

Community Development Committee

Meeting date: August 19, 2019

Environment Committee

Meeting date: August 27, 2019

For the Metropolitan Council meeting of September 25, 2019

Subject: City of Columbia Heights 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 21956-1

District(s), Member(s): District 2, Reva Chamblis

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

Staff Prepared/Presented: Eric Wojchik, Senior Planner, Local Planning Assistance (651-602-1330)
Angela R. Torres, Local Planning Assistance Manager (651-602-1566)
Kyle Colvin, Engineering Programs, Manager (651-602-1151)

Division/Department: Community Development / Regional Planning
Environmental Services / Technical Services

Proposed Action

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

Recommendations of the Community Development Committee

1. Authorize the City of Columbia Heights 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 Comprehensive Sewer Plan component of the City of Columbia Heights's 2040 Comprehensive Plan.

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Columbia Heights 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. Stats. §§ 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 Plan, including its Comprehensive Sewer Plan component, must be submitted to the Council.

Background

The City of Columbia Heights is located in southern Anoka County, surrounded by the communities of Fridley to the north and west, New Brighton and Saint Anthony to the east, and Minneapolis to the south. The City of Hilltop is entirely enclosed within the City (Figure 1).

The City of Columbia Heights 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 Columbia Heights 2040 Comprehensive Plan

Review File No. 21956-1, Business Item No. 2019-326-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, AICP, Community Development (CD) – Regional Parks (651-602-1361)

The Plan conforms to the 2040 Regional Parks Policy Plan for the Regional Parks System element. Anoka County would be the implementing agency for the Regional Parks System components in the City of Columbia Heights; however, there are no Regional Parks System components in the City. There are also 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. 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 Roadways system element of the TPP. There are no metropolitan highways within the City's boundaries, although the Plan notes that University Avenue (TH 47) and Central Avenue (TH 65), both minor arterials, link the City to I-694.

The Plan accurately reflects the regional functional classification map of A-minor arterials and delineates other arterials and major collectors. The City has no minor collectors.

The Plan identifies all the required characteristics of the City's roadways, including existing and future functional class and existing and forecasted traffic volumes for principal and A-minor arterials. Traffic forecasting was done consistent with regional methodology. The Plan analyzes these future forecasts against road capacity. This analysis identified a short stretch of 53rd Avenue that may be over capacity and three roads that may approach their design capacities by 2040. The Plan describes the Anoka County guidelines which the City uses to manage access for all of its roads. There are also sections analyzing roadway safety, autonomous and connected vehicles, system preservation needs and considerations in addressing these needs, and a map of roadway jurisdiction.

Transit

The Plan shows the location of existing transit routes and the Transit Center near Central and 41st Avenue NE and acknowledges that the City is within Transit Market Area II. The Plan discusses Metro Transit's 2011 Arterial Transitway Corridor Study and the Central Avenue Arterial BRT that was analyzed in that

study. The Plan states that this BRT is not part of the fiscally constrained transit plan adopted in the TPP in 2015, but notes that the City will work with Fridley when making improvements to the trails and intersections on 53rd Avenue to accommodate any future BRT stops along 53rd Avenue.

Aviation

The Plan conforms to the Aviation system element of the TPP. There is no existing or planned airport within Columbia Heights, and currently no structures taller than 200 feet. The Plan does discuss notifying the FAA about any tall structures proposed in the future and includes policies that protect regional airspace from obstructions.

Bicycling and Walking

The Plan is consistent with the Bicycling and Pedestrian chapter of the TPP. Figure 6-12 identifies existing on-road bicycle facilities and County trails as well as the two Regional Bicycle Transportation Network (RBTN) corridors within the City (one centered on Central Avenue is Tier II, and a parallel corridor near the eastern boundary is Tier I). Figure 7-2 shows the Recommended Bike Route Network. The Plan also has an extensive discussion of pedestrian safety including a list of possible safety improvements. The Plan discusses Complete Streets and Safe Routes to School, as well as bicycling amenities as a TDM strategy. The Plan includes a bicycle and pedestrian discussion in both the Transportation and Parks and Open Space chapters and acknowledges the separate Bike Plan for the City.

