

Community Development Committee

Meeting date: August 17, 2020

Environment Committee

Meeting date: August 25, 2020

For the Metropolitan Council meeting of September 9, 2020

Subject: City of Hopkins 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22094-1

District(s), Member(s): District 5, Molly Cummings

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

Staff Prepared/Presented: Michael Larson, Senior Planner (651-602-1407)
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 Hopkins to place its 2040 Comprehensive Plan into effect.
2. Revise the City's forecasts upward as shown in Table 1 of the attached Review Record.
3. Advise the City to:
 - a. When available, provide to the Council the dates the two Watershed Districts approved the final Local Water Management Plan (LWMP), and the date the City adopted the final LWMP.
 - b. Implement the advisory comments in the Review Record for Water Supply.

Recommendation of the Environment Committee

1. Approve the City of Hopkins's Comprehensive Sewer Plan.

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Hopkins 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 Hopkins is located in central Hennepin County. It is surrounded by the communities of St. Louis Park, Edina, and Minnetonka.

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 revisions
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 Hopkins 2040 Comprehensive Plan

Review File No. 22094-1, Business Item No. 2020-225 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)*. Three Rivers Park District is the Park Implementing Agency for Regional Parks System components in Hopkins, for which the Plan accurately describes the Regional Parks System components. Regional Trails located within the City include the Lake Minnetonka LRT, Nine Mile Creek, Cedar Lake LRT, North Cedar Lake, and Minnesota River Bluffs LRT regional trails (Figure 1). 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)* adopted in 2015. 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.

Roadways

The Plan conforms to the Highways system element of the TPP. The Plan accurately accounts for the metropolitan highway system of principal arterials, which there are two, Trunk Highway 7 and US 169. The Plan includes planned additions and improvements identified in the Current Revenue Scenario, and any right-of-way preservation needs.

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 class, right-of-way preservation needs, and existing and forecasted traffic volumes for principal and A-minor arterials. Forecasting is 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 Highway 169 Mobility Study, Highway Transitway Corridor Study, Hennepin County Freight Study and the Green Line Extension Study. The Plan accurately describes the status of such studies, including needs for right-of-way and the likelihood and timing of funding.

Transit

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

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

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

Aviation

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

Bicycling and Walking

The Plan is consistent with the Bicycling 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 acknowledges five Tier 1 alignments, multiple Tier 1 corridors, and Tier 2 corridors.

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, both freight and rail, in and through the community, including accessibility to freight terminals and facilities. These specific needs include low clearance and narrow width on some of the roads and skewed and offset intersections with railroad crossings.

Transportation Analysis Zones (TAZs)

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

The 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 community designation in Thrive and applicable TPP policies for transit station areas. (See also Land Use section of this Review Record.)

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). The majority of wastewater generated within the City is conveyed by

Council Interceptors 8041A&B and 1-SLP-470 with treatment at the Metropolitan Council's Metropolitan Wastewater Treatment Plant in St. Paul. A smaller portion is conveyed through the City of Minnetonka where the wastewater eventually reaches Council Interceptor 6801. Wastewater from this smaller area is treated at the Blue Lake Wastewater Treatment Plant located in Shakopee. The Plan projects that the City will have 10,100 sewered households and 19,000 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 Urban Center communities.

The Plan defines the City's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in both the local municipal (city) sanitary sewer systems and private property sources. The Plan includes a summary of activities and programs intended to mitigate I/I in both the public and private property collection systems including inspection and evaluation. The City's inspection program schedule reflects the complete inspection of the entire public collection system, including every manhole structure, by 2020. Identified areas of needed mitigation work from the system inspection includes manhole and pipeline lining or replacement. Much of this work is completed under the City's on-going street and utility improvement program. The Plan also references work related to I/I mitigation in the private system consisting of service line replacement for that portion of the service located within the public right-of-way during street and utility improvement projects. It also identifies a public education program covering illegal connections of sump pump and foundation drains to the sanitary sewer collection system. The Plan includes a summary of a portion of the City's Capital Improvement Program that reflects an average annual program of over \$1 million for I/I mitigation work through 2023.

