be completed by the consultant. In preparing a proposal, the consultant is free to modify, revise, or otherwise amend the list of tasks to best satisfy the requirements of the Plan:

- 1) Initial meeting(s) with City staff to review the project schedule, schedule meetings and begin the process of data collection.
- 2) Schedule and conduct public meetings and topic-specific focus groups as necessary (see Community Engagement section, below).
- 3) Draft Updates for the following plan chapters:
  - a) Introduction & Background: graphics, maps, tables, etc. to reflect current demographics and Met Council requirements.
  - b) Community Goals and Strategies: refine based on community engagement.
  - c) Land Use: Focus efforts on a few specific geographic areas: the I-494 and Cedar Avenue corridors.

- d) Transportation:
  - Update with an emphasis on multimodal connectivity: based on what has changed since the existing Active Transportation Plan and Bike/Ped Master Plan were adopted, identify goals and priorities for the future update of these documents.
  - Refinements to reflect land use and demographic data.
  - Transportation section will also include the local trail system.
- e) Housing:
  - Work collaboratively with City housing staff to update the existing plan.
- f) Utilities/Water Resources:
  - Rewrites of the Richfield Bloomington Water Management Organization (RBWMO) Comprehensive Watershed Management Plan (valid 2018-2027), the City's Surface Water Management Plan (also 2018-2027), and our citywide Storm Water Pollution Prevention Plan (SWPPP) will be completed under separate contract in tandem with the Comp Plan update.
- g) Parks: Parks Master Plan to be contracted separately, will cover entire scope of parks requirements.
- h) Climate & Natural Systems:
  - Work with Recreation and Public Works staff to create the required natural systems chapter.
  - The City's existing Climate Action Plan will be updated separately and will be complete prior to the Comp Plan.
- i) Implementation: Define strategic planning initiatives and refine implementation initiatives.

The consultant is responsible for coordinating with Recreation Services and Public Works department staff as needed to incorporate into the Comp Plan the required information from the separately contracted plans (5 in total) for those related chapters.

- 4) Attend Planning Commission meetings, Council meetings and other work sessions.

## **COMMUNITY ENGAGEMENT**

Community engagement is essential to the equitable development of this Comprehensive Plan. The planning process must incorporate a community engagement program that will encourage and facilitate input from a diverse group of both City residents and the City's business community. The City is particularly interested in incorporating the ideas of populations that have been historically underrepresented in past planning exercises. Spanish and Somali speakers, interpretation, and translation, is desired for outreach materials and events. At least three phases of community engagement are envisioned: education/big picture/overall themes; topic specific input and feedback; draft plan review comments. Engagement should include interactive community work sessions, as well as multiple "pop-up" events. Innovative and inclusive community engagement and social media plan are expected to be part of this process, including a robust and interactive project website.

### **CLIENT RESPONSIBILITIES**

The City of Richfield will provide all available existing documentation to the consultant and will make staff available as needed. City staff will schedule, coordinate, and generally make all necessary arrangements for meetings conducted by the consultant during the course of this project.

### **PROJECT TIMEFRAME**

The timing of the Comprehensive Plan update has been established by statute and the Metropolitan Council. The full Comprehensive Plan Update must be distributed to adjacent municipalities and other required organizations for a six-month review period prior to submittal to the Metropolitan Council by December 31, 2028. The scope of service must be placed in a timeframe that fulfills this objective.

### **SUBMITTAL REQUIREMENTS**

Each proposal must be limited to 12 pages and shall contain the following information:

- 1) A statement of qualifications, relevant experience, and key personnel who will be responsible for the execution of this project, including qualifications of any sub-contractors named in the proposal.
- 2) A proposed work program based upon the scope of work in this request. The consultant is encouraged to incorporate their own ideas beyond those outlined in the RFP.
- 3) A detailed theoretical timeline for achieving each of the preceding scope of services. To be considered are the orderly development of the sections; a list of tasks to be undertaken in each section, including meetings with the staff and public engagement / meetings; and the deliverables at each stage of development.
- 4) Ability to complete the requested project tasks in a timely manner and evidence that the firm's workload would permit the prompt commencement and completion of the project. This may include examples of other similar work and schedules on updating Comprehensive Plans and/or developing corridor overlay district regulations.
- 5) One example of your planning creativity in action, where creativity drove the solution.
- 6) One example of a relationship-based planning strategy in a community-wide experience where residents, Council, and boards/commission needs were met.
- 7) Three professional references from other local governments with mailing addresses, email addresses, and phone numbers.
- 8) A detailed cost breakdown of the project.

A PDF of the proposal should be emailed to: [scrosby@richfieldmn.gov](mailto:scrosby@richfieldmn.gov). Proposals must be received no later than 4:30 p.m. on \_\_\_\_\_, 2026. Late submittals will not be accepted.

### **THE SELECTION PROCESS**

After review of the proposals by a staff review committee, a short list of applicants may be invited to make a brief presentation and answer questions regarding their qualifications for selection. (If needed, these are anticipated to occur on a Tuesday morning at 10:00 a.m.) A

staff recommendation will be sent to the City Council, with final selection anticipated in May.

Proposals will be evaluated based on, but not limited to, the following:

- Project organization and approach.
- Consultant's qualifications and key personnel of the consulting team.
- Experience working with inner-ring suburbs in developing comprehensive plans and assisting fully developed cities in creating a long-term vision.
- Ability of key personnel to create relationships with stakeholders: Business owners, Residents, City Council, Housing and Redevelopment Authority, Planning Commission, Community Services Commission, Sustainability Commission, Transportation Commission, staff, etc.
- Familiarity with the City and the region.
- The apparent quality of the work of the firm, team, or individuals based both on its proposal and on information received from listed references.
- Scope of interpretation and translation services.
- Ability to meet the project timeline and consideration of budgetary constraints.

### **FINAL PRODUCT**

The 2050 Comprehensive Plan shall be provided in these formats:

- 1) Six printed, bound, color copies;
- 2) Electronic files of each chapter independently, and the entire document, including all text and graphics, in both an ADA-compliant pdf and an editable format compatible with programs used by the City (Word, Publisher, etc).
- 3) One electronic version translated to Spanish.

### **COMPENSATION**

Following the selection of a firm, the scope of work, cost attributed to the project element, and an agreement for services can be finalized. Reimbursement shall be made according to an agreed upon schedule, specified within the contract.

### **CONTACT INFORMATION**

Questions regarding this RFP should be submitted in writing, no later than \_\_\_\_\_, to:  
Sam Crosby, AICP  
City Planner  
Tel: (612) 861-9776  
Email: [scrosby@richfieldmn.gov](mailto:scrosby@richfieldmn.gov)  
Written answers will be distributed by \_\_\_\_\_.

Link to Richfield 2030 & 2040 Comprehensive Plans:

[https://cms9.revize.com/revize/richfieldmn/departments/community\\_development/planning\\_and\\_zoning/comprehensive\\_plan/index.php#outer-268](https://cms9.revize.com/revize/richfieldmn/departments/community_development/planning_and_zoning/comprehensive_plan/index.php#outer-268)



## 2050 Comprehensive Plan Minimum Requirements Checklist

### *Richfield*

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This document comprises the minimum requirements each community must address in its local comprehensive plan to align with the Metropolitan Land Planning Act and regional policies. It serves as both a planning reference and a submission checklist to ensure all required elements are included.

Each section corresponds with a Plan Element [webpage](#) in the Local Planning Handbook. Requirements may change, so always refer to the website for the latest information. During the plan review, additional details may be requested by Technical Review staff for clarity and accuracy.

### How to use this checklist

The number in the first column is a unique reference identifier for each requirement. You may notice gaps in the numbering sequence; that simply indicates certain requirements in the full regional list do not apply to your community (for example, if a community is fully developed or lacks a relevant system).

Use the final column to record where, by page or section, each applicable requirement is addressed in your comprehensive plan. Providing these cross-references at submission will help expedite the Metropolitan Council's review and reduce follow-up requests. If you have any questions, please contact your [Sector Representative](#).

### Required Plan Elements:

1. [Land Use](#)
2. [Housing](#)
3. [Transportation](#)
4. [Wastewater](#)
5. [Water Supply](#)
6. [Surface Water](#)
7. [Parks and Trails](#)
8. [Climate](#)
9. [Natural Systems](#)
10. [Implementation](#)

<b>Land Use</b>		<b>Pg #</b>
<b>Forecasts and Community Designations</b>		
<b>1</b>	Include a table of forecasted population, households, and employment for 2030, 2040, and 2050, consistent with the Met Council's forecasts.	
<b>2</b>	Met Council forecasts must be used consistently throughout your entire comprehensive plan.	
<b>2.1</b>	Your transportation plan needs to utilize allocated forecasts to transportation analysis zones (TAZs) as published by the Met Council.	
<b>2.2</b>	Your water and wastewater plans need to reflect forecasts to plan for urban services.	
<b>2.3</b>	Your land use plan must reflect and accommodate your forecasts.	
<b>3</b>	Include a map acknowledging your regional Community Designation(s) and state the overall density expectations for your Community Designation(s).	
<b>Existing Land Use</b>		
<b>4</b>	Provide an Existing Land Use Map with a land use legend.	
<b>4.1</b>	Show existing regional parks, park reserves, and special features with a land use of "Park" (or your equivalent) on your Existing Land Use Map.	
<b>5</b>	Provide an Existing Land Use Table. Calculate total acres and percent of total acres for each land use category.	
<b>6</b>	Land uses categories on the map and in the table, as well as any text references must all be consistent with one another.	
<b>Future Land Use Plan</b>		
<b>7</b>	Each Comprehensive Plan must contain a Future Land Use Plan which is consistent with the Met Council's forecasts of population, households, and employment and identify sufficient land supply to support your community's forecasted growth. Planned land uses must be realistically marketable within the planning period, focusing on plausibility and long-term viability.	
<b>8</b>	The information developed in the land use plan must carry over to other elements of the comprehensive plan. The areas and densities in the land use plan must be consistent across elements including: <ul style="list-style-type: none"> <li>• forecasted growth</li> <li>• wastewater</li> <li>• water resources</li> <li>• housing</li> </ul>	

	• transportation	
<b>9</b>	Include a description of each land use category which includes:	
<b>9.1</b>	Allowed uses and a general description of each use and its purpose.	
<b>9.2</b>	Minimum and maximum densities (“the allowable density range”) for all categories that allow residential uses. (Zero is not an acceptable minimum. The maximum value must be a whole number). The allowable density range must be inclusive of any density bonus permitted by the underlying zoning districts.	
<b>9.3</b>	Narrative descriptions of land use categories must be consistent with the land use table and map.	
<b>9.4</b>	For residential land use categories within the MUSA which include the use type of single family detached, at least one additional use type must be permitted, which may include, but is not limited to; Accessory Dwelling Units (ADUs), Attached Single-Family Housing, Duplex, Triplex, Apartments, etc.	
<b>10</b>	Provide a Future Land Use Map and land use legend which includes all land use categories and is consistent with the land use descriptions and land use table.	
<b>10.1</b>	Identify all areas guided to support forecasted growth within the planning period on the Future Land Use Map.	
<b>10.2</b>	Acknowledge Council-approved long-range plan boundaries of regional parks, park reserves, and special features by guiding the properties with a land use of “Park” (or your equivalent) on your Future Land Use Map.	
<b>10.3</b>	Identify areas enrolled or eligible for enrollment within the Metropolitan Agricultural Preserves program on the Future Land Use Map using an agricultural land use designation with a maximum density of 1 unit per 40 acres, as required for program eligibility in state law.	
<b>11</b>	Provide a Future Land Use table which includes:	
<b>11.1</b>	All land use categories, consistent with the Future Land Use table and map.	
<b>11.2</b>	Total net acres of all future land uses. Exclude wetlands and natural water bodies, public parks and open space, arterial road rights-of-way, and areas protected from development by local plans and ordinances (i.e. steep slopes, wetland buffers) from area calculations.	
<b>11.3</b>	Total net acres and percent of total net acres planned to support forecasted growth for each land use category in each 10-year planning period (2030, 2040, and 2050).	

11.4	Minimum and maximum densities (“the allowable density range”) for all categories that allow residential uses.	
11.5	For each “mixed use” category, define an expected share of individual land uses and identify the permitted density range for residential uses. For example, Mixed Use Downtown might have an expectation of 30% commercial, 40% office, and 30% residential with a density of 10-15 units per acre	
11.6	The planned minimum net residential density must meet the community designation(s) minimum density requirements within each planning decade.	

### Density Expectations: Urban Service Area and Rural Centers

12	Provide a table which Identifies land supply guided to support forecasted growth for each 10-year planning period (2030, 2040, and 2050).	
12.1	The planned minimum net residential density must meet the community designation(s) minimum density requirements within each planning decade (2030, 2040, and 2050).	
12.2	<p>For each residential land use category identified to support forecasted growth;</p> <ul style="list-style-type: none"> <li>Identify the density range for each residential land use category, which must be consistent with the Future Land Use Table.</li> <li>Use the lowest allowed residential density from land use ranges in your calculations. For example, a land use that permits a density range of 7-10 units per acre must use 7 units per acre in all density calculations for this land use. This ensures that even at the lowest permitted density, the community will be developing at densities that meet overall density expectations.</li> <li>For each “mixed use” category, define an expected share of individual land uses and identify the permitted density range for residential uses. For example, Mixed Use Downtown might have an expectation of 30% commercial, 40% office, and 30% residential with a density of 10-15 units per acre. Utilize only the planned residential acreage for your calculation.</li> </ul>	
12.3	Provide the net developable acreage for each residential land use category identified to support forecasted growth for each planning decade (2030, 2040, and 2050). Exclude wetlands and natural water bodies, public parks and open space, arterial road rights-of-way, and areas protected from development by local plans and ordinances (i.e. steep slopes, wetland buffers) from area calculations.	

### High Frequency Transit Station Area

16	Within high frequency transit station areas, plan for minimum average net residential densities as identified in Land Use Policy Chapter, Table 4 for new development and redevelopment on land guided to support forecasted growth within the planning period. Transit station area minimum average net residential density requirements vary according to community designation, mode, and geography.	
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<b>16.1</b>	Provide a map that identifies the geography of the high frequency station areas. Within the station areas, identify land guided to support forecasted growth by 2050.	
<b>16.2</b>	Provide a table that identifies the acres of land guided to support forecasted growth within each station area, differentiated by land use category, and identifying the minimum and maximum residential densities within each category.	
<b>16.3</b>	Describe opportunities, strategies and policies to implement transit supportive densities, levels of activities, and other measures consistent with transit-oriented development.	

