

Community Development Committee

Meeting date: April 5, 2021

Environment Committee

Meeting date: April 13, 2021

For the Metropolitan Council meeting of April 28, 2021

Subject: City of Savage 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22423-1

District(s), Member(s): District 4, Deb Barber

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

Staff Prepared/Presented: Raya Esmaeili, Senior Planner (651-602-1616)
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 Savage to place its 2040 Comprehensive Plan into effect.
2. Advise the City to:
 - a. When available, provide to the Council the dates that each of the Watersheds approved the LWMP, and the date the City adopted the final Local Water Management Plan. Council staff also request that the City provide the Council with a copy of the final adopted Local Water Management Plan that will be included in the final Plan document that the City adopts.
 - b. Implement the advisory comments in the Review Record for Transportation, Land Use, and Water Supply.

Recommendation of the Environment Committee

1. Approve the City of Savage's Comprehensive Sewer Plan.
2. Direct Council staff to initiate discussions with the City related to the acquisition of the trunk sewer system that is to provide service to Credit River within 12-months after the local adoption of its comprehensive sewer plan.
3. Require the City to:
 - a. Submit to the Council a copy of the Big Sky Lift Station Feasibility Study.
 - b. Submit to the Council a copy of the intercommunity service agreement between the City and Credit River, once executed, that clearly define how costs associated with the municipal wastewater charges are to be collected or reimbursed by the two communities.

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Savage 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 Savage is located in northeast Scott County. It is surrounded by the communities of Bloomington, Burnsville, Credit River Township, Prior Lake, Shakopee, and Eden Prairie .

The City submitted its 2040 Comprehensive Plan (Plan) to the Council for review to meet the Metropolitan Land Planning Act requirements (Minn. Stat. §§ 473.851 to 473.871) and the Council's 2015 System Statement requirements.

Review Authority & Rationale

Minn. Stat. § 473.175 directs the Metropolitan Council to review a local government's comprehensive plan and provide a written statement to the local government regarding the Plan's :

- **Conformance** with metropolitan system plans
- **Consistency** with the adopted plans and policies of the Council
- **Compatibility** with the plans of adjacent governmental units and plans of affected special districts and school districts

By resolution, the Council may require a local government to modify its comprehensive plan if the Council determines that “the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans” (Minn. Stat. § 473.175, subd. 1).

Each local government unit shall adopt a policy plan for the collection, treatment , and disposal of sewage for which the local government unit is responsible, coordinated with the Metropolitan Council's plan, and may revise the same as often as it deems necessary (Minn. Stat. § 473.513).

The attached Review Record details the Council's assessment of the Plan's conformance, consistency, and compatibility, and is summarized below.

Review Standard	Review Area	Plan Status
Conformance	Regional system plan for Parks	Conforms
Conformance	Regional system plan for Transportation, including Aviation	Conforms
Conformance	Water Resources (Wastewater Services and Surface Water Management)	Conforms
Consistency with Council Policy	<i>Thrive MSP 2040</i> and Land Use	Consistent
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	<i>2040 Housing Policy Plan</i>	Consistent
Consistency with Council Policy	Water Supply	Consistent
Consistency with Council Policy	Community and Subsurface Sewage Treatment Systems (SSTS)	Consistent
Compatibility	Compatible with the plans of adjacent and affected governmental districts	Compatible

Thrive Lens Analysis

The proposed 2040 comprehensive plan is reviewed against the land use policies in *Thrive MSP 2040*. To achieve the outcomes identified in Thrive, the metropolitan development guide defines the Land Use Policy for the region and includes strategies for local governments and the Council to implement. These policies and strategies are interrelated and, taken together, serve to achieve the outcomes identified in Thrive.

Funding

The Metropolitan Council awarded the City a Planning Assistance Grant of \$32,000 to complete its 2040 comprehensive plan. The first half of this grant was paid to initiate the local planning process. The

second half of the grant will be paid after Council authorization of the City's Plan, local adoption, and the City's submittal of final reporting requirements.

Known Support / Opposition

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

REVIEW RECORD

City of Savage 2040 Comprehensive Plan

Review File No. 22423-1, Business Item No. 2020-67 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) element. Scott County is the Park Implementing Agency for Regional Parks System components in Savage, for which the Plan accurately describes the Regional Parks System components. Regional Parks, Park Reserves, or Special Recreation Features in the City include Murphy-Hanrehan Park Reserve. Regional Trails located within the City include the Minnesota River Extension Regional Trail Search Corridor. The Plan also appropriately acknowledges State and Federal recreation lands in the City, including Savage Fen Scientific and Natural Area (Minnesota Department of Natural Resources) and Minnesota Valley National Wildlife Refuge (U.S. Fish and Wildlife Service) (Figure 1).

Regional Transportation, Transit, and Aviation

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

The Plan conforms to the 2040 Transportation Policy Plan (TPP) 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 City roles, the needs of non-automobile transportation, access to job concentrations, and the needs of freight. The Plan is compatible with the plans of adjacent and affected governmental units.

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 located in the City, TH 13 and CSAH 42, and includes planned additions and improvements identified in the Current Revenue Scenario, as well as 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 has identified potential additions or changes to the A Minor roadway system. A separate request for this functional classification change must be submitted to the Council by the City or the County with jurisdiction over the roadway as outlined in the advisory comments below.