The Plan is consistent with the Bicycle 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 proposes preferred alignments for RBTN corridors found on CSAH 81/Bottineau Boulevard and CSAH 30 and clearly identifies the alignments 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 includes heavy commercial vehicle traffic counts (Figure 6-5) and identifies truck routes within the City. It identifies CP and BNSF railroads that run within the City. It also acknowledges the recent (and growing) changes of freight movement in and through the community, especially as it relates to e-commerce and direct to home deliveries.

Transportation Analysis Zones (TAZs)

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

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 of Urban Center and applicable TPP policies for high frequency bus routes. (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 forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by Metropolitan Council Environmental Services. All wastewater generated within the City is conveyed through Council Interceptors; 1-MN-305, 1-MN-306, 1-MN-307, 4-FR-440, and 4-HT-100. All wastewater is treated at the Council's Metropolitan Wastewater Treatment Plant in St. Paul. The Plan projects that the City will have 9,300 sewered households and 4,600 sewered employees by 2040. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's forecasted growth.

The Plan provides sanitary flow projections in 10-year increments. The rationale for the projections is given in the Plan and determined appropriate for planning local services. The 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 community's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in the local municipal (city) and private (private property) sanitary sewer systems; including a summary of activities and programs intended to mitigate I/I from both public and private property sources including an annual sewer pipe lining and replacement, maintenance hole inspection and rehabilitation including cover replacement and casting, ring and joint sealing, and a private property service lateral inspection and assessment program that form the basis for developing a city-wide foundation drain disconnection and private service lateral lining and replacement program. The City's capital improvement program includes \$150,000 per year on sewer inspection, data collection and lining through 2021. The Plan identifies strategies for reducing I/I in the private system through public education efforts, encouraging voluntary inspection of private service laterals, and exploring grants or other financial assistance programs for private property owners wishing to repair or replace their service lateral.

The Plan describes the requirements and standards for minimizing I/I and references City Code (8.704) that prohibit clear water discharges from sump pumps, footing tiles roof drains, foundation drains, swimming pools and other surface water sources to the sanitary sewer system. The City also has a point-of-sale program that requires the seller to request an inspection to verify conformance with the Code, and requires the disconnection of such connections if discovered, prior to the closing date of the property. The Plan also references a "future" foundation drain disconnection program.

The Plan describes the sources, extent, and significance of existing I/I within the entire wastewater collection system by comparing dry weather versus peak month wastewater flow data. The analysis shows that infiltration in the M106 meter shed is the most significant of the three meter sheds within the City. Peak month flow data suggests that inflow in the M106 meter shed is also more significant than in the other two meter sheds. The Plan states that the City has spent an average of \$125,000 per year since 2013 on I/I mitigation work in meter shed M106. The analysis shows that additional work in the M106 meter shed is required and the Capital Improvement Program shows a focus of work in this meter shed.

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 Council for its records.

Surface Water Management

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan is consistent with Council policy requirements and conforms to the WRPP for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans. Columbia Heights lies within the oversight boundaries of the Rice Creek Watershed District and the Mississippi Watershed Management Organization. The City submitted a draft Local Water Management Plan (LWMP) update to the Council in November of 2017. Council Water Resources staff reviewed and commented on the draft LWMP to the City and two watersheds in a letter dated December 8, 2017. The LWMP was approved by the Rice Creek Watershed District on May 23, 2018 and by the Mississippi Watershed Management Organization on May 8, 2018. The City adopted the final LWMP on December 10, 2018. The Plan incorporates the City's final LWMP in Appendix D.

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 and as detailed below.

Forecasts

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

The Plan includes the Council's forecasts for the City (Table 1-1). For reference, the Council's forecasts are shown in Table 1 below.

Table 1 – Metropolitan Council Forecasts, City of Columbia Heights

	Census 2010	Estimated 2017	Council Forecasts		
			2020	2030	2040
Population	19,496	20,153	20,500	21,800	23,100
Households	7,926	8,170	8,400	8,900	9,300
Employment	3,484	3,941	4,280	4,440	4,600

Advisory Comments

The Plan appears to have enough land guided to accommodate future household growth. The 2017 household estimates for Columbia Heights are 8,170, which suggests that the City will need to accommodate 1,130 total units by 2040. The Plan identifies approximately 30.7 acres available for redevelopment by 2040 (Table 3-3). If this acreage is developed at the mid-density range or lower, the City may not meet the 2040 forecasts. The city should keep this in mind as they consider prospective development projects in the future.

