



Comprehensive Plan City of Columbus

5/30/18 DRAFT



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Chapter 1: Introduction and Goals

The purpose of this comprehensive plan is to provide the City of Columbus with policy direction for the future growth and development of the city. This is intended to ensure that growth is managed in a way that contributes to the city's livability, small town character, environmental quality, and long term sustainability. This plan reflects the values and goals prioritized by Columbus residents and other key stakeholders. The policy framework proposed in this plan has been established to provide direction toward these goals.

This plan provides an overview of existing conditions in Columbus, including historical context, existing land use, water and natural features, public facilities, transportation, population, housing, and employment trends and forecasts. It also provides goals and policies for the future of the city and proposes an implementation plan extending to 2040. The plan's policies are focused around future land use guidance for land within the city. It also provides policies and recommendations for the infrastructure, public facilities, and services that are needed serve the forecasted population and employment in the city.

In addition to providing direction for the city, this plan satisfies the requirements of the Metropolitan Land Planning Act: Minnesota Statutes, Section 473.859. This requires that all seven-county metropolitan area cities complete a comprehensive plan update every ten years. The purpose is to ensure that growth is coordinated with the development of regional systems and policies, as overseen by the Metropolitan Council. This plan covers all the elements required under this guidance, to the extent they are applicable to Columbus.

This plan updates and replaces the city's previously adopted comprehensive plan, which was approved in 2009.

Regional Setting

Columbus is located on approximately 47.6 square miles in Anoka County. It is northwest of the I-35 merger and is neighbors to Forest Lake, Hugo, Lino Lakes, Blaine, Ham Lake, East Bethel, Linwood Township, and Wyoming. According to the Metropolitan Council, Columbus is designated as a Diversified Rural and Emerging Suburban Edge community in the Metropolitan Area. **Figure 1.1** shows the boundaries of the designation areas for Columbus and the surrounding communities.

The Emerging Suburban Edge portion is in the southeast corner of the city, closest to I-35 and the freeway split. This area has public utility access, so is able to develop more intensely than the remainder of the city. This area is beginning to transition toward urbanized development, but is less than 40% developed.

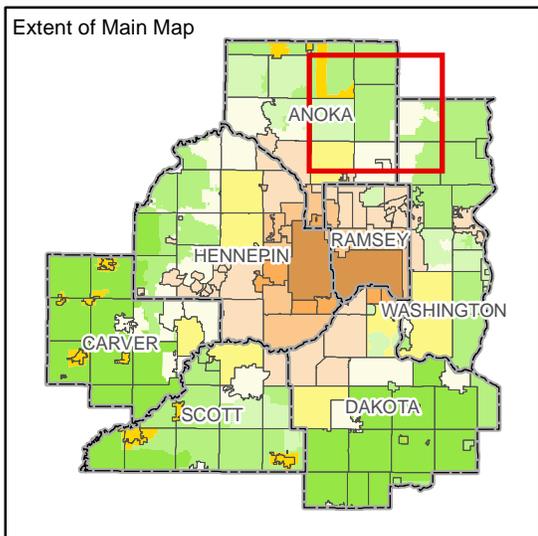
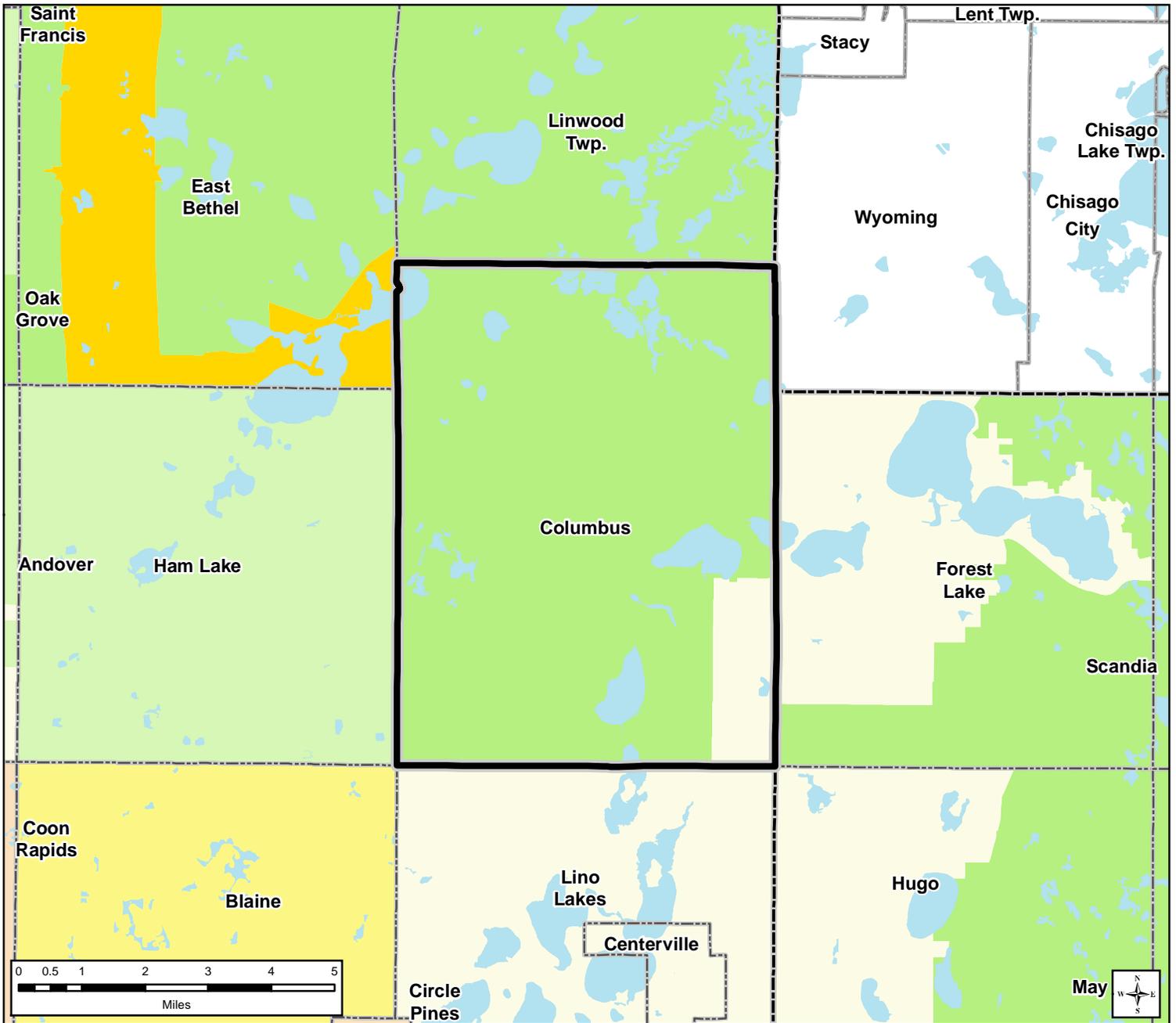
Emerging Suburban Edge communities include cities, townships and portions of both that are in the early stages of transitioning into urbanized levels of development. Emerging Suburban Edge communities are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment. In addition, Emerging Suburban Edge communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan. Adjacent areas in Forest Lake, Wyoming, and Lino lakes share this designation.

However, the majority of the city is Diversified Rural, a more low intensity designation. Diversified Rural communities are home to a variety of farm and nonfarm land uses including very large-lot residential, clustered housing, hobby farms, and agricultural uses. Diversified Rural communities are expected to

plan for growth not to exceed forecasts and in patterns that do not exceed 4 units per 40 acres on average. Adjacent areas of East Bethel, Linwood Township, and a portion of Forest Lake share this designation.

Diversified Rural communities are expected to manage land uses to prevent the premature demand for extension of urban services, so that existing service levels will meet service needs. This may include clustering of development in a way that preserves larger areas for future development, and protects sensitive natural resources. The Land Use chapter will further explore how this is incorporated into an overall plan for development in the city.

Community Designation City of Columbus, Anoka County



Community Designation

- | | |
|--|--|
|  Urban Center - Core City |  Rural Center |
|  Urban Center |  Diversified Rural |
|  Urban |  Rural Residential |
|  Suburban |  Agricultural |
|  Suburban Edge |  Outside Council planning authority |
|  Emerging Suburban Edge | |

-  County Boundaries
-  City and Township Boundaries
-  Lakes and Major Rivers

Background/History of the Community

The history of Columbus is influenced by both Native Americans and the European settlers that followed. Human settlement of areas within the City of Columbus can be traced back to the presence of the Hopewell tribe of Native Americans. Archeologists believe that the Hopewell tribe established extensive trading with tribes over the entire continent. Burial mounds are located around Howard Lake in the Lamprey Pass Wildlife Management Area.

Following European settlement, this area became a predominantly agricultural community, although less than half of the land area was suitable for crop cultivation due to extensive wetland areas. Activities included small farming operations, such as grass harvesting for the assembly of mats, poultry farming, and wild rice harvesting. Several historic farmsteads of European settlers are also located in the city, including the Yost, Hans Hanson, J. T. Elwell, and Thurnbeck farms. The Anoka County Historical-Genealogical Society maintains files called Century Farms that include photographs, plat maps, crop information, and other information related to historical farms.

The Township of Columbus was platted in 1856 and a town organization was formed in 1857. Early settlers sought to develop a village center on the St. Paul-Kettle River Road, one of the earliest stage lines to be developed in the state. This site, known as “Boehm’s Corner,” contained a sawmill and hotel. Efforts to encourage the development of a village center met with no success. The township lost a bid in the mid-1860’s for the Anoka County seat and it was passed over as a potential route for the St. Paul-Duluth Railroad. The village center never materialized and, by 1879, the township abandoned efforts to establish a village at that site.



By the late 1880s the logging industry had depleted its resources and a new industry arose in the 1890s. The American Grass Twine Company began harvesting the native wire grass which covered the areas lowland prairies. This company, which employed 700-800 people in their St. Paul factory, later became the Crex Carpet Company of St. Paul. Three camps were located in Columbus Township and 10,000 acres were included in the company’s holdings. At one time, the camps employed 100 men and used 250 horses. After World War I, the carpet company went into decline and the land became tax delinquent. Many acres reverted to the state and became part of what is now the Carlos Avery Wildlife Management Area.

More recently, the citizens of Columbus petitioned the Town Board to change the form of government from a town to a city in 2006. On Sept. 21, 2006 the Township of Columbus was incorporated and became the City of Columbus.

Planning Process

The Columbus comprehensive plan update process began in early 2017. In March 2017, there was a kickoff meeting with the Planning Commission. At this meeting, the overall scope of the plan was discussed, as well as priorities the plan update.

In July, August, and October, there were meetings with the Planning Commission to explore land use and development scenarios for Rural Diversified areas of the community. This provided insight into appropriate levels of development in those areas.

In February 2018, there was a workshop with the Planning Commission and property owners in the freeway district to determine direction for land use and intensity in this area of the city.

A public open house was held later in February. The meeting covered existing conditions across the city, forecasted growth, proposed growth plan, and related topics. The public was invited to attend to provide comments, which were incorporated in the plan.

The draft plan was reviewed at a public hearing in May 2018, and subsequently approved by City Council for distribution for interjurisdictional review later that month.

A summary of the full planning process will be included here, once it is complete.

Goals and Policies

Comprehensive plan goals and policies are statements which provide the official basis for future City actions related to growth and development. The goals and policies in this plan reflect community input from community engagement efforts and the vision statement of the City. Goals and policies are official statements which provide the basis for development and redevelopment strategies. Goals identify various objectives of the City in managing future growth and protecting natural resources. Policies represent the official position of the City with respect to implementation of goals. The implementation chapter provides the next layer: implementation steps needed to move goals and policies from high level direction to action.

Generally speaking, the overall goals of the City include: protecting the health, safety and welfare of the public; preserving natural features and environmental systems; protecting the rural character and identity of the city; and developing new employment and tax base in the community. From the perspective of accommodating growth, this means ensuring that adequate public services and infrastructure are available in a timely fashion to accommodate growth, so that it can be appropriately and sustainability incorporated into the community without overloading any systems or causing environmental damage.

Many of these goals are similar to those in the 2008 plan. This is intentional: long term goals and policies may take years to achieve, and providing consistent yet flexible direction helps to keep a community moving forward.

Growth Management

Goal #1: Encourage and manage future growth in the city, consistent with community values, small town character, and long term financial sustainability.

Policies:

- Protect the rural character of the city.
- Maintain land use patterns which ensure compatibility and function of uses.
- Establish land use patterns that reflect natural amenities and environmental constraints.
- Provide for the orderly development of safe and efficient housing opportunities.
- Maintain housing opportunities that will be consistent with the rural nature of the city and the protection of environmental systems.
- Protect the health and safety of residents, as well as insuring stable residential areas.

Land Use

Goal #2: Manage development of rural diversified areas in a way that protects community character, preserves environmental resources, and allows for flexibility.

Policies:

- Maintain the overall existing density of rural residential areas.
- Allow for flexibility in lot sizes, through lot averaging or clustering, to manage development in rural areas.
- Require adequate lot sizes, minimum buildable areas, and MPCA Rules Chapter 7080, as amended, to sustain individual sewage treatment systems.
- Prohibit unplanned commercial or industrial uses from developing near residential areas.

Goal #3: Manage development in suburban area areas in a way that accommodates additional housing, jobs, and tax base for the community and efficiently uses urban services.

Policies:

- Maintain a hierarchy of land uses within the Freeway Corridor, reserving land adjacent to the I-35 interchange for the highest intensity uses and land furthest from the interchange for more extensive land uses.
- Promote a pedestrian friendly development standard within the Freeway Corridor to provide internal non-vehicle access options and ensure future residential development has pedestrian access and circulation within the Freeway Corridor.
- Encourage the development of multifamily residential development in suburban residential areas to expand life cycle housing alternatives and housing price options that do not exist in the rural residential areas.
- Promote the development of senior citizen housing, including assisted living and similar adult care facilities, in the Freeway Corridor.
- Minimize the impacts on future residential uses due to area commercial and industrial land uses and freeway proximity.
- Coordinate affordable housing needs with the Anoka County Housing and Redevelopment Authority.

Natural Resources

Goal #4: Protect existing natural resources to ensure continued environment health and benefits to the community.

Policies:

- Protect high quality functioning environmental systems from unnecessary impacts of future growth and development activities.
- Maintain and enhance the natural amenities of the city for future generations to enjoy.
- Protect the surface waters and wetland areas of the city to promote aesthetic qualities, natural

habitat areas, and ground water recharge.

Community Facilities and Services

Goal #5: Provide a range of public services and facilities to enhance community safety, livability, and quality of life.

Policies:

- Promote safe neighborhoods and crime prevention in the city.
- Retain the quality of life in the city.
- Provide efficient and responsive services to residents and businesses.
- Maintain the quality of education opportunities available to residents.
- Explore expanded joint service initiatives and potential utility feasibility through continued communication and cooperation with city, county, and school officials.
- Promote effective communication with residents, business owners, educators, and volunteer organizations to maintain an understanding of community goals and objectives.
- Establish priorities for basic services to ensure that the highest levels of safety and accessibility are provided in the city.
- Maintain adequate and efficient administrative, public works, and emergency services to respond to growth in the city.
- Maintain appropriate development standards to ensure adequate protection for the use of solar energy systems.
- Work with the Anoka County Historical society and the Minnesota Historic Preservation Office to preserve the cultural resources in the community.

Economic Competitiveness

Goal #6: Support the development and maintenance of a variety of businesses to provide jobs, goods and services, and tax base to the community.

Policies:

- Coordinate and promote marketing of Lake Drive and Freeway Corridor business development opportunities.
- Encourage the development of retail, service, and general commercial uses in the Freeway Corridor, particularly on sites around the interchange.
- Allow for intensification of commercial/industrial opportunities in the Lake Drive corridor, consistent with the rural character of the city, and compatible with adjacent residential uses.
- Maintain adequate lot sizes and minimum buildable areas for commercial/industrial uses in the Lake Drive corridor to provide for convenient and safe access, to ensure adequate installation and operation of private utilities, and to allow site buffering and landscaping.
- Promote shared driveways and frontage roads in the Lake Drive corridor in order to minimize highway access points.

- Pursue and coordinate potential extensions of public utilities in the Lake Drive corridor with the City of Lino Lakes and the Metropolitan Council.
- Minimize potential incompatibilities between commercial/industrial and residential uses through adequate setbacks, buffering, or other strategies.
- Maintain high design and development standards within all business development areas.

Housing

Goal #7: Provide for a range of housing types and levels of affordability to meet the needs of residents who want to live in Columbus.

Policies:

- Protect residential areas from incompatible uses.
- Provide higher density housing alternatives in the I-35 public utility corridor.
- Encourage the rehabilitation of the existing housing stock in the city as a source of affordable housing.
- Coordinate with the Anoka County Housing and Redevelopment Authority to provide housing improvement assistance to residents.
- Participate in appropriate programs that will enhance housing opportunities for senior citizens.

Parks and Recreation

Goal #8: Provide a system of convenient active and passive recreation opportunities for residents and visitors.

Policies:

- Enhance the existing park and recreation areas in the city.
- Where appropriate, support the creation of new park, open space, and trail opportunities as part of new development.
- Work with Anoka County and other partners to develop trail corridors through the city to link Columbus with adjacent communities and regional parks and destinations.

Transportation

Goal #9: Maintain a safe, efficient, and convenient multimodal transportation system that accommodates all users and balances accessibility and mobility.

Policies:

- Maintain a safe and efficient road transportation system.
- Develop a long-term plan for the paving of all public thoroughfares in Columbus.
- Improve the current transportation system to relieve congestion and accommodate growth.
- Safely accommodate bicyclists and pedestrians in the city.

- Manage freight in a way that serves area needs while limiting impacts on the community.
- Enhance transit opportunities in and near the city.
- Comply with all regulatory requirements related to airspace.
- Coordinate transportation planning and system improvements with Anoka County and Minnesota Department of Transportation (MnDOT).

Public Utilities

Goal #10: Develop and maintain a planned and cost-effective system of public utilities suitable for the level of existing and anticipated development in the city.

Policies:

- Provide cost-effective public utilities within the I-35 corridor.
- Partner with adjacent communities, including Forest Lake and Lino Lakes, to explore opportunities to extend public utilities into appropriate areas.

Chapter 2: Land Use

Purpose

The land use element is a major focus of the comprehensive plan. This element shows where, when, and what type of development is expected to accommodate anticipated future growth of population, households, and jobs. Growth and development patterns, in turn, determine the need for new infrastructure, parks, and other public investment in services and facilities.

In addition to this, the land use plan demonstrates how the city will fit within overall regional planning requirements and guidelines. The City of Columbus has portions of the community that are identified as Emerging Suburban Edge and Rural Residential. This plan generally reflects the guidelines for these designations.

Forecasts

Future growth in the city is forecasted as part of the regional planning process, based past growth trends, ability of the city to accommodate growth, and future expectations in terms of overall growth patterns. These forecasts are used as a starting place to determine need for land to accommodate new development.

As of 2015, approximately 3,828 people lived in Columbus in roughly 1,426 households. **Table 2.1** shows estimated and forecasted growth in the city. This growth represents a moderate increase over existing levels of population, households, and jobs. From 2015 to 2040, the population is expected to grow by 43% and employment is expected to grow by 25%.

| Table 2.1 – Forecasted Population, Housing, & Employment | | | | | |
|--|-------|-------|-------|-------|-------|
| | 2010 | 2015 | 2020 | 2030 | 2040 |
| Population | 3,914 | 3,828 | 4,220 | 4,950 | 5,500 |
| Households | 1,416 | 1,426 | 1,600 | 1,930 | 2,200 |
| Employment | 1,172 | 1,436 | 1,500 | 1,670 | 1,800 |

Source: Metropolitan Council

Recent population and household growth in Columbus was strongest in the 1970s and 1980s. This growth reflected a region-wide, outer-ring suburban trend, which largely resulted from the development of the interstate highway system. Communities surrounding Columbus, as well as Anoka County as a whole, experienced similar if not more rapid growth.

The large lot, rural residential character of housing and the limited amount of developable land in Columbus have resulted in a decrease in the rate of growth since 1990. Communities with greater developable land supplies, particularly those with municipal sewer and water, have maintained an accelerated pace of growth since 1990. Columbus' rate of growth has been similar to the overall growth rate of Anoka County. Household size has declined in Columbus and Anoka County since 1970, which parallels the national trend. Columbus maintained one of the higher average numbers of persons per household in the county from the 1970s through the 1990s, but has had ratios closer to county and neighboring community ratios since the 2000s. **Table 2.2** illustrates historical population, household, and persons per household rates in Columbus from 1970 to 2010.

| Table 2.2 – Columbus Population & Households | | | | | |
|--|-------|-------|-------|-------|-------|
| Category | 1970 | 1980 | 1990 | 2000 | 2010 |
| Population | 1,999 | 3,232 | 3,690 | 3,957 | 3,914 |
| Households | 487 | 870 | 1,129 | 1,328 | 1,146 |
| Persons per Household | 4.11 | 3.72 | 3.27 | 2.98 | 2.76 |

Source: US Census Bureau

Table 2.3 shows the age distribution of Columbus residents in 2010. The median age in Columbus in 2010 was 45.3 years, higher than the county median of 37.1.

| Table 2.3 – Age Distribution in Columbus, 2010 | | |
|--|-------|-----------------------|
| Age | Count | Percent of Population |
| Under 5 | 163 | 4.2% |
| 5-9 | 223 | 5.7% |
| 10-14 | 281 | 7.2% |
| 15-19 | 315 | 8% |
| 20-24 | 184 | 4.7% |
| 25-34 | 316 | 8.1% |
| 35-44 | 449 | 11.5% |
| 45-54 | 875 | 22.4% |
| 55-64 | 671 | 17.1% |
| 65-74 | 308 | 7.9% |
| 75-84 | 105 | 2.7% |
| 85 and Over | 24 | 0.6% |
| Totals | 3,914 | 100% |

Source: US Census Bureau

The racial background in Columbus is predominantly white, non-Hispanic (93.6%). This compares to approximately 87% in Anoka County as a whole. Asians and Pacific Islanders make up the largest minority population in Columbus, followed by Hispanic, African American, and American Indian. **Table 2.4** illustrates the 2010 census breakdown of the population by race in Columbus.

| Table 2.4 – Race/Ethnicity in Columbus, 2010 | | |
|--|-------|-----------------------|
| Race | Count | Percent of Population |
| White | 3,665 | 93.6% |
| American Indian | 25 | 0.6% |
| African American | 26 | 0.7% |
| Asian/Pacific Islander | 142 | 3.7% |
| Two or More Races | 48 | 1.2% |
| Some Other Race | 8 | 0.2% |
| Total | 3,914 | 100% |
| Ethnicity | | |
| Hispanic/Latino | 64 | 1.6% |

Source: US Census Bureau

The economic base of Columbus is transitioning from a more traditional rural service center to a regional sales, service, and entertainment center. Columbus is home to a number of businesses that have historically served recreational and service needs, such as watercraft, snowmobile, recreational vehicle conversions, and vehicle sales and service centers. The Lake Drive (CSAH 23) commercial/industrial area is home to expanding construction services, trucking, floral production, landscaping, trade services, warehousing, light manufacturing, and vehicle sales and service. **Table 2.5** summarizes historic employment trends.

Employment throughout Columbus increased more than tenfold between 1990 and 2010. Employment opportunities within the Interstate 35 corridor have increased since 2000 with the development of Ziegler Caterpillar, Coates RV, Brinkman Trailer, and the Running Aces harness racing and card room facility. There are substantial employment growth opportunities remaining in both the Lake Drive and I-35 commercial and industrial development corridors.

| Table 2.5 – Columbus Historical Employment Trends | | | | | | | |
|---|------|------|------|------|-------|-------|---------------------|
| Year | 1970 | 1980 | 1990 | 2000 | 2010 | 2015 | Job:Pop Ratio, 2015 |
| Employment | 80 | 100 | 100 | 507 | 1,172 | 1,436 | .38 |

Source: U.S. Census; Metropolitan Council; MN DEED

Summary

- Columbus has had a growth rate that is comparable to county averages in recent years, slower than it has been historically. The more gradual pace of growth help in planning future land use to avoid boom and bust cycles.
- Columbus has a higher median age than the county, which may mean the city will experience demand for senior services sooner than other communities in Anoka County. Additionally, a small youth population can impact schools and employment opportunities in the city.

- Columbus' low density rural character overall will limit growth opportunities, but there are key locations where new jobs and housing can be located.

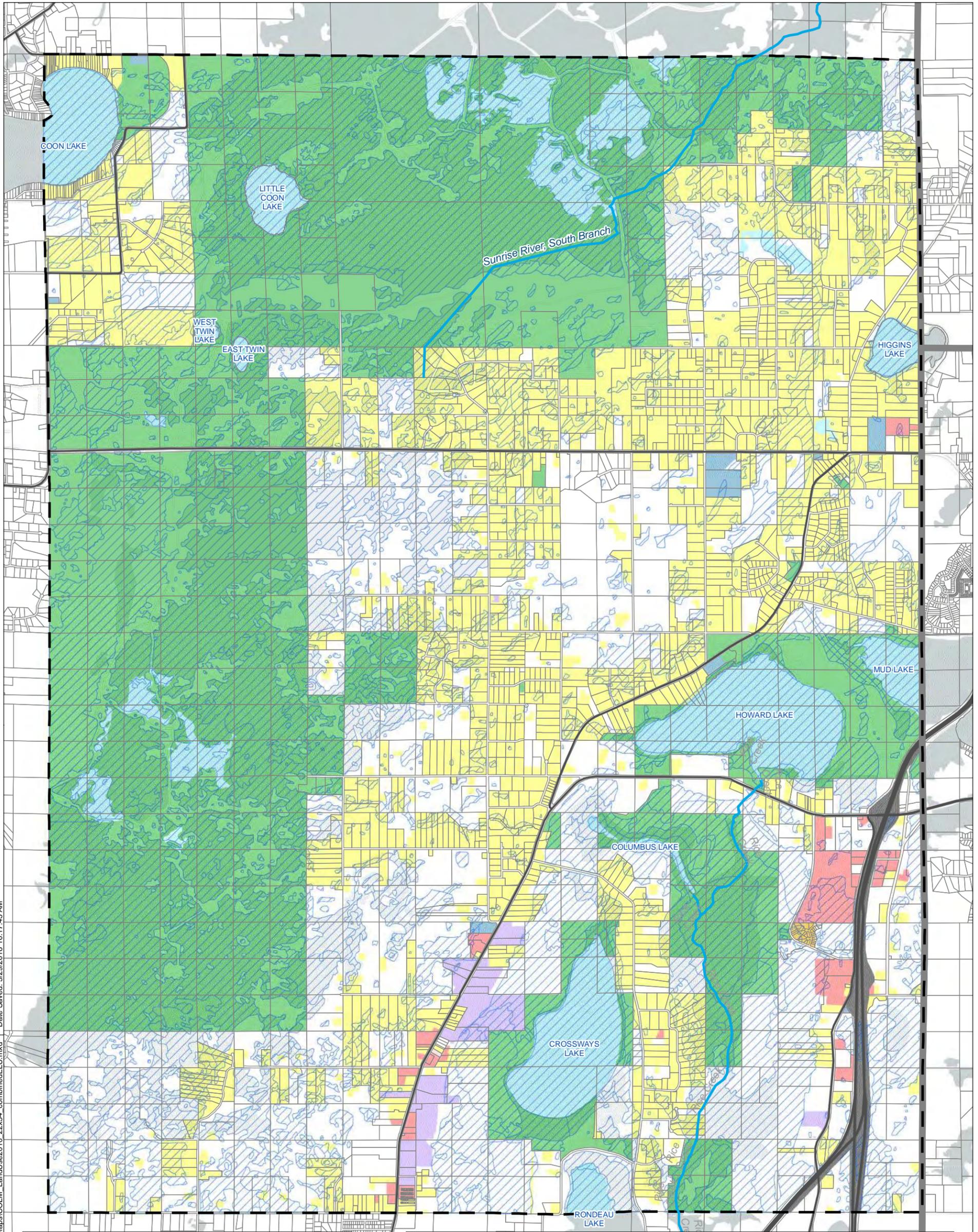
Existing Land Use

The city's existing land use is the base for future growth and change. **Figure 2.1** shows the existing land use for the City of Columbus. **Table 2.6** summarizes acreages of land by type. Following is a summary and description of the land use categories within the city.

As of 2017, the City of Columbus covered around 30,468 acres, of which around 17,487 (57%) is constrained by some feature that limits development, such as wetlands. The largest of the land use categories was park, recreational, or preserve, which accounted for roughly 38% of the total acreage. The next two largest land use categories are single family detached and undeveloped, each accounting for about 22-23% of the city's total acreage.

The predominance of these land use types points to the very rural nature of the majority of the city, characterized by large publicly owned preserves and large lot single family development.