The Plan describes the requirements and standards for minimizing I/I and references City Ordinance (Section 705.09) that prohibits the connection of sump pumps, roof drainage, yard drainage, or substances other than sanitary sewage into the sanitary collection system. Prohibited discharges to the sanitary collection system includes stormwater, ground water, and pond overflows.

The Plan describes the sources, extent, and significance of existing I/I within the entire City wastewater collection system 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 provides an analysis that estimates that there are approximately 3,600 clay tile pipe services within the City and that approximately 2,635 of these are residential. This represents that approximately 28% of the total residential households within the City have clay tile services. The Plan states that 27.5% of the pre-1970 residential properties have had their private services evaluated for I/I. The significance of clay tile pipe is that as it ages, it can become more susceptible to I/I. In 2009, the City implemented a policy which required all residential services determined to have failed or consisting of non-conforming pipe material, be replaced within one year of discovery. The City offers to finance these improvements through special assessment on the property. Using wastewater flow data between 2012 and 2017 to estimate average base flow (dry weather) and plotted wastewater flow for 2017, the Plan suggests that the City's average annual I/I is about 4%, and peak month I/I (2017) was approximately 28% I/I.

Sewer Element Comments

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Urban Center 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.

Surface Water Management

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

The Plan is consistent with Council policy requirements and in conformance with the Council’s 2040 *Water Resources Policy Plan* for local surface water management. The Plan satisfies the local surface water management requirements for 2040 comprehensive plans. Hopkins lies within the oversight boundaries of the Minnehaha Creek and Nine Mile Creek Watershed Districts. Hopkins submitted a draft Local Water Management Plan (LWMP) update for review on September 25, 2018. Council Water Resources staff reviewed and commented on the draft LWMP to the City and Watershed Districts in a letter dated October 26, 2018. The June 18, 2019 draft LWMP is included in Appendix WR1 of the Plan.

Advisory Comments

When available, we request that the City provide to the Council the dates the two Watershed Districts approved the final LWMP, and 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: Todd Graham, CD – Research (651-602-1322)

The Plan incorporates proposed population and employment forecast revisions (Tables A1.1, B1.1). Council staff support this revision. Employment growth has outpaced previous expectations. Also, average household sizes and population have been higher than expected. The forecast revision is shown in Table 1 below (changes underlined) and will be approved simultaneous with Council action on the Plan.

Table 1. City of Hopkins Forecasts

	Census	Estimated	Current Forecast			Proposed Revision		
	2010	2018	2020	2030	2040	2020	2030	2040
Population	17,591	19,713	18,900	19,600	20,100	<u>20,100</u>	<u>21,000</u>	<u>21,800</u>
Households	8,366	9,099	9,300	9,800	10,100	9,300	9,800	10,100
Employment	11,009	18,304	14,700	15,500	16,200	<u>17,000</u>	<u>18,000</u>	<u>19,000</u>

Station area plans for the three future METRO Green Line stations in the City have a potential to accommodate over 2,400 housing units (Table B1.3 in the Plan). Also, the land use plan describes a potential inventory of 393 acres that could be redeveloped for high-density mixed-residential use (Table B1.12 in the Plan). This land supply accommodates the growth forecast.

Thrive MSP 2040 and Land Use

Reviewer: Michael Larson, CD – Local Planning Assistance (651-602-1407)

The Plan is consistent with *Thrive MSP 2040* and its land use policies. The Plan acknowledges the *Thrive* community designation of Urban Center (Figure 2). *Thrive* describes Urban Center communities as the largest, most centrally located, and economically diverse communities in the region. They are experiencing growth mostly through redevelopment.

Urban Center communities are expected to plan for forecasted population growth at overall average densities of at least 20 units per acre for new development and redevelopment, and target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the TPP. Plans are also required to identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities and that contribute to better proximity between jobs and housing. They are also expected to identify opportunities for land assembly to prepare sites that will attract future private reinvestment, especially in Areas of Concentrated Poverty (ACPs) and Areas of Concentrated Poverty where at least half the residents are people of color (ACP50s).

