

Community Development Committee

Meeting date: August 5, 2019

Environment Committee

Meeting date: August 13, 2019

For the Metropolitan Council meeting of August 28, 2019

Subject: City of Maplewood 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22007-1

District(s), Member(s): District 11, Susan Vento

Policy/Legal Reference: Metropolitan Land Planning Act (Minn. Stat. § 473.175), Minn. Stat. § 473.513

Staff Prepared/Presented: Corrin Wendell, Senior Planner, Local Planning Assistance (651-602-1832)
Angela Torres, Local Planning Assistance Manager (651-602-1566)
Kyle Colvin, Engineering Programs, Manager (651-602-1151)

Division/Department: Community Development / Regional Planning
Environmental Services / Technical Services

Proposed Action

That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

Recommendations of the Community Development Committee

1. Authorize the City of Maplewood to place its 2040 Comprehensive Plan into effect.
2. Advise the City:
 - a. Within 60 days after receiving final Minnesota Department of Natural Resources (DNR) approval, the City must adopt the Mississippi River Critical Corridor Area (MRCCA) Plan, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.
 - b. Implement the advisory comments in the Review Record for Roadways and Transit.

Recommendations of the Environment Committee

1. Approve the City of Maplewood's Comprehensive Sewer Plan component of the City's 2040 Comprehensive Plan.

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Maplewood to implement its 2040 Comprehensive Plan (Plan).

Community Development Committee

1. As stated in the *Local Planning Handbook*, the City must take the following steps:
 - a. Adopt the Plan in final form after considering the Council's review recommendations as contained in the body of this report.
 - b. Submit one hard copy and one electronic copy of the Plan to the Council. The electronic copy must be submitted as one unified file.
 - c. Submit to the Council a copy of the City Council resolution evidencing final adoption of the Plan.
2. The *Local Planning Handbook* also states that local governments must formally adopt their comprehensive plans within nine months after the Council's final action. If the Council has recommended changes to the Plan, local governments should incorporate those recommended changes into the Plan or respond to the Council before "final adoption" of the comprehensive plan by the governing body of the local governmental unit. (Minn. Stat. § 473.858, subd. 3)
3. Local governments must adopt official controls as identified in their 2040 comprehensive plans and must submit copies of the official controls to the Council within 30 days after the official controls are adopted. (Minn. Stat. § 473.865, subd. 1)
4. Local governmental units cannot adopt any official controls or fiscal devices that conflict with their comprehensive plans or which permit activities in conflict with the Council's metropolitan system plans (Minn. Stat. §§ 473.864, subd. 2; 473.865, subd. 2). If official controls conflict with comprehensive plans, the official controls must be amended within 9 months following amendments to comprehensive plans (Minn. Stat. § 473.865, subd. 3).

Environment Committee

1. The Council-approved Comprehensive Sewer Plan becomes effective only after the Plan receives final approval from the local governmental unit's governing body. After the Plan receives final approval from the City and the Comprehensive Sewer Plan becomes effective, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the Council-approved Comprehensive Sewer Plan.
2. A copy of the City Council resolution adopting its 2040 comprehensive plan, including its Comprehensive Sewer Plan component, must be submitted to the Council.

Background

The City of Maplewood is located in eastern Ramsey County and is bordered by the City of Vadnais Heights and the City of White Bear Lake to the north, the City of Mahtomedi to the northeast, the City of North St. Paul and the City of Oakdale to the east, the City of Woodbury to the southeast, the City of Newport to the south, the City of St. Paul to the south and southwest, and the City of Roseville and the City of Little Canada to the west (see Figure 1).

The City submitted its 2040 Comprehensive Plan (Plan) to the Council for review to meet the Metropolitan Land Planning Act requirements (Minn. Stat. §§ 473.851 to 473.871) and the Council's 2015 System Statement requirements.

Review Authority & Rationale

Minn. Stat. § 473.175 directs the Metropolitan Council to review a local government's comprehensive plan and provide a written statement to the local government regarding the Plan's:

- **Conformance** with metropolitan system plans
- **Consistency** with the adopted plans and policies of the Council
- **Compatibility** with the plans of adjacent governmental units and plans of affected special districts and school districts

By resolution, the Council may require a local government to modify its comprehensive plan if the Council determines that "the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans" (Minn. Stat. § 473.175, subd. 1).

Each local government unit shall adopt a policy plan for the collection, treatment, and disposal of sewage for which the local government unit is responsible, coordinated with the Metropolitan Council's plan, and may revise the same as often as it deems necessary (Minn. Stat. § 473.513).

The attached Review Record details the Council's assessment of the Plan's conformance, consistency, and compatibility, and is summarized below.

Review Standard	Review Area	Plan Status
Conformance	<i>2040 Regional Parks Policy Plan</i>	Conforms
Conformance	<i>2040 Transportation Policy Plan</i> , including Aviation	Conforms
Conformance	<i>2040 Water Resources Policy Plan</i> (Wastewater Services and Surface Water Management)	Conforms
Consistency with Council Policy	<i>Thrive MSP 2040</i> and Land Use	Consistent
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	<i>2040 Housing Policy Plan</i>	Consistent
Consistency with Council Policy	Water Supply	Consistent
Consistency with Council Policy	Community and Subsurface Sewage Treatment Systems (SSTS)	Consistent
Compatibility	Compatible with the plans of adjacent and affected governmental districts	Compatible

Thrive Lens Analysis

The proposed 2040 comprehensive plan is reviewed against the land use policies in *Thrive MSP 2040*. To achieve the outcomes identified in Thrive, the metropolitan development guide defines the Land Use Policy for the region and includes strategies for local governments and the Council to implement. These policies and strategies are interrelated and, taken together, serve to achieve the outcomes identified in Thrive.

Funding

The Metropolitan Council awarded the City a Planning Assistance Grant of \$32,000 to complete its 2040 comprehensive plan. The first half of this grant was paid to initiate the local planning process. The second half of the grant will be paid after Council authorization of the City's plan, local adoption, and the City's submittal of final reporting requirements.

Known Support / Opposition

There is no known local opposition to the 2040 comprehensive plan.

REVIEW RECORD

City of Maplewood 2040 Comprehensive Plan

Review File No. 22007-1, Business Item No. 2019-218-JT

The following Review Record documents how the proposed Plan meets the requirements of the Metropolitan Land Planning Act and conforms to regional system plans, is consistent with regional policies, and is compatible with the plans of adjacent and affected jurisdictions.

