

Community Development Committee

Meeting date: June 3, 2019

Environment Committee

Meeting date: June 11, 2019

For the Metropolitan Council meeting of June 26, 2019

Subject: City of Plymouth 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 21855-1

District(s), Member(s): District 1, Judy Johnson

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

Staff Prepared/Presented: Freya Thamman, Local Planning Assistance (651-602-1750)
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 Plymouth to place its 2040 Comprehensive Plan (Plan) into effect.
2. Revise forecasts as shown in Table 1 of the attached Review Record.
3. Revise the City's affordable housing need allocation to 679 units.
4. Advise the City to implement the advisory comments in Review Record for Water Supply.

Recommendations of the Environment Committee:

1. Approve the City of Plymouth'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 Plymouth 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 nine 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, must be submitted to the Council.

Background

The City of Plymouth is located in Hennepin County, surrounded by Maple Grove, Brooklyn Park, New Hope, Golden Valley, St. Louis Park, Minnetonka, Wayzata, Orono, Medina, and Corcoran. Medicine Lake is located entirely within Plymouth’s boundaries (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. Stats. §§ 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	Forecasts	Consistent, with proposed revisions
Consistency with Council Policy	<i>Thrive MSP 2040</i> and Land Use	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 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

None.

Known Support / Opposition

There is no known opposition to the 2040 comprehensive plan.

REVIEW RECORD

City of Plymouth 2040 Comprehensive Plan

Review File No. 21855-1, Business Item No. 2019-133

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, Community Development (CD) – Regional Parks (651-602-1361)

The Plan conforms to the 2040 Regional Parks Policy Plan (RPPP) for the Regional Parks System element. Three Rivers Park District is the Park implementing agency for the Regional Parks System components in the City of Plymouth, whose Plan accurately describes the Regional Parks System components (Figure 1).

Regional Parks, Park Reserves, or Special Recreation Features located within the City include Clifton E. French and Eagle Lake regional parks. Regional Trails located within the City include the Luce Line, Bassett Creek, and Medicine Lake regional trails; and Eagle Lake-Bassett Creek, Lake Sarah Extension, and North-South 2 regional trail search corridors (Figure 1). The City also appropriately acknowledges State lands within the City, including the Luce Line State Trail.

Regional Transportation, Transit, and Aviation

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

The Plan conforms to the 2040 Transportation Policy Plan (TPP) adopted in 2015, and transitways 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. The Plan is compatible with the plans of adjacent and affected governmental units including Hennepin County.

Roadways

The Plan conforms to the Roadways system element of the TPP. The Plan accurately accounts for the metropolitan highway system of principal arterials including planned additions and improvements identified in the Current Revenue Scenario, and any right-of-way preservation needs. This includes the rehabilitation of the County State Aid Highway 9 bridge over Interstate-494.

The Plan accurately reflects the regional functional classification map of A-minor arterials and has delineated major and minor collectors.

The Plan identifies all the required characteristics of the City's roadways, including existing and future functional classifications, 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.

The Plan identifies roadway and corridor studies that include recommendations regarding alignments, changes in access, and/or changes in land use. They include the *County Road 47 Corridor Study* and the 2016 *Hennepin County Freight Study*.

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 III and IV. The Plan incorporates transitways that are part of the Increased Revenue Scenario in the TPP adopted in 2018. The Plan's maps and narrative acknowledge the uncertainty of these transitways. This includes I-394/Highway 55 transitway.

Aviation

The Plan conforms to Aviation system element of the TPP. The Plan includes policies that protect regional airspace from obstructions and addresses seaplane use on Medicine Lake and Schmidt Lake.

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. The Plan identifies existing and planned regional trails that fulfill the roles of Tier 1 RBTN corridors identified within the City. Planned routes are clearly identified as being proposed for the RBTN.

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 community designation of Suburban Edge as well as applicable TPP policies for transit station areas.

Water Resources

Wastewater Service

Reviewer: Kyle Colvin, 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 Metropolitan Council Environmental Services. All wastewater generated within the City is conveyed through the following Council Interceptors; 9004 (Elm Creek Interceptor); 7027-1, 8655-384; and 1-PM-467. The majority flow is treated at the Council's Metropolitan Wastewater Treatment Plant in St. Paul. A small area of the city is provided service through a connection to the City of Wayzata's sanitary system. Flow generated in this area of Plymouth is treated at the Blue Lake Wastewater Treatment Plant in Shakopee. The Plan

projects that the City will have 34,602 sewered households and 61,500 sewered employees by 2040. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's forecasted growth.

The Land Use Plan reflects an overall minimum residential sewered density guiding that satisfies the Council's policy for future sewered residential densities for Suburban Edge communities.

