

Community Development Committee

Meeting date: December 7, 2020

Environment Committee

Meeting date: December 8, 2020

For the Metropolitan Council meeting of December 23, 2020

Subject: City of Minnetonka 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22440-1

District(s), Member(s): District 3, Christopher Ferguson

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

Staff Prepared/Presented: Jerome Benner II, Senior Planner (651-602-1494)
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 Minnetonka to place its 2040 Comprehensive Plan into effect.
2. Advise the City to implement the advisory comments in the Review Record for Forecasts and Water Supply.

Recommendation of the Environment Committee

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

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Minnetonka 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 Minnetonka is located in central Hennepin County. It is surrounded by the communities of Plymouth, St. Louis Park, Hopkins, Edina, Eden Prairie, Chanhassen, Shorewood, Deephaven, Woodland, and Wayzata.

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

None.

Known Support / Opposition

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

REVIEW RECORD

City of Minnetonka 2040 Comprehensive Plan

Review File No. 22440-1, Business Item No. 2020-321 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 Minnetonka, for which the Plan accurately describes the Regional Parks System components (Figure 1). Regional Trails located within the City include the Lake Minnetonka LRT and Minnesota River Bluffs LRT regional trails; and Purgatory Creek (formerly known as Highway 101), Dakota Rail Extension, Gray's Bay (formerly known as North-South 1), and Eagle Lake to Bryant Lake (formerly known as North-South 2) 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)* 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 highway system element of the TPP. The Plan accurately accounts for the metropolitan highway system of principal arterial roadways, of which there are five in the City: I-494, I-394, US 169, TH 62, and TH 7. The Plan identifies 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 several transportation corridor studies that include recommendations regarding capacity and transit improvements, changes in access, and/or changes in land use. The Plan accurately describes the status of these facilities, including the likelihood and timing of funding and construction.

Transit

The Plan shows the location of existing transit routes and facilities within the city limits and acknowledges the City is within Transit Market Areas II, III and IV. Minnetonka has four park-and-rides and has planned for the extension of the METRO Green Line.

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. The Plan strengthens the existing transit system and lays the groundwork for improved transit services.

Aviation

The Plan conforms to Aviation system element of the TPP. The Plan includes policies that protect regional airspace from obstructions and describes how off-site air navigation aids will be protected.

Bicycling and Walking

The Plan is consistent with the Bicycling and Pedestrian chapter of the TPP. There are multiple Tier 1 and 2 alignments within the City as well as Tier 1 and 2 corridors. The Plan also identifies these pathways as well as existing and future segments of, and connections to, the Regional Bicycle Transportation Network (RBTN) and regional trails.

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

Freight

The Plan is consistent with Freight policies of the TPP. The Plan identifies the needs of freight movement in and through the community, including accessibility to freight terminals and facilities. There are three Class 1 railroads (CP, BNSF, and TCWR). Truck travel reliability and freight mobility concerns have been identified within the City's freight network.

Transportation Analysis Zones (TAZs)

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

The City's planned land uses and areas identified for development and redevelopment can accommodate the TAZ forecasted allocations in the Plan, and at densities consistent with the community's Thrive designation 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 assigned forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by Metropolitan Council Environmental Services (MCES). Wastewater generated within the City is conveyed by Council Interceptors 6-SS-670, 6801, 7016, 7018, 7073, and 7118 to the Metropolitan Council's Blue Lake Treatment Plant in Shakopee for treatment. The Plan projects that the City will have 28,300 sewered households and 63,200 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 average day flow 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 sewer forecasts as stated in the sewer element of the Plan.

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

The Plan defines the City's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in both the local municipal (City) and private property sanitary sewer systems. The Plan summarizes past I/I reduction efforts spanning a period of 12 years that consisted of system flow monitoring, pipeline and manhole structure sealing, and private property connection inspection. It estimates that approximately 3.1 million gallons of I/I were mitigated as a result of this effort. The Plan states that the City has adopted a 5-year capital improvement program (CIP) of \$1.25 million that includes dedicated funds for I/I reduction activities. Some of these activities include manhole inspections, private property inspections for violations of clear water connections, system televising, and manhole and pipeline sealing and lining. The City is currently conducting home inspections throughout the City for illegal clear water connections to the sanitary sewer system, and it offers a matching grant to homeowners to pay for improvements necessary to disconnect roof leaders, foundation drains, and sump pumps. The Plan indicates that approximately 35% of the homes were built before 1970 when services were predominately made of clay tile pipe. The significance of clay tile pipe is that as it ages it can become more susceptible to I/I.