Conformance with Regional Systems

The Council reviews plans to determine conformance with metropolitan system plans. The Council has reviewed the City's Plan and finds that it conforms to the Council's regional system plans for Regional Parks, Transportation (including Aviation), and Water Resources.

Regional Parks and Trails

Reviewer: Colin Kelly, AICP, Community Development (CD) – Regional Parks (651-602-1361)

The Plan conforms to the *2040 Regional Parks Policy Plan* for the Regional Parks System element. Ramsey County and the City of Saint Paul are both park implementing agencies for different Regional Parks System components in the City, for which the Plan accurately describes the Regional Parks System components. Regional Parks, Park Reserves, or Special Recreation Features located within the City include Battle Creek and Indian Mounds, and Phalen-Keller regional parks. Regional Trails located within the City include Bruce Vento and Trout Brook regional trails; and Trout Brook Extension and Afton Bluffs regional trail search corridors. The City also appropriately acknowledges State lands within the community, including the Gateway State Trail.

Regional Transportation, Transit, and Aviation

Reviewers: Russ Owen, Metropolitan Transportation Services (MTS) (651-602-1724)

The Plan conforms to the *2040 Transportation Policy Plan (TPP)* adopted in 2015 except Transit, which conforms to the 2040 TPP adopted in 2018, as detailed below. It accurately reflects transportation system components of the TPP as well as applicable land use policies for regional transitways. The Plan is also consistent with Council policies regarding community roles, the needs of non-automobile transportation, access to job concentrations, and the needs of freight, except as detailed below.

Roadways

The Plan conforms to the Roadways system element of the TPP. The Plan accurately accounts for the metropolitan highway system of principal arterials.

The Plan identifies all the required characteristics of the City's roadways, including existing and future functional class, right-of-way preservation needs, and existing and forecasted traffic volumes for principal and A-minor arterials. Forecasting was done consistent with regional methodology. The Plan also includes guidelines on how access will be managed for principal and A-minor arterials.

Advisory Comments

Council staff offer the following corrections to be incorporated into the Plan prior to final adoption.

- Tier 2 and 3 MnPASS lanes are in the Increased Revenue Scenario in the TPP and are not part of the formal TPP. References to these tiers (in the text on page 12-225 and in Figure 12-6 on page 12-226) should be clear that they are not currently funded.

- I-94 MnPASS in Maplewood was in Tier 3 in the 2015 TPP and is not part of the fiscally constrained plan (i.e. not currently funded). For the City's information, please note the 2018 update of the TPP does not include MnPASS on I-94 or Hwy 36 east of I-35E.

Transit

The Plan conforms to the Transit system element of the TPP. It shows the location of existing transit routes and facilities and acknowledges the City is within Transit Market Areas II, III, and IV.

The Plan incorporates existing and future transitways that are part of the Current Revenue Scenario in the TPP. These include the METRO Gold Line and the Rush Line, as included in the TPP updated in 2018. For transitways that are in service or in advanced stages of planning, the Plan incorporates guiding land use for station areas that meet the minimum density targets of the TPP. (See Land Use section of this Review Record for land use and density analysis.)

The Plan is consistent with the policies of the Transit system element of the TPP. The Plan addresses community roles related to its Community Designation of Urban, as well as the opportunities and challenges related to its Transit Market Areas.

Advisory Comments

Council staff offer the following minor corrections to be incorporated into the Plan prior to final adoption.

- Page 12-225
 - The proposed westbound Highway 36 MnPASS lane is in the Tier 3 MnPASS Expansion and the proposed eastbound Highway 36 MnPASS lane is in the Tier 2 MnPASS Expansion in the 2040 TPP.
 - The proposed I-94 MnPASS lanes are in Tier 1 (Current Revenue Scenario) in the 2040 TPP and do not enter Maplewood (are not east of I-35E).
 - The existing bus-only shoulder lanes on I-94 are in both directions; not only eastbound.
 - Figure 12-6: Existing and Planned Transit Advantages needs to be updated accordingly.
- Page 12-226
 - Figure 12-6 should be corrected. Bus-only shoulder lanes **do not** exist on I-35E (south of I-694) and on eastbound I-94 between Hwy 52 and Mounds Boulevard. MnPASS lanes exist on I-35E between Cayuga Street and County Road J. Please consult the "Transit Advantages" GIS feature class on the Minnesota GeoSpatial Commons website.
- Page 12-233
 - The description of Transit Link service should be clarified. Transit Link is the Twin Cities' shared dial-a-ride service for the general public and is available where regular fixed-route service is more than a 1/2 mile away (1/4 mile in winter).
 - The potential High-Frequency route (Route 54) in the 2040 TPP should be referenced.
 - The existing express bus corridors on Highway 36, I-35E and I-94 found in the 2040 TPP should be referenced.

Aviation

The Plan conforms to Aviation system element of the TPP. The Plan includes policies that protect regional airspace from obstructions.

Bicycling and Walking

The Plan is consistent with the Bicycle and Pedestrian chapter of the TPP. The Plan identifies existing and future segments of and connections to the Regional Bicycle Transportation Network (RBTN) and regional trails. (For other comments regarding regional trails, see the Regional Parks section of this Review Record.)

The Plan is also consistent with Bicycle and Pedestrian policies of the TPP by planning for local pedestrian and bicycle connections to transit, regional trails, regional job concentrations, and other regional destinations as identified on the RBTN map.

Freight

The Plan is consistent with Freight policies of the TPP. The Plan identifies the needs of freight movement in and through the City, including accessibility to freight terminals and facilities.

Transportation Analysis Zones (TAZs)

The Plan conforms to the TPP regarding TAZ allocations. The City's TAZ allocations for employment, households, and population appropriately sum to the Council's citywide forecast totals for all forecast years.

The City's planned land uses and areas identified for development and redevelopment can accommodate the TAZ forecasted allocations in the Plan, and at densities consistent with the City's Thrive designation (Urban) and applicable TPP policies for transit station areas. (See also Land Use section of this Review Record.)

