



AGENDA
Planning Commission Regular Meeting
Tuesday, November 25, 2025
6:30 PM
City Council Chambers, City Hall

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**
- 2. ADDITIONS TO AGENDA**
- 3. AUDIENCE INPUT**
- 4. CONSENT AGENDA**
 - a. Minutes of the September 23, 2025 Regular Meeting Minutes
- 5. OLD BUSINESS**
- 6. PUBLIC HEARINGS**
 - a. Request by Frattalone Companies, Inc. for renewal of its Small-Scale Mineral Extraction Permit for 2026 and 2027
- 7. NEW BUSINESS**
- 8. DISCUSSION**
 - a. Annual Administrative Review of Small Scale Mineral Extraction Operations
 - b. 10-year Comprehensive Plan Update Cycle Kick-off
 - c. Planning Commission Calendar 2026
- 9. ADJOURNMENT**

**ROSEMOUNT PLANNING COMMISSION
REGULAR MEETING PROCEEDINGS
SEPTEMBER 23, 2025**

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Pursuant to due call and notice thereof a regular meeting of the Planning Commission was held on Tuesday, September 23, 2025, at 6:30 PM. in Rosemount Council Chambers, 2875 145th Street West.

Chairperson Kenninger called the meeting to order with Commissioners Arnob, Beadner, Reed, and Rivera. Commissioners Buggi and Ellis were absent.

Staff present included the following; Community Development Director Adam Kienberger, Senior Planner Anthony Nemcek, and Planner Julia Hogan.

The Pledge of Allegiance was said.

ADDITIONS TO AGENDA

None.

AUDIENCE INPUT

None.

CONSENT AGENDA

- a. Minutes of the August 26, 2025, Regular Meeting Minutes

Motion by Kenninger Second by Reed

Motion to approve the Minutes of the August 26, 2025 Regular Planning Commission

Ayes: 5.

Nays: None. Motion Carried.

OLD BUSINESS

None.

PUBLIC HEARINGS

- a. Request by Aspen Fields, LLC., for a Site Plan Review to develop a childcare facility.

Planner Hogan presented on a request for a site plan review to develop a childcare facility in the Aspen Fields development. She showed the site location, site plan, parking, and access. Hogan discussed site constraints and setbacks. She showed exterior material standards, elevations, landscaping plans, and lighting plans. Staff recommended approval.

Chairperson Kenninger opened the public hearing.

Motion by Kenninger Second by Reed

Motion to close the public hearing

Ayes: 5.

Nays: None. Motion Carried.

Commissioner Reed noted his excitement for the growing local business.

Motion by Reed Second by Beadner

Motion to approve a site plan review allowing Aspen Fields, LLC, to construct a childcare facility, subject to the following conditions:

- a. Conformance with all requirements of the City Engineer as detailed in the attached memorandum dated September 16, 2025.
- b. Payment of \$21,510 in lieu of park land dedication prior to the issuance of a building permit.
- c. Payment of any remaining development fees not collected during the plat process.
- d. The applicant shall apply for and receive a sign permit prior to the installation of any site signage.
- e. The applicant shall apply for and receive a fence permit prior to the installation of any fencing on site.
- f. Light fixtures within 100 feet of a residential property line shall be no higher than 20 feet.
- g. Any landscaping that is located within the 50-foot well easement areas must be relocated.

Ayes: 5.

Nays: None. Motion Carried.

- b. Request by Frattalone Companies, Inc. for the transfer and renewal of the Vesterra/StoneX Small-Scale Mineral Extraction permit

Senior Planner Nemcek presented on a request by Frattalone Companies, Inc. for the transfer and renewal of the Vesterra StoneX small scale mineral extraction permit. He showed the mining area and access, and discussed the zoning. He also showed the mining and reclamation plans. Nemcek explained that the current owner would be completing reclamation of the northern section of the mine before transferring ownership. Commissioner Reed asked about the other mine operated by Frattalone Companies. Nemcek confirmed they operate another mineral extraction site near Emery Avenue on the eastern side of the city. Commissioner Reed also asked about how the reclamation process will be handled with the city. Nemcek responded that they will contact the city, and it will be inspected based on grade and topsoil depth. No complaints to the police department were indicated to city staff.

Chairperson Kenninger opened the public hearing.

Nathan Johnson

14252 Anston Avenue

Johnson expressed concerns over the length of the process of mining and what will be done with the property after mineral extraction is complete. Johnson also asked if any fencing would be put up.

Scott Spisak

Frattalone Companies

Spisak stated that he would not be able to give an exact year for completion because timelines vary based on market conditions. He gave a range of five to ten years. Spisak also noted that Flint Hills owns the property, so he could not speak to what the property will eventually be. He also stated that they will likely put up a temporary fence based on the residential neighborhood now located nearby.

Motion by Kenninger Second by Rivera

Motion to close the public hearing

Ayes: 5.

Nays: None. Motion Carried.

Motion by Reed Second by Arnob

Motion to recommend the City Council approve the renewal of a Small Scall Mineral Extraction Permit allowing Frattalone Companies, Inc. to take over the mining operation from Vesterra/StoneX, subject to the terms and conditions in the attached 2026 Conditions for Mineral Extraction.

Ayes: 5.

Nays: None. Motion Carried.

c. Amendments to the Zoning Ordinance of the Rosemount City Code

Senior Planner Nemcek presented on four proposed amendments to the Zoning Ordinance. He discussed the recommendation for the changes to non-residential district uses. The recommendation includes updating permitted uses in the B-2 district to include educational services. This recommendation comes from feedback in previous discussion with the commission.

Nemcek also discussed a change to the code section on principal uses in commercially zoned properties. The proposed change is a result of inquiries about commercial event centers. He explained the two specific standards under consideration related to the property owner and venue operator being the same person and residing on the property, and the maximum number of guests. Nemcek noted the previous discussion with the commission and staff's recommendation to update the ordinance to say the operator or their designee must be on the premises for the duration of the event and the maximum number of guests shall be based on the size of site, structures, parking availability and other relevant factors.

Commissioner Reed asked how the exact number of guests would be calculated. Nemcek responded that the site plan would determine the maximum number of people and gave an example of how that might look. Kienberger noted that this definition would cover other codes that would impact occupancy, including the fire code. Commissioner Beadner asked if the traffic and roadways of the area around the property would also be a consideration. Nemcek responded that the event centers are typically located in rural areas without many neighbors, and they are limited in their locations to certain parts of the city.

He also presented on changes to the code regarding accessory uses related to outdoor dining areas. Nemcek stated that the city council had approved an amendment to the city code as it relates to liquor licensing and the requirements for businesses with an outdoor area. He noted the previous discussion with the commission and staff's recommendation to update the ordinance to better fit the businesses in the city and align it better with the liquor licensing requirements.

Nemcek also presented on residential fencing standards, particularly fence height on corner lots. He described staff research on the topic and noted the commission's feedback from a previous meeting. Staff's recommendation would include the removal of the 48-inch maximum height in side yards of corner lots that abut another front yard.

The last proposed amendment was to landscaping, screening, and buffering standards. The first aspect was surrounding parking lot landscaping and the recommendation that parking lot trees could count toward the total trees required by site area. He clarified that this wouldn't remove the parking lot specific tree requirement, but those would now be included in the total instead of in addition to the total. The second component related to screening requirements for 90 percent opacity and stated that staff would like to revisit that aspect in the future after completing more research with a landscape architect.

Chairperson Kenninger opened the public hearing.

Motion by Kenninger Second by Beadner

Motion to close the public hearing

Ayes: 5.

Nays: None. Motion Carried.

Motion by Kenninger Second by Reed

Motion to recommend the City Council approve zoning code amendments related to sections 11-4-2, 11-6-3, 11-6-8, 11-7-5, and 11-7-6 as described in the staff report dated September 23, 2025 with the addition to section 11-7-6 5B that the second reference to trees be stricken.

Ayes: 5.

Nays: None. Motion Carried.

NEW BUSINESS

None.

DISCUSSION

Commissioner Rivera asked for a status update on a few projects. Staff provided an update and agreed to look into another item. Commissioner Rivera also asked for an update on the Speedway site. Kienberger responded that the city website lists the updates from the public input that has been completed so far. He stated that next steps included putting out a request for proposals for developments and then bringing those to the Port Authority sometime in the new year.

Chairperson Kenninger went over the next schedule for the next three meetings.

ADJOURNMENT

There being no further business to come before the Planning Commission at the regular commission meeting the meeting was adjourned at 7:19 p.m.

Respectfully submitted,

Liz Kohler
Community Development Technician

Planning Commission Regular Meeting: November 25, 2025

Tentative City Council Meeting: December 16, 2025

AGENDA ITEM: Request by Frattalone Companies, Inc. for renewal of its Small-Scale Mineral Extraction Permit for 2026 and 2027	AGENDA SECTION: PUBLIC HEARINGS
PREPARED BY: Julia Hogan, Planner	AGENDA NO. 6.a.
ATTACHMENTS: Site Location, Draft 2026 and 2027 Mineral Extraction Permit , Applicants Narrative, Existing Conditions Site Plan , Reclamation Plan, Site Photos, Aerial Imagery, Panoramic Imagery	APPROVED BY: AK
RECOMMENDED ACTION: Motion to recommend the City Council approve the Frattalone Companies, Inc. Small Scale Mineral Extraction Permit for 2026 and 2027, subject to the terms and conditions in the attached 2026 and 2027 Draft Conditions for Mineral Extraction.	

BACKGROUND

Applicant & Property Owner(s):	Frattalone Companies, Inc., 3205 Spruce Street, Saint Paul, Minnesota
Location:	Immediately west of Emery Avenue along CSAH 42
Area:	73.39 Acres (overall site); 26.08 (active mining area)
Comp. Guide Plan Designation:	CC-Community Commercial, MDR-Medium Density Residential, HDR-High Density Residential
Current Zoning:	A2 – Agricultural

The Planning Commission is being asked to consider a request from Frattalone Companies, Inc. for renewal of a small-scale mineral extraction permit that is located on a 73.39-acre parcel immediately west of Emery Avenue and south of County Highway 42. This small-scale mineral extraction operation was approved by the City Council in May 2023. Small Scale Mineral Extraction is permitted in the city as an Interim Use within specified areas, and the permit for such uses expires after two years. Prior to the zoning code update, which was adopted in June 2024, the term for mineral extraction IUPs was a single year. Due to the desire to stagger the mineral extraction permitting process for current sites, the Frattalone Companies, Inc. site received a one-year permit renewal for 2025 with the intention of the proposed renewal of the permit being two years in length.

Staff recommends approval of the renewal request for 2026 and 2027 based upon a review of the information submitted by the applicant, the mineral extraction standards in Section 11-6-4 M. of the City Code, and the attached permit.

BACKGROUND

The applicant, Frattalone Companies, Inc., owns a construction and excavation business in Little Canada and received approval to establish a mineral extraction site along Highway 42 in Rosemount back in 2023. Because the mineral extraction use will be closely tied to the applicant's primary business, there will be limited sales of materials to outside projects from the mine. The applicant provided a detailed application packet for the mining operation with their initial submittal.

The mineral extraction site is located along the western frontage of Emery Avenue and south of County Highway 42 (145th Street East). Similar to other neighboring properties along Highway 42, there is a 45–50 foot rise in height between the northern and southerly property lines, with a steep ridge that provides a break/transition between the lower portions of the property along Highway 42 and the higher elevations to the south. Other than the ridge, most of the site is gently rolling, but relatively flat.

There are currently no structures on the site, which was used for agricultural fields for many years, similar to much of the surrounding land. The other uses in the area include single-family residences southeast of the site, and the Danner and Bolander mineral extraction uses to the west. The applicant's mine shares a common border with Bolander, and as excavation occurs in both gravel pits along this boundary, the final grades for each mine will likely be adjusted to match each other. This shared lot line approach has been used on the other side of the Bolander operation (adjacent to Danner) and the final reclamation plans may be able to eliminate the western slope as currently shown. Because the boundary is within the latter phases of the Bolander mining permit, the reclamation plan should continue to show the slope as proposed until Bolander progresses to its later stages.

The extraction activity will take place on 26.08 acres in the southern portion of the site in accordance with the "mine boundary" depicted in the mining plan and the current active mining area is 9.7 acres. The applicant initially proposed primary access to the active mining area via a new driveway from Highway 42 running along the western property boarder and secondary access was shown off of Emery Avenue near the northeast portion of the mining area. Due to the denial of the entrance permit for access onto County Road 42 by Dakota County, the access entrance to the site was constructed off of Emery Avenue.

Mining will occur over two phases, generally moving from the east to the west on the southern portion of the property. Excavation will lower the active mining portions of the site to the 840-850 elevation range, which represents a cut of roughly 40 feet across the active mining part of the site. The proposed final grades as depicted on the reclamation plan will bring the southern portion of the property very close to the elevation of the northern part of the property. Essentially, the applicant is proposing to excavate into the ridgeline and maintain these grades (with a slight incline) throughout the mine. The phases have been developed to comply with the City's extraction requirements that each phase be no more than 15 acres in size. The applicant had initially stated that they anticipate removing 100,000 cubic yards of material per year, which corresponds to an operational life of the facility of 16 years.

The applicant has provided an update on the activity that has been occurring on site since its previous approval. In 2023, no material was extracted from the site. In 2024, 22,475 cubic yards of material was extracted from the site during quarter 3, and it was estimated that 30,000 cubic yards of material was

extracted during quarter four of 2024. During the first 3 quarters of 2025, about 127,076 cubic yards of material was extracted from the site. There have been no cubic yards of imported material brought onto the site this year. Mining initially occurred on the northern portion of the site in Phase 1 and the applicant plans to continue mining in Phase 1 with plans to work their way south.

ISSUE ANALYSIS

Aggregate mining is reviewed through an interim use permit, which is a Quasi-Judicial action. As such, the City has a set of standards and requirements for review. Generally, if the applications meet the ordinance requirements, they must be approved. The standards and requirements for this mineral extraction are detailed in Section 11-6-4 M. of the Zoning Ordinance and the attached Mineral Extraction permit.

The subject property is zoned A2 – Agricultural and meets or exceeds the applicable performance standards for small-scale mineral extraction. Small scale mineral extraction is listed as an interim use within the A-2 – Agricultural district. The table below details the current land use, zoning, and future land use information for the surrounding properties. These properties are all currently zoned Agricultural and are located within the 2040 Metropolitan Urban Service Area (MUSA). The 2040 Future Land Use Map anticipates a mixture of residential and commercial uses in this area.