The land supply is anticipated to be more than adequate to accommodate all planned future growth through 2040 within existing city limits.



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Legend

- City / Township Limits
- County Limits
- Trunk Highways
- Railroads
- National Wetland Inventory



0 1 Miles

Source: Anoka County, MNDOT, MNDNR, & Met. Council

Land Use

- | | |
|-----------------------------|--------------------------------|
| Rural Residential | Institutional |
| Suburban Residential | Park, Recreational or Preserve |
| Retail and Other Commercial | Major Highway |
| Office | Water |
| Industrial and Utility | Agricultural/Undeveloped |

10000 AVENUE

| Table 2.6 – Existing Land Use Characteristics | | |
|--|---------------|-------------------------|
| Land Use | Acres | Percent of Total |
| Park, Recreational, or Preserve | 11,513 | 37.79% |
| Single Family Detached | 7,052 | 23.15% |
| Undeveloped | 6,723 | 22.07% |
| Open Water | 1,962 | 6.44% |
| Agricultural | 1,620 | 5.32% |
| Other Right-of-Way | 726 | 2.38% |
| Retail and Other Commercial | 279 | 0.92% |
| Industrial and Utility | 256 | 0.84% |
| Major Highway | 236 | 0.77% |
| Institutional | 85 | 0.28% |
| Single Family Attached | 14 | 0.05% |
| Office | 1 | 0.00% |
| Total | 30,468 | 100.0% |

Wetlands and surface waters have a major presence in the landscape in Columbus, covering a substantial percentage of the city. While Columbus is a large community in terms of land area, the percentage of developable land in the city is much lower than in surrounding communities. In addition to the high percentage of wetlands, there is also a considerable amount of publicly held land in the city – mostly state-owned wildlife management areas (WMAs).

Approximately 8,343 gross acres of land are currently vacant or agricultural land. The net buildable land in those areas (gross acres less wetlands, surface water or floodplain) is approximately 3,923 acres. There is very little commercial agriculture in Columbus, due to smaller isolated parcels of uplands and sandy or overly wet soils. Because of these conditions, vacant or agricultural land is designated as either residential, commercial, industrial, or commercial/industrial in the future land use plan – rather than identified for future agricultural use.

Residential

Table 2.7 shows residential acres by type. Approximately 7,052 gross acres and 5,307 net acres of land are currently used as single family detached housing, comprising the vast majority of residential acres in the city. The corresponding zoning district is RR Rural Residential, which requires a five acre minimum lot size. The current average density in the developed rural residential area is approximately consistent with this guideline.

Around 14 gross acres and 12 net acres are currently used as single family attached housing. The corresponding zoning district is SR Suburban Residential, which currently allows densities of 3-6 units per acre.

| Table 2.7 – Residential Acres by Type | | |
|---------------------------------------|--------------|------------------|
| Land Use | Acres | Percent of Total |
| Single Family Detached | 7,052 | 99.8% |
| Single Family Attached | 14 | 0.2% |
| Total | 7,066 | 100% |

Table 2.8 details the net density of these two residential density levels, taking into account a significant amount of undevelopable land (primarily wetlands) within these areas.

| Table 2.8 – Net Residential Density | | | | | |
|-------------------------------------|-----------------|-------------------------|---------------------------|-----------------------|------------------------|
| Land Use | Number of Units | Gross Residential Acres | Undevelopable Land Acres* | Net Residential Acres | Net Density Units/Acre |
| Single Family Detached | 1,460 | 7,052 | 1,744 | 5,307 | 0.28 |
| Single Family Attached | 24 | 14 | 2 | 12 | 1.96 |
| Total | 1,484 | 7,066 | 1,746 | 5,320 | 0.28 |

*Undevelopable due to steep slopes, wetlands, right-of-way or other prohibiting features or uses

The Columbus zoning code specifies minimum and maximum densities for various residential development types. Based on these requirements, **Table 2.9** shows the range of units per acre that can be developed under current zoning regulations. These can be used to forecast the amount of land that is expected to be needed to accommodate growth. Senior Citizen Housing is not a separate zoning classification, but part of series of performance standards specifically for this development type.

| Table 2.9 – Residential Allowed Density Ranges | | |
|--|------------------|--------------------|
| | Minimum Density | Maximum Density |
| Rural Residential | - | 1 unit per 5 acres |
| Suburban Residential | 3 units per acre | 4 units per acre |
| Senior Citizen Housing | - | 20 units per acre |
| Planned Unit Development (PUD) | 3 units per acre | 6 units per acre |
| Mixed Use* | - | 1 unit per 5 acres |

*Not currently allowed, except for existing units

Commercial/Industrial

There are two separate and distinct commercial/industrial areas in Columbus. Lake Drive/CSAH 23 has a two mile long corridor between Potomac Street and the Lino Lakes border guided and zoned for a mix of commercial and industrial uses. The corresponding zoning district is C/I Commercial/Industrial. The C/I District allows preexisting homes as permitted uses in the district. However, the area continues to transition from residential to business uses, so new homes are not allowed there. This plan does not propose any expansions of this district.

The land in Columbus located along Interstate 35W, Interstate 35E, and Interstate 35 forms a three-mile

long corridor. The mile-wide corridor is bound on the east by Forest Lake, on the south by Lino Lakes, and on the west by Rice Creek and its large wetland basin. The “freeway corridor” is the only area in Columbus that is currently developing with municipal sewer and water. Corresponding zoning districts within the freeway corridor include CR Community Retail, CS Commercial Showroom, LI Light Industry, and HR Horse Racing. The Freeway Corridor is home to several older and several newer businesses.

There are approximately 535 gross acres and 406 net acres total of developed commercial and industrial uses within the Lake Drive and Freeway corridors.

Columbus’ zoning code does not have specifications for the density of jobs in employment uses as it does for residential units. However, the Metropolitan Council has provided estimates for the number of employees per square feet in various employment types, and for typical floor area ratios for such development. Using this information and the city’s employment projections, an estimate of jobs per acre can be developed to project need for additional commercial, industrial, and institutional land. **Table 2.10** summarizes these ranges.

| Table 2.10 – Commercial/Industrial Allowed Density | | | | |
|---|--------------------|--------------------|--------------------------|--------------------------|
| | Minimum FAR | Maximum FAR | Minimum Jobs/Acre | Maximum Jobs/Acre |
| Commercial | 0.28 | 0.69 | 8 | 33 |
| Industrial | 0.19 | 0.46 | 9 | 13 |

Future Land Use

The future land use plan shows what land uses and intensities are expected to be in the city by the horizon year of 2040. It is anticipated that the rural areas of the city will remain similar to their current conditions, with a moderate amount of new residential units. More growth and development is anticipated within the freeway corridor area, currently the only portion of the city with public water and sewer service available. This future land use plan is consistent with the population, household, and employment forecasts in **Table 2.1**.

The future land use guidance for the city is similar to the previously approved 2030 plan. The city’s main opportunity for growth remains the freeway corridor, the only sewered portion of the community. Boundaries of future land use within this district have changed moderately in response to past and anticipated development needs. The majority of the city’s land area, with its rural residential guidance, remains effectively the same.

Because of the nature of the community, there is limited opportunity for redevelopment of existing developed areas. However, the City of Columbus supports redevelopment and reinvestment in existing properties where appropriate. Additionally, the City will partner with Anoka County when appropriate to support development and redevelopment with resources, when there is demonstrated public benefit.

Figure 2.2 shows future land use guidance for all property in Columbus. **Table 2.11** summarizes the planned land uses by category shown on the map. The planned future land uses shown on this map reflect previous community planning efforts as well as desired updates identified as part of the 2018 Comprehensive Plan Update process.

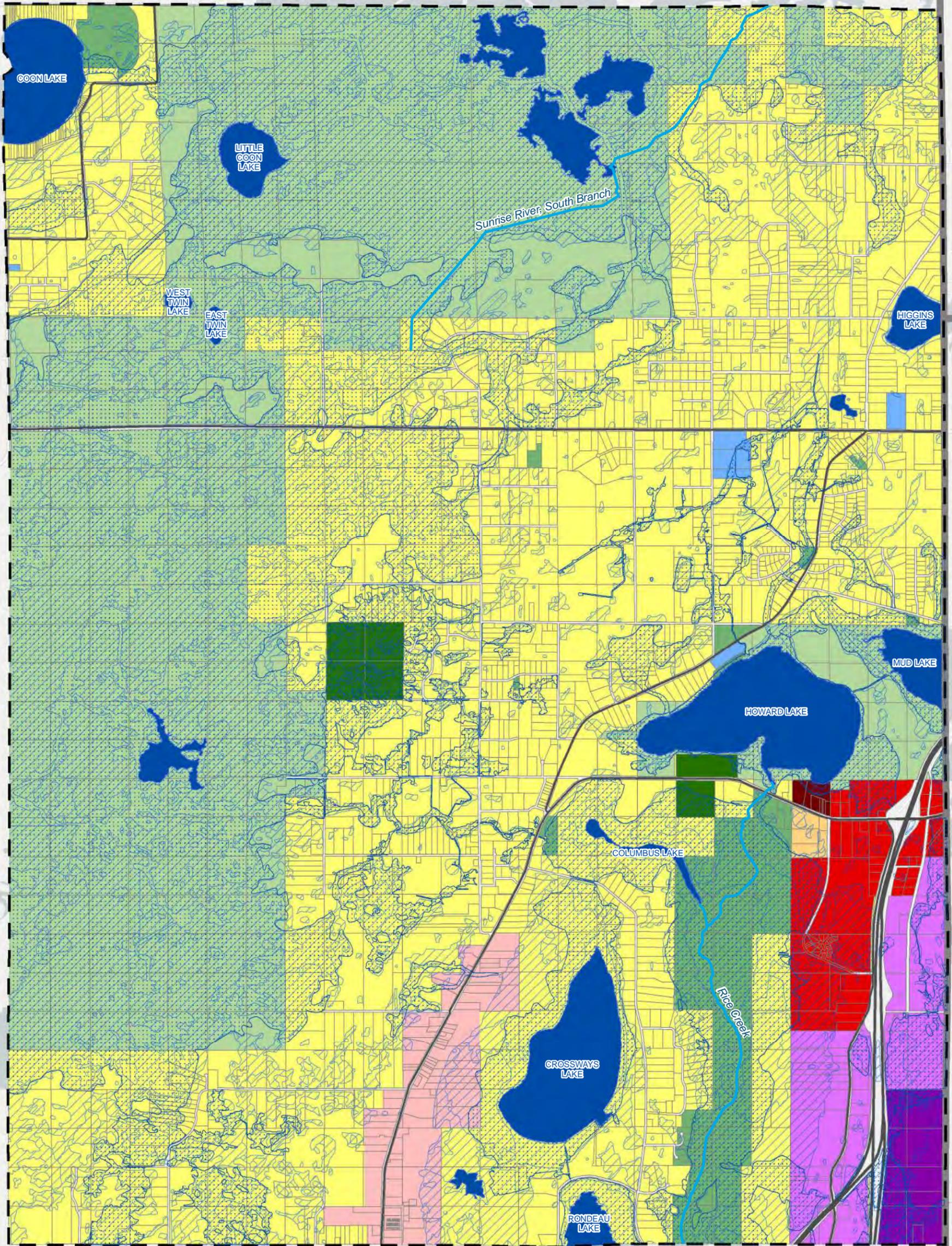
The largest category of land in the city is anticipated to be Park, Recreation, and Preserve (38.7%), followed by Rural Residential (29.8%). Combined, these represents a significant majority of the acreage within the city.

| Table 2.11 – Planned Land Use Characteristics | | |
|---|---------------|------------------|
| Land Use | Acres | Percent of Total |
| Rural Residential | 9,070 | 29.8% |
| Suburban Residential | 42 | 0.1% |
| Mixed Use* | 276 | 0.9% |
| Commercial/Industrial | 627 | 2.1% |
| Commercial | 565 | 1.9% |
| Light Industrial | 728 | 2.4% |
| Park, Wildlife Management, Other Protected | 11,782 | 38.7% |
| Public Institutional | 77 | 0.3% |
| Vacant | 5,943 | 19.5% |
| Major ROW | 951 | 3.1% |
| Open Water | 406 | 1.3% |
| Total | 30,468 | 100.0% |

**Areas guided for commercial or industrial that also have a suburban residential overlay*



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Legend

| | |
|------------------------|----------------------------|
| Rivers & Streams | County Limits |
| Floodplain | Lakes |
| City / Township Limits | National Wetland Inventory |

0 1
Miles

Source: Anoka County, MNDOT, MNDNR, & Met. Council

Land Use

| | | |
|----------------------------------|--|--------------------------|
| Commercial/Industrial | Light Industrial - Residential Overlay | Other Protected |
| Commercial | Public/Institutional | Wildlife Management Area |
| Commercial - Residential Overlay | Park | |
| Light Industrial | Rural Residential | |
| | Suburban Residential | |

Table 2.12 provides further detail in terms of land availability for development. This shows what areas are developable versus non-developable at each growth stage through 2040 (non-developable land primarily being areas that are already developed, or which are set aside as undevelopable).

| Table 2.12 – Guided Land Use Acres | | | | | | | | |
|--|-----------------------|------------------------|--------------------|------------------------|--------------------|------------------------|--------------------|------------------------|
| Category | 2015 (Current) | | 2020 | | 2030 | | 2040 | |
| | Developable | Non-Developable | Developable | Non-Developable | Developable | Non-Developable | Developable | Non-Developable |
| Rural Residential | 1,500 | 7,570 | 1,291 | 7,779 | 917 | 8,153 | 611 | 8,459 |
| Suburban Residential | 20 | 22 | 17 | 25 | 11 | 31 | 7 | 35 |
| Mixed Use | 135 | 141 | 113 | 163 | 73 | 204 | 40 | 237 |
| Commercial/Industrial | 103 | 524 | 101 | 526 | 97 | 530 | 93 | 534 |
| Commercial | 130 | 436 | 124 | 441 | 114 | 451 | 104 | 462 |
| Light Industrial | 245 | 484 | 242 | 486 | 236 | 492 | 230 | 498 |
| Park, Wildlife Management, Other Protected | 0 | 11,782 | 0 | 11,870 | 0 | 11,870 | 0 | 11,870 |
| Public Institutional | 0 | 77 | 0 | 77 | 0 | 77 | 0 | 77 |
| Vacant | 1,965 | 3,978 | 1,965 | 3,978 | 1,965 | 3,978 | 1,965 | 3,978 |
| Major ROW | 0 | 951 | 0 | 863 | 0 | 863 | 0 | 863 |
| Open Water | 0 | 406 | 0 | 406 | 0 | 406 | 0 | 406 |
| Total | 4,099 | 26,369 | 3,854 | 26,614 | 3,414 | 27,054 | 3,050 | 27,418 |

The following land use descriptions will be used for planning purposes and guiding future land use.

Rural Residential Area

Columbus is unique in that large amounts of land are held in permanent public ownership, including extensive wetlands and wildlife management areas. Within that context, the City will continue to maintain a permanent rural character for Columbus by allowing only low density rural residential uses in the majority of the community. Agricultural uses are permitted in the Rural Residential area, but the reality is that agriculture is not a dominant activity or major economic force in the community.

Columbus covers around 48 sections of land, or nearly 30,000 acres. The RR Rural Residential Zoning district covers almost the entire city, with the exception of around 2,300 acres dedicated to suburban residential, commercial, and industrial districts.

With a gross acreage of around 26,000 acres, rural residential acres could theoretically support over 2,600 rural households at a gross 10-acre density. Currently, there are around 1,400 rural households in the unsewered area of Columbus. By 2040, this number is planned to be around 1,577 – an increase of 178 units. This is well within the capacity of this area at the given density.

Since the extensive amount of publicly owned land and wetlands in Columbus results in fragmented areas of developable land, the City has required a maximum density of one home per five acres and minimum lot size of five acres for several decades. This has proven to be an effective way to manage growth in this environmentally sensitive area, while still allow feasible use of property. The City will continue develop the remaining rural residential area at this density.

The City may from time to time use lot averaging to allow some lots less than 5 acres in size, for instance as part of a Planned Unit Development. However, the overall density for any development will not be more than one unit per 5 acres.

At present, it is not anticipated that it will be financially feasible to extend public water and sewer into most of the rural residential area for the foreseeable future. For areas where there may be potential (for instance, proximity to existing systems in adjacent communities), Columbus will use flexible residential development tools to preserve land for post-2040 growth and to accommodate the future extension of regional urban services. Columbus will work to ensure compatibility between city development standards and flexible development guidelines for Diversified Rural communities, where applicable.

I-35 Corridor Suburban Residential

Columbus has established a Suburban Residential zoning district to allow for more intensive residential development in the Freeway Corridor area, the one portion of the city currently connected to public water and sewer. The intent is to provide a broader range of housing opportunities to serve the existing and future needs of the community, beyond the housing in rural residential areas. In particular, this includes units that are more affordable for the area workforce, senior housing options including assisted living, and other housing types. The Suburban Residential land use designation has a minimum density of 3 units per acre, consistent with requirements for providing utilities.

In the existing zoning ordinance, the SR Suburban Residential District allows single family attached residential dwellings at a density of three units per acre. A density of six units per acre may be allowed through the Planned Unit Development (PUD) provisions of the Columbus Zoning Ordinance. In effect, this allows single family detached and single family attached/townhome style development.

It is proposed that the Suburban Residential District be modified to allow densities up to 16 units per

acre. This will expand the range of housing types to include more multifamily development options, including potentially multi-story development.

The 2020 Comprehensive Plan (1999) indicated that perimeter location in the Freeway Corridor were best suited for future potential residential development, particularly in the northwest corner and southeast corner. The 2030 Land use plan established the “Suburban Residential Overlay” in these locations – most of which the 2040 plan is maintaining, with one exception noted below. The Suburban Residential Overlay areas are identified on **Figure 2.2** with underlying commercial and industrial land use designations, effectively creating mixed use districts. This designation allows landowners the flexibility of developing residential, business, or mixed-use developments.

The Suburban Residential area in the northwest corner provides the best amenity location within the Freeway Corridor. The portion of the land south of Lake Drive that previously just in the overlay is being changed from Suburban Residential Overlay to being guided solely for Suburban Residential, to focus residential growth in that area and ensure the highest and best use of this land. The Suburban Residential Overlay in the southeast corner is adjacent to planned residential development in the City of Forest Lake. This will be a mixed use district with Light Industrial.

The mixed use acreages in **Table 2.12** accurately reflect the gross and net acreages for the Suburban Residential Overlay areas, rather than the underlying commercial or industrial acreages. Consideration for development of residential uses within the Suburban Residential Overlay areas will not require a comprehensive plan amendment, but will require rezoning of commercial or industrial land to a SR Suburban Residential zoning district.

The Metropolitan Council goal for 27 units of affordable housing in Columbus by 2040 is most likely to be met within Suburban Residential development concepts in the Freeway Corridor. The Anoka County Housing and Redevelopment Authority (ACHRA) administers housing and redevelopment services and economic development services in Columbus, The City will work with the ACHRA to provide housing assistance for affordable and lifecycle housing opportunities within the Suburban Residential area and general housing rehabilitation assistance throughout the rural residential area.

Commercial/Industrial Mixed Use Area

Business development along CSAH 23/Lake Drive has historically allowed a mix of commercial and industrial land uses. The corresponding zoning district for this area is the C/I Commercial/Industrial District. Residences in existence as of May 1, 2003 in the C/I District are permitted uses, but no new residences are permitted. This area is transitioning from residential and business mixed uses to all commercial and industrial uses.

The zoning boundary for the commercial/industrial area, updated after the 2030 comprehensive plan update, remains unchanged in the 2040 plan.

The Lake Drive commercial/industrial area is currently served with private sewer and water systems. The types of uses permitted in this area are dependent upon the demonstrated capability of providing private utilities. The City of Columbus will continue to examine alternatives for public utilities in the area, including potential partnership with the City of Lino Lakes. The City is also considering a future partnership with Forest Lake to provide utilities to the West Broadway area, though that would require a comprehensive plan amendment and land use change.

It is anticipated that 100% of existing Mixed Use areas are available for both commercial and residential development.

I-35 Corridor Commercial Uses

The I-35 corridor is planned with several commercial land use distinctions. The corridor is served by municipal trunk sewer and water facilities. The highest intensity uses – retail, office, restaurant, hospitality, and entertainment – are planned nearest to the I-35 interchange. The corresponding zoning district in this area is CR Community Retail. The Community Retail District requires the highest architectural and design standards within the Freeway Corridor.

Columbus has become the home of the Running Aces harness racetrack, which opened in 2008. As a regional entertainment facility, the racetrack is located close to the I-35 interchange and is situated among other planned higher intensity commercial retail uses. Because of its unique characteristics, a separate zoning district was established for this use. The HR Horse Racing District allows standard bred horse racing, pari-mutuel betting, simulcasting, card clubs, and food and beverage services. The HR District also requires the highest architectural and design standards within the Freeway Corridor.

The center section of the Freeway Corridor is planned for larger scale retail uses and service facilities, such as “big box” retail, building supply centers, office/showrooms, automobile sales, fitness centers, and hospitals. The corresponding zoning district is the C/S Commercial/Showroom District. The C/S District is a transition area from higher intensity retail uses to more land intensive light industrial uses. Municipal trunk sewer and water facilities are now in place to serve the commercial showroom area.

Previously, Freeway Corridor Commercial areas did not allow residential, with the exception of previously existing uses, and senior citizen housing as a conditional use in the CR district. However, additional consideration of development options has led the City to propose to expand mixed use opportunities in this area. Guidance for these districts now includes residential as an option, to allow for a complementary mix of housing and retail, including both side-by-side and in the same building. Performance standards will be included in the zoning ordinance to support compatibility. Allowed residential densities will be similar to those for Suburban Residential.

Zoning will also be amended to allow for more differentiation in the commercial districts, to better focus commercial development in areas where it will be the most viable. This includes adding a new Service Commercial zoning district (as a subset of the current CR district area), intended for areas with good access to major roads. It will also include refining the C/S district with a new Business Center district, intended for high tech manufacturing, medical office, and other compatible uses.

I-35 Corridor Industrial Uses

The southern portion of the Freeway Corridor and locations without direct visibility from I-35 are planned for light industrial uses. The corresponding zoning district in this area is the LI Light Industrial District. The LI District allows warehousing, equipment sales and service, wholesale distribution and sales, light manufacturing, greenhouses and landscape businesses. An example of uses in this area is the Ziegler Caterpillar heavy equipment sales and service center. Municipal sewer and water is available to light industrial users on the west side of I-35 and the northerly portion of the light industrial area on the east side of I-35. Complete utility service in this area is dependent upon utility staging plans and petitions for sewer and water service.

Zoning may also be amended to allow for more differentiation in the industrial areas, including potentially new industrial zoning districts, to better manage compatibility between adjacent uses.

Park, Wildlife Management, and Other Protected Land

The Park, Wildlife Management, and Other Protected Land categories cover a range of passive open space park amenities with some limited active areas. The majority of this land (with the exception of a few city parks) is primarily for the preservation of wildlife and natural resources. The Other Protected Land areas do not have the same permanent status of protection as do the Park and Wildlife Management areas, but are currently expected to remain as open space. If the Other Protected Land was to transition, the guidance would be similar to Rural Residential.

Public Institutional

The public/institutional land use category includes the Columbus City Hall, Fire Hall, and Public Works complex on Kettle River Boulevard and Notre Dame Street; public utility facilities; several churches; and the Columbus Elementary School.

Wetland, Water, Slopes, etc.

There is an extensive amount of wetlands and open water located within the city limits. At present, these areas are contained within broader areas guided for other land uses, although they are netted out when calculating development capacity of a given area.

Major Road ROW

This area designates vehicular right-of-way surrounding principal arterials and other major roadways. In Columbus, this includes the area along I-35, I-35W, I-35E, and other major roads. They are netted out when calculating development capacity of a given area.

Density Calculations

Based on the above future land use plan and land use calculations, residential and commercial land use requirements have been calculated to help Columbus plan for and meet Metropolitan Council projections for population, households, and employment. Residential calculations are detailed in **Table 2.12** and commercial calculations are detailed in **Table 2.13**.

Based on Metropolitan Council estimates for 2015, there are about 1,426 households in 1,484 housing units in Columbus. Growth forecasts estimate around 774 more households will be added to the city by 2040. Of these, around 178 are anticipated in rural residential (unsewered) areas, and around 711 in suburban residential (sewered) areas. This assignment is based on an analysis of available developable land in both areas, based on average allowed densities.

Even at the minimum densities allowed, the City of Columbus has ample room to accommodate this forecasted growth.

| Table 2.13 – Residential Density Ranges | | | | | |
|---|----------------------------|---------|--------------|---------------|---------------|
| | Density Range (Units/Acre) | | Units Needed | Minimum Acres | Maximum Acres |
| | Minimum | Maximum | | | |
| Rural Residential | 0.1 | 0.2 | 178 | 890 | 1,780 |
| Suburban Residential | 3 | 16 | 89 | 6 | 30 |
| Mixed Use | 3 | 16 | 622 | 39 | 207 |
| Total | | | 889 | 934 | 2,017 |

The Metropolitan Council has also forecasted employment levels for Columbus. Employment is anticipated to increase by 364 jobs by 2040. Employment projections will be met within the Commercial/Industrial, Commercial, and Light Industrial land use districts. Some employment growth may occur from Institutional land uses, but this growth is most likely to occur in areas already zoned for institutional land uses and will not require additional acreage. **Table 2.14** shows the anticipated amount of land needed to accommodate development for employment growth. There is also ample capacity to accommodate this future growth.

| Table 2.14 – Commercial/Industrial Density Ranges | | | | | |
|---|---------------------------|---------|-------------|---------------|---------------|
| | Density Range (Jobs/Acre) | | Jobs Needed | Minimum Acres | Maximum Acres |
| | Minimum | Maximum | | | |
| Commercial | 8 | 33 | 248 | 8 | 31 |
| Industrial | 6 | 13 | 116 | 9 | 13 |
| Total | | | 364 | 17 | 44 |

Staged Development or Redevelopment

Emerging Suburban Edge communities must include a staging plan to show the sequence of growth and anticipated timing. The goal of the Staging Plan is to manage growth and guide the orderly and cost effective provision of infrastructure at a rate that is consistent with forecasted growth, at the same time responding appropriately to market conditions. Since only a portion of Columbus is within the Emerging Suburban Edge district, the staging plan applies to only that portion of the city – and the growth forecasted for that area.

The earliest staging years are adjacent to existing development and then extending from this point in a logical sequence based on what the city believes is the most logical and efficient pattern of growth. Staging is limited to the areas within Columbus that are located within the MUSA. City services will need to be extended to accommodate planned development. Residential and commercial/industrial densities, outlined in **Tables 2.13 and 2.14** above, were used to determine the acreage needed to accommodate projected growth and development in Columbus.

Figure 2.3 shows a proposed approach to City of Columbus' staging plan, divided by the horizon years. The plan anticipates that the one area that has been not yet been sewered in the city's freeway corridor will be connected by 2020. All development after that point will occur as infill within the existing areas currently served by utilities.

Table 2.15 shows how housing units and jobs are allocated in terms of timing and acres. The actual development pattern and sequencing may vary – however, public utilities should be extended in a cost-effective manner to efficiently serve development.

