

Community Development Committee

Meeting date: November 18, 2019

Environment Committee

Meeting date: November 12, 2019

For the Metropolitan Council meeting of December 11, 2019

Subject: City of Farmington 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22086-1

District(s), Member(s): District 16, Wendy Wulff

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

Staff Prepared/Presented: Patrick Boylan, Planning Analyst (651-602-1438)
Angela R. 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 Farmington to place its 2040 Comprehensive Plan into effect.
2. Advise the City to implement the advisory comments in the Review Record for surface water management.

Recommendation of the Environment Committee

1. Approve the City of Farmington's Comprehensive Sewer Plan.
2. Implement the advisory comments in the Review Record for wastewater.

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Farmington 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, must be submitted to the Council.

Background

The City of Farmington is located in west-central Dakota County. It is surrounded by the communities of Lakeville, Empire Township, Castle Rock Township, and Eureka Township.

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	Regional system plan for Parks	Conforms
Conformance	Regional system plan for Transportation, including Aviation	Conforms
Conformance	Water Resources (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 Farmington 2040 Comprehensive Plan

Review File No. 22086-1, Business Item No. 2019-332-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, Community Development (CD) - Regional Parks (651-602-1361)

The Plan conforms to the *2040 Regional Parks Policy Plan* for the Regional Parks System element. Dakota County is the Park implementing agency for the Regional Parks System components in the City of Farmington, for which the Plan accurately describes the Regional Parks System components. Regional Trails located within the City include the North Creek Greenway and Lake Marion Greenway regional trails, and the Chub Creek Greenway Regional Trail Search Corridor. There are no State or Federal recreation lands within the City (see Figure 1).

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)*. It accurately reflects transportation system components of the TPP and is consistent with Council policies regarding community roles, the needs of non-automobile transportation, access to job concentrations, and the needs of freight.

Roadways

The Plan conforms to the highway system element of the TPP. There are no metropolitan highways (Principal Arterials) within the City's boundaries. TH 3 and TH 50 are A-minor Connectors and CSAH 31, 64, and 74 are A-minor Expanders. CSAH 66 and 50 are "Other" minor arterials. Several city streets are identified as major and minor collectors, and if CSAH 50 is "turned back" to the City from Scott County, the Plan states it is also likely to become a major collector. The Plan acknowledges that any future functional classification changes shown on Figure 5.7 of the Plan must be submitted to, and approved by, the Transportation Advisory Board (TAB) before they will be included on the regional functional classification map.

The Plan identifies all the required characteristics of the City's roadways. The Plan has a section analyzing roadway safety, maps of roadway jurisdiction and number of lanes, and includes existing and forecasted traffic volumes for principal and A-minor arterials. Traffic forecasts on Figure 5.11 reflect 2040 model projections produced by the Council's model. Comparisons of forecasts against existing road capacity indicates a need for additional lanes on TH 3 north of Main Street (currently a two-lane road) which MnDOT has also identified as a future need. However, the Plan acknowledges that funding to widen this road is not available in the foreseeable future. CSAH 31 (Pilot Knob Road) will also be approaching capacity by 2040 and the City is working with Scott County to address the timing of improvements. The Plan also summarizes several studies that have been done over the past 20 years to identify roadway improvements that will be needed for safety or future growth of the City and other nearby areas such as the U More site in Rosemount. It notes that Dakota County has

studied the need for future east-west arterials in 2003 and 2006, which identified several future alignments in the City, and the County did a principal arterial study in 2018 which identified TH 3 and Alignment E from the earlier study as “Recommended Future Principal Arterials.”

The Plan also identifies several areas for study and coordination with neighboring communities in the future. The Union Pacific railroad parallel to TH 3 and the Vermillion river do pose limitations for new roadway crossing points. The Plan includes discussion of MnDOT and Dakota County guidelines to manage access along their roads, and notes that the City is currently reviewing its guidelines for local streets.

Transit

Farmington is not within the Transit Capital Levy District. The Plan shows the City is in Market Area IV and has no fixed route transit but is served by Transit Link dial-a-ride service. The Plan also notes that MVTA commuter Route 477 service is available at the Lakeville Park and Ride at CSAH 23 and 181st Street, and the Red Line BRT can be accessed three miles north of the city at the Apple Valley Transit station.

Aviation

The Plan conforms to the aviation system element of the TPP. There is no existing or planned airport within Farmington, but the City is within the influence area of AirLake airport, located in Lakeville and Eureka Township, although not within the runway flight path. The Farmington VOR (a radio beacon owned and operated by the FAA) is in the SW corner of the City. Both facilities are indicated on Figure 5.15 of the Plan. The City’s code addresses electronic and airspace obstructions and the need to notify FTA about any structures taller than 200 feet.