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 was done consistent with regional methodology. The Plan also includes guidelines on how access will be managed for principal and A-minor arterials.

The Plan identifies roadway and corridor studies that include recommendations regarding alignments, changes in access, and/or changes in land use. They include the TH 13 study that was included in the principal arterial study in 2017. A vision and implementation study of CSAH 42 is also included. The Plan accurately describes the status of such facilities, 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 III and IV.

The Plan incorporates transitways that are part of the Increased Revenue Scenario in the TPP. The Plan's maps and narrative acknowledge the uncertainty of these transitways, including the Highway 169 Transitway.

The Plan also incorporates the City's aspirations for transit services that are not part of the TPP. These include the Dan Patch Line. Additionally, the Plan's maps and narrative provide clarification that these proposed services are not funded nor are they part of the current TPP.

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

Aviation

The Plan conforms to the 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.

The Plan identifies the City as part of the airport compatibility area of the Flying Cloud Airport. The Plan addresses issues including land use compatibility, noise sensitivity, and the protection of airspace from obstructions.

Bicycling and Walking

The Plan is consistent with the Bicycling and Pedestrian chapter of the TPP. The Plan identifies two Tier 2 corridors, one Tier 2 alignment, and existing and future segments of, and connections to, the Regional Bicycle Transportation Network (RBTN) and regional trails. The Plan proposes a preferred alignment for an RBTN corridor, and clearly identifies the alignment as "proposed for the RBTN."

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

Freight

The Plan is consistent with Freight policies of the TPP. The Plan identifies the needs of freight movement in and through the City, including accessibility to freight terminals and facilities. The City has two railroads, as well as five private ports that serve the freight. These specific needs include several freight challenges that impact the City and the region. Freight traffic and congestion are expected to increase and place pressure on the region's highway and rail systems. Additionally, there are concerns about compatibility between freight traffic and adjacent land uses. While land uses adjacent to the City's primary freight routes are generally compatible, it will be important to ensure that future development is also compatible with freight operations. Efficient landside access to the river terminals is important for congestion and safety reasons on TH 13, but is also important to provide a cost-effective means to transport grain from Minnesota's rural areas to global markets at ports to the South on the Mississippi River and to the West on the rail system.

Transportation Analysis Zones (TAZs)

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

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

Advisory Comments

- The Plan has identified potential additions or changes to the A Minor roadway system. A separate request for this functional classification change must be submitted to the Council by the City or the County with jurisdiction over the roadway. Directions for this submittal can be found on the Council's website at <https://metro council.org/Transportation/Planning-2/Transit-Plans.-Studies-Reports/Highways-Roads/Functional-Roadway-Classification/Functional-Roadway-Classification-Resources/FunClassInstructions.aspx>.
- The City should ensure that future developments adjacent to freight are compatible with freight operations.

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.

The majority of wastewater generated within the City is conveyed by Council Interceptors 8560 and 7030 and treated at the Metropolitan Council's Seneca Wastewater Treatment Plant in Eagan. A smaller portion (135 homes by 2040) will be conveyed by interceptor 3-BV-39 and treated at the Blue Lake Wastewater Treatment Plant in Shakopee. The Plan projects that the City will have 13,490 sewer households and 8,780 sewer 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 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.

As of January 2021, Credit River Township completed incorporation as the City of Credit River. The Plan correctly acknowledges Credit River's inclusion in the 2030 regional wastewater service area (aka MUSA) and that Credit River will begin the connection of homes after 2020. However, the Plan is not clear on how Savage envisions the status of Credit River in the future. In one area of the Plan it states that the Township is seeking incorporation as a City, and in another area of the Plan states that service to the Township will be accommodated through an orderly annexation process into Savage. However, in another area of the Plan it states that the Township is not interested in annexation. Credit River's 2040 Plan, which has been authorized by the Council, is clear on this point. It identifies the timing of regional wastewater service connections beginning as early as 2021-2022 and that service will be accommodated through an intercommunity service agreement with Savage.

The Council is of the understanding that service to Credit River between 2020 and 2030 will be accommodated through an intercommunity service agreement that covers the terms and conditions for service to Credit River through the City's system. During this time the Council and the City will discuss the acquisition of the trunk sewer system(s) that will be used by Credit River to convey its flow to the Council's lift station L66 located at Dakota Avenue and 125th Street West.

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 starting in the mid 1990's consisting of inspection, and manhole and pipeline sealing, rehabilitation, reconstruction, and pipeline lining of the public collection systems. The Plan states during the 10-years between 2009 through 2018 it spent approximately \$1.3 million on this work. The Plan states that the City anticipates this continued level of effort reflecting \$130,000 per year in its Capital Improvement Program. The City completed a city-wide sump pump inspection and disconnection program in the 1990's. The Plan indicates that approximately 5% of the homes were built before 1975 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 (Section 53.05) which prohibits any water from roof, surface or ground water, sump pump, footing tile, swimming pools or other natural precipitation to be discharged into the sanitary sewer system. The Code further requires the disconnection of such connections once discovered. The City performed a citywide inspection of properties in the late 1990's for compliance of this ordinance and continues to conduct follow-up inspections with other inspection activities.