Thrive MSP 2040 and Land Use

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

The 2040 Comprehensive 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.

The existing land uses in Columbia Heights are predominately residential (54%), most of the existing commercial/office (4.8%) and industrial areas (2.9%) are near transportation corridors. Approximately 5.8% of the City is parks/open space (Figure 3).

The Plan identifies new growth areas at densities that exceed Urban Center the minimum requirement for density policy. The expected overall density of the new residential growth in the City is at least 20.79 units per acre as shown in Table 2 below. This overall density is consistent with regional Urban Center community policies which require an average net residential density of at least 20 units per acre in areas of new development and redevelopment.

Table 2. Planned Residential Density, City of Columbia Heights

Category	2020-2040 Change				
	Density		Net Acres	Min Units	Max Units
	Min	Max			
High Density Residential	15	35	12.73	190	445
TOD (70% residential)	25	50	8.67	216	433
Transitional (50% residential)	25	50	9.33	233	466
	TOTALS		30.73	639	1344
	Overall Density			20.79	43.73

The mixed use areas are expected to develop at a percentage share of residential, as shown in the table above. Calculations above reflect expected acres to develop as residential use – 70% share of residential for TOD and 50% share of residential for Transitional was used in the calculations.

Figures 3-3 and 3-4 in the Plan identify development and redevelopment opportunities throughout the City. The Plan identifies two mixed-use land use categories (TOD and Transitional) located primarily where Central Avenue intersects with 40th Avenue NE and where 40th Avenue NE intersects with University Avenue NE. These areas focus on redevelopment, infill, and reinvestment near transportation and transit connections (Figure 5).

Residential Density Near Transit

The Plan recognizes the Route 10 High Frequency transit route that runs along Central Avenue. The Plan is consistent with policies in the TPP for targeting the higher density residential and a mix of uses near high frequency transit routes.

The TPP calls for Urban Center communities with high frequency bus routes to guide an average minimum of 10 residential units per acre and target 15-60+ units per acre within a five-minute walk or 1/4 mile along the bus route.

On page 3-45, the Plan accordingly determines that land within 1/4 mile of Central Avenue includes areas of opportunity that have been guided for higher residential densities, averaging 13 units per acre. These potential redevelopment areas could support between 417 and 867 new homes within walking distance of the Route 10 high frequency bus route.

Housing

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

The Plan is consistent with the *2040 Housing Policy Plan*. Columbia Heights is a maturing suburb that became a part of the urban fringe in the post-World War II growth era. The City was fully developed by the 1980s when the population began to decline. Like most suburbs, early development was primarily single family, which continues to provide the majority of housing units (70%) available in the City. The Plan notes that future growth will be through infill and redevelopment; primarily along transportation and commercial corridors and at underutilized/underperforming commercial and industrial sites.

The Plan notes an estimated 8,633 housing units in 2016. While roughly 95% of those units are affordable to households earning 80% of the Area Median Income (AMI) or less (or \$68,000 for a family of four), affordable options decrease to 6% for households earning 30% AMI or less (or \$27,100). Roughly 26% of Columbia Heights households earning 80% AMI or less are currently housing cost burdened. The Plan notes that retaining existing residents, preserving and reinvesting in existing housing stock, and preserving single-family neighborhoods are among its existing housing needs.

Looking forward, the Plan acknowledges the City's share of the region's need for affordable housing in the 2021-2030 decade, which is 133 units. With 10 acres of land guided for higher density residential development in that time period (see Figure 6), the Plan sufficiently promotes the availability of land to support that share.

The Plan addresses its existing and future housing needs in its implementation plan, which includes the policies, programs and other tools that the City could consider using to meet those needs. Tools the City would consider include Tax Increment Financing, Housing and Redevelopment Authority powers, Livable Communities Act program applications, and applications to Minnesota Housing's consolidated Request for Proposals.