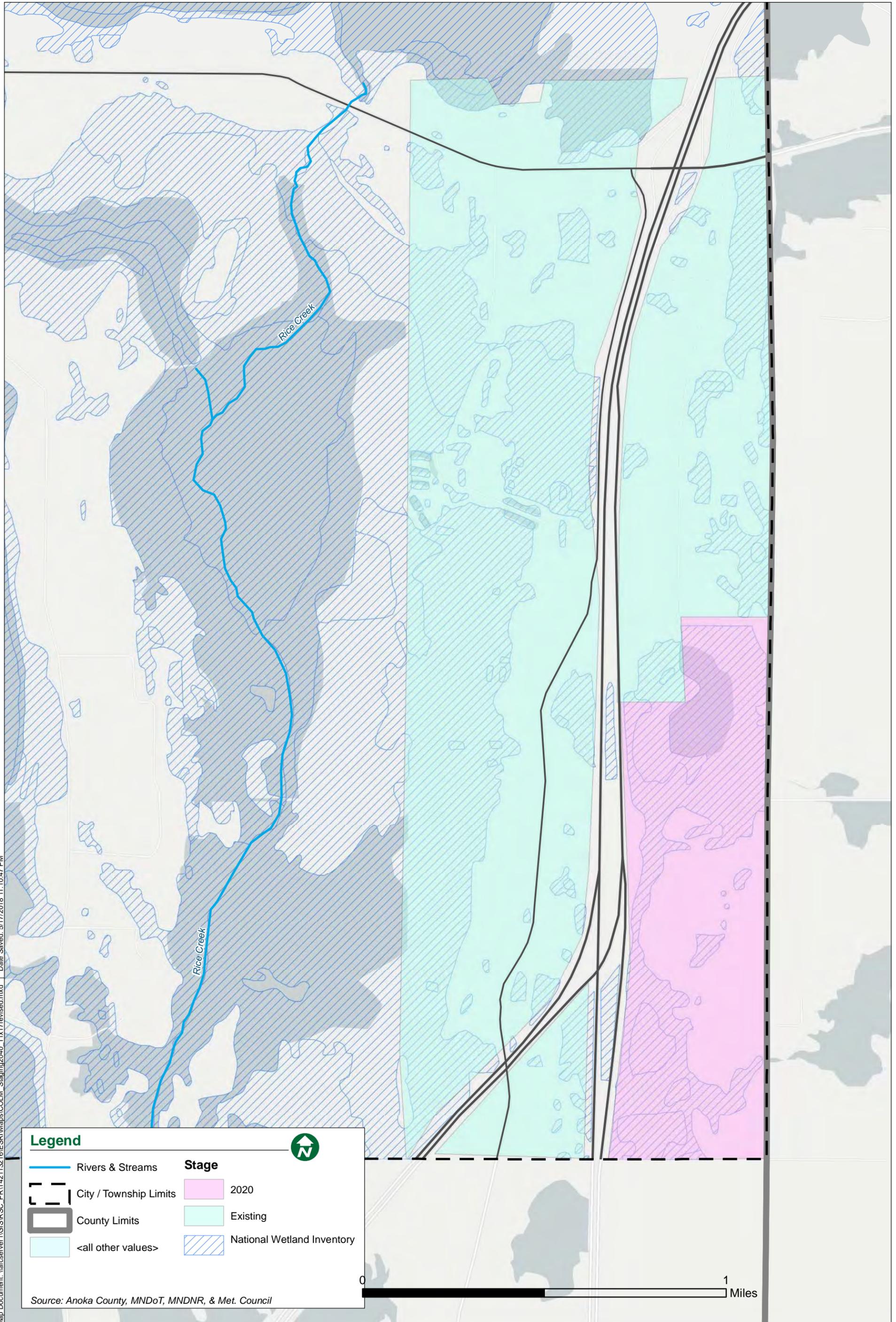


Table 2.15 – Future Land Use Units/Jobs/Acres per Decade

| Within Urban Service Area | Average Density Range Housing Units/Acre | | Existing (2015) | | 2020 | | 2030 | | 2040 | | Change 2015-2040 | |
|------------------------------|--|-----|-----------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------------------|-------|
| | Min | Max | Units | Acres | Units | Acres | Units | Acres | Units | Acres | Units | Acres |
| Residential Land Uses | | | | | | | | | | | | |
| Suburban Residential | 3 | 16 | 24 | 14 | 21 | 3 | 37 | 6 | 31 | 5 | 89 | 14 |
| Mixed Use | 3 | 16 | 0 | 0 | 146 | 22 | 262 | 40 | 214 | 33 | 622 | 95 |
| C/I Land Uses | Estimated Employment/Acre | | Jobs | Acres | Jobs | Acres | Jobs | Acres | Jobs | Acres | Change 2015-2040 | |
| Commercial | 8 | 33 | 678 | 139 | 42 | 5 | 91 | 10 | 91 | 10 | 224 | 25 |
| Industrial | 9 | 13 | 158 | 64 | 14 | 23 | 37 | 46 | 37 | 46 | 88 | 115 |
| TOTAL | | | | 217 | | 53 | | 102 | | 94 | | 249 |

2020

The 2020 growth staging area will extend services into the southeast corner of the freeway interchange. Utilities and road improvements will be extended on a development-driven timeline to service this area.

2030

The 2030 growth staging area expands upon the areas in the 2020 phase, with additional growth around developed areas and utility connections. Utilities and road improvements will be extended on a development-driven timeline.

2040

The 2040 growth staging area continues to build outward from existing developed areas, consistent with the identified land uses by subarea. Utilities and road improvements will be extended on a development-driven timeline.

Future Years

Although the staging map shows particular freeway district parcels, additional land in this district could be developed prior to 2040, particularly if growth forecasts for the district exceed expectations, or new uses need particularly extensive areas of land.

However, there are also other potential areas where future public utilities could be expanded beyond the freeway corridor, including:

- Areas along the Broadway Avenue corridor, in coordination with Forest Lake
- Areas along the Lake Avenue corridor, in coordination with Lino Lakes

Either of these would require a comprehensive plan amendment, as land use in those areas is not currently guided for public water/sewer levels of development.

Natural Resources

Natural resources are beneficial to the social, environmental, and economic vitality of a community. To ensure their quality and benefits, it is essential to plan and manage natural resources and areas as we do residential and commercial areas.

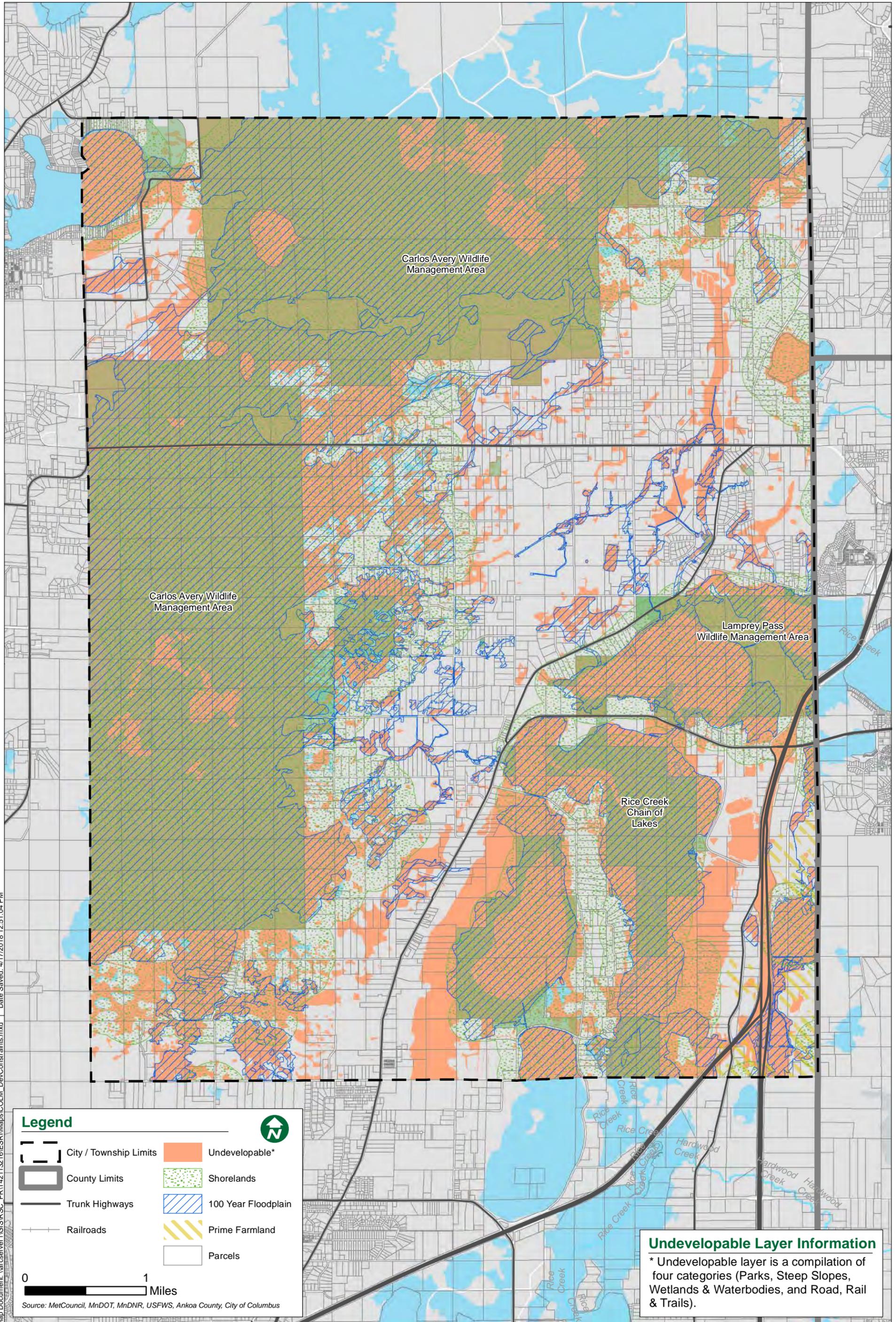
Columbus has a variety of environmental amenities, such as recreational lakes, wetlands and forested areas, which make the city an attractive location for rural residential development. A limited amount of land is available for development, however, because of the extensive wetlands and the physical characteristics of soils. Columbus lies primarily within an area known as the Anoka Sand Plain in which depressions are common, formed when blocks of ice with fine sands melted from retreating glaciers 13,000 years ago. **Figure 2.4** shows the natural features in Columbus that are constraints on development.

Soils

There are three general soil associations (related soils) within the City of Columbus, as identified in Figure 4. The Nessel-Dundas-Webster Association is roughly located along the Interstate 35 corridor. This soil association was formed in loamy glacial till and the soils range from being nearly-level to gently-sloping and from being well-drained to poorly-drained. Much of the association is moderately to poorly suited for certain urban uses, due to the high water table levels and the fertility of the soil.

The Zimmerman-Isanti-Lino Association covers approximately 40% of the city, along areas west and east of Crossways Lake, Howard Lake and Higgins Lake. The association is relatively well-suited for urban development and moderately well-suited for farming; however, a high water table limits many uses. The main concerns related to the management of this soil association are controlling soil blowing, improving fertility, and controlling the level of the water table in low-lying areas.

The *Rifle-Isanti Soil Association* covers approximately 53% of the city and includes the Carlos Avery Wildlife Management Area. This association is comprised of a series of large, level bogs dominated by organic soils and small sandy island-like features that rise several feet above the level of the surrounding bogs. The association has a naturally high water table and it ranges from moderate to low fertility and the available water capacity ranges from low to very high. These soils are poorly suited for urban or agricultural uses. The main concerns related to the management of this soil association are control of the water table and maintaining soil fertility.



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Legend

| | | | |
|--|------------------------|--|---------------------|
| | City / Township Limits | | Undevelopable* |
| | County Limits | | Shorelands |
| | Trunk Highways | | 100 Year Floodplain |
| | Railroads | | Prime Farmland |
| | Parcels | | |

0 1 Miles

Source: MetCouncil, MnDOT, MnDNR, USFWS, Anko County, City of Columbus

Undevelopable Layer Information

* Undevelopable layer is a compilation of four categories (Parks, Steep Slopes, Wetlands & Waterbodies, and Road, Rail & Trails).

Water Resources

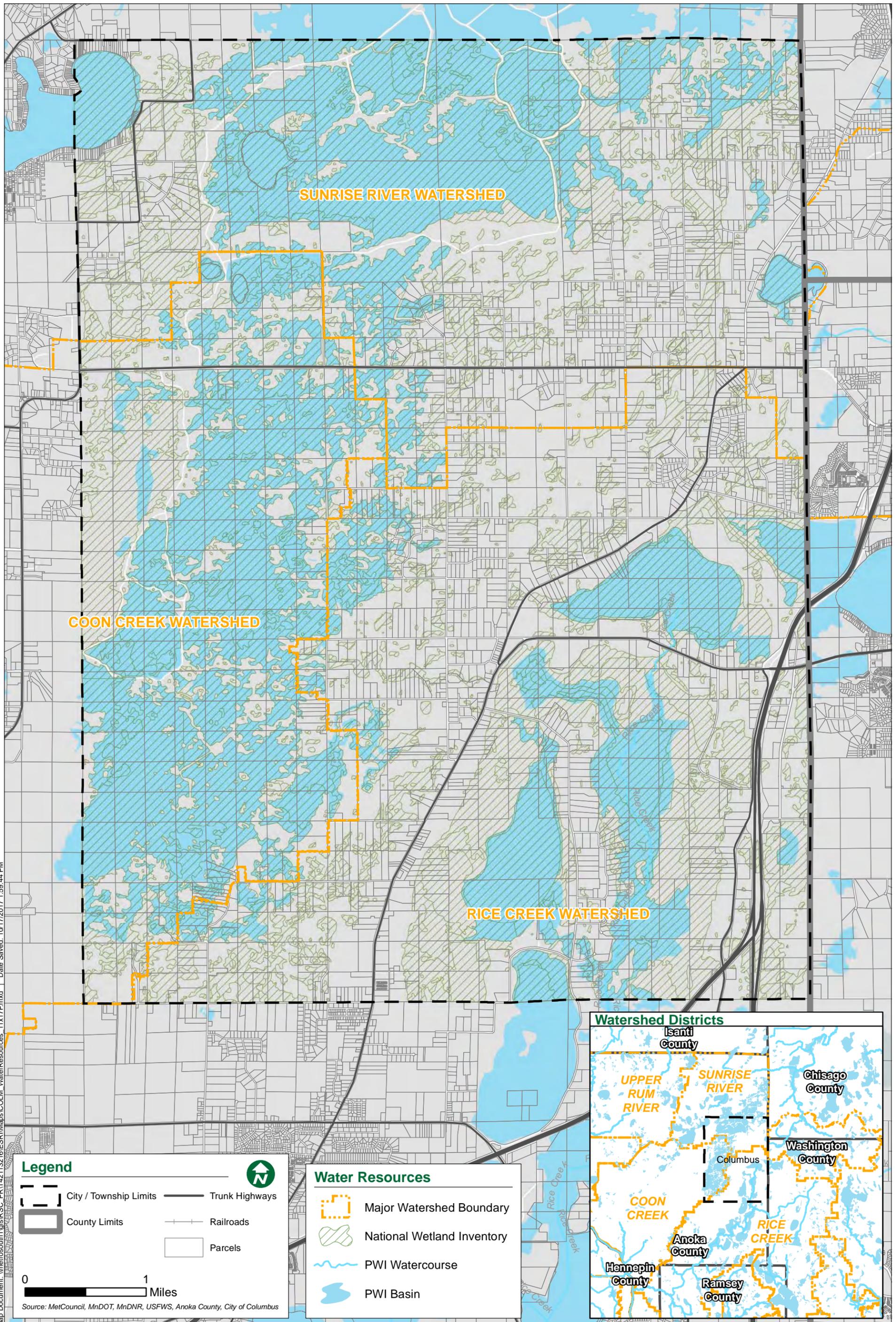
Wetlands and surface waters are the predominant features in Columbus. According to the National Wetlands Inventory, approximately 16,684 acres in Columbus are encumbered by wetlands and floodplain areas. There are another 3,361 acres of surface waters, which combined represent nearly **66%** of the total acreage in the city. Wetlands are protected by state law and several lakes and rivers are designated public waters with shoreland management regulation required by the state and implemented by the City.

Columbus is located within three separate watersheds: Rice Creek, Coon Creek, and Sunrise River. A watershed is an overland drainage area where precipitation flows into wetlands, lakes, rivers and streams. Water resource management and planning within watersheds is conducted through the watershed management organizations and by the City. **Figure 2.5** illustrates the water resources and watershed boundaries in Columbus.

The Rice Creek Watershed includes Rondeau Lake, Crossways Lake, Columbus Lake, Howard Lake, and Mud Lake, all of which are Natural Environment Lakes. Rice Creek is classified by the DNR as a Tributary River, and it is surrounded by a large wetland basins. The Rice Creek Watershed is organized as a watershed district and it acts as the Local Government Unit (LGU) for permitting in Columbus.

The Sunrise River Watershed includes a portion of the Sunrise River, a tributary river, Coon Lake, Little Coon Lake, Twin Lakes, Higgins Lake, and several unnamed lakes. All of the lakes are classified as Natural Environment Lakes, except Coon Lake, which is a General Development Lake. The northerly portion of Carlos Avery WMA in Columbus comprises much of this watershed. The Sunrise River Watershed is organized as a watershed management organization and Columbus is the LGU for permitting.

The Coon Creek Watershed includes a portion of Coon Creek, a tributary stream along the westerly border of Columbus, and an unnamed Natural Environment Lake located within Carlos Avery WMA. Coon Creek Watershed covers much of west-central Columbus including the southerly half of Carlos Avery WMA. Coon Creek Watershed is organized as a watershed district and acts as the LGU for permitting in Columbus.



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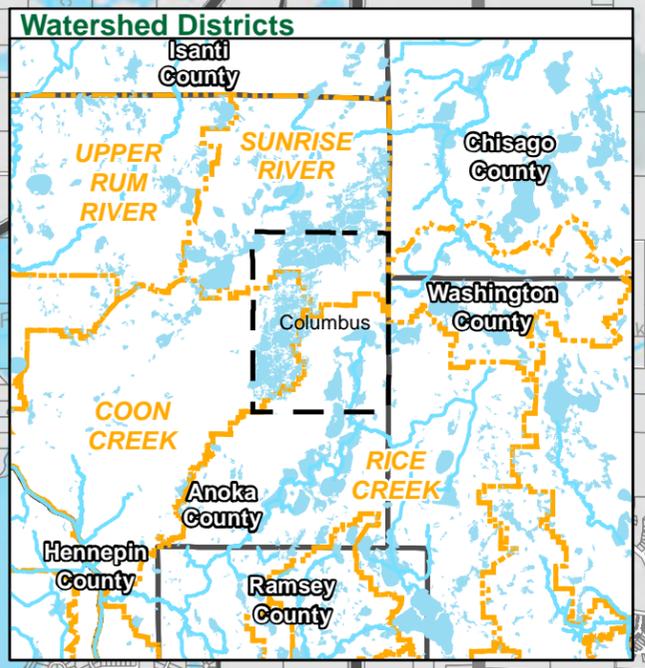
| | | | |
|--|------------------------|--|----------------------------|
| | City / Township Limits | | Trunk Highways |
| | County Limits | | Railroads |
| | Parcels | | National Wetland Inventory |
| | PWI Watercourse | | PWI Basin |

0 1 Miles

Source: MetCouncil, MnDOT, MndNR, USFWS, Anoka County, City of Columbus

Water Resources

| | |
|--|----------------------------|
| | Major Watershed Boundary |
| | National Wetland Inventory |
| | PWI Watercourse |
| | PWI Basin |



Regionally Significant Resources

Natural resources areas within Columbus has been identified as being significant on a regional level.

There are substantial areas within Columbus that are identified in the Minnesota Land Cover Classification System (MLCCS) as “high biodiversity significance” and “outstanding biodiversity significance.” The latter is generally located within and around Carlos Avery WMA. The former is located near Rondeau Lake. **Figure 2.6** identifies these resources.

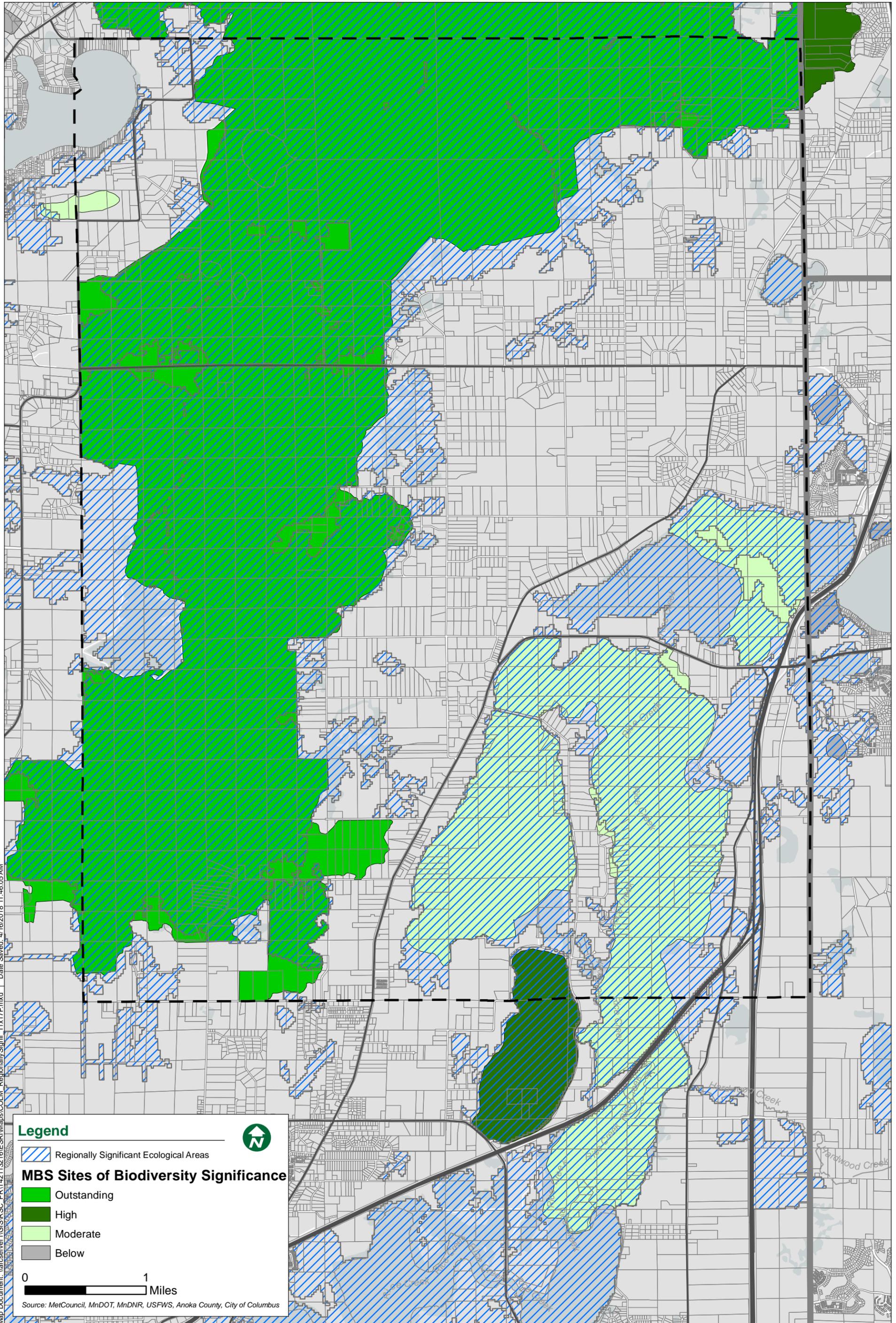
This figure also shows how these fit within an overall assessment of regionally significant ecological features, which were identified in 2003 through a landscape scale assessment by the Minnesota Department of Natural Resources. These areas are defined as places where intact native plant communities and/or native animal habitat are still found in the region and continue to provide important ecological functions such as:

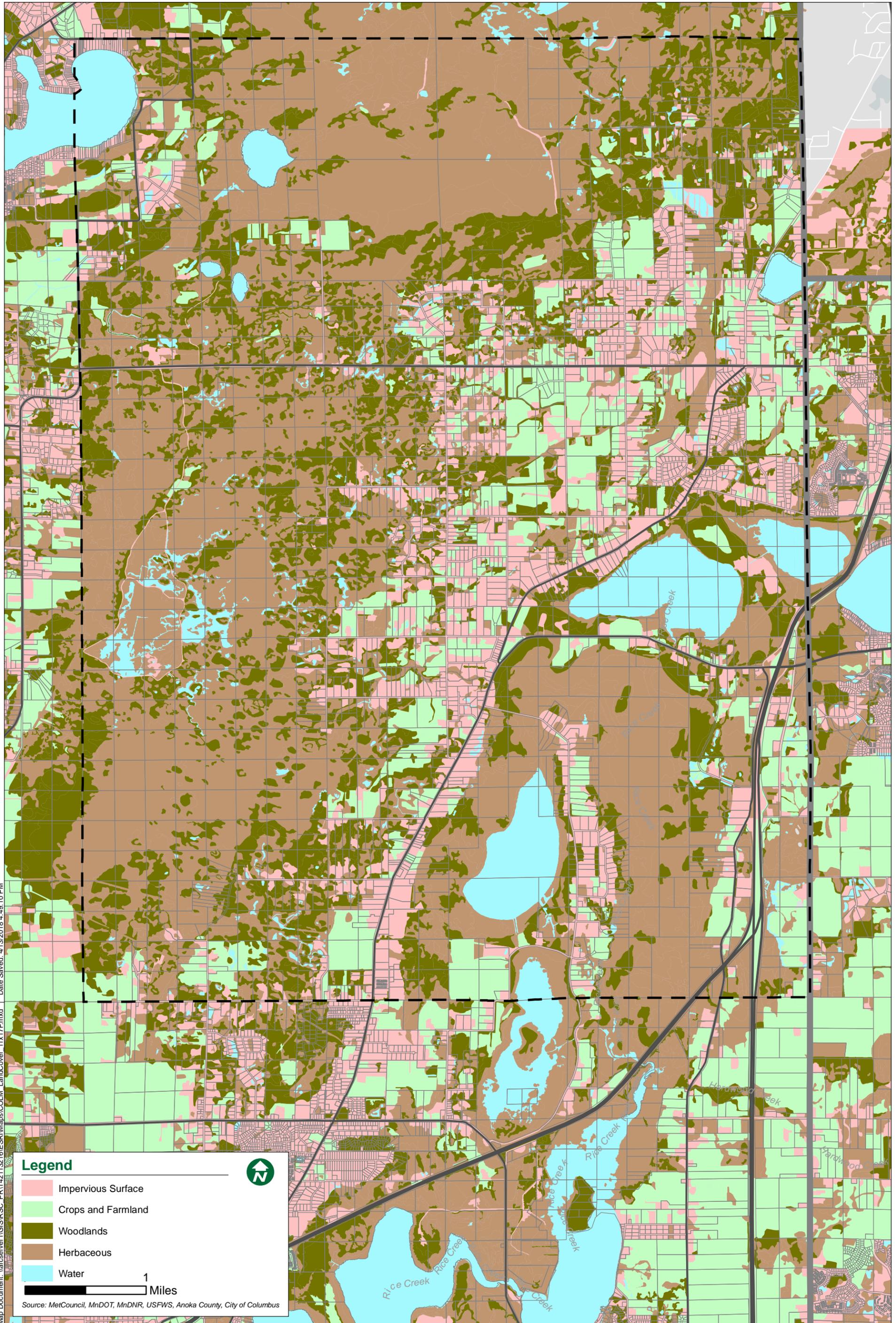
- Habitat for game and non-game, including threatened, endangered, and special concern animals.
- Biological diversity.
- Connectivity in the landscape.
- Groundwater recharge and improved water quality.
- High to outstanding examples of native plant and/or animal communities or animal aggregations

These designations further emphasize the importance of the permanent protections that are already in place for these area – and the need for managing development in areas bordering them.

Woodlands Protection

Columbus values the extensive woodlands areas throughout the community. The City has adopted a Forestry Regulations chapter in the City Code. The Forestry Regulations provide restrictions for the unnecessary removal or destruction of trees, requirements for tree protection plans when warranted, and Oak Wilt Disease and Shade Tree Pest inspection and treatment programs. Columbus has created a Tree Board to oversee tree protection in the City and hires the services of an arborist to assist in the enforcement of the Forestry Regulations. **Figure 2.7** identifies forested areas, as well as other types of land cover.





Community Facilities and Service Plan

The City Hall is located on the east side of Kettle River Boulevard adjacent to Howard Lake. This site also includes the City's fire hall, public works facility and a senior citizen center. Firefighting services are provided through a joint powers agreement between Columbus, the City of Forest Lake, and Wyoming Township. Police services are provided by the Anoka County Sheriff.

It is the intent of the City to provide a range of cost-effective services to the community, including police and fire protection, street maintenance, public utility maintenance, and parks and recreation, based on priorities set by community residents. The City also seeks to continually evaluate the efficiency of the services offered. Privatization, cost sharing, joint services with other units of government, and capital improvements planning are options that the City will consider as part of an evaluation process. Currently, the City has no plans for new or expanded facilities. However, the City acknowledges that it is imperative to identify long range needs in order to serve anticipate new residential and commercial/industrial development.

Special Resource Protection

The comprehensive plan is required to address policy for a range of special resources that impact community land use planning. These include historic resources, solar energy, agricultural preserves, and aggregate resources. The ones that are applicable to Columbus are addressed in this section.

Historic Resources

The history of Columbus is influenced by both Native Americans and the European settlers that followed. As a result of this, there are significant remnants that were left by the Hopewell tribe Burial mounds located around Howard Lake in the Lamprey Pass Wildlife Management Area. Three large mounds were discovered in 1889; and it was not until 1977 that an additional three smaller mounds were discovered. Each of these areas are designated and protected as historic sites by the Minnesota Historical Society. In addition, the Minnesota Historical Society believes that remnants of Native American settlements may exist along Kettle River Boulevard northeast of Howard Lake and along Rice Creek.