Surrounding Land Use and Zoning Information			
Direction	Current Land Use	Zoning	Guided Land Use
North	Agriculture	Agricultural	CC - Community Commercial
South	Agriculture	Agricultural	LDR – Low Density Residential
East	Agriculture	Agricultural	CC - Community Commercial MDR - Medium Density Residential HDR - High Density Residential
West	Agriculture/Mining	Agricultural	CC - Community Commercial LDR - Low Density Residential

			MDR - Medium Density Residential
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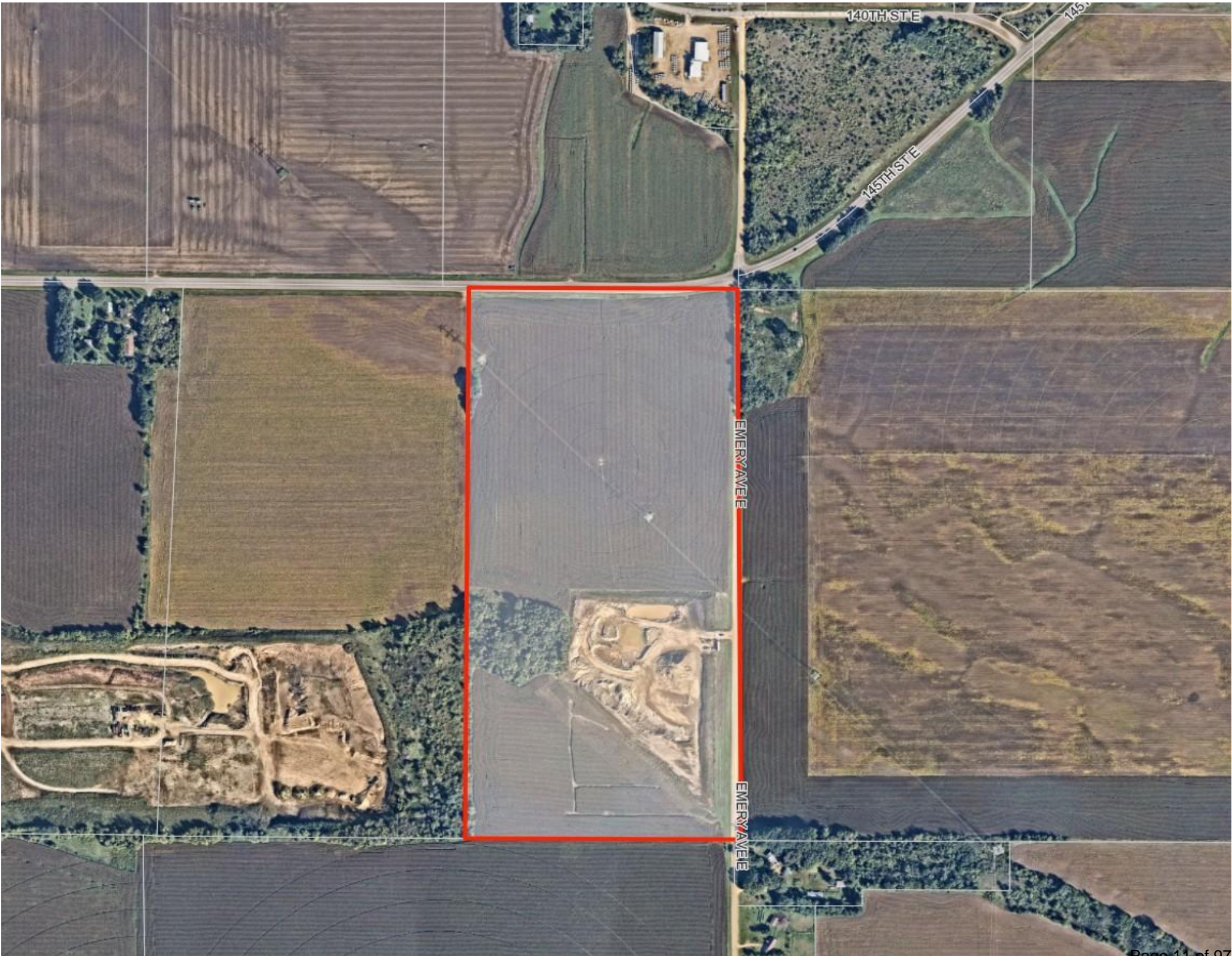
The 2040 Comprehensive Plan designates commercial development at the intersection of Emery Avenue and County Road 42, while medium- and high-density residential development is designated over the proposed mining and grading area. Future reclamation of the site will need to be performed before an impacted area may be developed for housing. Because of the site’s location further east of 52, the development staging of properties in the area should not create as much of an impact on the timing of mining operations in the future as it would on the mining operations to the west, such as the Steiniger pit.

The water table is located at an approximate elevation of 800 feet or lower based on information provided by Dakota County, and the lowest mining elevation is well above that number. Throughout the majority of the site, there will be approximately 40 feet between the bottom of the mine and groundwater, which is consistent with other mines in the vicinity.

As a part of the annual review of all mineral extraction permits, staff performs an inspection of the site and consults with the Rosemount Police Department regarding any police activity. No ordinance or permit condition violations were apparent during the inspection and police records found no incidents at the subject property during 2025.

RECOMMENDATION

Staff recommends approval of this request based upon a review of the information submitted by the applicant, the mineral extraction standards in Section 11-6-4 M. of the City Code, and the attached permit with conditions of approval.



Mineral Extraction Permit
2025-2026 and 2027 Conditions for Small Scale Mineral Extraction Permit
FRATTALONE COMPANIES, INC.

- A Frattalone Companies Inc., hereinafter referred to as the “Property Owner”, shall sign a written consent to these conditions binding itself and its successors or assigns to the conditions of said permit.
- B The property Owner shall comply with all terms of this permit as well as the standards for mineral extraction listed in Section 11-6-4 M. of the City Code.
- C This permit is granted for the area designated as Phase 1 (approximately 15 acres) on Exhibit A, Mineral Extraction Permit Mine Plan, which is attached hereto as an exhibit. Regrading and reclamation shall occur in the area designated Phase 1 on Exhibit A in accordance with the requirement of Section 11-6-4 M.4 of the City Code. Reclamation is not expected to occur in the -2026 and 2027 ~~2025~~ calendar years,
- D The term of the permit shall extend from the date approved by the City Council until December 31, 2027 ~~2025~~ unless revoked prior to that for failure to comply with the permit requirements. An Annual Mining Permit fee shall be paid to the City of Rosemount.
- E All required permits from the State of Minnesota, County of Dakota and City of Rosemount (hereinafter "City") or any of their agencies shall be obtained and submitted to the City prior to the issuance of the permit. Failure by the Property Owner to comply with the terms and conditions of any of the permits required under this paragraph shall be grounds for the City to terminate said mining permit.
- F The final grading for the permit area shall be completed in accordance with the Final Reclamation Plan, attached as Exhibit B, or as approved by the City Engineer, and any other conditions that may be imposed by the City from time to time.
- G Primary access to the site by all gravel trucks and other mining related traffic shall be from ~~-~~Emery Avenue. It shall be the Property Owner's responsibility to obtain any access permits or easements necessary for ingress and egress. The location of the accesses and/or easements for ingress and egress shall be subject to approval by the City, as well as the County Highway Department if any changes occur relative to the mining process.
- H A plan for dust control shall be implemented and subject to approval by the City. The Property Owner shall clean dirt and debris from extraction or hauling operations related to the Mineral Extraction Permit from streets. After the Property Owner has received 24-hour verbal notice, the City may complete or contract to complete the clean-up at the Property Owner's expense. In the event of a traffic hazard as determined by the Public Works Director or Rosemount Police Department, the City may proceed immediately to complete or contract cleanup at Property Owner's expense without prior notification.
- I The surface water drainage of the mining area shall not be altered so as to interfere, contaminate, or otherwise affect the natural drainage of adjacent property.
- J No topsoil shall be removed from the site and the Property Owner shall take necessary measures to prevent erosion of the stockpiled topsoil. The location of the stockpiled topsoil shall be as indicated on Exhibit A.

- K Any costs incurred now or in the future in changing the location of existing public or private utilities including but not limited to pipelines, transmission structures and sewer infrastructure located within the permit area shall be the sole obligation and expense of the Property Owner.
- L All costs of processing the permit, including but not limited to planning fees, engineering fees and legal fees, shall be paid by the Property Owner prior to the issuance of the permit. The Property Owner shall reimburse the City for the cost of periodic inspections by the City Engineer or any other City employee for the purpose of insuring that conditions of the permit are being satisfied. The Property Owner agrees to reimburse the City for any other costs incurred as a result of the granting or enforcing of the permit.
- M The daily hours of operation for the mining area shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday, subject, however, to being changed by the City Council.
- N The Property Owner shall deposit with the Planning Department a surety bond or cash escrow in the amount of Seven Thousand Five Hundred Dollars per acre (\$7,500.00/acre) of active phase in favor of the City for the cost of restoration, regrading and/or revegetating land disturbed by mining activities and to assure compliance with these conditions by the Property Owner. The required surety bonds must be:
- (1) With good and sufficient surety by a surety company authorized to do business in the State of Minnesota with the right of the surety company to cancel the same only upon at least thirty (30) days written notice to the permit holder and the City.
 - (2) Satisfactory to the City Attorney in form and substance.
 - (3) Conditioned that the Property Owner will faithfully comply with all the terms, conditions and requirements of the permit; all rules, regulations and requirements pursuant to the permit and as required by the City and all reasonable requirements of the City Engineer, or any other City officials.
 - (4) Conditioned that the Property Owner will secure the City and its officers harmless against any and all claims, or for which the City, the Council or any City officer may be made liable by reason of any accident or injury to persons or property through the fault of the Property Owner.
 - (5) The surety bond or cash escrow shall remain in effect from January 1, ~~2026-2025~~ to July 31, ~~2028~~ ~~2026~~.

Upon thirty (30) days' notice to the permit holder and surety company, the City may reduce or increase the amount of the bond or cash escrow during the term of this permit in order to insure that the City is adequately protected.

- O. The Property Owner shall furnish a certificate of comprehensive general liability insurance issued by insurers duly licensed within the State of Minnesota in an amount of at least Five Hundred Thousand and no/100 (\$500,000.00) Dollars for injury or death of any one person in any one occurrence, bodily injury liability in an amount of at least One Million Five Hundred Thousand and no/100 (\$1,500,000.00) Dollars and property damage liability in an amount of at least Two Hundred Fifty Thousand and no/100 (\$250,000.00) Dollars arising out of any one occurrence. The policy of insurance shall name the City as an additional insured and shall remain in effect from January 1-, ~~2026-2025~~ to July 31, ~~2028-2026~~.
- P. The storage of equipment (unrelated to the sand and gravel mining and processing), manure, construction debris, or hazardous materials of any kind shall not be permitted on site. The placement of construction debris, manure, asphalt in any form or hazardous materials within the pit as fill shall be strictly prohibited.
- Q. No processing or mixing of materials shall occur on the site, except as approved by the Dakota County Environmental Management Department as incidental to a sand and gravel mining operation. Any such activities will be enclosed with snow or cyclone fencing or as approved by City staff. Construction of any ponding areas, wash plants or other processing or equipment brought to the site shall require additional site and grading plan information subject to review and approval of the City Engineer.

- R. The Property Owner shall hold the City harmless from all claims or causes of action that may result from the granting of the permit. The Property Owner shall indemnify the City for all costs, damages or expenses, including but not limited to attorney's fees that the City may pay or incur in consequence of such claims.
- S. The Property Owner shall comply with such other requirements of the City Council as it shall from time to time deem proper and necessary for the protection of the citizens and general welfare of the community.
- T. Complete mining and reclamation is required in all phases before any additional mining is authorized. Modifications or expansion of the mining areas must be approved in writing to the City. Property Owner shall submit to the City semiannually a written report indicating the amount of material extracted from the site for the prior six-month period.
- U. The Property Owner shall incorporate best management practices for controlling erosion and storm water runoff as specified by the Minnesota Pollution Control Agency and the United States Environmental Protection Agency.
- V. Reclamation shall include the replacement of the entire stockpile of topsoil on the mined area, reseeding and mulching necessary to re-establish vegetative cover for permanent slope stabilization and erosion control. The minimum depth of topsoil shall not be less than two inches after reclamation. No restored slopes may exceed a gradient of 25% or four to 1 (4:1).
- W. The Property Owner must show how materials stockpiled for recycling will be processed and inform the City of all stockpiled materials.
- X. The Property Owner may not assign this permit without written approval of the City. The Property Owner will be responsible for all requirements of this permit and all City ordinances on the licensed premises for the permit period unless the Property Owner gives sixty (60) days prior written notice to the City of termination and surrenders the permit to the City. The Property Owner shall identify all Operators prior to their commencement of mineral extraction-related activities in the pit area. The City shall have the authority to cause all mineral extraction activities to cease at any time there is an apparent breach of the terms of this Permit.
- Y. The Property Owner shall install and maintain a "stock" gate (or equivalent) at the entrance to the property where the mining operation is located. The gate must be secured at 7:00 p.m. and at any time the pit is not in use.
- Z. There shall be no "haul-back" of materials from any other property or job site that would be imported to the property for fill or other purposes other than incidental concrete recycling as referred to in paragraphs Q, W, and topsoil imported for the purpose of re-establishing turf as accepted by the City.
- AA. Mining to the elevation of 840 feet above mean sea level provided that the site is reclaimed to the elevation shown on Exhibit A with haul-back, clean-fill material. In no instance shall mining occur in the groundwater aquifer.
- CC. Blasting or the use of explosives is prohibited.
- DD. Truck operators within the pit area shall not engage in practices involving slamming tailgates, vibrating boxes, using of "jake" or engine brakes (except in emergency situations) or other such activities that result in excessive noise.



• Earthwork • Demolition • Utilities

October 27, 2025

Mr. Anthony Nemcek
City of Rosemount
2875 145th Street West
Rosemount, MN 55068-4997

RE: Application for Renewal of Small-Scale Mineral Extraction Permit for Berger Pit 2026

Dear Mr. Nemcek:

Please find enclosed our application for renewal of the current permit for the Berger Pit on Emery Avenue.

During the first 3 quarters of 2025, we removed 127,076 cubic yards of material. The majority of this was used within the City at the Meta Data Center project.

We have not imported any material to date.

Our plan is to continue mining Phase 1 in a southerly direction.

We have included a current aerial drone photo of the pit, current topography of the mining area and a check in the amount of \$370 for the renewal fee. Our originally submitted plans and supporting information are on file.

We ask to be included for consideration on the November 25th Planning Commission Agenda.

Please feel free to call with any questions.

Regards,

A handwritten signature in blue ink that reads "Scott Spisak".

Scott A. Spisak
Business Development Manager
scotts@frattaloneco.com
651-765-1115

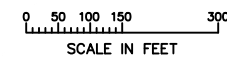


Frattonone Companies, Inc. – Berger Pit Aerial Imagery – 10-3-2025

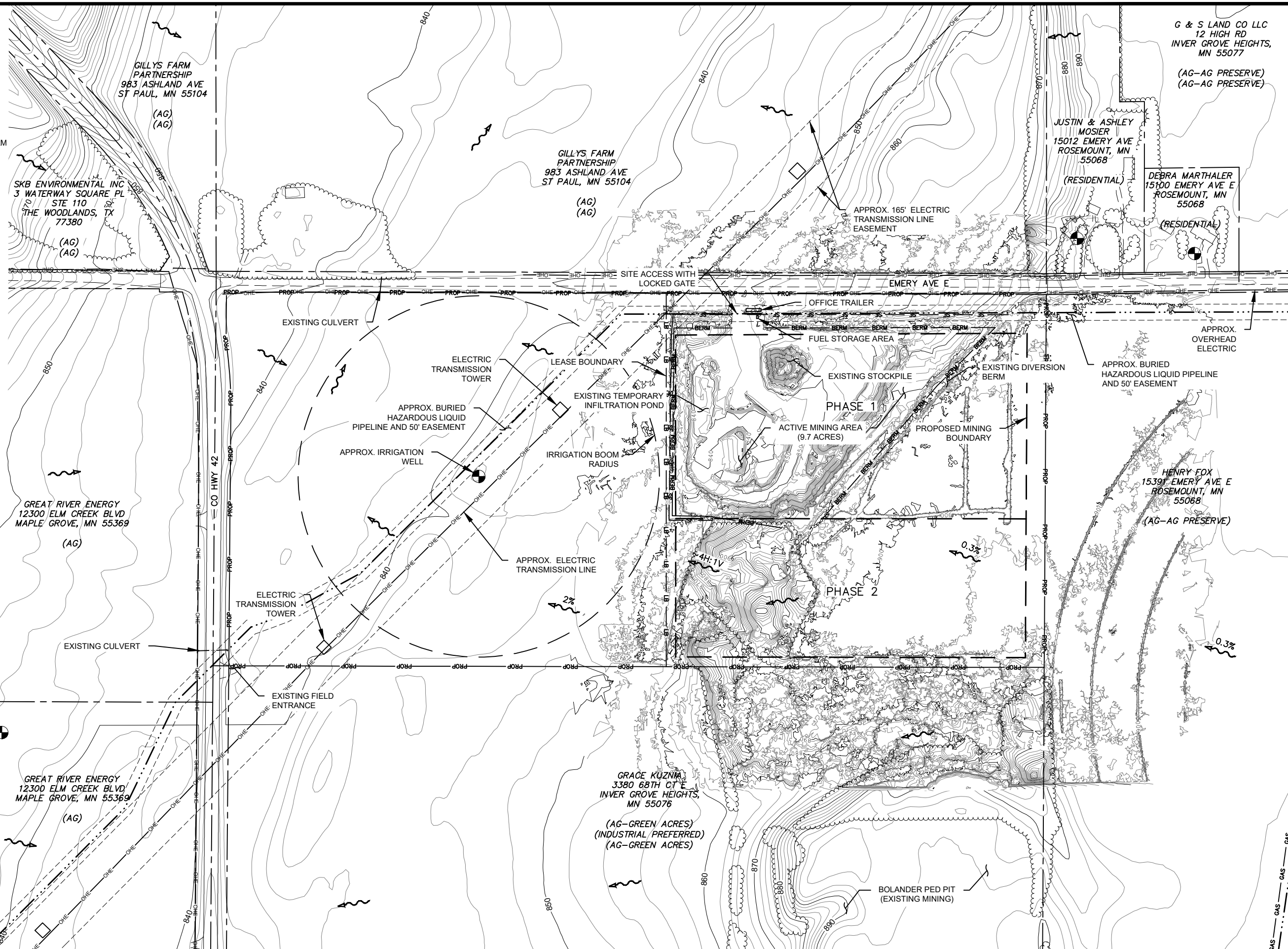


LEGEND

- 880 TOPOGRAPHIC MAJOR CONTOUR (10' INTERVAL)
- TOPOGRAPHIC MINOR CONTOUR (2' INTERVAL)
- PROP PROPERTY BOUNDARY
- LB LEASE BOUNDARY
- PROPOSED MINING BOUNDARY
- NEIGHBORING PARCELS
- SF EXISTING SILT FENCE
- BERM EXISTING DIVERSION/SCREENING BERM
- GRAVEL ROADWAY
- OHE APPROXIMATE OVERHEAD ELECTRIC
- APPROXIMATE BURIED PIPELINE
- APPROXIMATE EASEMENT
- APPROXIMATE WOODS
- STORMWATER FLOW DIRECTION
- APPROXIMATE WELL



- NOTES:**
1. TOPOGRAPHIC CONTOURS FROM 10-3-2025 FLYOVER BY FRATTALONE AND FROM MN DNR MNTPO GIS ELEVATION DATA.
 2. PROPERTY BOUNDARIES AND ROADWAYS FROM DAKOTA COUNTY GIS DATA.
 3. OVERHEAD ELECTRIC AND WOODS APPROXIMATE FROM AERIAL IMAGERY.