The Plan describes the requirements and standards for minimizing I/I and references City Code (Chapter 1200, Section 1200.095) that defines the term "clear water" as well as the prohibited means that clear water can enter the sanitary sewer system via down spouts, sump pumps, foundation drains, yard drains. The Code also requires the disconnection of such prohibited connections upon discovery under Section 1200.095, subd. 5.

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 the combined public and private property collection systems. Using wastewater flow data between 2007 and 2017 to estimate average base flow (winter period dry weather) versus summer period wet weather-related wastewater flow, the Plan provides data that indicates that the City's annual I/I averages approximately 16% with the greatest peak month I/I occurring in 2014 at 36%.

Comprehensive Sewer Plan Comments

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Suburban 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)

Minnetonka lies within the oversight boundaries of the Minnehaha Creek Watershed District (MCWD), the Riley Purgatory Bluff Creek Watershed District (RPBCWD), the Nine Mile Creek Watershed District (NMCWD), and the Bassett Creek Watershed Commission (BCWMC). Minnetonka submitted a Water Resources Water Management Plan (WRMP) to the Council for review in 2018. Council staff sent a letter to the City on October 26, 2018 stating that the WRMP was found to be an excellent tool for guiding the City's water management efforts.

BCWMC, RPBCWD, NMCWD, and MCAWD all approved the WRMP in December of 2018. The Plan includes the final adopted WRMP, dated September 2019, which was adopted by the City in October 2019.

Consistency with Council Policies

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

Forecasts

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

The Plan includes the Council forecasts for Minnetonka (Plan Figures 3.3, and 5.3). For reference, the Metropolitan Council’s forecasts are shown below in Table 1.

Table 1. City of Minnetonka Forecasts

	Census	Estimated	Council Forecasts		
	2010	2019	2020	2030	2040
Population	49,734	54,141	53,200	58,000	61,500
Households	21,901	23,912	24,200	26,600	28,300
Employment	44,228	50,104	54,400	58,900	63,200

The Plan describes the capacity of targeted redevelopment districts starting on page 3.24 of the revised Plan. These redevelopment districts have capacity to accommodate forecasted growth through 2040.

Advisory Comments

The Plan allocates forecasted 2020, 2030, and 2040 population, households, and employment growth to transportation analysis zones (TAZs) within the City. The Plan includes this information in pages 5-70 through 5-74 in Chapter 5-Transportation. The City submitted revised TAZ allocations in October 2020 that must be incorporated into the final Plan that the City adopts.

The Plan incorporates a consultant’s housing market assessment with an erroneous set of 2020 population and household forecasts (Marquette Advisors report, p. 2). This table cites the Metropolitan Council as the source. Prior to Plan adoption, please correct this error or include a disclaimer.

The consultant’s housing market assessment asserts that the households forecast for the City could be higher. Should development over time proceed at a greater pace than forecasted, the Council will recommend that the City submit a comprehensive plan amendment to increase its forecasts.

Thrive MSP 2040 and Land Use

Reviewer: Jerome Benner II, CD – Local Planning Assistance (651-602-1494)

The Plan is consistent with *Thrive MSP 2040* and its land use policies. The Plan acknowledges the Thrive community designation of Suburban (Figure 2). Thrive describes Suburban communities as those that saw their primary era of development during the 1980s and early 1990s as Baby Boomers formed families and entered their prime earning years.

Suburban communities are expected to plan for forecasted population and household growth at overall average densities of at least five units per acre, 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.

As illustrated in Figure 3, the City is fully developed with only 1.5% of land identified as vacant. Slightly more than half of the City is residential. Parks and open space comprise 15% of the City. Commercial, industrial, and office uses constitute nearly 9% of the City; and the City is home to the some of the largest companies in the U.S and the world, ranging from healthcare services to food production. Regional concentration of businesses include Ridgedale Center, Opus Business Park, and the I-394 and Crosstown regional business corridors.