The Plan is consistent with the *2040 Housing Policy Plan*. The City currently has more than 1,300 homes including 720 multifamily units and nearly 629 single-family homes. Approximately 638 housing units are rented. At present, 1,270 housing units are affordable to households earning under 80% of Area Median Income (AMI); however, more than 360 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. Notably, there are about 150 units affordable to households with income at or below 30% AMI and more than 140 cost-burdened households with incomes at or below 30% AMI. The Plan identifies existing housing needs including maintenance and reinvestment in aging housing stock, ability to age in place, housing to attract younger populations, and existing housing cost burden. The City does not currently have any publicly subsidized housing.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 26 units; 13 of which are needed at prices affordable to households earning 30% of AMI or less, none of which are needed at prices affordable to households earning between 31 and 50% of AMI, and 13 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 94 housing units.

The housing implementation plan component of the Plan describes that the City will partner with the Land Bank Twin Cities to support land banking for major housing redevelopment projects. The Plan also indicates that the City will consider issuing housing bonds for the development of rental or ownership housing affordable at or below 50% AMI, or projects affordable below 80% AMI for projects that offer a greater mix of housing types in the City. The City states that they will consider an accessory dwelling unit ordinance and a local 4d tax program to preserve naturally occurring affordable housing.

Water Supply

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

The Plan is consistent with WRPP policies for water supply, including the policies on sustainable water supplies, assessing and protecting regional water resources, and water conservation and reuse. The City has prepared a Local Water Supply Plan (LWSP) that was submitted to both the MN Department of Natural Resources and Metropolitan Council and reviewed under separate cover in a letter to the DNR on January 3, 2019.

Advisory Comments

The LWSP could be even stronger with the addition of more detail regarding implementation. For example, although the difference between the City's 2040 projected demand and the capacity of the current system suggests that the water supply system is likely adequate in the future, comments in Table 12 (Section 1.F) suggest that no investments in system maintenance or upgrades are needed after 2020. Communities in the seven-county metropolitan area should include information about plans through 2040. Also, the attached Capital Improvement Plan (Appendix 4) appears not to extend into the 10-year timeframe of this LWSP, much less the 30-year time frame as is required in the LWSP template. The implementation checklist in Appendix 11 has information that may be useful to include in a longer-range investment plan.

Community and Subsurface Sewage Treatment Systems (SSTS)

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan indicates that there are no public or privately-owned Community Wastewater Treatment Systems or individual SSTS remaining in operation within the City. All residences and businesses are connected to the local sanitary sewer system which flows by MCES interceptor to the Metropolitan Wastewater Treatment Facility in Saint Paul for treatment and discharge to the Mississippi River.

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 four required solar planning elements.

Aggregate Resource Protection

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan indicates, consistent with the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, that there are no viable aggregate resource deposits available for extraction within the City.

Historic Preservation

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

Incorporated in 1898, Columbia Heights is one of the oldest suburbs in the region. There are no structures or properties within the City that are currently listed on the National Register of Historic Places. The Plan contains a section on Historic Preservation and cites the City's Heritage Preservation Plan, which provides a framework for preserving and protecting the community's history. The Plan includes historic preservation goals, policies, and implementation strategies, including the recommendation for the City to form a Heritage Preservation Commission.

Implementation

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

The Plan includes an Implementation Chapter (Chapter 9), which details major implementation items by Plan chapter. The Plan describes the official controls and fiscal devices that the City will employ to implement the Plan. Chapter 9 also includes details on zoning. The Capital Improvement Program is included in Appendix A.

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, plans of affected special districts, and school districts were identified.