P:\Projects\Frattalone\Berger\Plan\PEDES_Permit\PEDES_Permit\PEDES_Permit.dwg, 10/21/2025, 12:09:19 PM, DWG, To PDF, P13

CARLSON MCCAIN
 16305 36TH AVE N
 SUITE 600
 PLYMOUTH, MN 55446
 TEL (952) 346-3900
 CARLSONMCCAIN.COM

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Signature: *[Signature]*
 Date: 10/21/25 License #: 58910

Print Name: Brannon L. Peterson, PE
 Drawn: BLP
 Designed: BLP
 Date: 10/21/25

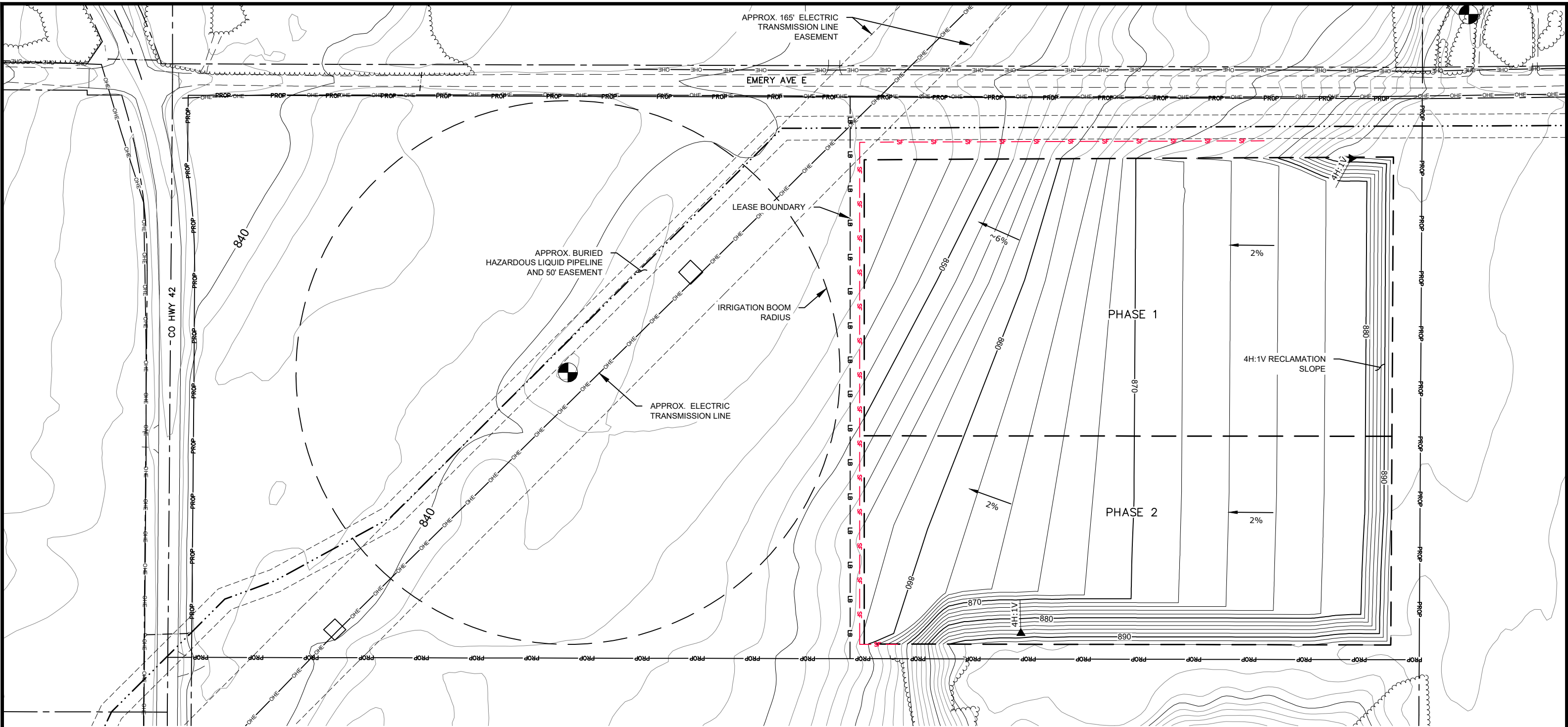
REV	DATE	BY	DESCRIPTION
1	3/22/23	BLP	ISSUED FOR PERMIT APPLICATION
2	10/21/25	BLP	UPDATED TOPOGRAPHY AND EXISTING FEATURES

FRATTALONE COMPANIES, INC.
 3205 SPRUCE STREET, ST. PAUL, MN 55117

BERGER PIT
 ROSEMOUNT, MN

EXISTING CONDITIONS & ADJACENT LAND OWNERS (AS OF 10/3/25)
 POLLUTION PREVENTION PLAN

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LEGEND

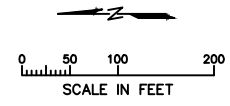
- 880 — TOPOGRAPHIC MAJOR CONTOUR (10' INTERVAL)
- PROP — TOPOGRAPHIC MINOR CONTOUR (2' INTERVAL)
- LB — PROPERTY BOUNDARY
- — LEASE BOUNDARY
- — MINING BOUNDARY
- — NEIGHBORING PARCELS/SUBDIVISIONS
- — GRAVEL ROADWAY
- OHE — EXISTING OVERHEAD ELECTRIC
- — — — — APPROXIMATE BURIED PIPELINE
- — — — — APPROXIMATE EASEMENT
- — — — — APPROXIMATE WOODS
- 930 — RECLAMATION MAJOR CONTOUR (10' INTERVAL)
- — — — — RECLAMATION MINOR CONTOUR (2' INTERVAL)
- SF — PROPOSED SILT FENCE
- — — — — APPROXIMATE WELL

NOTES:

1. INSTALL SILT FENCE, AS NECESSARY, ALONG ALL DOWNSTREAM PERIMETERS OF RECLAMATION ACTIVITIES.
2. ALL TEMPORARY ACCESS ROADS SHALL BE SALVAGED AND REMOVED FROM THE SITE.
3. ALL RECLAIMED AREAS SHALL RECEIVE A MINIMUM OF 6" OF TOPSOIL.

1. TURF ESTABLISHMENT SHALL APPLY TO ALL DISTURBED AREAS AND SHALL BE ACCORDING TO MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION (LATEST EDITION) EXCEPT AS MODIFIED BELOW.
2. TURF ESTABLISHMENT SHALL OCCUR AS SOON AS POSSIBLE BUT IN NO CASE NO MORE THAN 14 DAYS AFTER FINAL LAND GRADING ACTIVITIES.
3. SEED: MNDOT MIXTURE 32-241 AT 38 POUNDS PER ACRE OR 35-241 AT 36.5 POUNDS PER ACRE.
4. DORMANT SEED: SHALL BE APPLIED AT TWICE THE NORMAL RATE AFTER NOVEMBER 1ST.
5. MULCH: TYPE 1 AT 2 TONS PER ACRE (DISK ANCHORED).
6. FERTILIZER: TYPE AND RATE TO BE DETERMINED FROM TOPSOIL TESTING.

1	TURF ESTABLISHMENT
4	NO SCALE



CARLSON MCGAIN
 15650 36TH AVE N
 SUITE 110
 PLYMOUTH, MN 55446
 TEL (952) 346-3900
 FAX (952) 346-3901
 CARLSONMCGAIN.COM

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: Brannon L. Peterson, PE
 Signature: *Brannon L. Peterson*
 Date: 5/10/23 License #: 58910

Drawn: BLP
 Designed: BLP
 Date: 5/10/23

REV	DATE	BY	DESCRIPTION
1	3/22/23	BLP	ISSUED FOR PERMIT APPLICATION
2	5/10/23	BLP	UPDATED PER CITY COMMENTS

FRATTALONE COMPANIES, INC.
 3205 SPRUCE STREET, ST. PAUL, MN 55117

BERGER PIT
 ROSEMOUNT, MN

RECLAMATION PLAN
 POLLUTION PREVENTION PLAN









October
2024

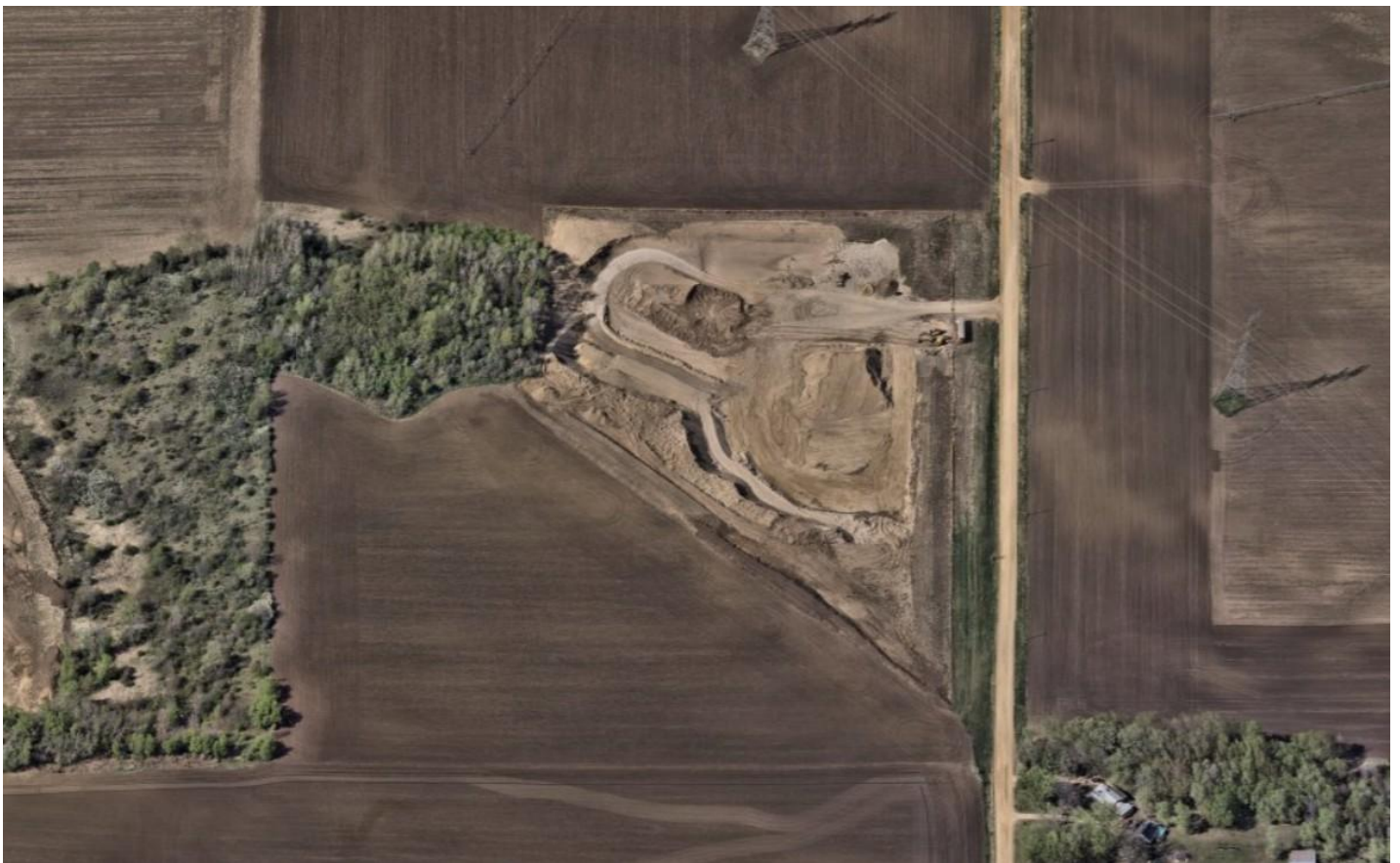


September
2025





April 2024



May 2025

Planning Commission Regular Meeting: November 25, 2025
 Tentative City Council Meeting: This item will not go to Council.

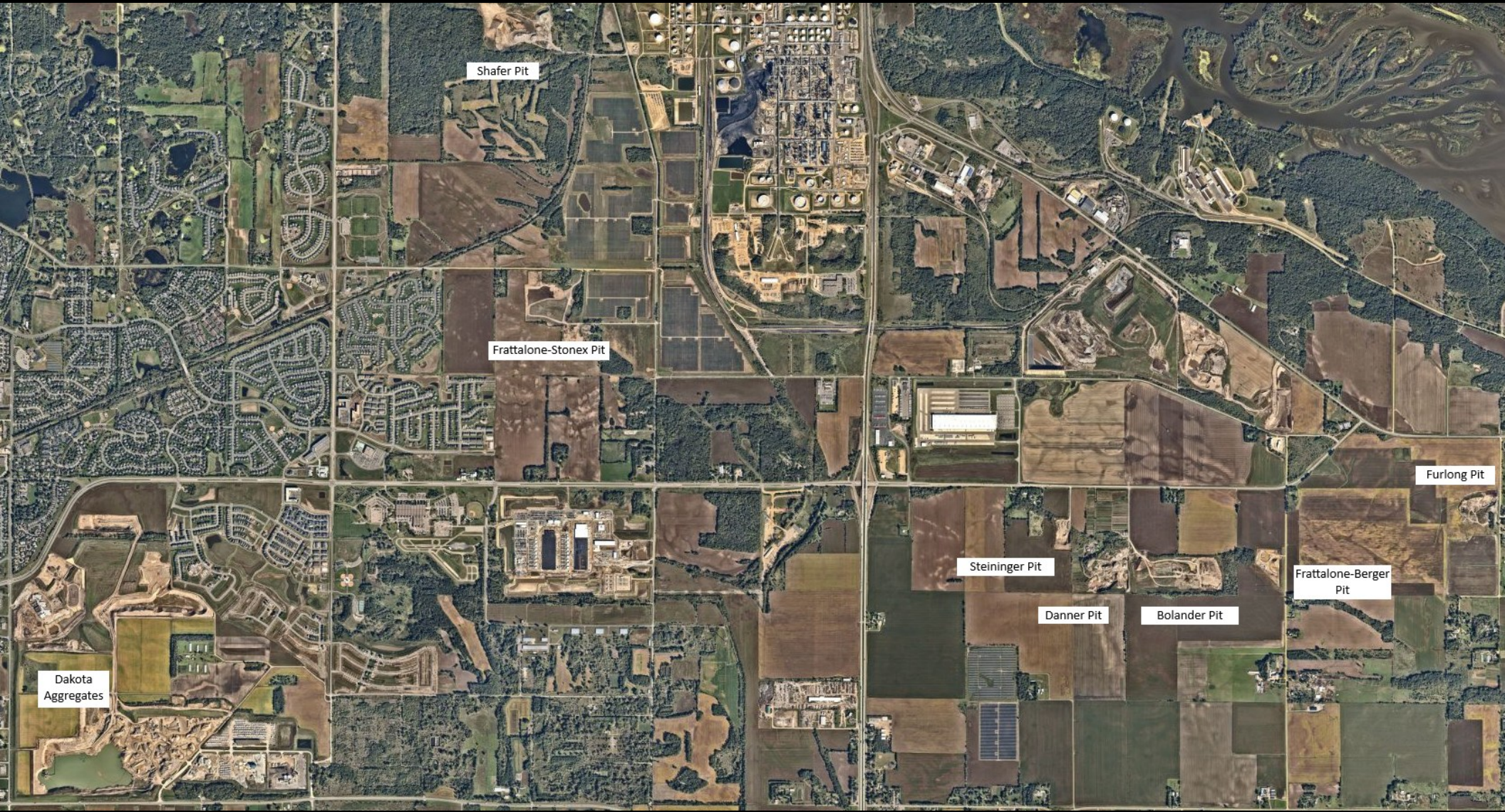
AGENDA ITEM: Annual Administrative Review of Small Scale Mineral Extraction Operations	AGENDA SECTION: DISCUSSION
PREPARED BY: Anthony Nemcek , Senior Planner	AGENDA NO. 8.a.
ATTACHMENTS: Mineral Extraction Sites	APPROVED BY: AK
RECOMMENDED ACTION: Information Only	

BACKGROUND

With the 2024 update to the zoning ordinance, mineral extraction permits are now reviewed biennially. Staff has visited the sites of the various operations throughout the City to review progress and identify any issues. Staff will provide a presentation during the Planning Commission meeting to share information about the progress of mining at the sites that are not up for renewal this year.