The Plan describes the sources, extent, and significance of existing I/I within the public collection system and provides a description of an implementation plan for preventing and eliminating excessive I/I from entering the private collection systems through a sump pump inspection and disconnection program. Using wastewater flow data for the period between 2013 through 2017, the City estimated average annual I/I and peak month I/I as a percentage of its annual flow. The Plan summarizes data that indicates that the City's annual I/I averages approximately 7% and annual peak month I/I averages about 17%.

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 and the regional wastewater system plan. Upon adoption of the Plan by the City, the action of the Council to approve the Comprehensive Sewer Plan becomes effective. At that time, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the approved Comprehensive Sewer Plan. A copy of the City Council Resolution adopting its Plan needs to be submitted to the Metropolitan Council for its records.

Advisory Comments

- The Plan states that in 2016 a Feasibility Study for the Big Sky Lift Station was completed, and that a portion of Credit River was anticipated to be served through this facility. The City needs to submit to the Council a copy of this Feasibility Study.
- Once executed, a copy of the intercommunity service agreement between the City and Credit River Township shall be forwarded to the Council for its files. The agreement needs to clearly define how costs associated with the municipal wastewater charges are to be collected or reimbursed by the two communities.
- Within 12-months after the local adoption of its comprehensive sewer plan, the Council will meet with the City to initiate discussions related to the acquisition of the trunk sewer system that is to provide service to Credit River.

Surface Water Management

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

The City of Savage lies within the oversight boundaries of the Scott (County) Watershed Management Organization, and the Lower Minnesota River and Prior Lake-Spring Lake Watershed Districts. The City's draft Local Water Management Plan (LWMP) update submitted to the Metropolitan Council (Council) in conjunction with the Plan on February 8, 2020, was reviewed under separate cover by Council Water Resources staff. Modifications were made to the plan based on the March 16, 2020, review letter and the LWMP was re-submitted for review on January 8, 2021. The revised LWMP is consistent with the Council's requirements for local surface water management plans and is consistent with Council policy and the Council's WRPP.

Advisory Comments

When available, Council staff request that the City provide to the Council the dates that each of the Watersheds approved the LWMP, and the date the City adopted the final LWMP. Council staff also request that the City provide the Council with a copy of the final adopted LWMP that will be included in the final Plan document that the City adopts.

Consistency with Council Policies

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

Forecasts

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

The Plan includes the Metropolitan Council forecasts (Plan table 1-5) for the City as shown below in Table 1 for reference.

Table 1. City of Savage Forecasts

	Census	Estimated	Council Forecasts		
	2010	2018	2020	2030	2040
Population	26,911	31,407	33,400	37,400	41,100
Households	9,116	10,532	11,600	13,000	14,300
Employment	6,753	8,551	8,100	8,800	9,400

All forecast tables throughout the Plan are consistent. The inventory and capacity of the City's land supply for 2040 accommodates their forecasted growth.

Thrive MSP 2040 and Land Use

Reviewer: Raya Esmaeili, CD – Local Planning Assistance (651-602-1616)

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. 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.

The existing land uses in the City are predominately residential (35%). Most of the existing commercial (2.5%) and industrial areas (7.9%) are near and adjacent to main transportation corridors. Approximately 23.5% of the City is park and open space (Figure 3).

The City plans to accommodate the majority of its growth through redevelopment, infill, and reuse of land. The Plan includes information about where residential redevelopment is expected (Figure 5) based on all projected development sites in the City.

The City plans for over 40% residential land by 2040 and most of the additional residential development is planned for higher densities. The future land use plan also includes additional capacity for the mixed use designation which is planned for at least 50% residential uses. The Plan also includes Special Area Plans that address distinctive vision, goals, and concept plans for a few areas within the City, namely Hamilton District and Savage Fen Wetland Complex which are identified in Figure 4 as overlay districts.

As shown in Table 2 below, the City’s overall minimum net density of development and redevelopment is 6.6 units per acre, which is consistent with Thrive for land use and residential density policies for a Suburban community.

Table 2. Planned Residential Density, City of Savage

Category	2019-2040 Change				
	Density Min	Density Max	Net Acres	Min Units	Max Units
Low Density Residential	2	6	174.3	349	1,046
Medium Density Residential	7	12	261.9	1,833	3,143
High Density Residential	14	20	52.1	730	1,043
Mixed Use*	16	24	30.9	494	741
TOTALS			519.2	3,406	5,972
			Overall Density	6.6	11.5

*At least 50% residential

Advisory Comment

The density ranges in the land use categories leave gaps for some planned development densities. Specifically, the Medium Density Residential (7-12 units/acre) and High Density Residential (14-20 units/acre) density ranges leave a gap for densities between 12 and 14 units per acre. Council staff encourage the City to ensure continuity in density ranges between different residential land use categories to reduce the need for future amendments to the Plan.

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 10,400 homes including 1,100 multifamily units and nearly 9,300 single-family homes. Approximately 1,600 homes are rented. More than 5,000 housing units are currently affordable to households earning under 80% of Area Median Income (AMI), however, nearly 1,900 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. There are 180 units affordable to households with income at or below 30% AMI and more than 700 cost burdened households with incomes at or below 30% AMI.