The Plan provides sanitary flow projections in 5-year increments. The rationale for the projections is given in the Plan and determined appropriate for planning local services. The Metropolitan Council is committing to provide the level of wastewater service based on the sewered forecasts as stated in the sewer element of the Plan.

Plymouth has an allocated average daily flow capacity within the Elm Creek Interceptor of 1.78 Million Gallons per Day (MGD). The 2018 average daily flow was 0.47 MGD. The City will need to maintain their long-term flow levels within the allocated capacity of 1.78 MGD.

The Plan defines the City's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in the local municipal (city) and private (private property) sanitary sewer systems; including a summary of activities or programs intended to mitigate I/I from both public and private property sources.

The Plan describes the requirements and standards for minimizing I/I and references City code that prohibits discharge from sump pumps, foundation drains, and/or rain leaders to the sanitary sewer system. The code also requires the disconnection of any of the prohibited discharges after discovery.

The Plan describes the sources, extent, and significance of existing I/I within both the municipal and private collection systems; and provides a description of an implementation plan for preventing and eliminating excessive inflow and infiltration from entering the municipal sewer systems. The Plan identifies a specific portion of the City's Capital Improvement Plan that is dedicated for I/I mitigation efforts and reflects an on-going annual budget of \$1,000,000 for lining of sewer pipe.

Sewer Element Comments

The Sewer Element of Plymouth's Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Suburban Edge 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 conforms to the WRPP for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans.

The City lies within the boundaries of the Minnehaha Creek Watershed District (District); and the Bassett Creek, Elm Creek, and Shingle Creek Watershed Management Commissions (WMCs). Plymouth submitted a draft Local Water Management Plan (LWMP) to the Metropolitan Council (Council) in September 2018. Council Water Resources staff reviewed and commented on the draft LWMP to the City and Watersheds in a letter dated October 12, 2018. The LWMP was approved by the District on December 20, 2018, Bassett Creek WMC on November 14, 2018, Elm Creek WMC on November 14, 2018, and Shingle Creek WMC on October 11, 2018. The City adopted the final LWMP on December 11, 2018. The Plan contains a summary of the City's LWMP as Plan Chapter 5, and the final LWMP as Plan Appendix 5B.

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 revised forecasts agreed to by City and Council staff in July 2018 (Plan Tables 2.3, 4A.3, 6A.4, and 9.1). The revisions reflect the acceleration of residential development in the City and known projects now in development. The revised sewer and total forecasts are shown below in Table 1.

Table 1. Metropolitan Council Forecasts for Plymouth

	Census 2010	Estimated 2017	Revised Forecasts		
			2020	2030	2040
Population	70,576	76,882	77,200	81,400	85,100
Metro Sewered	69,976		76,850	81,130	84,860
Unserviced	600		350	270	240
Households	28,663	31,207	31,800	33,400	34,700
Metro Sewered	28,445		31,663	33,289	34,602
Unserviced	218		137	111	98
Employment	46,227	53,376	53,900	57,700	61,500
Metro Sewered	46,227		53,900	57,700	61,500
Unserviced	0		0	0	0

The Council will approve the forecast revision simultaneous with action on the Plan.

With the forecast revision, above, the 2021-2030 Affordable Housing Need for Plymouth is increased. Affordable Housing Need calculations are proportionate to forecasted household growth. The Plan’s Table 4A-8 includes the new, revised 2021-2030 Affordable Housing Need: 369 units at <=30% AMI, 219 units at 31-50% AMI; 91 units at 51-80% AMI; 679 units total.

The land use in 10-year stages table (Figure 5) describes additions to the urbanized residential land supply. These accommodate 1,813 to 3,344 housing units on undeveloped sites, and an additional 94 to 157 units through redevelopment of underutilized land. This could accommodate 3,501 housing units during 2017-2040 if developed at the upper end of allowed density ranges.

Development activity is unlikely to be at the upper end of density ranges in all cases. Council staff have advised additional measures to ensure adequate capacity for future growth. These may include additional provision of land supply, re-guiding land to allow higher densities, or redefining mixed-use and high-density residential to have higher maximum densities.

Thrive MSP 2040 and Land Use

Reviewer: Freya Thamman, CD – Local Planning Assistance (651-602-1750)

The Plan is consistent with *Thrive MSP 2040* (Thrive) and its land use policies. Thrive designates the Plymouth in Suburban Edge community designation (Figure 2). Suburban Edge communities need to plan and stage development for forecasted growth at overall average net residential densities of at least 3-5 dwelling units per acre. Suburban Edge communities should also target higher-intensity developments in areas with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities.