RECOMMENDATION

No action is required. This item is informational only.



Shafer Pit

Frattalone-Stonex Pit

Dakota
Aggregates

Steininger Pit

Danner Pit

Bolander Pit

Frattalone-Berger
Pit

Furlong Pit

Planning Commission Regular Meeting: November 25, 2025

Tenative City Council Meeting: Not Applicable

AGENDA ITEM: 10-year Comprehensive Plan Update Cycle Kick-off	AGENDA SECTION: DISCUSSION
PREPARED BY: Anthony Nemcek , Senior Planner	AGENDA NO. 8.b.
ATTACHMENTS: Rosemount System Statement, Required Plan Elements	APPROVED BY: AK
RECOMMENDED ACTION: Informational Only	

BACKGROUND

The City of Rosemount, like all municipalities within the 7-county metro area, is required by the Metropolitan Land Planning Act to update its Comprehensive Plan every ten years. Comprehensive Plans look out twenty years into the future. Therefore, the upcoming Comprehensive Plan will be the City's 2050 Plan. In support of this process, the Met Council has adopted Imagine 2050 as its comprehensive development guide for the Twin Cities metropolitan area. This document includes regional systems plans such as 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 update cycle officially begins with the Metropolitan Council releasing System Statements to each municipality within its jurisdiction. Systems statements explain the implications of metropolitan system plans for each community in the region, and they are intended to help communities prepare or update their comprehensive plans. Every community's comprehensive plan must include, at minimum, the following sections:

Land Use	Surface Water
Housing	Parks and Trails
Transportation	Climate
Waste Water	Natural Systems
Water Supply	Implementation

Communities may include additional chapters in their Comprehensive Plans. For example, Rosemount's most recent Comprehensive Plan includes sections on Resiliency and Economic Competitiveness. The Met Council has identified specific elements that must be included in each of the sections listed above.

Also included in the system statement are population forecasts. The following table contains the forecasts provided by the Met Council.

	2020 (actual)	2030	2040	2050
Population	25,650	31,400	33,100	38,800
Households	8,931	11,300	12,200	14,400
Employment	7,072	9,600	11,500	15,300

Based on regional forecasts, the Met Council has identified Rosemount's share of the region's future need for lower-income housing as 386 new units as shown in the table below.

	Units
At or below 30% AMI	213
31-50% AMI	164
51 to 60% AMI	9
Total Units	386

The most recent update was completed in-house with staff doing much of the work drafting each section (except for the technical sections, where consultants are typically engaged for that work). This was largely due to the fact that between the prior update (2030) and the most recent update, little actual development occurred while the City was recovering from the 2008 recession. Community Development staff is planning on working with a consultant to help develop the City's 2050 Comprehensive Plan. Attached to this report is the City's system statement provided by the Met Council as well as the checklist of required plan elements.

A big part of the comprehensive planning process is community engagement. As in the past, staff anticipates organizing engagement activities for the community as a whole as well as targeted engagement of residents and property owners in parts of the City where growth is expected to occur in the next 20 years. Staff looks forward to working with the City's communications team to effectively share information related to the Comp Plan update.

RECOMMENDATION

This item is informational. No action is required.



**CITY OF
ROSEMOUNT**

2025 SYSTEM STATEMENT



IMAGINE²⁰₅₀



2025 SYSTEMS STATEMENT CITY OF ROSEMOUNT

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, Merritt Clapp-Smith, at 651-602-1567, 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 Rosemount

	2020 (actual)	2030	2040	2050
Population	25,650	31,400	33,100	38,800
Households	8,931	11,300	12,200	14,400
Employment	7,072	9,600	11,500	15,300

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. Rosemount’s share of the region’s future need for low-income housing is 386 new units of affordable housing. Of these new units, the need is for 213 affordable to households earning at or below 30% of AMI, 164 affordable to households earning 31% to 50% of AMI, and 9 affordable to households earning 51% to 60% of AMI.

Affordable Housing Need Allocation for the City of Rosemount

	Units
At or below 30% AMI	213
31 to 50% AMI	164
51 to 60% AMI	9
Total Units	386

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

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

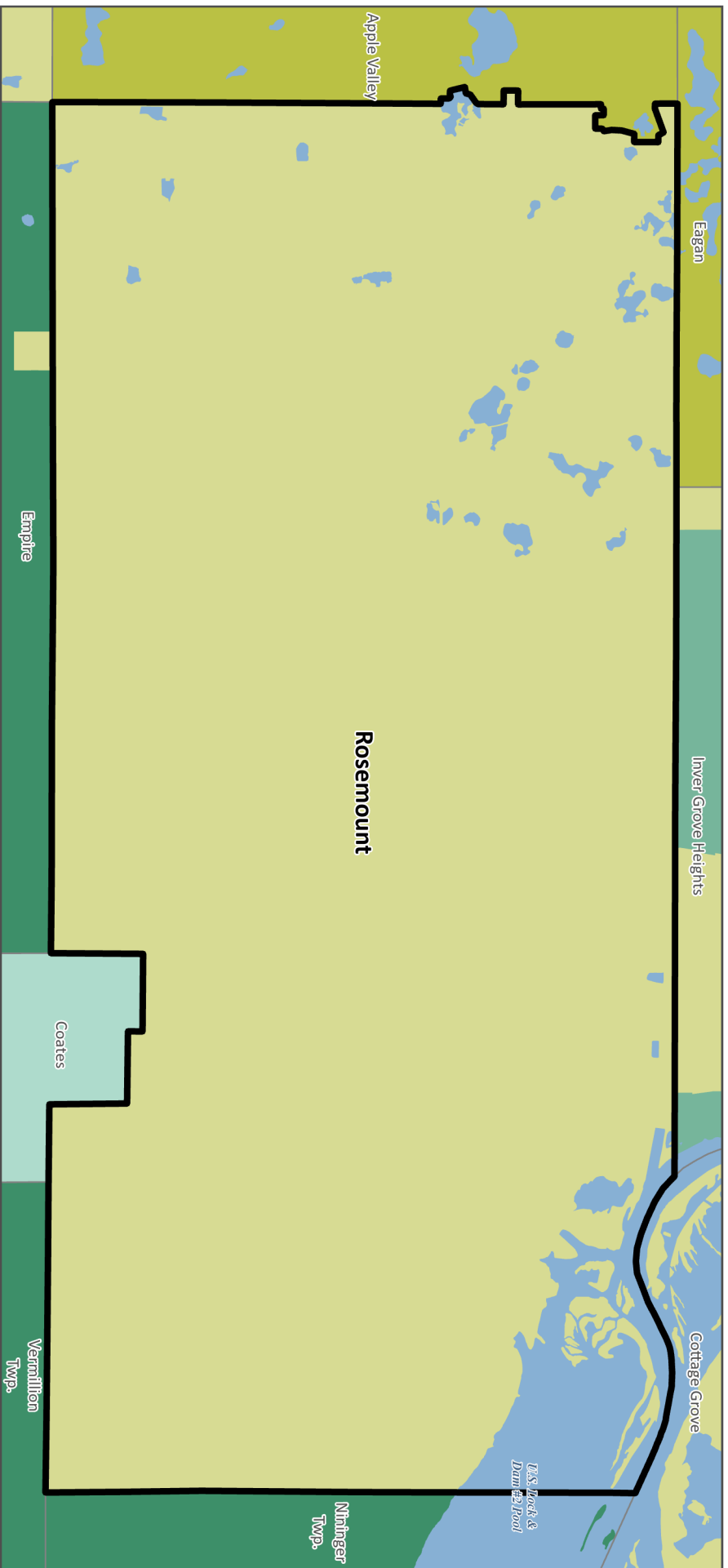
Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective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

Suburban Edge municipalities are on the edge of the Metropolitan Urban Service Area (MUSA) and primarily developed after the 1990s. While denser downtown or core areas are often present, the predominate development pattern is low or medium density residential subdivisions characterized by cul-de-sacs and limited access to major thoroughfares for traffic movement. These areas also feature extensive undeveloped land planned for low to medium residential densities along with some areas guided for industrial and commercial uses, often near highway intersections. The planning challenge in Suburban Edge areas is to improve street connectivity and integrate sustainable development practices, ensuring that growth and conservation effectively coexist. Suburban Edge cities may have more than one community designation based on forecasted growth and current or planned development patterns. This happens generally when areas in a municipality either have an historic development pattern more appropriate for a different designation or portions of the municipality are not currently planned for future development and are still considered rural or agricultural in nature.

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

City of Rosemount Community Designations

Suburban Edge



Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

Rural Service Areas

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

2050 TRANSPORTATION SYSTEM STATEMENT CITY OF ROSEMOUNT

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: Dakota CSAH 42, Trunk Highway 55, and US Highway 52.

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:

- Capacity
 - Dakota CSAH 46 from TH 3 to TH 52

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 Areas: TMA 3, TMA 4, and TMA 5.

- TMA 3: Mainly lower density Urban Edge and Suburban communities. It is characterized by lower density and less transit-supportive street networks and land use but with some pockets of denser development. Transit service in this market area includes suburban local routes, express and commuter service, and non-regular route transit services, usually dial-a-ride, providing basic transportation access.
- TMA 4: Mostly Suburban Edge communities along with portions of Suburban communities. It is characterized by low population and job densities that do not support frequent local transit service and a spread out, often circuitous, street network that hinders efficient routing. Transit service in Market Area 4 is mainly peak-period express and commuter service at park-and-rides which can effectively gather the lower density transit demand into one spot. There are some suburban local routes, including suburb-to-suburb connectors, although service is typically very infrequent. Non-regular route transit, usually dial-a-ride, is generally available.
- TMA 5: Generally Rural communities including rural centers but also some suburban edge communities as well as freestanding town centers characterized by very low-density development or undeveloped land not well suited for regular-route transit service outside of limited peak-period express and commuter service.

Your community is located within the Transit Capital Levy District.

Regional Aviation System

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

Local communities should also consider other facilities which may generate aviation activity, such as heliports or private air facilities. To see all aviation facilities in the region including those that are not defined as a part of the regional aviation system, refer to Figure 6 of the Aviation System Plan.

Regional Bicycle Planning

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

In your community there are 5 RBTN corridors and 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 in your community: Pipeline Terminal, River Terminal and two active freight railroads. 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.

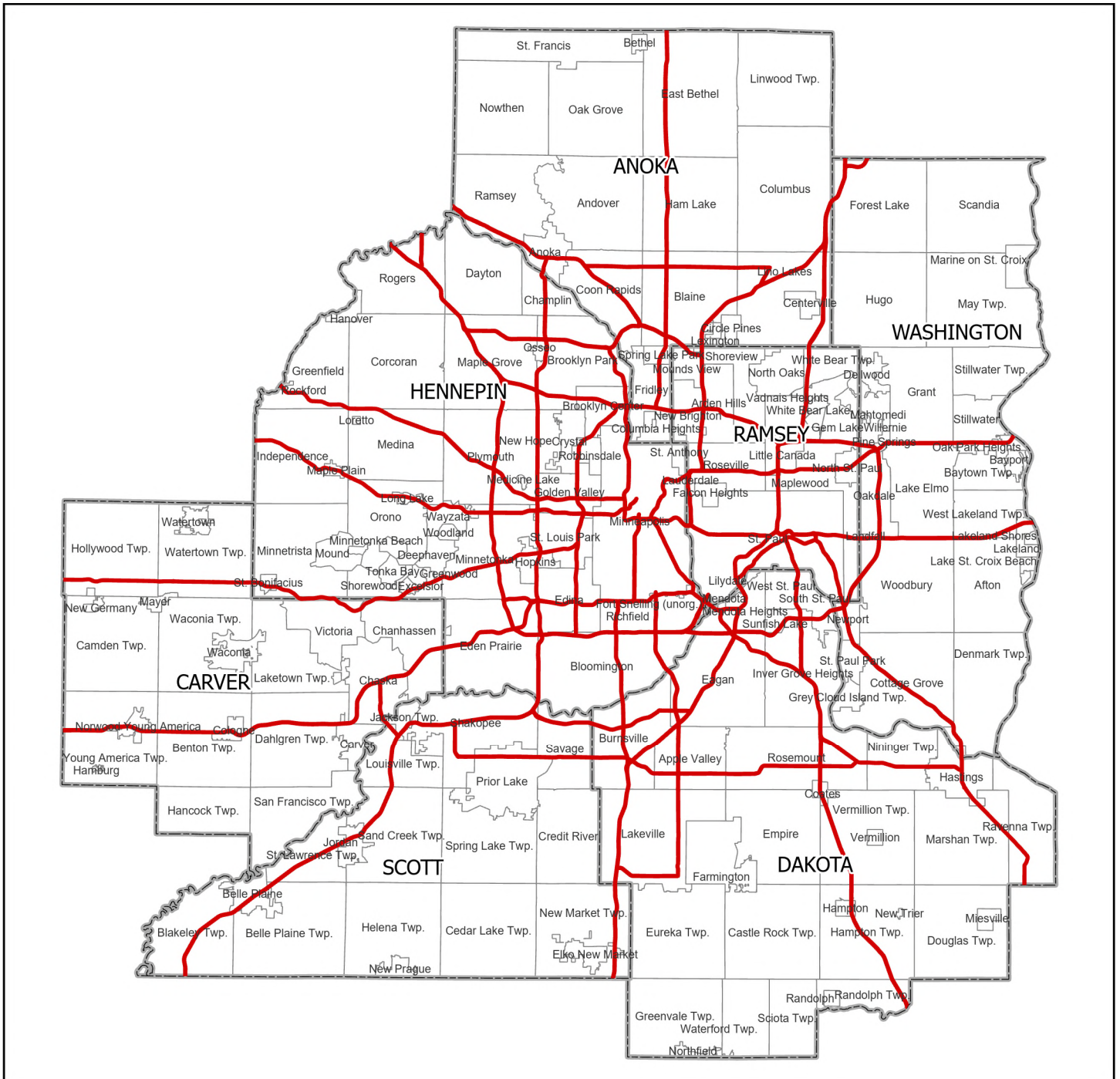
Travel Demand Management

The Met Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by: Metro Transit Commuter Programs. 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