Documents Submitted for Review

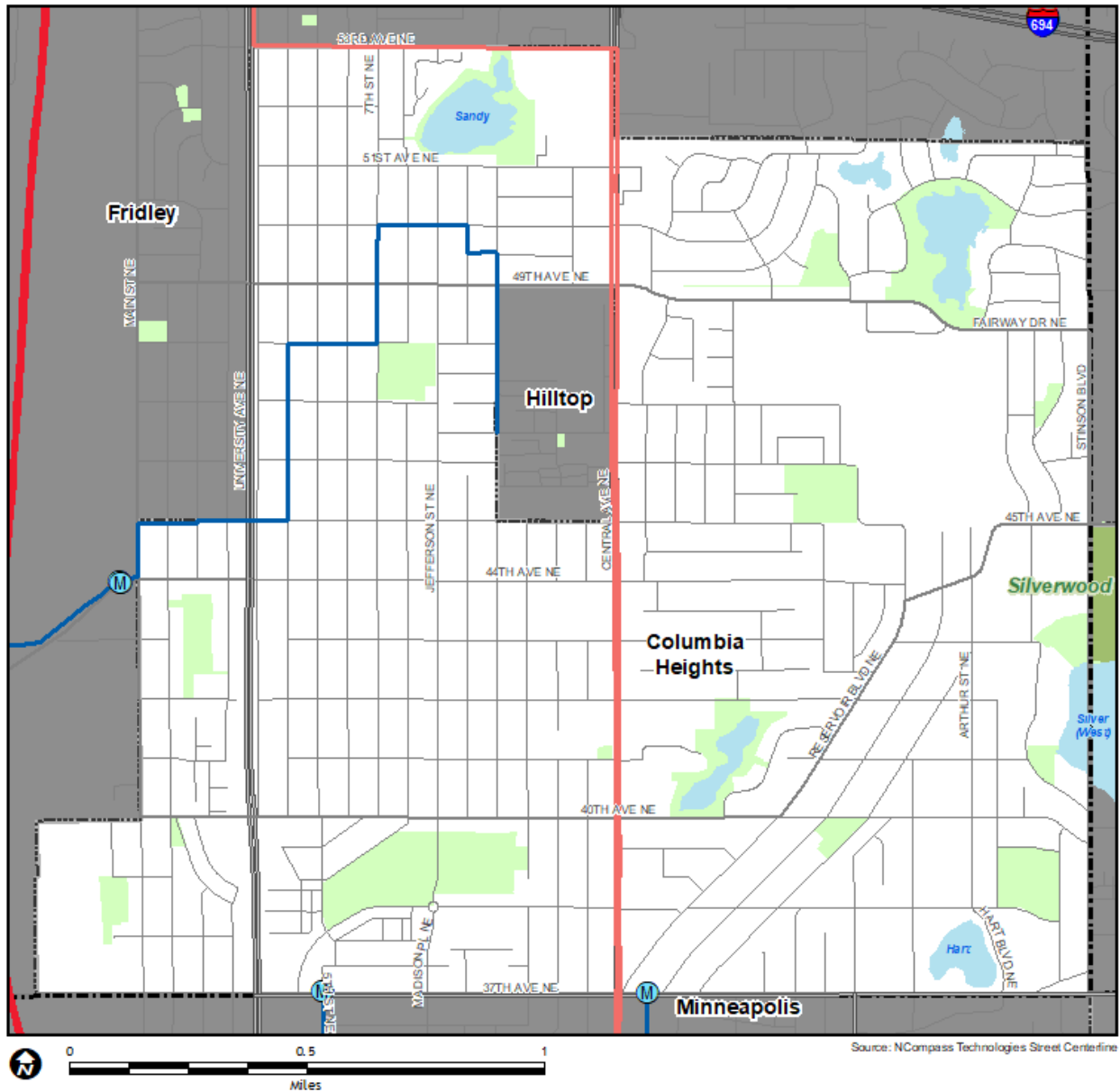
In response to the 2015 System Statement, the City submitted the following documents for review:

- November 1, 2017: Local Water Management Plan
- May 17, 2017: Columbia Heights 2040 Preliminary Draft Comprehensive Plan
- December 20, 2018: Columbia Heights 2040 Comprehensive Plan
- December 21, 2018: Local Water Supply Plan
- May 31, 2019: Revised 2040 Comprehensive Plan Responding to Council Incomplete Items for Forecasts, Land Use, Transportation and Transit, Wastewater, and Housing
- June 11, 2019: Supplemental 2040 Comprehensive Plan Information (Land Use and Housing)
- June 25, 2019: Revised 2040 Comprehensive Plan Responding to Council Incomplete Items for Wastewater

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: Areas of Opportunity Map
- 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