The existing land uses in Plymouth are predominately residential (46%), most of the existing commercial/office (5%) and industrial areas (7%) are near transportation corridors. approximately 11% of the City is parks/open space, and 8% lakes (Figure 3).

Plymouth has been experiencing residential growth in the northwest area of the city, which is where most of the remaining developable land is located and where growth to 2040 is planned (Figures 4 and 5). The City’s residential land use categories, Living Areas, provide a broad range of housing opportunities, each with different allowed density range. Most of the residential growth is anticipated in the remaining undeveloped areas in the Residential Living Area 1-4 categories as well as the Mixed Use-Residential category, which requires residential (Table 2). Within the planning period, the Plan has also identified some underutilized areas where forecasted growth may also occur. Residential uses are allowed, but not required in the Mixed Use, City Center, Commercial, and Commercial/Office categories. As shown below in Table 2, a small amount of new residential growth is anticipated in the Mixed Use and City Center future land use categories. The planned minimum net residential density is 3.4 units per acre, which is consistent with the net residential policy for communities with the Suburban Edge community designation.

Table 2: City of Plymouth Planned Net Residential Density

Land Use Categories	Density Range		Net Acres	Min Units	Max Units
	Min	Max			
Living Area – 1	2	3	259.8	520	779
Living Area – 2	3	6	199.4	598	1196
Living Area – 3	6	12	20.1	121	241
Living Area – 4	12	20	13.5	162	270
Mixed Use – Residential	12	25	34.3	412	858
<i>Underutilized Opportunities</i>					
Underutilized LA-4	12	20	3.6	43	72
Mixed Use and City Center Opportunities	12	20	4.25	51	85
	TOTALS		534.95	1855	3501
	Overall Density			3.4	6.4
<i>Calculation based on Table 3-3. The Plan indicates that development within the Mixed Use-Residential category must include residential uses.</i>					

During the planning period, the City is moving closer to becoming a fully developed community and will have an increasingly limited supply of developed land. In addition to the areas shown in Table 2, the Plan indicates that there are four areas in the City that may experience redevelopment during the planning period. The Future Land Use map (Figure 4) shows areas of potential land use change and redevelopment. These areas include: a) the southwest quadrant of Highway 169 and County Road 10, b) southwest quadrant of Highway 169 and 36th Avenue, c) Industrial Area Southeast of Medicine Lake, and d) Northwest, Southwest, and Southeast Quadrants of I-494 and Highway 55. The City anticipates future detailed study of these areas. Also, the Plan indicates that because the four potential change areas have active businesses, as a policy, the City waits for the market to change before re-guiding the areas.

Housing

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

The Plan is consistent with the *2040 Housing Policy Plan*. As of 2016, the City currently had more than 31,800 homes including more than 9,300 multifamily units and more than 22,400 single-family homes. Approximately 9,700 homes are rented. The City currently has nearly 680 publicly subsidized units, 89 of which are for people living with disabilities. More than 14,000 housing units are currently affordable to households earning under 80% of Area Median Income (AMI), however, nearly 5,500 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. Notably, there are about 630 units affordable to households with income at or below 30% AMI and more than 1,700 cost burdened households with incomes at or below 30% AMI. The City is home to more than 50 manufactured homes. The Plan identifies existing housing needs including life cycle housing, affordable housing, and housing maintenance and preservation.

The Plan acknowledges the revised 2021-2030 affordable housing need allocation of 679 units; 369 of these units are needed at prices affordable to households earning 30% of AMI or less, 219 units are needed at prices affordable to households earning between 31 and 50% of AMI, and 91 units are needed at prices affordable to households earning between 51 and 80% of AMI. As shown in Figure 6, the Plan guides sufficient land expected to develop in the 2021-2030 time period at a minimum of six units per acre for development of 121 housing units to meet the need for units between 51 and 80% of AMI. The Plan also guides sufficient land expected to develop at 12 units per acre to allow for development of at least 618 new housing units to meet the need for units affordable to households earning 50% of AMI or less.

The housing implementation plan component of the Plan describes the consideration of tax increment financing, project-based vouchers, land acquisition, and tax abatement to support maintenance and development of affordable housing development. The Plan also indicates that the City will maintain relationships with owners of unsubsidized affordable housing to stay abreast of their future plans. In addition, the City will consider amending the existing Rental Licensing Ordinance to provide for a 90-day notification to the City and residents of any pending sale of unsubsidized affordable housing. The City operates their own housing redevelopment authority (HRA), and as such they plan to leverage affordable housing beyond minimums required by law to generate revenue to support the efforts of the HRA.

Water Supply

Reviewer: Lanya Ross, ES – Water Supply Planning, (651-602-1452)

The Plan is consistent with the 2040 WRPP and Council policies for water supply, including the policies on sustainable water supplies, assessing and protecting regional water resources, and water conservation and reuse.

