

SECTION 1: INTRODUCTION

Purpose of the Lauderdale Comprehensive Plan

The Metropolitan Council treats the region's wastewater and is responsible for the overall development of the regional transportation, aviation, and parks networks for the seven-county metropolitan area. As users of these metro-wide systems, the City of Lauderdale and its residents have a vested interest in the efficient and orderly development of these metropolitan systems. The City updated its planning tools to coordinate as best possible with those of the Metropolitan Council through the year 2030.

This Comprehensive Plan states Lauderdale's intentions for the future. The Plan is a policy statement aimed at the unified and coordinated development of the community. The Plan includes analysis of and recommendations for the use of land, improvement of the transportation system, and provisions for community facilities, economy, housing, parks, and the natural environment. The long-range policies within the plan are especially important to those affected by the Plan, namely:

- *Current and future Lauderdale residents* who are directly impacted by the development of community services;
- *Lauderdale City Council, committees, and staff* who use the plan for consistent and far-sighted decision-making;
- *Adjacent public agencies* to the extent they are impacted by Lauderdale decisions and policies;
- *The three watershed districts* within the City and other environmental organization charged with the protection of our water and natural resources; and,
- *The Metropolitan Council* as the agency charged with maintaining orderly development and growth in the Twin Cities Metropolitan Area.

Vision of the Comprehensive Plan Steering Committee

While drafting the Comprehensive Plan, the steering committee created a vision statement they felt encapsulated their desires for Lauderdale.

“Creating a livable, lovable Lauderdale...together.”

The committee wants Lauderdale to be livable; a city that provides for the physical health of residents and promotes community spirit. Many of the policies recommended by the steering committee have already been adopted in other livable cities. Additionally, the Committee felt city staff should be creating opportunities for residents to get involved in local affairs. The overarching belief is that a healthy community has active residents engaged by city projects and events. The committee believes Lauderdale could be more than a bedroom community if everyone worked...together.

A Brief History of Lauderdale

The first European descendants to settle in the area that is now Lauderdale were the Walsh family in 1855. Shortly thereafter in 1858, Minnesota became a state. In 1859, Rose Township was organized as a voting precinct, elected town officers, and levied taxes. Rose Township was

composed of an area which today includes parts of the cities of Roseville, Falcon Heights, Lauderdale, Minneapolis, St. Paul, and St. Anthony. By 1895, Rose Township had a population of 1,028. The first telephone lines into the area were installed along Eustis Street in about 1899.

The Village of Lauderdale was officially incorporated on January 21, 1949. Lauderdale, at that time, had a population of 1,500 people and an area of 270 acres. Also during that time, the land use distribution was considered to be more industrial than residential. The first village boundaries were Roselawn Avenue on the north, Fulham Street on the east, Hoyt Avenue on the south, and Emerald (33rd Avenue West) on the west. The water and sewer systems were installed shortly thereafter in the 1950s.

Lauderdale annexed the land between Roselawn Avenue and Ryan Avenue on February 15, 1954. Also in 1954, the plans for Trunk Highway 280 were approved. On March 20, 1956, Lauderdale adopted a “weak mayor-council” form of government. In April 1961, a \$75,000 bond issue was approved for a new village hall. In 1973, the Village of Lauderdale became the City of Lauderdale. Lauderdale’s only public school, “Lauderdale School,” closed in 1974. Currently, Lauderdale children attend Roseville Area Schools, Independent School District #623.

Planning Process History

Lauderdale began formal planning in 1973 and adopted a city-wide zoning ordinance in 1974. The second planning program began in 1977 with the issuance of a Metropolitan Systems Statement by the Metropolitan Council that outlined local obligations to metro-wide systems. The Comprehensive Plan developed by the Planning Commission and adopted by the City Council in 1981 relied extensively on the 1973 plan and laid out a program of activity that the City followed for the next five years. The Capital Improvement Program outlined within the implementation section was conservatively drawn because of existing obligations. The purpose of the Plan was to accommodate the development of the limited vacant land available at that time. The plan outlined a broad overview of development policy. Specific details for the development projects were to be addressed later based on the experience of the first Capital Improvement Program (CIP). The Capital Improvement Program was ultimately partially implemented. The CIP served Lauderdale until 1985. After 1985, the City continued without a Capital Improvement Plan until 1997 when the last Comprehensive and Capital Improvement Plans were adopted.

The previous Comprehensive Planning process began in March 1994 with the creation of the Planning and Zoning Task Force. This Task Force met monthly to draft the Comprehensive Plan. The Task Force completed a citizen survey and held Town Meetings. Both the Town Meetings and the survey were used to chart a course for the next decade. The two major issues raised during these discussions were the maintenance and improvement of Lauderdale’s property tax base and the preparation of a Capital Improvement Plan (CIP) to redevelopment the City’s infrastructure. The City Council adopted the Comprehensive Plan in October 1997. The Plan, along with the Capital Improvement Plan, expired at the end of 2007.

The Metropolitan Council issued System Statements on September 12, 2005, to launch the current Comprehensive Plan update period. In early 2006, the City Council invited applications from residents interested in serving on the Comprehensive Plan Steering Committee. At the April 25,

2006, City Council meeting, 12 residents were appointed to the steering committee. Starting in May 2006 and ending in 2008, the resident advisory body met monthly to formulate policy revisions for the Comprehensive Plan. During this time, the Steering Committee held four open houses and surveyed residents about how to retain Lauderdale's small-town charm and have healthy, engaged residents. The results of that survey are Appendix E.

Changes since the 1997 Comprehensive Plan

The following list highlights projects completed and policies adopted by the Lauderdale City Council since the adoption of the 1997 Comprehensive Plan.

- Laid new sanitary sewer, storm sewer, water lines, curb and gutter, and road surfaces on all City street and alleys between 2000 and 2004.
- Redeveloped Highway 280/Broadway intersection with Hamline AutoBody and Boyer Motor Company.
- Seal coated streets in the eastern half of Lauderdale to extend the life of the City streets.
- Redeveloped the tennis and basketball courts in Lauderdale Community Park.
- Acquired two additional parcels on the western side of Walsh Lake.
- Mn/DOT redeveloped the Goodwill Industries site into a storm water holding pond.
- Adopted a rental housing licensure program.