

Business Item

Community Development Committee



Committee Meeting Date: August 15, 2022

For the Metropolitan Council: August 24, 2022

Business Item: 2022-188

City of Newport, Newport Transit Station Area Comprehensive Plan Amendment, Review File 21915-2

District(s), Member(s):	District 13, Chai Lee
Policy/Legal Reference:	Metropolitan Land Planning Act (Minn. Stat. § 473.175)
Staff Prepared/Presented:	Patrick Boylan, Planning Analyst (651-602-1438) Angela R. Torres, Local Planning Assistance Senior Manager (651-602-1566)
Division/Department:	Community Development / Regional Planning

Proposed Action

That the Metropolitan Council adopt the attached Review Record and take the following actions:

1. Authorize the City to place its comprehensive plan amendment into effect.
2. Revise the City's forecasts in 2030 and 2040 as shown in Table 1 in the Review Record.
3. Revise the City's affordable housing need allocation for 2021-2030 to 101 units.
4. Find that the 2040 Plan is fully consistent with the Council's *Housing Policy Plan*.

Background

The City submitted the Newport Transit Station Area comprehensive plan amendment on April 20, 2022, with supplemental information most recently received on August 2, 2022. The amendment proposes to reguide 12.7 acres from Commercial/Business Park to Mixed Commercial/Residential Station Area. The amendment site is located south of I-494 and west of Highway 61. This is the City's first amendment to its 2040 Comprehensive Plan.

The City's 2040 Comprehensive Plan was authorized by the Council on April 10, 2019. The staff report comments on the 2040 Plan identified that the housing implementation section needed to consider several additional housing tools to address the City's identified housing needs to be fully consistent with the Council's *Housing Policy Plan*. The supplemental information submitted to the Council as part of this amendment addresses the 2040 Plan staff report advisory comments for housing. See the housing section of this report for details.

Rationale

The proposed amendment conforms to regional system plans, is consistent with Council policies, and is compatible with the plans of other local communities and school districts.

Thrive Lens Analysis

The proposed amendment 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 opposition.



REVIEW RECORD

City of Newport

Newport Transit Station Area Comprehensive Plan Amendment

Review File No. 21915-2, Business Item No. 2022-188

BACKGROUND

The City of Newport (City) is located in southwestern Washington County, bordered by St. Paul and Maplewood to the north, South St. Paul and Inver Grove Heights to the west, St. Paul Park to the south, and Cottage Grove and Woodbury to the east.

Thrive MSP 2040 (Thrive) designates Newport with a “Suburban” community designation. The Council forecasts from 2020 to 2040 that the City will grow from 3,600 to 4,450 population and 1,530 to 2,100 households. The Council also forecasts that between 2020 and 2040, the City’s employment will increase from 1,990 to 2,100 jobs.

The Metropolitan Council reviewed the City of Newport 2040 Comprehensive Plan ([Business Item 2019-60 JT](#), Review File No. 21915-1) on April 10, 2019. This is the first comprehensive plan amendment since the 2040 Plan was reviewed.

REQUEST SUMMARY

The amendment proposes to reguide 12.7 acres from Commercial/Business Park to Mixed Commercial/Residential Station Area located south of I-494 and west of Highway 61. The purpose of the amendment is to align the future guiding land uses surrounding the Newport Transit Station with the existing zoning district.

The amendment also revises the Housing Chapter to respond to staff report comments advising additions to the housing implementation section needed to be fully consistent with the Council’s *Housing Policy Plan*.

OVERVIEW

Conformance with Regional Systems

The amendment conforms to the Regional System Plans for Parks, Transportation (including Aviation), and Wastewater, with no substantial impact on, or departure from, these plans.

Consistency with Council Policies

The amendment is consistent with *Thrive MSP 2040*, with the *Housing Policy Plan*, with water resources management, and is consistent with Council forecasts, with the proposed changes.

Compatibility with Plans of Adjacent Jurisdictions

The amendment will not have an impact on adjacent communities, school districts, or watershed districts, and is compatible with the plans of those districts.