The City prepared an updated Local Water Supply Plan (LWSP) that was submitted to both the Minnesota Department of Natural Resources (DNR) and the Council and reviewed under separate cover in a letter dated January 16, 2019. On April 12, 2019, the Council received an updated LWSP that addressed items needed to complete the water supply plan to meet the Council's minimum requirements, including revised population projections in Table 7 and more detailed explanation of water use trends in Section 1.D.

Advisory Comments

Appendix 7 discusses plans to develop a municipal critical water deficiency ordinance. When the City adopts a municipal critical water deficiency ordinance, please submit a copy to the Council in support of plan implementation. The League of Minnesota Cities has a model ordinance addressing critical water deficiencies that may be of assistance:

<https://www.lmc.org/media/document/1/waterusageinacriticalwateremergency.docx>

Community and Subsurface Sewage Treatment Systems (SSTS)

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

The Plan is consistent with the policies of the 2040 WRPP for community and subsurface sewage treatment systems (SSTS). The Plan indicates that there are approximately 137 SSTS and no identified public or privately-owned Community Wastewater Treatment Systems operating in the City. The City requires that all SSTS be designed and constructed in accordance with Minnesota Pollution Control Agency Chapter 7080-7083 Rules, and has delegated the responsibility of permitting, inspection, and maintenance management of SSTS in the City to Hennepin County, as detailed in Hennepin County Ordinance 19.

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 indicates, consistent with the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, that there are no viable deposits of aggregate resources available for mining in the City that have not been fully urbanized.

Historic Preservation

Reviewer: Freya Thamman, CD – Local Planning Assistance (651-602-1750)

The Plan addresses historic and cultural resources as required by the Metropolitan Land Planning Act. The Plan indicates that there are no sites in the City listed on the National Register of Historic Places. The Plan indicates that the City is committed to the preservation of its history and plans to identify historic landmarks that are historically significant in Plymouth and work with the Plymouth Historical Society to preserve and promote them.

Plan Implementation

Reviewer: Freya Thamman, CD – Local Planning Assistance (651-602-1750)

The Plan includes a description of the zoning, subdivision, SSTS codes, and the housing implementation program. The Plan fulfills requirements for a capital improvement program and describes official controls and fiscal devices that the City will employ to implement the Plan.

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

The proposed 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:

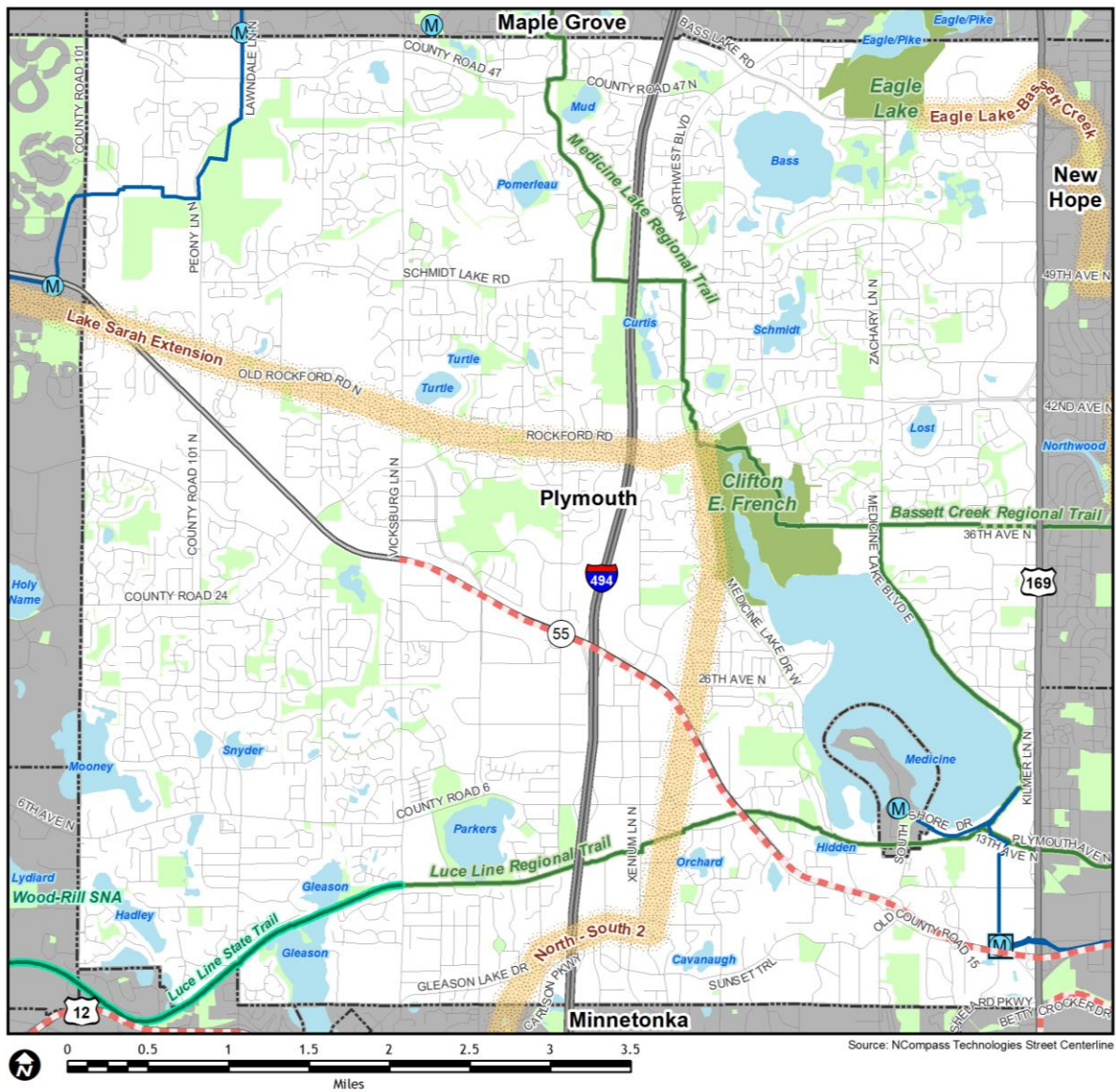
- January 23, 2018: Plymouth 2040 Preliminary Comprehensive Plan
- December 28, 2018: Plymouth 2040 Comprehensive Plan
- January 3, 23, and 24, 2019: Adjacent Jurisdiction Review Letters
- March 11, 2019: Intercommunity Service Agreements