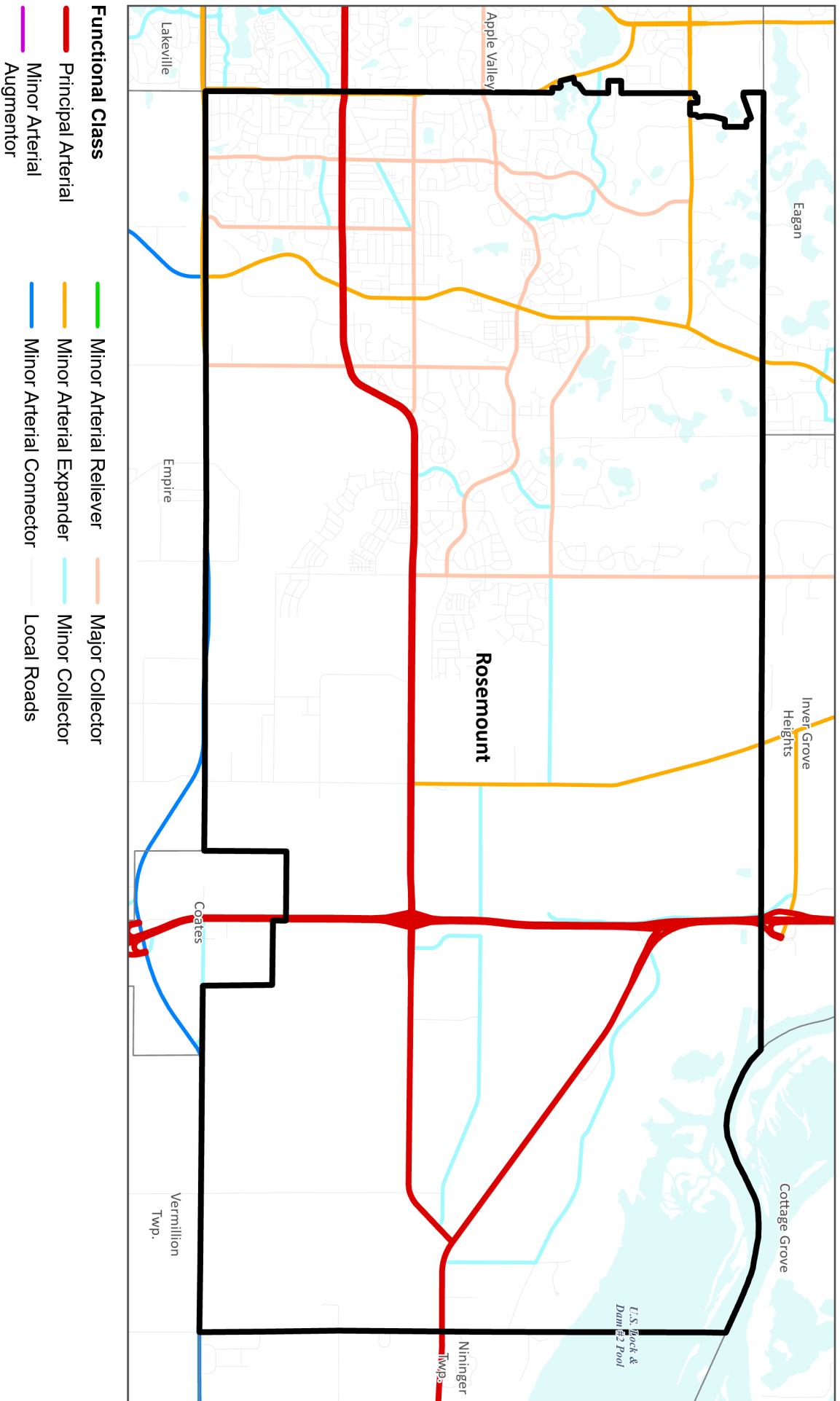
State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro region to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions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

Principal Arterial Highways

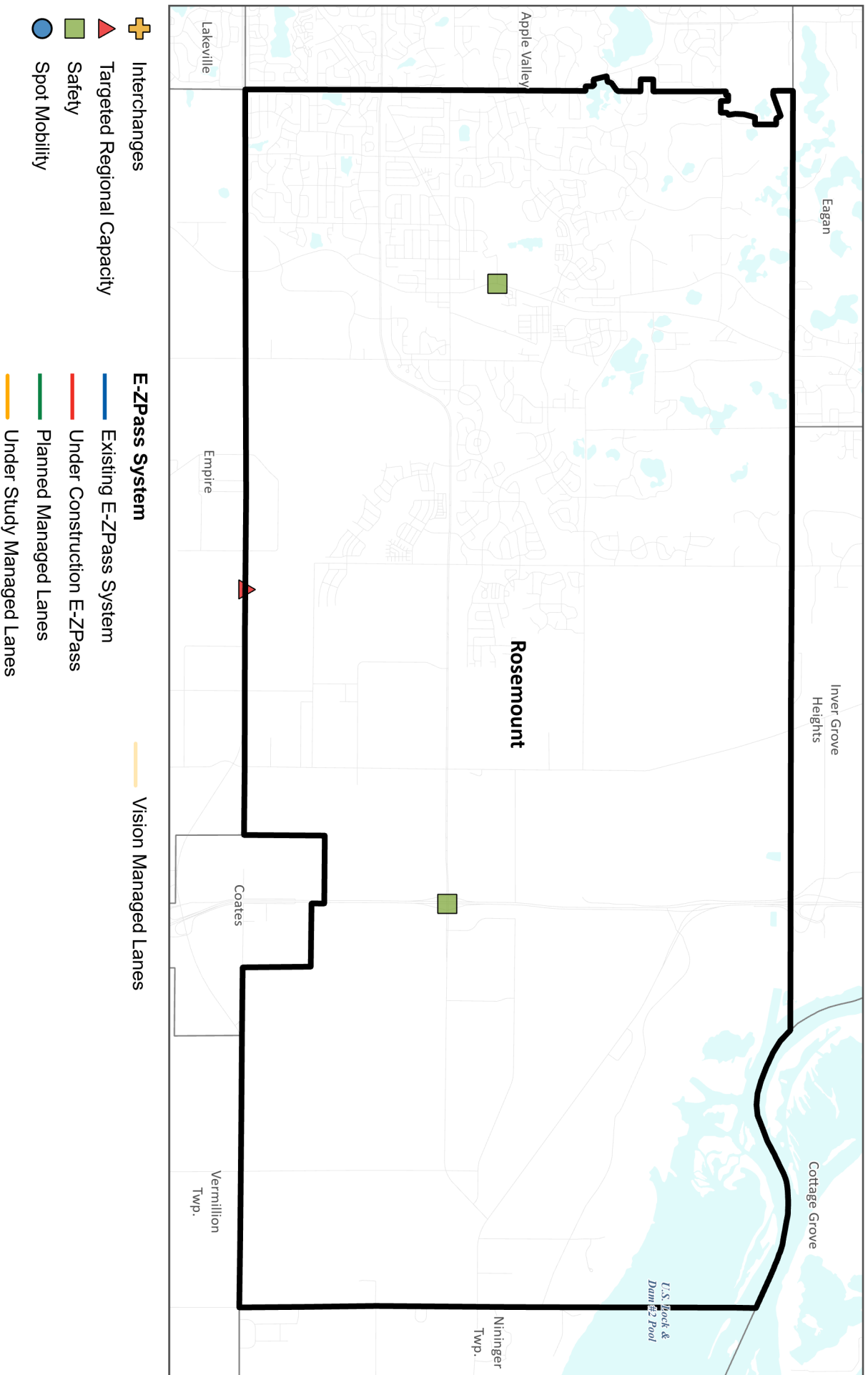


— Principal Arterial Roads

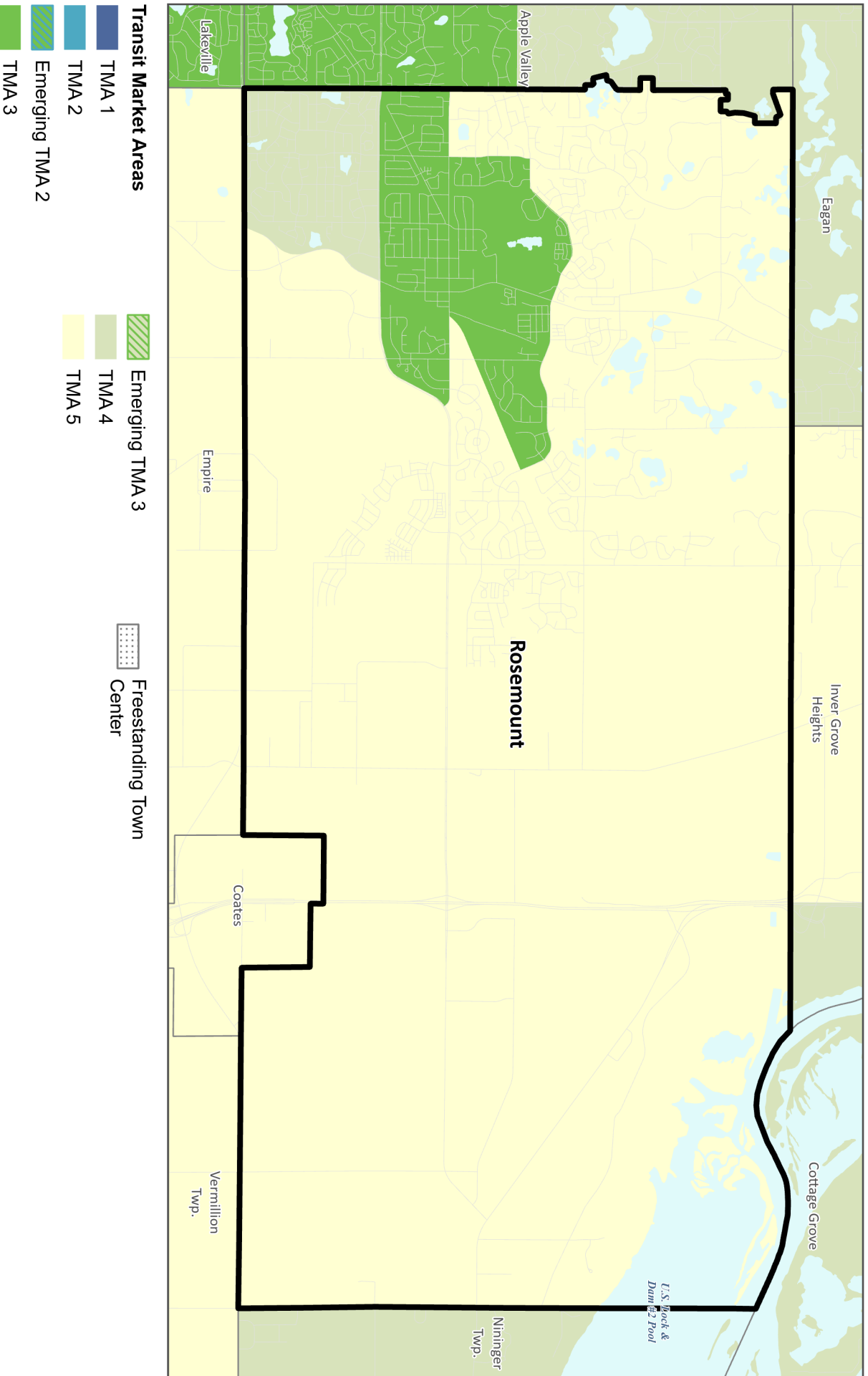
City of Rosemount Functional Class - All Roads



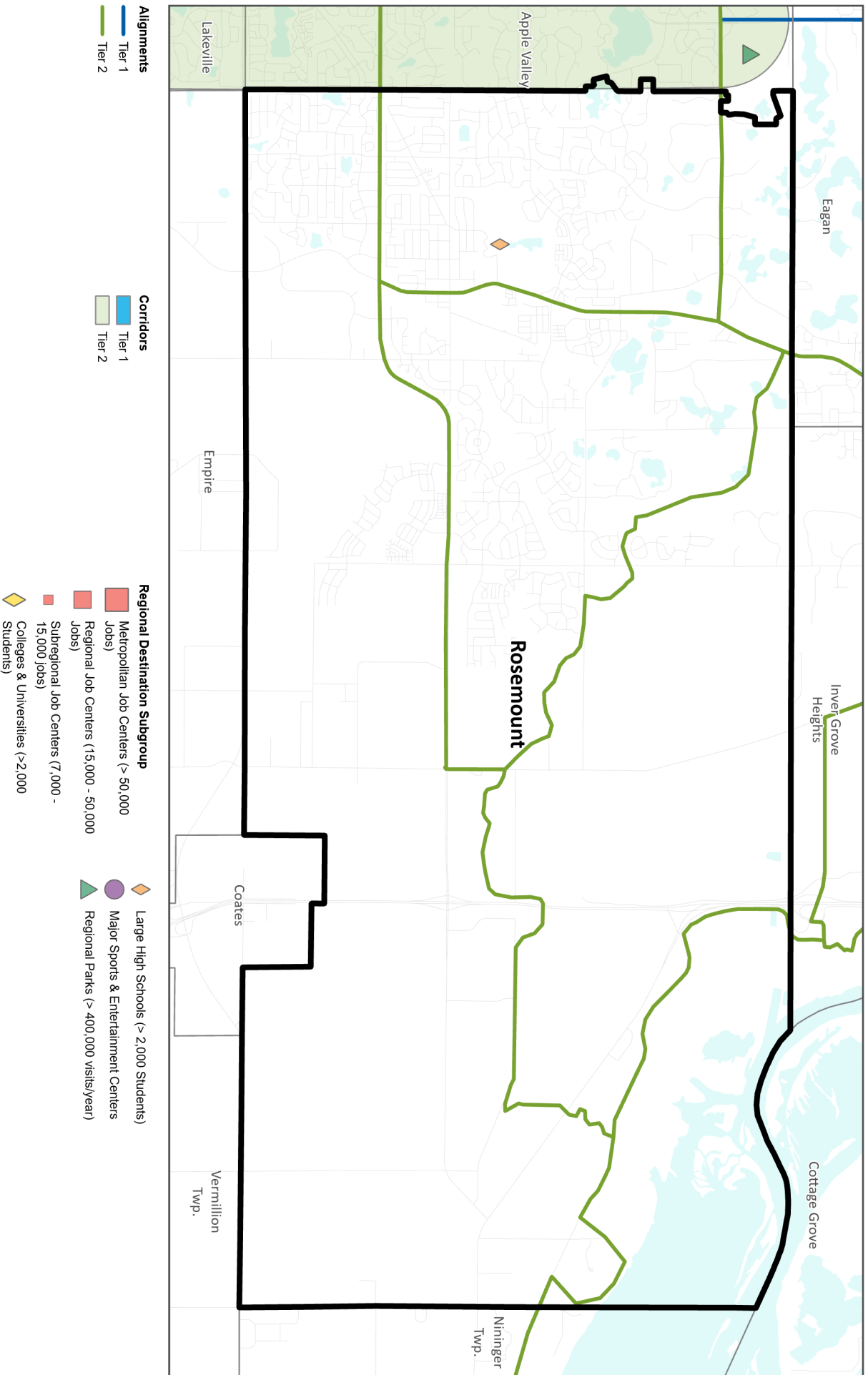
City of Rosemount Long Range Highway Projects