The only buildings in Columbus that are on the National Register of Historic Places is the Carlos Avery Game Farm, located Broadway Avenue. It has been on the Register since 1991. It is the site of buildings built by the WPA in the 1930's and includes an entrance gate to the site that is built of stone and iron. During that era, it was a national showplace for the rearing of quail. The facilities are now the home of the north metro wildlife office of the Department of Natural Resources (DNR), the headquarters for the DNR's Carlos Avery Wildlife Management Area, and the Wildlife Science Center, a nonprofit group that conducts research on wolves.

A number of structures and building sites have had historic value for Columbus even though they are not legally preserved or protected by state or federal preservation programs. The first public structure built in Columbus was a post office in 1858. The post office closed after plans for the Village of Columbus did not materialize. The first school house was built in 1866 in the northern part of Columbus. It was a log structure and provided facilities for instruction for three to four months per year. No remnants of these structures exist today.

Other structures in the city still remain. The Republic School, built in 1890, had a Grange Hall upstairs and a school downstairs. The Grange refers to a lodge or local branch of the "Patrons of Husbandry," an association for promoting the interests of agriculture. It is now a private residence located on Lake

Drive. The old Town Hall was built in 1902 and the City inquired into the historical significance of the structure. However, due to extensive renovation over many years, the Minnesota Historical Society did not feel it had the historic value to warrant preservation.

The City supports efforts to preserve the heritage of the community. Columbus also supports archeological research prior to or in conjunction with any excavation or building in areas known or suspected to contain burial mounds and other archeological features or artifacts. The City will work with the Anoka County Historical Society and the Minnesota Historic Preservation Office to preserve the cultural resources in the community.

Aggregate Resources

There are no aggregate resources in Columbus.

Agricultural Preserves

While agricultural has been a feature of the history of this community, it has not been a significant land use within the city itself. The large percentage of wetlands and sandy soils mean this agriculture has had limited value in Columbus. While the City does have an Agricultural Preserve zoning district, which limits residential development to one unit per 40 acres, it is not currently applied to any area of the city due to lack of a suitable location.

The state Agricultural Preserve program conveys tax benefits to properties that are maintained for agricultural production. This voluntary program requires that maximum density of residential structures in an agricultural preserve shall not exceed one unit per 40 acres. The Metropolitan Council also requires that these parcels be guided as agriculture on the future land use map. Once this status is entered into, there is a multi-year process necessary to remove it from the program. At the time of the writing of this plan, no parcels in Columbus have this status.

Resilience

Resiliency in planning and development helps to ensure the prosperity, livability, equity, and sustainability of a community for future generations. Resilience planning focuses on all aspects of community, ensuring the economy, the environment, and social/living conditions are vibrant and upheld through adversity.

The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires local comprehensive plans to include for the protection and development of access to direct sunlight for solar energy systems. Columbus recognizes the importance of protecting solar access from potential interference by adjacent structures. Due to the rural, low-density character of Columbus, it is unlikely that solar energy systems would be precluded by structure inference in most areas. Provisions within the Zoning Ordinance related to density, height, and structure setback in residential, commercial and industrial areas provide adequate protection for solar energy access.

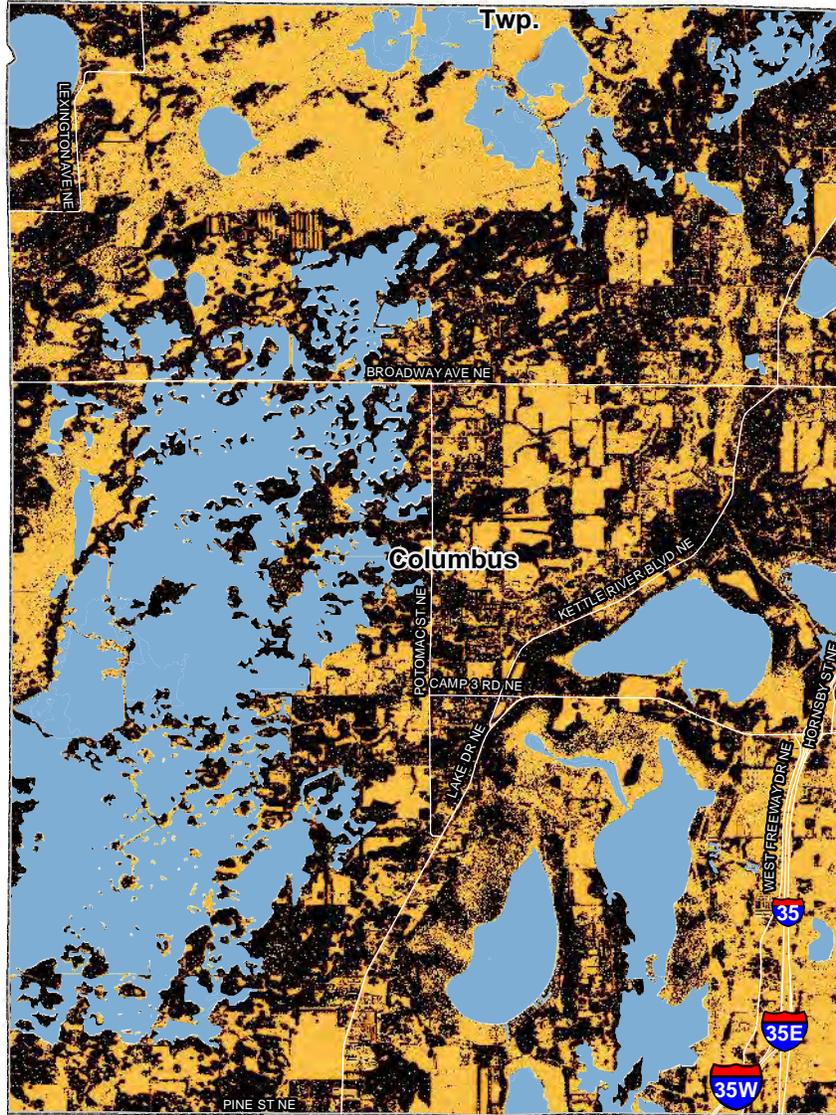
According to the Metropolitan Council, Columbus has the following solar potential, detailed in **Table 2.16** and shown on **Figure 2.8**. These calculations assume a 10% conversion efficiency and current (2016/17) solar technologies. The average home in Minnesota consumes between 9 and 10 Mwh/year (Solar Energy Industries Association; US Energy Information Administration). Using only Columbus' rooftop generation potential, between 3,810 and 4,233 homes could be powered by solar energy annually. This is more than the existing and forecasted housing units in Columbus.

| Table 2.16 – Solar Resource Calculations | | | |
|---|-----------------------------------|--|--|
| Gross Potential (Mwh/yr) | Rooftop Potential (Mwh/yr) | Gross Generation Potential (Mwh/yr²) | Rooftop Generation Potential (Mwh/yr²) |
| 53,676,916 | 381,017 | 5,367,691 | 38,101 |

Source: Metropolitan Council

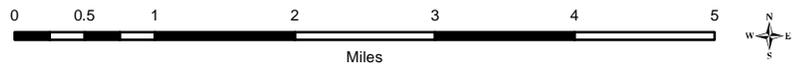
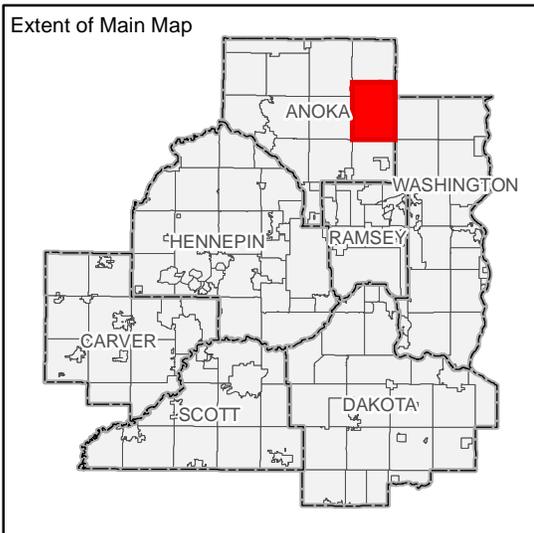
The City of Columbus goal relative to solar resource development is meeting state standards regarding access to direct sunlight for solar energy systems. Its policy is to maintain zoning and subdivision standards which satisfy this requirement.

Gross Solar Potential City of Columbus, Anoka County

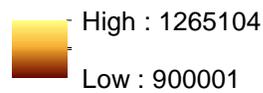


12/5/2016

Extent of Main Map



Gross Solar Potential (Watt-hours per Year)



-  Solar Potential under 900,000 watt-hours per year
-  County Boundaries
-  City and Township Boundaries
-  Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

Chapter 3: Housing

Purpose

This chapter provides an overview of existing housing conditions in Columbus. It also includes a plan to accommodate affordable housing as required through the Metropolitan Council, and a supporting implementation program for housing in general.

Existing Housing

As of 2015, Columbus contained 1,484 housing units, 98% of which are single family and 2% of which are multifamily. Most homes are owner occupied (92%).

Housing affordability is an issue that every community needs to address when making long range plans, and Columbus is no different. The city has been able to maintain a sizeable amount of housing stock that is affordable to households between 51 and 80% Area Median Income (AMI) with 759 units, which make up approximately 51% of the total housing stock. Around 54% of Columbus's housing stock is affordable to families with incomes between 31 and 80% AMI. There are no available units to those households with incomes at or below 30% AMI. Approximately 17% of households with incomes below 80% AMI are cost burdened, which means they pay over 30% of their incomes on housing expenses.

These and other housing data can be seen in **Table 3.1**.

| Table 3.1 – Housing Conditions | | |
|--|------------------------|-------------------------|
| General Housing Statistics | Number of Units | Percent of Units |
| Total of Housing Units | 1,484 | |
| Housing Units – Owner Occupied | 1,369 | 92.3% |
| Housing Units – Rental | 115 | 7.7% |
| Single Family Homes | 1,460 | 98.4% |
| Multi-family Homes | 24 | 1.6% |
| Publically Subsidized Units | | |
| – Senior Housing | 0 | 0.0% |
| – Housing for People with Disabilities | 0 | 0.0% |
| – All Other Publicly Subsidized Units | 0 | 0.0% |
| Housing Affordability in Reference to Average Median Income (AMI) | | |
| Housing Units affordable to households with incomes at or below 30 AMI | 0 | 0.0% |
| Housing Units affordable to households with incomes between 31 and 50% AMI | 43 | 2.9% |
| Housing Units affordable to households with incomes between 51 and 80% AMI | 759 | 51.1% |
| Households Experiencing Cost Burden | | |
| Existing households experiencing housing cost burden with incomes below 30% AMI | 144 | 9.7% |
| Existing households experiencing housing cost burden with incomes between 31 and 50% AMI | 55 | 3.7% |
| Existing households experiencing housing cost burden with incomes between 51 and 80% AMI | 53 | 3.6% |

Housing in Columbus is predominantly single family detached, which is typical of rural communities. Approximately 97% of the occupied housing stock (1,438 units) in 2015 were detached single family, compared to 1.5% attached single family residences (22 units). There are no multiple family residences in Columbus outside a small number of 2-4 unit buildings (1.6% of total housing stock).

Table 3.2 illustrates the breakdown of housing unit type in Columbus in 2015. The average household size in Columbus in 2015 was 2.64 persons per household, which has decreased from 2.98 in 2000.

| Table 3.2 – Housing Unit Type, 2015 | |
|-------------------------------------|-----------------|
| Household Type | Number of Units |
| Single Family, detached | 1,438 |
| Single Family, attached | 22 |
| 2-4 Units | 24 |
| Total Households | 1,484 |

Source: 2011-2015 American Community Survey; Metropolitan Council

Table 3.3 illustrates the approximate distribution of owner-occupied and renter-occupied households in Columbus by age according to the 2015 American Community Survey. Two-thirds of all households are headed by middle-aged householders from 35-64 years of age. About 23% of the households are occupied by residents age 65 or older. Approximately 7% of all households are headed by persons under the age of 35. This pattern of aging householders (one of the highest percentages in the county) suggests that there may be a growing need for senior housing options in the future.

| Table 3.3 – Percentage of Households by Age Distribution of Owners and Renters, 2015 | | | |
|--|------------|-----------|------------------|
| Householder Age | Owners | Renters | Total Households |
| 15-34 | 5% | 2% | 7% |
| 35-64 | 66% | 6% | 72% |
| 65 or Older | 23% | 0% | 23% |
| Total Households | 94% | 8% | 102% |

Source: 2011-2015 American Community Survey

Married couples dominate household type in Columbus (over 70%). Families, including male and female heads of households, make up almost 80% of households. Approximately 21% of all households have nonfamily occupants, including single person households (19%) and multiple person nonfamily households (2%). **Table 3.4** identifies the percentage of 2015 households by householder type.

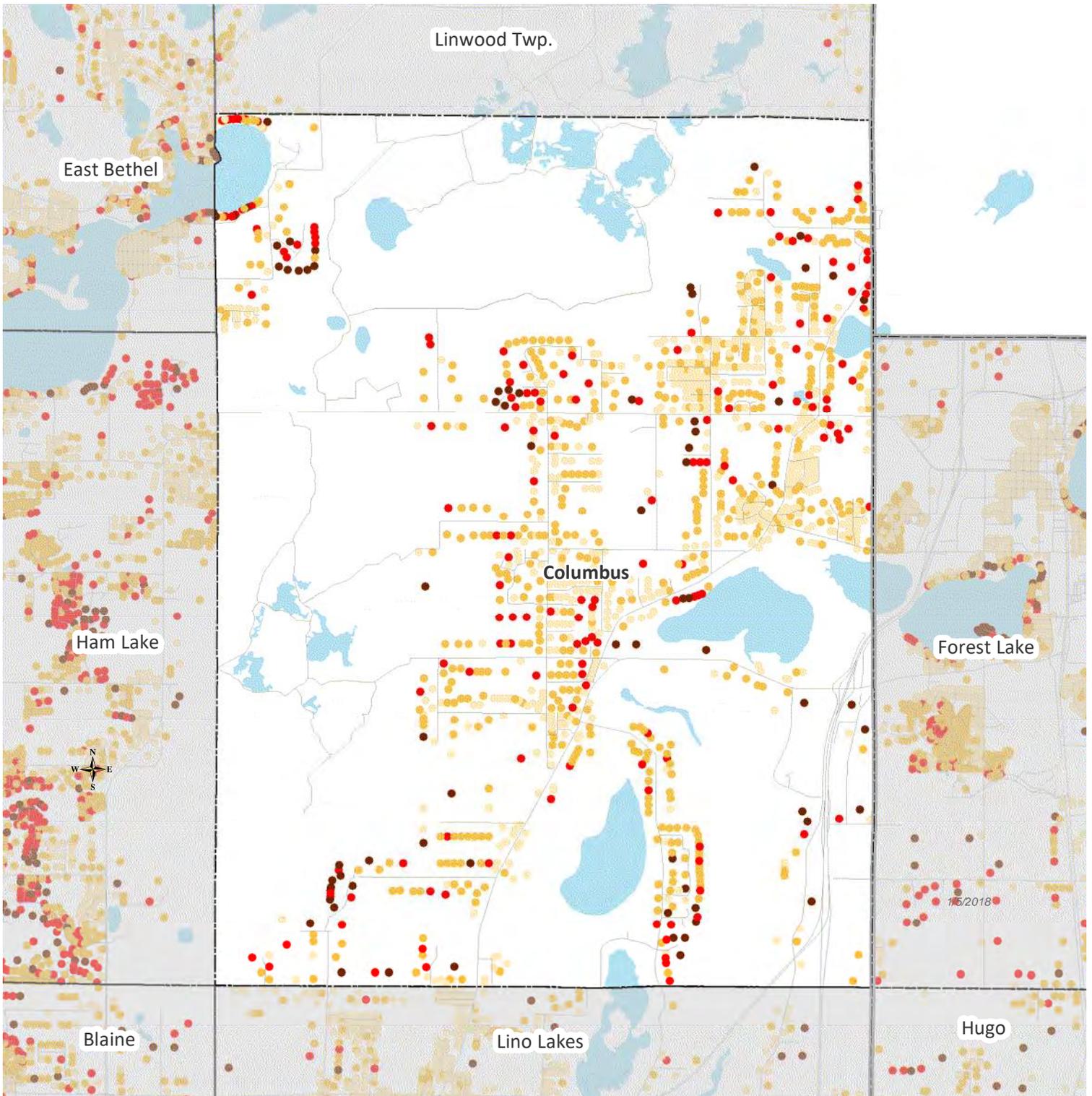
| Table 3.4 – Households by Householder Type | |
|---|-----------------------------|
| Householder Type | Number of Households |
| Married Couples | 73% |
| Male Householder, Family | 1% |
| Female Householder, Family | 5% |
| Non-family (single person) | 19% |
| Non-family (2 or more people) | 2% |
| Total Households | 100% |

Source: 2011-2015 American Community Survey; Metropolitan Council

Figure 3.1 shows the location of owner occupied units in the city, by value. While units in a substantial portion of the city are valued at less than \$238,000 (an estimated benchmark for affordability for a family of four), there are a number units over that as well.

Owner-Occupied Housing by Estimated Market Value

Columbus



-  County Boundaries
-  City and Township Boundaries
-  Streets
-  Lakes and Rivers

Owner-Occupied Housing Estimated Market Value, 2016

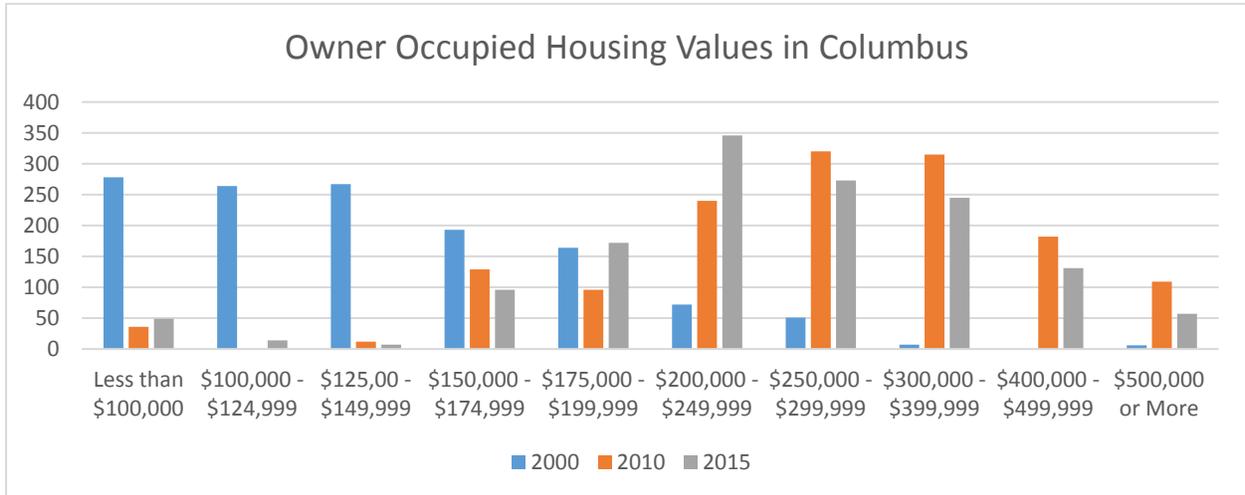
-  \$243,500 or Less
-  \$243,501 to \$350,000
-  \$350,001 to \$450,000
-  Over \$450,000

1 in = 1.26 miles



Source: MetroGIS Regional Parcel Dataset, 2016 estimated market values for taxes payable in 2017.

Note: Estimated Market Value includes only homesteaded units with a building on the parcel.



Source: US Census; Metropolitan Council

Housing values in Columbus follow the trend many areas experienced in the last 20 years. A surge in the housing market in the early and mid-2000s led into a crash of the housing market in the late 2000s and early 2010s, as well as a large increase in the amount of housing that was valued over \$200,000 in the area. The numbers in **Table 3.5** and the chart above have not been adjusted for inflation, which could affect the layout of the chart and skew interpretation of the data. Taking inflation in account, the gap between 2000 and 2010 is still prevalent, but not as large as it may appear. The area has since been recovering but still lacks much of what was affordable back in 2000.

| Values (in \$000s) | 2000 | | 2010* | | 2015* | |
|--------------------|------------------|--------------------|------------------|--------------------|------------------|--------------------|
| | Percent of Units | Cumulative Percent | Percent of Units | Cumulative Percent | Percent of Units | Cumulative Percent |
| Less than \$100 | 21.4% | 21.4% | 2.5% | 2.5% | 3.5% | 3.5% |
| \$100 - \$124 | 20.3% | 41.6% | 0.0% | 2.5% | 1.0% | 4.5% |
| \$125 - \$149 | 20.5% | 62.1% | 0.8% | 3.3% | 0.5% | 5.0% |
| \$150 - \$174 | 14.8% | 77.0% | 9.0% | 12.3% | 6.9% | 11.9% |
| \$175 - \$199 | 12.6% | 89.6% | 6.7% | 19.0% | 12.4% | 24.3% |
| \$200 - \$249 | 5.5% | 95.1% | 16.7% | 35.6% | 24.9% | 49.2% |
| \$250 - \$299 | 3.9% | 99.0% | 22.2% | 57.9% | 19.6% | 68.8% |
| \$300 - \$399 | 0.5% | 99.5% | 21.9% | 79.8% | 17.6% | 86.5% |
| \$400 - \$499 | 0.0% | 99.5% | 12.6% | 92.4% | 9.4% | 95.9% |
| \$500 or More | 0.5% | 100.0% | 7.6% | 100.0% | 4.1% | 100.0% |

Source: U.S. Census Bureau, American Community Survey

*Not adjusted for inflation

Table 3.6 provides both median housing values and median gross rents for Columbus and Anoka County. Columbus had higher home values than the county average in both 2010 and 2015. In 2010, Columbus

had a lower median rent than the county average. However, median rent in the city surpassed county averages in 2015, which may contribute to housing cost burden among renter households.

| Table 3.6 – Housing Values and Costs | | |
|--------------------------------------|-----------|--------------|
| Type of Sale | Columbus | Anoka County |
| Median Housing Value, 2010 | \$282,300 | \$223,100 |
| Median Housing Value, 2015 | \$252,000 | \$187,600 |
| | | |
| Median Gross Rent, 2010 | \$784 | \$870 |
| Median Gross Rent, 2015 | \$1,136 | \$971 |

Source: Metropolitan Council

Projected Housing Needs

In fairly recent years, there have been a couple countywide housing assessments in Anoka County that include Columbus. While forecasted demand numbers from these studies will not be used directly in this plan (which relies on Metropolitan Council numbers), these plans provide other insights into the housing market in Columbus.

In 2010, the Anoka County Housing and Redevelopment Authority (HRA) produced a report entitled *Senior Housing Demand Analysis for Submarkets in Anoka County, Minnesota*. Linwood and Columbus were grouped as one of the submarkets analyzed for the purposes of this plan. The plan notes that this submarket has a high percentage of seniors who are the target market for senior housing (71% of seniors are considered income-qualified for senior housing).

However, the study’s demand calculations show that only a minimal amount of excess Anoka County demand could be captured in the Linwood and Columbus submarket at this time. As a result, the study does not recommend the development of additional senior housing in this submarket.

In 2011, the Anoka County HRA produced another report entitled *Comprehensive Housing Needs Assessment for Anoka County*. As with the previous study, Linwood and Columbus are grouped together as one submarket for the purposes of analysis.

This study showed a demand for 430 units of general occupancy housing units in this submarket between 2010 and 2020. It is anticipated that single family homes will continue to dominate the housing stock. Specifically, this forecast includes:

- 21 rental units – 7 deep subsidy (<50% AMI), 3 shallow subsidy (50-80% AMI), 11 market rate
- 405 ownership units – 81 modest homes (<\$250,000), 263 move-up homes (\$250,000-\$450,000), and 60 executive homes (>\$450,000), 0 multifamily

Affordable Housing Allocation

The Affordable Housing Allocation reflects the region’s forecasted population that will need affordable housing, and how it is expected to be divided among various communities. According to the Metropolitan Council’s affordable housing allocation, Columbus’s share of affordable housing need through 2040 is 27 units, as noted in **Table 3.7**. Most affordable housing is allocated for households making less than 50% AMI, which fills the largest gaps in the affordability of Columbus’ housing stock.

| Table 3.7 – Affordable Housing Allocation | |
|--|-----------|
| At or below 30 AMI | 15 |
| From 31 to 50 AMI | 12 |
| From 51 to 80 AMI | 0 |
| Total Number | 27 |

Source: US Census; Metropolitan Council

It is anticipated that these 27 units can be accommodated through development of housing in the Freeway Corridor, where land use densities are guided for a level appropriate to developing affordable housing units, at up to 16 units per acre. The lower minimum densities in this area are mitigated by the fact that many units in Columbus at lower densities meet affordability guidelines, and that there is limited demand for high density development in rural communities.

The City of Columbus will be reviewing its zoning ordinance after the completion of the comprehensive plan update process, to evaluate needs to update densities and other guidelines to be in conformance with the comprehensive plan.

Housing Implementation Plan

The City of Columbus is committed to encouraging the availability of affordable housing as a long term community value. The City will continue to participate and work with programs offered by the Anoka County Housing and Redevelopment Authority (ACHRA) and the Minnesota Housing Finance Agency. Additionally, the City will continue to maintain the existing zoning ordinance standards that allow densities in appropriate areas that are consistent with affordable housing objectives.

The Anoka County Housing and Redevelopment Authority (ACHRA) administers housing and redevelopment services and economic development services in Columbus. The City will work with the ACHRA to provide housing assistance for affordable and life cycle housing opportunities within the Suburban Residential area and general housing rehabilitation assistance throughout the rural residential area.

Table 3.8 provides a range of local options for housing implementation, based on some general housing goals for the community. See the implementation chapter for additional information about available housing programs through Anoka County.

| Table 3.8 – Housing Implementation | | | | |
|---|-----------------------------------|--|---|---|
| Housing Goal/Need | Implementation Opportunity | Policy | Fiscal | Programs |
| Maintaining Homeownership | Citywide | | Single Family Rehabilitation Grants and Loans | Foreclosure Prevention Counseling; Community Land Trust |
| Supporting Young/First-time Homeowners | Citywide | | Single Family Rehabilitation Grants and Loans | Homebuyer Education (Pre and Post Purchase); Community Land Trust |
| Affordable Housing (up to 80% AMI) | Multifamily housing zoning, PUDs | Site Assembly; Zoning Ordinance | Section 8 Rental Assistance; Tax Abatement; TIF | Landlord Education for Inclusive Housing Policies |
| Senior Housing | Multifamily housing zoning, PUDs | Expedited Pre-application Process; Site Assembly; Zoning Ordinance | Tax Abatement; TIF | |

Chapter 4: Parks and Trails

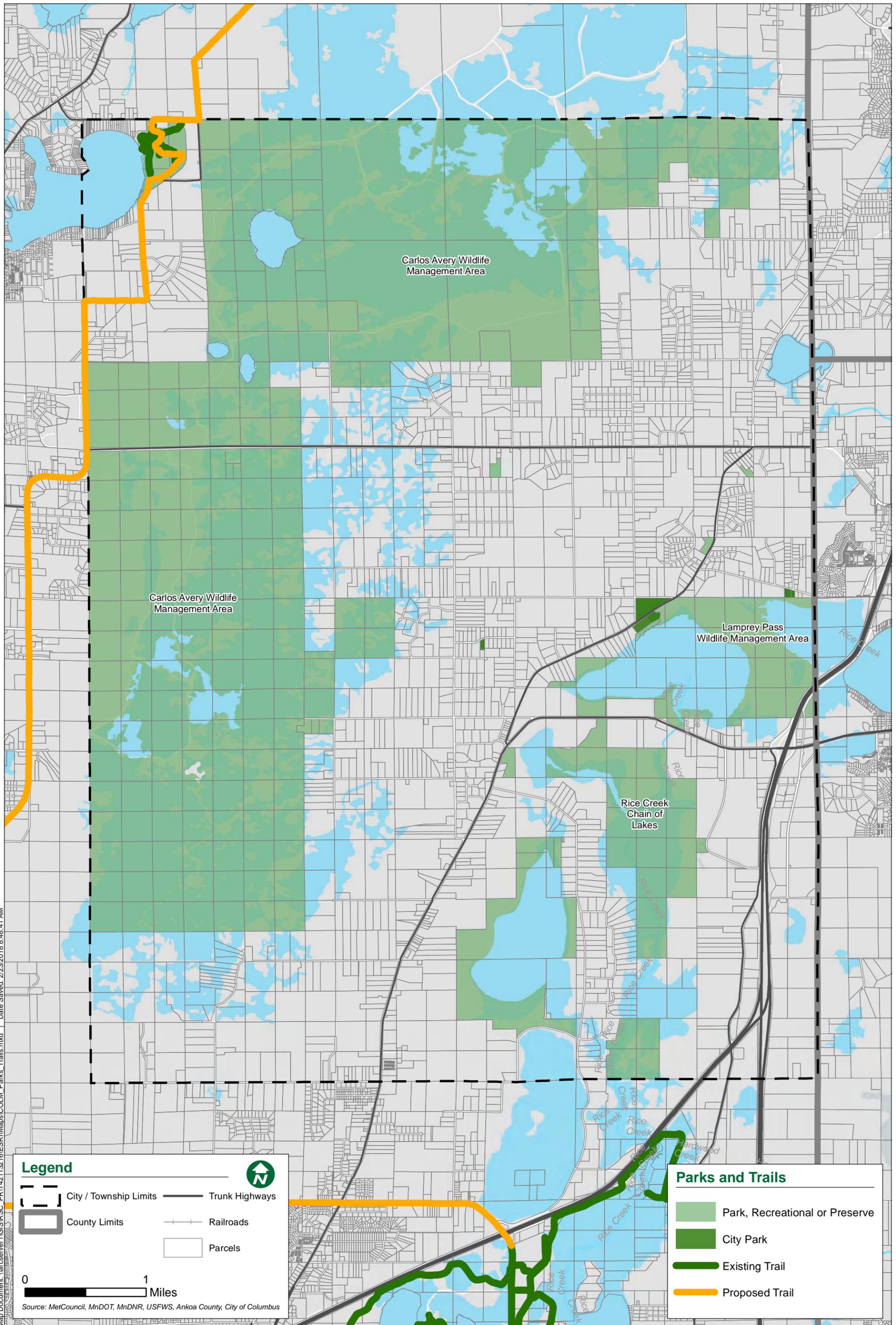
Purpose

The purpose of this chapter is to provide an overview of existing and planning parks and trails serving Columbus.

