

Community Development Committee

Meeting date: April 6, 2020

Environment Committee

Meeting date: April 14, 2020

For the Metropolitan Council meeting of April 22, 2020

Subject: City of Roseville 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 21879-1

District(s), Member(s): District 10, Peter Lindstrom

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

Staff Prepared/Presented: Eric Wojchik, Planning Analyst (651-602-1330)
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 Roseville to place its 2040 Comprehensive Plan into effect.
2. Revise the City's population and employment forecasts upward as shown in Table 1 of the attached Review Record.
3. Advise the City to implement the advisory comments in the Review Record for Transportation, Forecasts, Land Use, and Implementation.

Recommendation of the Environment Committee

1. Approve the City of Roseville's Comprehensive Sewer Plan.
2. Advise the City to 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 Roseville 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 Roseville is located in west-central Ramsey County. It is surrounded by the communities of New Brighton, Arden Hills, Shoreview, Little Canada, Maplewood, St. Paul, Falcon Heights, Lauderdale, Minneapolis, and St. Anthony.

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, with the proposed changes
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

None.

Known Support / Opposition

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

REVIEW RECORD

City of Roseville 2040 Comprehensive Plan

Review File No. 21879-1, Business Item No. 2020-96 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 (RPPP). Ramsey County is the Park implementing agency for Regional Parks System components in Roseville, for which the Plan accurately describes the Regional Parks System components. Regional Trails located within the City include the Trout Brook Extension, Lexington Avenue/Parkway, and St. Anthony Railroad Spur regional trail search corridors. There are no State or Federal recreation lands within the City.

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. I-35W, TH 280 and TH 36 are metropolitan highways within the City's boundaries. The Plan accurately reflects the regional functional classification map. Larpenteur, County Road C, County Road D west of I-35W, Lexington, Dale and TH 51/Snelling Avenue are A-minor Augmenters and Cleveland Avenue (north of County Road B-2), County Road B (east of Cleveland Avenue), County Road B-2, Rice, Broadway, Terminal Road/St Croix St and New Brighton Boulevard are A-minor Relievers. The City proposes to combine major and minor collectors in a single category called "collectors" and to add all 31 of its Municipal State Aid streets to the collector category for a total of 40 collectors. In addition, the City will submit a request that the Transportation Advisory Board (TAB) change Fairview Avenue north of County Road B to an A-minor Reliever, and downgrade County Road B from a B-minor to a collector since the road no longer connects to TH 280. Map 7-3 reflects the planned future functional classification which will not become part of the regional functional classification map until after TAB action.

The Plan identifies all the required characteristics of the City's roadways, including maps of roadway jurisdiction and number of lanes and existing (Plan Map 7-5) and forecasted (Plan Map 7-9) traffic volumes for principal and A-minor arterials. The Plan identifies some existing congestion on segments of several roads, including I-35W, TH 36, Snelling, Lexington, and Rice. Traffic forecasts were prepared using the Council model to determine future roadway capacity deficiencies. Most forecasts are only slightly higher than today's traffic volumes, and the future level of service map (Plan Map 7-10) shows the same congested segments as the existing map (Plan Map 7-6).

The Plan discusses the MnPass System Study Phases 2 and 3 and notes that the TPP identifies construction of MnPass lanes along I-35W as a funded project (construction of these lanes actually began in 2019). The Plan also notes that the Current Revenue Scenario of the TPP does not include funding for the TH 36 MnPass lanes. The Plan includes discussion of MnDOT and Ramsey County guidelines to manage access along their roads. The Plan also has a section analyzing roadway safety. The Strategies section of the Plan notes that a portion of Snelling is programmed for widening in 2021, and that the City should work with MnDOT and the Council to further the implementation of a MnPass lane on TH 36. The Strategies section also discusses several other studies and safety/capacity/intersection improvements the City should advance or coordinate with others to advance.

Advisory Comments

- Victoria, Fairview, County Road D between I-35W and Fairview, and Hamline Avenue (north of Larpenteur) are shown as “Other” minor arterials on Map 7-1. These “Other” minor arterials are still referred to as “B Minor arterials” in the text, and this outdated language should be changed prior to final adoption of the Plan to “Other minor arterials” to match Map 7-1 as well as the current regional terminology.
- The Plan states that the City previously had major and minor collectors. Nine major collectors are still identified as such on Map 7-1, but the map shows no existing minor collectors. The map should be revised for consistency.