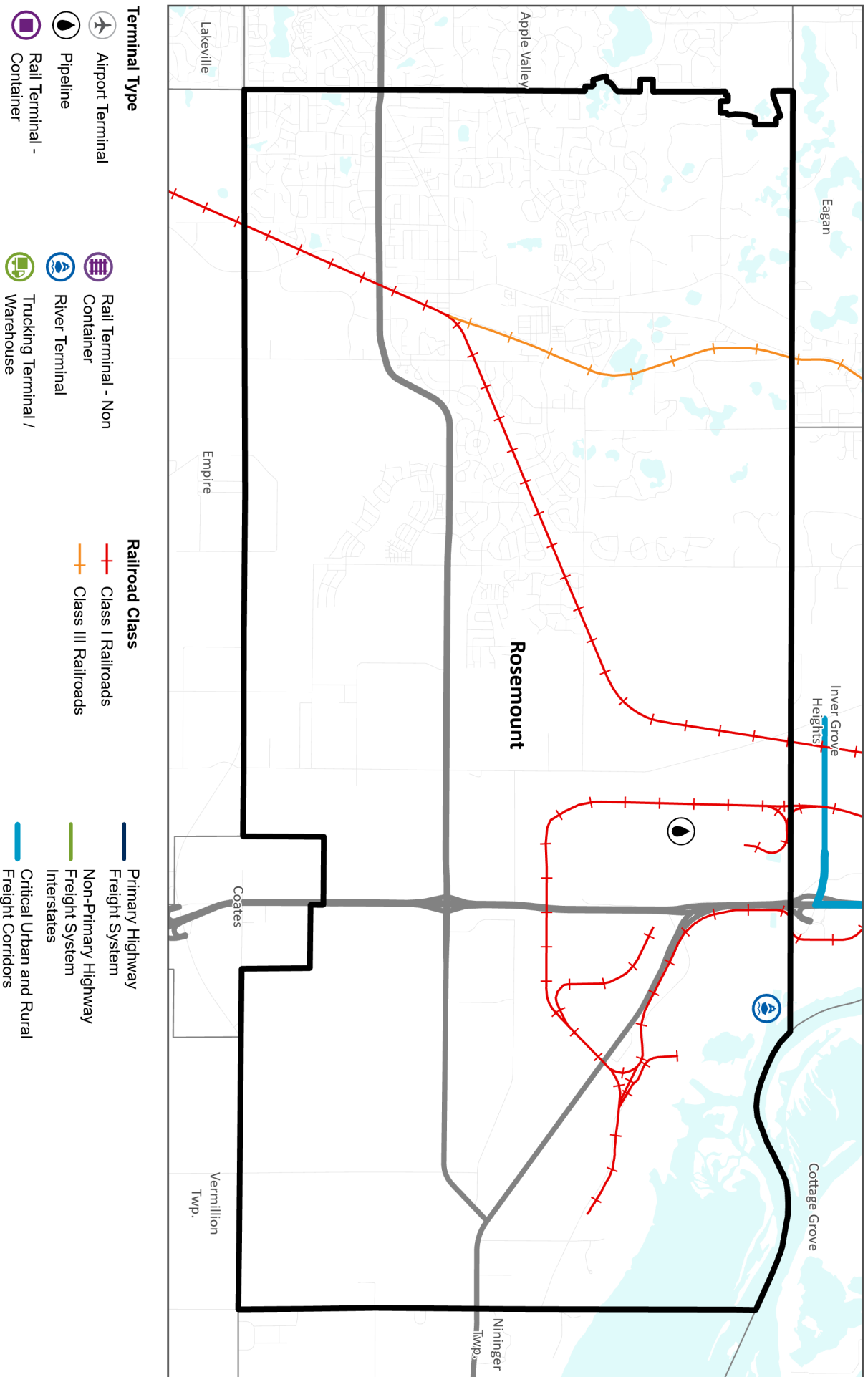
City of Rosemount Transit Market Areas



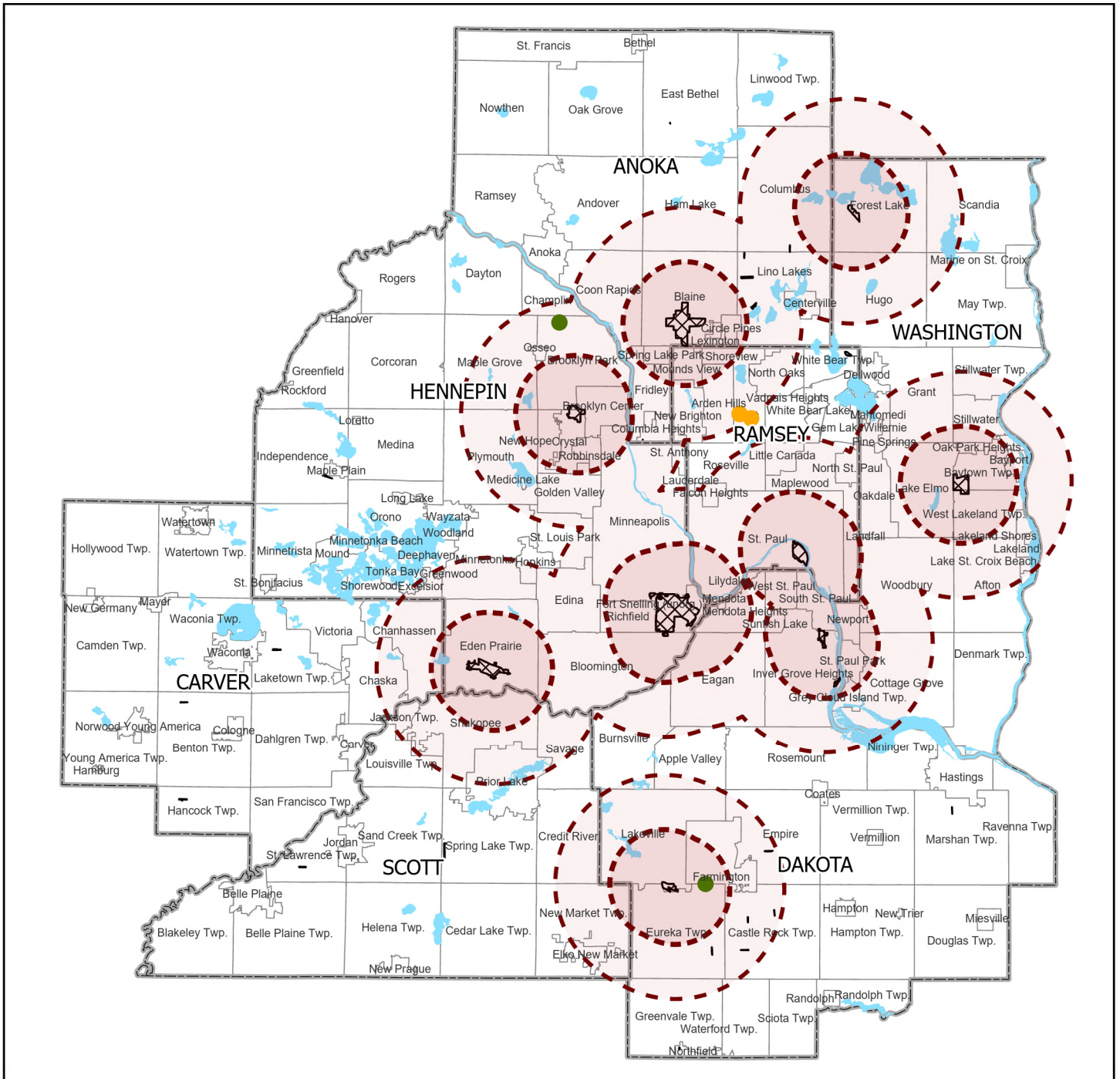
City of Rosemount Regional Bicycle Transportation Network



City of Rosemount Metropolitan Freight System



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 ROSEMOUNT

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 Rosemount 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.

Rosemount, 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 7112 and 9208 and treated at the Empire Water Resource Recovery Facility in Empire.

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 Rosemount 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 Rosemount 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 organization.

The Surface Water Features map shows the watershed management organization, Vermillion River Watershed JPO, that has jurisdiction in Rosemount.

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 Rosemount.

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 Rosemount

Waterbody Type	Name	DNR Lake ID	DNR Kittle Number
River/stream	Mississippi River	---	M

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.

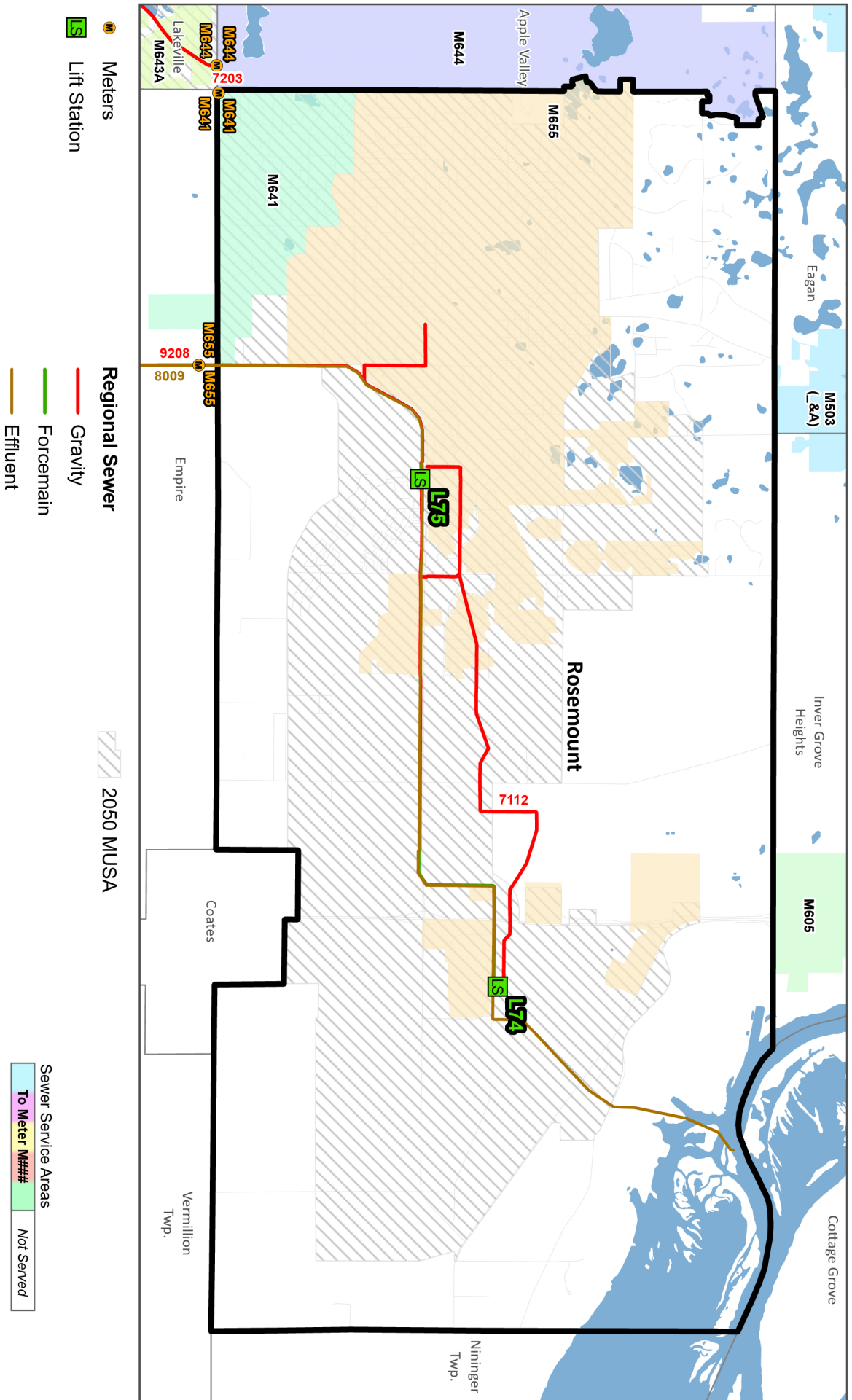
Municipal Community Public Water Supply Systems

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 Rosemount Regional Sanitary Sewer System