The Plan identifies existing housing needs including maintenance and reinvestment in existing housing stock, variety of housing types for all stages of life within a unified community of neighborhoods, and housing that respects natural environment while striving to provide the need for housing affordable to a range of income levels. The City has 180 units of publicly subsidized housing, more than 60 of which are reserved for people with disabilities.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 483 units; 291 of which are needed at prices affordable to households earning 30% of AMI or less, 190 of which are needed at prices affordable to households earning between 31 and 50% of AMI, and two of which are needed at prices affordable to households earning between 51 and 80% of AMI. As shown in Figure 6, the Plan

guides sufficient land expected to develop in the 2021-2030 time period at a minimum of eight units per acre to allow for development of at least 730 new housing units.

The housing implementation plan component of the Plan describes that the City will continue to partner with Scott County Community Development Authority (CDA) to connect residents to programs run by the County, including homebuyer assistance programs, housing choice voucher assistance, and foreclosure prevention. The Plan also indicates that the City will continue to seek funding opportunities for housing from the Livable Communities Act program and Minnesota Housing's consolidated RFP. The City states that they will consider a local 4d program and prioritize TIF projects that include affordable housing for non-senior populations on redevelopment sites that have been identified on the City's future land use plan.

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. Since 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 an initial LWSP in 2016 that was submitted to both the Minnesota Department of Natural Resources (DNR) and Metropolitan Council and reviewed separately. That initial plan was considered incomplete by the Council, and this conclusion was shared with the DNR on July 5, 2017. The City submitted a revised LWSP on March 5, 2019. The revised LWSP was considered complete by the Council. The DNR approved the revised LWSP in a letter to the City dated July 29, 2019. The updated and consolidated 2040 Plan received by the Council on March 1, 2021, includes the DNR-approved LWSP as Appendix D.

Advisory Comments

If changes are made to the LWSP 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 that there are 106 properties served by SSTS's within the City. Two of these systems have been identified as non-conforming and have been scheduled for abandonment with the property connecting to the local sanitary sewer system. All residential and commercial properties are required by Code to be connected to the local sanitary sewer system, if service to the local system is available within 200 feet of the property. Scott County administers the regulation and oversight of the SSTS program for 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).

Aggregate Resource Protection

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

The Plan identifies, consistent with the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, the presence of viable deposits of aggregate

resources in the City. Many of the resources lie under areas that have already been urbanized, but one area is presently being mined in the southwest corner of the City. The City's Land Use Code Chapter 152, Sections 560 - 575 contain provisions for mining activities as an interim use in all zoning districts of the City.

Historic Preservation

Reviewer: Raya Esmaeili, CD – Local Planning Assistance (651-602-1616)

The Plan includes a historic preservation section that outlines the rich history of the City. It also acknowledges that there are no comprehensive inventories of historically significant structures or sites for the City. However, the Plan includes information about the Scott County Historical Society and their role in maintaining the historical information about the sites and structures within the City. The Plan further includes goals and policies related to historical preservation of structures and small areas within the identified special areas of Hamilton District and Trunk Highway 13 corridor.

Plan Implementation

Reviewer: Raya Esmaeili, CD – Local Planning Assistance (651-602-1616)

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

The Plan, with supplemental materials, describes the official controls and fiscal devices that the City will employ to implement the Plan. Specific implementation goals are contained in individual chapters of the Plan, as well as a detailed implementation matrix that identifies all the actions, responsible unit, and schedule of completing them, with capital improvements planning detailed in Appendix C of the Plan.