Water Resources

Wastewater Service

Reviewer: Kyle Colvin, Manager, Environmental Services (ES) – Engineering Programs (651-602-1151)

The Plan conforms to the 2040 Water Resources Policy Plan (WRPP). The Plan represents the City's guide for future growth and development through the year 2040. It includes growth forecasts that are consistent with the Council's forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by the Metropolitan Council Environmental Services. All wastewater generated within the City is conveyed through numerous Council Interceptors. All flow generated within the City is treated at the Council's Metropolitan Wastewater Treatment Plant in St. Paul. The Plan projects that the City will have 20,312 sewered households and 36,519 sewered employees by 2040. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's growth forecasts.

The Plan provides sanitary flow projections in 10-year increments. The rationale for the projections is given in the Plan and determined appropriate for planning local services. The Council is committing to provide the level of wastewater service based on the sewered forecasts as stated in the Sewer element of the Plan.

The Land Use Plan reflects an overall minimum residential sewered density guiding of 11.65 units per acre, thus satisfying the Council's policy for future sewered residential densities for Urban communities.

The Plan defines the City's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in both the local municipal (city) and private property sanitary sewer systems. The Plan outlines the City's annual street reconstruction program in which the City's pipes are lined where necessary and offers landowners to have their private services televised at no cost. In those instances where the private service lateral needs repair, the City will include the improvements as part of the City's street project at no cost to the landowner. The landowner is responsible for any reconstruction costs for that portion of the service lateral outside of the street right-of-way. The Plan includes a plan whereby the City has scheduled to line approximately 3,500 feet of public sanitary pipe annually.

The Plan describes the requirements and standards for minimizing I/I, it references City Code Division 4, which prohibits the discharge of clear water sources from foundation drains, sump pumps and other connections to the sanitary sewer system. It does not state that non-conforming connections are

required to be disconnected. It does state annual activities that included “addressing” illegal sump pump connections have been on-going since 2004.

The Plan describes the sources, extent, and significance of existing I/I within the entire collection system and estimates that between 11 and 25 percent of total wastewater flow is attributed to I/I during wet years and peak monthly flow, respectively. It does not provide a specific breakdown nor characterize the significance between the public collection system and private property sources. Approximately 38% of the homes within the City were built prior to 1970 where clay tile services were standard. However, the Plan does describe previous activities related to evaluating illegal sump pump connections since 2004.

Sewer Element

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Urban communities. It was found to be complete and consistent with Council policies and the regional wastewater system plan. Upon adoption of the Plan by the City, the action of the Council to approve the Sewer Plan becomes effective. At that time, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the approved Comprehensive Sewer Plan. A copy of the City Council Resolution adopting its Plan needs to be submitted to the Council for its records.

Surface Water Management

Reviewer: Judy Sventek, ES – Water Resources (651-602-1156)

The Plan is consistent with Council policy requirements and in conformance with the Council’s 2040 Water Resources Policy Plan for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans. Maplewood lies within the oversight boundaries of the Capitol Region, Ramsey-Washington Metro, and Valley Branch Watershed Districts (WDs). Maplewood submitted a draft Local Water Management Plan (LWMP) to the Council in March 2018. Council Water Resources staff reviewed and commented on the draft LWMP to the City and three Watershed Districts in a letter dated May 7, 2018. The LWMP was approved by the Capitol Region WD on October 3, 2018, the Ramsey-Washington Metro WD on October 10, 2018, and the Valley Branch WD on October 11, 2018. The City adopted the final LWMP on November 26, 2018. The Plan incorporates the City’s final LWMP as Appendix 9.

Consistency with Council Policies

The Council reviews plans to evaluate their apparent consistency with the adopted plans of the Council. Council staff have reviewed the City’s Plan and find that it is consistent with the Council’s policies, as detailed below.

Forecasts

Reviewer: Todd Graham, CD – Research (651-602-1322)

The Plan includes the Council forecasts for Maplewood (table 6.5). For reference, Council forecasts are shown in Table 1 below.

Table 1. Metropolitan Council Forecasts for Maplewood

	Census 2010	Estimated 2017	Council Forecasts		
			2020	2030	2040
Population	38,018	40,084	42,200	45,600	48,600
Households	11,882	15,530	17,000	18,900	20,300
Employment	27,635	27,675	32,700	34,800	36,600

The Plan demonstrates that the City is guiding and staging enough land to accommodate growth forecasts through 2040 (Plan table 4.7).

The Council requires 2010-2040 forecasts assigned to transportation analysis zones (TAZ). Council and City staff have discussed possible errors in the TAZ allocation table 12.1. The City has provided a replacement table 12.1 in supplemental information received June 28, 2019.

Thrive MSP 2040 and Land Use

Reviewer: Corrin Wendell, AICP, CD – Local Planning Assistance (651-602-1832)

The Plan is consistent with *Thrive MSP 2040* (Thrive) for land use and residential density policies for an Urban community designation (Figure 2). Thrive calls for Urban communities to plan for forecasted population and household growth at average densities of at least 10 units per acre for new development and redevelopment, target opportunities for more intensive development near regional transit investments, identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities, and that contribute to better proximity between jobs and housing.

The Plan identifies policies to provide a variety of housing types to accommodate people at various stages in life; provide pedestrian-friendly environments in the mixed use areas to support a variety of land uses; locate mixed use developments in areas near transportation corridors, including the Gold Line Station Areas and Rush Line Station Areas; provide flexibility for increased density to encourage the development of affordable housing and protection of greenway corridors; and encourage a mixture of housing wherever possible. The Plan focuses higher intensity land uses along major transportation corridors, including I-494.

The current acreage of the City includes 11,573 acres, with the vast majority of the City has already been developed. The City’s predominant existing land use is single family residential (34.9%) followed by Commercial (10.8%), Park (10.2%), and Open Space (9%).

The Plan stages development to accommodate forecasted growth between now and 2040. The Plan also illustrates the planned staging in the 2040 land use map (Figure 4), which shows the City’s Residential, Commercial, and three Mixed-Use categories (Mixed Use – Neighborhood, Mixed Use Neighborhood High Density, and Mixed Use Community) all of which support small scale buildings that serve a market at a neighborhood scale, commercial retail, or service businesses, offices, and a mix of housing.