### Staged Development

<b>17</b>	Identify potential local infrastructure impacts for each 10-year increment and demonstrate that the municipality is capable of providing services and facilities that accommodate its planned growth.	
<b>17.1</b>	The proposed staging plan or development phasing must be consistent with the distribution of sewerred and unsewerred growth identified in your community's Local Sewer Plan.	
<b>17.2</b>	The proposed staging plan or development phasing must support and be consistent with your community's allocation of the region's Future Affordable Housing Need for 2031 - 2040.	

### Redevelopment and Infill

<b>18</b>	Identify policies that encourage redevelopment and infill in areas with existing infrastructure and/or transit access where applicable.	
<b>19</b>	Specify in the capital improvement plan the timing and sequence of local public facilities updates, fiscal devices or official controls that will facilitate redevelopment in accordance with the plan.	
<b>20</b>	Identify and map the land areas that are available or likely to be available for redevelopment, infill development, or new development in your community. Redevelopment and infill areas need to be mapped when those areas are being used to meet density and forecast requirements.	
<b>21</b>	Provide a table of those areas identified that includes future land uses, acreages, density ranges, and total residential units in 10-year increments. Estimate the timing of development for areas that are uncertain or do not have plans in process.	
<b>22</b>	Communities proposing an addition to the MUSA must demonstrate that the proposed addition meets the following criteria:	
<b>22.1</b>	Requests must meet system conformance requirements and maintain consistency with regional policies and goals.	
<b>22.2</b>	The proposed additions must demonstrate a need for additional land supply, including the need for a change to adopted forecasts. The Met Council will review	

	requests to ensure a 20-year rolling land supply considering both regional and local market demand.	
<b>22.3</b>	For local governments already served by regional wastewater services, planned sewer-serviced densities must be consistent with regional density policy for the applicable community designation, including existing planned densities and the planned densities for the new area to be served.	
<b>22.4</b>	Any previous conditions related to Met Council authorization of comprehensive plan or plan amendments must be fulfilled and program participation (Plat Monitoring program, building permit survey, etc.) must be current and complete.	
<b>22.5</b>	Past performance must meet density expectations. The Met Council will consider a shorter look-back period for performance and/or measure performance against rules in place at the time.	
<b>22.6</b>	When calculating land capacity, the following will be excluded: publicly protected areas, water bodies, wetlands, steep slopes, areas with limited depth to bedrock, areas with limited depth to water table, and areas protected by public ownership/easements.	

<b>Adjacent to Unincorporated Areas or with Orderly Annexation Agreements</b>		
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<b>23</b>	Plan to accommodate growth only in areas within your municipal boundaries unless an orderly annexation agreement (OAA) authorizes another jurisdiction to assume planning authority.	
<b>24</b>	Orderly annexation agreements must encompass the planning horizon and identify needed updates that occur within the planning period.	
<b>24.1</b>	If an adopted OAA terminates prior to the end of the planning horizon, additional land supply within the jurisdictional authority of the local government may need to be identified to accommodate forecasted growth or the Met Council may consider a forecast adjustment.	
<b>25</b>	Map stages of development in 10-year increments (existing, 2030, 2040, and 2050).	
<b>26</b>	Provide a table of staged development in 10-year increments. The table must include future land uses, area in acres, density ranges, and total residential units by each 10-year time increment.	

<b>Community Composition</b>		
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<b>27</b>	Provide a detailed demographic profile, identifying the representation of Black, American Indian, Asian and Latine residents, non-English speakers, youth, older adults, and individuals with disabilities in your community.	
<b>28</b>	The demographic profile needs to include the number of households below the 200% poverty threshold and percent of households without vehicle access.	

29	Identify community engagement efforts implemented in the creation of the Comprehensive Plan. Highlight efforts that were made to collaborate with underrepresented populations in the planning process. (Black, American Indian, people of color, youth, older adults, renters, etc.)	
<b>Historic and Cultural Assets</b>		
30	Identify historic and cultural assets in the community (except where Federal and State policies protect the confidentiality of sensitive sites, such as American Indian burial mounds). Specify any assets that are formally designated at the local level, at the state level by the State Historic Preservation Office (SHPO), or at the federal level by the US Department of the Interior.	
31	Identify policies to protect and preserve the community’s historic and cultural assets.	
<b>Aggregate Resources</b>		
32	Identify if aggregate resources are present (or not) within the jurisdiction’s staging areas for new development.	
33	If aggregate resources are present:	
33.1	Provide a map showing the location of aggregate resources as mapped in Minnesota Geological Survey Information Circular No. 46.	
33.2	Identify your goals, intentions, and priorities concerning aggregate resources. Provide for aggregate resource extraction prior to development where viable deposits remain accessible and the extraction would not conflict with other established priorities (i.e. preserving natural systems, protecting highly vulnerable Drinking Water Supply Management Areas, etc.).	
33.3	Include strategies needed to implement the identified aggregate resources policies.	
<b>Solar Resource Protection &amp; Development</b>		
34	Include a policy or policies relating to the protection and development of access to direct sunlight for solar energy systems.	
35	Include strategies needed to implement the policy or policies.	
<b>Drinking Water Supply Management Areas (DWSMA)</b>		
36	Identify if surface water or groundwater Drinking Water Supply Management Areas (DWSMA) are located within the community.	
37	If DWSMA are present:	

<b>37.1</b>	Provide a map of all DWSMA indicated their location and vulnerability.	
<b>37.2</b>	Include land use goals and policies to protect water quality and prevent overuse of source waters due to development, especially in highly vulnerable DWSMAs. Refer to existing source water protection plans, the water chapter of the comprehensive plan, or other areas as relevant.	
<b>37.3</b>	Include strategies needed to implement the identified policies.	

<b>Housing</b>		<b>Pg #</b>
<b>Existing Housing Needs</b>		
<b>1</b>	Complete an existing housing assessment including:	
<b>1.1</b>	<p>Provide the following information on existing local conditions:</p> <ul style="list-style-type: none"> <li>• The total number of housing units.</li> <li>• The number of rental housing units affordable to households with incomes at or below 30% area median income (AMI), between 31-50% AMI, between 51-60% AMI, and 61% AMI or greater.</li> <li>• The number of ownership and co-operative housing units affordable to households with incomes at or below 50% AMI, between 51-60% AMI, between 61-80% AMI, between 81-115% AMI, and 116% AMI or greater.</li> <li>• The share of housing units by detached townhomes, accessory dwelling units (ADU's), manufactured housing, attached townhomes, 2-4 unit multifamily, and 5 unit or larger multifamily housing.</li> <li>• The number of households with incomes at or below 30% AMI, between 31-50% AMI, between 51-60% AMI and between 61-80% AMI.</li> <li>• The number of households that are experiencing housing cost burden with incomes at or below 30% AMI, between 31-50% AMI, between 51-60% AMI, and between 61-80% AMI.</li> <li>• The share of households experiencing housing cost burden by racial/ethnic group.</li> <li>• The homeownership rate by racial/ethnic group.</li> <li>• The number of affordability-restricted housing units. Include the breakout of units by restriction when possible such as: housing for people 55 and older, housing for people with disabilities, and high priority homeless units.</li> <li>• Include the number of low-income affordable ownership housing units needed.</li> </ul>	
<b>1.2</b>	Include a map of subsidized housing units.	
<b>2</b>	Complete a narrative analysis of existing housing needs. At a minimum, address the components of the existing housing assessment within the context of your city or township. Plans consistent with Met Council policy will clearly identify existing housing needs and priorities for the city or township. The existing housing assessment includes data at various levels of affordability, therefore, the needs should be identified within levels of affordability when applicable. In addition to the needs identified through the existing housing assessment, a complete narrative will consider the following:	
<b>2.1</b>	Providing affordable housing opportunities that are accessible to households of varying abilities.	

2.2	Maintenance and preservation of unsubsidized affordable housing.	
2.3	Households at risk of losing housing and/or experiencing housing instability.	

<b>Projected Housing Needs</b>		
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3	Discuss how the land use plan addresses the future housing need for your forecasted growth.	
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4	Acknowledge the need for affordable housing units that are age-restricted and/or offer supportive services for older people.	
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5	Acknowledge your city or township's 2031-2040 allocation of future affordable housing need at three levels of affordability: 30% AMI or less, 31-50% AMI and 51-60% AMI	
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6	Guide residential land at densities sufficient to create opportunities for affordable housing using one of the following options:	
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6.1	Option 1: Guide sufficient land at minimum residential densities of 10 units/acre to support your city or township's total allocation of future affordable housing need for 2031-2040	
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6.2	<p>Option 2: Guide sufficient land at minimum residential densities of:</p> <ul style="list-style-type: none"> <li>• 12 units/acre to support your city or township's 2031-2040 allocation of future affordable housing need at 30% AMI or less.</li> <li>• 8 units/acre to support your city or township's allocation of future affordable housing need at 31-60% AMI. This combines your city or township's allocation of 31-50% AMI and 51-60% AMI.</li> <li>• A city or township that chooses Option 2 and has a demonstrated history of creating 51-60% AMI affordable units at densities lower than 8 units/acre, may guide land at lower minimum densities (as low as 4-8 units/acre) to meet only the 51-60% AMI allocation of future affordable housing need.</li> </ul>	
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<b>Housing Implementation Plan</b>		
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7	<p>Identify the top three existing housing needs for the city or township and include a description of how these needs were selected as the top housing needs for the city or township. Describe the tools (public programs, fiscal devices, and/or other specific actions) that will be used to meet the top three existing housing needs identified. Include in what circumstances and in what sequence they will be used.</p> <ul style="list-style-type: none"> <li>• A list of accepted tools is provided. However, this list is not exhaustive. Local governments are strongly encouraged to include any additional tools at their disposal when identifying how they will address these housing needs.</li> </ul>	
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8	Describe the tools (public programs, fiscal devices, and/or other specific actions) that your local government will consider using to meet all other existing and projected housing needs identified in the housing element of your comprehensive plan. Include in what	
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	<p>circumstances and in what sequence they would be used.</p> <ul style="list-style-type: none"><li>• Plans consistent with Met Council policy will clearly and directly link identified needs to available tools.</li><li>• A list of accepted tools is provided. However, this list is not exhaustive. Local governments are strongly encouraged to include any additional tools at their disposal when identifying how they will address their housing needs.</li></ul>	
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<b>Transportation</b>		<b>Pg #</b>
<b>Roadways</b>		
<b>1</b>	Describe and Map the Roadway Functional Classification in your community. Include identification of all classifications in your community including: <ul style="list-style-type: none"> <li>• Principal Arterials</li> <li>• Minor Arterials</li> <li>• Major Collectors</li> <li>• Minor Collectors</li> <li>• Local roadways</li> </ul>	
<b>2</b>	Include the following information on the Principal and Minor Arterial functional classification systems:	
<b>2.1</b>	Describe and map the existing and proposed number of traffic lanes	
<b>2.2</b>	Describe and map the existing and projected traffic volumes	
<b>2.3</b>	Describe and map the following funded and planned investments outlined in the Imagine 2050 TPP Highway Investment Plan (planned projects are within the 2050 fiscally constrained plan). The vision and under study managed lane projects and vision targeted regional capacity projects are not required to be added, but their inclusion should be considered general guidance. <ul style="list-style-type: none"> <li>-Figure 9: Regional Mobility Investments: Interchanges</li> <li>-Figure 10. Regional Mobility Investments: Managed Lanes</li> <li>-Figure 11. Regional Mobility Investments: Targeted Regional Capacity</li> </ul>	
<b>2.4</b>	Incorporate and describe recommendations from any corridor studies and identify any opportunities to complete or update existing corridor studies documented as priority tiered intersection locations in the Intersection Mobility and Safety Study.	
<b>3</b>	Include a safety analysis that includes an analysis of crash trends, data and safety needs by mode and crash severity from the most recent 5 years of available data to prioritize future investments to reduce deaths and serious injuries using a Safe Systems Approach. Identify any high priority transportation corridors and locations in your community to reduce fatalities and serious injuries. Reference any existing local safety plans like Safe Streets and Roads for All action plans or county road safety plans in local planning, when applicable.	
<b>Transit</b>		
<b>4</b>	Identify, describe and map your local community's identified transit market area(s). Include a discussion of your community's relationship with the transit market area(s).	
<b>5</b>	Identify, describe and map the transit system located in your community. Include the following features: <ul style="list-style-type: none"> <li>• Local transit services and demand response (including dial-a-ride, microtransit) services</li> <li>• The existing and planned transit centers and park and rides</li> <li>• The existing and planned transit advantages</li> </ul>	

<b>6</b>	Identify areas of known planned transit service expansion, working with transit provider(s) and identify desired transit expansion corridors or areas based on community land use plan.	
<b>7</b>	Describe and address multimodal access needs to transit services within your community. • Include a description of pedestrian access routes to transitway stations, local bus stops and other transit facilities. This may be included in the transit element or in the pedestrian element of the plan.	
<b>8</b>	For communities with existing transitways or planned transitways in the fiscally constrained plan:	
	<b>8.1</b> Describe your community's role and responsibilities with regard to the transitway development process.	
	<b>8.2</b> Describe and map the transitway alignment and stations and identify the alignments by transit service type (LRT, Dedicated BRT, Commuter Rail, Highway BRT, Arterial BRT).	
	<b>8.3</b> For land use requirements that are tied to transitways, see land use section.	
<b>9</b>	For communities with high-frequency local transit routes:	
	<b>9.1</b> Identify, describe and map the existing high-frequency local transit routes in your community.	
	<b>9.2</b> For land use requirements that are tied to high-frequency local transit routes, see land use section.	
<b>Biking</b>		
<b>10</b>	Describe and map the full local existing and planned bike network. Ensure networks are coordinated across jurisdictions. Include the following information:	
	<b>10.1</b> Identify local bikeway connections to transit facilities.	
	<b>10.2</b> Describe plans, strategies or policies to address connectivity gaps in the bike network that improve accessibility and safety.	
<b>11</b>	Describe and map RBTN within your community including the following:	
	<b>11.1</b> Show all tier 1 and tier 2 RBTN corridors and alignments	
	<b>11.2</b> Show the relationships between the RBTN and local bike network including all existing and planned connections	
	<b>11.3</b> Include locations of regional destinations as shown on the RBTN map within your community. Include any locally identified activity centers in your community.	