Figure 3 shows the City is a fully developed community with only 2% undeveloped land. Approximately 47% of the City is residential. Another 16% of the community is comprised of parks and recreation. Industrial uses represent 11% of the land. The City of Hopkins first developed as a small town along what is now the Canadian Pacific Railroad, serving as a market hub for local farmers and factory workers. Streetcar and highways later connected it to the growing region. The City's historic Mainstreet is the former alignment of Excelsior Boulevard and is a focus of recent mixed-use development.

As shown in Figure 4, the Plan identifies potential change areas, primarily within the City's three future METRO Green Line station areas at Blake Road, Downtown Hopkins, and Shady Oak Road. Given the relatively small size of the City (approximately four square miles), these station areas represent a large portion of the areas within the City identified for potential redevelopment. Each of the station areas has been the subject of detailed planning. The Future Land Use map guides these areas for mixed residential/commercial development or employment-related uses.

The Plan identifies development and redevelopment areas at densities that exceed the Urban Center density policy minimums. This minimum planned density is consistent with regional Urban Center land use policies that require an average net residential density of at least 20 units per acre in areas of new development and redevelopment. As shown in Table 2 below, the expected overall density of planned residential growth is a minimum of 48.6 units per acre.

The City includes one census tract that is an Area of Concentrated Poverty in the the southern and eastern portions of the City. The Plan includes policies related to equity and inclusiveness. These include policies related to celebrating the community's diversity, addressing disparities through City investments and programs, and engaging renters in public processes.

Table 2. Planned Residential Density, City of Hopkins

Category	2015-2040 Change			Min Units	Max Units
	Density Min	Density Max	Net Acres		
Activity Center: LRT 1/2-mile*	20	60	3.5	70	210
Activity Center: LRT 1/4-mile **	75	150	8	600	1,200
Downtown Center: LRT 1/2-mile**	20	100	2.7	54	270
Downtown Center: LRT 1/4-mile**	75	150	6.3	473	945
Neighborhood Center	20	50	3.5	70	175
Neighborhood Center: LRT 1/2-mile*	20	50	3.5	70	175
	TOTALS		27.5	1,337	2,975
	Overall Density			48.6	108.2

*75% residential
 **60% residential

Station Area Planning

The Plan recognizes existing and planned transitways that are part of the Current Revenue Scenario of the TPP, conforms to the TPP for density of planned residential development in station areas, and is consistent with TPP policies related to land use and local planning. The City has conducted station area planning for the three future station areas along the METRO Green Line at Blake Road, Downtown Hopkins, and Shaky Oak Road. The TPP directs Urban Center communities with planned light rail transit (LRT) to guide an average minimum of 50 residential units per acre and target 75-150+ units per acre within the station area (area within 10-minute walk or 1/2 mile).

Approximately 87% of the land identified in the City for potential redevelopment is located within the three station areas. As shown in Table 2, the Plan differentiates density policy among its guiding land categories depending on a parcel's proximity to an LRT station. Those closest to the stations (within 1/4-mile) have density ranges of 75 to 150 residential units per acre (Downtown Center and Activity Center). Those between 1/4-mile and 1/2-mile have ranges of 20 to 100 (Downtown Center), 20 to 60 (Activity Center), or 20 to 50 (Neighborhood Center). Approximately 60% of the land identified for redevelopment in station areas falls within 1/4 mile. The expected overall density of planned residential growth within station areas is a minimum of 52.8 units per acre.

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 9,100 homes including 5,500 multifamily units and 3,600 single-family homes. Approximately 6,000 homes are rented. Nearly 7,000 housing units are currently affordable to households earning under 80% of Area Median Income (AMI); however, more than 2,500 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. There are 753 units affordable to households with income at or below 30% AMI and more than 1,100 cost burdened households with incomes at or below 30% AMI.

The Plan identifies existing housing needs including preservation and production of housing units between 50-80% AMI, providing a variety of housing options for households at all life stages, and housing maintenance and rehabilitation. The City has 470 units of publicly subsidized housing, including 152 age-restricted units for older adults.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 197 units, 90 of which are needed at prices affordable to households earning 30% of AMI or less, 51 of which are needed at prices affordable to households earning between 31 and 50% of AMI, and 56 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 502 new housing units.