PREVIOUS COUNCIL ACTIONS

- The Council acted on the 2040 Plan on April 10, 2019 ([Business Item 2019-60 JT](#), Review File No. 21915-1).

ISSUES

- I. Does the amendment conform to the regional system plans?
- II. Is the amendment consistent with Thrive MSP 2040 and other Council policies?
- III. Does the amendment change the City’s forecasts?



- IV. Is the amendment compatible with the plans of adjacent local governmental units and affected jurisdictions?

ISSUES ANALYSIS AND FINDINGS

Conformance with Regional Systems

The amendment conforms to the regional system plan for Regional Parks, Transportation, and Wastewater, with no substantial impact on, or departure from, these system plans. Additional review comments are included below.

Regional Parks

Reviewer: Colin Kelly, Community Development (CD) – Regional Parks (651-602-1361)

The proposed amendment conforms to the 2040 Regional Parks Policy Plan.

Wastewater Service

Reviewer: Roger Janzig, Environmental Services (ES) – Wastewater Planning and Community Programs (roger.janzig@metc.state.mn.us)

The proposed amendment conforms with the 2040 Water Resources Management Policy Plan. The Metropolitan Disposal System has adequate capacity for this project location.

Transportation

Reviewer: Bethany Brandt-Sargent, Metropolitan Transportation Services (MTS) (651-602-1725)

The proposed amendment conforms to the 2040 Transportation Policy Plan (TPP). The amendment accurately responds to updates to the TPP.

Consistency with Council Policy

The amendment is consistent with Council policies for forecasts, land use, housing, sub-surface sewage treatment systems, and water supply. Additional review comments are detailed below.

Forecasts

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

In supplemental information, the City consents to a communitywide forecast adjustment of +90 households and +250 population. The forecast will be revised as shown in Table 1 below (revised numbers underlined).

Table 1 City of Newport Forecasts

	Census 2020	Council's Current Forecasts			Proposed Forecast		
		2020	2030	2040	2020	2030	2040
Population	3,797	3,600	4,050	4,450	3,600	<u>4,300</u>	<u>4,700</u>
Households	1,473	1,530	1,840	2,100	1,530	<u>1,930</u>	<u>2,190</u>
Employment	1,635	1,990	2,070	2,100	1,990	2,070	2,100

With this forecast revision, the 2021-2030 Affordable Housing Need for Newport will increase to: 49 units at <=30% AMI, 0 units at 31-50% AMI; 52 units at 51-80% AMI; 101 affordable units total.

The Metropolitan Council will approve this forecast revision and Affordable Housing Need calculation, simultaneous with action on the amendment.

Thrive MSP 2040 and Land Use

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

The amendment is consistent with regional policy for land use. *Thrive MSP 2040* identifies the City as a Suburban community and directs communities in this designation to plan for development and redevelopment at overall minimum densities of 5 units per acre. The amendment proposes to reguide 12.7 acres from Commercial/Business Park to Commercial/Residential Station Area located at southwest of the I-494 and US Hwy 61 interchange which is within the identified Red Rock Corridor Station Area (see Figure 2).



The purpose of the amendment is to align the future land uses surrounding the Newport Transit Station with the existing zoning district. Associated text revisions will remove references to non-existing districts and align permitted densities between existing zoning and future land use categories. There is not a development proposed for the site at this time.

The additional acres reguided will add a minimum of 152 units to the expected development to 2040. There was a computational error in the planned residential density table of the 2040 Plan staff report (Business Item 2019-60 JT, Review File No. 21915-1). Table 2 below reflects the correct calculations, including the changes requested in the amendment.

The amendment adds acres to the Mixed Commercial/Residential Station Area category and increases the overall expected minimum density from 8.0 to 8.7 units per acre as shown in Table 2. The Plan remains consistent with Council land use policy.