11.4	Review RBTN corridors to determine whether there is an existing or planned bicycle facility alignment you want to designate as the RBTN alignment (to replace the corridor). Describe and map the existing and/or planned bike facility alignment(s) proposed for RBTN designation as a dashed line. (It is recommended to contact Met Council MTS prior to including in the draft Comp Plan.)	
12	Describe and map regional bicycle barriers (i.e., freeways, railroad corridors, rivers and streams) and discuss how to address the need to provide new or improved crossings of regional bicycle barriers.	
<b>Pedestrian</b>		
13	Include a full pedestrian element of your local transportation element of the comprehensive plan. Include the following:	
13.1	Community pedestrian system needs in a manner that responds to your community designation.	
13.2	Describe plans, strategies or policies to address connectivity gaps in the pedestrian network that improve accessibility and safety. Identify if Safe Routes to School plans have been done for schools in the community.	
13.3	Map the existing pedestrian network.	
13.4	Identify and map locally developed pedestrian priority networks or areas, if applicable.	
<b>Freight</b>		
14	Identify and map railways, barge facilities and truck or intermodal freight terminals within your community (see designated freight nodes on the Metropolitan Freight System map. Include other important nodes that may generate freight movement, such as industrial parks, warehouses or distribution centers and large shopping areas.	
15	If available from MnDOT or other sources, include heavy commercial annual average truck volumes on the Principal Arterial and Minor Arterial network within your community. Link to MnDOT AADT app	
16	Identify, describe and map any local roadway issues or problem areas for goods movement, such as weight-restricted roads or bridges, bridges with insufficient height or width clearances, locations with unprotected road crossings of active rail lines, or intersections with inadequate turning radii.	
<b>Travel Demand Management</b>		
17	Describe and document existing local travel demand management policies, ordinances or practices, if applicable. Include any activities or plans to collaborate with regional TDM partners on outreach and promotional activities that support sustainable travel choices.	

<b>Aviation</b>		
<b>18</b>	Identify policies and ordinances that protect regional airspace from obstructions. Include how your community will notify the FAA of proposed tall structures.	
<b>21</b>	For communities impacted by an airport (located within the 3-nautical mile influence area of a regional airport) include the following items:	
<b>21.1</b>	Map the airport location, including the existing and future (if different) airport boundaries, land access locations, and runways.	
<b>21.2</b>	Describe the existing and future functional and operational characteristics for any airport whose influence area includes your community. These can be found in airport long term comprehensive plans.	
<b>21.3</b>	Evaluate, address, and establish policies related to land use compatibility issues, identifying efforts that include land acquisition, "preventive" land use measures, or "corrective" land use measures.	
<b>Equity and Inclusion</b>		
<b>22</b>	Describe status of the agency's Americans with Disabilities Act (ADA) transition plan (applies to agencies with 50 or more employees) or self-evaluation for public rights of way. Identify when it was last updated, any identified target date for compliance, and strategies used to monitor implementation progress and make updates.	
<b>Climate and Natural Systems</b>		
<b>23</b>	Include an acknowledgement of state designated targets for statewide vehicle miles traveled (VMT) reduction and greenhouse gas (GHG) emission reductions for the seven-county metro region. Identify plans, policies or strategies to reduce per capita VMT and total transportation-related GHG emissions in your community to meet state statutes on reduction targets. Surface transportation GHG emissions are a portion of the total reduction targets, see land use requirements for the total reduction targets from all sectors and tools to calculate reduction needs and strategies for your community.	
<b>Transportation Analysis Zone (TAZ)</b>		
<b>24</b>	Communities must confirm their Local Comprehensive plan's use of the forecasted population, household and employment data by TAZ published by the Met Council. Communities may alternatively cooperate with Met Council staff to prepare a different allocation.	
<b>24.1</b>	If using the forecasts published by the Met Council, local comprehensive plans can reference the published forecasts. The TAZ table does not need to be replicated in the Comprehensive Plan Update.	
<b>24.2</b>	Alternately, if preparing a different allocation, the sum of TAZ allocations must equal the total forecasts by city/township. The preparation and delivery of alternative TAZ allocations can be provided separate from the Plan Update; this	

	deliverable must precede Met Council's completeness determination of the Plan Update.	
<b>24.3</b>	Transportation Analysis Zones allocation of the forecast is waived for cities and townships with population and employment fully contained in one TAZ.	

<b>Wastewater</b>		<b>Pg #</b>
<b>GIS Requirements</b>		
<b>1</b>	Provide the following GIS sewer system data with the comprehensive sewer plan submittal (GIS shape files or geodatabase feature classes):	
<b>1.1</b>	Local sanitary lines. Include pipe size, pipe material, year built, conveyance method (gravity and forcemain).	
<b>1.2</b>	Local sanitary structures (for example, manholes, lift stations, etc).	
<b>1.3</b>	Existing connections points to the MCES collection system.	
<b>1.4</b>	Future connection points to the MCES collection system (for new growth).	
<b>1.5</b>	Local sewershed service areas or districts by connection point.	
<b>1.6</b>	Intercommunity connection points.	
<b>1.7</b>	Proposed changes in government boundaries based on orderly annexation agreements.	
<b>1.8</b>	Location of all private and public wastewater treatment plants in the community.	
<b>1.9</b>	Individual subsurface sewage treatment systems (as mentioned in the Requirements for Areas Served by Subsurface Sewage Treatment Systems section).	
<b>Areas Served by the Regional System (Urban Area)</b>		
<b>2</b>	Table that details adopted community sewer forecasts:	
<b>2.1</b>	10-year increments to 2050 <ul style="list-style-type: none"> <li>• Households</li> <li>• Employment</li> </ul>	
<b>2.2</b>	Forecasts shall be broken down by areas served by the Metropolitan Disposal System, locally owned and operated wastewater treatment systems, and communal and subsurface sewage treatment systems.	
<b>3</b>	Copy of intercommunity service agreements entered into with an adjoining community, or a description of the intercommunity service agreements that confirms the Met Council's understanding that one community reimburse the other community for the municipal wastewater charges that it will incur by receiving flow from the adjacent community. If the Met Council is responsible for adjusting flow for each community for the purpose of calculating the Municipal Wastewater Charge, note that in the description of the	

	intercommunity agreement. Include a map of service areas covered by the agreements.	
<b>4</b>	Table or tables that provide the following local system information:	
<b>4.1</b>	Capacity and design flows for existing trunk sewers and lift stations. • For local sanitary sewer lines 12" and larger that connect to the Met Council system, provide the 2050 design flow and pipe capacity for each connecting trunk sewer and lift station. Include the percentage of total capacity of each pipe that will be used by 2050.	
<b>4.2</b>	Assignment of 2050 growth forecasts by Met Council interceptor facility. • Household and employment forecasts.	
<b>5</b>	For new trunk sewer systems that require connection to the Metropolitan Disposal System: • A table that details the proposed time schedule for the construction of the new trunk sewer system.	
<b>6</b>	Define the community's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in the local municipal (city) and private (private property) sanitary sewer systems. • Include a summary of activities or programs intended to mitigate I/I from both public and private property sources.	
<b>7</b>	Describe the requirements and standards in the community for minimizing I/I.	
<b>7.1</b>	Include a copy of the local ordinance or resolution that prohibits discharge from sump pumps, foundation drains, and/or rain leaders to the sanitary sewer system.	
<b>7.2</b>	Include a copy of the local ordinance or resolution requiring the disconnection of existing foundation drains, sump pumps, and roof leaders from the sanitary sewer system	
<b>8</b>	Describe the sources, extent, and significance of existing I/I in both the municipal and private sewer systems.	
<b>8.1</b>	Include a description of the existing sources of I/I in the municipal and private sewer infrastructure.	
<b>8.2</b>	Include a summary of the extent of the systems that contribute to I/I such as locations, quantities of piping or maintenance holes, quantity of service laterals, or other measures. If an analysis has not been completed, include a schedule and scope of future system analysis.	
<b>8.3</b>	Include a breakdown of residential housing stock age within the community into pre- and post-1970 era, and what percentage of pre-1970 era private services have been evaluated for I/I susceptibility and repair.	
<b>8.4</b>	Include the measured or estimated amount of clearwater flow generated from the public municipal and private sewer systems.	

8.5	Include a cost summary for remediating the I/I sources identified in the community. If previous I/I mitigation work has occurred in the community, include a summary of flow reductions and investments completed. If costs for mitigating I/I have not been analyzed, include the anticipated wastewater service rates or other costs attributed to I/I.	
9	Describe the implementation plan for preventing and eliminating excessive I/I from entering both the municipal and private sewer systems.	
9.1	Include the strategy for implementing projects, activities, or programs planned to mitigate excessive I/I from entering the municipal and private sewer systems.	
9.2	Include a list of priorities for I/I mitigation projects based on flow reduction, budget, schedule, or other criteria.	
9.3	Include a schedule and the related financial mechanisms planned or needed to implement the I/I mitigation strategy.	
10	Provide current community SSTS ordinances or description of community's SSTS management program compliant with current Minnesota Pollution Control Agency Rules Chapters 7080-7083.	
<b>Requirements for Areas Served by Private Communal Treatment Systems</b>		
19	Table that details adopted community forecasts served by each private communal system:	
19.1	10-year increments to 2050 <ul style="list-style-type: none"> <li>• Households</li> <li>• Employment</li> </ul>	
20	Describe the management program for private communal treatment systems.	
21	Copies of the associated National Pollutant Discharge Elimination System (NPDES) or State Disposal System (SDS) permits.	
22	Map or maps showing the following information:	
22.1	Locations of private communal treatment systems including treatment facilities and subsurface systems	
22.2	Current and projected service areas for private communal treatment systems.	
23	Conditions under which additional private communal treatment systems would be allowed: <ul style="list-style-type: none"> <li>• Allowable land uses and residential densities.</li> <li>• Installation requirements.</li> <li>• Management requirements.</li> <li>• Local government responsibilities.</li> </ul>	

<b>Requirements for Areas Served by Subsurface Sewage Treatment Systems (SSTS)</b>		
<b>24</b>	Indicate in the comprehensive sewer plan the number of individual SSTSs in operation serving residences and businesses in the community.	
<b>25</b>	Map identifying location of individual SSTSs. Location of known nonconforming systems or known problems should be identified. A list of addresses for SSTSs is acceptable where mapping is unavailable.	
<b>26</b>	Describe the conditions under which new individual SSTSs would be allowed.	
<b>27</b>	Provide description of community's SSTS management program compliant with current Minnesota Pollution Control Agency Rules Chapters 7080-7083.	
<b>28</b>	Provide current community SSTS ordinance.	

<b>Water Supply</b>		<b>Pg #</b>
<b>Source Water Protection</b>		
<b>1</b>	Because surface water and/or groundwater Drinking Water Supply Management Areas (DWSMAs) overlap your community, describe risks to water quality from development and redevelopment through 2050, focusing on potential contaminants in those areas. <ul style="list-style-type: none"> <li>• Include a table of likely water supply quality risks by land use types, noting changes over time, especially in highly vulnerable surface water and groundwater DWSMAs.</li> </ul>	
<b>2</b>	Include water resource management goals and policies to protect the quality of water supply sources, especially in any highly vulnerable DWSMAs.	
<b>3</b>	Include water resource strategies to implement source water protection goals and policies.	
	<b>3.1</b> Describe any fiscal devices or official controls and a timeline for actions.	
	<b>3.2</b> Describe planned collaboration with neighbors, watersheds, and agencies to prevent contamination, especially in highly vulnerable DWSMAs.	
<b>4</b>	Attach and respond to comments from neighbors whose DWSMAs extend into your community as part of your comprehensive plan update submittal, especially regarding shared water supply concerns and opportunities for collaboration.	
<b>Privately-owned wells and non-municipal water supply systems</b>		
<b>5</b>	Attach and respond to comments as part of your comprehensive plan update submittal, especially regarding opportunities to safeguard water supplied by privately-owned wells and non-municipal water supply systems.	
<b>Municipal community public water supply systems</b>		
<b>9</b>	Because your community is served by a municipal community public water supply system, describe where and how municipal water supply is available to support forecasted growth including new development and redevelopment consistent with the proposed staging plan. This must be consistent with the volume of anticipated water demand identified in the supplying community's local water supply plan. <ul style="list-style-type: none"> <li>• Describe current and planned municipal water supply service areas.</li> <li>• Include a map (optional)</li> </ul>	
<b>10</b>	Include goals and policies for providing municipal community public water supply service through 2050.	
<b>11</b>	Include strategies to implement goals and policies for providing water supply service. <ul style="list-style-type: none"> <li>• Describe any fiscal devices or official controls and a timeline for actions, to address items not included in your local water supply plan.</li> </ul>	
<b>12</b>	Include the DNR-approved local water supply plan and approval letter for the municipal community public water supply system(s) providing water to your community. To be	

	consistent with regional policies, the local water supply plan must:	
<b>12.1</b>	Include water demand forecasts for all served communities, consistent with the Met Council forecasts for 2030, 2040 and 2050.	
<b>12.2</b>	Include the design capacity, current or typical operating capacity, limitations for existing water supply infrastructure, and status of all water sources.	
<b>12.3</b>	Include the difference between projected demand and existing capacity for 2030, 2040 and 2050.	
<b>12.4</b>	Include implementation strategies to meet forecasted water demand that exceeds existing capacity, including but not limited to water conservation and efficiency. <ul style="list-style-type: none"> <li>• Include or reference any adopted and planned local controls.</li> </ul>	
<b>12.5</b>	Describe implementation strategies to support emergency preparedness for ensuring water supply. <ul style="list-style-type: none"> <li>• Include or reference any adopted and planned local controls.</li> </ul>	
<b>12.6</b>	Describe proposed construction of any planned new water supply infrastructure for 2030, 2040 and 2050.	
<b>13</b>	Include in an appendix copies of any water service agreements with neighboring communities or utilities, or a summary of the agreement. It should confirm the Met Council's understanding that one community or utility will provide the other with an agreed-upon amount of water at certain locations through a set time period.	
<b>14</b>	Attach and respond to comments from neighbors and affected jurisdictions as part of your comprehensive plan update submittal, especially regarding how planned water supply service aligns with neighboring plans.	
<b>15</b>	Because your community has a water appropriation permit for water supply sources, describe anticipated changes to water appropriation needs, especially from growth, development or redevelopment, to inform proposed staging and water plans through 2050.	
<b>16</b>	Include water management goals and policies to address potential impacts of changing water appropriation needs.	
<b>17</b>	Include strategies to implement these water appropriation-related goals and policies. <ul style="list-style-type: none"> <li>• Describe any fiscal devices or official controls and a timeline for actions, to address items not included in your local water supply plan.</li> </ul>	
<b>22</b>	To support emergency preparedness and to ensure that the DNR-approved local water supply plan is consistent with regional policies, it must:	
<b>22.1</b>	Include information about the source, capacity and limitation of the emergency water provided.	
<b>22.2</b>	Include in an appendix copies of emergency water service agreements with neighboring communities or utilities, or a summary of these agreements. It should confirm the Met Council's understanding that one community will provide the other	

	community with an agreed upon volume of drinking water at certain locations under certain emergency conditions.	
<b>23</b>	Attach and respond to comments from neighbors with emergency water supply agreements as part of your comprehensive plan update submittal, especially regarding any impacts of your plan on their water supply system.	