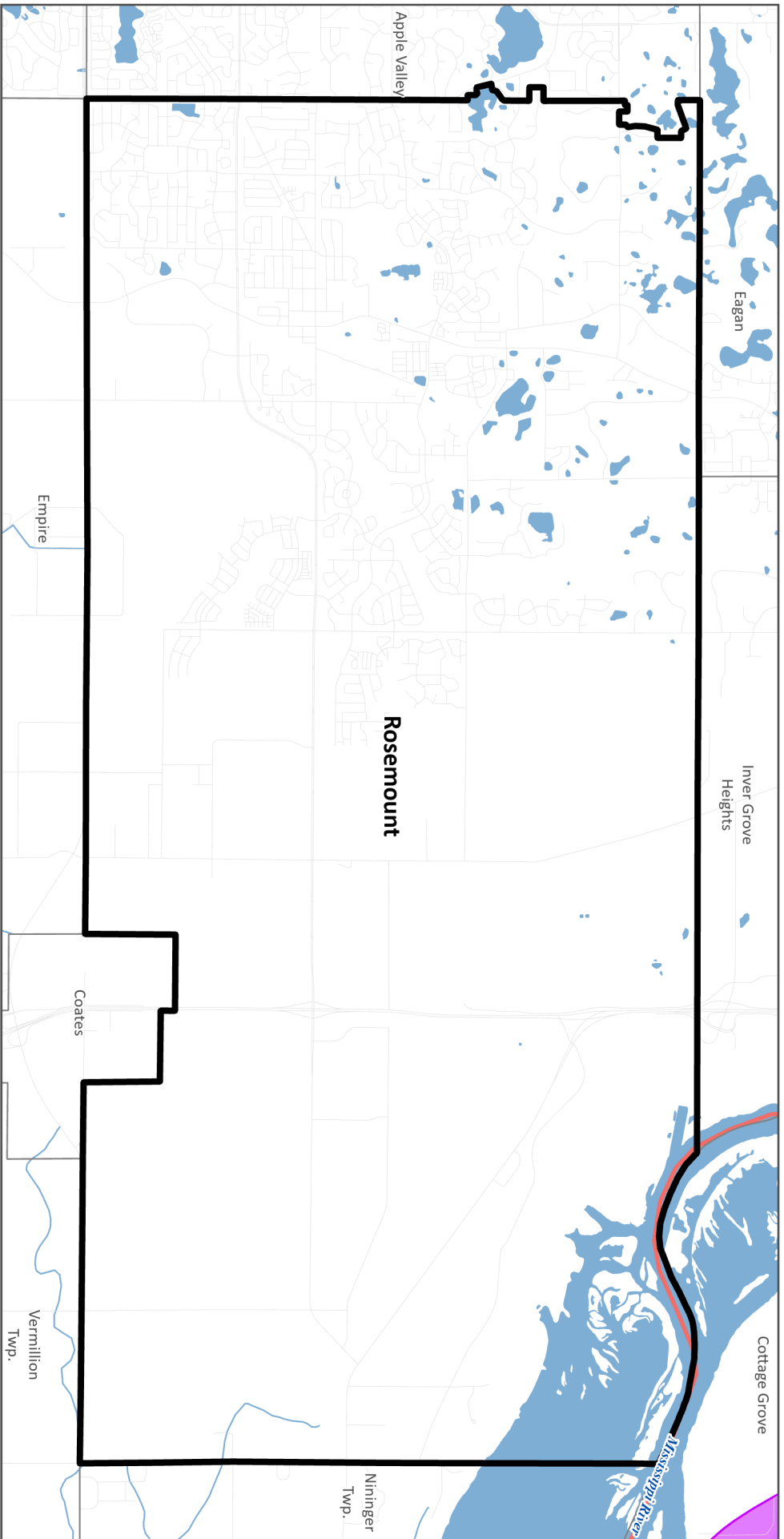
Meters
 Lift Station

Regional Sewer
 Gravity
 Forcemain
 Effluent

2050 MUSA

Sewer Service Areas
 To Meter M###
 Not Served

City of Rosemount Water Contamination and Impaired Waters



Minnesota Groundwater Contamination Atlas

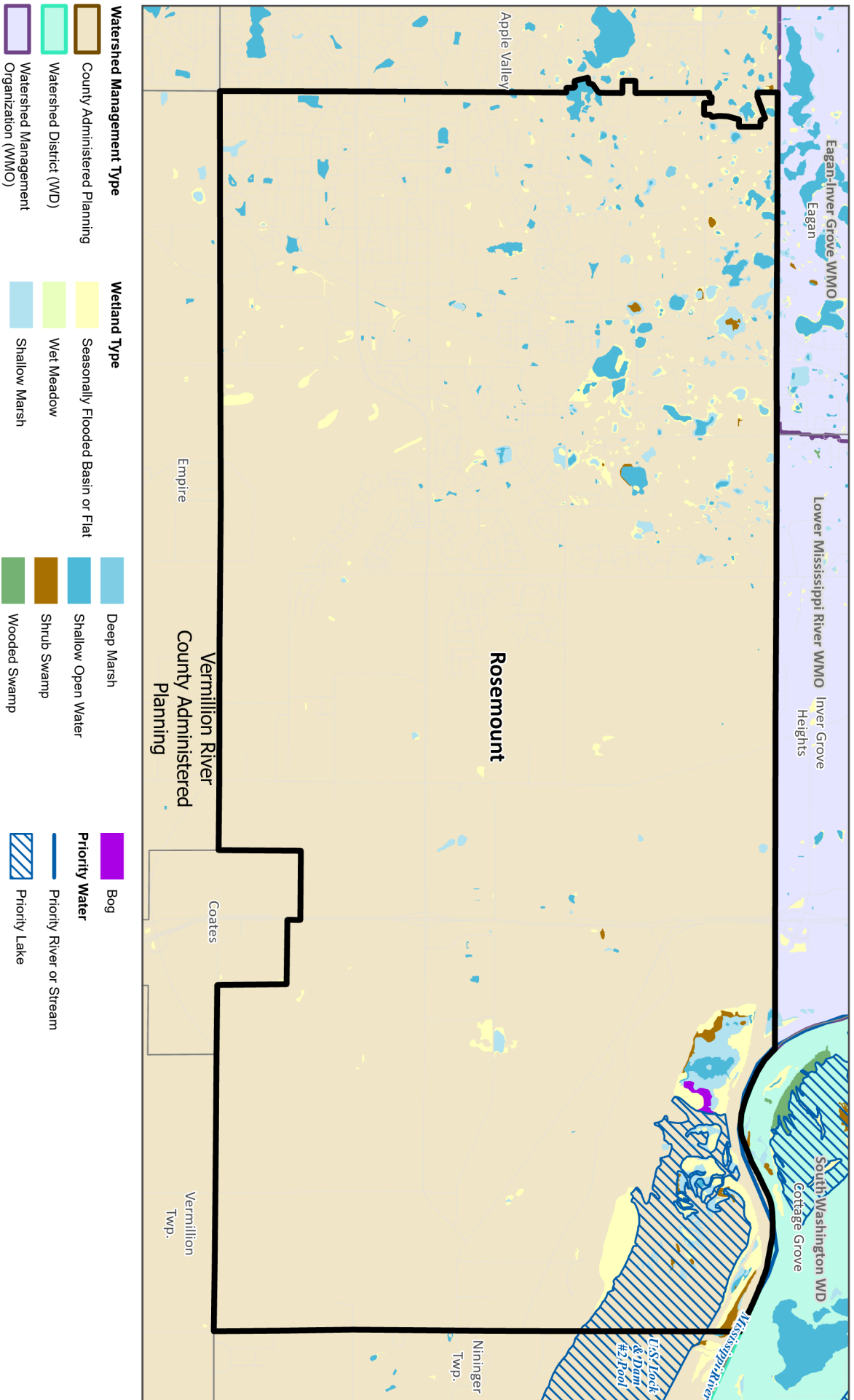
- Groundwater area of concern boundary
- High Confidence Boundary
- Low Confidence Boundary
- Groundwater area of concern *

Minnesota's 2024 Impaired Waters List

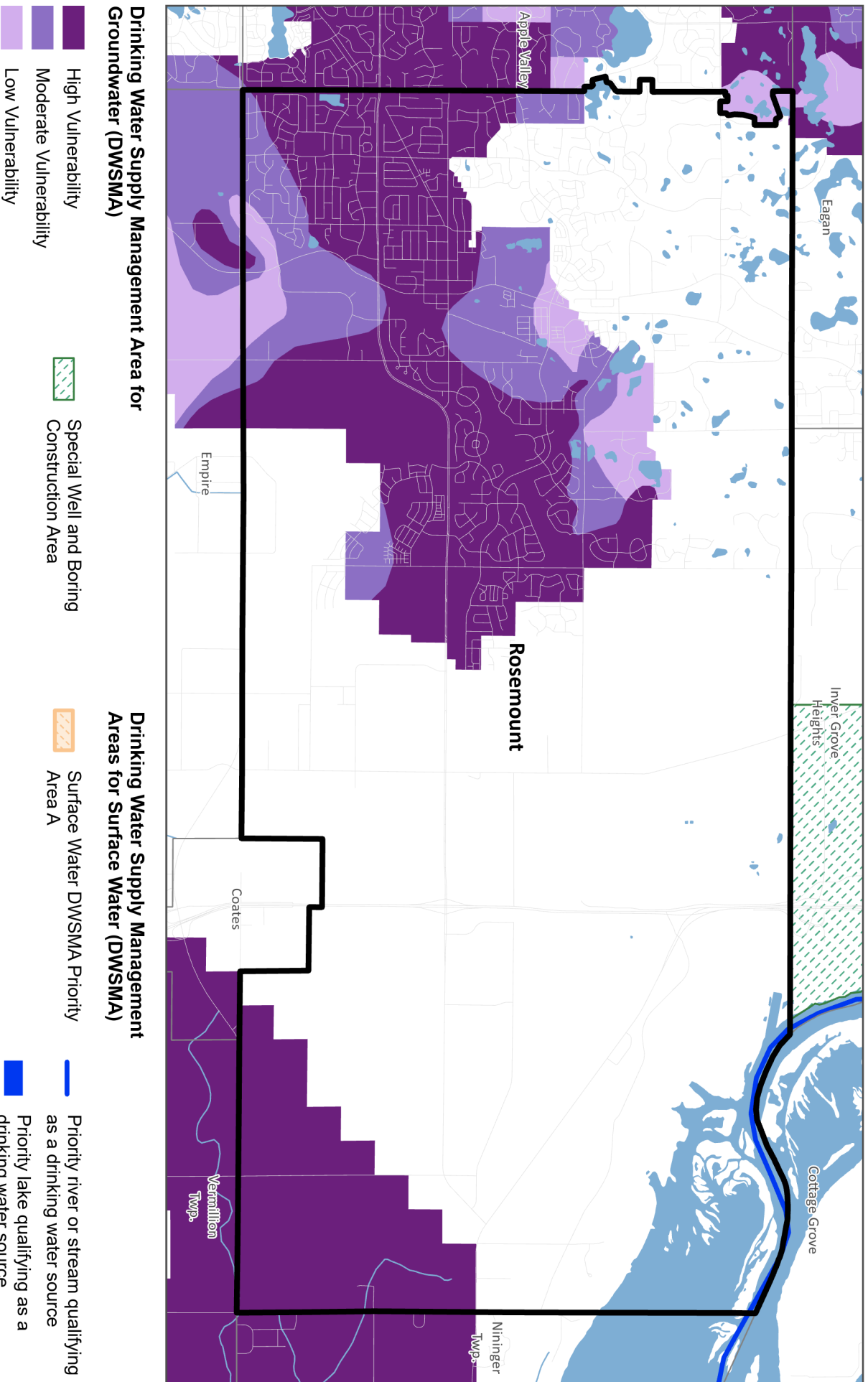
- Impaired Rivers or Streams
- Impaired Lake

* darker shades of purple represent multiple overlapping areas of concern

City of Rosemount Surface Water Features



City of Rosemount Water Supply Considerations



REGIONAL PARKS AND TRAILS SYSTEM STATEMENT CITY OF ROSEMOUNT

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. Rosemount 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 Rosemount are identified in the 2050 Regional Parks and Trails Policy Plan:

Regional Parks, Park Reserves, and Special Features

- **Spring Lake Park Reserve:** This is an existing park reserve with an established boundary. Spring Lake Park Reserve, at nearly 1,600 acres, is located in Rosemount and Nininger Township. It features many trails, numerous picnic shelters and rental spaces, as well as a prairie that is home to a herd of reintroduced American bison. The park reserve boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

Regional Trails

- **Mississippi River Greenway Regional Trail:** This is an existing regional trail that is open to the public. The regional trail travels through South St. Paul, Inver Grove Heights, Rosemount, Nininger Township, and Hastings. It connects the Robert Piron Regional Trail, River to River Greenway Regional Trail, Veterans Memorial Greenway Regional Trail, Rosemount Greenway Regional Trail, Spring Lake Park Reserve, and Vermillion River Greenway Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Rosemount Greenway Regional Trail:** This is a planned regional trail that is not yet open to the public. The planned regional trail travels through Rosemount as it connects Lebanon Hills Regional Park, Vermillion Highlands Greenway Regional Trail, and Mississippi River Greenway Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Vermillion Highlands Greenway Regional Trail:** This is a planned regional trail that is not yet open to the public. The planned regional trail travels through Rosemount and Empire as it connects Lebanon Hills Regional Park, Rosemount Greenway Regional Trail, Whitetail Woods Regional Park, and Vermillion River Greenway Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Dakota County for more information regarding Regional Parks and Trails System Components in Rosemount.

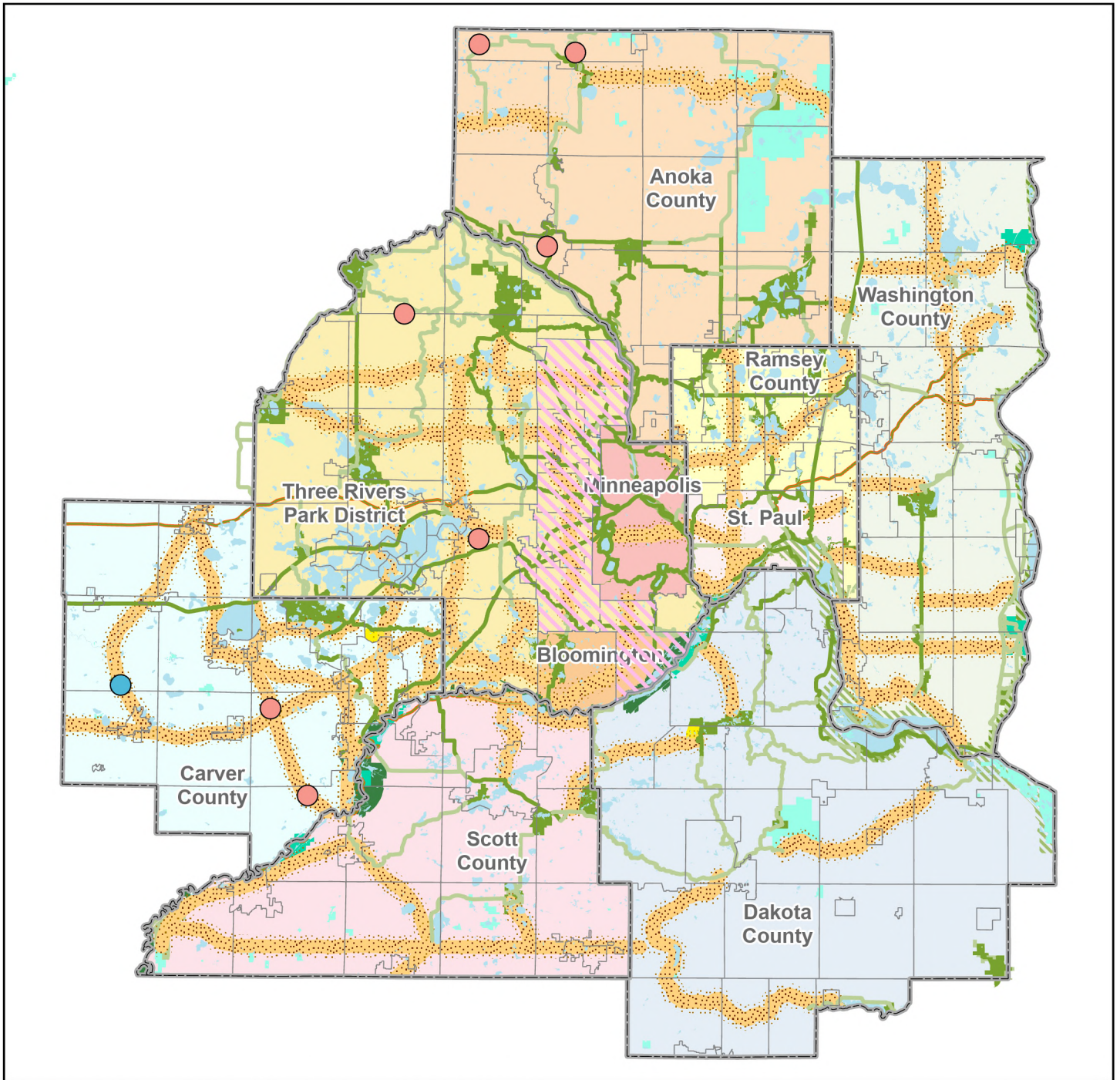
State or Federal Lands in Your Community

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

- Spring Lake Islands Wildlife Management Area – Minnesota Department of Natural Resources

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

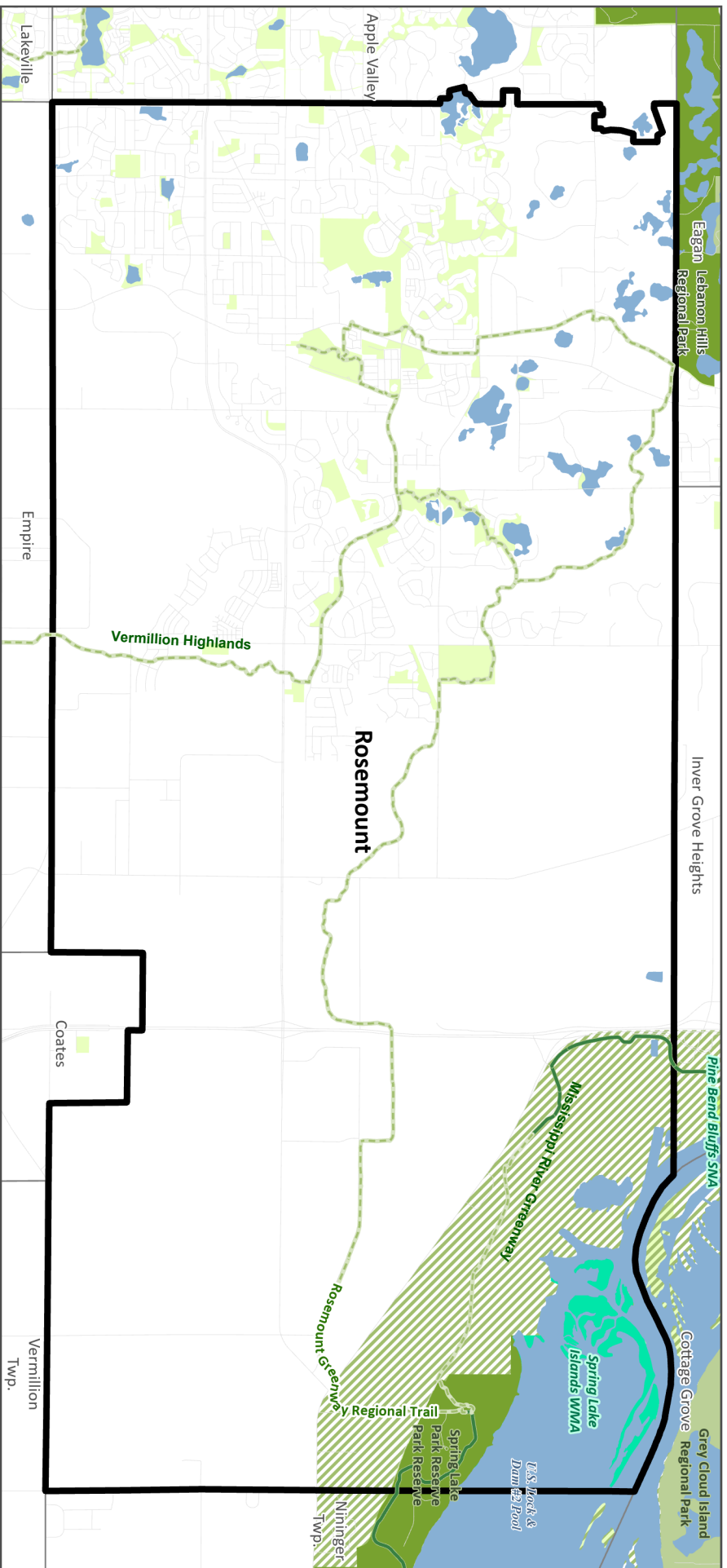
Regional Parks and Trails System



Long-Range Plan Boundary Adjustments and Search Areas

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

City of Rosemount Regional Parks and Trails System



- 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)

- State Trails
- State Parks and Recreation Areas
- State Wildlife Management Areas
- Scientific and Natural 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



2050 Comprehensive Plan Minimum Requirements Checklist

Rosemount

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](#)

Land Use		Pg #
Forecasts and Community Designations		
1	Include a table of forecasted population, households, and employment for 2030, 2040, and 2050, consistent with the Met Council's forecasts.	
2	Met Council forecasts must be used consistently throughout your entire comprehensive plan.	
2.1	Your transportation plan needs to utilize allocated forecasts to transportation analysis zones (TAZs) as published by the Met Council.	
2.2	Your water and wastewater plans need to reflect forecasts to plan for urban services.	
2.3	Your land use plan must reflect and accommodate your forecasts.	
3	Include a map acknowledging your regional Community Designation(s) and state the overall density expectations for your Community Designation(s).	
Existing Land Use		
4	Provide an Existing Land Use Map with a land use legend.	
4.1	Show existing regional parks, park reserves, and special features with a land use of "Park" (or your equivalent) on your Existing Land Use Map.	
5	Provide an Existing Land Use Table. Calculate total acres and percent of total acres for each land use category.	
6	Land uses categories on the map and in the table, as well as any text references must all be consistent with one another.	
Future Land Use Plan		
7	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.	
8	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"> • forecasted growth • wastewater • water resources • housing 	

	• transportation	
9	Include a description of each land use category which includes:	
9.1	Allowed uses and a general description of each use and its purpose.	
9.2	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.	
9.3	Narrative descriptions of land use categories must be consistent with the land use table and map.	
9.4	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.	
10	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.	
10.1	Identify all areas guided to support forecasted growth within the planning period on the Future Land Use Map.	
10.2	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.	
10.3	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.	
11	Provide a Future Land Use table which includes:	
11.1	All land use categories, consistent with the Future Land Use table and map.	
11.2	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.	
11.3	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"> Identify the density range for each residential land use category, which must be consistent with the Future Land Use Table. 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. 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. 	
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.	