Table 2 Planned Residential Density, City of Newport

Category	2020-2040 Change				
	Min Density	Max Density	Net Acres	Min Units	Max Units
Mixed Residential	5	20	88	440	1,760
Mixed Commercial/Residential Station Area*	20	50	29.62	592	1,481
Mixed Commercial/Residential*	8	20	15	120	450
	TOTALS			1,152	3,691
	Overall Density			8.7	27.8

*60% residential

Station Area Planning

The 2040 Transportation Policy Plan (TPP) calls for Suburban communities, with planned highway bus rapid transit (BRT), to guide a minimum of 10 residential units per acre and target 20-40+ units per acre within the BRT transitway station area (area within a 10-minute walk or ½ mile).

The amendment site is within the City’s completed Master Plan for redevelopment in the Newport Red Rock Redevelopment Area around the Newport Transit Station. Future Land Use guides the area around the Newport Transit Station guided as Mixed Commercial Residential land use category that would permit densities between 20-50 units per acre. The amendment request is consistent with the TPP policy for BRT minimum densities.

Housing

Reviewer: Ashleigh Johnson, CD – Housing (651-602-1106)

The amendment is consistent with the *Housing Policy Plan (HPP)*. In the review of the 2040 Plan, staff found the Plan to be *substantially* consistent with the HPP. Supplemental material provided with the current proposal amended Table 9.7 in the Plan which considered the remaining widely known housing tools as outlined in the 2040 Plan Staff Report (Business Item 2019-60 JT, Review File No. 21915-1). Staff has determined that with these changes, the Plan is now *fully* consistent with the HPP.

The City currently provides sufficient land to address its share of the region’s 2021-2030 need for affordable housing, which increases to 101 units with the proposed forecast change. The proposed amendment will allow for the construction of higher density residential development and increases the City’s inventory of land guided to support the development of low- and moderate-income housing. Including this amendment, the City will be guiding 13 acres of higher density residential land such that at least 104 units could be built (Figure 4). This amendment will allow the City to implement their housing element and does not hinder the efforts to address its share of the region’s need for affordable housing in the 2021-2030 decade.

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

The proposed amendment is compatible with the plans of adjacent jurisdictions. No compatibility



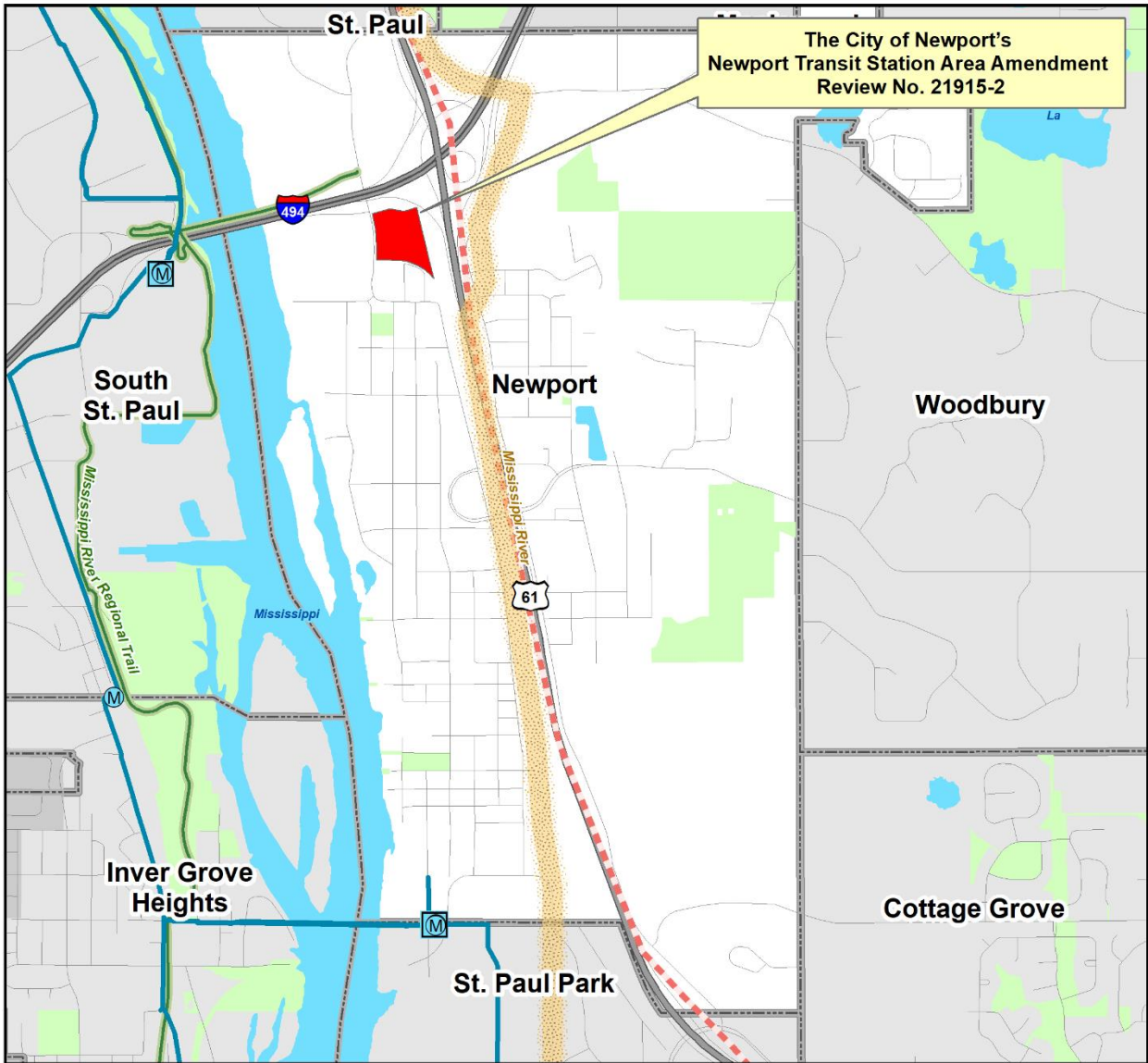
issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