The Plan identifies development and redevelopment areas at densities that exceed the Suburban residential density policy minimum. The Plan identifies Regional Areas where most of its growth will occur as higher density mixes of housing and jobs: I-394 Regional Corridor, the Ridgedale Center area within the I-394 Corridor, and the Opus Business Park. The minimum planned density is consistent with regional Suburban land use policies that require an average net residential density of at least five units per acre in areas of new development and redevelopment. As shown in Table 2 below, the expected overall density of planned residential growth citywide is a minimum of 10.1 units per acre.

Table 2. Planned Residential Density, City of Minnetonka

Category	2018-2040 Change				
	Density Min	Density Max	Net Acres	Min Units	Max Units
Low Density Residential	1	4	45	45	180
Medium Density Residential	4.1	12	40	165	480
High Density Residential	12.1	100	60	727	6000
Mixed Use*	12	125	38.8	465	4843
Mixed Use* (Station Areas)	20	125	47	940	5874
	TOTALS			2342	17377
	Overall Density			10.1	75.3

*25% 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 detailed station area planning for the two future station areas along the METRO Green Line at Shady Oak Road (shared with the City of Hopkins) and Opus.

The TPP directs Suburban communities with planned light rail transit (LRT) to guide an average minimum of 20 residential units per acre and target 40-75+ units per acre within the station area (area within 10-minute walk or 1/2 mile). As shown in Table 2, the Plan differentiates density policy between its two Mixed Use category depending on a parcel’s proximity to a LRT station. Locations in station areas have density ranges of 20 to 125 residential units per acre. The Plan acknowledges the targeted densities in the TPP, but it also supports higher densities up to 125 units per acre. This further supports the METRO Green Line Opus station area as a regional destination and potential source of ridership.

Approximately 20% of the land identified in the City for potential redevelopment is land guided as Mixed Use within the two station areas. This land supports a greater share of the City’s growth. The Plan allocates 75% of household growth among TAZs that are either within these two station areas or along I-394, which is also served by local, regional, and express bus service. The City is also planning for continued concentrations of employment for both locations; and the Plan defines the Opus Business Park as a Regional Area.

Housing

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

The Plan is consistent with the *2040 Housing Policy Plan (HPP)*. As of 2016, the City has more than 24,000 homes including nearly 8,000 multifamily units and more than 16,000 single-family homes. Approximately 7,500 homes are rented. More than 9,500 housing units are currently affordable to households earning under 80% of Area Median Income (AMI); however, nearly 4,000 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. There are approximately 780 units affordable to households with income at or below 30% AMI and more than 1,000 cost burdened households with incomes at or below 30% AMI.

The Plan identifies existing housing needs including housing preservation, providing a range of housing choices, infill development, and creating a mix of housing appropriate for all ages and income levels. The City has 510 units of publicly subsidized housing, including 45 age-restricted for older adults.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 1,064 units; 508 of which are needed at prices affordable to households earning 30% of AMI or less; 412 of which are needed at prices affordable to households earning between 31 and 50% of AMI; and 144 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 1,091 new housing units.

The housing implementation plan component of the Plan describes that the City will explore additional strategies to preserve private unsubsidized affordable housing with the NOAH impact fund and a local 4d program. The Plan also indicates that the City will continue their use of tax increment financing (TIF) and housing revenue bonds for affordable units. The City states that they will continue their partnership with Homes Within Reach, a community land trust, and anticipate that about three to five homes a year will be acquired in Minnetonka as part of the program.

Water Supply

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

The Plan is consistent with Water Resources Policy Plan (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 revised LWSP that was submitted on March 2, 2020 to both the MN Department of Natural Resources (DNR) and the Council and reviewed under separate cover. The DNR approved the Local Water Supply Plan in a letter to the City on April 27, 2020.

Advisory Comments

If changes are made to the LSWP resulting from changes during a comprehensive plan amendment, the City will need to provide the Council and DNR with the updated information.

Community and Subsurface Sewage Treatment Systems (SSTS)

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

The Plan indicates that there are no public or privately-owned Community Wastewater Treatment Systems within the community, and there are 11 properties served by SSTS. All other residences and businesses are connected to the local sanitary sewer system. Chapter 1200 of the City's Code of Ordinances establishes the regulations for SSTS within the City; and the Plan references Hennepin County's Ordinance 19 that sets the standards for SSTS and adopts by reference MnPCA Rules 7080.