<b>Surface Water</b>		<b>Pg #</b>
<b>Surface Water</b>		
<b>1</b>	An executive summary that summarizes the highlights of the local water plan.	
<b>2</b>	A summary of the appropriate water resource management-related agreements that have Local been entered into by the local community.	
<b>3</b>	A description of the existing and proposed physical environment and land use. Data may be incorporated by reference for other required elements of this section as allowed by the WMO. The community should be aware that not all WMO plans will contain the level of detail needed for the community and, in those instances, the community will need to provide additional information. In addition, the following must be defined in the plan:	
<b>3.1</b>	Drainage areas	
<b>3.2</b>	Volumes, rates, and paths of stormwater runoff (Runoff rates are recommended for a 24-hour precipitation event with a return frequency of 1 or 2 years. Communities with known flooding issues may want to require rate control for storms with other return frequencies such as 10, 25 or 100-year events.)	
<b>3.3</b>	An assessment of existing or potential water resource-related problems. At a minimum, the plan should include: A prioritized assessment of the problems related to water quality and quantity in the community.	
<b>4</b>	A local implementation program/plan that includes prioritized nonstructural, programmatic and structural solutions to priority problems identified as part of the assessment completed for number 3.3, above. Local official controls must be enacted within six months of the approval of the local water plan. The program/plan must:	
<b>4.1</b>	Include areas and elevations for stormwater storage adequate to meet performance standards or official controls established in the WMO plan(s)	
<b>4.2</b>	Define water quality protection methods adequate to meet performance standards or official controls. At a minimum, the plan should include: <ul style="list-style-type: none"> <li>• Information on the types of best management practices to be used to improve stormwater quality and quantity. (A five-year establishment period is recommended for native plantings and bioengineering practices).</li> <li>• The maintenance schedule for the best management practices. (The maintenance schedule in plans submitted by regulated Municipal Separate Storm Sewer System (MSA) communities must be consistent with BMP inspection and maintenance requirements of the MS4 Permit)</li> </ul>	
<b>4.3</b>	Clearly define the responsibilities of the community from that of the WMO(s) for carrying out the implementation components	
<b>4.4</b>	Describe official controls and any changes to official controls. At a minimum, the plan should include:	

	<ul style="list-style-type: none"> <li>• An erosion and sediment control ordinance consistent with NPDES Construction Stormwater permit requirements and other applicable state requirements</li> <li>• Identify ways to control runoff rates so that land-altering activities do not increase peak stormwater flow from the site for a 24-hour precipitation event with a return frequency of 1 or 2 years. Communities with known flooding issues may want to require rate control for storms with other return frequencies (10-year, 25-year or 100-year)</li> </ul>	
<b>4.5</b>	Include a table that briefly describes each component of the implementation program and clearly details the schedule, estimated cost, and funding sources for each component including annual budget totals	
<b>4.6</b>	Include a table for a capital improvement program that sets forth by year, details of each contemplated capital improvement that includes the schedule, estimated cost, and funding source	
<b>4.7</b>	A section titled "Amendments to Plan" that establishes the process by which amendments may be made.	

<b>Parks</b>		<b>Pg #</b>
<b>Regional Parks and Trails</b>		
<b>1</b>	Describe, map, and label the Regional Parks and Trails System facilities that are located in your community. These include any regional parks, park reserves, special features, or regional trails that are open to the public, planned, or in a search status (i.e., regional park search areas, special feature search areas, regional trail search corridors).	
<b>2</b>	If no portion of the Regional Parks and Trails System falls within your community, state that fact in your comprehensive plan.	
<b>3</b>	Describe, map, and label the federal and state recreational lands within your community, as shown on your System Statement.	
<b>4</b>	Depict existing regional parkland (e.g., regional parks, park reserves, special features, and regional trail corridor land) with a land use of "Park" (or your community's equivalent) on your Existing Land Use map.	
<b>5</b>	Acknowledge the Council-approved long-range plan boundaries of regional parkland (e.g., regional parks, park reserves, special features, and regional trail corridor land) by guiding the properties with a land use of "Park" (or your community's equivalent) on your Future Land Use map.	
<b>Local Parks and Trails</b>		
<b>6</b>	Describe and map your existing and proposed local parks, trails, and recreation facilities.	
<b>7</b>	Include a capital improvement program for parks and open space facilities as part of your implementation program.	

<b>Climate</b>		<b>Pg #</b>
<b>Climate Mitigation</b>		
<b>1</b>	Include an acknowledgement of statewide targets for GHG reductions: 50% GHG reduction by 2030 and net zero by 2050 from a 2005 baseline.	
<b>2</b>	Include a greenhouse gas emissions inventory that includes transportation, energy use, solid waste, and livestock and agriculture (where applicable)	
<b>3</b>	Include at least one strategy to reduce greenhouse gas emissions for each of the above sectors	
<b>4</b>	Detail the emissions impact of reduction strategies through 2050 for the above sectors using the <a href="#">Met Council Greenhouse Gas Emissions Reduction Tool</a> or an equivalent modeling tool.	
<b>Climate Adaptation</b>		
<b>5</b>	Identify social, built, and natural systems vulnerabilities to the following climate hazards: Extreme Heat and Localized Flooding	
<b>6</b>	Include strategies to address social, built, and natural systems vulnerabilities for the following climate hazards: Extreme Heat and Localized Flooding	
<b>7</b>	Include strategies that support local food systems to increase access to healthy food, food security, and community resilience	

# Natural Systems

Pg #

## Natural Systems Requirements

<b>1</b>	Identify existing natural systems in your community by mapping terrestrial areas and water bodies.	
<b>2</b>	Identify and map protected areas using the provided commonly protected areas data.	
<b>3</b>	Identify and map significant and sensitive terrestrial and water areas in your community.	
<b>4</b>	<p>Identify areas within your community that present opportunities for protection or improvement. Use the Met Council mapping tool to guide your analysis, focusing on the provided opportunity areas data.</p> <ul style="list-style-type: none"> <li>• Based on this analysis, map or list the areas your community considers priorities for protection or improvement—including any areas the tool may have overlooked.</li> </ul>	
<b>5</b>	<p>List specific protection and improvement goals, and issues the goals are intended to address for your community’s terrestrial systems.</p> <ul style="list-style-type: none"> <li>• Describe how your terrestrial systems goals and issues relate to the planned water systems outcomes that are identified in your locally adopted surface water management, watershed, wellhead protection, and local water supply plans.</li> </ul>	
<b>6</b>	Identify and list protection and improvement strategies to help achieve your community’s overall natural systems goals for terrestrial and water systems.	
<b>7</b>	List any planned or proposed protection or improvement initiatives for natural systems in your community in the next 10 years.	

<b>Implementation</b>		<b>Pg #</b>
<b>Implementation Actions</b>		
<b>1</b>	Identify changes to local ordinances including the Zoning Code that will be needed to align with the 2050 plan, including those necessitated by the implementation section of the local surface water management plan and housing plan.	
<b>1.1</b>	Define a timeline as to when actions will be taken to implement each required element of your comprehensive plan.	
<b>1.2</b>	Include a schedule for the preparation, adoption, and administration of needed changes to official controls.	
<b>1.3</b>	Describe all public programs, fiscal devices, and other actions your community will use to implement your plan.	
<b>1.4</b>	Include your local zoning map and zoning category descriptions. Identify what changes are needed to ensure zoning is not in conflict with your new land use plan and consistent with regional system plans and policies.	
<b>Capital Improvement Plan</b>		
<b>2</b>	<p>Include a Capital Improvement Plan (CIP) for transportation, sewers, parks, water supply, and open space facilities. Specify the timing and sequence of major local public investments.</p> <ul style="list-style-type: none"> <li>• Describe all relevant official controls related to zoning, subdivision, water supply, and private sewer systems.</li> <li>• The CIP must align with development staging identified in other parts of your plan and include budgets and expenditure schedules.</li> </ul>	
<b>Update Local Controls</b>		
<b>3</b>	Review and update official controls within 9 months of adopting your 2050 plan. Official controls must not conflict with the updated plan. Copies of all revised official controls must be provided.	



**CITY OF  
RICHFIELD**

# 2025 SYSTEM STATEMENT



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



# 2025 SYSTEMS STATEMENT CITY OF RICHFIELD

## 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, Amber Turnquest, at 651-602-1576, 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 Richfield*

	2020 (actual)	2030	2040	2050
Population	36,994	38,900	40,500	41,700
Households	15,940	16,900	17,600	18,100
Employment	15,735	17,500	18,000	18,500

## 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. Richfield’s share of the region’s future need for low-income housing is 294 new units of affordable housing. Of these new units, the need is for 170 affordable to households earning at or below 30% of AMI, 78 affordable to households earning 31% to 50% of AMI, and 46 affordable to households earning 51% to 60% of AMI.

### *Affordable Housing Need Allocation for the City of Richfield*

	Units
At or below 30% AMI	170
31 to 50% AMI	78
51 to 60% AMI	46
Total Units	294

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

Richfield should consult the complete Housing Policy Plan when preparing its local comprehensive plan. In addition, Richfield 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

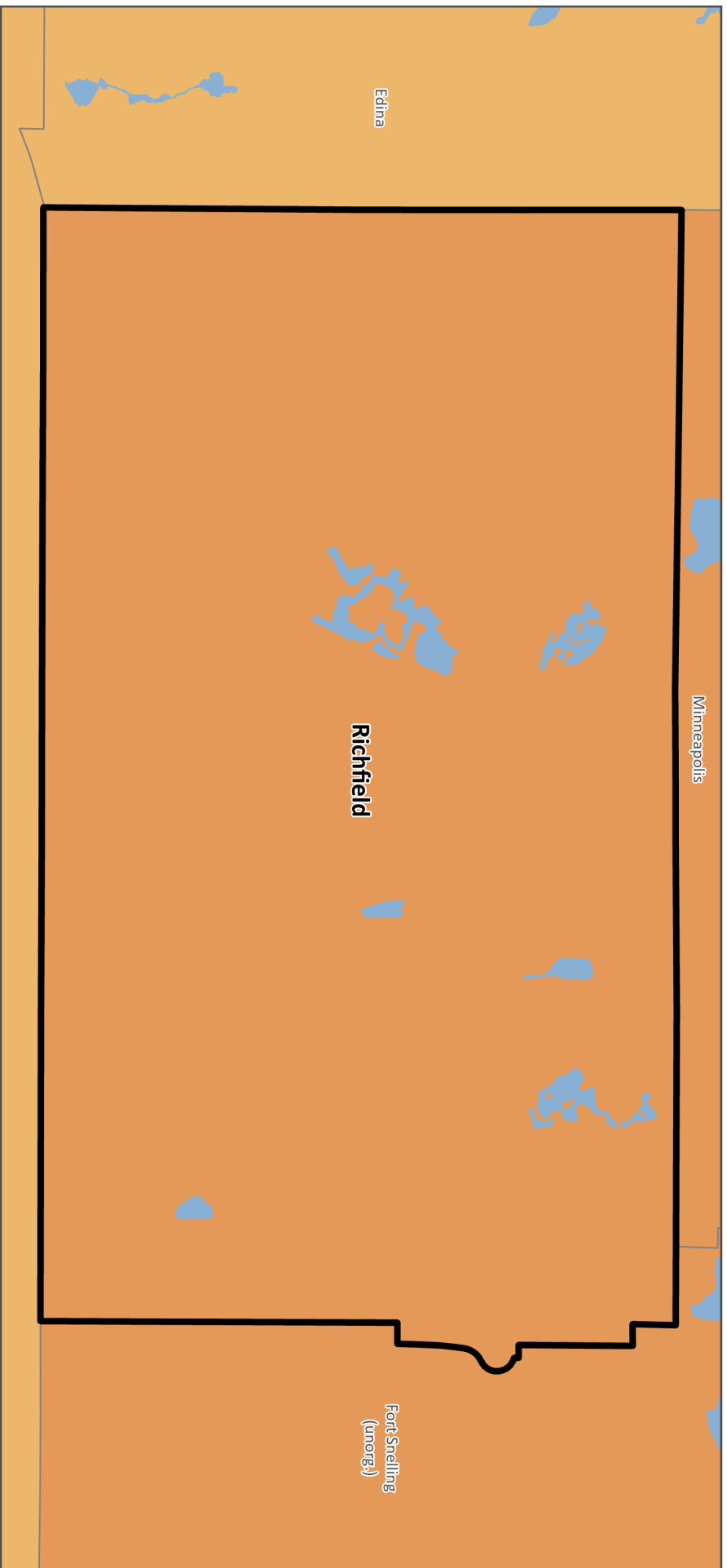
Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective 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 Richfield with the community designation of Urban on the Community Designation map.

Urban cities represent the densest and most centrally located local governments within the metro area, proven by extensive development that includes mixed-use areas combining residential, commercial, and cultural uses. Urban cities are fully developed, and the majority of these cities' growth occurred before or in the decades immediately following World War II. The influence of the streetcar network on their initial development resulted in a development pattern that is less dependent on personal automobiles, and most of their housing stock was built prior to 1965. Due to the age of their building stock and increased prevalence of interconnected neighborhoods which are more conducive to high frequent transit, they experience the most opportunities for redevelopment, often at significant densities. At the same time, they also confront significant environmental challenges, including elevated median surface temperatures that often exceed 93 degrees Fahrenheit, necessitating strategies for urban cooling and greening to mitigate urban heat island effects.

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

# City of Richfield Community Designations

Urban



## 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 RICHFIELD

## 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. It 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 the policy direction and the new 2050 socioeconomic forecasts adopted by the Met Council in the regional development guide, Imagine 2050, and extends the planning horizon from 2040 to 2050.

## Federal and State Requirements

The TPP 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 does not include 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.

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 Met Council and regional partners in 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 Met 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 Met 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.

### 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 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 the previous TPP 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, it 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, 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 as 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 include 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 comprises 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 the previous TPP 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 are completed and operational, 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 include Transit Design and Performance Guidelines.