ATTACHMENTS

- Figure 1: Location Map Showing Regional Systems
- Figure 2: Location Map Showing Community Designations
- Figure 3: Current Land Use Guiding
- Figure 4: Proposed Land Use
- Figure 5: Land Guided for Affordable Housing



Figure 1. Location Map Showing Regional Systems



Metropolitan Council



Regional Systems

Regional Transitways

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

Wastewater Treatment

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

Regional Highway System

- Interstates
- US Highways
- State Highways
- County Roads
- Ncompass Street Centerlines

Regional Parks

- Existing (Open to Public)
- In Master Plan (Not Open to Public)
- Planned Units
- Other Parks, Preserves, Refuges and Natural Areas

Regional Trails

- Existing (Open to Public)
- Existing (Not Open to Public)
- Planned Regional Trails
- Regional Trail Search Corridors

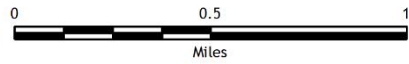
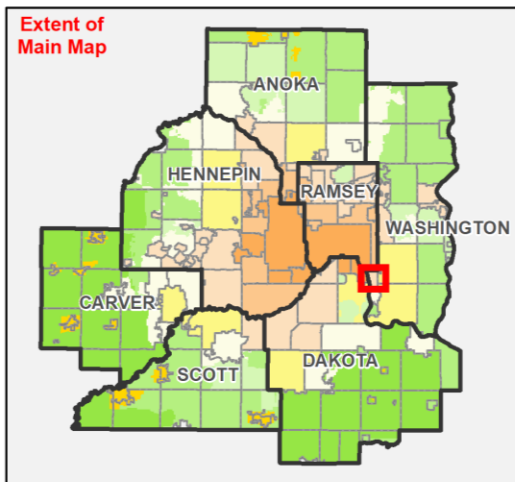
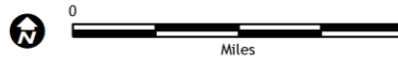
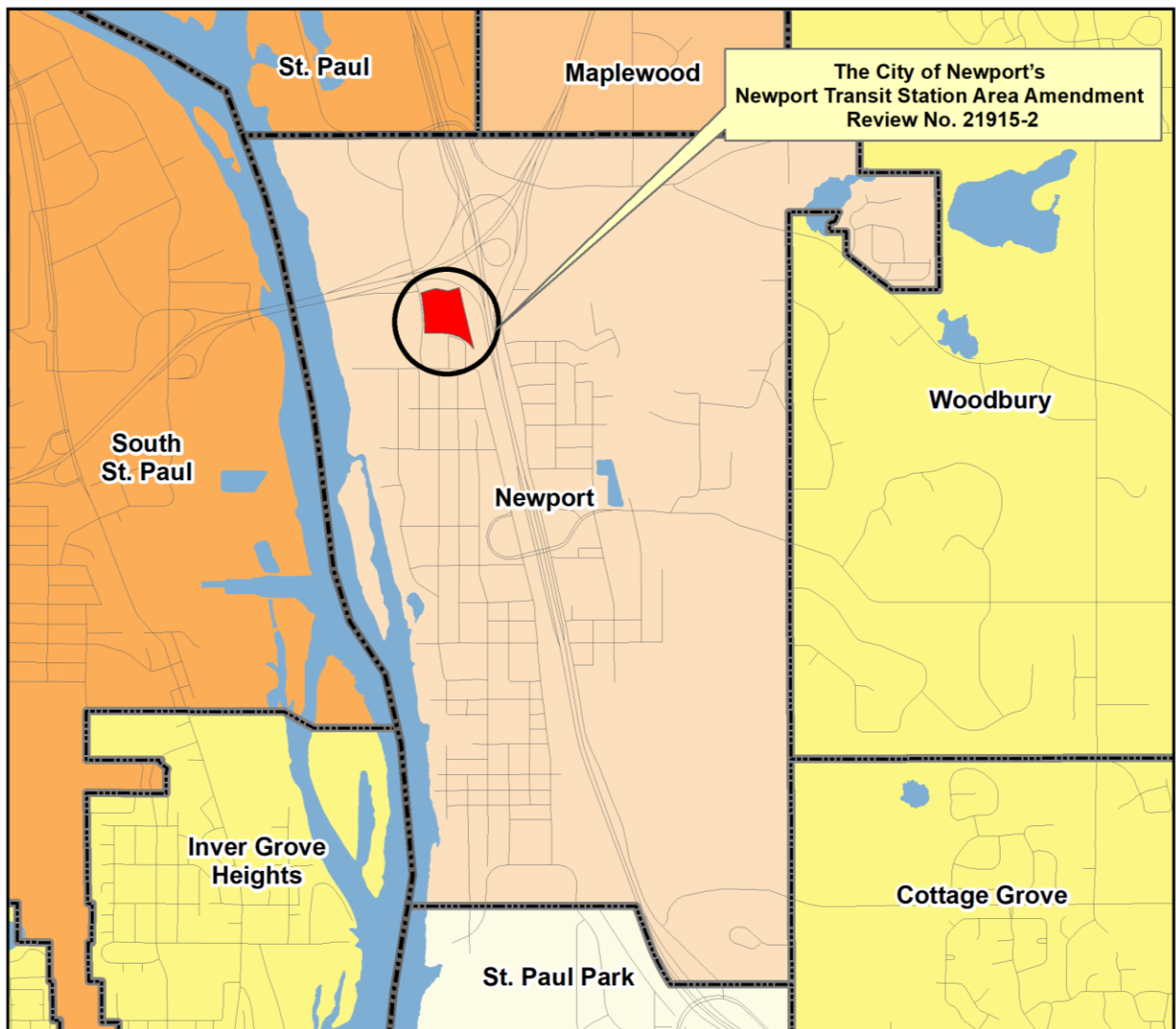


Figure 2. Location Map Showing Community Designations



ThriveMSP 2040 Community Designations

- Agricultural
- Rural Residential
- Diversified Rural
- Rural Center
- Emerging Suburban Edge
- Suburban Edge
- Suburban
- Urban
- Urban Center
- Ncompass Street Centerlines