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

The 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

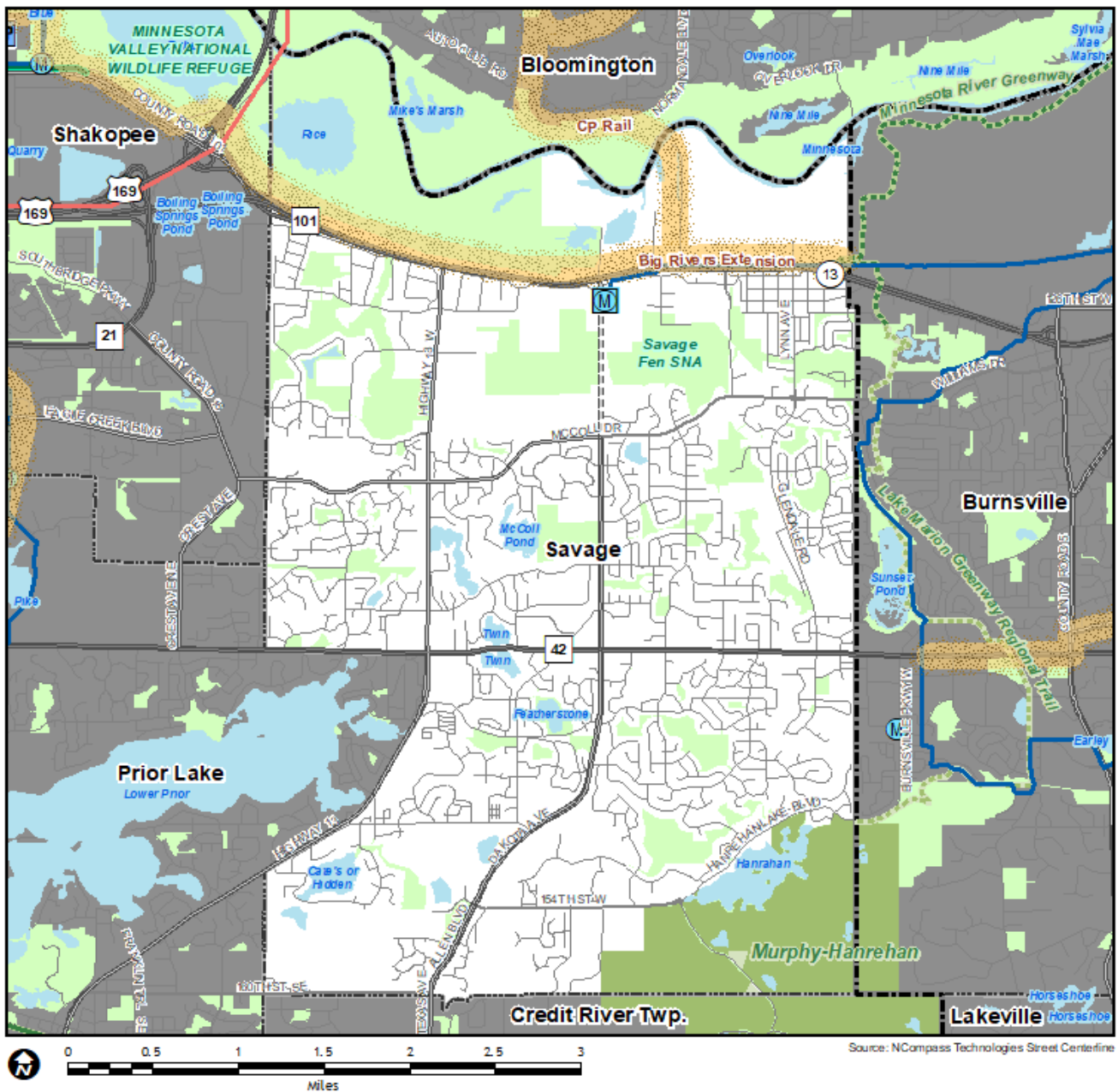
In response to the 2015 System Statement, the City submitted the following documents for review:

- February 8, 2020: City of Savage 2040 Comprehensive Plan
- February 25, 2020: Adjacent and Affected Jurisdiction Review
- May 27, 2020: Revised 2040 Comprehensive Plan Responding to Council Incomplete Items for Wastewater, Regional Parks and Trails, Transportation, Forecasts, Land Use, Housing, Surface Water Management, Water Supply, Implementation, Mapping, and Solar Access Protection and Development
- January 8, 2021: Supplemental Information for Wastewater and Surface Water Management
- January 15, 2021: Supplemental Information for Wastewater
- February 5, 2021: Supplemental Information for the Sanitary Sewer Plan
- March 1, 2021: Updated and Consolidated 2040 Comprehensive Plan

Attachments

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

Figure 1. Location Map with Regional Systems



Regional Systems

Transportation

Transitways
2040 Transportation System Policy - adopted January 2015

- Existing
- Planned Current Revenue Scenario
- Planned Current Revenue Scenario - CTIB* Phase 1 Projects
- Potential Increased Revenue Scenario

Regional Highway System

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

Recreation Open Space

- Regional Parks**
- Existing (Open to Public)
 - In Master Plan (Not Open to Public)
 - Planned Units
- Regional Trails**
- Existing (Open to Public)
 - Existing (Not Open to Public)
 - Planned