Bicycling and Walking

The Plan is consistent with the Bicycling and Pedestrian chapter of the TPP. There is discussion of both walking and biking. Sidewalk locations are identified in the text and Figure 5.14 of the Plan shows multi use trails, including the Regional Bicycle Transportation Network (RBTN) corridor locations. The three Tier 2 RBTN corridors in the City are also described in the Plan text. Barriers to bike and pedestrian movement are also identified and the City anticipated beginning a more detailed Bicycle and Pedestrian Master Plan in 2018.

Freight

The Plan is consistent with freight policies of the TPP. The Union Pacific railroad, which traverses the City parallel to TH 3, carries about 11 trains per day. There are three at-grade crossings of the railroad and one grade separated crossing at CSAH 64. There are no heavy truck generators, such as distribution centers or manufacturing sites so freight movement is not a major factor in the City. Heavy commercial vehicle traffic counts are depicted on Figure 5.1 of the Plan.

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 city-wide forecast totals for all forecast years.

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). It 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 Council Interceptors; 7103,

7409, and 800717. All flow is treated at the Council's Empire Wastewater Treatment Plant in Empire Township. The Plan projects that the City will have 11,740 sewered households and 6,800 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 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.

The Land Use Plan reflects an overall minimum residential sewered density that is consistent with Council policy for future sewered residential growth for Emerging Suburban Edge communities.

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 sanitary sewer systems. The Plan includes a summary of activities and programs intended to mitigate I/I in both the public and private property systems including activities related to sanitary sewer pipe lining, manhole structure repair and replacement, pipe replacement, flow monitoring, and a future sump pump and foundation drain inspection and disconnection program.

The Plan describes the requirements and standards for minimizing I/I and references City Ordinance (Section 8-2-8) that prohibits the discharge of any clean water sources into the sanitary sewer system from roof drains, sump pumps, footing drain tiles, or swimming pools. The Ordinance also requires the disconnection of such discharges if discovered.

The Plan describes the sources, extent, and significance of existing I/I within the entire wastewater collection system and provides a description of an implementation plan for preventing and eliminating excessive I/I from entering both the municipal and private property sewer systems. The Plan states that approximately 34% of the residential homes were constructed prior to 1970 when private service laterals were predominately vitrified clay tile pipe. By comparing recent 5-year wastewater flow generation volumes between winter and summer months, and against winter quarter water use data, the City has determined that between 9% and 22% of the City's average annual wastewater volume is from I/I, and peak monthly flow is nearly 30% I/I.

Sewer Element Comments

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Emerging Suburban Edge communities. It was found to be complete and consistent with Council policies. 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 Sewer Plan. A copy of the City Council Resolution adopting its Plan needs to be submitted to the Council for its records.

Advisory Comments

1. Page 5, Appendix D, in the Comprehensive Sewer Plan erroneously states that approximately 1.6 MGD average flow from Lakeville is conveyed through interceptor 800717, aka "Flagstaff Interceptor." This interceptor was constructed in 2008 to provide regional wastewater service to Lakeville for development within their Farmington Outlet District. No urbanized development has occurred within the Farmington Outlet district, and Lakeville is not currently discharging wastewater to 800717. The Plan needs to be revised accordingly.
2. Pages 22-23, Appendix D, in the Comprehensive Sewer Plan describes the long-term system capacity of the local collection system in District 6. It references a future trunk sewer along Biscayne Avenue that would provide additional capacity for development in District 6 as well as capacity for development in Empire Township. The Council has identified a long-term future regional interceptor project that will provide additional capacity for areas south and southwest of

Farmington and has identified Biscayne Avenue as one alternative corridor for this future interceptor. The Council would like to be involved in the early stages of the local planning process for the trunk sewer, to identify opportunities to coordinate local and regional investments.

Surface Water Management

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

The Plan is consistent with Council policy requirements and in conformance with the Council's WRPP for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans. Farmington lies within the oversight boundaries of the Vermillion River Watershed Joint Powers Organization (Watershed). The City submitted a draft Local Water Management Plan (LWMP) update in August 2018. Council Water Resources staff reviewed and commented on the draft LWMP to the City in a letter dated September 21, 2018. The Watershed approved the LWMP on December 4, 2018. The Plan incorporates the final LWMP as Appendix G.

Advisory Comments

When available, we request that the City provide to the Council the date the City adopted the final LWMP.

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: Paul Hanson, CD – Research (651-602-1642)

The Plan includes the Council forecasts for the City (Table 1.1 on page 1-4) shown in Table 1 below.

Table 1. City of Farmington Forecasts

	Census	Estimated	Council Forecasts		
	2010	2017	2020	2030	2040
Population	21,086	22,421	24,300	28,300	32,500
Households	7,066	7,779	8,500	10,100	11,800
Employment	4,438	4,973	5,600	6,200	6,800

All forecasts tables throughout the Plan are consistent with the overall City forecast totals and the Plan guides enough land to accommodate future household growth.