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)

While the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46* indicates the presence of aggregate resource deposits within the City, the City is fully urbanized, and the deposits are no longer considered available for mining. The Plan states "Areas of the city were used for aggregate resources prior to urbanization. The former sites are now housing and commercial areas. Availability would require the removal of residential and commercial uses to extract these resources and is unlikely."

Historic Preservation

Reviewer: Jerome Benner II, CD – Local Planning Assistance (651-602-1494)

The Plan addresses historic and cultural resources as required by the Metropolitan Land Planning Act. The Plan includes a section titled Historic Preservation, and acknowledges the Minnetonka History Commission that serves as the advisory body to provide guidance to the City on sites and structures that should be preserved due to their historic, economic, cultural, architectural, and social significance.

Plan Implementation

Reviewer: Jerome Benner II, CD – Local Planning Assistance (651-602-1494)

The Plan includes an Implementation Chapter that summarizes the Plan's recommendations and identifies tools, programs, funding sources, partners, and timing/phasing. The Plan describes the official controls and fiscal devices that the City will employ to implement the Plan including its zoning and subdivision ordinances. The Plan includes a Capital Improvement Program (CIP) Action Matrix, a summary of the CIP. The Plan provides additional detail regarding future capital improvements throughout individual Plan elements.

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:

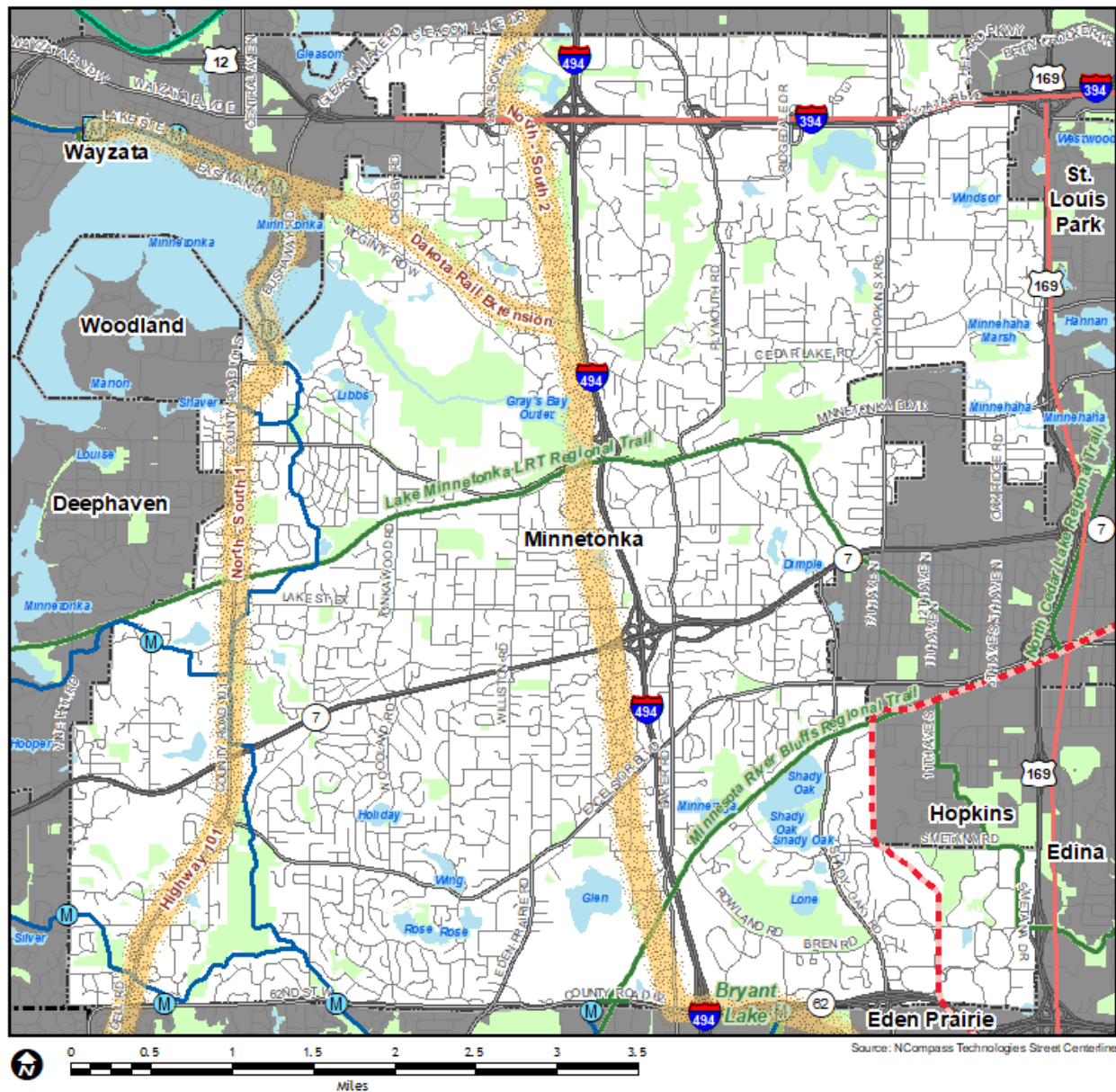
- March 27, 2020: Minnetonka 2040 Comprehensive Plan
- September 25, 2020: Revised Comprehensive Plan Responding to Council Incomplete Items for Affected Jurisdiction Review, Wastewater, Regional Parks and Trails, Forecasts, Land Use, Housing, Water Supply, Aggregate Resources, Implementation, and Solar Access Protection and Development.
- October 8, 2020: Revised Table of Contents and Implementation Chapter
- October 13, 2020: Revised Transportation Chapter
- October 14, 2020: Revised TAZ Tables
- October 15, 2020: Revised Housing and Sanitary Sewer Information
- October 20, 2020: Revised Water Resources and Land Use 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
- MCES Treatment Plants