Wastewater

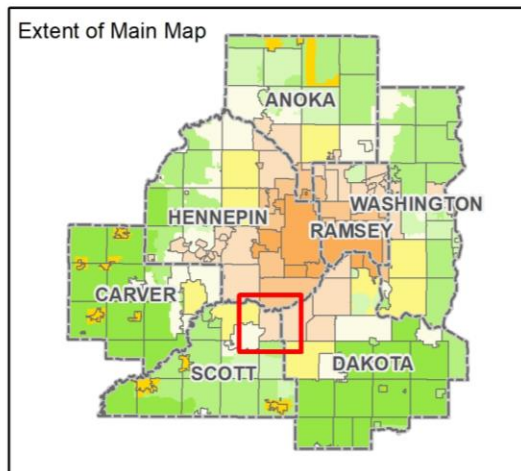
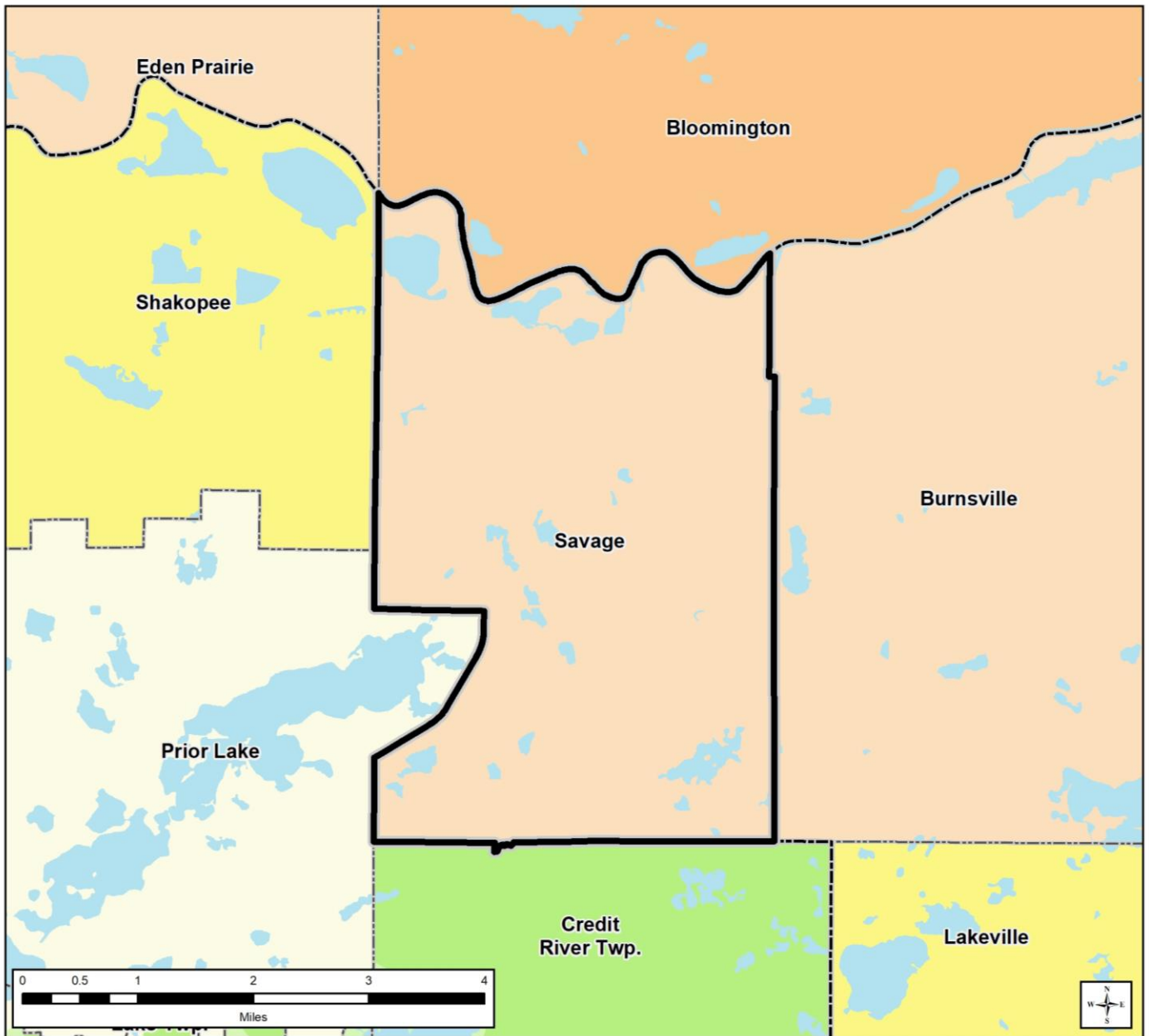
- Meters
- Lift Stations
- MCES Interceptors
- MCES Treatment Plants

Regional Park Search Areas and Regional Trail Search Corridors

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

* Counties Transit Improvement Board (CTIB)

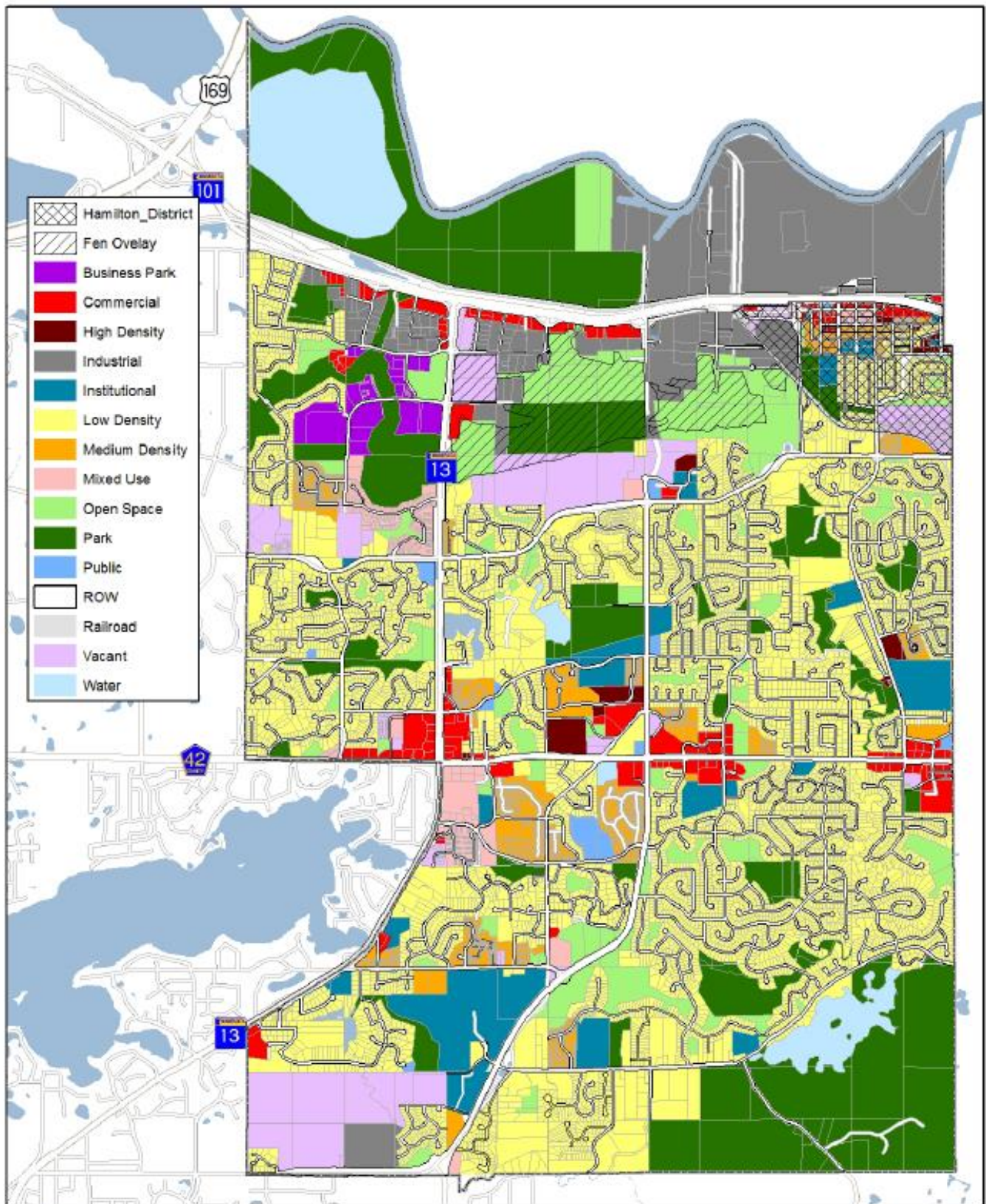
Figure 2. Thrive MSP 2040 Community Designations