Transit

The Plan shows the City is in Transit Market Area III with a few pockets of Transit Market Area II. It defines appropriate transit for those areas. The Plan includes maps and discussion of the location of existing Metro Transit routes and park and ride facilities, and notes that the City is also served by Transit Link and Metro Mobility services. The A Line rapid bus operates in the City; the Plan also discusses the recommendations of the A Line Extension Evaluation study.

Aviation

The Plan conforms to the aviation system element of the TPP. There is no existing or planned airport near or within Roseville. Seaplane use is allowed on Lake Owasso (Plan Map 7-16). The Plan notes 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 and includes discussion of both walking and biking. Plan Map 7-11 shows the existing non-motorized system in the City which consists of 44 miles of sidewalks, 36 miles of off-street trail and more than 28 miles of striped roadway shoulders. Future City plans, shown in Plan Map 7-12, include filling gaps in this system and improving safety. The Plan does reference the City’s Pathway Master Plan as well as the Ramsey County Pedestrian and Bicycle Plan and discusses the Regional Bicycle Transportation Network (RBTN). There are two (RBTN) alignments in the City, a Tier 1 along Lexington north of County Road C and a Tier 2 along Dale south of County Road C. There are also four Tier 1 corridors (broader descriptions than an alignment) and one Tier 2 corridor along Rice Street south of County Road C. The City recommends specific alignments within these corridors to be designated as RBTN alignments and recommends that the Council explore adding Roselawn to the RBTN in the future to provide an east/west bike corridor south of TH 36.

Freight

The Plan is consistent with freight policies of the TPP. The Plan includes heavy commercial vehicle traffic counts (Map 7-14). TH 36 and I-35W carry the heaviest truck volumes, but the Regional Truck Highway Corridor study also identified 10 key roads in Roseville as part of the regional freight network. There are several freight traffic generators within the City, mostly located north of TH 36 and west of Snelling with retail concentrated near TH 36 and Fairview and industrial uses along I-35W. There are

two rail lines within the City, both operated by MN Commercial Railroad, and 17 locations where rail crosses public streets. There are also several trail and private driveway crossings. The public rail crossings are all controlled by crossbucks, flashing lights, or gates, and the City is preparing all crossings for certification as Quiet Zone crossings where horns do not need to be sounded.

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 accepted forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by the Metropolitan Council Environmental Services (MCES). All wastewater generated within the City is conveyed through Council Interceptors 1-RV-430, 1-RV-431, 1-RV-432, 1-RV-433, 1-RV-433A, and 8851. All flow is treated at the Council's Metropolitan Wastewater Treatment Plant in St. Paul. The Plan projects that the City will have 16,100 sewered households and 40,800 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 10-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 Urban communities.

The Plan defines the City's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) mostly in the local municipal (city) 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 system inspection and evaluation. Mitigation work includes manhole and pipeline sealing of the public collection system and private property sump pump and foundation drain disconnection if discovered through televising the public system. Private services are either replaced or lined if found to be defective. Costs associated with this work is assessed to the property. The Plan includes a summary of the City's Capital Improvement Program that includes funding sources for sanitary sewer system rehabilitation that reflects a \$900,000 annual expenditure between 2020 and 2024, with an additional \$30,000 allocated for I/I reduction efforts for 2020, 2021, and 2024.

The Plan describes the requirements and standards for minimizing I/I and references City Ordinances (802.06) that prohibits the discharge of rainwater, storm water, groundwater or other unpolluted water from any roof, foundation drain or sump pump to the sanitary sewer system. The Plan does not state that prohibited connections are required to be disconnected, but rather that a surcharge is added to the property owner's utility bill until the disconnection is made and compliance with the ordinance verified.

The Plan describes the sources, extent, and significance of existing I/I within the entire City wastewater collection systems and provides a description of an implementation plan for preventing and eliminating excessive I/I from entering both the public and private collection systems. The Plan states that

approximately 73% of the homes within the City were built prior to 1970 when clay tile pipe services were commonly used. The significance of clay tile pipe is that as it ages, it can become more susceptible to I/I. The City completed inspections of approximately 40% of the properties within the City and found clear water connection noncompliance of less than one percent. Therefore, the City feels that the majority of I/I enters the public collection system. The Plan states that City wastewater flow increases more than 2.5 times during large or prolonged rain events and that 60% of this increase is attributable to I/I.