- March 13, 2019: 2040 Comprehensive Plan Resubmittal addressing wastewater, water supply, local water management plan, forecasts, land use, housing, and implementation
- April 8, 2019: Housing, land use, and forecasts (TAZ) (April 2, 2019) and redevelopment
- March 13, 2019: 2040 Comprehensive Plan Resubmittal addressing wastewater, water supply, local water management plan, forecasts, land use, housing, and implementation
- April 14, 2019: 2040 Comprehensive Plan Resubmittal with updated wastewater section
- April 29, 2019: Revised Land Use Table
- May 1, 2019: Revised Figure 3-3

Attachments

- Figure 1: Location Map with Regional Systems
- Figure 2: *Thrive MSP 2040* Community Designations
- Figure 3: Existing Land Use
- Figure 4: 2040 Future Land Use
- Figure 5: Forecasted Residential Growth
- Figure 6: Land Guided for Affordable Housing

Figure 1. Location Map with Regional Systems



Regional Systems

Transportation

Regional Highway System

- Interstates
- US Highways
- State Highways
- County Roads
- Local Streets

Transitways

- Existing Fixed Guideway Alignments
- Existing Bus Rapid Transitways
- Planned Fixed Guideway Transitways
- Planned Bus Rapid Transitways *
- Existing Fixed Guideway & BRT Stations
- Planned Fixed Guideway Stations

Recreation Open Space

Regional Parks

- Existing (Open to Public)
- In Master Plan (Not Open to Public)
- Planned Units