The Plan does revise the sewer-served forecast. Sewer-served households and population are revised upward by 500-600 households in each year. Numbers of unsewered households and population are reduced by the same amounts. The revised sewer-served forecast is shown in Table 2 below.

Table 2. Metropolitan Council Forecast: Farmington Sewer-Served (Empire Plant)

	Council Forecasts			
	2010	2020	2030	2040
Population	19,000	24,063	28,072	32,335
Households	6,420	8,414	10,016	11,738
Employment	4,438	5,600	6,200	6,800

The Council will approve the sewer-served forecast simultaneous with action on the Plan.

Thrive MSP 2040 and Land Use

Reviewer: Patrick Boylan, CD – Local Planning Assistance (651-602-1438)

The Plan is consistent with *Thrive MSP 2040* and its land use policies. The Plan acknowledges the *Thrive* community designation of Emerging Suburban Edge (Figure 2). *Thrive* describes Emerging Suburban Edge communities as places that are in stages of transitioning into urbanized levels of development.

The existing land uses in Farmington are predominately agricultural (46%) residential (21%), most of the existing commercial/office and industrial areas (3.4%) are near transportation corridors. Approximately 10.4% of the City is parks/open space (Figure 3).

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. Furthermore, communities designated as Emerging Suburban Edge are expected to 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 Plan is consistent with *Thrive* for land use and residential density policies for an Emerging Suburban Edge community designation. Table 3 below shows that between 2020 and 2040, the City expects over 1,261 acres to develop at a residential density range between 3.3 and 8.7 units per acre, consistent with the required minimum average density of 3 units per acre. The City plans to support their forecasted growth through a variety of residential land use categories, with many of the higher density land use categories located along transportation corridors, such as Highway 50 in the southwest and Highway 65 in the northeast. While a large portion of the City is guided for Low Density Residential, as shown in Figure 5, these are large tracts of land are not expected to develop until post-2040. Only land expected to develop prior to 2040 is shown in Table 3 below.

Table 3. Planned Residential Density, City of Farmington

Category	2020-2040 Change				
	Density Min	Density Max	Net Acres	Min Units	Max Units
Low Density Residential	1	3.5	587.49	587	2056
Low/Medium Density Residential	3.5	6	289.35	1013	1736
Medium Density Residential	6	12	292.82	1757	3515
High Density Residential	12	40	51.03	612	2041
Mixed Use*	6	40	40.68	244	1627
	TOTALS		1,261.37	4,214,	10,975
			Overall Density	3.3	8.7

*50% residential

The Plan also identifies and protects an adequate supply of land to support growth for future development beyond 2040, as illustrated in Figure 5.

Agricultural Preserves

The Plan appropriately describes and lists lands enrolled in the Metropolitan Agricultural Preserves Program for all qualifying agricultural property located in the City, consistent with state statute. The Plan includes a table identifying the parcel expiration date from the program, property owner, and the size of property currently in the program. The Plan also includes a map showing enrollment as of 2019.

Orderly Annexation

The Plan includes a policy about Orderly Annexation Agreements (OAAs) between Farmington and Empire Township, and between Farmington and Castle Rock Township. The OAAs provide detail on how future land will come into the City and what anticipated land uses are planned.

Housing

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

The Plan is consistent with the *2040 Housing Policy Plan*. As of 2016, the City has more than 7,970 homes including about 1,100 multifamily units and nearly 7,000 single-family homes. Approximately 1,000 homes are rented. More than 7,900 housing units are currently affordable to households earning under 80% of Area Median Income (AMI), however, more than 1,000 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. There are 168 units affordable to households with income at or below 30% AMI and more than 335 cost burdened households with incomes at or below 30% AMI.

The Plan identifies existing housing needs gathered through community engagement and analysis including need for affordable housing, need for a variety of housing types, need for links between employment and housing, and need for maintenance and improvement of existing housing stock. The City currently has 406 publicly subsidized housing units, including 84 that are age restricted for older adults.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 434 units; 240 of which are needed at prices affordable to households earning 30% of AMI or less, 177 of which are needed at prices affordable to households earning between 31 and 50% of AMI, and 124 of which are needed at prices affordable to households earning between 51 and 80% of AMI. As shown in Figure 6 of this report, the Plan guides sufficient land expected to develop in the 2021-2030 time period at a minimum of six units per acre to all for development of 338 housing units to meet the need for units between 51 and 80% of AMI and 12 units per acre to allow for development of at least 514 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 that the City will rely on a robust partnership with the Dakota County CDA for the implementation of many housing tools in Farmington. The Plan also indicates that the City will strongly consider an application for Livable Community Account (LCA) funds for residential proposals that provide housing affordable below 80% AMI. The City states that they will evaluate the appropriateness of a local 4d program and explore opportunities to collaborate with a community land trust.