Comprehensive Sewer Plan Comments

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. 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 Metropolitan Council for its records.

Advisory Comments

Chapter 12, page 7, Section 3 “Inter-Community Services”, of the Sanitary Sewer System Plan, states that the “dwelling units receiving these intercommunity sewer services are billed directly by the respective City providing the service”. The Metropolitan Council currently adjusts the City’s wastewater flow allocation to account for flow from Roseville to Arden Hills, and for flow from Arden Hills, Shoreview, and St. Paul into Roseville. Therefore, the statement in the Plan is inconsistent with Council’s understanding of the intercommunity billing arrangement(s), and current practice of its flow allocation adjustments. The City needs to confirm the above statement and either; revise the final version of the Plan or notify the Council immediately if there has been a change in local reimbursement for sewer service between the communities.

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 WRPP for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans. Roseville lies within the oversight boundaries of the Capitol Region, Rice Creek, and Ramsey - Washington Metro Watershed Districts (WDs). The City submitted a draft Local Water Management Plan (LWMP) update in August 2017. Council staff reviewed and commented on the draft LWMP to the City and WDs in a letter dated September 11, 2017. The LWMP was approved by the Capitol Region WD on May 30, 2018, by the Rice Creek WD on June 13, 2018, and by the Ramsey - Washington Metro WD on August 1, 2018. The City adopted the final LWMP on July 9, 2018. The Plan incorporates a March 6, 2018, final draft version of the LWMP in Appendix C.

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)

With this Plan, the City requests a revision of Metropolitan Council forecasts. Council staff and City staff have discussed that average household sizes have not declined as previously expected. Also, employment growth has exceeded the previous expectation. Council staff can agree to the following revised forecast provided in the Plan (in Tables 3-9, 4-2). Revised forecasts are underlined in Table 1 of the staff report below.

Table 1. City of Roseville Forecasts

	Census	Estimated	Previous Forecasts			City Requested Forecast		
	2010	2017	2020	2030	2040	2020	2030	2040
Population	33,660	36,272	33,800	34,000	34,500	<u>36,000</u>	<u>36,200</u>	<u>36,700</u>
Households	14,623	15,511	15,300	15,700	16,100	15,300	15,700	16,100
Employment	35,104	38,638	37,300	38,300	39,300	<u>38,800</u>	<u>39,800</u>	<u>40,800</u>

The Council will approve this forecast revision simultaneous with action on the Plan. Chapter 4 of the Plan describes land supply for future housing. The City identifies 52 acres available for residential use (or mixed use), potentially accommodating 1,073 units at the mid-point of allowed density ranges (Table 4-5). This land supply accommodates the growth forecast.

Advisory Comments

A TAZ allocations table is provided, with most columns matching the City totals (Table 7-5). However, the 2040 population column falls 200 persons short of the city-wide forecast discussed above. Council staff believe this is an error. The City must correct this error in the final adopted version of the Plan.

Thrive MSP 2040 and Land Use

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan is consistent with *Thrive MSP 2040* (Thrive) and its land use policies. The Plan acknowledges the Thrive community designation of Urban (Figure 2). *Thrive* describes Urban communities as having experienced rapid development during the post-World War II era, and exhibiting the transition toward the development stage dominated by the influence of the automobile.

The largest existing land use in Roseville is residential at 50%, with most of the residential land use comprised of single family residential land uses.

While only encompassing 5.8% of its area, the City is well known for some of its large commercial areas, including Rosedale Center at the northwest corner of Highway 36 and Snelling Avenue (Figure 3). The City is also home to HarMar Mall, the location of the original Target store, the Wal-Mart development at Twin Lakes, and other strip-centers along major transportation corridors. Industrial and office uses make up approximately 12% of the City’s area, with industrial areas predominantly clustered north and west of the I-35W/Highway 280 corridor. Office complexes are also found within the industrial areas, as well as along Highway 36 and within the Twin Lakes redevelopment area.

The City is a built-out and largely urbanized community, but retains parks and open spaces that define the community and shape land development. Around 12% of its land area is devoted to parks and recreational or open space. Some of the largest include Central Park, Tamarack Park (which includes a large wetland area), and Reservoir Woods Park.