Regional Trails

- Existing (Open to Public)
- Existing (Not Open to Public)
- Planned

Wastewater

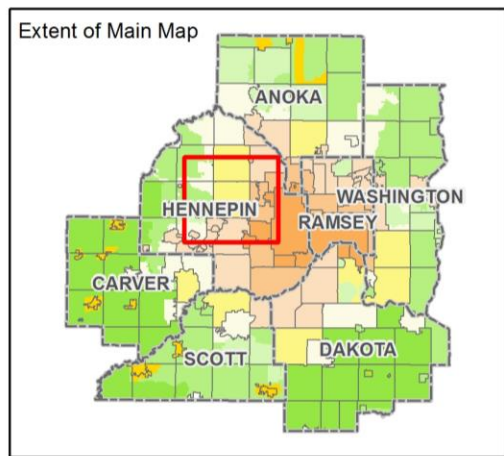
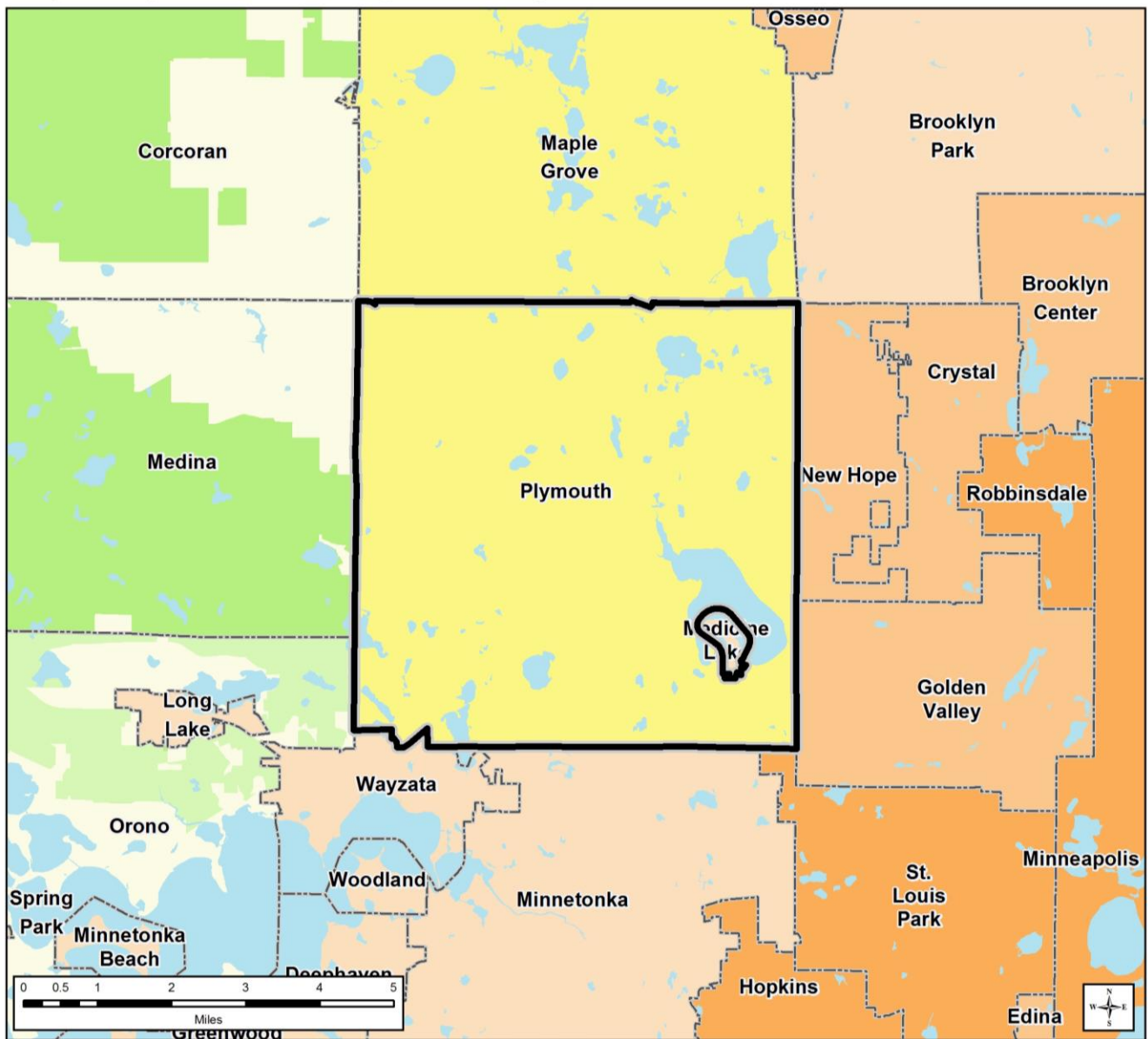
- Meters
- Lift Stations
- MCES Interceptors
- MCES Treatment Plants

Regional Park Search Areas and Regional Trail Search Corridors

- Boundary Adjustment
- Search Area
- Regional Trail Search Corridors
- Other Parks, Preserves, Refuges and Natural Areas
- Existing State Trails

*Potential Planned Transitway identified in the 2040 TPP, adopted 2018.