## Regional Aviation System

The regional aviation system includes Minneapolis-Saint 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-Saint 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 beyond regional airports with aviation activity. 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). It 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 to achieve 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. These barriers include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the [Regional Bicycle Barrier Study](#). The barriers are included on the [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 to review updates and requests from local agencies.
- The RBTN undergoes a formal update of alignments and corridors about every two years. The next formal update will take place in 2025 prior to the 2026 Regional Solicitation.

## Regional Freight System

The regional freight system includes 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.

## Pedestrian System

The Met Council coordinates with local partners on pedestrian issues and trends, and aids in funding for pedestrian needs.

### Key Changes from 2040 TPP

- In the previous TPP 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.
- To address rising pedestrian danger on our streets, the Met Council developed the [Pedestrian Safety Action Plan](#) in 2022. It includes analysis of crash trends in the region, recommended actions to increase pedestrian safety, and a weighted crash score on every road 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 while 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. The section identifies key regional partners in TDM as well as their roles and responsibilities. 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 Met Council conducted the Regional Travel Demand Management Study in 2023. It concluded with the [Regional Travel Demand Management Action Plan](#). The action plan outlines structure for a regional TDM program to implement strategies, programs, and incentives to change travel behaviors and reduce single-occupant vehicle trips, vehicle-miles traveled, and greenhouse gas emissions. 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 your local comprehensive plan. In addition, your community should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook (LPH) for specific comprehensive plan requirements. Specific system plan considerations affecting your community are detailed below.

### Regional Highway System

There are principal arterials located within your community:

- Interstate 494
- Interstate 35W
- Trunk Highway 62
- Trunk Highway 77

The 2050 TPP includes the following regional highway mobility improvements in your community as shown in the Highway Investment Plan Figures 8, 9, 10, 11:

- Planned Managed Lanes
  - I-494 from I-35W to TH-5 Junction

The TPP includes programmed safety investments in your community, these investments can be seen on this system statement and in Figure 7. 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 2.

- TMA 2 is primarily Urban and Urban Edge communities where walkability and density of population and jobs can support higher transit service levels. Transit in these areas provides a dense network of routes with frequent, all-day service that serves a wide variety of trip purposes. Market Area 2 typically has a similar route structure to Market Area 1, but lower levels of service, as demand warrants.

Your community is located within the Transit Capital Levy District.

Your community should acknowledge in your local comprehensive plan existing transitway and planned investments for your community. The transitways with a mode and alignment identified located within your community are: Orange Line, D Line. In addition, land use density requirements are also connected to the regional high frequency bus network, the high frequency bus routes in your community are: 18, 515. Refer to the land use section of Imagine 2050 [here](#) for residential density requirements adjacent to these networks.

### 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.

Your community is within the influence area of MSP International Airport. The LTCP for this airport is shown in the Aviation Supporting Information document of the TPP. The full LTCP can be found [here](#). The MSP LTCP has been updated since the 2040 TPP was last updated in 2020. Communities influenced by this airport should review the LTCP to ensure that the updated comprehensive plan developed by the community remains consistent with the airport plans. Consult the LPH for specific comprehensive planning requirements and considerations such as airport zoning, noise, and other environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility.

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. Local units should also include local network plans in their communities.

In your community there is one RBTN corridor and five alignments. Your community should incorporate the RBTN map within your local bicycle plan maps and use your comprehensive planning process to identify suitable alignments within and along the RBTN corridors for future incorporation into the TPP. In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

In your community there are one or more identified bicycle barrier crossings. Please review the [Regional Bicycle Barriers Online Map](#) to determine which regional bicycle barriers and prioritized barrier crossing improvement locations are in your community. The tiered crossing improvement locations are used as one alternative criterion in the Regional Solicitation to distribute federal transportation funds. Communities are encouraged to analyze and address the need for new bicycle barrier crossings or improved bicycle facilities at existing barrier crossings.

## **Regional Freight Planning**

The Met 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. The following regional freight facilities are located within your community: one active freight railroad, I-494, I-35W. These networks and facilities should be incorporated into your local comprehensive plan. The local plan should also plan for compatible adjacent land uses, consider last-mile freight delivery needs and curb management strategies for local deliveries, if applicable. Refer to the Urban Freight Distribution Study for specific guidance on how to consider e-commerce and local deliveries on the local transportation system.

## **Other Transportation Policy Plan Considerations**

### **Pedestrian Planning**

The Met Council encourages local governments to address pedestrian needs for transportation in their local comprehensive plans. 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 Americans with Disabilities Act (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.

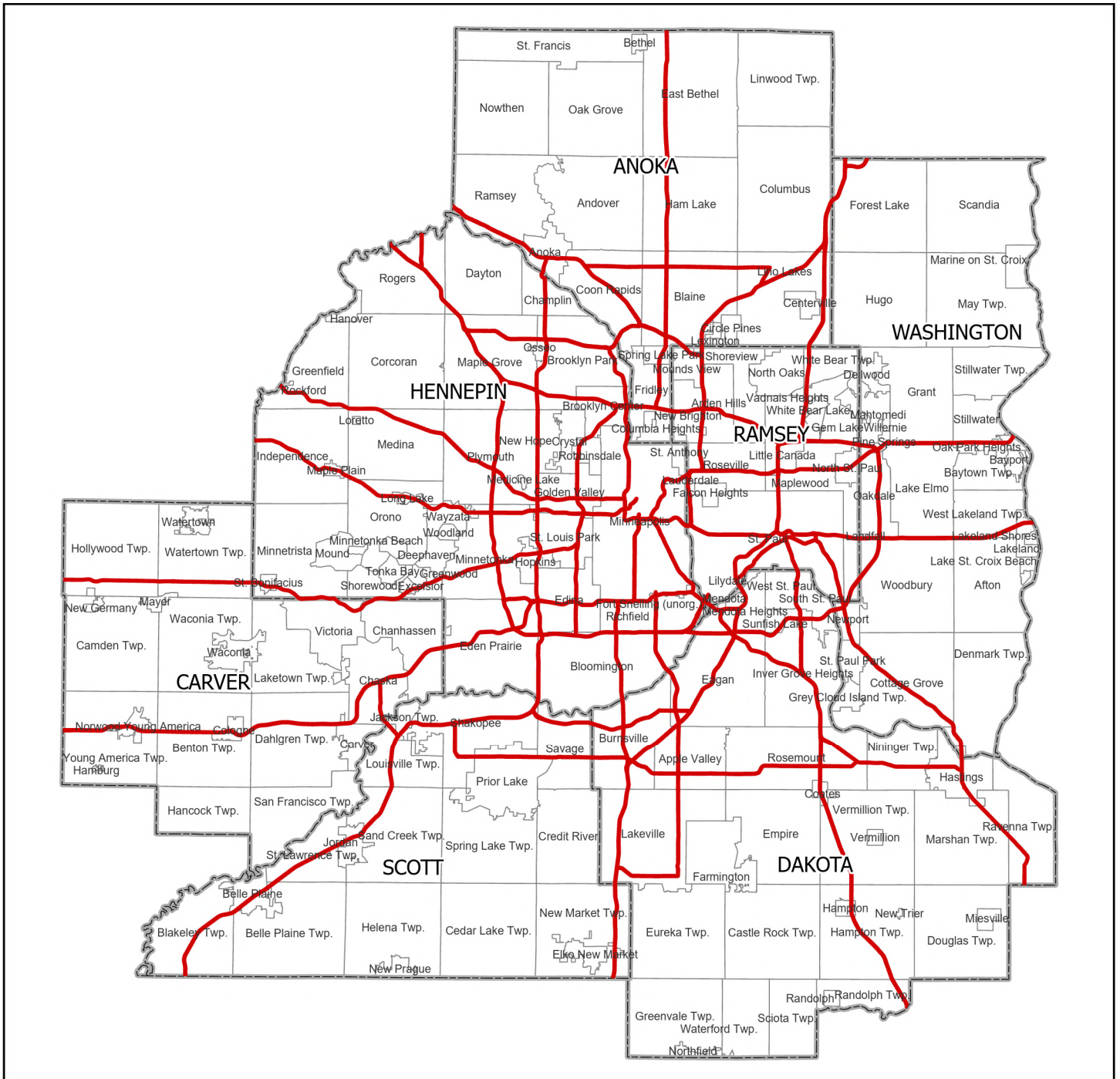
### **Travel Demand Management**

The Met Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by 494 Commuter Services. 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**

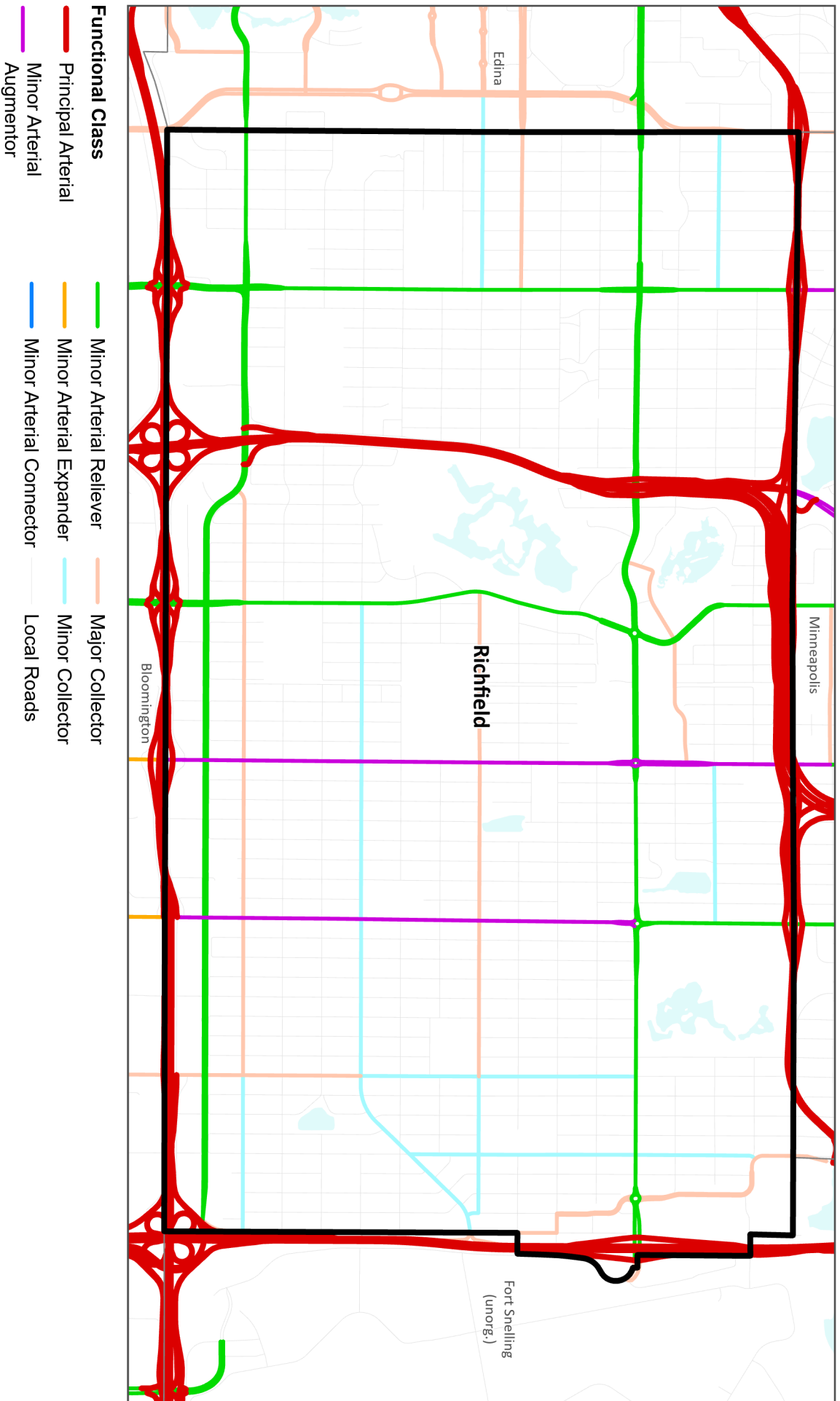
State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro region to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions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