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
2040 Comprehensive Plan
City of Savage

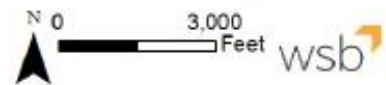
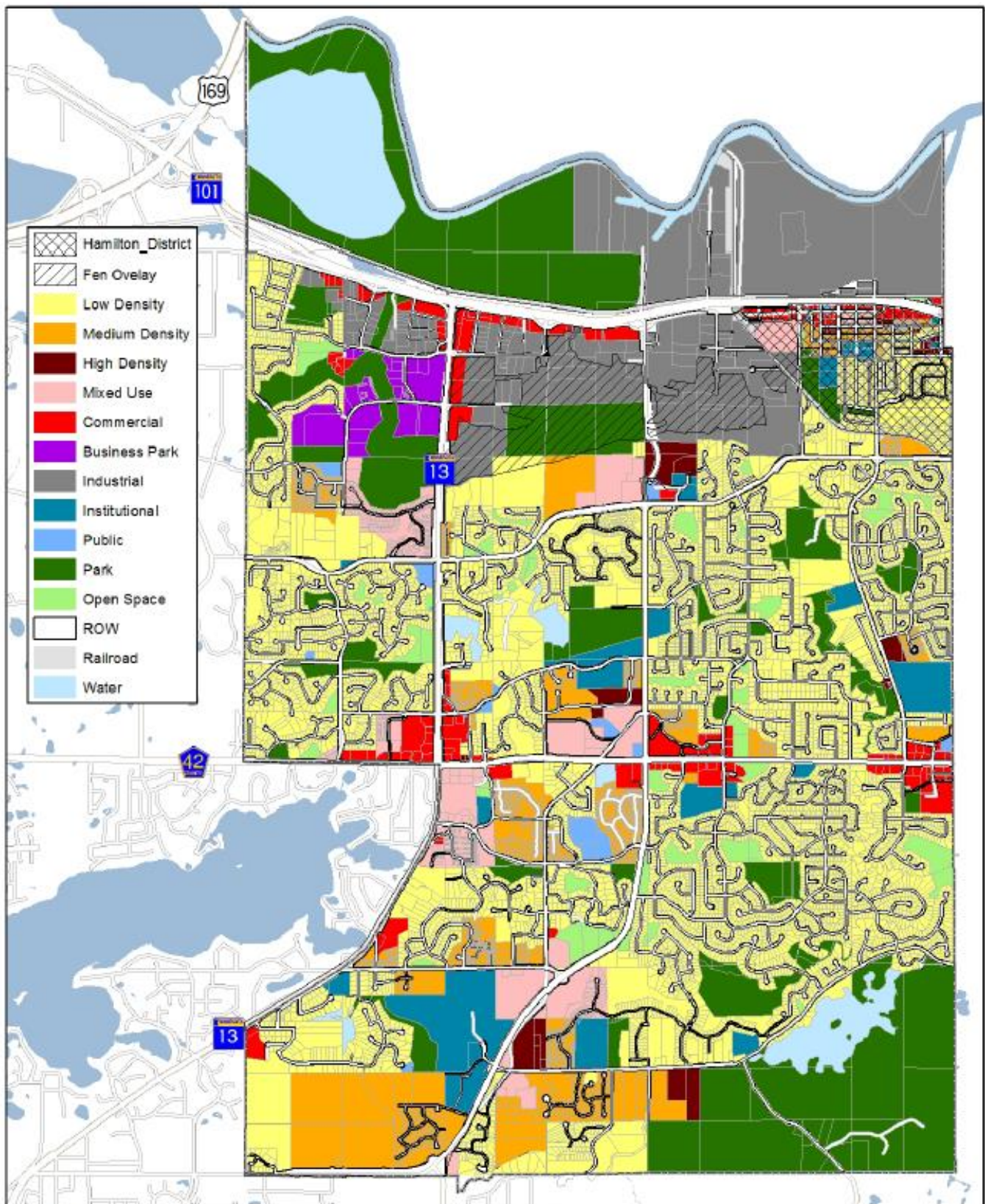