The housing implementation plan component of the Plan describes that the City will consider housing bonds and tax abatement to meet their locally identified housing needs. The Plan also indicates that the City will evaluate the feasibility of a local 4d program and an accessory dwelling unit (ADU) ordinance. The City states that they will refer residents to partner organizations for first time homebuyer, down payment assistance, and foreclosure prevention.

Water Supply

Reviewer: John D. Clark, ES – Water Supply Planning (651-602-1452)

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.

The City prepared a Local Water Supply Plan (LWSP) in 2018 that was submitted to both the MN Department of Natural Resources (DNR) and Metropolitan Council and reviewed under separate cover. The City submitted a revised version of their LWSP as a part of supplemental information on August 19, 2019. The revised LWSP was consistent with Council population projections and found to be complete. The DNR approved the City's LWSP in July of 2019.

Advisory Comments

Although the Hopkins LWSP was attached to and reviewed during initial Plan submission, subsequent supplemental submissions did not include the most recent LWSP. As part of final adoption by the City, the Plan needs to attach the most recent version of the LWSP.

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 City's local wastewater collection system that ultimately flows into the MCES system. There are no public or privately-owned Community Wastewater Treatment Systems or known individual SSTS in operation in the City. The Plan states that all new development is required to connect to the City's wastewater collection system.

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 indicates, consistent with the Council's aggregate resources inventory included in *Minnesota Geological Survey Information Circular 46*, that there are no known deposits of viable aggregate resources available for mining within the fully urbanized community. Records indicate that mining activities have ceased at all known operations of record in the City.

Historic Preservation

Reviewer: Michael Larson, CD – Local Planning Assistance (651-602-1407)

The Plan addresses historic and cultural resources as required by the Metropolitan Land Planning Act. The Plan provides an extensive overview of the City's history from its origins as Dakota Sioux territory through its settlement by Europeans and establishment as a commercial and residential hub for the surrounding farmland and, later, industrial uses. Goals and policies in the Plan include those that recognize, protect, preserve, and interpret historic resources and districts in Downtown and surrounding neighborhoods.

Plan Implementation

Reviewer: Michael Larson, CD – Local Planning Assistance (651-602-1407)

The Plan addresses implementation in Chapter 11: Implementation. This chapter summarizes implementation needs from other Plan elements; and includes a table that identifies policies, action steps, timelines, and potential indicators for measuring implementation. The City's capital improvement program is included as an 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