Staged Development

17	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.	
17.1	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.	
17.2	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		
18	Identify policies that encourage redevelopment and infill in areas with existing infrastructure and/or transit access where applicable.	
19	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.	
20	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.	
21	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.	
22	Communities proposing an addition to the MUSA must demonstrate that the proposed addition meets the following criteria:	
22.1	Requests must meet system conformance requirements and maintain consistency with regional policies and goals.	
22.2	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.	
22.3	For local governments already served by regional wastewater services, planned sewer-served 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.	
22.4	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.	
22.5	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.	
22.6	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.	
Adjacent to Unincorporated Areas or with Orderly Annexation Agreements		
23	Plan to accommodate growth only in areas within your municipal boundaries unless an orderly annexation agreement (OAA) authorizes another jurisdiction to assume planning authority.	
24	Orderly annexation agreements must encompass the planning horizon and identify needed updates that occur within the planning period.	
24.1	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.	
25	Map stages of development in 10-year increments (existing, 2030, 2040, and 2050).	
26	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.	
Community Composition		
27	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.	
28	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.)	
Historic and Cultural Assets		
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.	
Aggregate Resources		

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.	
Solar Resource Protection & Development		
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.	
Drinking Water Supply Management Areas (DWSMA)		
36	Identify if surface water or groundwater Drinking Water Supply Management Areas (DWSMA) are located within the community.	
37	If DWSMA are present:	
37.1	Provide a map of all DWSMA indicated their location and vulnerability.	
37.2	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.	
37.3	Include strategies needed to implement the identified policies.	
Mississippi River Critical Corridor Area Plans (MRCCA)		
38	If the local government is incorporating the approved MRCCA plan, and not changing it, the following requirements and procedures apply. The draft 2050 comp plan acknowledges the existing DNR-approved MRCCA plan as an element in the 2050 plan by including the existing DNR-approved plan as: <ul style="list-style-type: none"> • a “MRCCA” chapter in the 2050 plan, or • an appendix to the 2050 plan, and referencing the DNR-approved MRCCA plan in the 	

	<p>2050 plan with language similar to:</p> <p>“The MRCCA plan adopted on xx/xx/xxxx and approved by the DNR on xx/xx/xxxx (is included in this chapter/section or in Appendix X). This MRCCA plan continues as the policy document guiding development in the MRCCA under Minnesota Statutes Chapter 116G and Minnesota Rules Chapter 6106.”</p>	
<p>39</p>	<p>If the LGU proposes amendments, the following requirements and procedures apply. LGUs must follow these requirements for a complete submission:</p> <ul style="list-style-type: none"> • LGUs must submit the existing DNR-approved MRCCA plan as a Word document. • All changes must be shown using track changes • All changes must be explained using the comment feature in Word. • MRCCA plan amendments submitted as PDF documents or plans that do not show the proposed amendments with explanatory comments will be returned as incomplete. 	

Housing		Pg #
Existing Housing Needs		
1	Complete an existing housing assessment including:	
1.1	<p>Provide the following information on existing local conditions:</p> <ul style="list-style-type: none"> • The total number of housing units. • 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. • 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. • 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. • The number of households with incomes at or below 30% AMI, between 31-50% AMI, between 51-60% AMI and between 61-80% AMI. • 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. • The share of households experiencing housing cost burden by racial/ethnic group. • The homeownership rate by racial/ethnic group. • 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. • Include the number of low-income affordable ownership housing units needed. 	
1.2	Include a map of subsidized housing units.	
2	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:	
2.1	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.	

Projected Housing Needs		
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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"> • 12 units/acre to support your city or township's 2031-2040 allocation of future affordable housing need at 30% AMI or less. • 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. • 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. 	
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Housing Implementation Plan		
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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"> • 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. 	
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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">• Plans consistent with Met Council policy will clearly and directly link identified needs to available tools.• 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.	
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Transportation		Pg #
Roadways		
1	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"> • Principal Arterials • Minor Arterials • Major Collectors • Minor Collectors • Local roadways 	
2	Include the following information on the Principal and Minor Arterial functional classification systems:	
2.1	Describe and map the existing and proposed number of traffic lanes	
2.2	Describe and map the existing and projected traffic volumes	
2.3	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"> -Figure 9: Regional Mobility Investments: Interchanges -Figure 10. Regional Mobility Investments: Managed Lanes -Figure 11. Regional Mobility Investments: Targeted Regional Capacity 	
2.4	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.	
3	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.	
Transit		
4	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).	
5	Identify, describe and map the transit system located in your community. Include the following features: <ul style="list-style-type: none"> • Local transit services and demand response (including dial-a-ride, microtransit) services • The existing and planned transit centers and park and rides • The existing and planned transit advantages 	

6	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.	
7	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.	
Biking		
10	Describe and map the full local existing and planned bike network. Ensure networks are coordinated across jurisdictions. Include the following information:	
10.1	Identify local bikeway connections to transit facilities.	
10.2	Describe plans, strategies or policies to address connectivity gaps in the bike network that improve accessibility and safety.	
11	Describe and map RBTN within your community including the following:	
11.1	Show all tier 1 and tier 2 RBTN corridors and alignments	
11.2	Show the relationships between the RBTN and local bike network including all existing and planned connections	
11.3	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.	
Pedestrian		
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.	
Freight		
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.	
Travel Demand Management		
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.	
Aviation		
18	Identify policies and ordinances that protect regional airspace from obstructions. Include how your community will notify the FAA of proposed tall structures.	
19	Identify and map any bodies of water that may be used for seaplane operations as designated and regulated by MnDOT in your community.	
Equity and Inclusion		
22	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.	
Climate and Natural Systems		
23	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.	
Transportation Analysis Zone (TAZ)		
24	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.	
24.1	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.	
24.2	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.	
24.3	Transportation Analysis Zones allocation of the forecast is waived for cities and townships with population and employment fully contained in one TAZ.	

Wastewater		Pg #
GIS Requirements		
1	Provide the following GIS sewer system data with the comprehensive sewer plan submittal (GIS shape files or geodatabase feature classes):	
1.1	Local sanitary lines. Include pipe size, pipe material, year built, conveyance method (gravity and forcemain).	
1.2	Local sanitary structures (for example, manholes, lift stations, etc).	
1.3	Existing connections points to the MCES collection system.	
1.4	Future connection points to the MCES collection system (for new growth).	
1.5	Local sewershed service areas or districts by connection point.	
1.6	Intercommunity connection points.	
1.7	Proposed changes in government boundaries based on orderly annexation agreements.	
1.8	Location of all private and public wastewater treatment plants in the community.	
1.9	Individual subsurface sewage treatment systems (as mentioned in the Requirements for Areas Served by Subsurface Sewage Treatment Systems section).	
Areas Served by the Regional System (Urban Area)		
2	Table that details adopted community sewer forecasts:	
2.1	10-year increments to 2050 <ul style="list-style-type: none"> • Households • Employment 	
2.2	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.	
3	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.	
4	Table or tables that provide the following local system information:	
4.1	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.	
4.2	Assignment of 2050 growth forecasts by Met Council interceptor facility. • Household and employment forecasts.	
5	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.	
6	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.	
7	Describe the requirements and standards in the community for minimizing I/I.	
7.1	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.	
7.2	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	
8	Describe the sources, extent, and significance of existing I/I in both the municipal and private sewer systems.	
8.1	Include a description of the existing sources of I/I in the municipal and private sewer infrastructure.	
8.2	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.	
8.3	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.	
8.4	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.	
Requirements for Areas Served by Private Communal Treatment Systems		
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"> • Households • Employment 	
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"> • Allowable land uses and residential densities. • Installation requirements. • Management requirements. • Local government responsibilities. 	

Requirements for Areas Served by Subsurface Sewage Treatment Systems (SSTS)		
24	Indicate in the comprehensive sewer plan the number of individual SSTSs in operation serving residences and businesses in the community.	
25	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.	
26	Describe the conditions under which new individual SSTSs would be allowed.	
27	Provide description of community's SSTS management program compliant with current Minnesota Pollution Control Agency Rules Chapters 7080-7083.	
28	Provide current community SSTS ordinance.	

Water Supply		Pg #
Source Water Protection		
1	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"> • 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. 	
2	Include water resource management goals and policies to protect the quality of water supply sources, especially in any highly vulnerable DWSMAs.	
3	Include water resource strategies to implement source water protection goals and policies.	
	3.1 Describe any fiscal devices or official controls and a timeline for actions.	
	3.2 Describe planned collaboration with neighbors, watersheds, and agencies to prevent contamination, especially in highly vulnerable DWSMAs.	
4	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.	
Privately-owned wells and non-municipal water supply systems		
5	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.	
Municipal community public water supply systems		
9	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"> • Describe current and planned municipal water supply service areas. • Include a map (optional) 	
10	Include goals and policies for providing municipal community public water supply service through 2050.	
11	Include strategies to implement goals and policies for providing water supply service. <ul style="list-style-type: none"> • Describe any fiscal devices or official controls and a timeline for actions, to address items not included in your local water supply plan. 	
12	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:	
12.1	Include water demand forecasts for all served communities, consistent with the Met Council forecasts for 2030, 2040 and 2050.	
12.2	Include the design capacity, current or typical operating capacity, limitations for existing water supply infrastructure, and status of all water sources.	
12.3	Include the difference between projected demand and existing capacity for 2030, 2040 and 2050.	
12.4	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"> • Include or reference any adopted and planned local controls. 	
12.5	Describe implementation strategies to support emergency preparedness for ensuring water supply. <ul style="list-style-type: none"> • Include or reference any adopted and planned local controls. 	
12.6	Describe proposed construction of any planned new water supply infrastructure for 2030, 2040 and 2050.	
13	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.	
14	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.	
15	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.	
16	Include water management goals and policies to address potential impacts of changing water appropriation needs.	
17	Include strategies to implement these water appropriation-related goals and policies. <ul style="list-style-type: none"> • Describe any fiscal devices or official controls and a timeline for actions, to address items not included in your local water supply plan. 	
22	To support emergency preparedness and to ensure that the DNR-approved local water supply plan is consistent with regional policies, it must:	
22.1	Include information about the source, capacity and limitation of the emergency water provided.	
22.2	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.	
23	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.	
24	Attach and respond to comments from the county as part of your comprehensive plan update submittal, especially regarding how the local water supply plan aligns with the county's adopted groundwater plan.	

Surface Water		Pg #
Surface Water		
1	An executive summary that summarizes the highlights of the local water plan.	
2	A summary of the appropriate water resource management-related agreements that have Local been entered into by the local community.	
3	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:	
3.1	Drainage areas	
3.2	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.)	
3.3	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.	
4	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:	
4.1	Include areas and elevations for stormwater storage adequate to meet performance standards or official controls established in the WMO plan(s)	
4.2	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"> • 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). • 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) 	
4.3	Clearly define the responsibilities of the community from that of the WMO(s) for carrying out the implementation components	
4.4	Describe official controls and any changes to official controls. At a minimum, the plan should include:	

	<ul style="list-style-type: none"> • An erosion and sediment control ordinance consistent with NPDES Construction Stormwater permit requirements and other applicable state requirements • 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) 	
4.5	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	
4.6	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	
4.7	A section titled "Amendments to Plan" that establishes the process by which amendments may be made.	

Parks		Pg #
Regional Parks and Trails		
1	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).	
2	If no portion of the Regional Parks and Trails System falls within your community, state that fact in your comprehensive plan.	
3	Describe, map, and label the federal and state recreational lands within your community, as shown on your System Statement.	
4	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.	
5	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.	
Local Parks and Trails		
6	Describe and map your existing and proposed local parks, trails, and recreation facilities.	
7	Include a capital improvement program for parks and open space facilities as part of your implementation program.	

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

Natural Systems

Pg #

Natural Systems Requirements		
1	Identify existing natural systems in your community by mapping terrestrial areas and water bodies.	
2	Identify and map protected areas using the provided commonly protected areas data.	
3	Identify and map significant and sensitive terrestrial and water areas in your community.	
4	<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"> • 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. 	
5	<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"> • 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. 	
6	Identify and list protection and improvement strategies to help achieve your community’s overall natural systems goals for terrestrial and water systems.	
7	List any planned or proposed protection or improvement initiatives for natural systems in your community in the next 10 years.	

Implementation		Pg #
Implementation Actions		
1	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.	
1.1	Define a timeline as to when actions will be taken to implement each required element of your comprehensive plan.	
1.2	Include a schedule for the preparation, adoption, and administration of needed changes to official controls.	
1.3	Describe all public programs, fiscal devices, and other actions your community will use to implement your plan.	
1.4	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.	
Capital Improvement Plan		
2	<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"> • Describe all relevant official controls related to zoning, subdivision, water supply, and private sewer systems. • The CIP must align with development staging identified in other parts of your plan and include budgets and expenditure schedules. 	
Update Local Controls		
3	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.	

Planning Commission Regular Meeting: November 25, 2025
 Tentative City Council Meeting:

AGENDA ITEM: Planning Commission Calendar 2026	AGENDA SECTION: DISCUSSION
PREPARED BY: Liz Kohler, Community Development Technician	AGENDA NO. 8.c.
ATTACHMENTS: DRAFT 2026 Planning Commission Submittal Deadlines	APPROVED BY:
RECOMMENDED ACTION: Informational only	

BACKGROUND

Discussion of the Planning Commission calendar for 2026.

RECOMMENDATION

This item is informational. No action is required.



City of Rosemount Community Development Department Planning Commission Meetings

Project Applications and Supporting Documentation Submittal Deadlines for 2026

Submission Deadline	Planning Commission Meeting Date	City Council Meeting Date
December 30, 2025	January 27, 2026	February 17, 2026
January 27, 2026	February 24, 2026	March 17, 2026
February 24, 2026	*March 16, 2026	April 21, 2026
March 31, 2026	April 28, 2026	May 19, 2026
April 28, 2026	May 26, 2026	June 16, 2026
May 26, 2026	June 23, 2026	July 21, 2026
June 30, 2026	July 28, 2026	August 18, 2026
July 28, 2026	August 25, 2026	September 15, 2026
August 25, 2026	September 22, 2026	October 20, 2026
September 29, 2026	October 27, 2026	November 17, 2026
October 27, 2026	November 24, 2026	December 15, 2026
November 24, 2026	*December 21 or 22, 2026	January 19, 2027

- 1) These dates are not guaranteed if the application material is incomplete. Staff will notify applicant within 15 calendar days after submission as to the application status.
- 2) Council dates are tentative. Additional time may be required for plan revisions.
- 3) City Council approval is not required for Site Plan Review or Variance Applications unless a decision is appealed.
- 4) Parks & Recreation Committee meets the 4th Monday of each month.
- 5) Utility Commission meets the 3rd Monday of each month.