Water Supply

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

The Farmington 2040 comprehensive plan is 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.

The community prepared a Local Water Supply Plan (LWSP) in 2018 that was submitted to both the MN Department of Natural Resources and Metropolitan Council and reviewed under separate cover. The LWSP was considered complete by the Council and a review letter was sent to the DNR on June 7, 2018. The DNR has not yet approved this LWSP.

Community and Subsurface Sewage Treatment Systems (SSTS)

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

The Plan indicates that there are 84 SSTS and no public or privately-owned Community Wastewater Treatment Systems in operation in the City. City SSTS Code Title 7, Chapter 3 is consistent with

Dakota County SSTS Ordinance 113, Minnesota Pollution Control Agency Chapter 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 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 included in *Minnesota Geological Survey Information Circular 46*, that there are deposits of aggregate resources present within the City. Mining activities are anticipated to be an ongoing land use within undeveloped areas of the City. Any new gravel mining operation will be limited to an interim use. While there are no active mining operations within the City at this time, an Extraction and Mining Ordinance is contained within City Code as guidance for any future mining operations that might occur in the City.

Historic Preservation

Reviewer: Patrick Boylan, CD – Local Planning Assistance (651-602-1438)

The Plan contains a section on Heritage Resources and includes details on preservation planning and identification, evaluation, and education. The Plan provides details on the general Farmington area for historic Mdewakanton Dakota presence. The Plan cites that implementation will be under the City's heritage resource preservation regulations.

Plan Implementation

Reviewer: Patrick Boylan, CD – Local Planning Assistance (651-602-1438)

The Plan includes a description of and schedule for any necessary changes to the capital improvement program, the zoning code, the subdivision code, the SSTS code, and the housing implementation program.

The Plan, with supplemental materials, describes the official controls and fiscal devices that the City will employ to implement the Plan. Specific implementation strategies are contained in individual chapters of the Plan, with capital improvements planning detailed in the appendix.

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

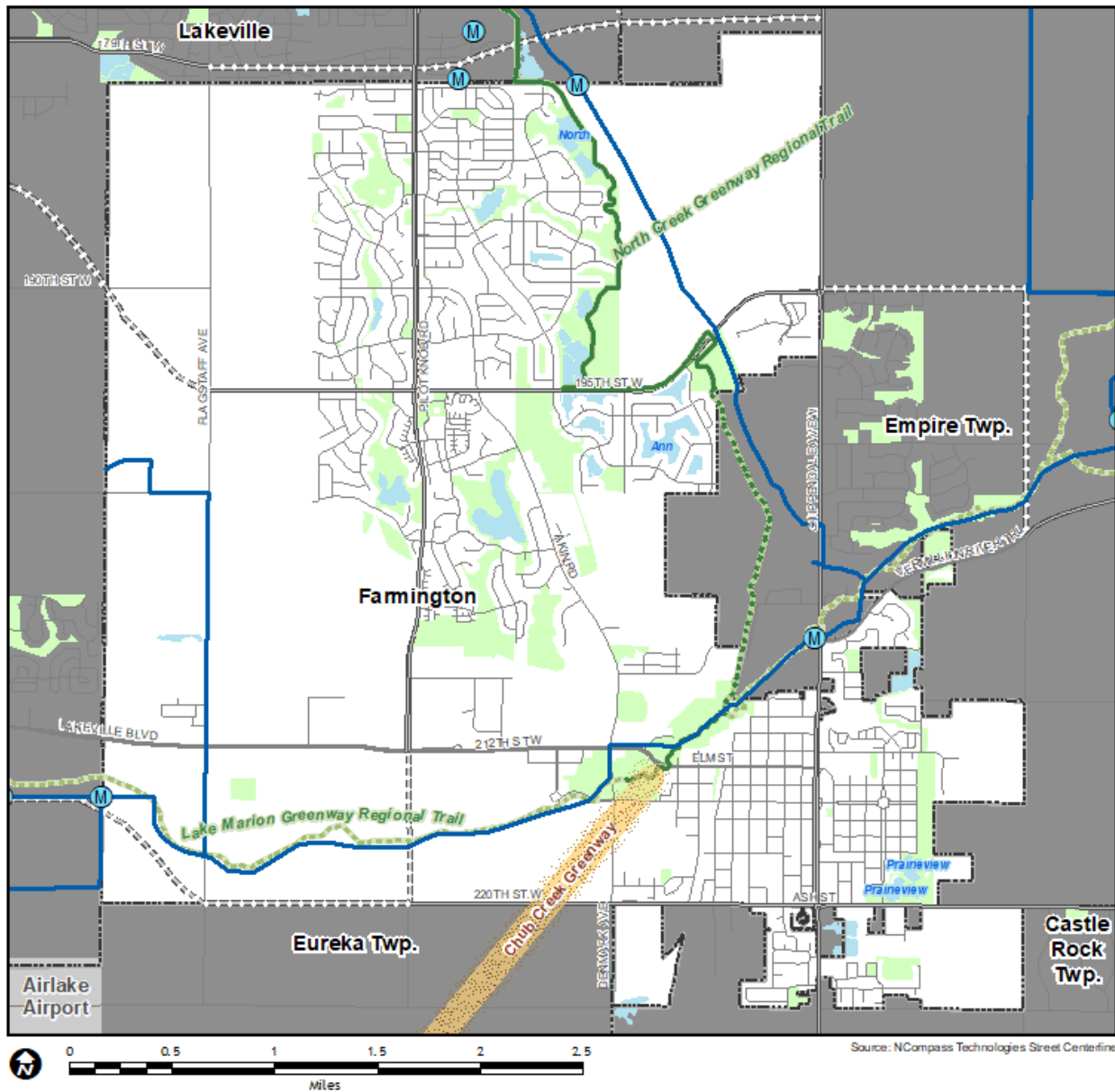
In response to the 2015 System Statement, the City submitted the following documents for review:

- September 18, 2018: Farmington 2040 Preliminary Plan
- June 28, 2019: Farmington 2040 Comprehensive Plan
- September 12, 2019: Revisions to sanitary sewer, forecasts, housing, land use, and transportation sections

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: Development Staging
- Figure 6: Land Guided for Affordable Housing

Figure 1. Location Map with Regional Systems



Regional Systems

Transportation

- Transitways**
2040 Transportation System Policy - adopted January 2015
- Existing
 - - - - Planned Current Revenue Scenario
 - - - - Planned Current Revenue Scenario - CTIB* Phase 1 Projects
 - Potential Increased Revenue Scenario

Regional Highway System

- Existing Principal Arterials
- - - - Planned Principal Arterials
- Existing Minor Arterials
- - - - Planned Minor Arterials
- Existing Other Arterials
- - - - Planned Other Arterials

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

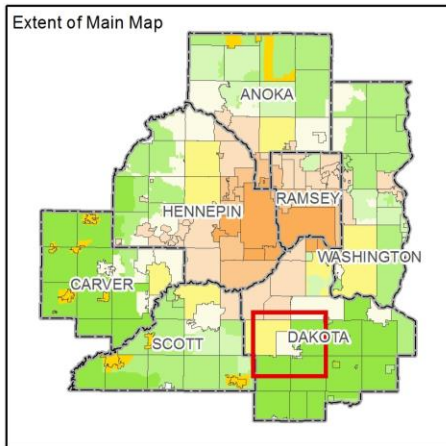
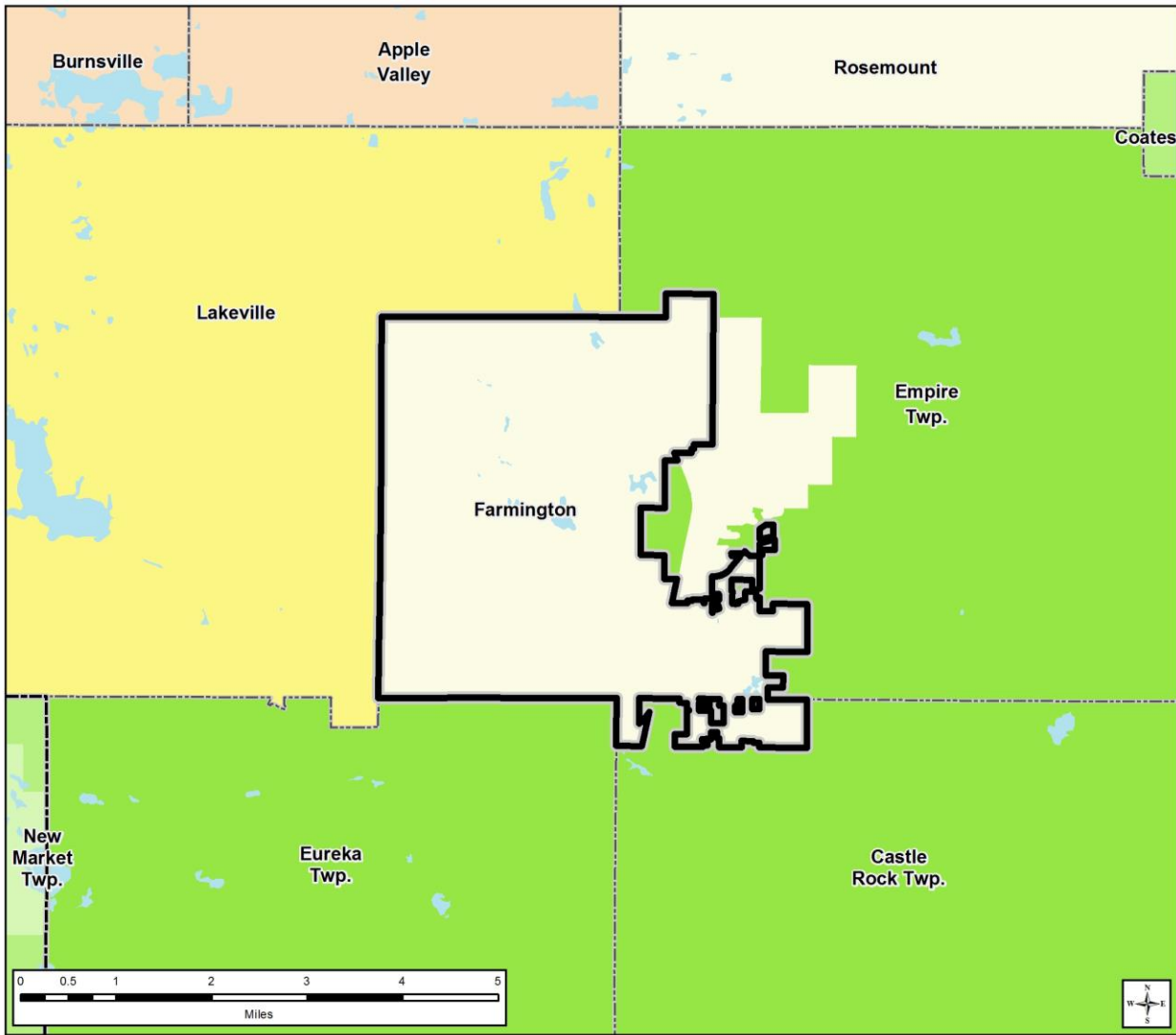
- M Meters
- L Lift Stations
- MCES Interceptors
- MCES Treatment Plants