In the Plan, Maps 4-6 and 4-3 (see Figure 4 of this report) detail potential redevelopment areas within the City, along with areas which require further study. The City has identified specific areas for revitalization and redevelopment based on community input, much of which is discussed in more detail in the Economic Development chapter of the Plan. The staging of that development is difficult to predict given the changing nature of the retail environment, where many of the redevelopment sites are located, and the ongoing special studies (such as the Rice-Larpenteur Gateway Area Vision Plan) that are currently underway.

Thrive directs Urban communities to plan for forecasted population and household growth at overall average densities of at least 10 units per acre. The expected overall minimum density of new residential growth in the City is at least 10.52 units per acre as shown in Table 2 of the staff report. This overall density is consistent with regional Urban community designation policies which require an

average net residential density of at least 10 units per acre in areas of new development and redevelopment. Figure 4 shows the planned land use for the City.

Table 2. Planned Residential Density, City of Roseville

Category	Density		Net Acres	2018-2040 Change	
	Min	Max		Min Units	Max Units
Medium Density Residential	5	12	11.02	55	94
High Density Residential	13	36	17.69	230	433
Community Mixed Use*	10	36	170.91	171	393
Corridor Mixed Use*	13	36	44.43	58	109
Core Mixed Use*	20	36	15.73	31	44
TOTALS			51.82	545	1073
			Overall Density	10.52	30.90

*10% residential

Station Area Planning

The Plan recognizes the existing transitway, A Line Bus Rapid Transit, that is part of the Current Revenue Scenario of the TPP and is currently in operation.

The TPP directs Urban communities with existing arterial Bus Rapid Transit to plan for new development and redevelopment at an average minimum of 15 residential units per acre and target 20-60+ units per acre within station areas (area within 5-minute walk or 1/4 mile). Planned densities for areas identified for redevelopment in station areas in the City are consistent with the minimum density required in the TPP.

The Plan includes a BRT Overlay district within a half-mile of BRT stations. Underlying primary zoning districts will govern land uses in these locations, except that any residential development occurring in the overlay must be at a minimum of 15 units per acre. The Plan states that residential development should be well-connected to and accessible by those traveling by BRT. The BRT Overlay is detailed in the Plan on Map 4-3, 2040 Future Land Use, shown in Figure 4 of this report.

The City has been engaged in station area planning for many years. These improvements have included new bus shelters and improved pedestrian-scale connectivity along Snelling Avenue and at the Rosedale Transit Center.

Housing

Reviewer: Tara Beard, CD – Housing (651-602-1051)

The Plan is consistent with the 2040 *Housing Policy Plan*. As of 2016, the City has more than 15,700 homes including nearly 6,100 multifamily units and more than 9,500 single-family homes. There are 108 manufactured homes in Roseville. About 6,000 homes are rented. More than 10,700 housing units are currently affordable to households earning under 80% of Area Median Income (AMI); however, nearly 3,700 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. Notably, there are 1,100 units affordable to households with income at or below 30% AMI and roughly 1,500 cost-burdened households with incomes at or below 30% AMI.

The Plan identifies existing housing needs including providing a wide range of housing options in the City, maintaining existing properties, and encouraging affordable development. Encouraging and supporting the development of market rate general occupancy rental housing targeted to more affluent renters is the most important housing priority listed in the Plan. The City has nearly 700 publicly subsidized units, including nearly 350 age-restricted units for older adults.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 142 units; 72 of which are needed at prices affordable to households earning 30% of AMI or less, 50 of which are needed at prices affordable to households earning between 31 and 50% of AMI, and 20 of which are needed at prices affordable to households earning between 51 and 80% of AMI. As shown in Figure 5, the Plan guides sufficient land expected to develop in the 2021-2030 time period at a minimum of eight units per acre to allow for development of at least 247 new housing units.

The housing implementation plan component of the Plan describes that the City will consider TIF, housing bonds, and tax abatement for projects that provide affordable units. The Plan also indicates that the City will develop a coordinated housing strategy for the City and establish a public/private task force to break down barriers and help them meet their housing needs and priorities. The Plan notes that the City may consider a local 4d program to preserve affordable housing and partnership with a Community Land Trust (CLT) if an active CLT serves the City.