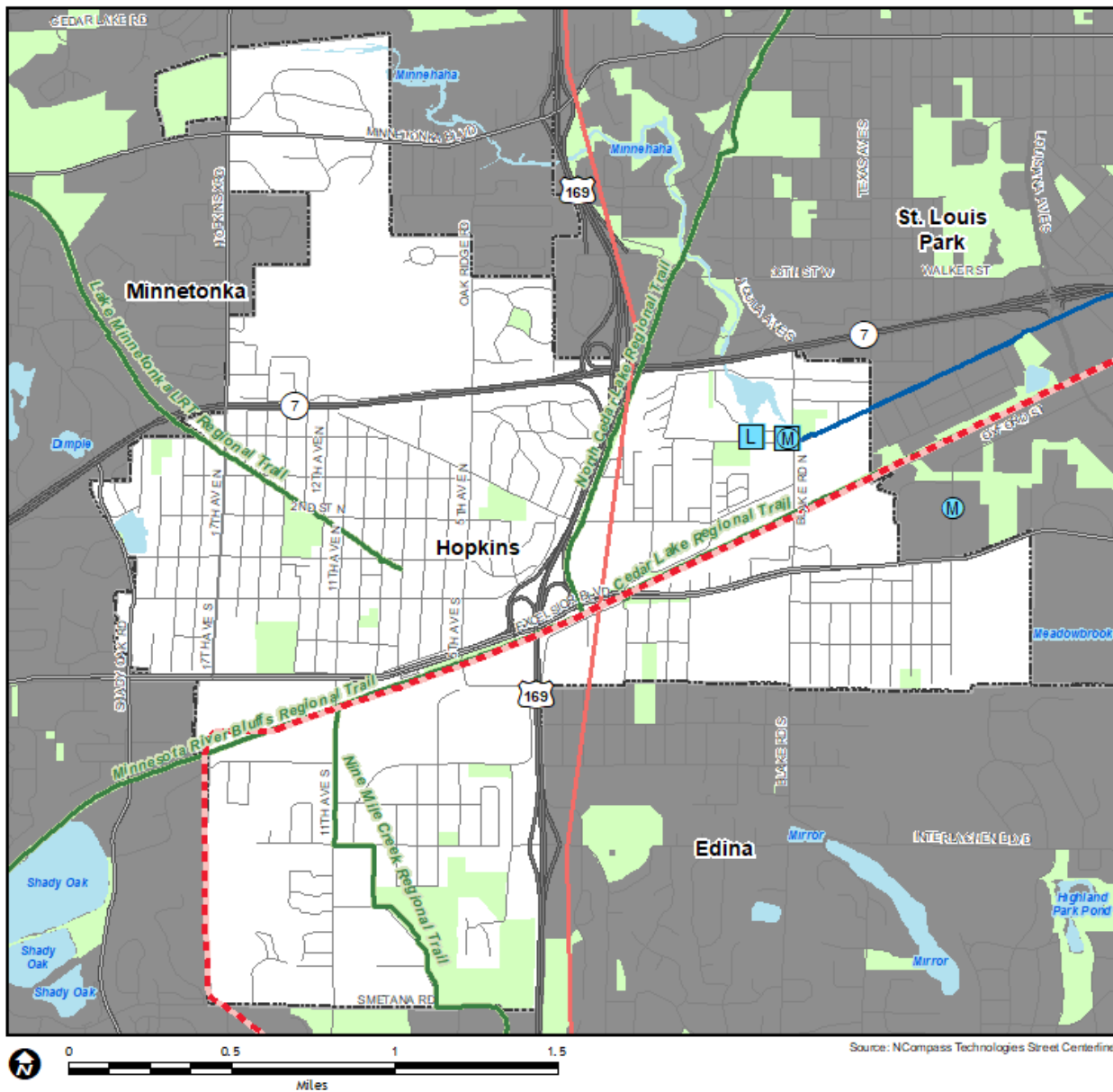
In response to the 2015 System Statement, the City submitted the following documents for review:

- September 25, 2018: Hopkins Preliminary 2040 Comprehensive Plan
- August 6, 2019: Hopkins 2040 Comprehensive Plan
- August 19, 2019: Local Water Supply Plan
- June 3, 2020: Revised Comprehensive Plan Responding to Council Incomplete Items for Wastewater, Transportation, Land Use, Housing, Forecasts, and Implementation.
- June 12, 2020: Revised TAZ Table
- June 22, 2020: Intercommunity Service Agreement with City of Minnetonka
- June 28, 2020: Revised Housing and Water Chapters

Attachments

- Figure 1: Location Map with Regional Systems
- Figure 2: *Thrive MSP 2040* Community Designations
- Figure 3: Existing Land Use
- Figure 4: 2040 Planned Land Use
- 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