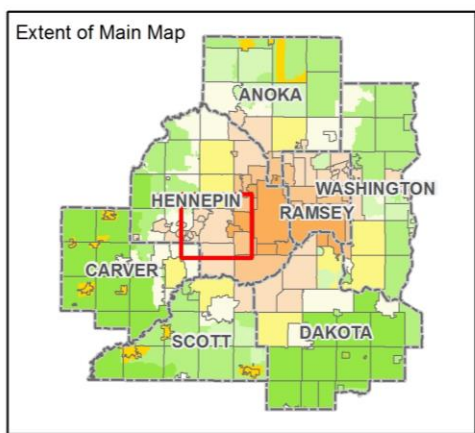
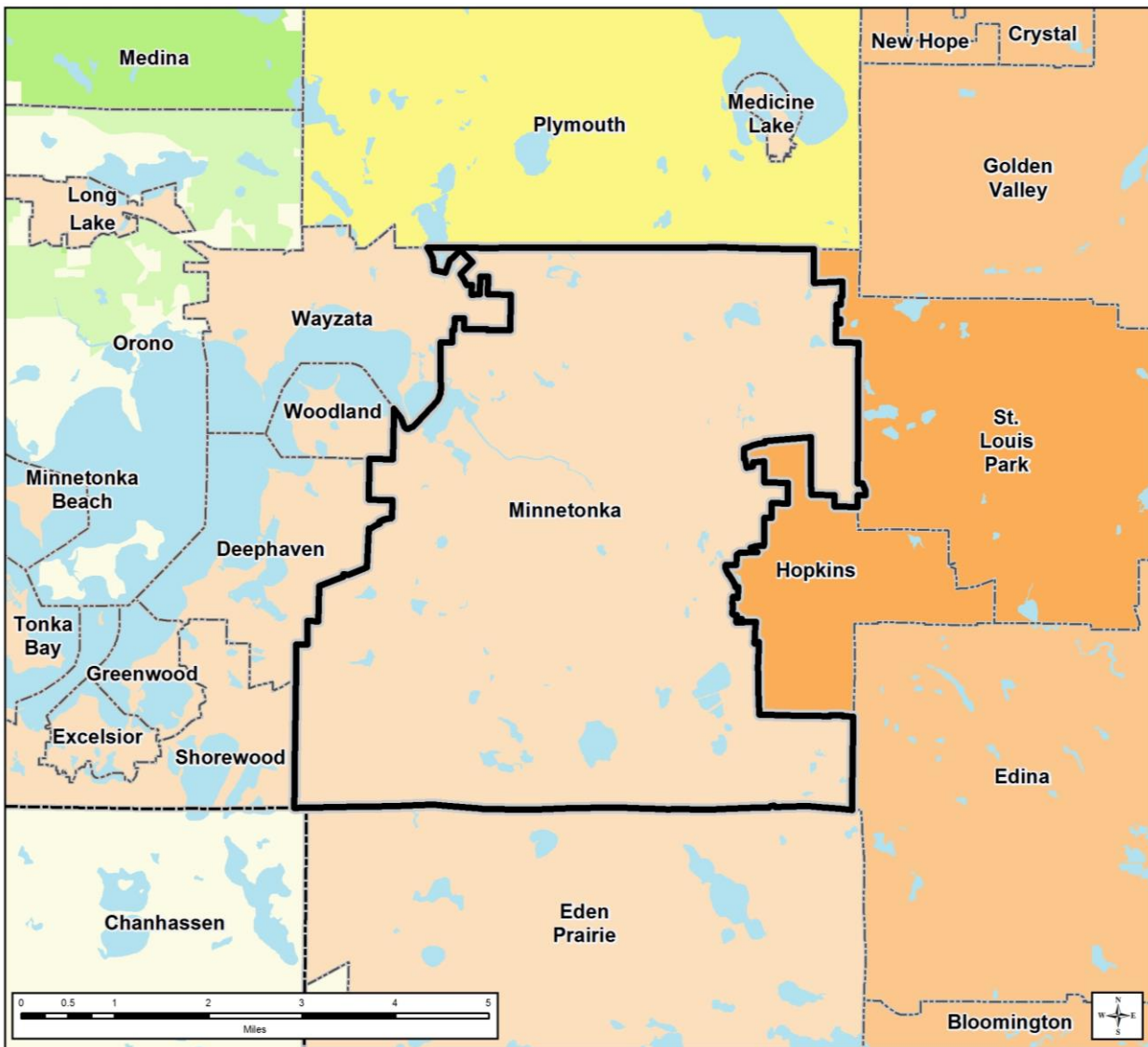
Regional Park Search Areas and Regional Trail Search Corridors