Parks are an important asset for a community, providing space for recreation, leisure, community gatherings, and preservation of natural resources. They also increase overall community livability, and may increase property values for nearby uses.

Trails likewise provide recreation and leisure options. They can connect parks and other community destinations. Longer trails can attract people from out of town who may bring activity and revenue to area businesses. Additionally, trails may serve a transportation function (further detailed in Chapter 5 Transportation).

Figure 4.1 shows existing and planned parks and trails in Columbus.



Regional Parks and Trails

Regional parks and trails are shown on **Figure 5.1**. Rice Creek Chain of Lakes Regional Park Reserve is partially located within the City of Columbus as well as Carlos Avery State Wildlife Management Area (WMA) and Lamprey Pass State Wildlife Management Area (WMA).

The Rice Creek Chain of Lakes Regional Park Reserve has several facilities and amenities, including biking, camping, canoeing, cross country skiing, fishing, geocaching, golfing, hiking, a beach, boat launch, picnic pavilion, playground, and the Wargo Nature Center. However, there is limited access and limited facilities in the City of Columbus itself. Acquisitions to make the park facilities more accessible within Columbus have not been completed.

Carlos Avery WMA is the largest urban WMA and ninth overall largest WMA in the state. It occupies portions of Columbus and Linwood Township to the north and extends into Chisago County to the northeast. There are over 9,800 acres of Carlos Avery WMA in west central and north central Columbus. Recreational opportunities within the Carlos Avery WMA include hunting, fishing, hiking, bird watching, cross-country skiing, and snow shoeing. A game farm is located on CSAH 18, where prairie chickens, pheasants, grouse, deer, and waterfowl are reared.

Lamprey Pass WMA covers over 1,040 acres in east central Columbus, surrounding Howard Lake and Mud Lake. Lamprey Pass WMA protects one of the largest and most diverse heron colonies in the state. Discovered in 1979, this colony supports four different species of herons including great blue herons, great egrets, black-crowned herons, and double-crested cormorants.

The City has worked closely with the Minnesota Department of Natural Resources (DNR) to identify issues regarding the use implications and recreational opportunities and the potential expansion of both WMAs. The City will continue to coordinate use and expansion opportunities of the WMAs with the DNR through long range planning and mutual understanding of the City's concerns over potential impacts to adjacent residential land uses and the loss of taxable property.

There are no existing regional trails in Columbus.

County Parks and Trails

Coon Lake County Park is located in the northwestern corner of Columbus on Coon Lake, close to the Carlos Avery WMA. This 125 acre park provides a public boat launch, swimming beach, hiking trails, picnic pavilions, and a playground.

Local Parks and Trails

Local parks are also shown on **Figure 4.1**. In addition to the regional and state parks, Columbus has three local parks: Columbus City Park located near City Hall, Howard Lake Park located across the street from a neighborhood on Howard Lake Drive, and Hidden Park on 162nd Ave. Existing local park amenities are shown in **Table 5.1**.

| Table 4.1 – Park Amenities By Location | | | |
|--|----------------------------|------------------|-------------|
| Amenities | Columbus City Park | Howard Lake Park | Hidden Park |
| Walking/Hiking Trails | X | | |
| Picnic Area/Shelter | X | X | X |
| Playground | | X | X |
| Sport Courts | Football/Soccer, Tennis | | |
| Baseball Diamond(s) | X | | |

Because of the low density rural development in Columbus, the City has not pursued the development of traditional neighborhood parks. Rural residential lots are typically larger than neighborhood parks and residents are afforded personal recreation and open space opportunities with rural residential lifestyles. Current emphasis will be placed on maintaining and improving the Community Park near the City Hall.

Columbus will develop a Parks and Trails Master Plan that evaluates current city, county, and regional resources, identifies potential needs, identifies partners for parks and trails coordination, establishes plans for park and trail improvements, and creates a timeframe and budget for implementation. Columbus is interested in maximizing the potential development of local and regional trail corridors through the City that connect existing and planned trails, existing parks and recreation facilities, existing neighborhoods and commercial destinations. The City will also examine the potential parks and pedestrian circulation needs in the Freeway Corridor.

Planned Improvements

Park and Trail Search Areas

The East Anoka County Extension Regional Trail search corridor runs through the northwest corner of the city along CSAH 17. The City will work with both Anoka County and the Metropolitan Council to identify trail opportunities in this area, and participate in any plans for trail improvements in Columbus. The proposed corridor is shown on **Figure 5.1**.

Chapter 5: Transportation

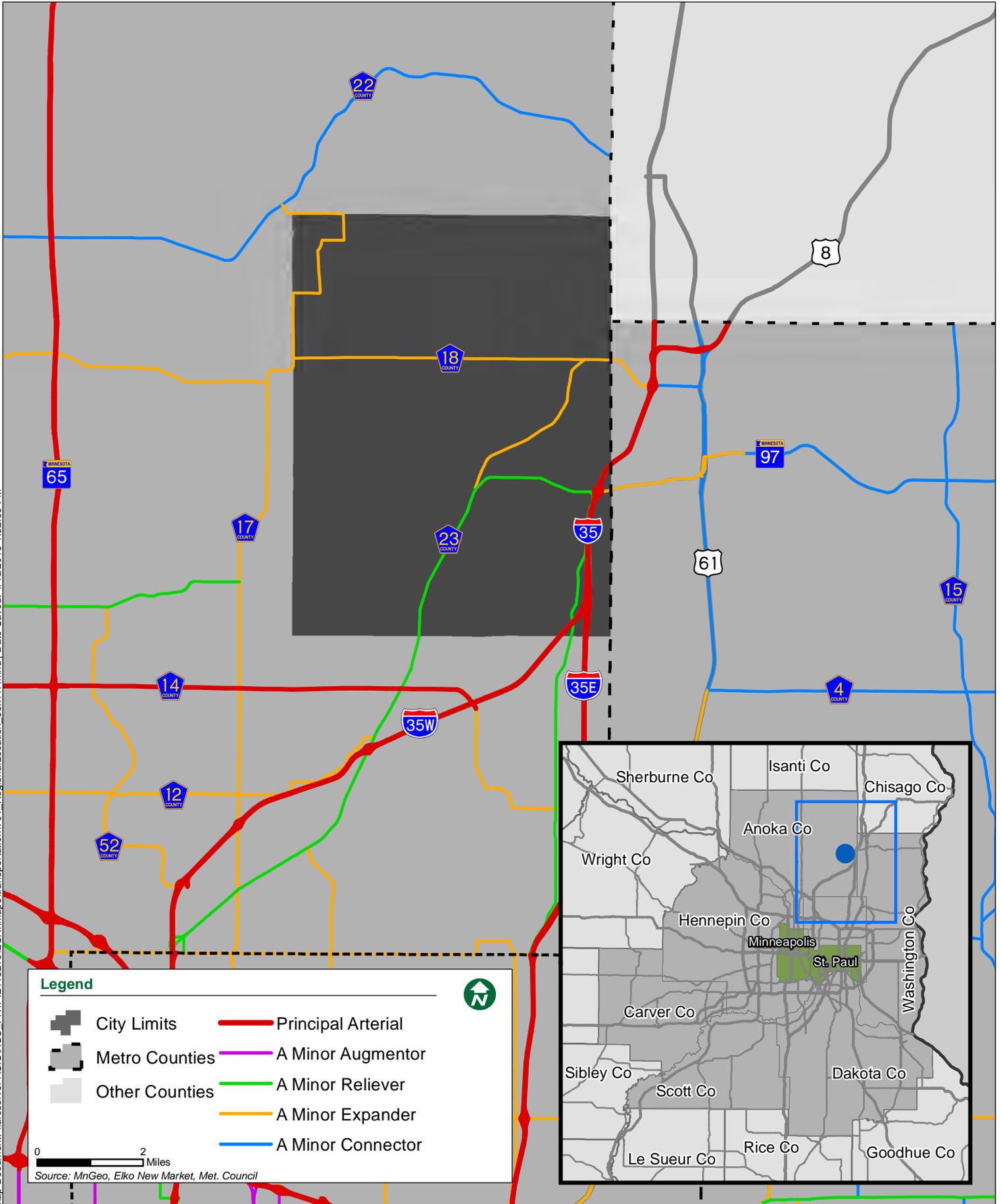
Introduction

Overview

The City of Columbus is a growing community located near the fringe of the Anoka County urbanized area (see **Figure 5.1**). Columbus is served by a network of federal, state, county, and local roadways. Interstate Highways 35E and 35W converge into I-35 in a 3-mile corridor in the southeast corner of the city. It is expected this area will see growth in population and jobs by 2040. Accommodating this growth will involve a number of improvements and expansions to the existing transportation network in and around the city.

The primary purpose of this chapter is provide guidance to city staff and elected officials regarding the implementation of effective, integrated transportation facilities and programs through the 2040 planning timeframe. This chapter is consistent with regional requirements for transportation as captured in the Metropolitan Council's 2040 Local Planning Handbook.

Map Document: \\arcserver1\GIS\RISC_PRT\42113216\ESRI\Maps\transportation\T01_RegionalLocation_85x11P.mxd | Date Saved: 4/18/2018 1:52:58 PM



Legend

- City Limits
- Metro Counties
- Other Counties
- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector



0 2 Miles

Source: MnGeo, Elko New Market, Met. Council

Existing Roadway Conditions

Existing Traffic Volumes and Crash Data

The most basic characteristic of a given roadway is the volume of traffic that it carries. Existing traffic volumes on roadways within Columbus are presented on **Figure 5.2**. This is the most current MnDOT data available for traffic volumes on these roads.

The most recent crash data for roadways also are summarized on **Figure 5.2**. It can be seen that the highest volumes of crashes are at:

- Interstate 35 and CSAH 97/Lake Drive NE
- CSAH 18/W Broadway Avenue and CSAH 62/Kettle River Boulevard NE
- CSAH 18/W Broadway Avenue and Potomac Street NE
- CSAH 62/Kettle River Boulevard NE and CSAH 97/Lake Drive NE

Additional analysis may be needed at these and other intersections to determine the causes of crashes, and potential improvements which could address safety issues.

Jurisdictional and Functional Classification

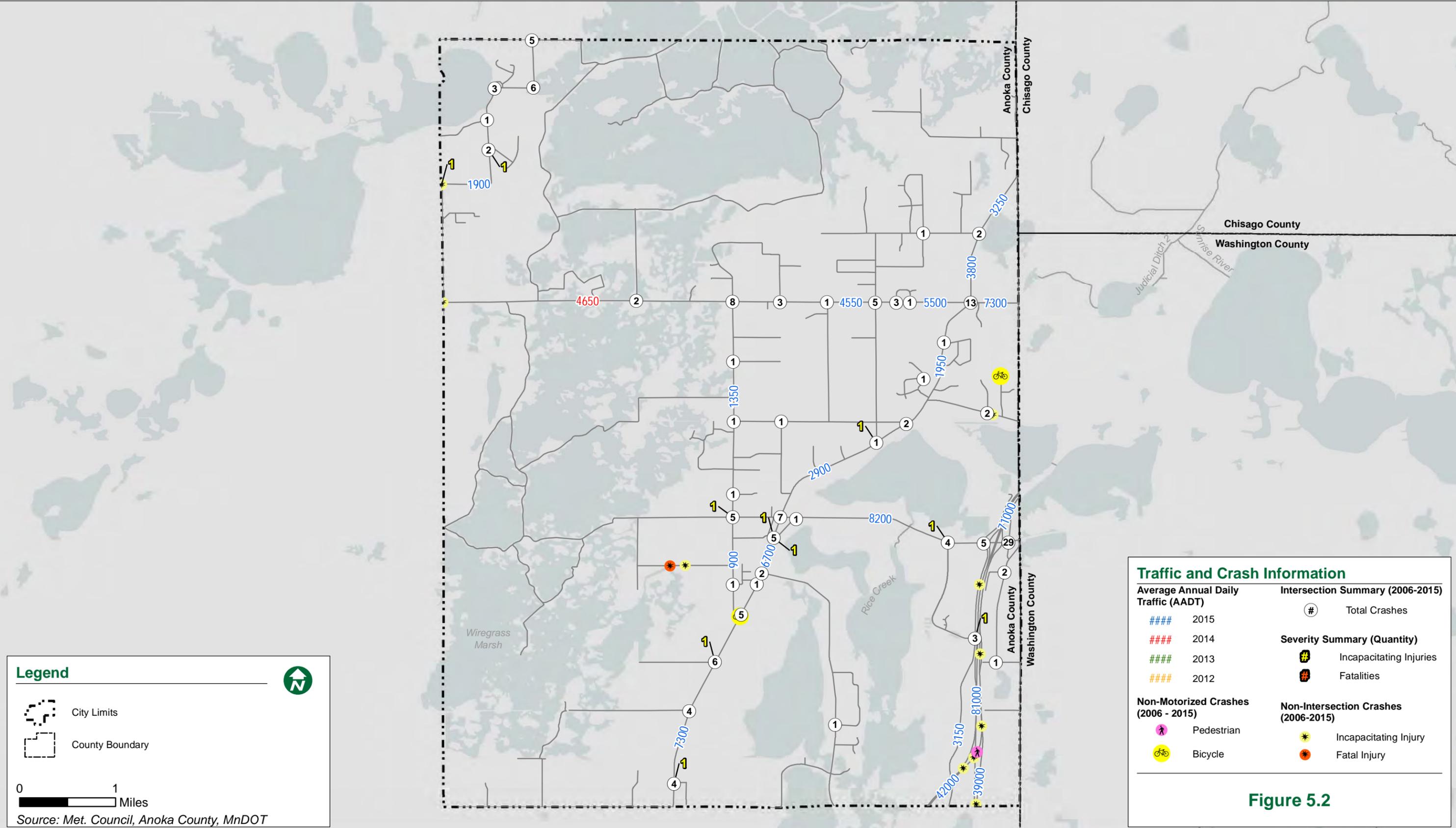
Roadways are classified on the basis of which level of government owns and has jurisdiction over them. In the case of Columbus, roadways are under the jurisdiction of MnDOT, Anoka County, or the City of Columbus. **Figure 5.3** depicts the existing roadway jurisdictional classification system in Columbus.

The functional classification system is a roadway network that distributes traffic from neighborhood streets to collector roadways, then to minor arterials, and ultimately the Metropolitan Highway System. Roads are placed into categories based on the degree to which they provide **access** to adjacent land uses and lower level roadways versus providing higher-speed **mobility** for “through” traffic. Functional classification is a cornerstone of transportation planning. Within this approach, roads are located and designed to perform their designated function.

The current roadway functional classification map for Columbus as identified by the Metropolitan Council is presented on **Figure 5.4**. The roadway system presently consists of five roadway functional roadway classifications:

- Principal Arterial
- A Minor Arterial
- Other Arterial
- Major Collector
- Local Street

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- City Limits
- County Boundary

0 1 Miles

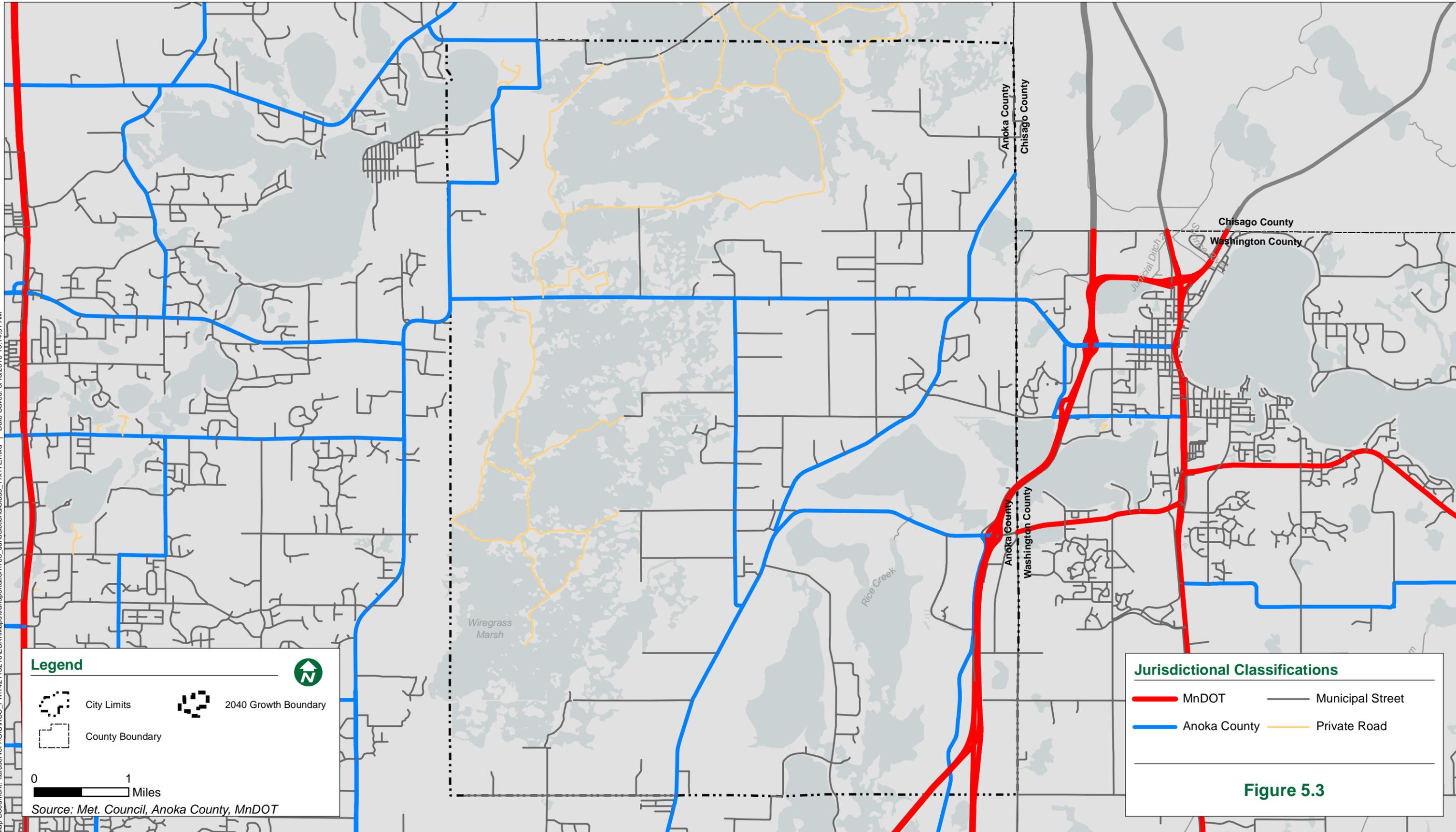
Source: Met. Council, Anoka County, MnDOT

Traffic and Crash Information

| Average Annual Daily Traffic (AADT) | | Intersection Summary (2006-2015) | |
|-------------------------------------|------------|--------------------------------------|-----------------------------|
| #### | 2015 | # | Total Crashes |
| #### | 2014 | # | Severity Summary (Quantity) |
| #### | 2013 | # | Incapacitating Injuries |
| #### | 2012 | # | Fatalities |
| Non-Motorized Crashes (2006 - 2015) | | Non-Intersection Crashes (2006-2015) | |
| 🚶 | Pedestrian | 🌟 | Incapacitating Injury |
| 🚲 | Bicycle | 🔥 | Fatal Injury |

Figure 5.2

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- City Limits
- County Boundary
- 2040 Growth Boundary

0 1 Miles

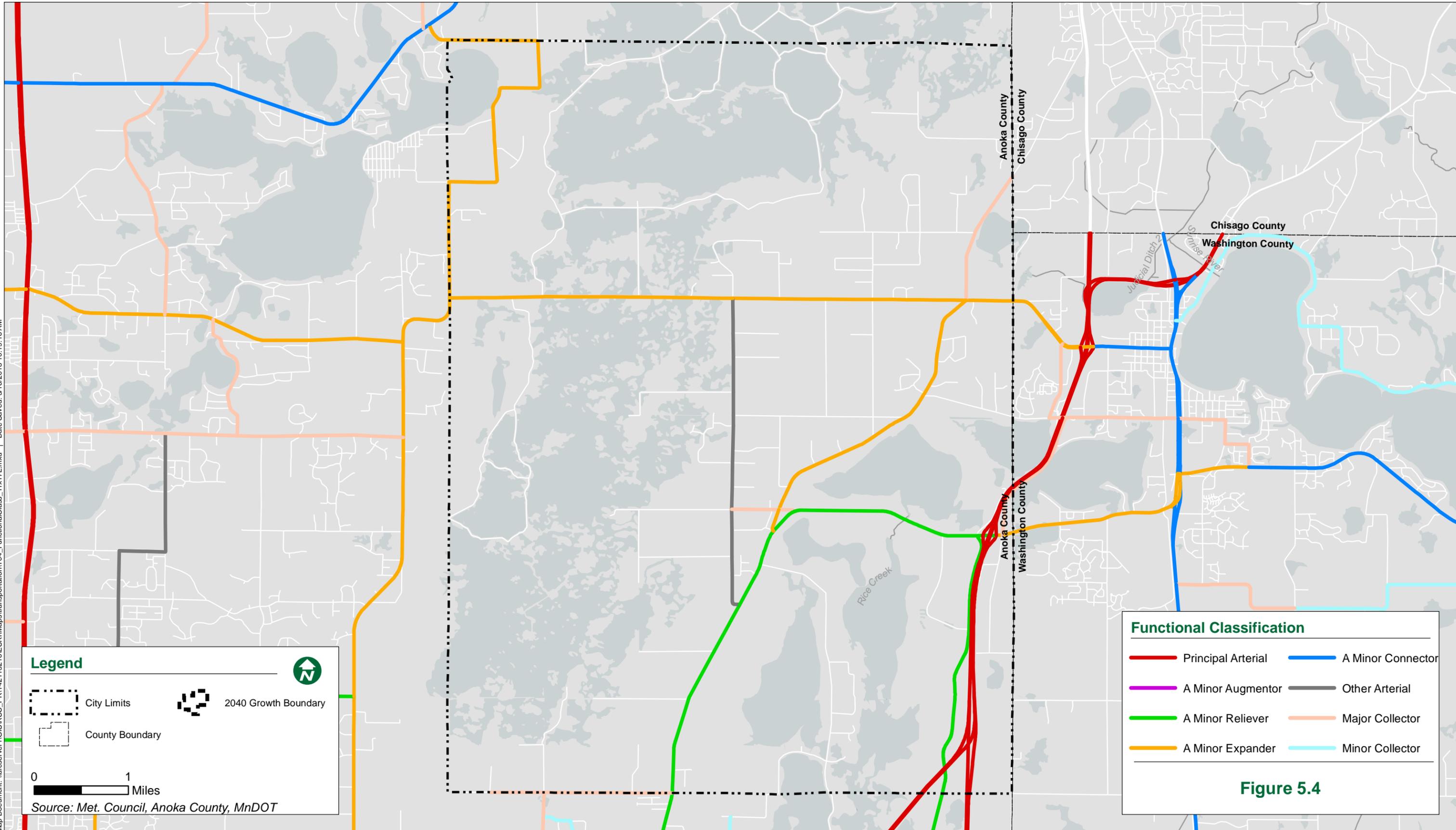
Source: Met. Council, Anoka County, MnDOT

Jurisdictional Classifications

- MnDOT
- Anoka County
- Municipal Street
- Private Road

Figure 5.3

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Legend

- City Limits
- 2040 Growth Boundary
- County Boundary



0 1 Miles

Source: Met. Council, Anoka County, MnDOT

- Functional Classification**
- Principal Arterial
 - A Minor Connector
 - A Minor Augmentor
 - Other Arterial
 - A Minor Reliever
 - Major Collector
 - A Minor Expander
 - Minor Collector

Figure 5.4

For arterial roadways, the Metropolitan Council has designation authority. Local agencies may request that their roadways become arterials (or are downgraded from arterial to collector), but such designations or re-designations must be approved by the Metropolitan Council. The agency which has jurisdiction over a given roadway (e.g. Anoka County or the City of Columbus) has the authority to designate collector status.

Principal Arterials

Principal arterials are the highest roadway classification and make up the Metropolitan Highway System. The primary function of these roadways is to provide mobility for regional trips, and they do not provide a land access function. They are intended to interconnect regional business concentrations in the metropolitan area, including the central business districts of Minneapolis and St. Paul. These roads also connect the Twin Cities with important locations outside the metropolitan area. Principal arterials are generally constructed as limited access freeways, but may also be multiple-lane divided highways.

The principal arterial roadways in Columbus are identified in **Table 5.1**, below:

| Table 5.1 – Principal Arterial Roadways | | | |
|---|--------------------------|-----------------|--------------------------------|
| Roadway | From | To | Number of Travel Lanes (Total) |
| I-35/I-35E/I-35W | CSAH 22/East Viking Blvd | CSAH 14/Main St | 4 |

“A” Minor Arterials

These roads connect important locations within the City of Columbus with access points of the metropolitan highway system and with important locations outside the city. These arterials are also intended to carry short to medium trips that would otherwise use principal arterials. While “A” minor arterial roadways provide more access than principal arterials, their primary function is still to provide mobility rather than access to lower level roadways or adjacent land uses.

The Metropolitan Council has defined four subcategories of “A” minor arterials: reliever, expander, connector, and augmentor. These subcategories are primarily used by the Metropolitan Council to allocate federal funding for roadway improvements. The different types do not have separate, specific design characteristics or requirements. However, they have somewhat different functions in the roadway network, and are typically found in certain areas within the region.

- **Relievers** provide supplementary capacity for congested parallel principal arterials. They are typically found in urban and suburban communities.
- **Augmentors** supplement the principal arterial system in more densely developed or redeveloping areas. They are typically found in urban communities.
- **Expanders** supplement the principal arterial system in less densely developed or redeveloping areas. They are typically found in urban and suburban communities.
- **Connectors** provide safe, direct connections between rural centers and principal arterials in rural areas without adding continuous general purpose lane capacity. They are typically found in rural communities.

As shown on **Figure 5.4**, the “A” minor roads in Columbus are relievers, providing supplementary capacity for congested parallel principal arterials (in this case, Interstate 35), and expanders, supplementing the principal arterial system in less developed areas. The “A” minor arterial roadways in

Columbus are identified in **Table 5.2**.

| Table 5.2 – “A” Minor Arterial Roadways | | | |
|---|--------------------------|------------------------|--------------------------------|
| Roadway | From | To | Number of Travel Lanes (Total) |
| CSAH 97 | I-35 | Highway 61 | 2-4 |
| CSAH 17 (Lexington Ave NE) | 197 th Ave NE | CSAH 18/W Broadway Ave | 2 |
| CSAH 18 (W Broadway Ave) | CSAH 17/Lexington Ave | I-35 | 2 |
| CSAH 23 (Lake Drive NE) | I-35 | I-35W | 2 |
| CSAH 62 (Kettle River Blvd.) | CSAH 23/Lake Drive NE | CSAH 18 | 2 |
| County Road 21 (W Freeway Drive) | CSAH 23/I-35 | I-35E | 2 |

Other Arterials

Like “A” minor arterials, these roadways also serve more of a mobility function than access function. However, they may not have as much regional importance as “A” minor arterials and are not eligible for federal roadway improvement funding. Other arterials within Columbus are identified in **Table 5.3**.

| Table 5.3 – Other Arterial Roadways | | | |
|-------------------------------------|---------|---------|--------------------------------|
| Roadway | From | To | Number of Travel Lanes (Total) |
| County Road 19 | CSAH 18 | CSAH 23 | 2 |

Major and Minor Collectors

Collector roadways provide a balance of the mobility and land-use access functions discussed above. They generally serve trips that are entirely within the city and connect neighborhoods and smaller commercial areas to the arterial network. Minor collectors generally are shorter in length, with lower volumes and lower speeds than major collectors. Current collector roadways are identified in **Table 5.4**, below.

| Table 5.4 – Major and Minor Collector Roadways | | | |
|--|----------------|--------------------------------------|--------------------------------|
| Roadway | From | To | Number of Travel Lanes (Total) |
| Major Collectors | | | |
| Camp 3 Road NE | County Road 19 | CSAH 23 | 2 |
| CSAH 62 | CSAH 18 | Lyon Street NE (east border of town) | 2 |

Problem Issues and Locations

The planning process involved discussions with city staff, city leadership, and community stakeholders regarding transportation problems and their locations.