As shown in Table 2 and Figure 4, the City is planning to accommodate new sewer residential development at a minimum net density of 11.65 units per acre, consistent with Council policy. The City is planning for higher density residential uses in the Mixed Use, High Density Residential, and Medium Density areas with densities as high as 50 units per acre. Table 2 below shows several different lines of Mixed Use Neighborhood with different percentages of residential and different acreages, this aligns with Figure 4 and how the City plans their anticipated staging of residential development throughout the City. A similar approach is taken with the Mixed Use Community land use designation. The staging area land use categories can be seen in Figure 5 as well.

Table 2: Planned Residential Density, City of Maplewood

Land Use Category	Density		% Resid.	2018-2040 Change		
	Min	Max		Net Acres	Min Units	Max Units
Rural/Low Density Residential	0.5	1.5	100%	29	14.5	43.5
Low Density Residential	2.6	6	100%	106	275.6	636
Medium Density Residential	6.1	10	100%	18	109.8	180
High Density Residential	10.1	25	100%	53	535.3	1325
C - Mixed Use - Neighborhood	8	31	70%	4.2	33.6	130.2

F - Mixed Use - Neighborhood	8	31	50%	24	192	744
G - Mixed Use - Neighborhood	8	31	80%	14.4	115.2	446.4
H - Mixed Use - Neighborhood	8	31	50%	7	56	217
M - Mixed Use - Neighborhood	8	31	50%	2.5	20	77.5
K - Mixed Use - Neighborhood	8	31	60%	5.4	43.2	167.4
J - Mixed Use - Neighborhood	8	31	50%	2.5	20	77.5
L - Mixed Use - Neighborhood	8	31	50%	4	32	124
P - Mixed Use - Neighborhood	8	31	80%	67.5	540	2092.5
D - Mixed Use - Neighborhood High Density	25	50	80%	19.2	480	960
A - Mixed Use - Community	25	50	30%	20.1	502.5	1005
B - Mixed Use - Community	25	50	40%	0.75	18.75	37.5
E - Mixed Use - Community	25	50	30%	27	675	1350
I - Mixed Use - Community	25	50	40%	42.3	1057.5	2115
O - Mixed Use - Community	25	50	50%	12	300	600
Planned Land Use Totals				429.85	5006	12,285
Total Overall Density					11.65	28.58

Bus Rapid Transit (BRT)

The Plan identifies efforts to incorporate Gold Line Station Area Planning and Rush Line Station Area Planning as outlined in the TPP as adopted in 2018. The TPP directs Urban communities to plan for new development and redevelopment to meet average minimum densities within BRT station areas. For the METRO Rush Line, the Plan includes minimum net densities at 25 units an acre and the minimum net density planned for the METRO Gold Line is 10 units per acre. The Plan shows a total level of activity that includes at least 7,000 residents, jobs, or students through a mix of housing, employment, retail, entertainment, and education. The Plan identifies the need to create a pedestrian-friendly environment that maximizes walking and biking access and fosters an inviting experience on the way to transit. In addition, the Plan includes mixed use development and a mix of housing affordability as well as incorporating civic, public, and semi-public spaces.

The METRO Gold Line is a planned nine-mile Bus Rapid Transit (BRT) dedicated guideway that will connect Woodbury to Saint Paul and other eastern suburbs (Figure 6). There are 10 stations proposed along the route, with one proposed in Maplewood near the 3M headquarters. Service is currently scheduled to begin in 2024 at the earliest.

The METRO Rush Line, anticipated to be known as the Purple Line, is a 14-mile bus rapid transit (BRT) corridor that will extend from downtown St. Paul to White Bear Lake. A locally preferred alternative was selected in 2017 with 85% of the line planned to be a dedicated guideway that will share the Ramsey County Regional Railway Authority (RCRRA) right-of-way with the Bruce Vento Trail. The corridor will jog at Beam Avenue to provide connectivity to Health East St. Johns and Maplewood Mall. North of Interstate 694, it will continue along US Highway 61. While exact station locations have not been determined, it is anticipated that there will be stations serving Maplewood at Larpenteur Avenue, Frost Avenue, Highway 36/English, St. John's Hospital, and Maplewood Mall. Planning is currently underway with operations. While exact station locations have not been determined, it is anticipated that there will be stations serving Maplewood at Larpenteur Avenue, Frost Avenue, Highway 36/English, St. John's Hospital, and Maplewood Mall. Planning is currently underway with operations anticipated by the mid-2020s.

Housing

Reviewer: Hilary Lovelace, CD – Housing (651-602-1555)

The Plan is consistent with the *2040 Housing Policy Plan*. Maplewood is a maturing suburb with a wide variety of housing types. The City's growth increased rapidly after World War II, including economic development such as 3M's Central Research Laboratory which was built in 1955. Like most suburbs, early residential development was primarily single family, but housing stock has diversified over time; approximately 67% of its existing housing stock is single-family. The Plan notes that future growth will be primarily through redevelopment, especially around areas of regional transit investment.

The Plan notes that the City has more than 15,000 housing units. While approximately 78% of those units are affordable to households earning 80% of the Area Median Income (AMI) or less (or \$68,000 for a family of four), affordable options decrease to just 8% for households earning 30% AMI or less (or \$27,100). Roughly 26% of Maplewood households earning 80% AMI or less are currently housing cost burdened. The Plan notes a need for more twin homes and townhomes, housing units with more bedrooms, senior housing, and reinvestment and maintenance for its aging housing stock.

Looking forward, the Plan acknowledges the City's share of the region's need for affordable housing in the 2021-2030 decade, which is 510 units. With 192 acres of land guided for higher density residential development in that time period (Appendix X (LGAH table) in the Plan), the Plan sufficiently promotes the availability of land to support that share.

The Plan addresses its existing and future housing needs in its implementation plan, which thoroughly describes the policies, programs, and other tools that the City will consider. Tools discussed in the Plan include participation in Livable Communities Act programs, as well as local tools such as issuing housing revenue bonds and creating Tax Increment Financing districts. The implementation plan also states the City will consider multiple tools to preserve naturally occurring affordable housing (NOAH), including the use of local 4d tax incentives and opportunities to partner with funders of NOAH preservation.

Water Supply

Reviewer: Brian Davis, ES – Water Supply Planning (651-602-1519)

The Plan is complete and consistent with WRPP policies related to water supply, including the policy on sustainable water supplies, the policy on assessing and protecting regional water resources, and the policy on water conservation and reuse.