Advisory Comments

In the Plan, Table 4-7 and Table 5-4 incorrectly refer to the Affordable Housing Need Allocation minimum density as at or more than 12 residential units per acre. For accuracy, these tables should be revised to show that the minimum residential density to meet the Affordable Housing Need Allocation is at least 8 units per acre.

Water Supply

Reviewer: Lanya Ross, ES – Water Supply Planning (651-602-1803)

The 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. Because the City has a municipal public water supply system, the Local Water Supply Plan (LWSP) must be – and is – included as part of the 2040 Plan.

The City prepared a LWSP in 2017 that was submitted to both the Minnesota Department of Natural Resources (DNR) and Metropolitan Council and reviewed separately. Council staff found this initial plan to be incomplete, and comments were shared with the DNR on October 27, 2017. The City then revised the initial LWSP, which the Council received on October 30, 2018. Council staff found the revised LWSP to be complete and consistent with regional water supply-related policies; these comments were shared in a letter to the DNR dated October 31, 2018. The DNR approved the LWSP in a letter to the City dated November 21, 2018.

On December 28, 2018, the Council received the Plan. In a letter to the City dated January 22, 2019, Council staff noted that this Plan contained an outdated version of the LWSP and requested the information in Appendix D be replaced with the LWSP approved by the DNR on November 21, 2018. Complicating the process, the City's forecasts were changed during the development, review, and revision of the 2040 Plan. In a letter to the City on November 20, 2019, Council staff noted that the revised forecasts had not been incorporated into the November 21, 2018 LWSP and requested the City update the LWSP, share the updated information with St. Paul Regional Water Services (the City's water supply source), and submit the revised information to DNR.

The City submitted revised water supply information to the Council on January 13, 2020, including documentation of an email sent on February 1, 2020 to Richard Rowland at the City of St. Paul and documentation of submittal to DNR.

Community and Subsurface Sewage Treatment Systems (SSTS)

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

The Plan indicates the City is fully served by the local wastewater collection system that ultimately flows into the MCES system, and that there are no individual SSTS or Community Wastewater Treatment Systems in operation in the City.

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

The Plan is silent on the presence of viable aggregate resources in the City. The Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, indicates that there are no viable aggregate resources available for mining in the fully developed community.

Historic Preservation

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan states that the City values the historical and cultural resources of the City's natural and structural heritage. Many of City's historical resources have been identified by the Roseville Historical Society, whose mission is, in part, to commemorate these sites and promote historical research of this area. The Plan states that the City will continue to support efforts by the Historical Society to identify and preserve the history of Roseville.

Plan Implementation

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan includes a description of and schedule for any necessary changes to the capital improvement program, the zoning 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 the Implementation Chapter of the Plan, Chapter 11. These strategies refer back to the various Plan Elements and also include information on timelines, staff responsibility, and financial resources for implementation activities. Capital improvements planning is detailed in Attachments B through E.

Advisory Comments

In the most recent Plan submission, the Plan features the CIP as attachments to an earlier version of the 2040 Plan (which begins on PDF page 1204). The City should ensure that all of the CIP information is appended to its final adopted Plan which is submitted to the Council.

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:

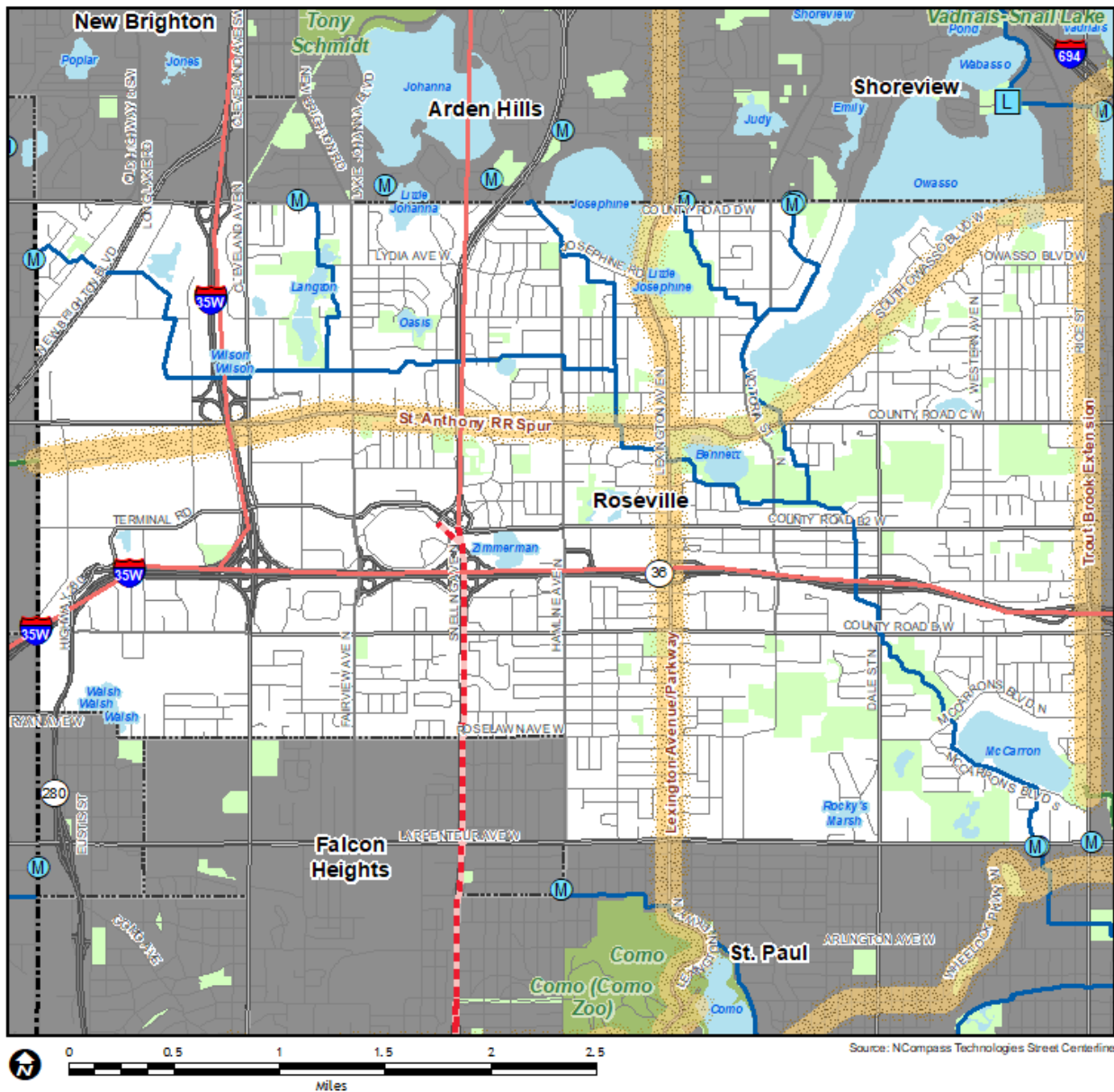
- February 23, 2018: Roseville Preliminary 2040 Comprehensive Plan
- December 28, 2018: Roseville 2040 Comprehensive Plan
- October 29, 2019: Revised Comprehensive Plan Responding to Council Incomplete Items for Forecasts, Land Use, Housing, Transportation, Wastewater, Implementation, Parks and Trails, Authorizing Resolution, and Adjacent and Affected Jurisdiction Review.

- January 13, 2020: Revised Water Supply Plan Chapter
- February 3, 2020: Revised Comprehensive Plan Responding to Council Incomplete Items for Forecasts, Land Use, Wastewater, Housing, Water Supply, and Implementation.

Attachments

- Figure 1: Location Map with Regional Systems
- Figure 2: *Thrive MSP2040* Community Designations
- Figure 3: Existing Land Use
- Figure 4: 2040 Future Land Use with Likely Redevelopment Areas
- Figure 5: 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
- MTC MCES Treatment Plants