# Principal Arterial Highways

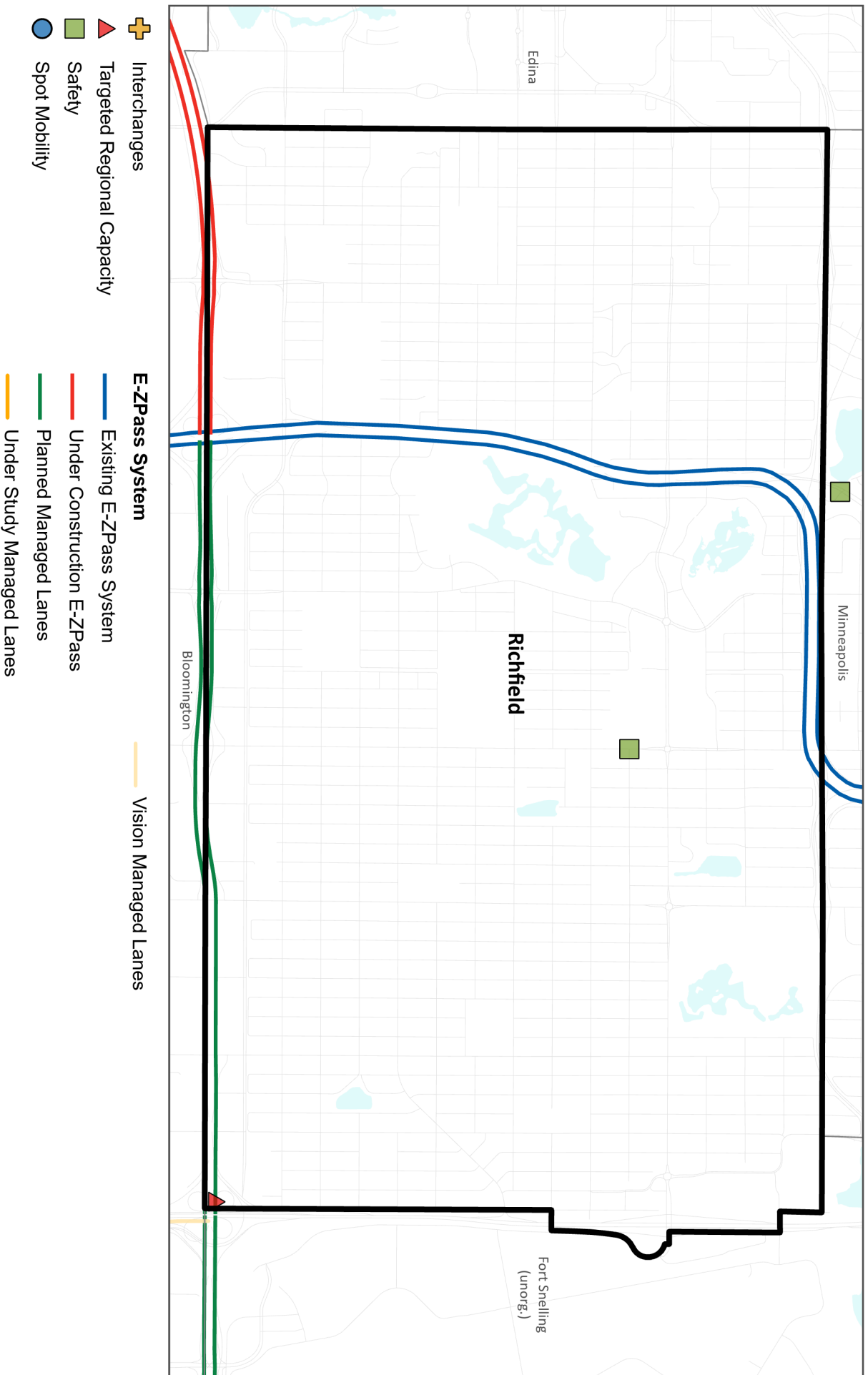


— Principal Arterial Roads

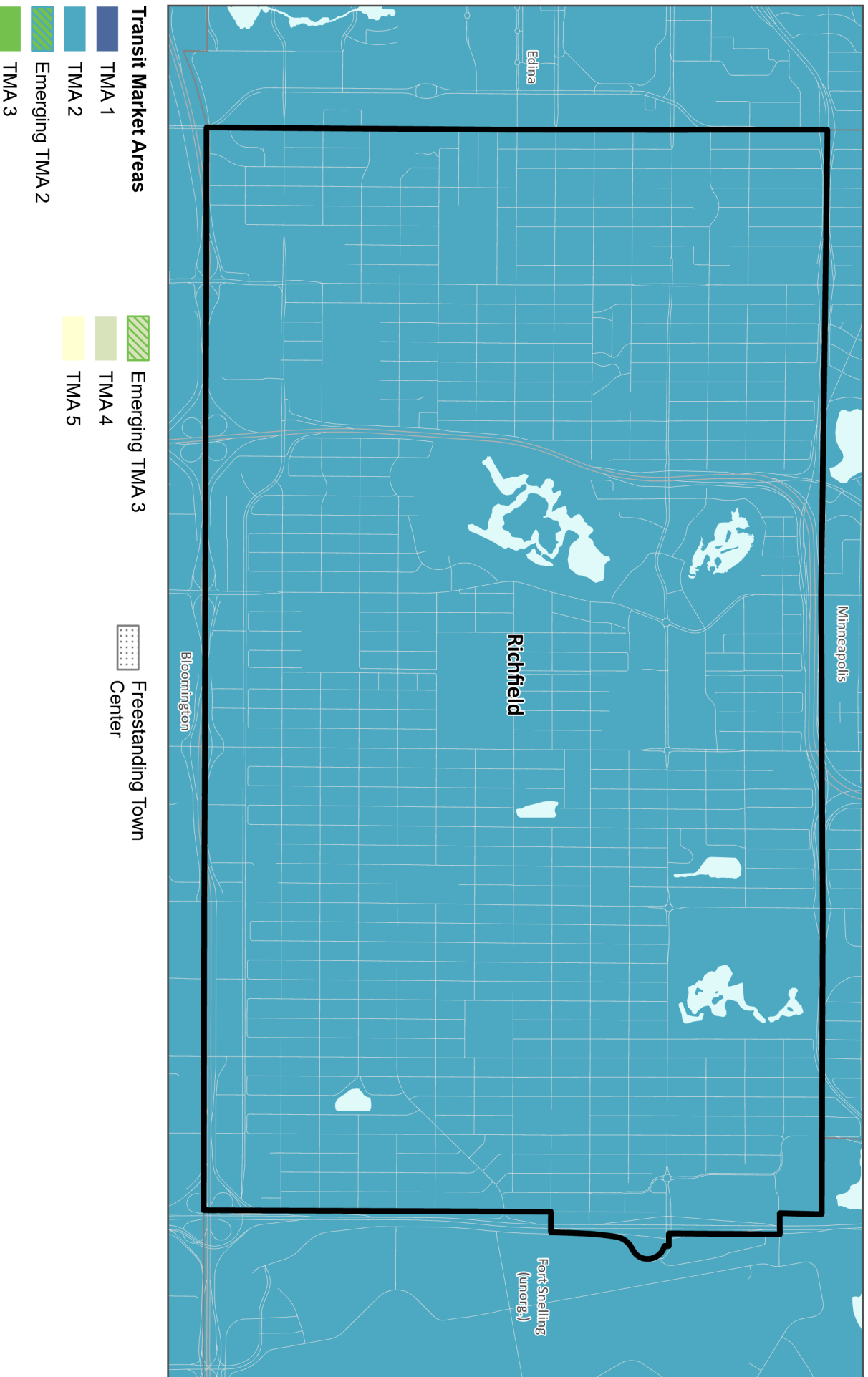
# City of Richfield Functional Class - All Roads



# City of Richfield Long Range Highway Projects



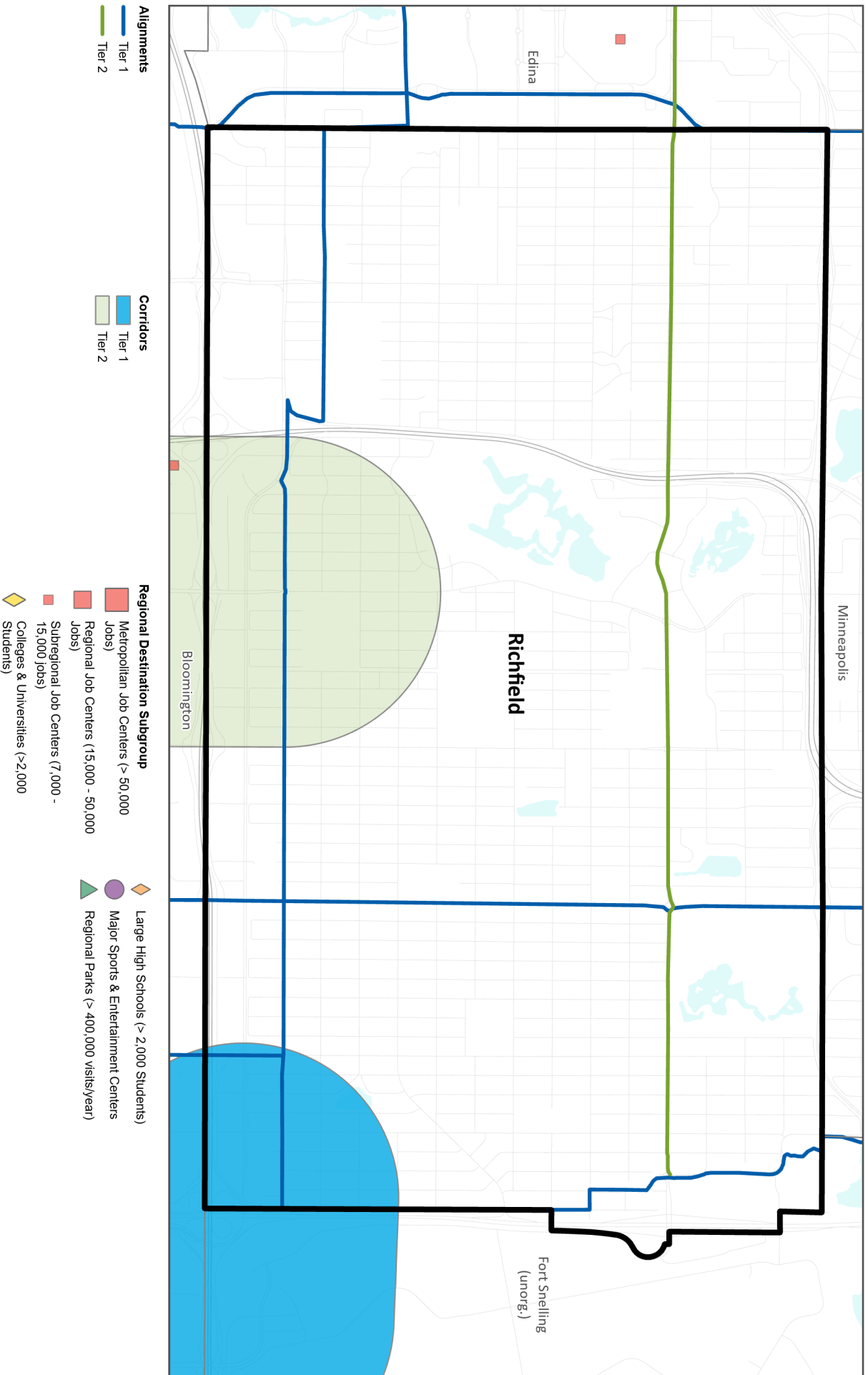
# City of Richfield Transit Market Areas



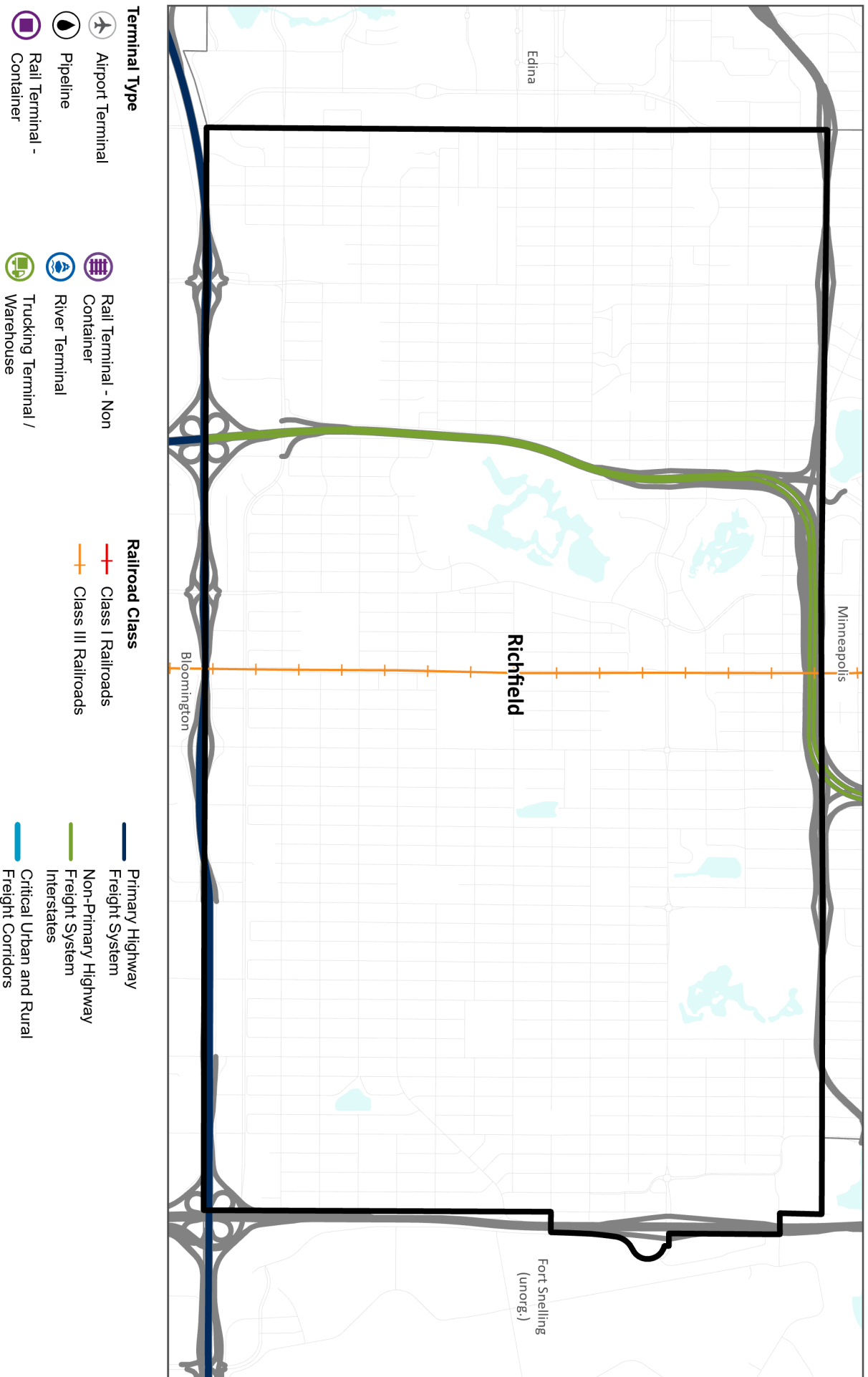
# City of Richfield Current Transitways and High Frequency Bus Network