Figure 3. Current Land Use Guiding

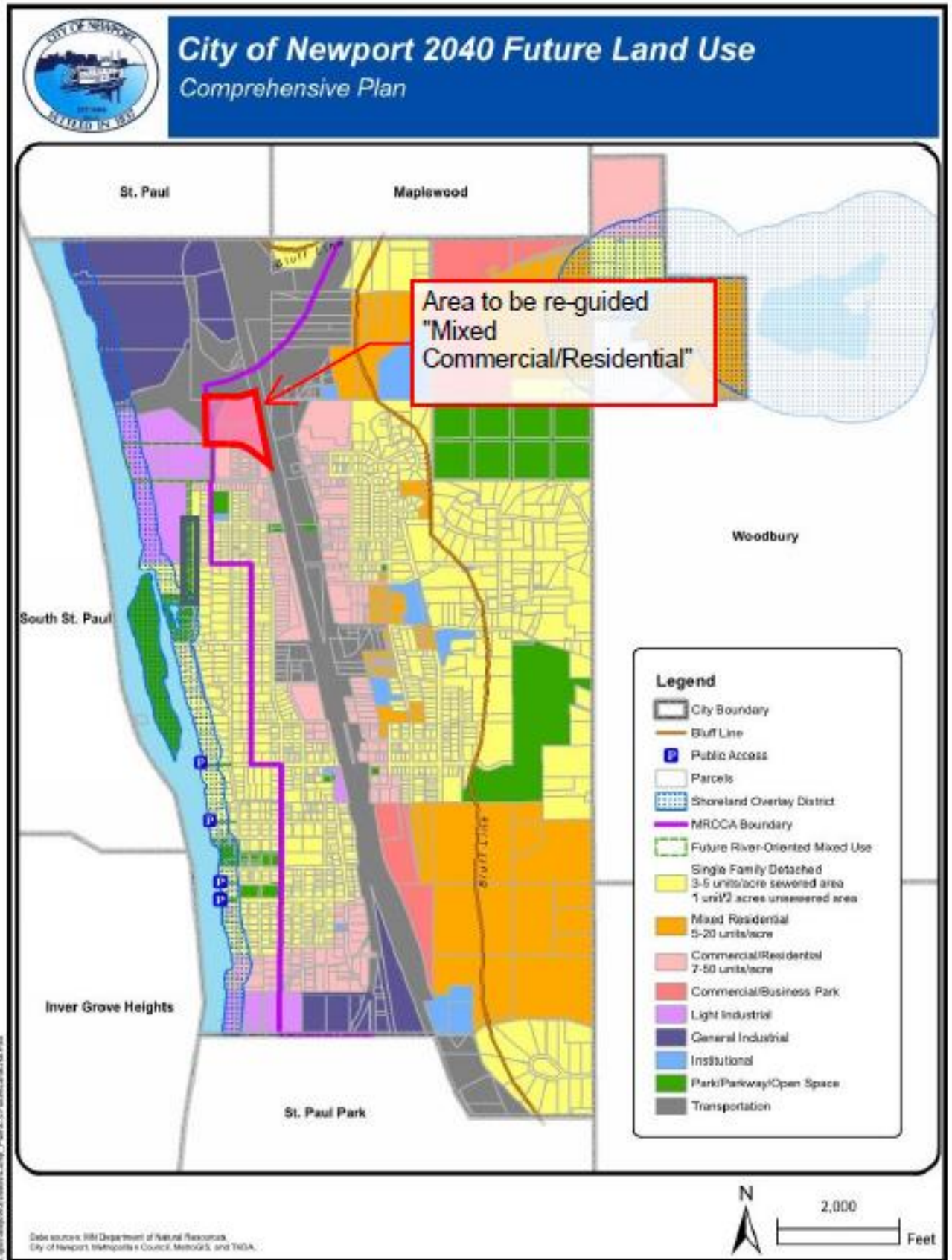


Figure 4. Proposed Land Use Guiding

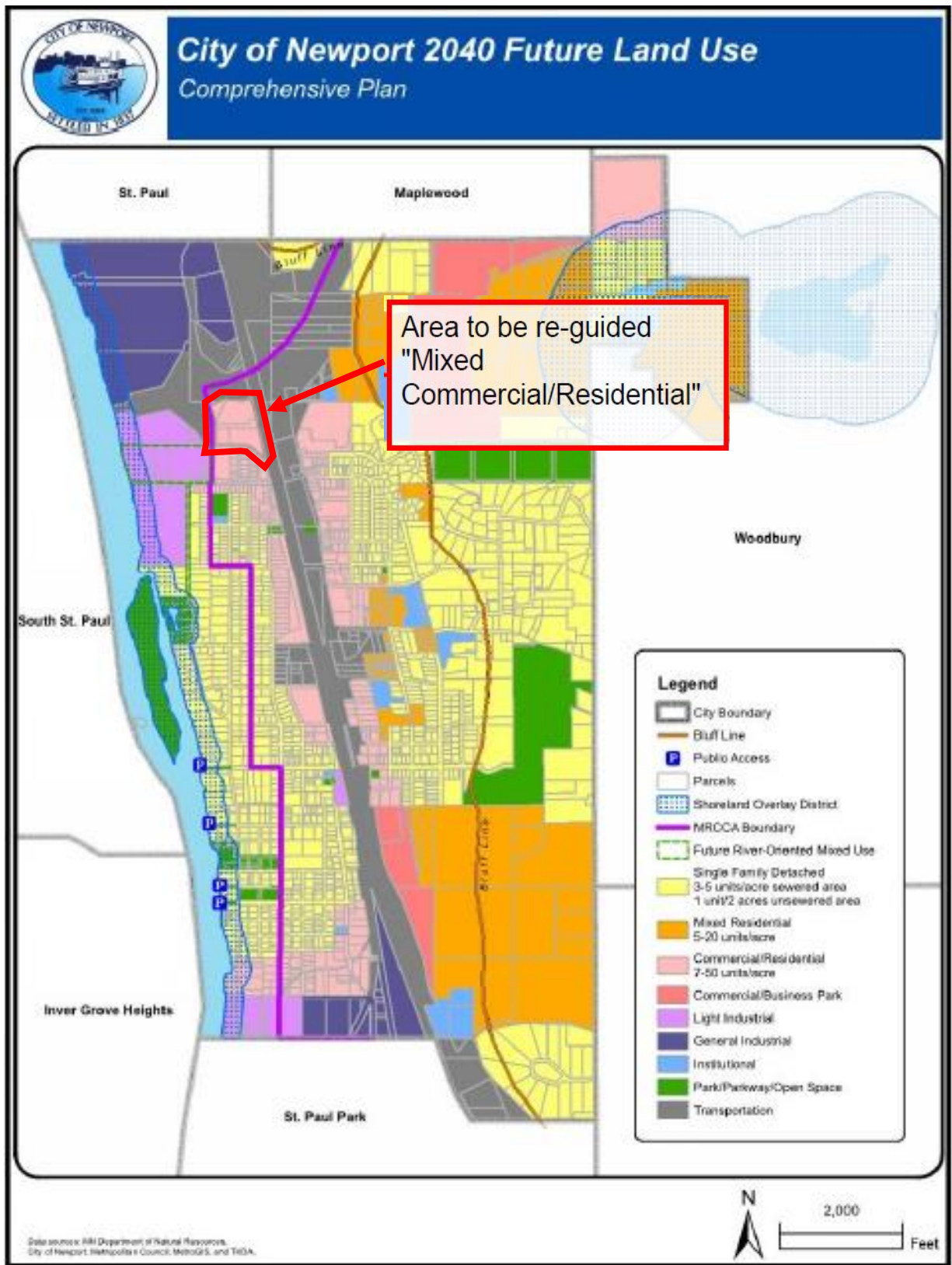


Figure 4. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **101 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
Mixed Commercial/ Residential 8-30 U/A	13		8		100%		104
Mixed Commercial/ Residential 20-50 U/A	0		20		100%		0
Total	13						104

Sufficient/*(insufficient)* units possible against share of regional need: **3**
 Affordable units built since 2021: **0**
 Sufficient/*(insufficient)* units possible adjusted for affordable units built: **3**
 Number of Comp Plan Amendments approved since Comp Plan Update: **0**