At present, there are few major concerns within the City of Columbus. Traffic on city roadways is relatively low volume, and there are few serious accidents, except along the freeway corridor which is outside the jurisdiction of the City to address. There are a higher number of crashes near the interstate interchange area, but there have been recent studies to address access and traffic flow there that will result in improvements.

Most comments related to ensuring that there is adequate access to serve development sites, as a number of roads in the city are still unimproved.

Summary of Relevant Transportation Studies

A summary of transportation studies relevant to the City of Columbus' roadway system is provided below.

CSAH 23/TH 97 at I-35 in Columbus Project Summary Report

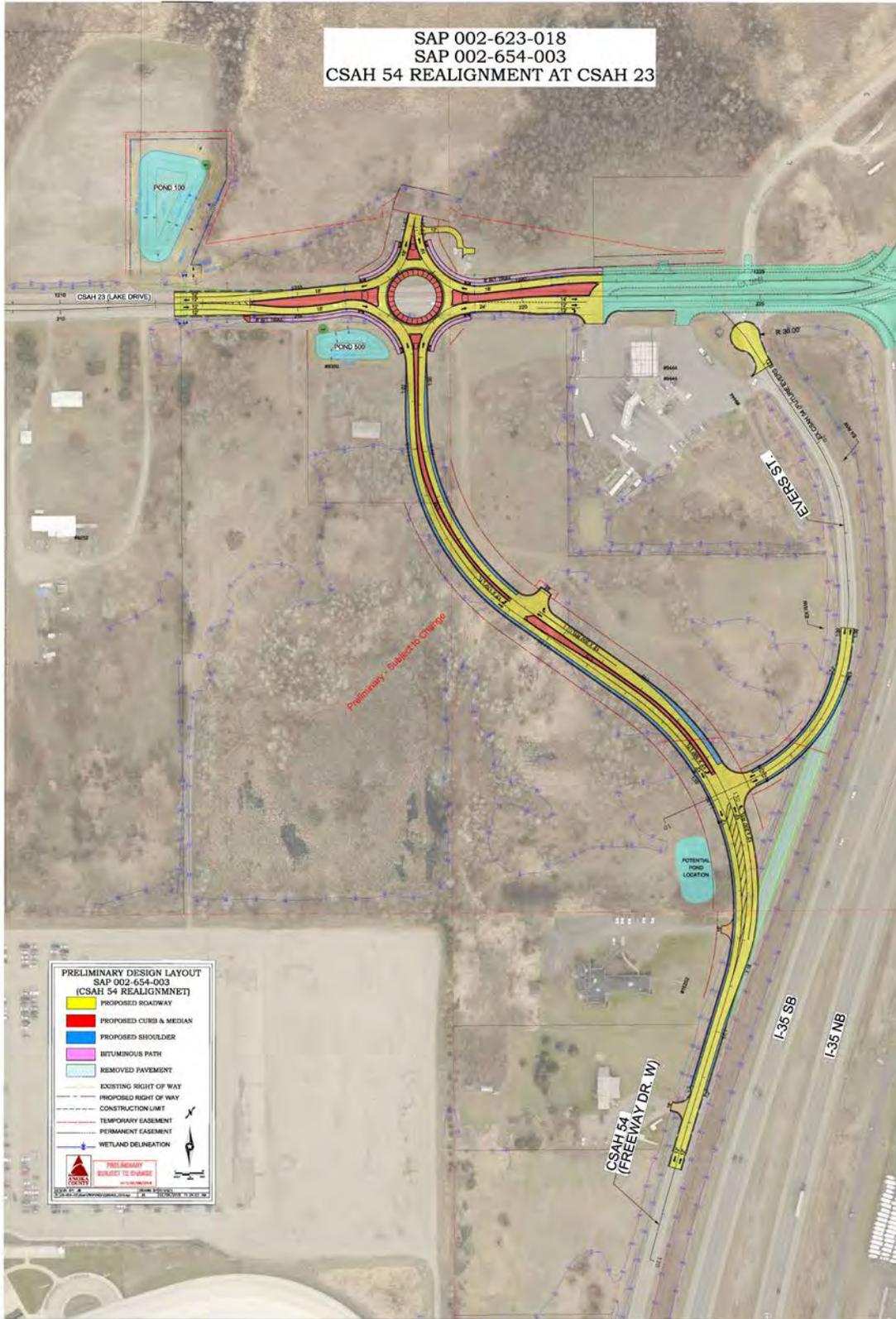
Anoka County completed the *CSAH 23/TH 97 at I-35 in Columbus Project Summary Report* in 2014. The purpose of this study was to address multiple concerns around the Interstate 35 (I-35) interchange at County State Aid Highway (CSAH) 23 (Lake Drive) and Trunk Highway (TH) 97 in the Cities of Columbus and Forest Lake. These included:

- Ensuring access to commercial land development planned in the proximity of the interchange in Columbus and Forest Lake, including determining future right-of-way needs and access management controls associated with new and existing development.
- Responding to freeway access operational and safety concerns associated with CSAH 23 and TH 97 near the I-35 interchange, as well as CSAH 54 which intersects CSAH 23/Lake Drive in close proximity to the I-35 interchange.
- Addressing the fact that the bridge over I-35 along this stretch is functionally obsolete and needs replacement as part of the reconstruction.

The study identified several interchange configuration options to both ensure access and improve traffic flows, and made some recommendations for moving forward.

Since the completion of this study, the County has developed and refined a recommended alternative, and advanced it through the design process. A realignment of the CSAH 54 at CSAH 23 intersection is proposed to move forward for construction in 2019.

SAP 002-623-018
 SAP 002-654-003
 CSAH 54 REALIGNMENT AT CSAH 23



PRELIMINARY DESIGN LAYOUT
 SAP 002-654-003
 (CSAH 54 REALIGNMENT)

- PROPOSED ROADWAY
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS PATH
- REMOVED PAVEMENT
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- CONSTRUCTION LIMIT
- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- WETLAND DELINEATION

PRELIMINARY DESIGN
 SUBJECT TO CHANGE

Roadway System Plan

Future Roadway Network

The roadway network assumed for the 2040 analysis include the existing network, plus projects that have been programmed and/or planned. At present, there are no plans to expand the overall major roadway network serving the Columbus area by 2040. The exceptions will be local roads added primarily to provide access to development sites, though these are unlikely to significantly change overall traffic circulation patterns in the area.

As such, the future roadway network for 2040 looks largely the same as it does today, with the exception of some fairly minor reconfigurations around the Interstate 35 (I-35) interchange. There are no anticipated road widenings which would add lanes elsewhere, so the number of existing lanes (two lanes on all roads in Columbus, with the exception of six lanes on I-35) will remain the same.

Improvements to the existing roadway network therefore will focus almost entirely on routine maintenance to existing facilities, paving and pavement upgrades, and safety improvements where such projects are warranted.

If at some point in the future there is significant growth that triggers the need for roadways beyond local roads providing access to developments, this will likely merit a comprehensive plan amendment, as well as traffic impact analyses to determine the overall impact to the community.

There are several planned improvements to the principal arterials in the Columbus area shown in the Current Revenue section of the TPP. They include 2015-2018 TIP pavement improvements to Interstate 35 north of the 35W/35E split, 2015-2018 bridge replacement at the Interstate 35W/35E split, and 2019-2024 bridge replacement at the Interstate 35/CSAH 23 interchange.

Forecasting Future Traffic

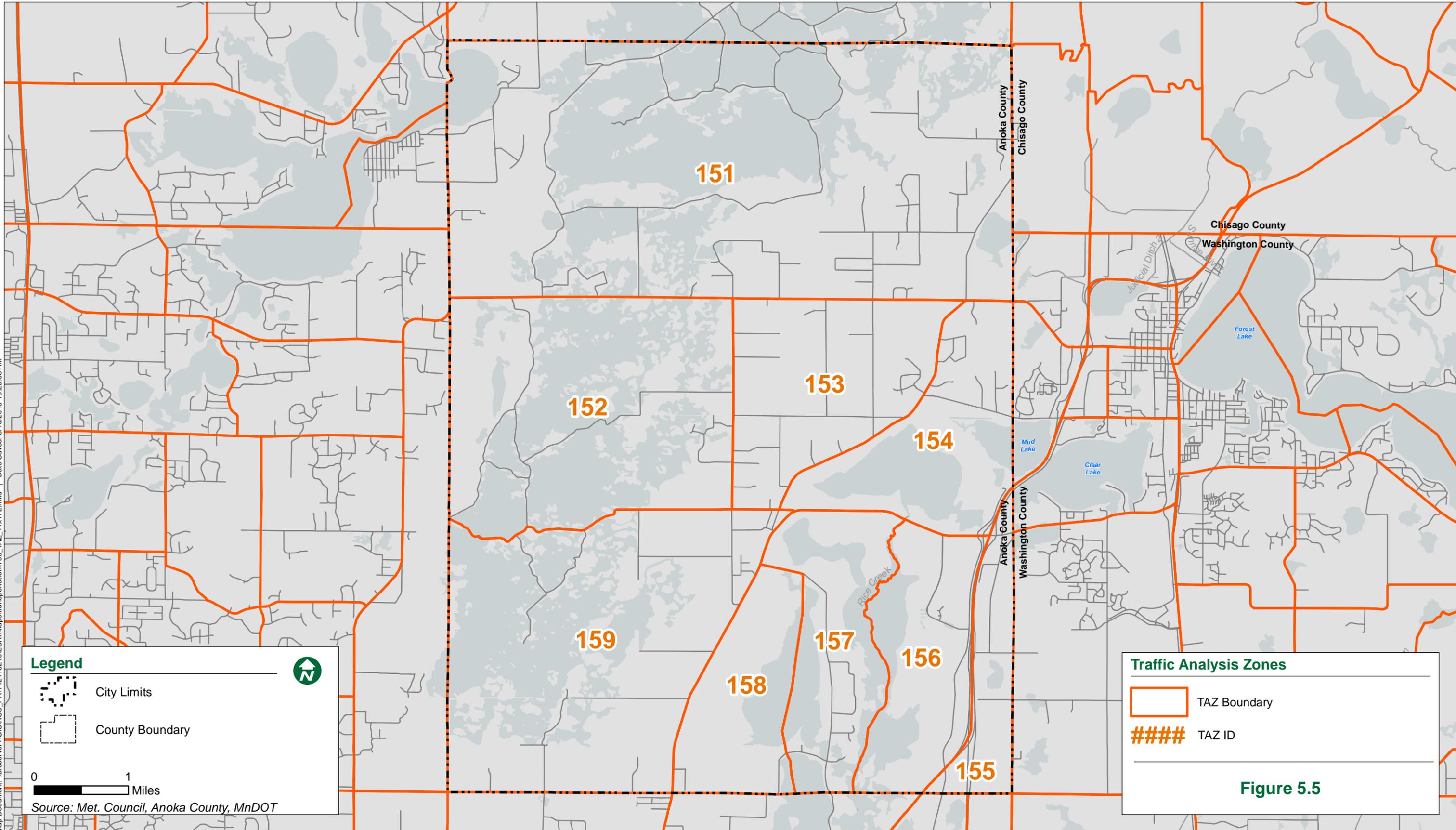
As part of the support for regional, county, and local transportation planning, the Metropolitan Council has developed and maintained a regional travel demand model. This model forecasts 2040 traffic volumes on major roadways throughout the Twin Cities region, based on expected population and job growth, observed travel behavior, and other factors. Since the model is mainly designed to work at the regional level, Anoka County has done additional work to refine the analysis and results to provide more locally relevant forecasts for the county and its cities. The model information included in this plan is derived from the Anoka County modified version of the regional model.

Forecasts of population, households, and employment are incorporated in to the model at the level of Transportation Analysis Zones (TAZs). The TAZs for the City of Columbus, as defined in the Anoka County model, are presented on **Figure 5.5**. These are different than the Metropolitan Council's TAZs, namely due to the fact that Anoka County has split some of the larger TAZs in the regional model to improve their ability to forecast traffic at a smaller scale, particularly in rural areas where TAZs tend to be large.

The anticipated land use patterns discussed in Chapter 2 of this Comprehensive Plan were assumed for the 2040 transportation projections. The 2040 future land use map for Columbus is presented in **Figure 2.2** in that chapter. The TAZ socioeconomic data projected for 2040 are presented in **Table 5.5**.

| Table 5.5 – 2040 Columbus TAZ Data | | | | | | |
|------------------------------------|-----------|------------|------------|-------------|-----------------|------------|
| TAZ | Year | Population | Households | Retail Jobs | Non-Retail Jobs | Total Jobs |
| 151 | 2014 | 1,360 | 491 | 0 | 118 | 118 |
| | 2020 | 1,310 | 480 | 0 | 120 | 120 |
| | 2030 | 1,290 | 490 | 0 | 120 | 120 |
| | 2040 | 1,250 | 490 | 0 | 120 | 120 |
| 152 | 2014 | 255 | 95 | 0 | 6 | 6 |
| | 2020 | 480 | 180 | 10 | 0 | 10 |
| | 2030 | 500 | 200 | 0 | 10 | 10 |
| | 2040 | 500 | 200 | 0 | 10 | 10 |
| 153 | 2014 | 801 | 291 | 0 | 65 | 65 |
| | 2020 | 780 | 300 | 0 | 70 | 70 |
| | 2030 | 820 | 330 | 10 | 80 | 90 |
| | 2040 | 840 | 340 | 10 | 90 | 100 |
| 154 | 2014 | 455 | 170 | 0 | 28 | 28 |
| | 2020 | 470 | 180 | 0 | 30 | 30 |
| | 2030 | 520 | 210 | 0 | 40 | 40 |
| | 2040 | 570 | 230 | 0 | 50 | 50 |
| 155 | 2014 | 43 | 15 | 1 | 41 | 42 |
| | 2020 | 150 | 60 | 10 | 40 | 50 |
| | 2030 | 530 | 210 | 10 | 70 | 80 |
| | 2040 | 1,000 | 400 | 30 | 110 | 140 |
| 156 | 2014 | 44 | 21 | 78 | 688 | 766 |
| | 2020 | 100 | 40 | 80 | 720 | 800 |
| | 2030 | 190 | 80 | 100 | 770 | 870 |
| | 2040 | 250 | 100 | 120 | 790 | 910 |
| 157 | 2014 | 209 | 70 | 0 | 23 | 23 |
| | 2020 | 280 | 110 | 0 | 20 | 20 |
| | 2030 | 330 | 130 | 0 | 20 | 20 |
| | 2040 | 290 | 120 | 0 | 20 | 20 |
| 158 | 2014 | 153 | 60 | 0 | 232 | 232 |
| | 2020 | 250 | 100 | 20 | 220 | 240 |
| | 2030 | 290 | 120 | 30 | 230 | 260 |
| | 2040 | 260 | 100 | 30 | 230 | 260 |
| 159 | 2014 | 567 | 219 | 47 | 105 | 152 |
| | 2020 | 390 | 150 | 10 | 150 | 160 |
| | 2030 | 460 | 180 | 20 | 160 | 180 |
| | 2040 | 540 | 220 | 10 | 180 | 220 |
| | 2014 sum | 3,887 | 1,432 | 126 | 1,306 | 1,432 |
| | 2040 sum | 5,500 | 2,200 | 200 | 1,600 | 1,800 |
| | 14-40 chg | 1,613 | 768 | 74 | 294 | 368 |

Source: Anoka County



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Legend

- City Limits
- County Boundary

0 1 Miles

Source: Met. Council, Anoka County, MnDOT

Traffic Analysis Zones

- TAZ Boundary
- TAZ ID

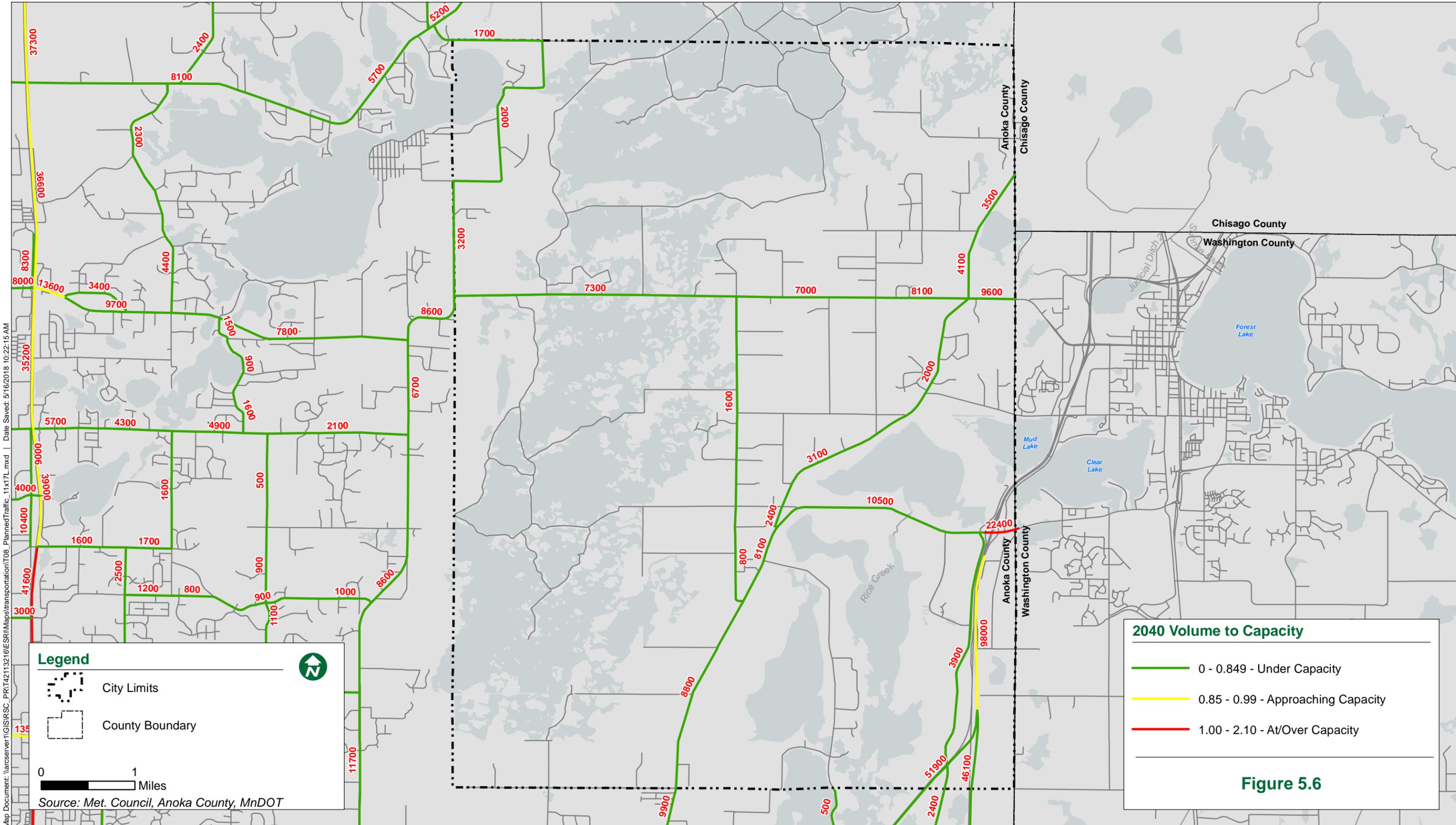
Figure 5.5

2040 Traffic Projections

Traffic projections for the year 2040 are from the Anoka County transportation model. They were made based on modifications to the regional Metropolitan Council model. Factors considered in developing the model included:

- Historic trend analysis for volumes
- Assessment of anticipated local and regional development patterns and associated TAZ information
- Discussion and coordination with local, county, and regional staff regarding future plans and the update the regional travel demand model
- Review of other studies and plans for consistency

The 2040 traffic projections are presented on **Figure 5.6**. Comparing this with existing volumes on **Figure 5.2**, it is apparent that these new volumes represent a moderate increase over existing levels, consistent with planned growth.



Future Capacity Deficiencies

All roads are designed to handle a defined level of traffic volume. Once the road begins to approach or exceed capacity, traffic movements become more difficult and there may be congestion. It is at that point when it is determined whether there needs to be a capacity increase in the transportation system – through the addition of new travel lanes, new roads, intersection or interchange redesign, or other capacity-increasing improvements.

A planning-level analysis was performed to identify roadway segments where capacity problems are anticipated to occur by 2040. Based on the projected 2040 traffic volumes and the assumed 2040 roadway network, an analysis of anticipated future congestion conditions was performed. This analysis used the volume-to-capacity method. The volumes were taken from the 2040 projections discussed under the previous heading. The capacity is based on typical capacity levels for different non-freeway types and configurations of roadways as summarized in **Table 5.6**.

| Table 5.6 – Typical Traffic Capacity by Roadway Type/Configuration | |
|--|-------------------------------|
| Roadway Design | Planning Level Daily Capacity |
| Local | |
| Gravel Roadway | Up to 500 |
| Local and Minor Collector 2-Lane | Up to 1,000 |
| Collector and Arterial | |
| Urban 2-Lane | 7,500 – 12,000 |
| Urban 3-Lane or 2-Lane Divided | 12,000 – 18,000 |
| Urban 4-Lane Undivided | Up to 20,000 |
| Urban 4-Lane Divided | 28,000 to 40,000 |
| 4-Lane Freeway | Up to 70,000 |

Figure 5.6 shows the results of this capacity analysis. As is apparent from reviewing the map, all of the roads within Columbus are forecasted to still be below capacity in 2040. While there is definitely growth in traffic – from both local and regional sources – the volumes are still below what the roads were designed to handle.

As can be seen on **Figure 5.6**, there is an additional some roadway segments which are “approaching capacity,” defined as having a volume-to-capacity ratio of 0.85 – 0.99. Locations such as these should be monitored in the coming years to determine if problem conditions develop and next steps should be implemented including more detailed analysis. Since the roadway segment is I-35 between the I-35E/W split and CSAH 23, it is in the jurisdiction of MnDOT to monitor and respond to potential capacity issues along that corridor.

Recommended Roadway System Improvements and Studies

Roadway Segments

Based on the capacity analysis above and other supporting information, the following road improvements are recommended. These are also shown on **Figure 5.7**.

Upgrade and pave the existing alignments of Hornsby Street NE, 145th Avenue NE, and Lyons Street to the southeast of the I-35/CSAH 97 interchange. This route provides the primary access to a planned development area in the Freeway District. It will function as a local collector, providing connectivity between this area and the regional road network. The timing of this project will likely be related to both

development opportunities, and the potential to extend public utilities to serve these sites.

Some additional local roads may be needed to provide access to development sites in Columbus. These are not currently mapped, as the timing of construction and exact configuration of these local roads will be development-driven – with the developer playing a role constructing the streets in accordance with established city standards.

This recommendation is based on existing assumptions about growth and development in Columbus and the surrounding area. If there is a large scale change to growth assumptions within the planning horizon, there should be a reassessment to determine if additional capacity, connectivity, or other roadway improvements are needed. Any major new development project should also conduct a traffic impact analysis to determine what improvements (major or minor) are needed to accommodate the project's impact on the transportation system.

Intersections

It is beyond the scope of this 2040 transportation plan to perform intersection analyses with detailed recommendations. However, based on information gathered as part of this planning process, it is recommended that the City work with the County and MnDOT to continue to assess safety issues at intersections along major roadways in the city.

Interchanges

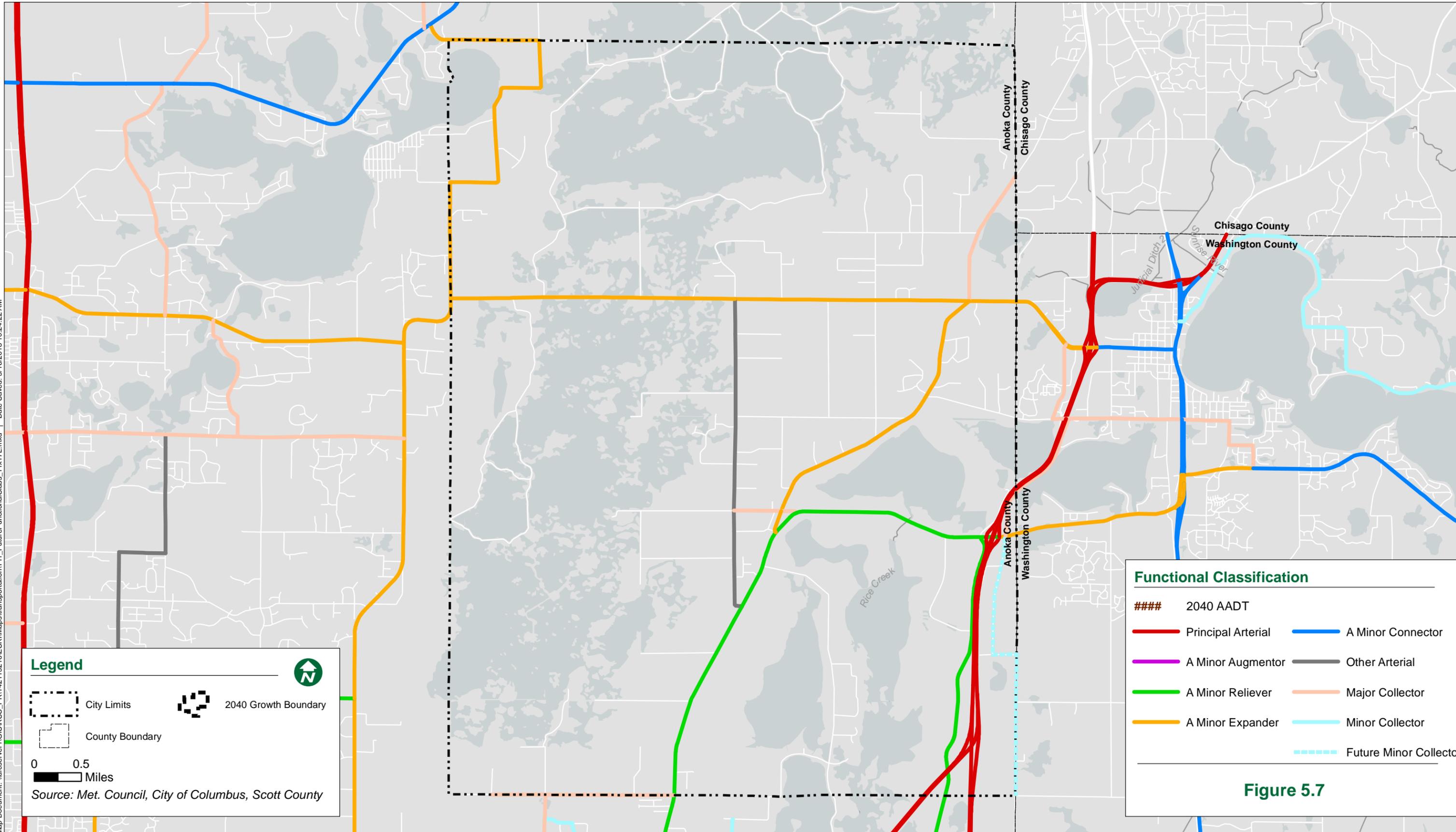
While improvements to the interstate system, including the development of new interchanges, is outside the jurisdiction of an individual city, the City of Columbus has taken a position on a couple interchange improvements. Since these likely would not be within Columbus city limits, coordination and joint planning is needed with MnDOT and adjacent jurisdictions. Since the alignments have not been determined, they are not on the future functional class map either.

- **New I-35E Interstate Interchange.** Plan for the construction of a new interstate interchange along I-35E, to provide access to existing and future development sites in Columbus and other jurisdictions. While the exact location and configuration for this interchange has not yet been finalized, the City of Columbus' first preference is for a location at 180th Street, which would be located on the city's southern boundary. However, the City would be willing to consider locations at either 180th Street or farther south at 170th Street.