Because the City does not own/operate a municipal community public water supply system (PWS), no local water supply plan is required. Approximately 90% of Maplewood's water supply is serviced by St. Paul Regional Water Services. The remainder of Maplewood is serviced either by private wells or by adjacent community water systems in a few areas that border other communities. Other cities that supply water to Maplewood include North St. Paul, Little Canada, Roseville, and Woodbury.

Community and Subsurface Sewage Treatment Systems (SSTS)

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan indicates that there are approximately 100 individual SSTS and no public or privately-owned Community Wastewater Treatment Systems in operation in the City. The City's SSTS Ordinance and maintenance management program are consistent with Minnesota Pollution Control Agency 7080-7083 Rules and Council WRPP requirements.

Special Resource Protection

Solar Access Protection

Reviewer: Cameran Bailey, CD – Local Planning Assistance (651-602-1212)

The Plan is consistent with statutory requirements (Minn. Stat. § 473.859) and Council policy regarding

planning for the protection and development of access to direct sunlight for solar energy systems as required by the Metropolitan Land Planning Act (MLPA). The Plan includes the four required solar planning elements.

Aggregate Resource Protection

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan identifies, consistent with the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, the presence of viable aggregate resource deposits located in the City. The City believes that it is unlikely that any of the resources will be extracted however, because they are located in areas that are either largely urbanized or on publicly-owned lands. The City indicates that it will explore the feasibility of resource extraction with any property or business owner that approaches them directly and expresses an interest in such a pursuit.

Mississippi River Corridor Critical Area (MRCCA)

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan includes a MRCCA Plan component that was reviewed by Minnesota Department of Natural Resources (DNR) staff and found to be substantially consistent with Minnesota Statutes 116G and Minnesota Rules Chapter 6106. Council staff also find the MRCCA Plan component to be consistent with *Thrive MSP 2040* land use policies, and Minnesota Rules Chapter 6106. The DNR's January 11, 2019 conditional approval letter will be attached to the Council staff report as an appendix. Final DNR approval of the MRCCA Plan will be sent to the City after the Council authorizes local adoption of the Plan.

Advisory Comments

Within 60 days after receiving final DNR approval, the City must adopt the MRCCA Plan, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.

Historic Preservation

Reviewer: Corrin Wendell, AICP, CD – Local Planning Assistance (651-602-1832)

The Plan appropriately addresses historic preservation within the City. The Plan provides a vision for preserving historic resources, which include significant architectural, historic, archaeological, arts and cultural resources, including the stories of people that have lived, worked, and visited the City.

Plan Implementation

Reviewer: Corrin Wendell, AICP, CD – Local Planning Assistance (651-602-1832)

The Plan contains an Implementation Chapter, which describes the process for adopting the Plan, along with official controls, fiscal devices, and other policy plans that the City will employ to implement the Plan. Specific implementation strategies and capital improvement plans are contained in individual chapters of the Plan, with major action items and initiatives summarized in the Implementation chapter.

Compatibility with Plans of Adjacent Governmental Units and Plans of Affected Special Districts and School Districts

The Plan is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

Documents Submitted for Review

In response to the 2015 System Statement, the City submitted the following documents for review:

- July 10, 2018: City of Maplewood Preliminary Comprehensive Plan review
- December 21, 2018: City of Woodbury 2040 Comprehensive Plan for official review
- April 5, 2019: Resubmittal of 2040 Plan responding to completeness comments for Forecasts, Housing, and Wastewater.

- May 14, 2019: Resubmittal of 2040 Plan responding to completeness comments for Wastewater.

Attachments

- Figure 1: Location Map with Regional Systems
- Figure 2: *Thrive MSP 2040* Community Designation
- Figure 3: Existing Land Use
- Figure 4: 2040 Planned Land Use
- Figure 5: Staging of Development 2040 Planned Land Use Map
- Figure 6: METRO Gold Line Bus Rapid Transit (BRT)
- Figure 7: Land Guided for Affordable Housing