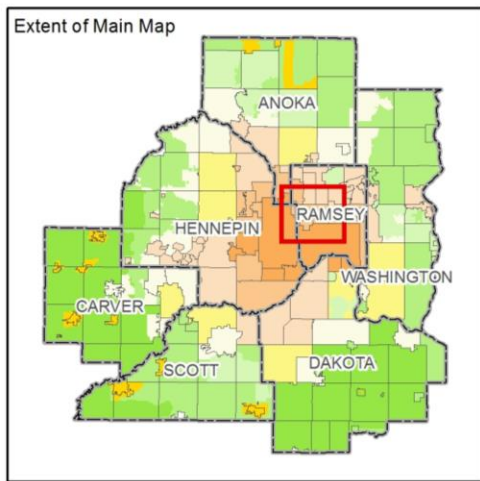
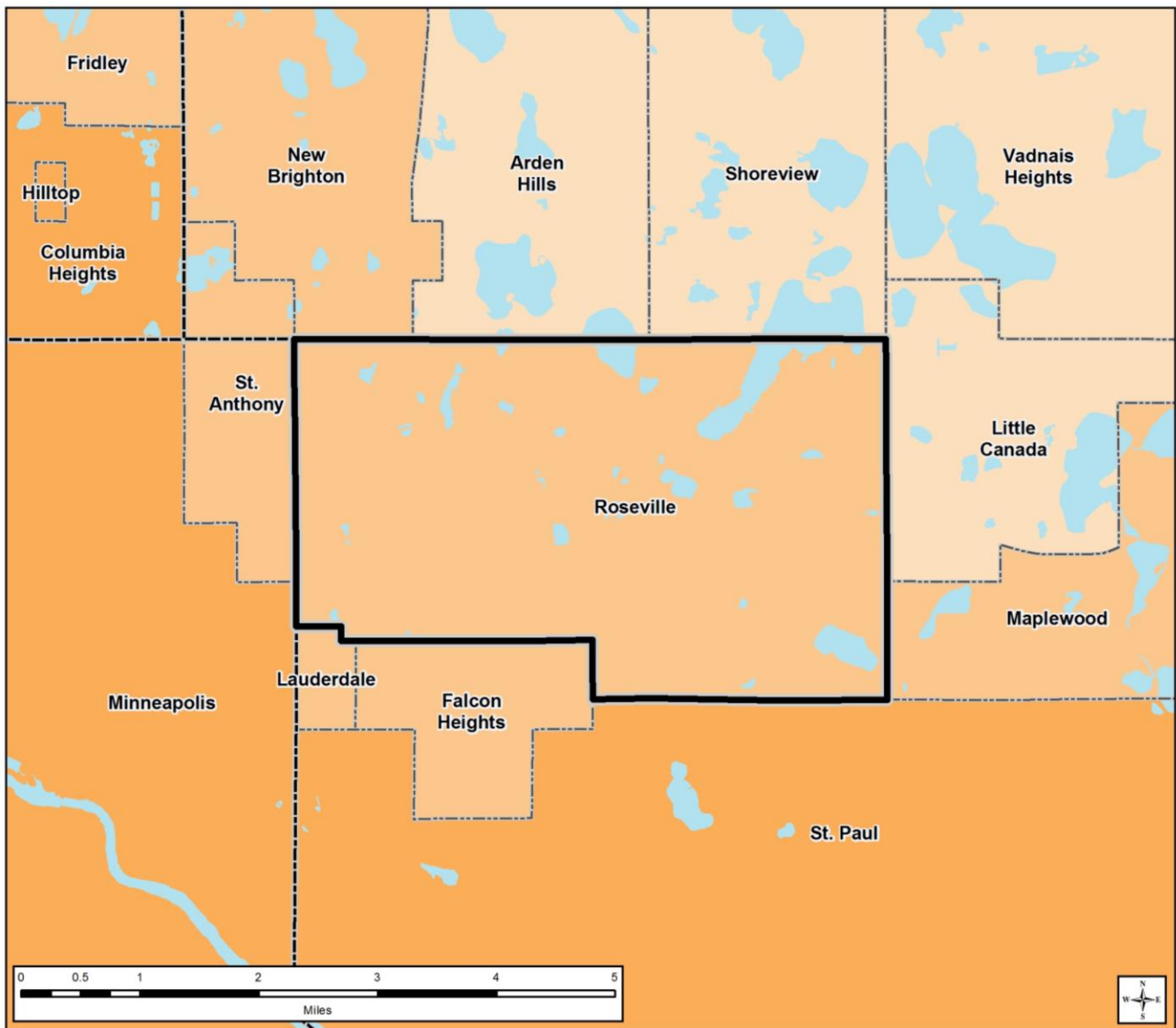
Regional Park Search Areas and Regional Trail Search Corridors

- 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 4. 2040 Future Land Use with Likely Redevelopment Areas