- 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	Emerging Suburban Edge
Agricultural	Suburban Edge
Rural Residential	Suburban
Diversified Rural	Urban
Rural Center	Urban Center

County Boundaries
 City and Township Boundaries
 Lakes and Major Rivers

Figure 3. Existing Land Use

Existing Land Use (2018)

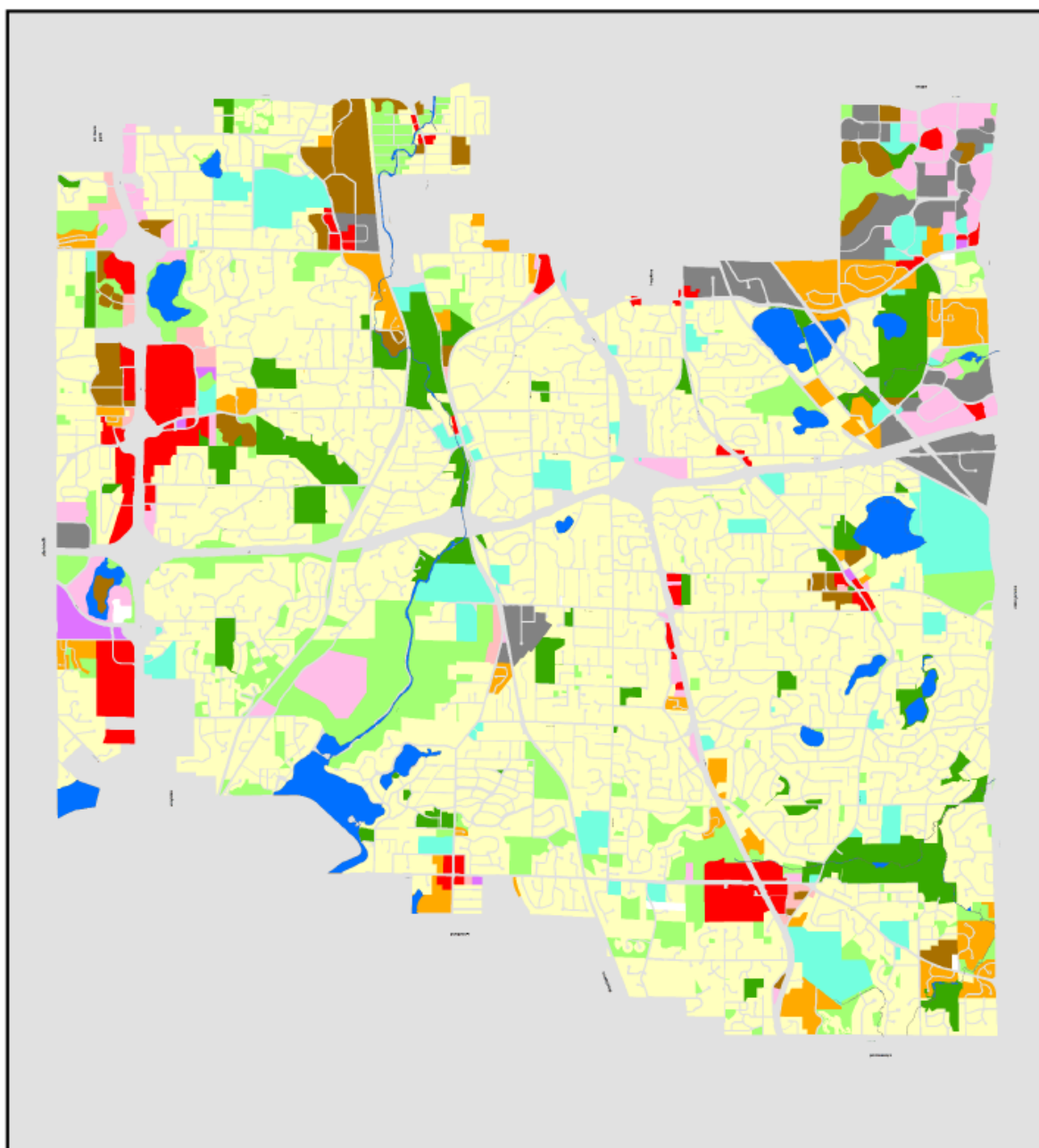
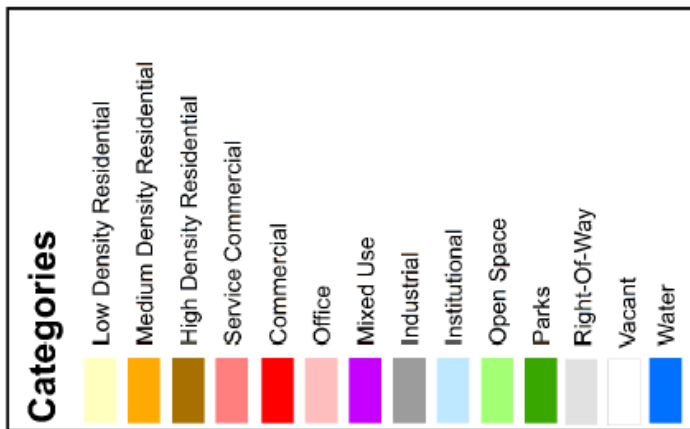