Figure 2. Thrive MSP 2040 Community Designations



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

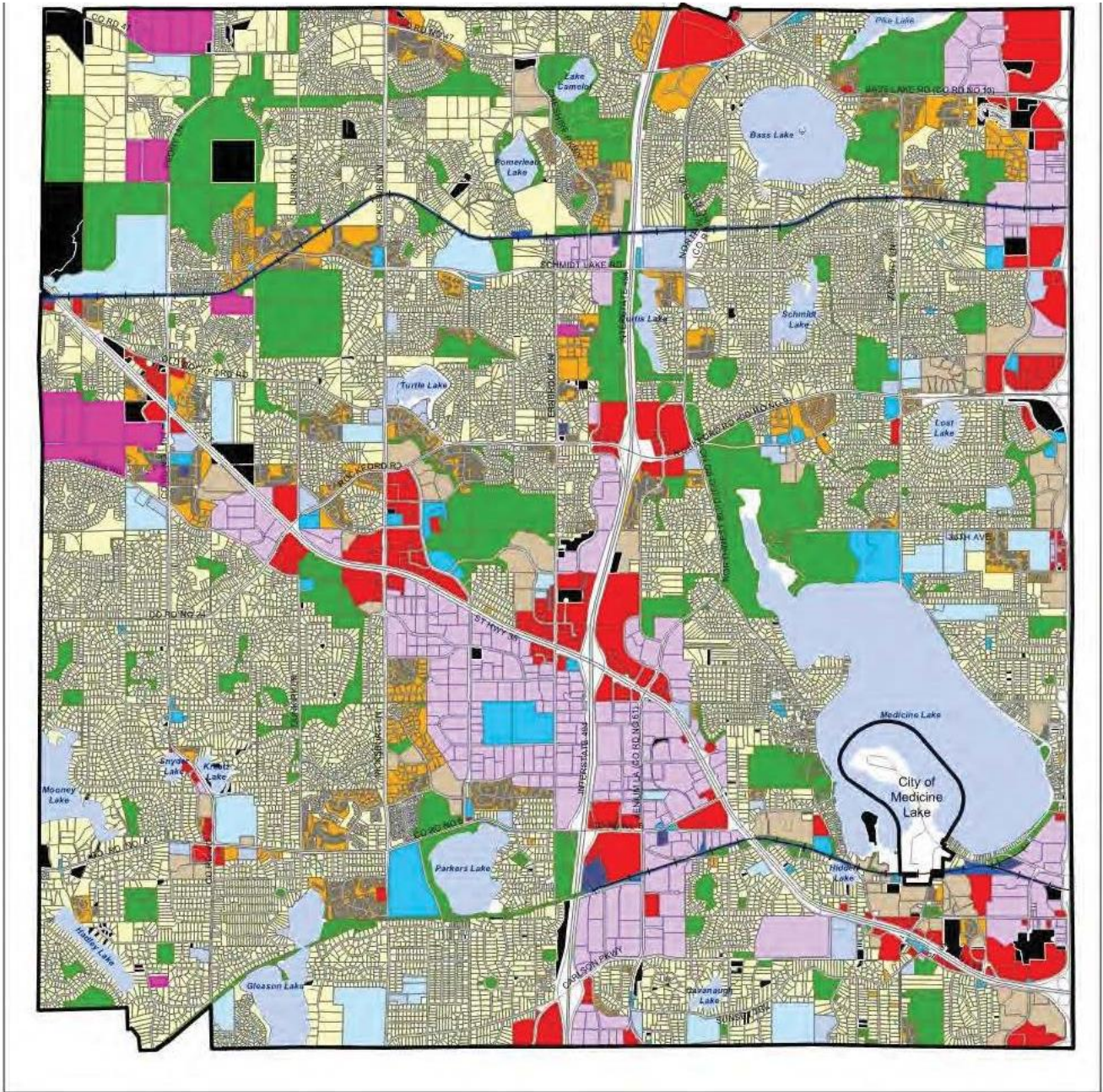
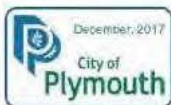


Figure 2-1
Existing Land Use

As of 3/1/2016

- | | |
|---------------------------|--------------------|
| Attached Non-Apartment | School |
| Apartment | Parks & Open Space |
| Single Family Development | Railroad |
| Commercial/Office | Utilities |
| Industrial | Vacant |
| Public | Agriculture |
| Church | |



THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

Figure 4. 2040 Future Land Use

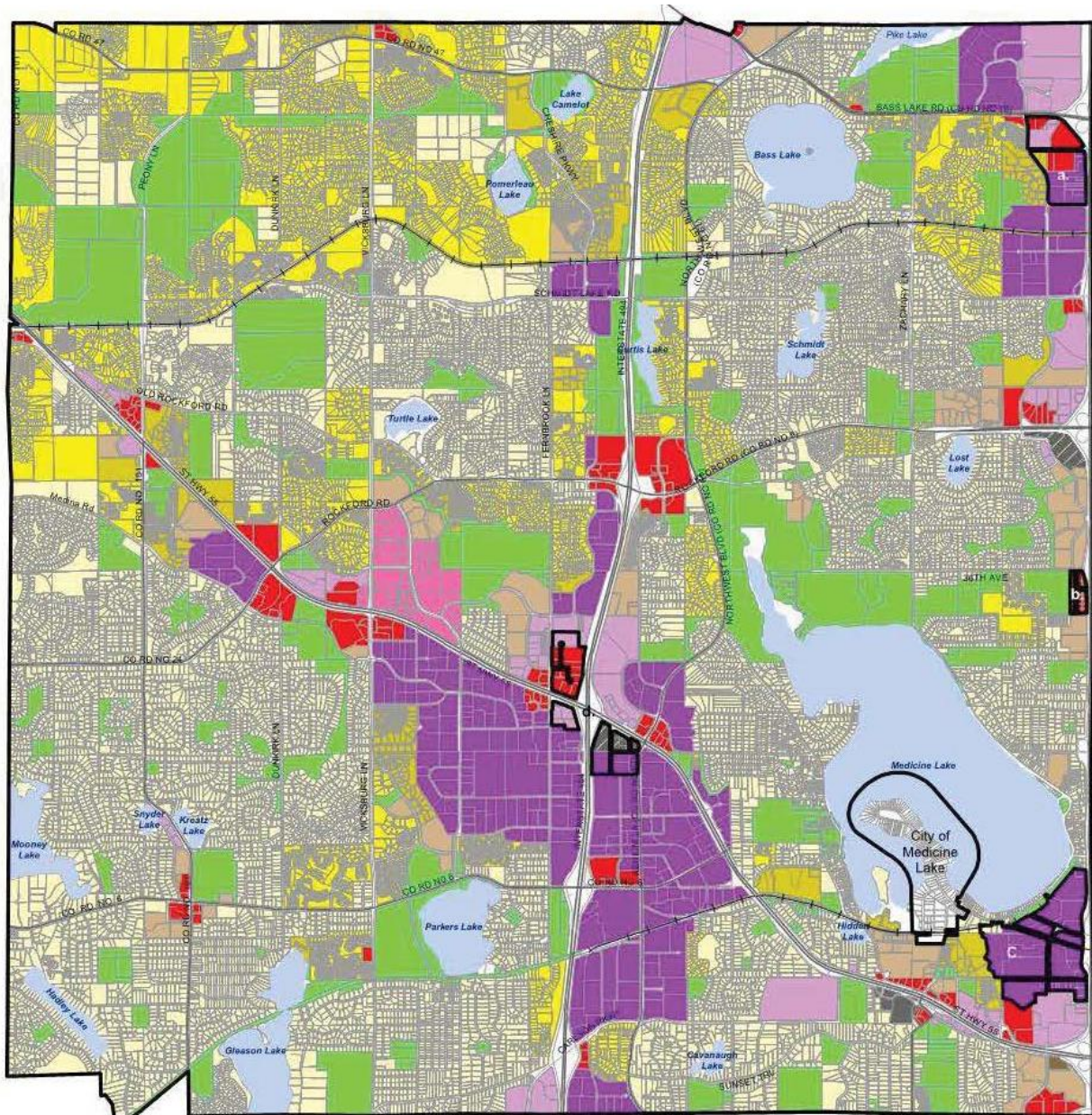


Figure 3-2
2040 Land Use Plan

As of 1/9/2018



Areas with Potential Land Use Change

- a. Potential Mixed Use Site
- b. Potential Commercial Office / Light Industrial Site
- c. Potential Commercial Office south of 10th Avenue and west of Nathan Lane; potential higher density residential north of 10th Avenue
- d. Potential Mixed Use site



THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.



Figure 6. Land Guided for Affordable Housing

Land Guided for Affordable Housing 2021-2030

Plymouth

Hennepin County

Council Member Judy Johnson, District 1

2021-2030 share of regional need for Affordable Housing at 50% AMI and Below:	588 units
2021-2030 share of regional need for Affordable Housing between 51 to 80% AMI:	91 units
TOTAL 2021-2030 share of regional need for Affordable Housing:	679 units
2021-2030 total regional need for Affordable Housing:	37,900 units

	Available Acres	X	Minimum Density <i>(units per acre)</i>	X	Expected % Residential <i>(if mixed use)</i>	=	Minimum Units Possible
Medium Density Residential (LA-3)	20.1		6		100%		121
High Density Residential (LA-4)	17.1		12		100%		206
MXD-R	34.3		12		100%		412
Total	71.5						739

Sufficient/~~insufficient~~ units affordable at 50% AMI and below possible in areas with ≥12 units per acre minimum against share of regional need: **30**

Sufficient/~~insufficient~~ total units affordable between 51 to 80% AMI possible in areas with ≥6 units per acre minimum possible against share of regional need: **30**

Sufficient/~~insufficient~~ total units possible against share of regional need: **60**

Affordable units built since 2021: **0**

Sufficient/~~insufficient~~ units possible adjusted for affordable units built: **60**

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