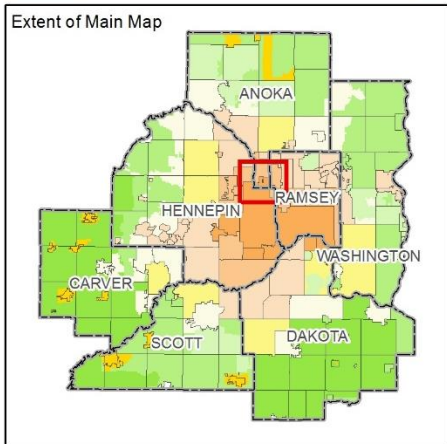
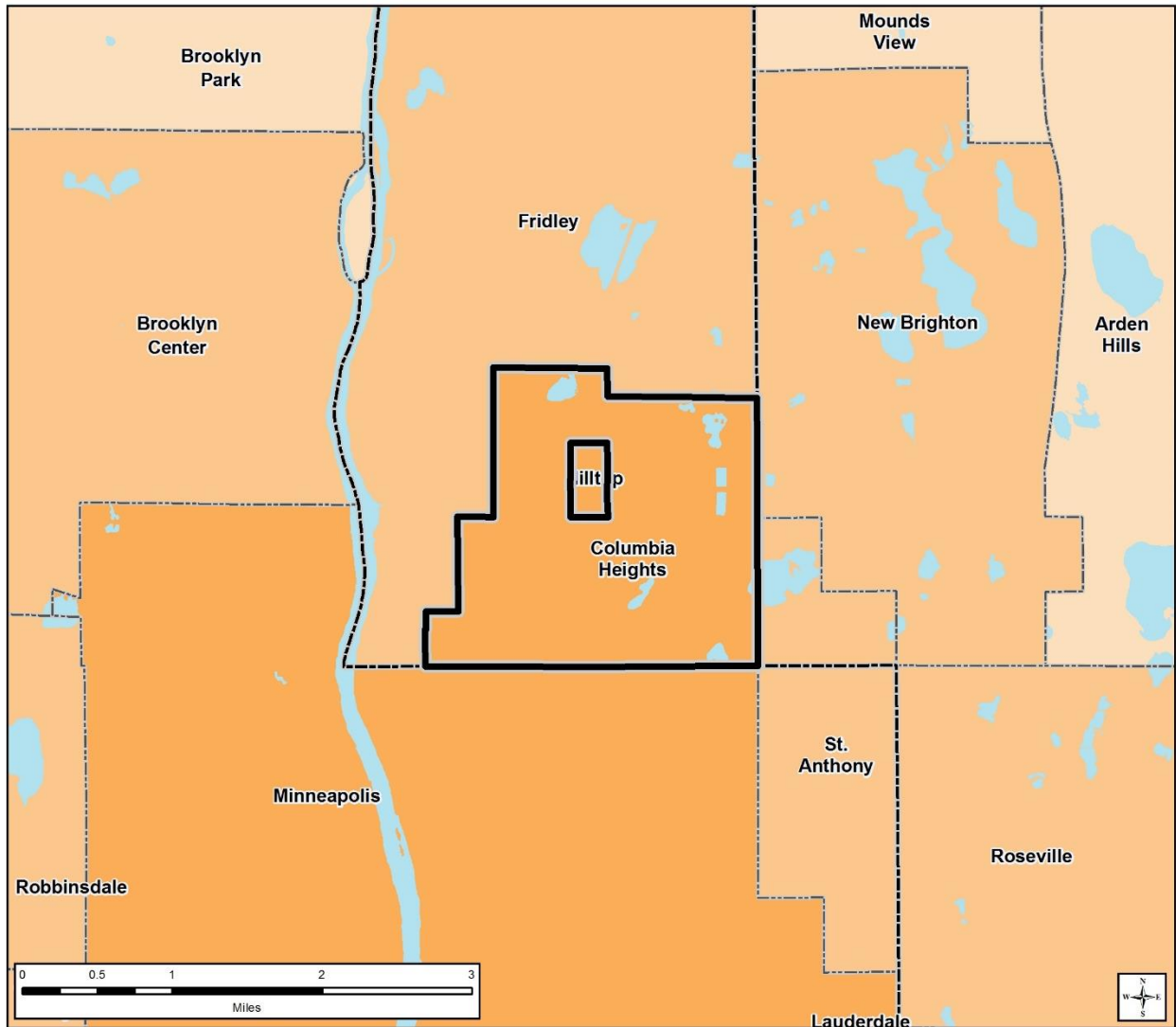
- Meters
- Lift Stations
- MCES Interceptors
- MCES Treatment Plants