This concept would require further coordination with other agencies including MnDOT, Washington County, Anoka County, as well as the cities of Forest Lake, Hugo, and Lino Lakes. Pending coordination with these agencies and general agreement regarding the concept to be advanced, there are formal steps that would need to be taken to further develop that concept and secure the necessary approvals. The City of Columbus will continue to participate in joint planning and discussions for this potential future interchange when appropriate.

- **CSAH 54 Interstate Connector.** The City of Columbus has also expressed a preference for the construction of a southbound ramp CSAH 54 to I-35W. This would provide easier and more convenient access to the freeway system for CSAH 54 traffic, which current has limited and indirect options. As a parallel stretch of I-35 is forecasted to be near capacity by 2040, this further extends the ability of CSAH 54 to serve as an "A" Minor Reliever route by providing an alternative for southbound traffic.

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Legend

-  City Limits
-  2040 Growth Boundary
-  County Boundary
- 

0 0.5 Miles

Source: Met. Council, City of Columbus, Scott County

Functional Classification

| | |
|--|--|
| #### 2040 AADT |  A Minor Connector |
|  Principal Arterial |  Other Arterial |
|  A Minor Augmentor |  Major Collector |
|  A Minor Reliever |  Minor Collector |
|  A Minor Expander |  Future Minor Collector |

Figure 5.7

Future Functional Classification

Re-designations of roadways involving the A-minor arterial functional classification (e.g. from collector to arterial, from arterial to collector, or changing designations within arterial) is under the authority of the Metropolitan Council. For collector roadways, the functional class designation is under the authority of the agency which owns the given road.

At present, the City of Columbus does not anticipate needing any changes to the functional classifications, except for the new minor collector route shown on **Figure 5.7**, and described above. The functional classification change would happen once the road is upgraded to serve as a minor collector.

Additional interstate related improvements have not yet been finalized in terms of specific alignments, so are not currently shown on the map.

Future Jurisdictional Classification

Jurisdictional changes are made when it is determined that a road is better maintained by another jurisdiction. Roads are sometimes turned back to local communities, and hence removed from a county or regional system. Likewise, local roads at times become county or regional routes, often in the context of new development which changes the function and usage of the roadway within the network.

At this time, no changes to jurisdictional classification are being anticipated by the City of Columbus.

Access Management

Access management refers to balancing the need for connections to local land uses (access) with the need for network-level movement (mobility) on the overall roadway system. Arterials generally have limited access in the form of driveways and low volume side streets because their role in the network is to support relatively long, high speed traffic movements; collectors allow a greater degree of access given their combined mobility/access function, and local streets have relatively few limits on access. Appropriate access control preserves the capacity on arterial and collector streets, and improves safety by separating local turning movements from higher-speed “through” traffic. Moreover, it concentrates higher volume traffic linkages at intersections controlled with traffic signals, roundabouts, or other measures.

MnDOT and Anoka County roadways in Columbus are identified on **Figure 5.3**. For MnDOT roadways, MnDOT access management guidelines apply. Similarly, for county roadways, Anoka County’s access management guidelines apply. MnDOT and Anoka County guidelines are included in **Appendix A**.

For local roads, the City of Columbus’ subdivision ordinance has general guidance on road access and spacing. Block lengths are regulated to be between 450’-1,800’ feet. Lots must abut and take primary access from a publicly dedicated street, except as specifically allowed. For more complete information, consult the subdivision ordinance.

Geometric Design Standards

The City of Columbus’ subdivision ordinance provides minimum design standards for streets in an appendix, Standard Specifications for New Roadway Construction. The minimum widths of new streets are provided in **Table 5.7**.

| Table 5.7 – Required Street Design Widths | | | | |
|--|-----------------------------------|------------------------------|---------------|-----------------------|
| Classification | Minimum ROW Width | Minimum Roadway Width | | Shoulder Width |
| | | Rural | Urban* | |
| Commercial Streets | 66' | - | 36' | - |
| Collector Streets | 66' | 24' | 32' | 4' |
| Minor Streets | 66' | 24' | 28' | 2' |
| Turnarounds | Varies – typically 45'-60' radius | | | 2'-4' |

*Measured from curb to curb

Source: City of Columbus Subdivision Ordinance

Other regulations in this ordinance relate to construction materials, gradients, intersection design, alleys, curb and gutter, sidewalks, and other elements.

Future Right-of-Way Preservation

Due to a lack of major capacity increasing roadway projects outside of the I-35/I-35W corridor, this plan does not recommend any future right of way preservation for specific locations in Columbus.

Right-of-way may be needed for local access roads to serve future development. The process for dedicating the right of way will be regulated and determined through the city’s subdivision ordinance.

Bicycling and Walking

A well-developed bicycle and pedestrian network provides a way for people of all ages and abilities to travel in a way that is safe, comfortable, accessible, and active. It connects people to community destinations, improves bicycle and pedestrian safety, increases multimodal opportunities, encourages active living, and provides a community amenity.

However, in rural communities such as Columbus, there may be less need for dedicated pedestrian and bicycle facilities on local roadways, compared to other community types. As traffic volumes are often very low, shared facilities may sometimes be sufficient. However, they still may be important when connecting key community destinations such as parks and schools, or providing safe access on roadways with higher volumes or speeds.

Pedestrian Facilities

Pedestrian travel provides an alternative to driving for short distance trips, and safe connections between other modes and final destinations for longer ones. It also can serve as an amenity for residents and visitors who are looking for a safe and active means of recreation, and for businesses districts looking for street life. Dedicated pedestrian facilities also help prevent fatalities resulting from pedestrians mixing with vehicle traffic.

Due to its predominately rural, low density character, the City of Columbus currently has very few sidewalks. There is one located along one side of Zurich Street, from Lake Drive to the southern boundary of the Running Aces racetrack facility. As the Freeway District further develops, the City will work with future developers to determine the appropriateness and feasibility of installing additional sidewalks in that area, to allow for safe accommodation of pedestrians. It is currently not anticipated

than sidewalk projects will be initiated in other parts of the city.

The city's subdivision ordinance provides guidance on the location, width, and grades of sidewalks.

Bicycle Facilities

Bicycle facilities provide additional opportunities for non-motorized connectivity and travel. Bicycle trips can be longer than pedestrian trips, which opens up possibilities of both replacing auto trips and connecting to a regional network. As traffic volumes grow, having an alternative means of travel can ease pressure on roads with limited capacity. Additionally, bicycle tourism has become increasingly popular in many communities, as a low-impact way to enjoy area attractions and support local businesses.

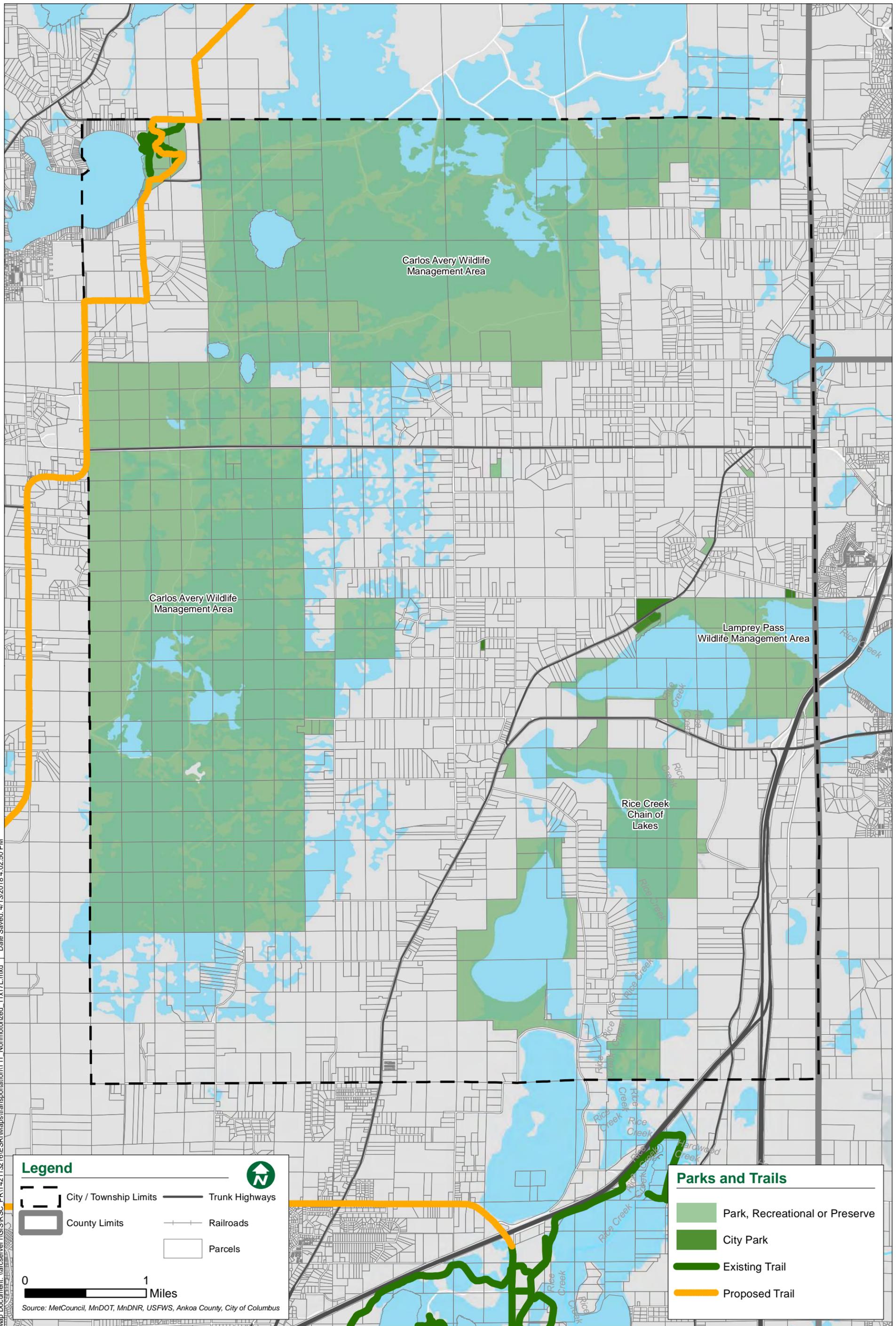
They can also be developed as a system that is similar to road functional class – with different facility types for different travel needs. Major categories of bicycle facilities which are potential options in Columbus include:

- **Off-street trails** – These trails link destinations and communities and may have a range of supporting amenities, including signage, parking, seating, and wayfinding. They may be located along major roadways, or in their own dedicated right-of-way (such as an abandoned rail corridor). They are frequently located along higher volume and speed corridors where on-street bicycling would be less safe. Regional trails are developed and maintained at the county or regional level, and provide connections over longer distances and between cities. Local trails are maintained at the city level, and typically provide connectivity between local destinations and regional systems.
- **On-street bike lanes** – On-street bicycle facilities are typically developed by the county or municipality when funding or right-of-way constraints preclude off-street facilities – or where traffic volumes do not justify the additional investment. They can provide important local connections to the off-street system and local destinations.

Existing and planned bicycle facilities are depicted on **Figure 5.8**.

There is a planned regional trail connection along the western edge of the city. Additional information about this is included in Chapter 4, Parks.

In addition, the Metropolitan Council has designated the Regional Bicycle Transportation Network (RBTN). This consists of prioritized alignments and corridors (where alignments have not yet been established) that were adopted in the Council's 2040 Transportation Policy Plan. There are no current or planned Tier I or II alignments with the Regional Bicycle Transportation Network in or near Columbus.



Carlos Avery Wildlife Management Area

Carlos Avery Wildlife Management Area

Lamprey Pass Wildlife Management Area

Rice Creek Chain of Lakes

Legend

- City / Township Limits
- Trunk Highways
- County Limits
- Railroads
- Parcels

0 1 Miles

Source: MetCouncil, MnDOT, MnDNR, USFWS, Anoka County, City of Columbus

Parks and Trails

- Park, Recreational or Preserve
- City Park
- Existing Trail
- Proposed Trail

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Transit

Transit Market Area

The Metropolitan Council has defined Transit Market Areas based on the following primary factors:

- Density of population and jobs
- Interconnectedness of the local street system
- Number of autos owned by residents

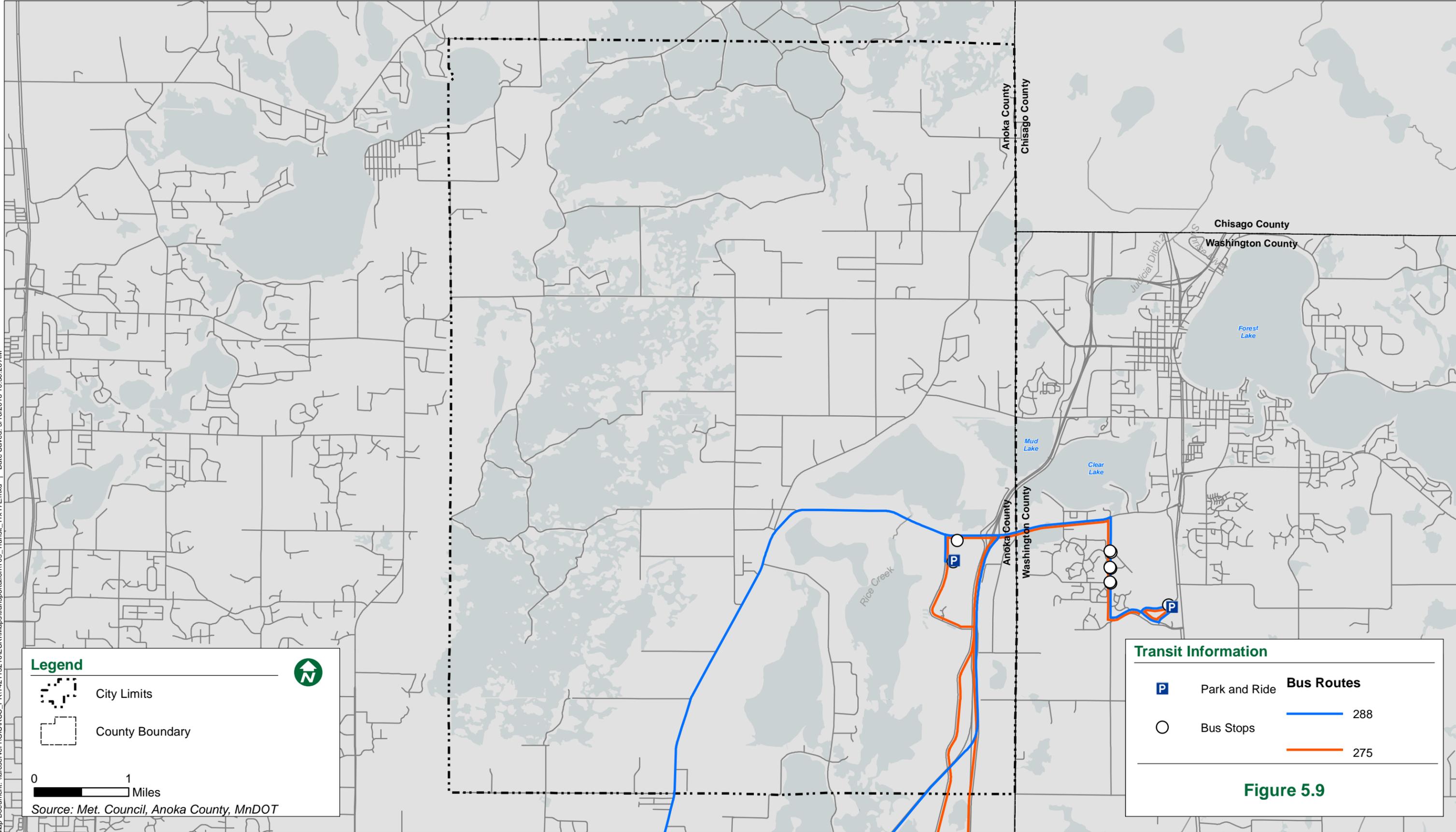
In general, areas with high density of population and jobs, highly interconnected local streets, and relatively low auto ownership rates will have the greatest demand for transit services and facilities. Transit Market Areas are a tool used to guide transit planning decisions. They help ensure that the types and levels of transit service provided, in particular fixed-route bus service, match the anticipated demand for a given community or area.

Based on this analysis, the Metropolitan Council categorizes the City of Columbus as Transit Market Area V. As identified in Appendix G of the Metropolitan Council's 2040 Transportation Policy Plan (TPP), the characteristics of this category area are as follows: Transit Market Area V has very low population and employment densities and tends to be primarily rural communities and agricultural uses.

Also from Appendix G of the 2040 TPP (Gable G-2), the typical transit service within this Market Area consists of: general public dial-a-ride service, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service.

Columbus is not within the Transit Capital Levy District as shown in Fig 1-3 of the TPP (Existing Transit System with Transit Capital Levy District).

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Legend

-  City Limits
-  County Boundary

0 1 Miles

Source: Met. Council, Anoka County, MnDOT



Transit Information

| | | |
|---|---------------|---|
|  | Park and Ride | Bus Routes |
|  | Bus Stops |  288 |
| | |  275 |

Figure 5.9

Current and Planned Service Facilities

While the City of Columbus generally is not well suited for local transit routes, there are some express transit routes on the I-35W corridor that serve a park and ride facility in Columbus. The existing transit system in Columbus is shown on **Figure 5.9**.

Fixed Route Service

Columbus is served by two Express Bus Routes, 275 and 288, operated by Metro Transit. Route 275 runs north/south along I-35 E between Downtown St. Paul and Forest Lake Transit Center. This route runs southbound to St. Paul from 5:30 am – 8:20 am and northbound to Columbus/Forest Lake from 3:40 pm to 5:50 pm. This route does not run on weekends or holidays. Route 288 runs north/south along I-35 W between Downtown Minneapolis and Forest Lake Transit Center. This route runs southbound to Minneapolis from 5:40 am to 9:00 am and northbound to Columbus/Forest Lake from 3:00 pm to 6:45 pm. This route does not run on weekends or holidays.

Transitway (LRT or BRT)

There are no current or planned transitways in Columbus. The closest potential transitway is the planned Rush Line BRT corridor, which would provide transit service from several northern suburbs into St. Paul. At present, no alternatives being considered pass through Columbus, although there is proposal that would provide connecting bus service from nearby Forest Lake to the BRT line.

Transit Facilities

There is one park-and-ride facility in Columbus. Running Aces Park & Ride facility is located at 15201 Zurich St. NE, Running Aces Casino and Racetrack and holds approximately 300 vehicles. In 2016, this facility was 81% utilized, a 157% increase from 2015 utilization rates. Routes 275 and 288 service this facility. There are no additional facilities planned at this time.

Dial-a-Ride Service

Columbus is serviced by Transit Link, the dial-a-ride service provided through the Metropolitan Council at the county level. Transit Link provides metro-wide transit connections and access to qualifying rides, such as last mile service, connections between transit stations, or to and from areas not serviced by regular bus routes. Any member of the public may reserve a qualifying ride. Upon reservation, each trip is assessed to ensure it does not overlap with regular route bus services. Starting and ending destinations must be more than ¼ mile from regular route transit in winter months (November – March) and more than ½ mile from regular route transit in summer months (April- October). Transit Link Service does not operate on Thanksgiving Day, Christmas Day, and New Year's Day.

Transit Link fares are determined by distance traveled. Trips less than 10 miles are \$2.25 one way, trips between 10 and 20 miles are \$4.50 one way, and trips more than \$20 miles are \$6.75 one way. ADA-certified riders pay a maximum of \$4.50 one way regardless of distance traveled. This fare includes transfer to a regular service route except for the Northstar Line or peak hour services.

Transit Link service offered through Anoka County serves all cities and townships in the County as well as the cities of Arden Hills, Falcon Heights, Lauderdale, Mounds View, New Brighton, Roseville, St. Anthony, and Shoreview in Ramsey County. Service is available Monday-Friday from 6:00am – 7:00pm. Transfers between Transfer Link and regular service routes take place at one of the following transit hubs: Anoka County Government Center, Northtown Transit Center, Columbia Heights Transit Center, Rosedale Transit Center, Little Canada Transit Center or Foley Blvd. Park and Ride.

Metro Mobility is also available to qualified individuals with disabilities on an on-call basis throughout the seven-county metropolitan area.

City Considerations

Presently, there are no plans to further extent transit service to Columbus within the 2040 planning horizon.

The City will work with the County, Metro Transit, Transit Link, and other stakeholders to ensure that the provision of transit is sufficient to meet the needs of area residents.

Aviation

There are no airports located within Columbus. However, Columbus is within the influence of Forest Lake Airport, located 1.5 miles east of Columbus on TH 97. The Forest Lake Airport has a turf runway and is considered a special purpose airport (business and pleasure). Plans have been prepared for a paved runway expansion of the airport. Columbus is a member of a Joint Airport Zoning Board with the City of Forest Lake. Anoka County-Blaine Airport is a minor reliever airport in the metropolitan system, located six miles southwest of Columbus. Howard Lake, Mud Lake, Coon Lake and nearby Clear Lake are all identified for seaplane use. There are currently no obstructions in the city to navigable airspace.

The Metropolitan Council states that each community has a responsibility to identify policies and ordinances that protect regional airspace from obstructions, including meeting any Federal Aviation Administration (FAA) notification requirements. The Transportation Policy Plan provides some guidance and resources to inform the development of ordinances and regulations.

The City of Columbus' Zoning Ordinance has regulations related to airspace, including tower placement and lighting, and FAA notification and compliance.

Freight

In the area around Columbus, freight primarily travels on trucks and semi-trailers on the interstate network. **Figure 5.10** shows the major corridors around Columbus that handle freight traffic.

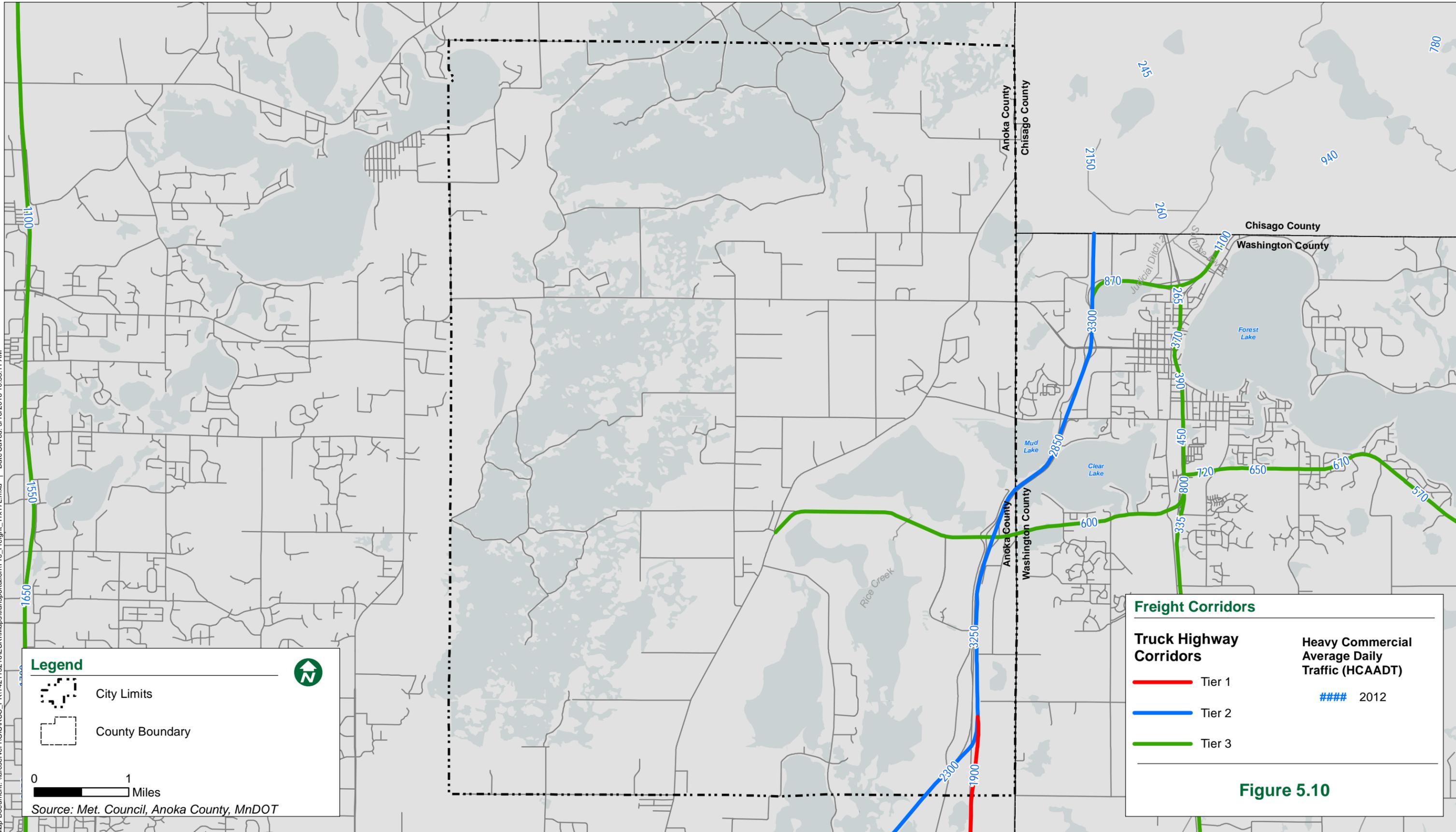
- I-35 is identified as a Tier 2 freight corridor in the Metropolitan Council's *Regional Truck Highway Corridor Study (2017)* – a study whose objective was to determine regionally important truck freight corridors in the Twin Cities metropolitan area. South of the split, I-35E is a Tier 1 and I-35W is Tier 2. These designations reflect the high degree of significance of the interstate system for truck movement. On the section of I-35 in Columbus, there are approximately 3,250 heavy commercial vehicles per day out of 81,000 vehicles total – or around 4%.
- In the same study, CSAH 23/Lake Drive is identified as a Tier 3 freight corridor between CSAH 62/Kettle River Boulevard and Highway 61 in Forest Lake. In Columbus, there are approximately 600 heavy commercial vehicles per day out of 18,200 vehicles total – or about 3%.
- Other major roads in Columbus handle freight traffic, but were not specifically designated in the study because they are of more local than regional importance.

There are no active rail lines in Columbus.

There are multiple freight generating uses in the City of Columbus. Most are located either in the freeway corridor near the interstate or along CSAH 23/Lake Drive, in commercially and industrially zoned areas. At present, no significant issues have been identified in Columbus related to 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.

The City will continue to work with the County and MnDOT to ensure that freight traffic is safely and efficiently accommodated on major roadways, while minimizing any negative impacts on local traffic and land uses. This will include serving current and planned commercial and industrial centers on Lake Drive and in the freeway corridor.

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Legend

- City Limits
- County Boundary

0 1 Miles

Source: Met. Council, Anoka County, MnDOT

Freight Corridors

Truck Highway Corridors

- Tier 1
- Tier 2
- Tier 3

Heavy Commercial Average Daily Traffic (HCAADT)

2012

Figure 5.10

Chapter 7: Water Resources

This plan contains policies and strategies on water supply, wastewater, and surface water. Additionally, as detailed in the Metropolitan Council's 2040 Water Resources Policy Plan, it will need to include the following components to address local issues related to water supply, wastewater, and surface water:

- A wastewater and comprehensive sewer plan that specifies areas to be sewered by the public wastewater system, sets standards of operation for private systems, and identifies areas that are not suitable for public or private systems.
- A local water management plan that protects water quality and addresses water quantity issues.
- A water supply plan that ensures a safe and sufficient water supply now and in the future.

All three of these elements are underway for the City of Columbus, and will be included here when complete. These plans will demonstrate the planned capacity of these systems is sufficient to accommodate all forecasted growth, as stated in this plan, as well as the ability to meet regulatory requirements where applicable and appropriate.

Chapter 8: Implementation

Overview

The implementation of this comprehensive plan will happen in multiple ways. As this plan provides overall guidance for the growth and development of the City, many official actions taken by the City can implement the plan – including determinations about proposed developments, enforcement of City ordinances, and decisions regarding funding and completing public projects.

The City of Columbus has directed its Planning Commission to review and make recommendations to the City Council on the Comprehensive Plan, zoning ordinances, requests for variances, ordinance amendments, and special use permits. The policy and action adopted by the City Council will guide day-to-day activities toward overarching community goals. A Capital Improvements Plan, adopted on an annual basis, will guide capital expenditures to meet growth needs and community goals.

While this chapter does not cover all the actions needed to implement the comprehensive plan, it does cover many of the major strategies and approaches for doing so.

Official Controls

The City’s official controls are a key element of the implementation of Comprehensive Plan. Under state statute, the City is required to ensure that there is consistency between these official controls and this plan. The City will evaluate land use controls and consider amendments to eliminate inconsistencies with the Comprehensive Plan, conform to State and Federal regulations, and support the overarching community goals identified through this plan update.