# City of Richfield Regional Bicycle Transportation Network



# City of Richfield Metropolitan Freight System



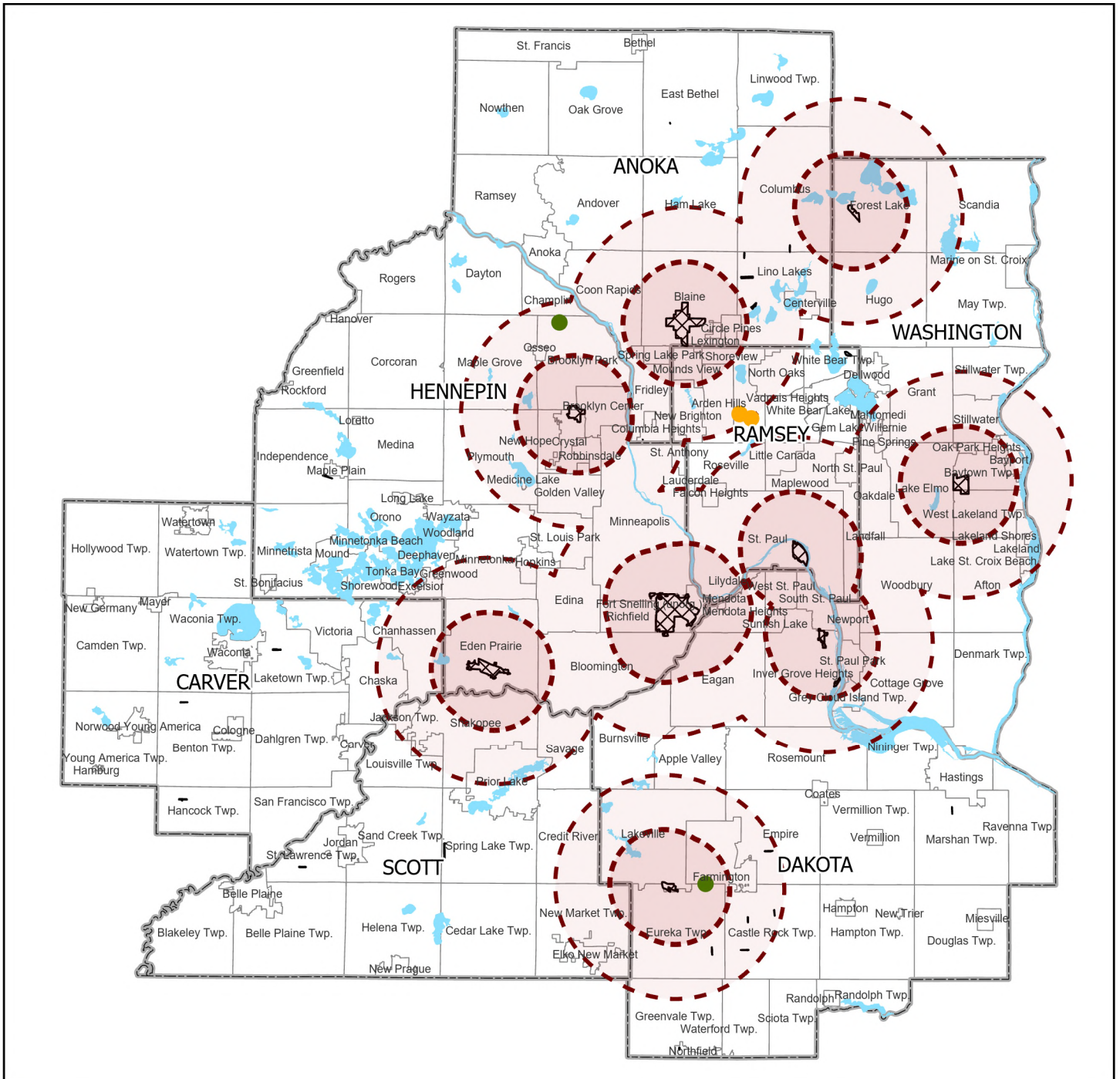
- Terminal Type**
- Airport Terminal
  - Pipeline
  - Rail Terminal - Container

- Rail Terminal - Non Container
- River Terminal
- Trucking Terminal / Warehouse

- Railroad Class**
- Class I Railroads
  - Class III Railroads

- Primary Highway Freight System Interstates
- Non-Primary Highway Freight System Interstates
- Critical Urban and Rural Freight Corridors

# 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 RICHFIELD

## 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 Richfield 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.

Richfield, 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**

Current wastewater treatment services are provided to the City by Environmental Services. All wastewater generated within the City is conveyed through Met Council Interceptors 1-RF-490, 1-RF-491, and 1-RF-491R and treated at the Metropolitan Water Resource Recovery Facility in St. Paul.

### **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 Richfield 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 Richfield 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, Nine Mile Creek WD, Minnehaha Creek WD, and Richfield-Bloomington WMO, that have jurisdiction in Richfield.

Failure to have an updated local water plan approved by your watershed management organization 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 watershed for inclusion in their review and approval of the plan, and finally the plan is approved by the appropriate watershed.

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 Richfield .

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 Richfield*

Waterbody Type	Name	DNR Lake ID	DNR Kittle Number
Lake	Legion	27002400	---
Lake	Wood	27002600	---

## 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**

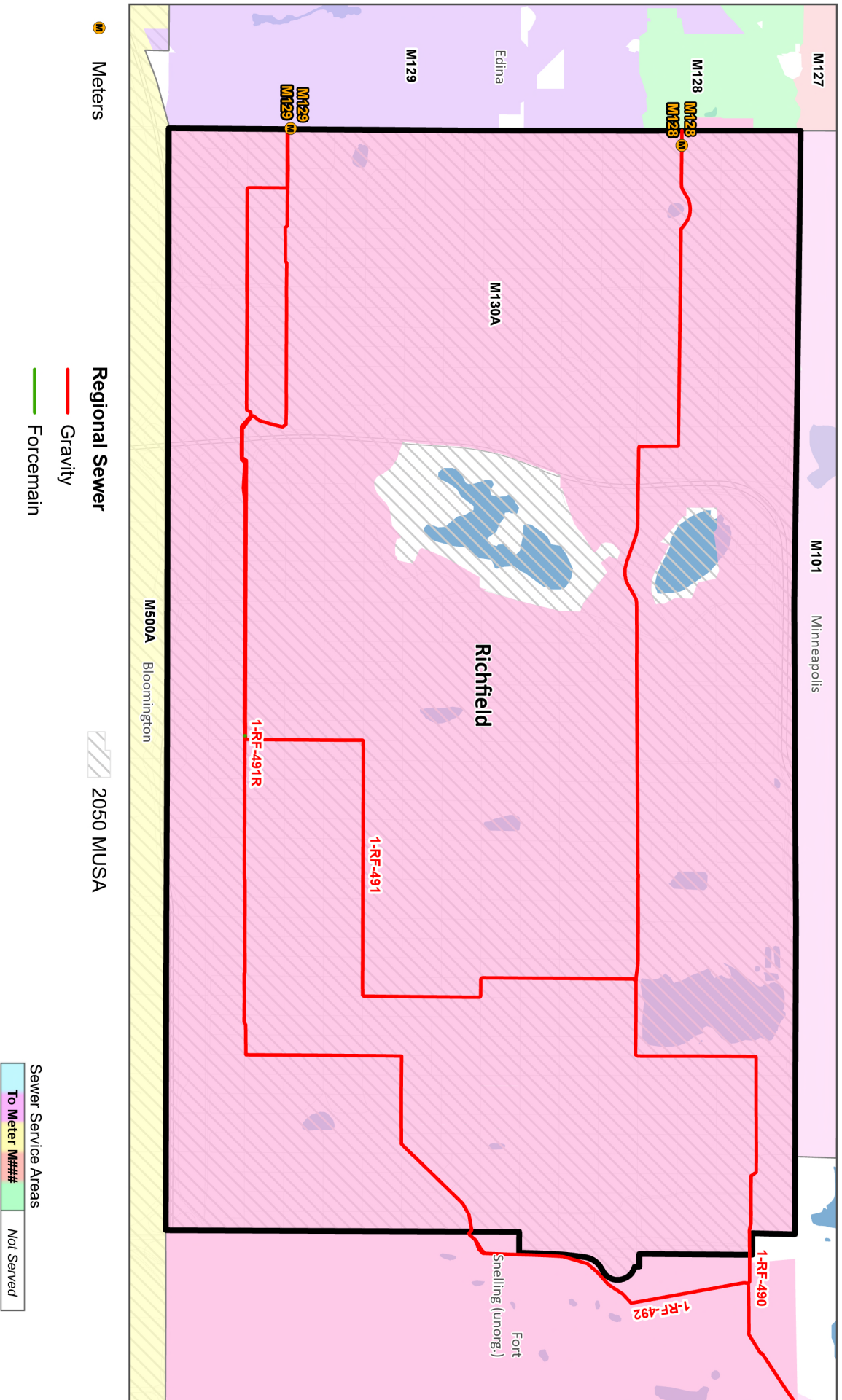
### **Water Supply System Information**

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.

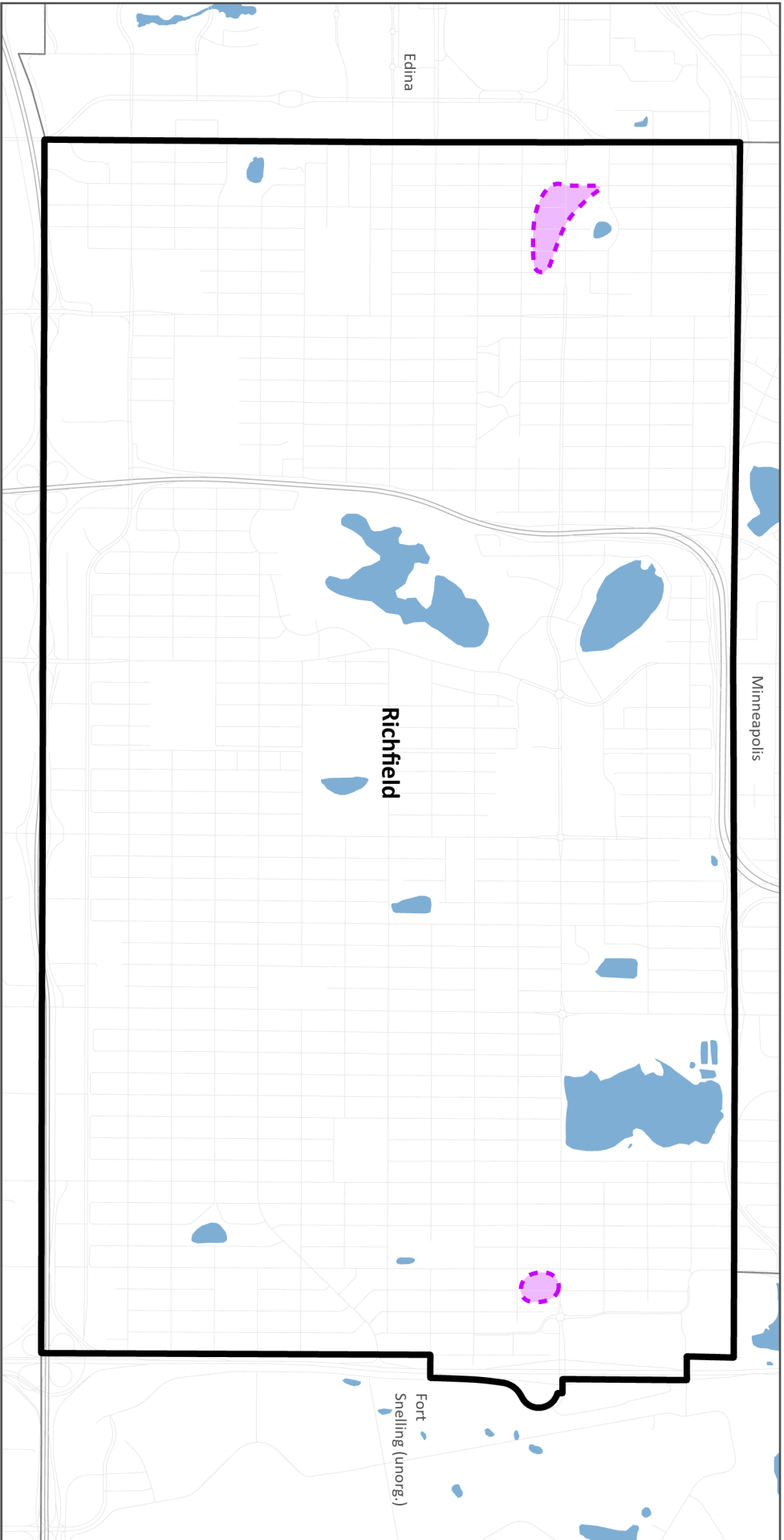
The Minnesota Department of Natural Resources (DNR)-approved local water supply plan for the municipal public water supplier providing service to your community must be attached as an appendix to the comprehensive plan. To ensure that the DNR-approved local water supply plan is consistent with regional 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 Richfield Regional Sanitary Sewer System