Figure 1. Location Map with Regional Systems

Figure 1. Location Map Showing Regional Systems

Maplewood

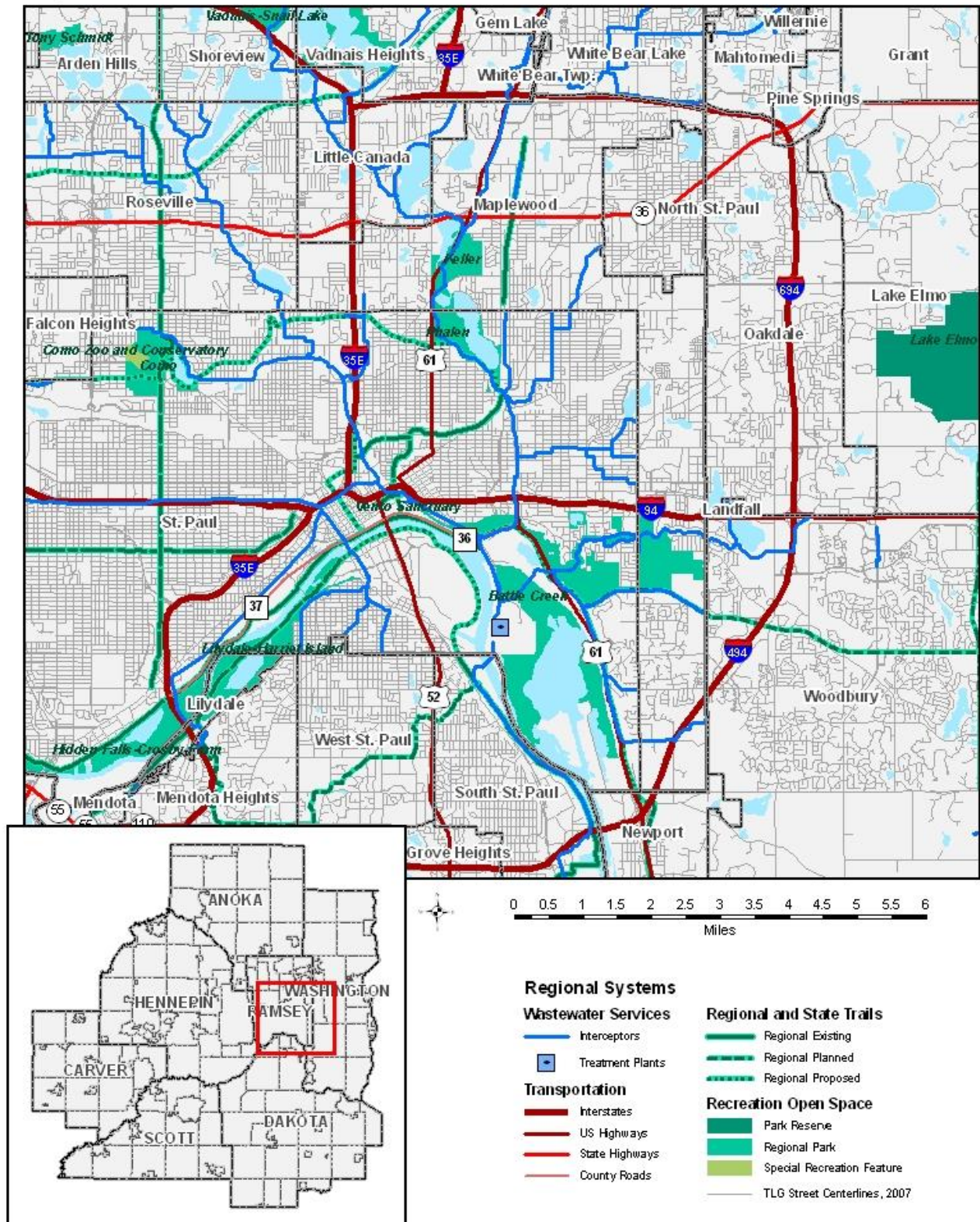
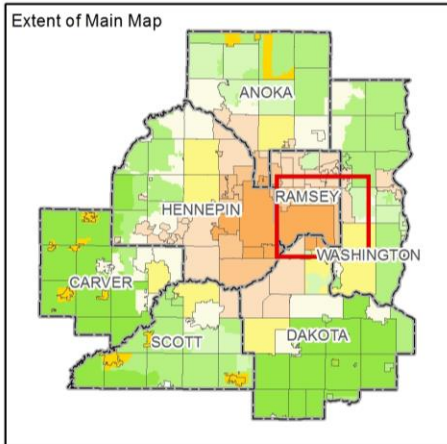
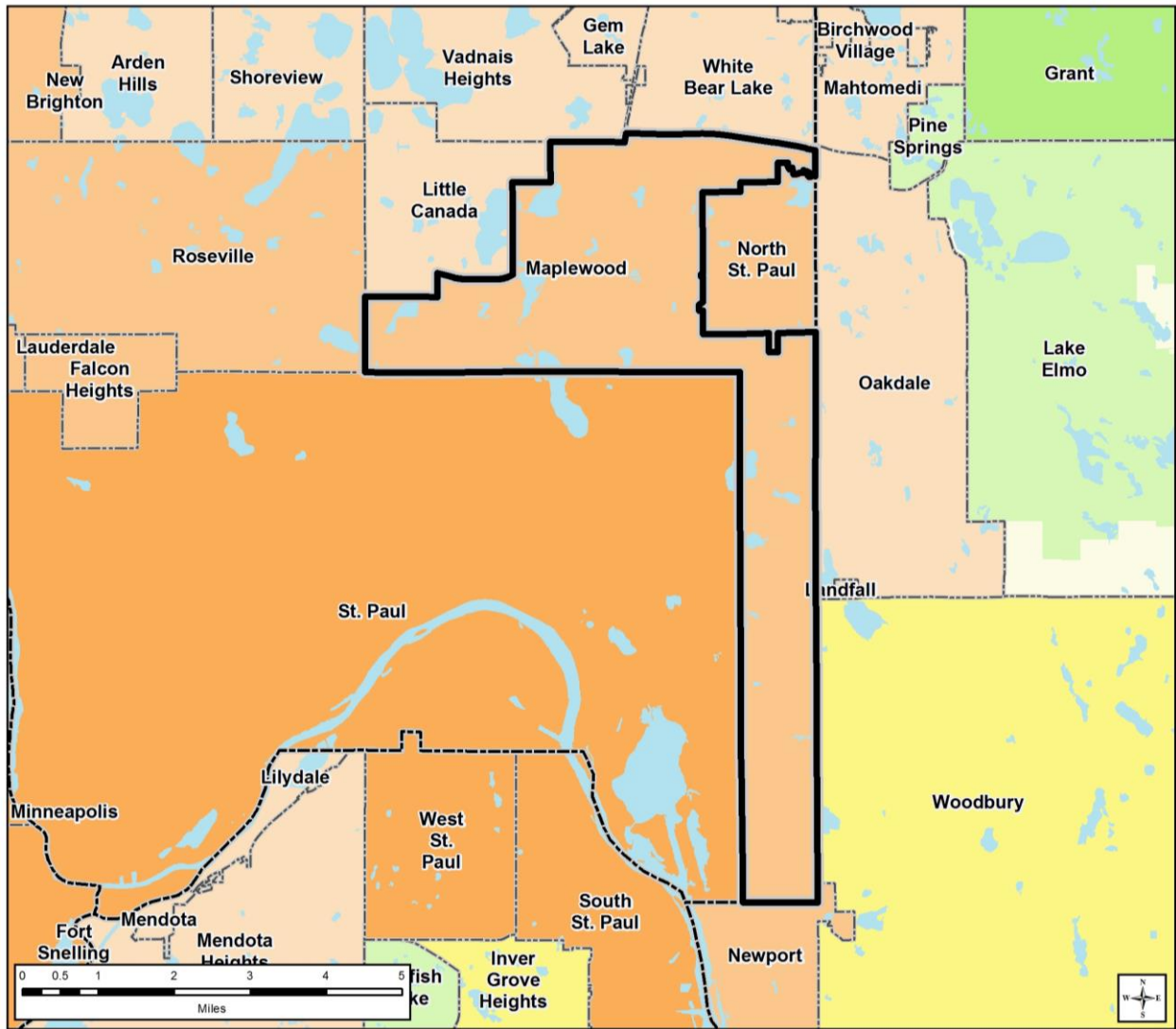