The City has an adopted Zoning Map shown on **Figure 7.1** and a Zoning Ordinance and Subdivision Ordinance to implement the Comprehensive Plan. These controls are used to make determinations about the type, location, scale, intensity, and aesthetics of development located in the community. **Table 7.1** shows the zoning districts in the City with each respective primary use and minimum lot size/intensity of use. The Central Business District is actually a mixed use district, which also allows residential in addition to commercial uses.

| Table 7.1 – City of Columbus Zoning Districts | | | | |
|---|--------------------------------|------------------------------|-------------------|--|
| District | Primary Use | Minimum Lot Area | | Residential Density |
| | | Without Public Sewer | With Public Sewer | |
| AG | Agriculture General District | 20 acres | NA | 1 unit per 40 acres |
| AP | Agricultural Preserve District | 40 acres | NA | 1 unit per 40 acres |
| RR | Rural Residential District | 5 acres | NA | 1 unit per 5 acres |
| SR | Suburban Residential District | 5 acres | 10,000 sq ft | 3 units per acre |
| CR | Community Retail District | 2.5 acres | 0.5 acre | 1 unit per 5 acres (existing units only) |
| C/S | Commercial/Showroom District | 2.5 acres | 0.5 acre | 1 unit per 5 acres (existing units only) |
| LI | Light Industrial District | 2.5 acres | 0.5 acre | 1 unit per 5 acres (existing units only) |
| C/I | Commercial/Industrial District | 2.5 acres (5 for residences) | NA | 1 unit per 5 acres (existing units only) |
| HR | Horse Racing | 20 acres | 20 acres | NA |

The City also maintains several overlay districts that provide additional guidance for specific areas, particularly those with environmental constraints. These include:

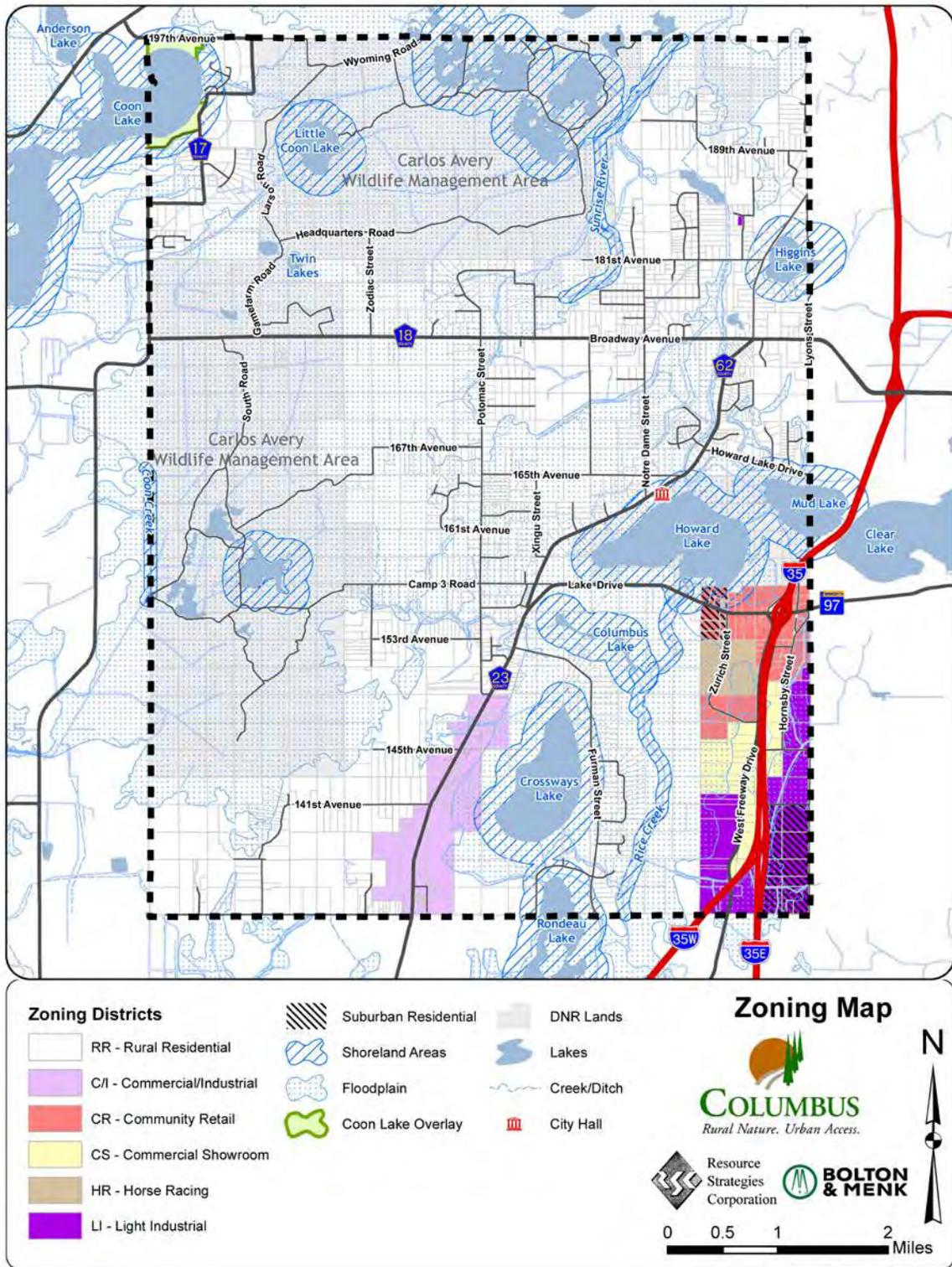
- Coon Lake Special Overlay District
- Shoreland Overlay District
- General Floodplain District
- Floodway District (subset of General Floodplain District)
- Flood Fringe District (subset of General Floodplain District)

The Zoning and Subdivision Ordinances will allow the City to implement a number of the objectives in this plan, including the following:

1. An overall density of residential development in area planned for public water and sewer (the Freeway Corridor) that exceeds three dwelling units per acre.
2. Platting of property that allows for the dedication of right of way for public roadway and trail connections and improvements.
3. Compliance of all new development with stormwater management and erosion control requirements, including wetland buffer areas.
4. Protecting access for solar collectors and other renewable resource systems from potential interference by adjacent structures and vegetation. City decisions regarding development will be made to enhance the possible future development and use of solar energy and other renewable resource systems. Provisions within the City's official controls establish the regulatory basis for this protection including, but not be limited to minimum structure separation and height restrictions.

As part of the planning process, the City will evaluate its land use controls and consider amendments to the existing Zoning and Subdivision Ordinances, after the adoption of this Comprehensive Plan. The purpose of the evaluation is to eliminate inconsistencies in the ordinances with the policies and objectives of new Comprehensive Plan, enhance performance standards, protect public and private investments, and conform to mandatory state and federal regulations.

Figure 7.1: City of Columbus Zoning Map



Housing Implementation Program

The City of Columbus is committed to encouraging the availability of affordable housing as a long term community value. Today, many of the existing homes in Columbus are considered affordable for a family of four whose annual adjusted income is at or below 80 percent of the area median income, which in 2017 is \$72,320. This income would allow a home purchase of approximately \$236,000.

The City will continue to participate and work with programs offered by the Anoka County Housing and Redevelopment Authority (ACHRA) and the Minnesota Housing Finance Agency. The ACHRA works in partnership with the Metro HRA to offer and administer the following programs:

- Housing Choice Voucher Rent Assistance Program – rental assistance
- Family Affordable Housing Program – subsidized housing program
- Bridges – rental assistance for people with mental illness
- Shelter + Care – assistance for homeless people with disabilities
- Temporary Housing Assistance Program – assistance for people who are HIV+
- Rental Assistance for Anoka County – transitional job and housing assistance
- Veteran’s Affairs Supportive Housing – assistance for homeless veterans

The Minnesota Housing Finance Agency in partnership with the HRA offers the following services:

- MHFA Single Family Fix-Up Fund
- MHFA Single Family Rehabilitation Loan Program
- MHFA HOME Rental Rehab Program
- MHFA also has various other Grant and Loan Programs for Homeowners, Homebuyers, Renters and Landlords

The Anoka County Community Action Program (ACCAP) offers various rental housing, foreclosure prevention and home ownership programs – using these and other sources, including Section 8.

Additionally, the City will continue to maintain the existing Zoning Ordinance standards that allow densities that are consistent with affordable housing objectives.

See the Housing chapter for additional information related to housing implementation.

Public Programs and Tools

Much of the plan will be implemented through the use of public programs, fiscal devices, and other related actions. **Table 7.2** outlines the overarching community goals for Columbus (as discussed in more detail in Chapter 1) and identifies the primary implementation tools to help the City obtain its goals. For the purposes of this table, short term is defined as within five years or less (significantly less in the case of zoning changes, as identified above).

| Table 7.2 – Implementation Tools and Timeline | | |
|---|---|---|
| Plan Goal | Primary Tools (Policy, Fiscal, and Programs) | Timeline for Implementation |
| Land Use | | |
| <i>1. Growth management</i> | Zoning Ordinance; Subdivision Ordinance | <u>Short term</u> : Zoning changes to be in conformance with comprehensive plan <u>Ongoing</u> : Decisions in response to development applications |
| <i>2. Rural development</i> | Zoning Ordinance; Subdivision Ordinance | <u>Short term</u> : Zoning changes to be in conformance with comprehensive plan <u>Ongoing</u> : Decisions in response to development applications |
| <i>3. Suburban development</i> | Zoning Ordinance; Subdivision Ordinance | <u>Short term</u> : Zoning changes to be in conformance with comprehensive plan <u>Ongoing</u> : Decisions in response to development applications |
| Natural Resources | | |
| <i>4. Protect and preserve natural resources</i> | State and Federal Environmental Regulations | <u>Ongoing</u> : City conformance with environmental standards |
| Community Facilities | | |
| <i>5. Provide range of public services and facilities</i> | City Budget; Capital Improvement Plan; Cooperative agreements with other jurisdictions; Regional and state grant funding | <u>Annual</u> : City Budget, Capital Improvement Plan updates and approvals <u>Ongoing</u> : Provision of basic city services, such as police, fire, parks, administration, etc. |
| Economic Competitiveness | | |
| <i>6. Business and job growth</i> | Partnership with Anoka County; Tax abatements, TIF, and other fiscal incentives | <u>Ongoing</u> : Response to business investment opportunities |
| Housing | | |
| <i>7. Range of housing options for all residents</i> | <i>See details in Housing Implementation Plan</i> | <u>Ongoing</u> : Response to housing development opportunity or request for assistance from residents |
| Parks and Trails | | |
| <i>8. Active and passive recreational opportunities</i> | City Budget; Capital Improvement Plan; Partnership with Anoka County; Regional and state grant funding | <u>Ongoing</u> : Decisions in response to development applications; maintenance and operations of park facilities |

| Transportation | | |
|--|---|--|
| <i>9. Safe and efficient multimodal system</i> | Capital Improvement Plan; Partnerships with Anoka County and MnDOT; Regional and state grant funding | <u>Annual</u> : Evaluate need for improvements to city roadways; cooperate with County and MnDOT on county, state, and federal improvements <u>Ongoing</u> : Respond to developer plans for extension of roads to new development |
| Public Utilities | | |
| <i>10. Efficient meet needs of development</i> | Capital Improvement Plan; Partnerships with Anoka County and MnDOT; Regional and state grant funding; State and federal regulations | <u>Annual</u> : Evaluate need for improvements to city utilities; cooperate with County and State on county and regional improvements <u>Ongoing</u> : Respond to developer request for extension of utilities to new development |

Capital Improvement Plan (CIP)

The City annually reviews capital expenditure needs and will budget for improvements identified throughout the 2040 Comprehensive Plan Update accordingly. Capital needs include public and private investments in infrastructure, infrastructure repair and replacement, transportation, building maintenance and repair, water systems, equipment, and park expenditures. The CIP budget is continually assessed and is subject to modification as appropriate.

The Capital Improvement Plan will require review on an annual basis to determine the need for any adjustments as further development within the city occurs and other governmental decisions are made regarding sub-regional or county improvements. The current CIP is located in **Appendix C**.

Schedule of Changes

To meet the goals of the 2040 Comprehensive Plan update and remove any potential inconsistencies in policy, changes and amendments to the city’s zoning codes and ordinances will need to be made. These changes will be completed within nine months after the official adoption of the 2040 Comprehensive Plan update.

Plan Amendment Process

The Comprehensive Plan is intended to be general and flexible; however, formal amendments to the Plan will be required when land use elements, sewer staging areas or growth policies are revised. Periodically, the City should undertake a formal review of the plan to determine if amendments are needed to address changing factors or events in the Columbus area.

While a plan amendment can be initiated at any time, the City should carefully consider the implications of the proposed changes before its adoption. When considering amendments to this plan, the City will use procedures outlined in the City’s ordinances. Landowners, land developers, organizations, individuals, the City Council and Planning Commission may initiate amendments to the Comprehensive Plan. All amendments to the Comprehensive Plan require a public hearing and must be submitted to the Metropolitan Council, the county, and townships for review prior to implementation.

When considering amendments to this plan, the City will use the following procedure:

1. Landowners, land developers, the Planning Commission or the City Council may initiate amendments.
2. The Planning Commission will direct staff or the planning consultant to prepare a thorough analysis of the proposed amendment.
3. Staff or the planning consultant will present to the Planning Commission a report analyzing the proposed changes, including their findings and recommendations regarding the proposed plan amendment.
4. The Planning Commission will decide whether or not to proceed with the proposed amendment. If a decision to proceed is made, a formal public hearing will be held on the proposed amendment.
5. Following the public hearing the Planning Commission will make a recommendation to the City Council.
6. The City Council will receive the recommendation from the Planning Commission and make a final decision on whether to adopt the amendment.
7. All amendments must be submitted to area review jurisdictions and the Metropolitan Council for review prior to implementation.

Appendix A: Transportation

**Anoka County Highway Department
Access Spacing Guidelines**

| Roadway Type | Route Speed (MPH) | Intersection Spacing (Nominal ⁽⁴⁾) | | Signal Spacing | Private Access ⁽¹⁾ |
|----------------------|-------------------|--|---|----------------|--|
| | | Full Movement Intersection | Conditional Secondary Intersection ⁽²⁾ | | |
| Principal Arterial | 50 - 55 | 1 mi. | 1/2 mi. | 1 mi. | Subject to conditions for all roadway types and speeds |
| | 40 - 45 | 1/2 mi. | 1/4 mi. | 1/2 mi. | |
| | < 40 | 1/8 mi. | 300 - 660 feet ⁽³⁾ | 1/4 mi. | |
| Arterial Expressway | 50 - 55 | 1 mi. | 1/2 mi. | 1 mi. | |
| | 50 - 55 | 1/2 mi. | 1/4 mi. | 1/2 mi. | |
| | 40 - 45 | 1/4 mi. | 1/8 mi. | 1/4 mi. | |
| Minor Arterial | <40 | 1/8 mi. | 300 - 660 feet ⁽³⁾ | 1/4 mi. | |
| | 50 - 55 | 1/2 mi. | 1/4 mi. | 1/2 mi. | |
| | 40 - 45 | 1/8 mi. | N/A | 1/4 mi. | |
| Collector and Local | <40 | 1/8 mi. | 300 - 660 feet ⁽³⁾ | 1/8 mi. | |
| | 50 - 55 | 1/2 mi. | 1/4 mi. | 1/2 mi. | |
| | 40 - 45 | 1/8 mi. | N/A | 1/4 mi. | |
| Specific Access Plan | | By adopted plan/agreement/covenant on land | | | |

- (1) Private access refers to residential, commercial, industrial and institutional driveways. Reference Anoka County's Development Review Manual for specifics on private access.**
- (2) Conditional secondary access is defined as right-in/out.**
- (3) Access spacing may be determined by planning documents approved by the county (e.g., Lino Lakes I-35E AUAR)**
- (4) Any spacing deviations shall have a detailed traffic study completed by the requesting agency, AND approved by the County Engineer.**

Figure 3.1 – Summary of Recommended Street Spacing for IRCs

| Category | Area or Facility Type | Typical Functional Class | Public Street Spacing | | Signal Spacing |
|---|------------------------|-------------------------------|--|------------------------|--|
| | | | Primary Full-Movement Intersection | Secondary Intersection | |
| 1 High-Priority Interregional Corridors & Interstate System (IRCs) | | | | | |
| 1F | Interstate Freeway | Principal Arterials | Interchange Access Only | | ⊘ |
| 1AF | Non-Interstate Freeway | | Interchange Access Only (see Section 3.2.7 for interim spacing) | | See Section 3.2.5 for Signalization on Interregional Corridors |
| 1A | Rural | | 1 mile | 1/2 mile | |
| 1B | Urban/Urbanizing | | 1/2 mile | 1/4 mile | |
| 1C | Urban Core | | 300-660 feet dependent upon block length | | |
| 2 Medium-Priority Interregional Corridors | | | | | |
| 2AF | Non-Interstate Freeway | Principal Arterials | Interchange Access Only (see Section 3.2.7 for interim spacing) | | See Section 3.2.5 for Signalization on Interregional Corridors |
| 2A | Rural | | 1 mile | 1/2 mile | |
| 2B | Urban/Urbanizing | | 1/2 mile | 1/4 mile | |
| 2C | Urban Core | | 300-660 feet, dependent upon block length | | |
| 3 Regional Corridors | | | | | |
| 3AF | Non-Interstate Freeway | Principal and Minor Arterials | Interchange Access Only (see Section 3.2.7 for interim spacing) | | Interim |
| 3A | Rural | | 1 mile | 1/2 mile | See Section 3.2.5 |
| 3B | Urban/Urbanizing | | 1/2 mile | 1/4 mile | 1/2 mile |
| 3C | Urban Core | | 300-660 feet, dependent upon block length | | 1/4 mile |

Figure H-2: Minnesota State Airport System Plan

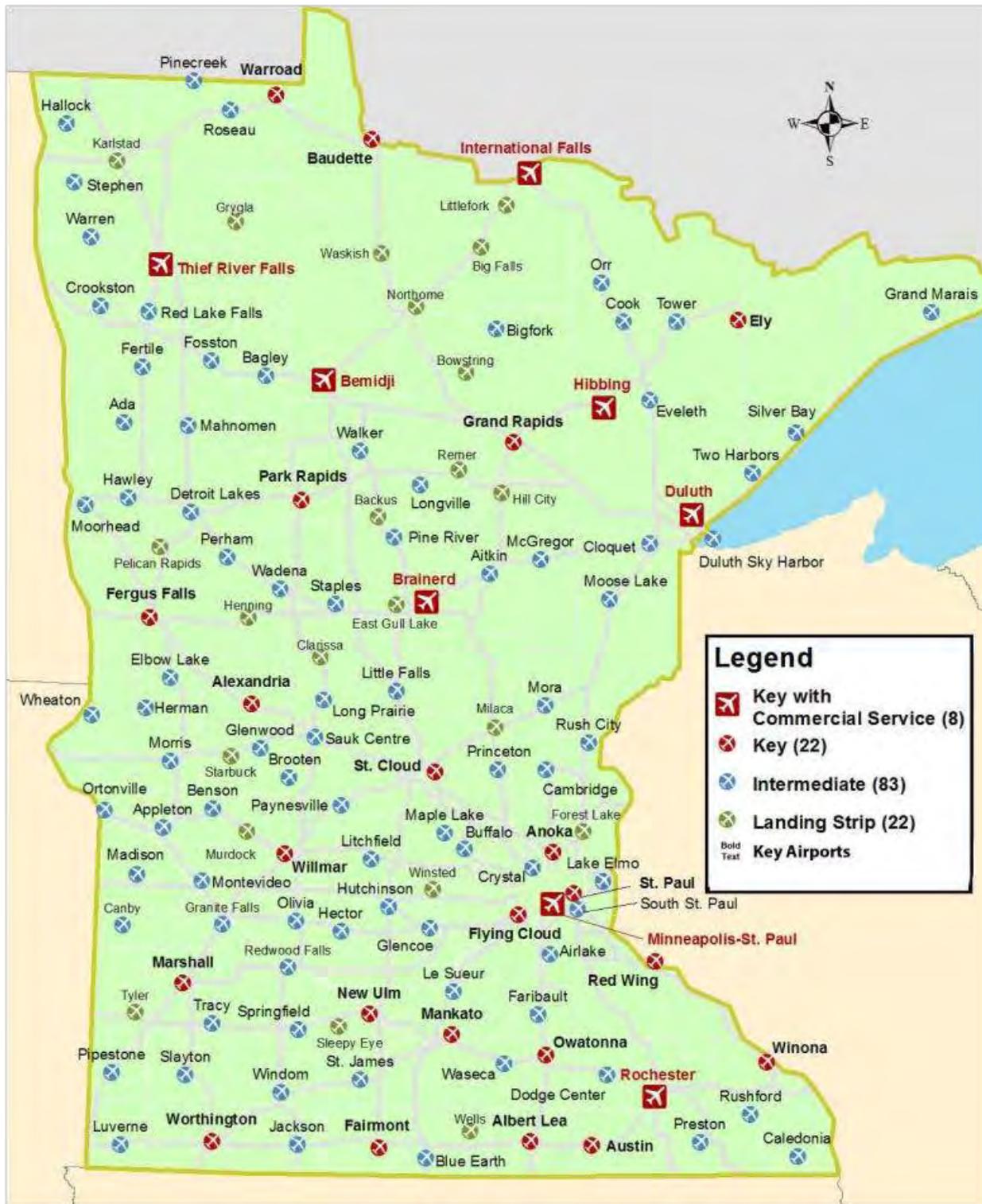
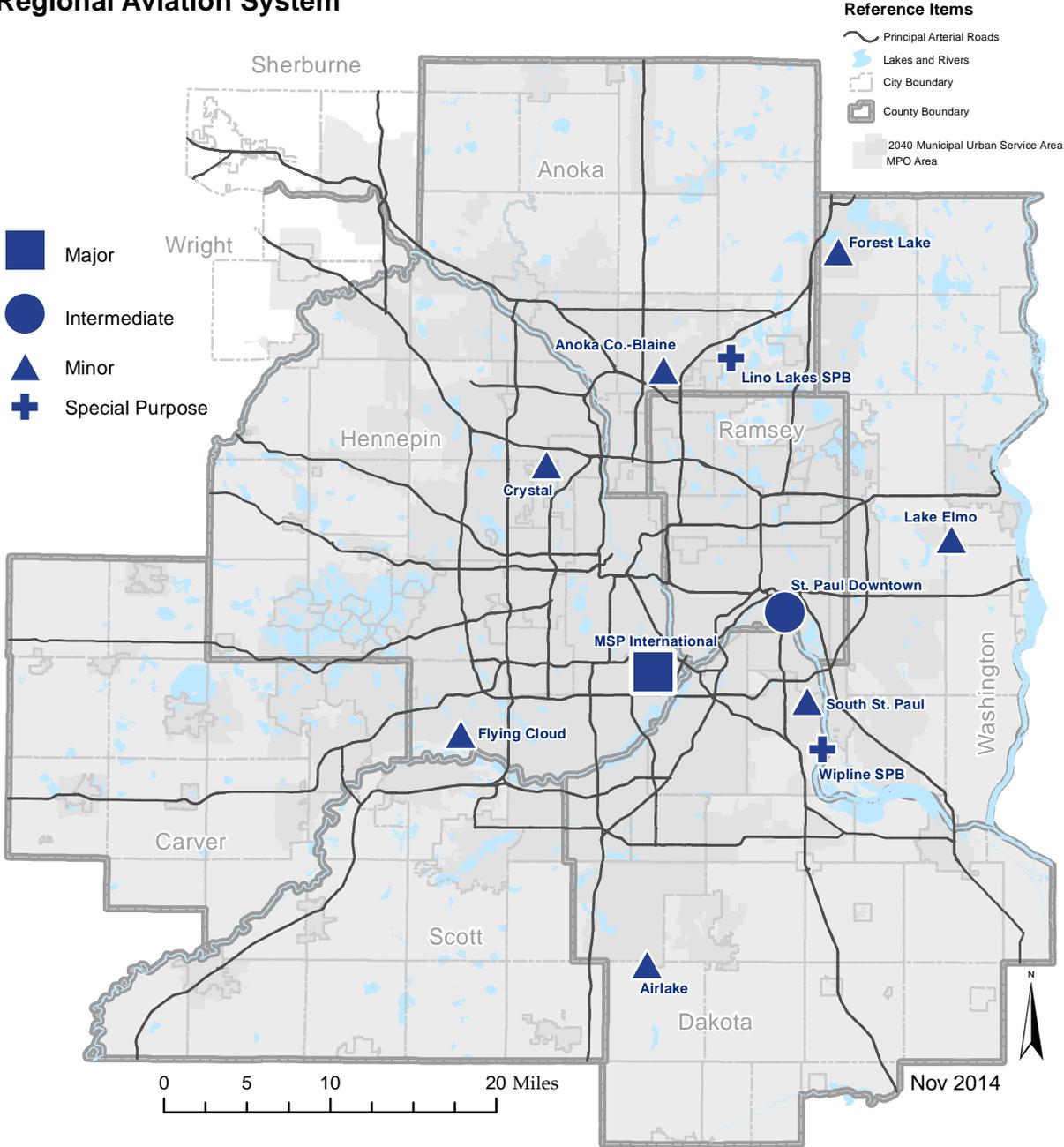


Figure H-3: Existing Regional Airport System

Regional Aviation System



Appendix B: Water Resources

Appendix C: Capital Improvement Plan

City of Columbus Capital Improvement Plan (CIP)

| Year | Capital Fund | Yearly Expenditure | Annual Cost | Funding |
|------|---------------------------|--------------------|---------------|---------|
| 2018 | Public Works Equipment | \$ 180,000.00 | \$ 93,153.00 | Levy |
| 2018 | Blacktop & Gravel Capital | \$ 40,600.00 | \$ 411,156.00 | Levy |
| 2018 | Park Capital Fund | \$ 2,500.00 | \$ 2,222.00 | Levy |
| 2018 | Fire Hall Capital | \$ - | \$ 7,500.00 | Levy |
| 2018 | Fire Department Equipment | \$ 22,500.00 | \$ 46,080.00 | Levy |
| | Total (2018) | | \$ 560,111.00 | |
| 2019 | Public Works Equipment | \$ 210,000.00 | \$ 94,250.00 | Levy |
| 2019 | Blacktop & Gravel Capital | \$ 750,000.00 | \$ 415,323.00 | Levy |
| 2019 | Park Capital Fund | \$ 15,000.00 | \$ 2,222.00 | Levy |
| 2019 | Fire Hall Capital | \$ - | \$ 7,500.00 | Levy |
| 2019 | Fire Department Equipment | \$ 46,080.00 | \$ 50,000.00 | Levy |
| | Total (2019) | | \$ 569,295.00 | |
| 2020 | Public Works Equipment | \$ 120,000.00 | \$ 95,364.00 | Levy |
| 2020 | Blacktop & Gravel Capital | \$ 504,000.00 | \$ 419,753.00 | Levy |
| 2020 | Park Capital Fund | \$ - | \$ 2,123.00 | Levy |
| 2020 | Fire Hall Capital | \$ - | \$ 7,500.00 | Levy |
| 2020 | Fire Department Equipment | \$ - | \$ 50,000.00 | Levy |
| | Total (2020) | | \$ 574,740.00 | |
| 2021 | Public Works Equipment | \$ 75,000.00 | \$ 96,495.00 | Levy |
| 2021 | Blacktop & Gravel Capital | \$ 412,000.00 | \$ 424,549.00 | Levy |
| 2021 | Park Capital Fund | \$ - | \$ 2,123.00 | Levy |
| 2021 | Fire Hall Capital | \$ 40,000.00 | \$ 7,500.00 | Levy |
| 2021 | Fire Department Equipment | \$ - | \$ 50,000.00 | Levy |
| | Total (2021) | | \$ 580,667.00 | |
| 2022 | Public Works Equipment | \$ - | \$ 97,642.00 | Levy |
| 2022 | Blacktop & Gravel Capital | \$ 40,000.00 | \$ 429,418.00 | Levy |
| 2022 | Park Capital Fund | \$ - | \$ 2,123.00 | Levy |
| 2022 | Fire Hall Capital | \$ - | \$ 7,500.00 | Levy |
| 2022 | Fire Department Equipment | \$ - | \$ 50,000.00 | Levy |
| | Total (2022) | | \$ 586,683.00 | |
| 2023 | Public Works Equipment | \$ - | \$ 98,707.00 | Levy |
| 2023 | Blacktop & Gravel Capital | \$ 932,500.00 | \$ 434,059.00 | Levy |
| 2023 | Park Capital Fund | \$ - | \$ 2,123.00 | Levy |
| 2023 | Fire Hall Capital | \$ - | \$ 7,500.00 | Levy |
| 2023 | Fire Department Equipment | \$ - | \$ 50,000.00 | Levy |
| | Total (2023) | | \$ 592,389.00 | |

12/31/2017 adopted with 2018 Budget