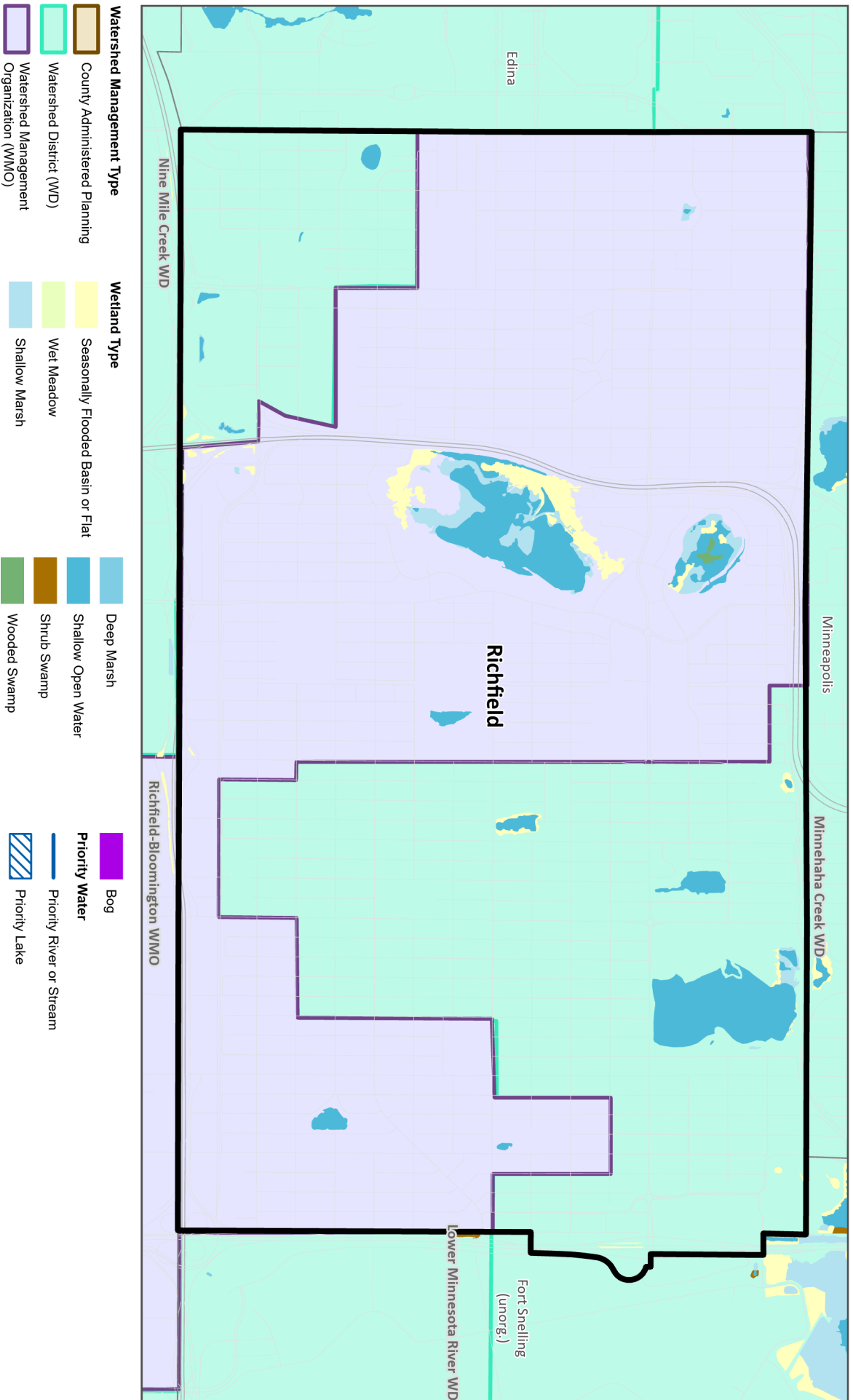


# City of Richfield Water Contamination and Impaired Waters

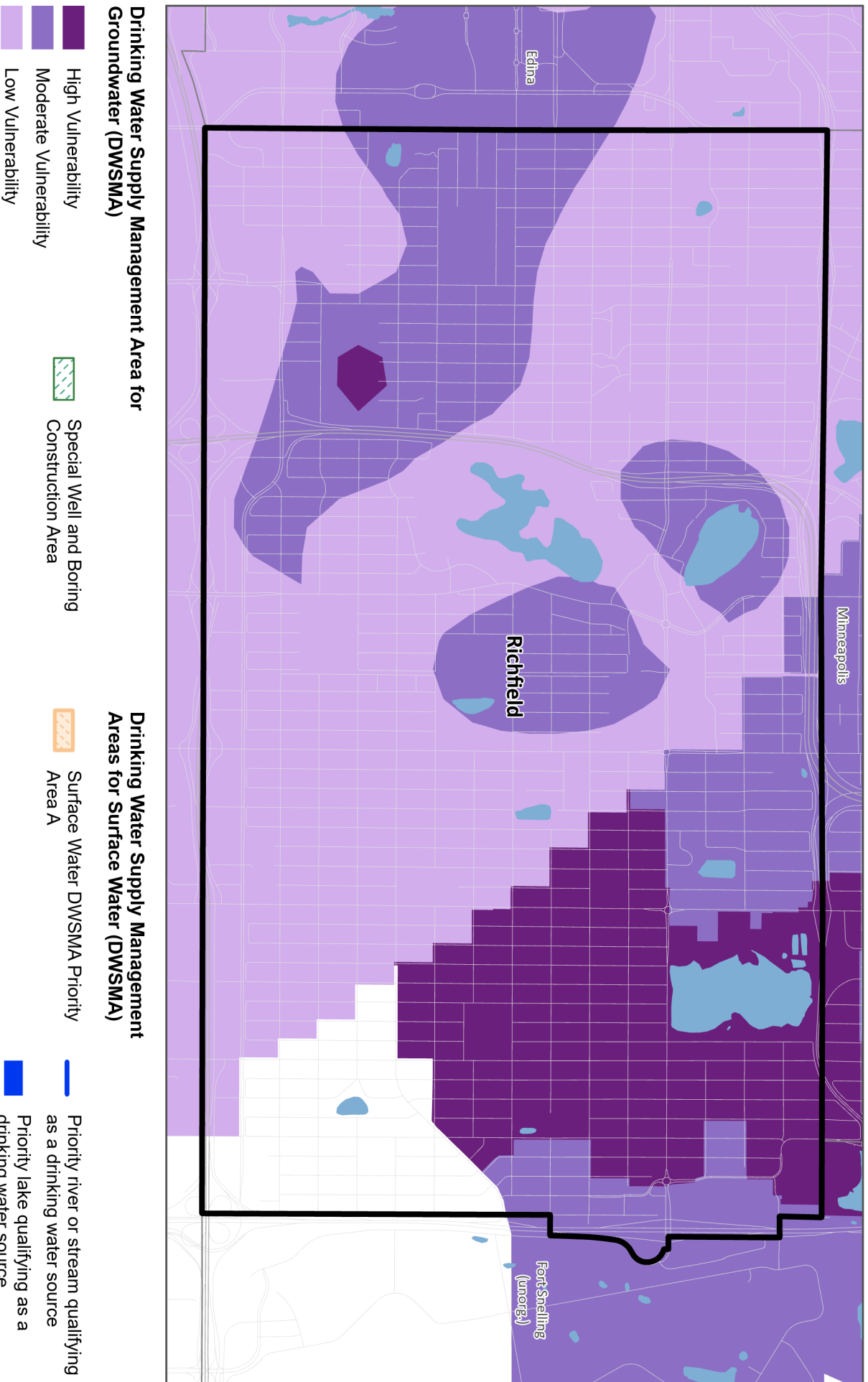


\* darker shades of purple represent multiple overlapping areas of concern

# City of Richfield Surface Water Features



# City of Richfield Water Supply Considerations



# REGIONAL PARKS AND TRAILS SYSTEM STATEMENT CITY OF RICHFIELD

## 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. Richfield should consult the complete 2050 Regional Parks and Trails Policy Plan in preparing its local comprehensive plan. In

addition, your community should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook for specific comprehensive plan 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 Richfield are identified in the 2050 Regional Parks and Trails Policy Plan:

## *Regional Parks, Park Reserves, and Special Features*

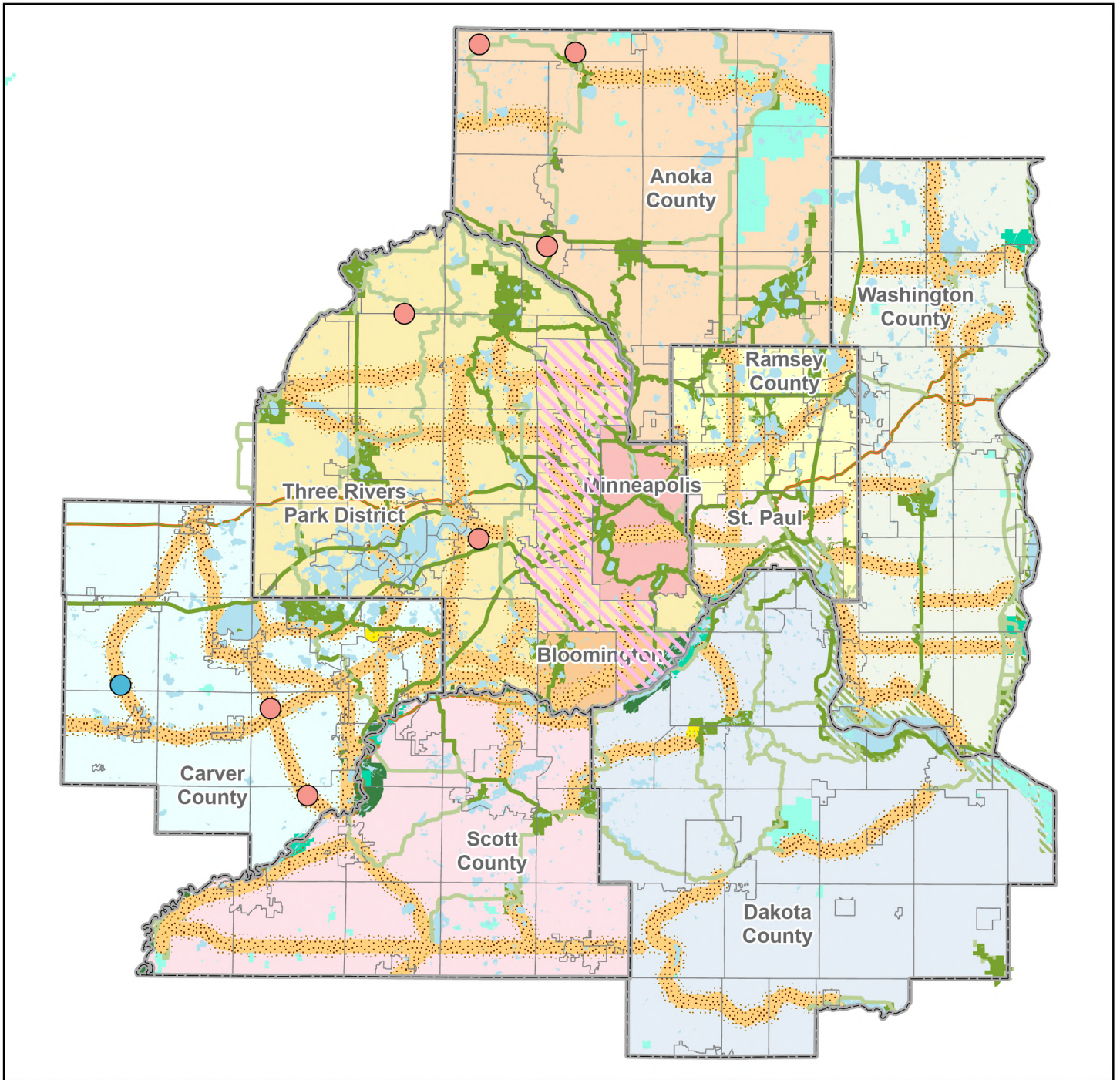
- **First-Ring Cities Bridging Facility Search Area:** The comprehensive plan should acknowledge the general location of the Bridging Facility Search Area as shown in Figure 2. Three Rivers Park District will be part of a planning process in the future to determine the regional park boundary for this unit which includes a set of several unique proposed bridging facilities across the cities.

## *Regional Trails*

- **Nine Mile Creek Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through Hopkins, Edina, Richfield and Bloomington as it connects Minnesota River Bluffs Regional Trail, Canadian Pacific Regional Trail, Progressive Rail Regional Trail Search Corridor, Nokomis-Minnesota Regional Trail, and Minnesota Valley National Wildlife Refuge. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Nokomis-Minnesota River Regional Trail:** This is an existing regional trail that is open to the public. The planned regional trail travels through Minneapolis, Richfield and Bloomington as it connects Nokomis-Hiawatha Regional Park and Nine Mile Creek Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Progressive Rail Regional Trail Search Corridor:** The regional trail search corridor travels through Richfield and Bloomington and is intended to connect to Nine Mile Creek Regional Trail. Three Rivers Park District and City of Bloomington will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Richfield 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 Three Rivers Park District for more information regarding Regional Parks and Trails System Components in Richfield.

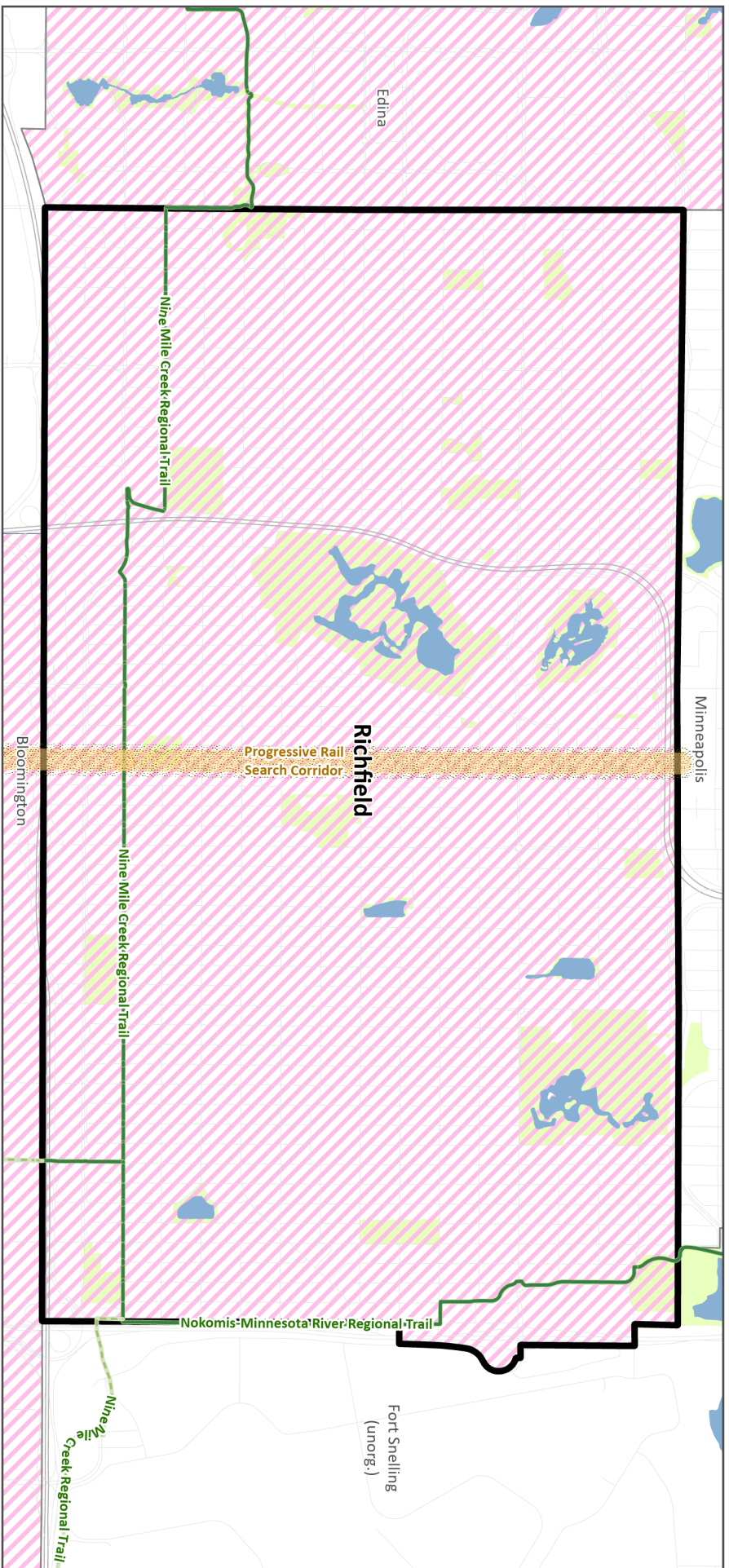
# Regional Parks and Trails System



## 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 Richfield Regional Parks and Trails System



- ### Regional Parks and Trails Systems
- Boundary Adjustment
  - Search Area
  - Special Feature Search Area
  - Regional Trail Search Corridor
  - Regional Trail (Open to the Public)
  - Planned Regional Trail (Not Open to the Public)
  - Regional Park (Open to the Public)
  - Planned Regional Park (Not Open to the Public)

- ### Other State and National Features
- State Trails
  - State Parks and Recreation Areas
  - State Wildlife Management Areas
  - Special State Recreation Features

- Other Parks, Preserves, Refuges and Natural Areas
- Lower St. Croix National Scenic Riverway
- Mississippi National River & Recreation Area
- MN Valley National Wildlife Refuge