Figure 4. 2040 Planned Land Use

2040 Land Use Plan

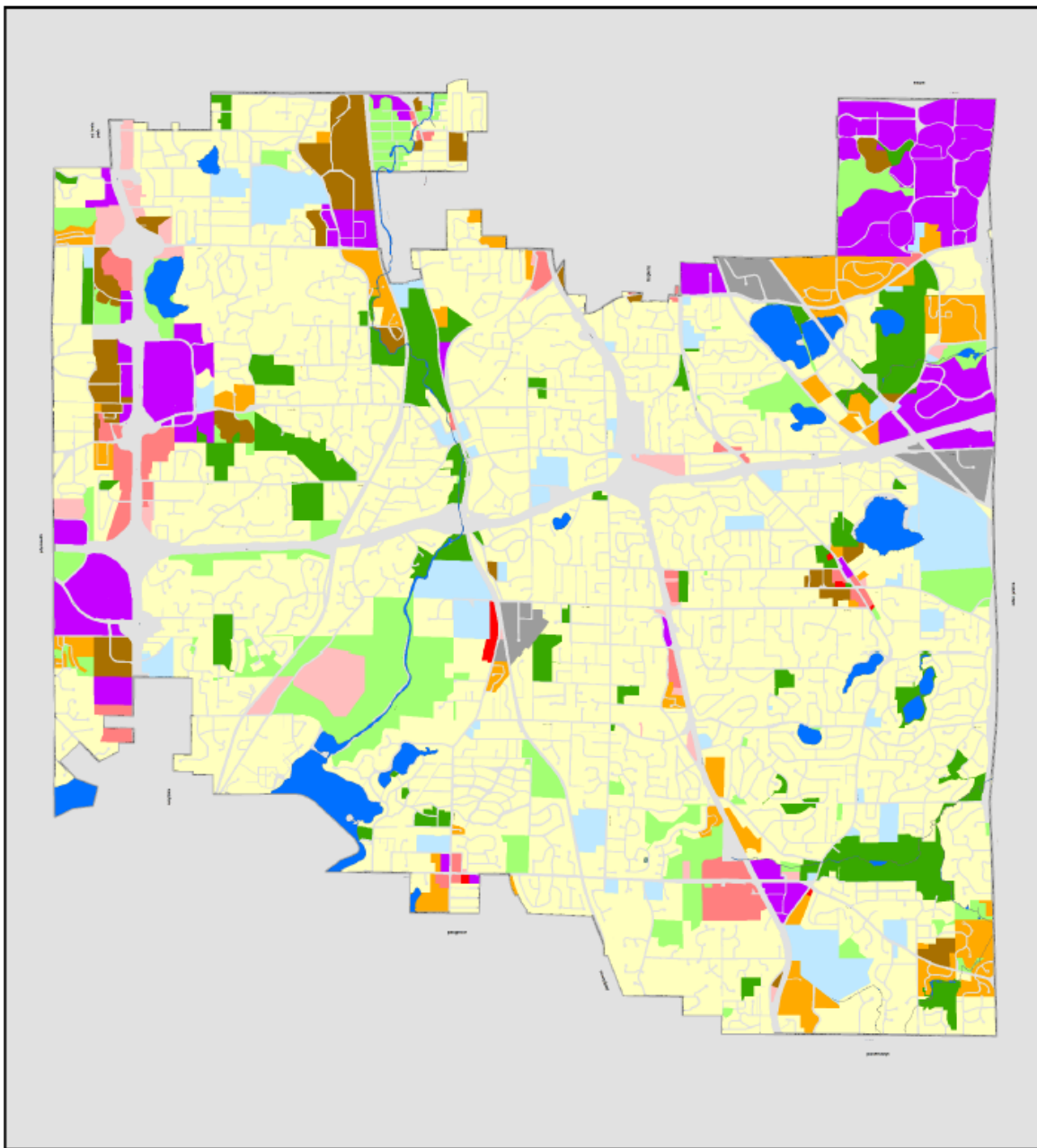
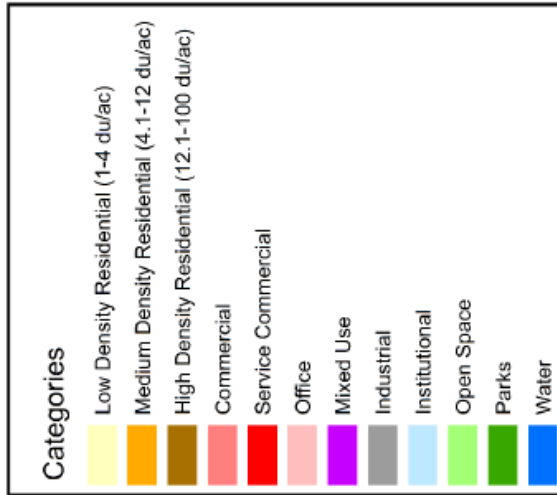


Figure 5. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **1064 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
High Density Residential	30		12		100%		360
Mixed Use - Outside Station Areas	77		12		25%		231
Mixed Use - Station Areas	100		20		25%		500
Total	207						1,091

Sufficient/*(insufficient)* units possible against share of regional need: **27**
 Affordable units built since 2021: **0**
 Sufficient/*(insufficient)* units possible adjusted for affordable units built: **27**
 Number of Comp Plan Amendments approved since Comp Plan Update: **0**