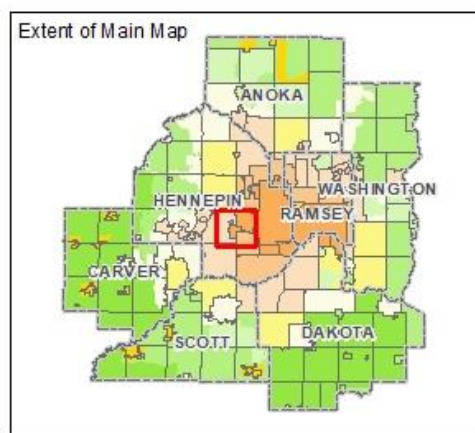
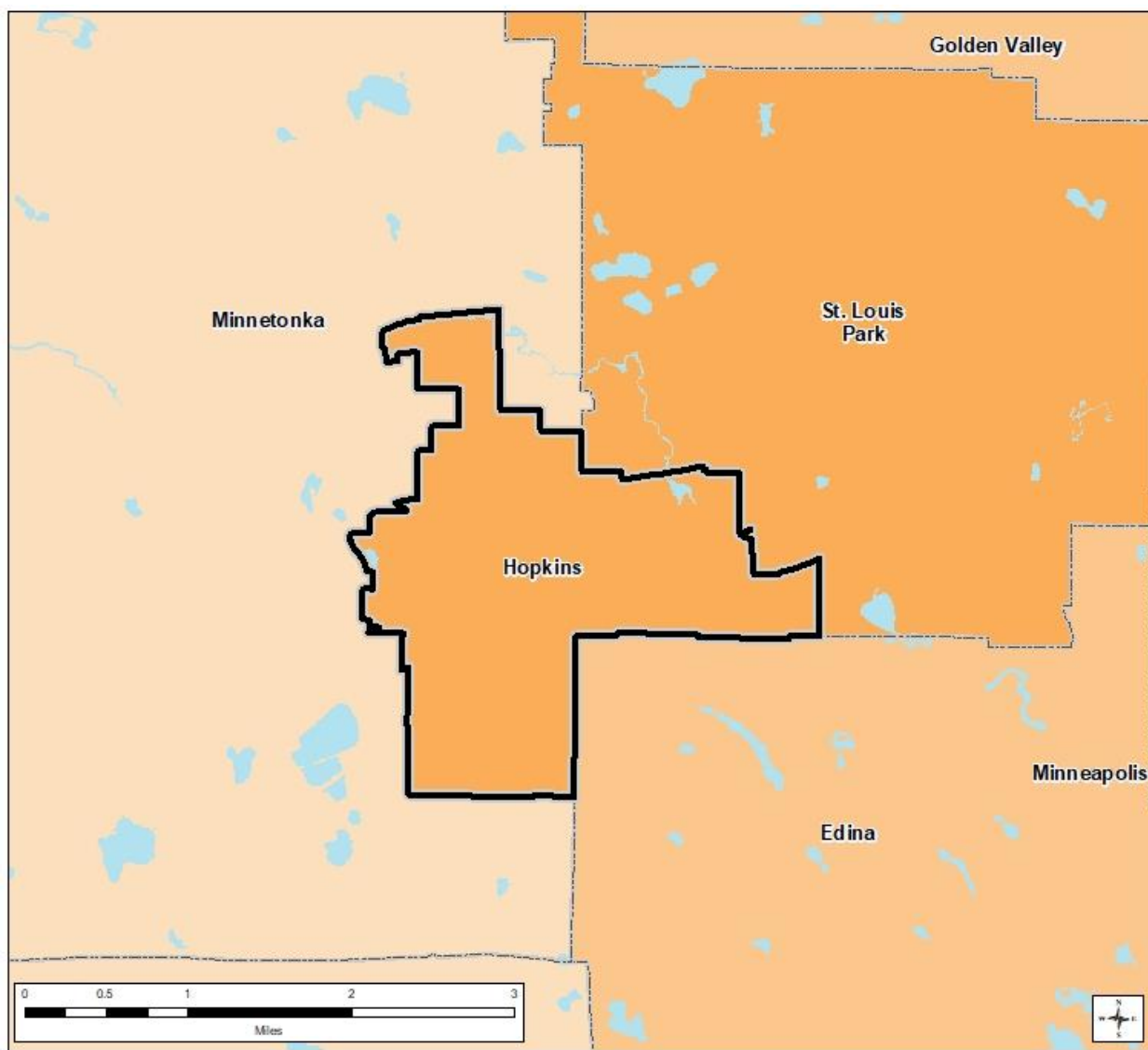
- M Meters
- L Lift Stations
- MCES Interceptors
- MTP MCES Treatment Plants