Figure 2. Thrive MSP 2040 Community Designation



Community Designations

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

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

Figure 3. Existing Land Use

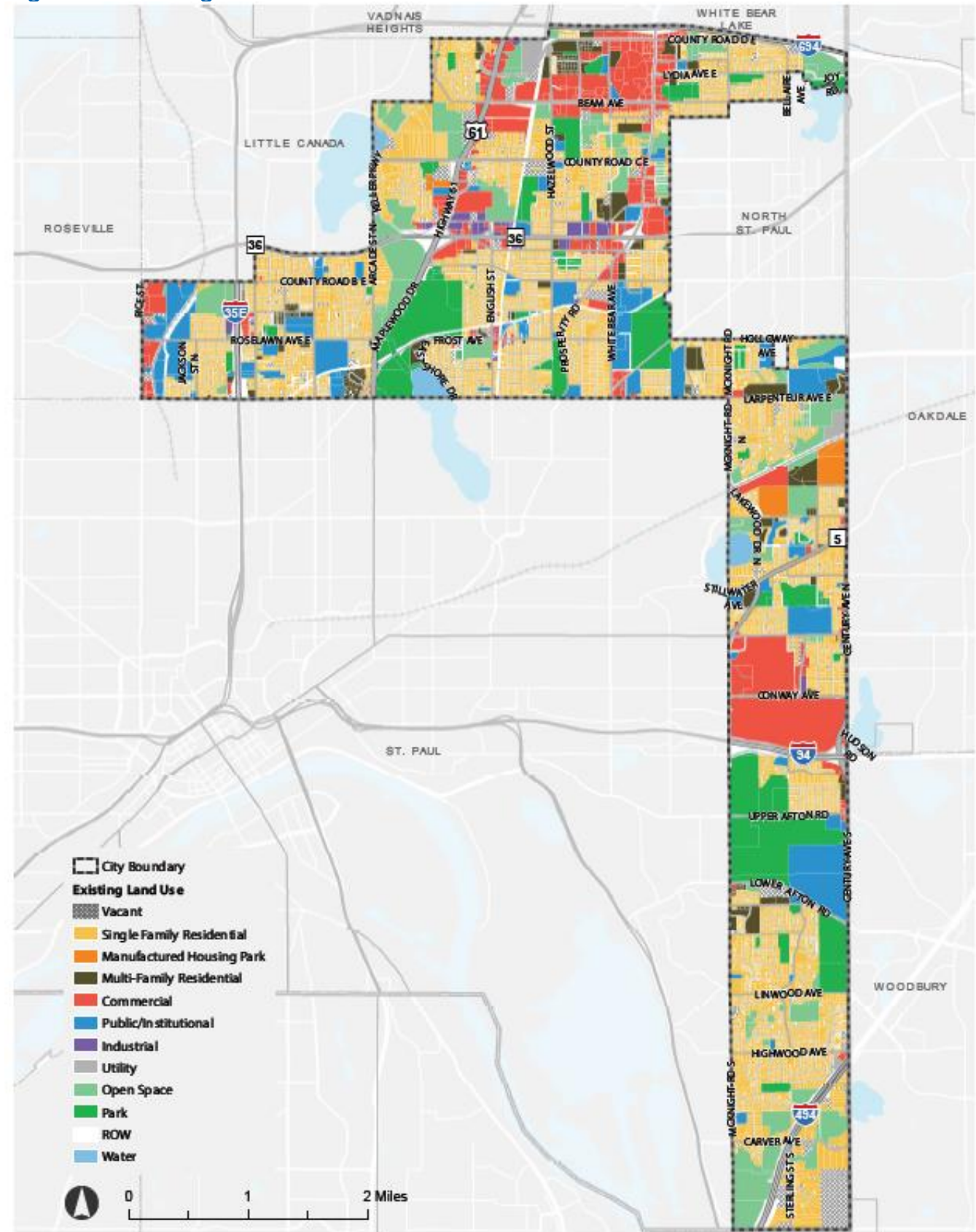


Figure 4. 2040 Planned Land Use

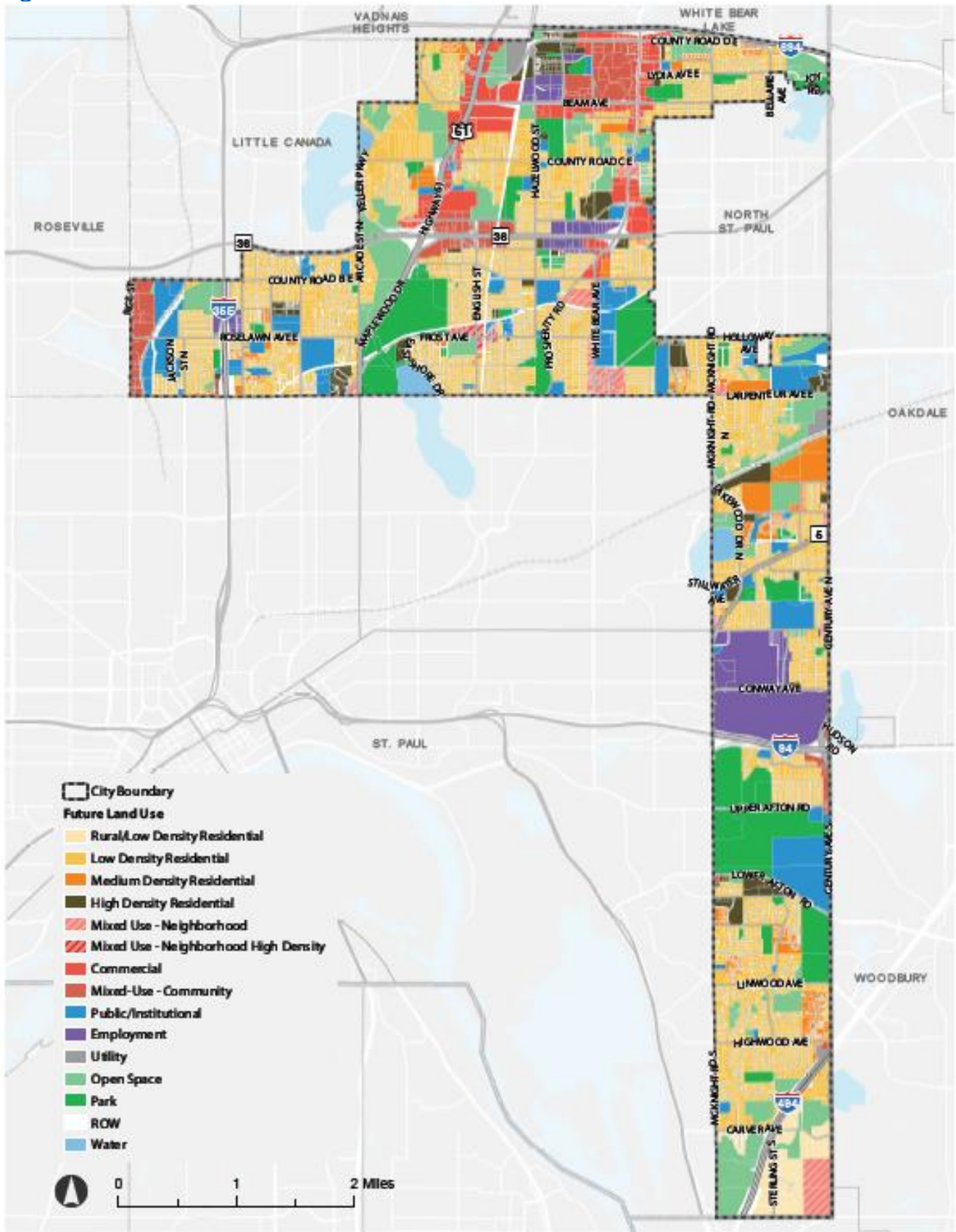


Figure 5. Staging of Development 2040 Planned Land Use Map

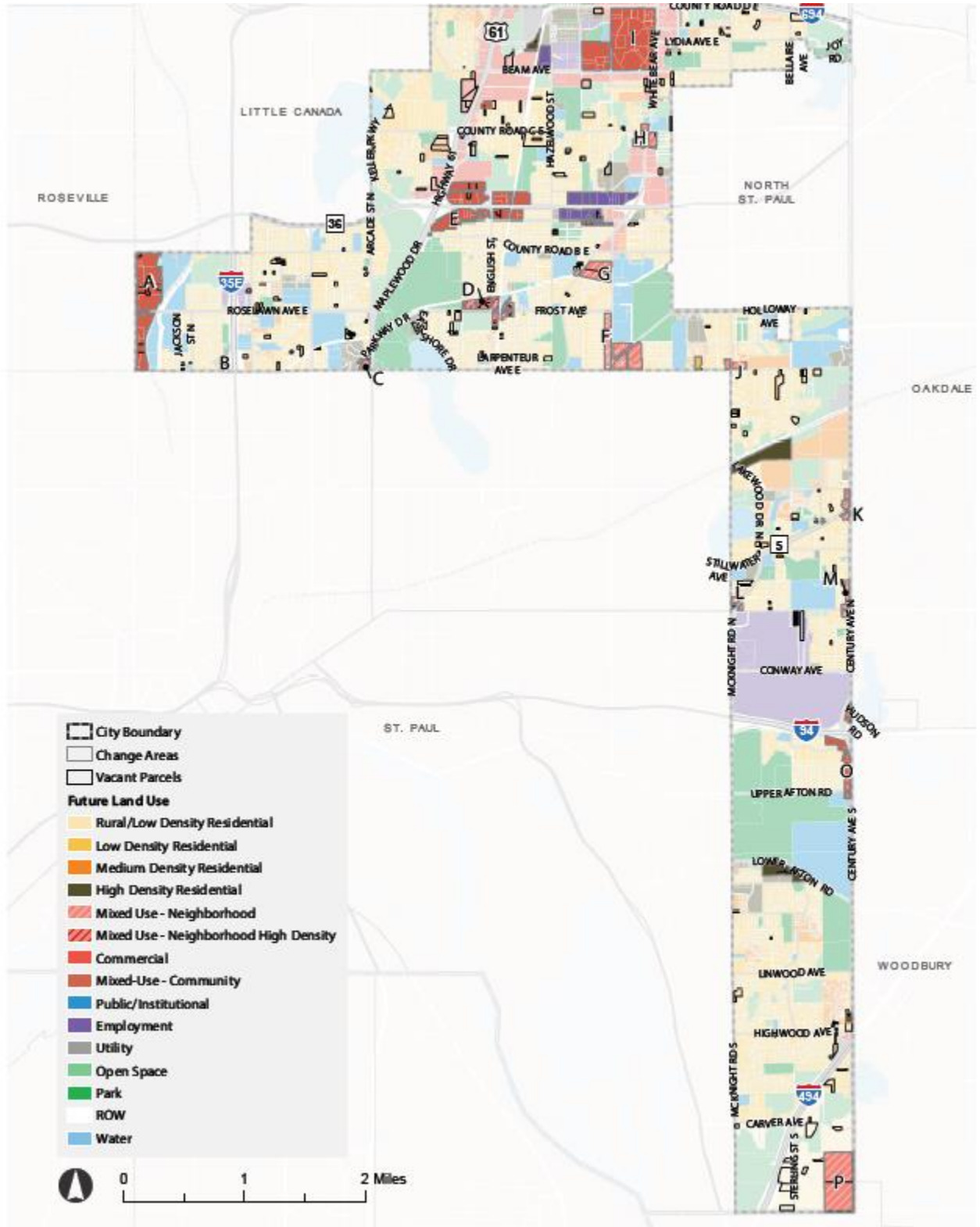


Figure 6. METRO Gold Line Bus Rapid Transit (BRT)



Figure 7. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **510 units**
 2021-2030 total regional need for Affordable Housing: **37,900 units**

	Available Acres	×	Minimum Density <i>(units per acre)</i>	×	Expected % Residential <i>(if mixed use)</i>	=	Minimum Units Possible
High Density Residential	18.30		10		100%		185
Mixed Use Neighborhood - Area C	2.00		8		70%		12
Mixed Use Neighborhood - Areas F, H, J, L, M	34.80		8		50%		140
Mixed Use Neighborhood - Area G	9.00		8		80%		58
Mixed Use Neighborhood - Area K	3.50		8		60%		17
Mixed Use - Neighborhood High Density	14.40		25		80%		288
Mixed Use Community - Areas A, E	55.30		25		30%		415
Mixed Use Community - Areas B, I	50.20		25		40%		502
Mixed Use Community - Area O	4.80		25		50%		60
Total	192						1,677

Sufficient/*(insufficient)* units possible against share of regional need: **1,167**

Affordable units built since 2021: **0**

Sufficient/*(insufficient)* units possible adjusted for affordable units built: **1,167**

Number of Comp Plan Amendments approved since Comp Plan Update: **0**