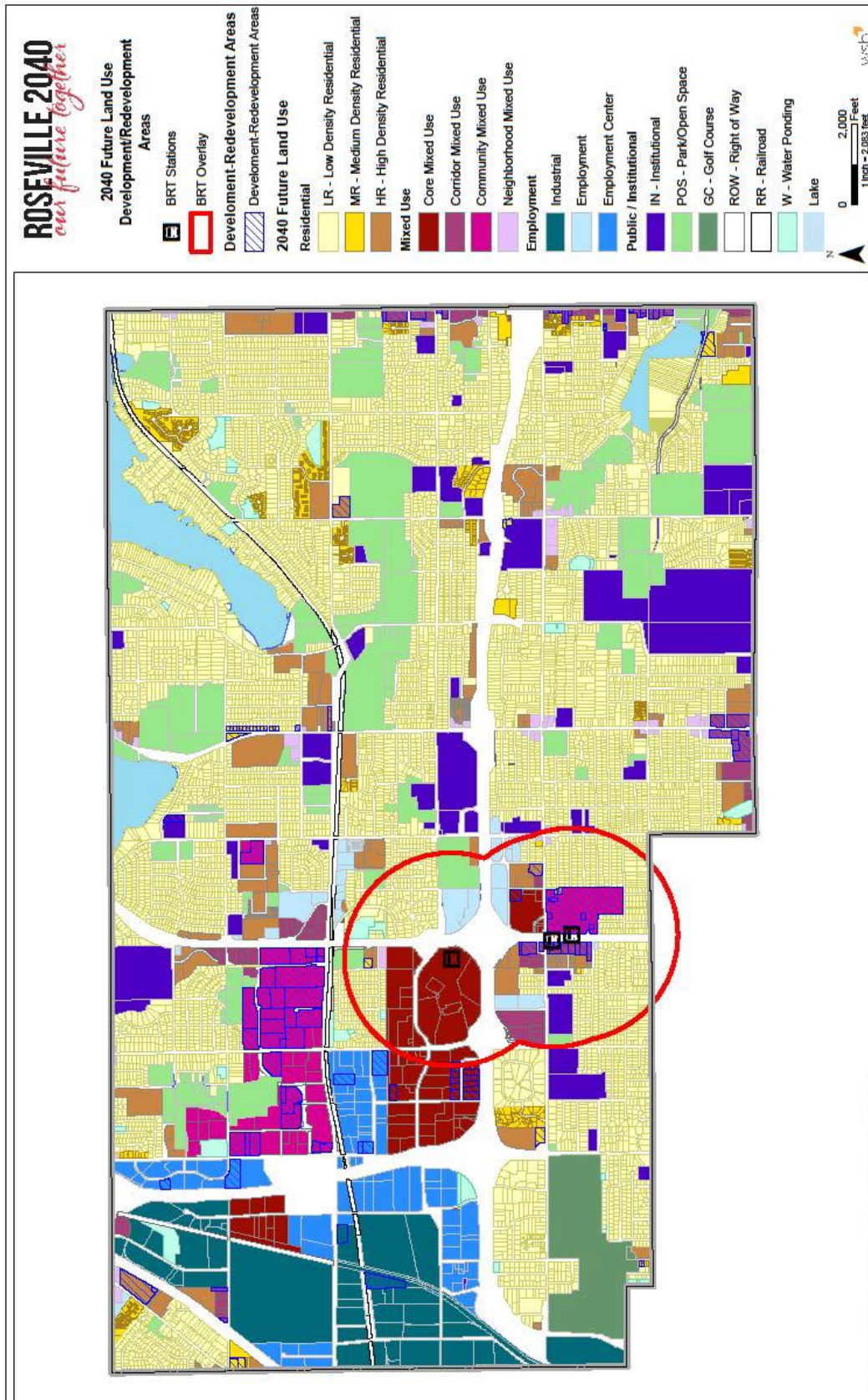


Figure 5. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **142 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	8.85		13		100%		116
Community Mixed Use	85.46		10		10%		86
Corridor Mixed Use	22.21		13		10%		29
Core Mixed Use	7.87		20		10%		16
Total	9						247

Sufficient/*(insufficient)* units possible against share of regional need: **105**

Affordable units built since 2021: **0**

Sufficient/*(insufficient)* units possible adjusted for affordable units built: **105**

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