Figure 4. 2040 Future Land Use



Future Land Use
2040 Comprehensive Plan
City of Savage

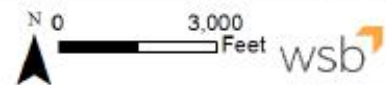


Figure 5. Land Projected for Development/Redevelopment

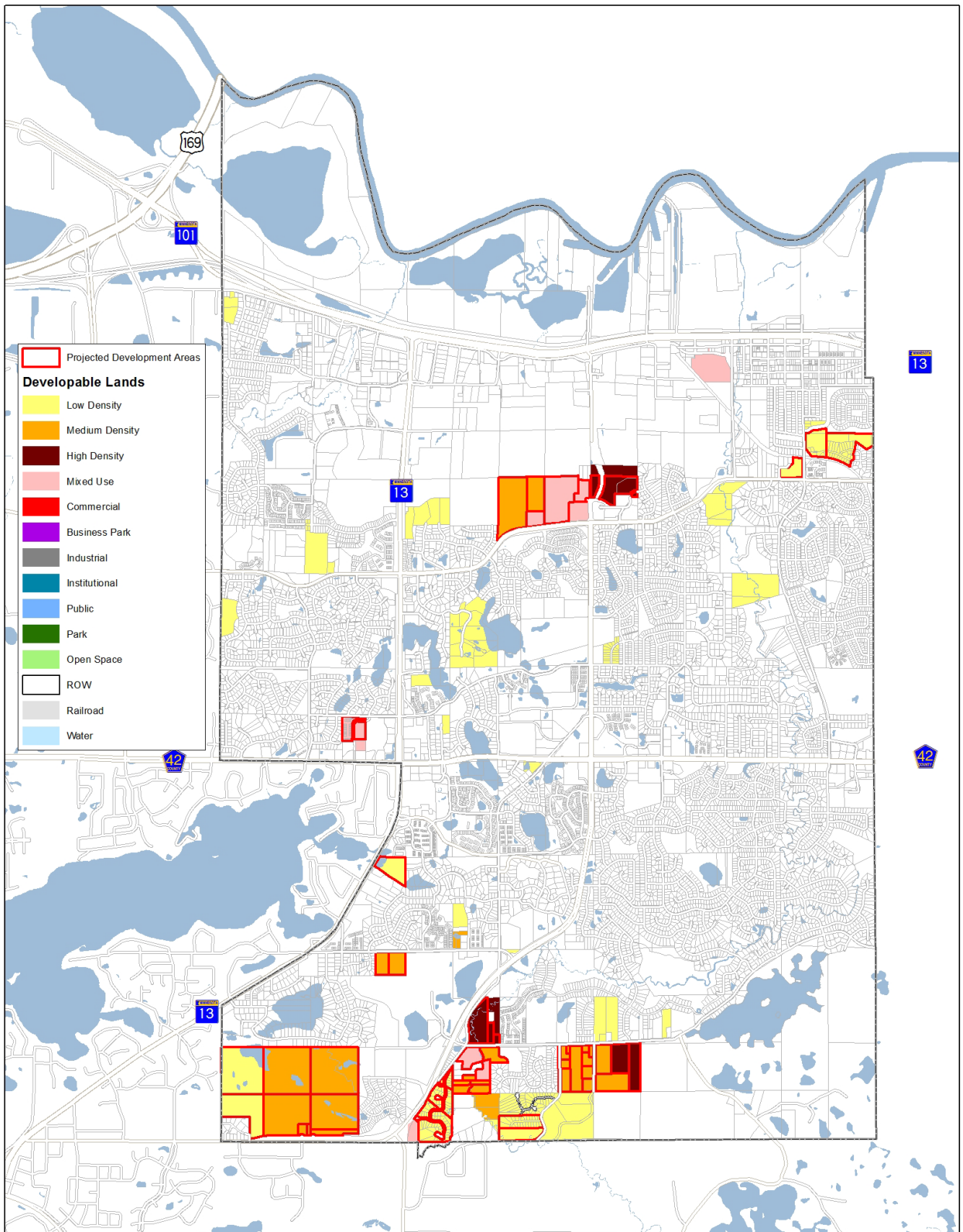


Figure 6. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **483 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	52.14		14		100%		730
Mixed Use	40.00		16		50%		320
Total	52						730

Sufficient/(insufficient) units possible against share of regional need: **247**

Affordable units built since 2021: **0**

Sufficient/(insufficient) units possible adjusted for affordable units built: **247**

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