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

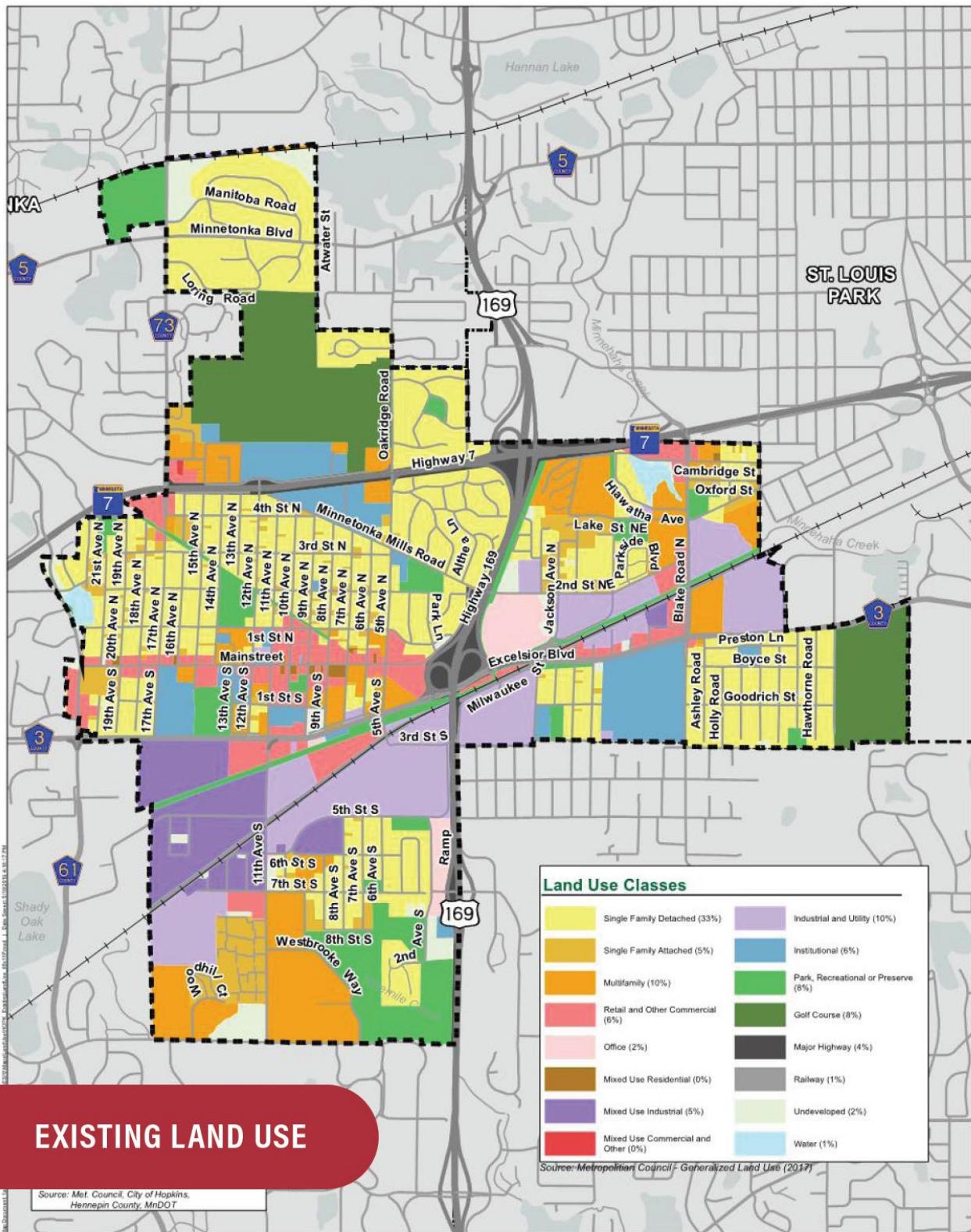


Figure 4. 2040 Planned Land Use

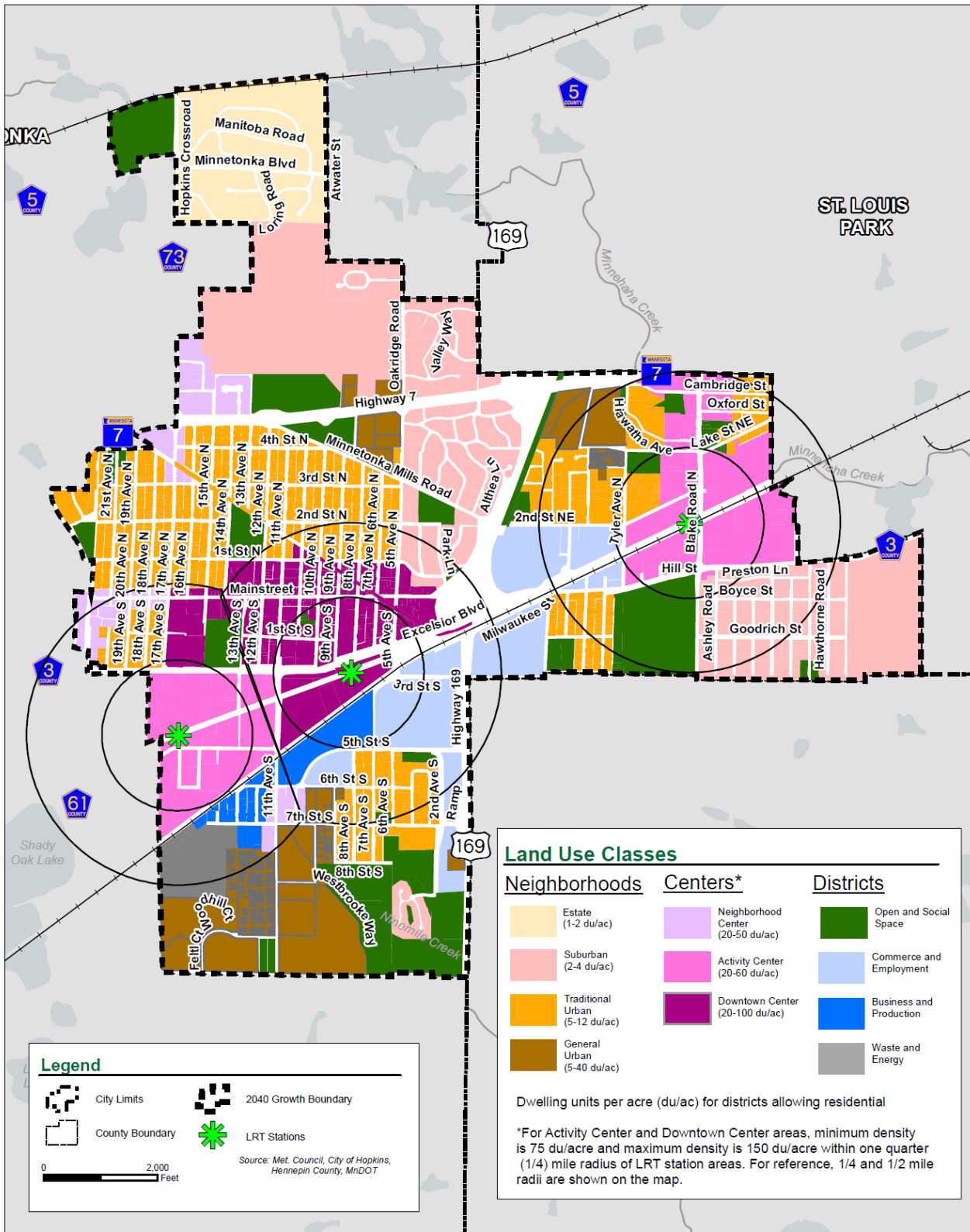


Figure 5. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **197 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
Neighborhood Center	3.30		20		75%		50
Activity Center (1/4 mile from LRT)	4.00		75		75%		225
Activity Center	1.70		20		75%		26
Downtown Center (1/4 mile from LRT)	4.00		75		60%		180
Downtown Center	1.70		20		60%		21
Total	15						502

Sufficient/*(insufficient)* units possible against share of regional need: **305**
 Affordable units built since 2021: **0**
 Sufficient/*(insufficient)* units possible adjusted for affordable units built: **305**
 Number of Comp Plan Amendments approved since Comp Plan Update: **0**