Regional Park Search Areas and Regional Trail Search Corridors

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

* Counties Transit Improvement Board (CTIB)

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

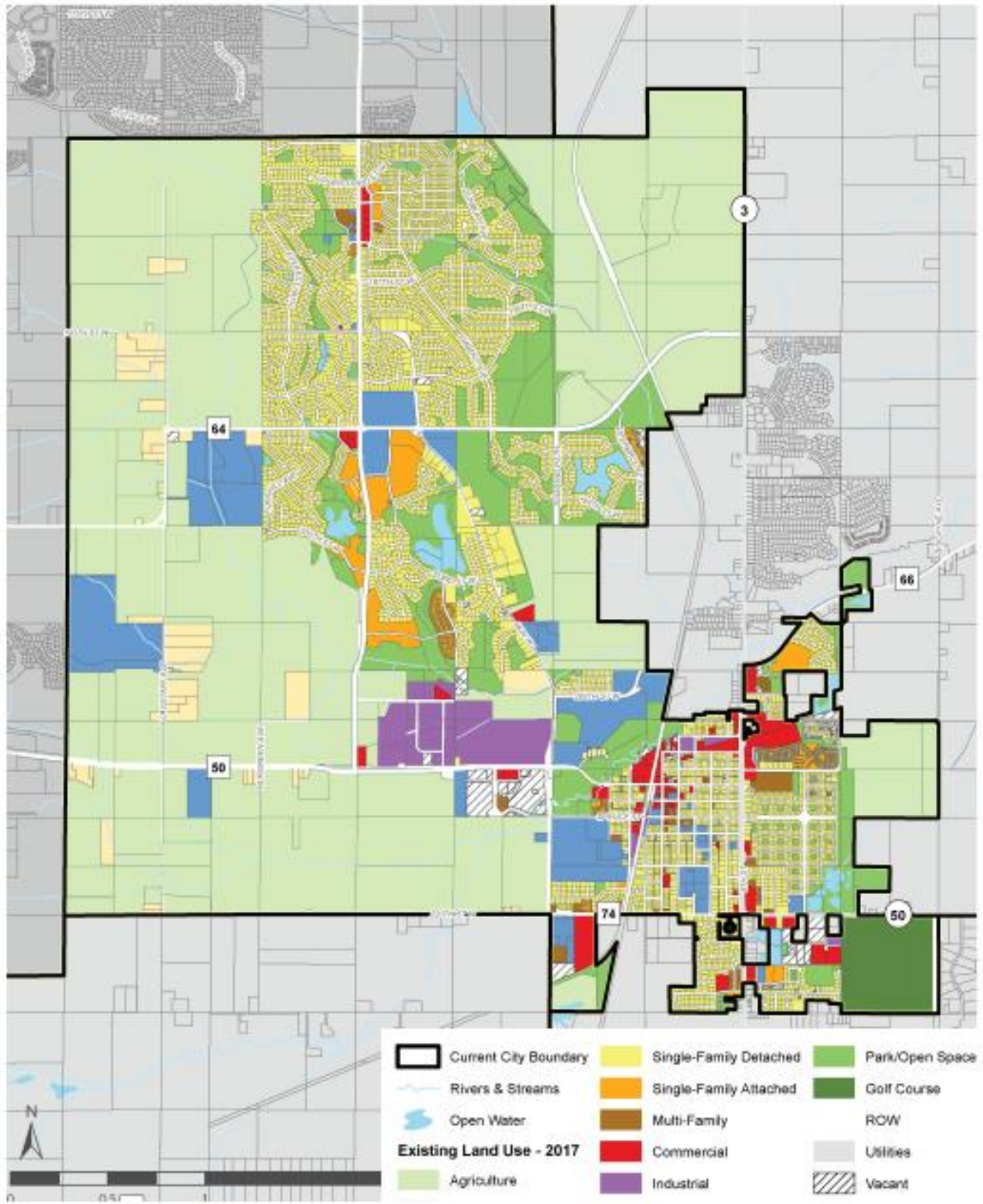


Figure 4. 2040 Future Land Use

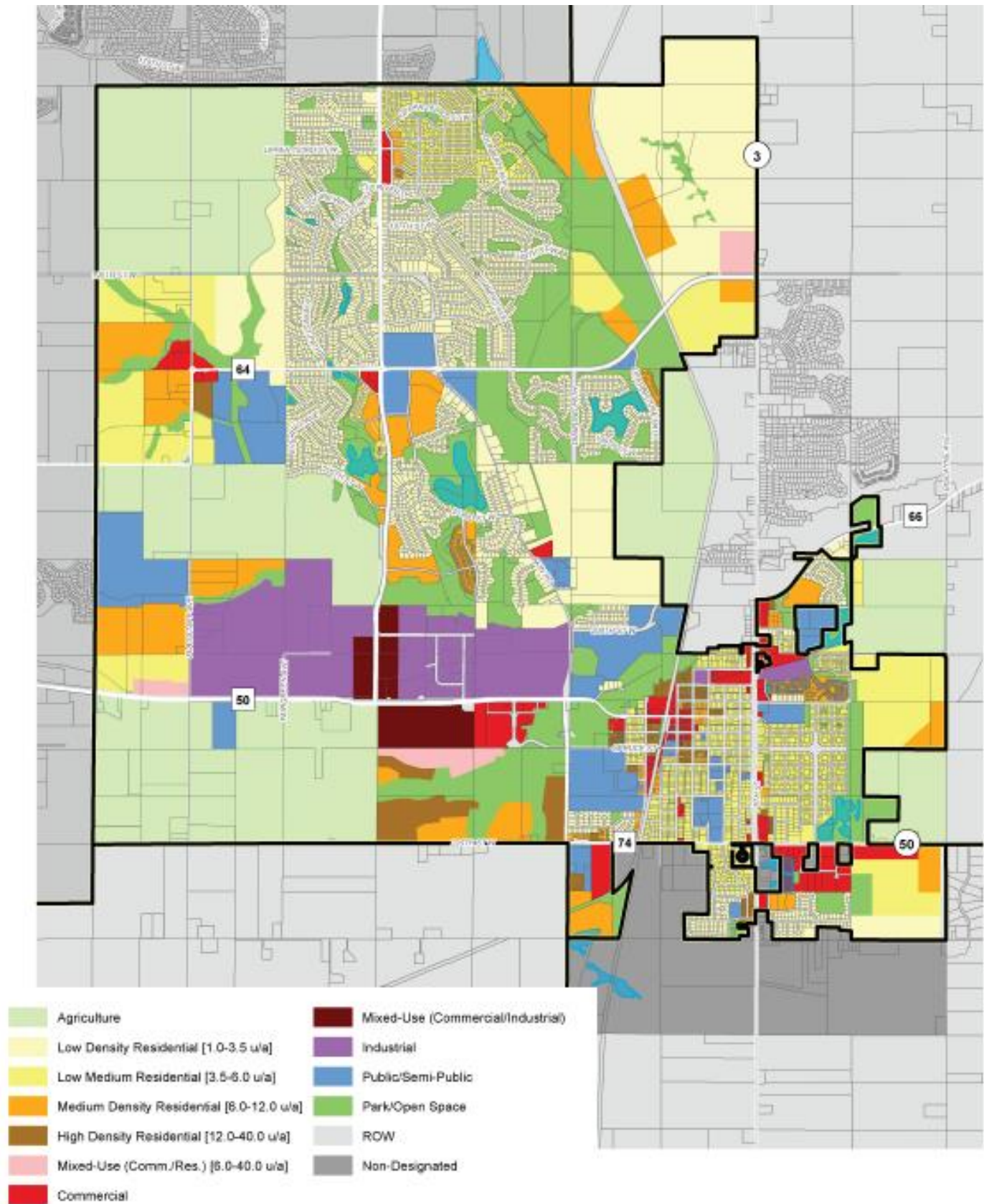


Figure 5. Development Staging

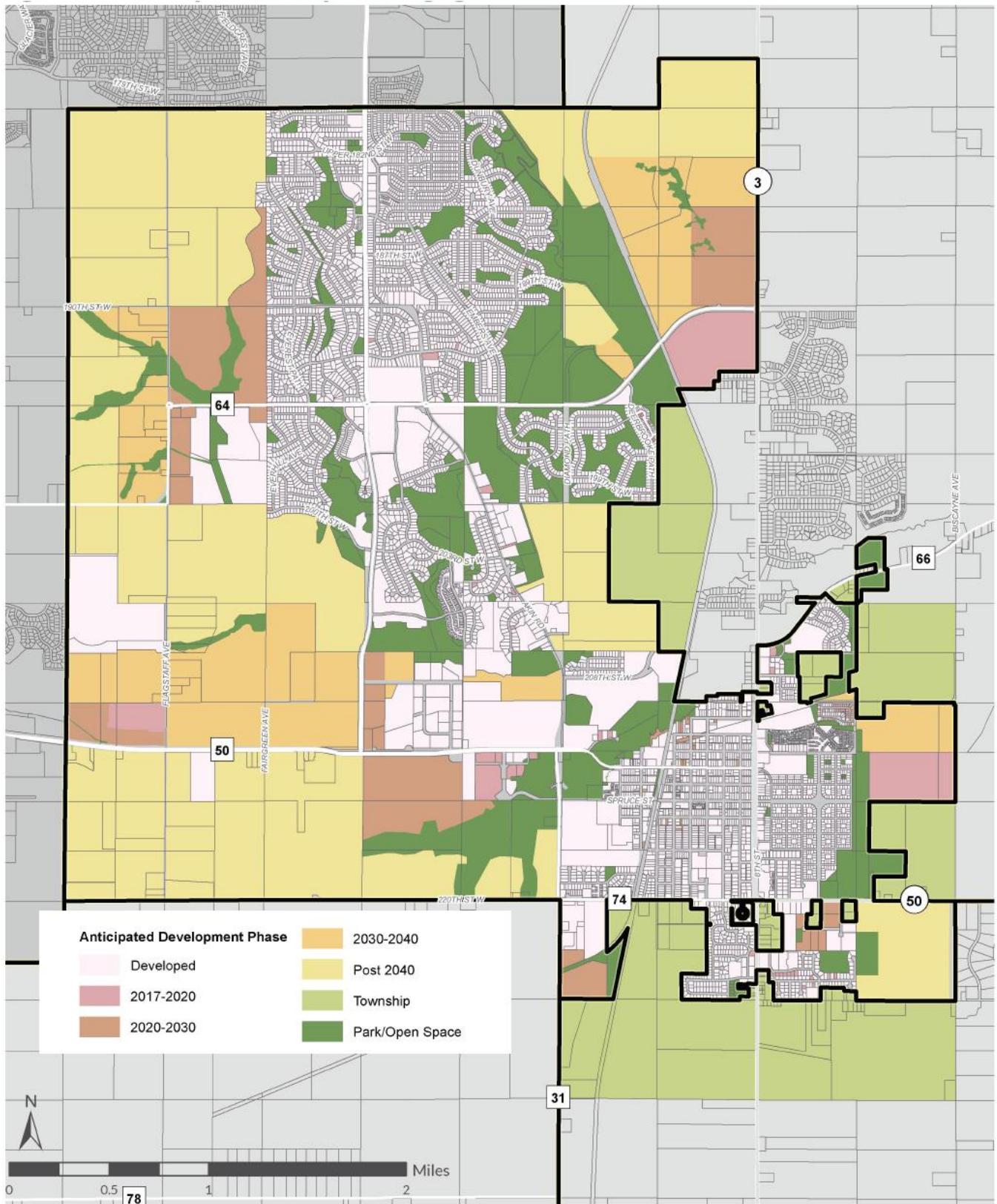


Figure 6. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing at 50% AMI and Below:	317 units
2021-2030 share of regional need for Affordable Housing between 51 to 80% AMI:	124 units
TOTAL 2021-2030 share of regional need for Affordable Housing:	441 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	44.7		6		100%		269
High Density Residential	28.1		12		100%		338
Mixed Use Commercial Residential	81.4		6		50%		245
Total	154.1						852

Sufficient/(insufficient) units affordable at 50% AMI and below possible in areas with ≥12 units per acre minimum against share of regional need: **21**

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: **390**

Sufficient/(insufficient) total units possible against share of regional need: **411**

Affordable units built since 2021: **0**

Sufficient/(insufficient) units possible adjusted for affordable units built: **411**

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