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
- 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

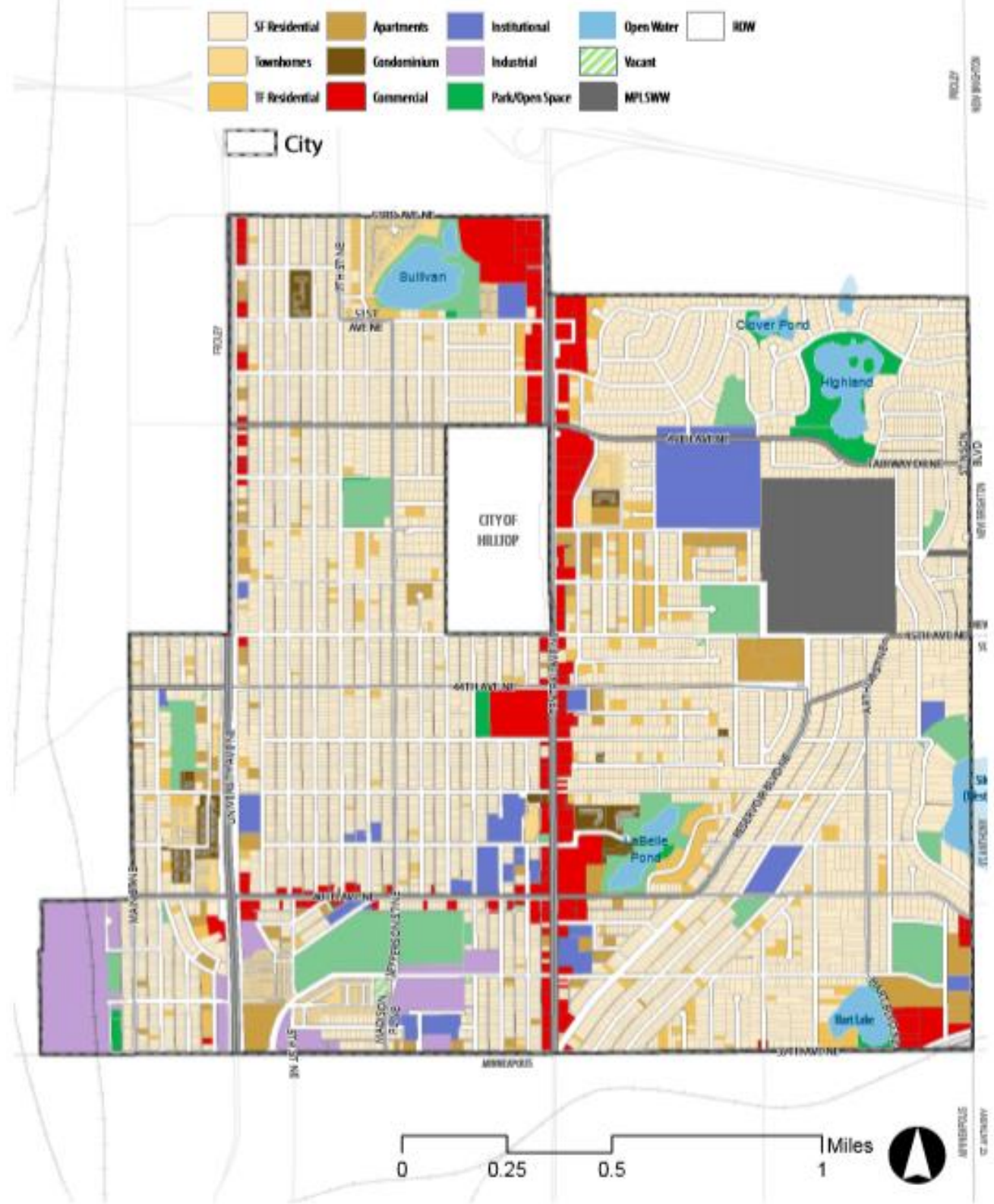


Figure 4. 2040 Planned Land Use



Figure 5. Areas of Opportunity Map

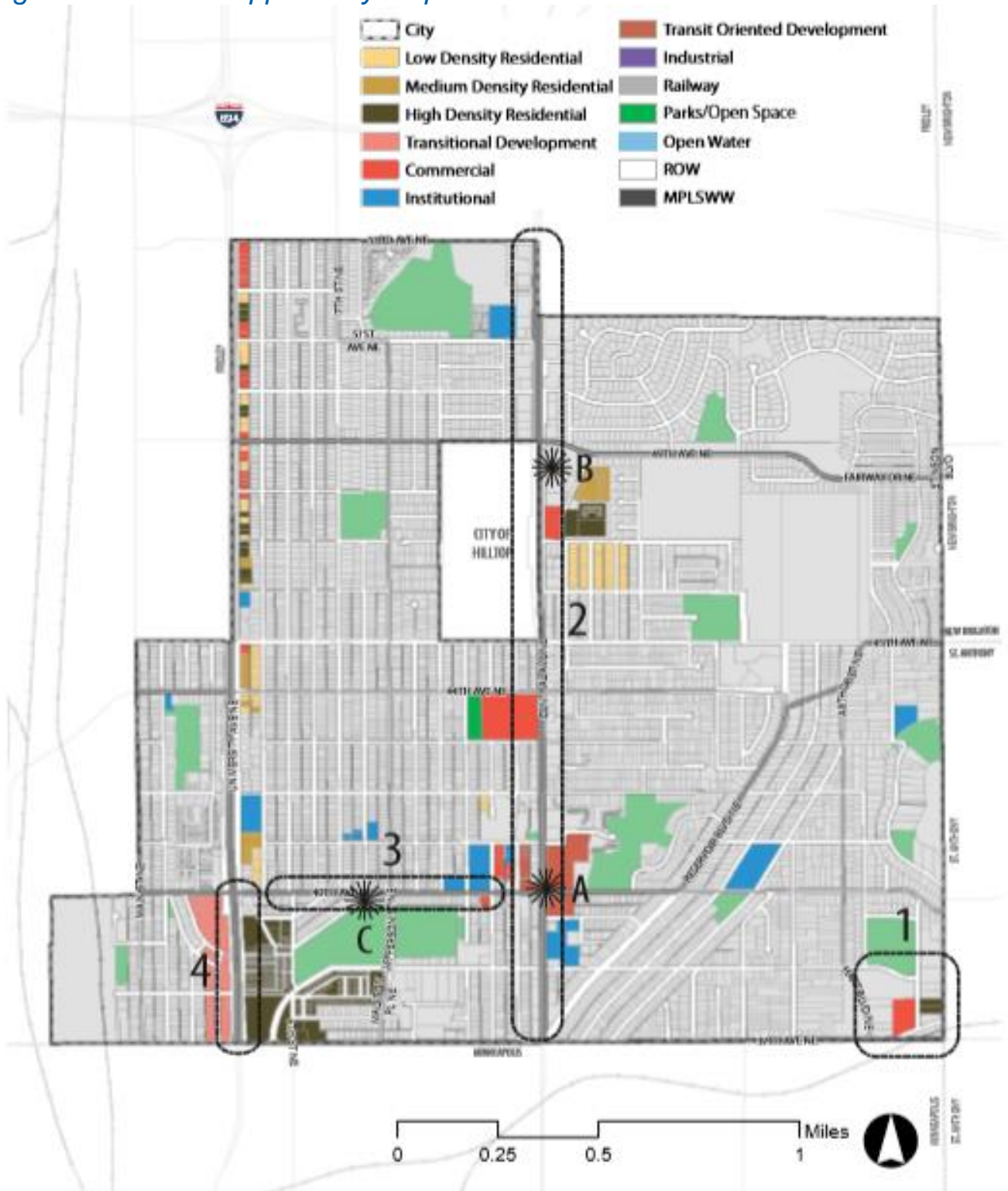


Figure 6. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **133 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	5.73		15		100%		86
Transit Oriented Development	3.90		25		70%		69
Total	10						155

Sufficient/*(insufficient)* units possible against share of regional need: **22**

Affordable units built since 2021: **0**

Sufficient/*(insufficient)* units possible adjusted for affordable units built: **22**

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

