

## Environment Committee

Meeting of March 26, 2019

## Community Development Committee

Meeting of April 1, 2019

For the Metropolitan Council meeting of April 10, 2019

**Subject:** City of Newport 2040 Comprehensive Plan, Review File 21915-1 Comprehensive Sewer Plan

### 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 Newport to place its 2040 Comprehensive Plan into effect.
2. Revise the Community Designation for the City from Urban to Suburban in *Thrive MSP 2040*.
3. Advise the City to:
  - a. Send the date that the City adopts its Local Water Management Plan to the Council.
  - b. Adopt the Mississippi River Corridor Critical Area component of their 2040 Comprehensive Plan within 60 days after receiving final approval from the Minnesota Department of Natural Resources (DNR); and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within ten days after the adoption.
  - c. Implement the advisory comments in the Review Record for Transportation, Surface Water Management, Land Use, and Housing.

### Recommendation of the Environment Committee

1. Approve the City of Newport's Comprehensive Sewer Plan component of the City's 2040 Comprehensive Plan.

## Summary of Committee Discussion/Questions

### *Environment Committee*

Question was raised as to whether the regional wastewater system had sufficient capacity to serve the City's projected growth. Staff confirmed that it did.

Staff clarified that St. Paul Park is an emerging suburban edge community which allows for an overall lesser residential density development than does Newport which is proposed to be a suburban community. Motion carried.

### *Community Development Committee*

Several Council Members asked for clarifications on the process of determining and changing Community Designations, the impacts of a change, how a community initiates a change, and which Council committees review changes. Barajas and Torres responded with a discussion of the analysis used to determine Community Designations, the engagement of communities throughout development of *Thrive MSP 2040*, and local drivers that may initiate a change to the designation, which is not uncommon as part of the Plan review process. Torres explained that the impact of the change is largely related to the density

requirements. Barajas added that forecasted growth and the allocation of affordable housing need do not change with the Designation change. Torres stated that communities typically make the request through their 2040 Plan review process or have previously made the request prior to the adoption of Thrive. The Community Development Committee is the only committee that reviews all Plans although the Environment Committee also reviews Plans for communities that have a wastewater treatment system.

Council Member Atlas-Ingebretson requested background on the adoption of the Minnesota River Critical Corridor Area (MRCCA). Torres clarified that the Council coordinates review of some plan components with other state agencies. The Department of Natural Resources approves the MRCCA plan component of the comprehensive plan. The Council considers the Plan complete after the DNR's approval. The Plan can then move forward through the Council's review process.

Council Member Cummings asked about comments from neighboring communities on the Community Designation change. Torres responded explaining the affected jurisdiction review process in general and that the City's Plan didn't include comments from neighboring communities objecting to the Community Designation change. Objections would be included in the staff report if known.

## Environment Committee

Meeting date: March 26, 2019

## Community Development Committee

Meeting date: April 1, 2019

For the Metropolitan Council meeting of April 10, 2019

**Subject:** City of Newport 2040 Comprehensive Plan, Review File 21915-1  
Comprehensive Sewer Plan

**District(s), Member(s):** District 13, Chai Lee

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

**Staff Prepared/Presented:** Patrick Boylan, Planning Analyst, Local Planning Assistance (651-602-1438)

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

4. Authorize the City of Newport to place its 2040 Comprehensive Plan into effect.
5. Revise the Community Designation for the City from Urban to Suburban in *Thrive MSP 2040*.
6. Advise the City to:
  - d. Send the date that the City adopts its Local Water Management Plan to the Council.
  - e. Adopt the Mississippi River Corridor Critical Area component of their 2040 Comprehensive Plan within 60 days after receiving final approval from the Minnesota Department of Natural Resources (DNR); and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within ten days after the adoption.
  - f. Implement the advisory comments in the Review Record for Transportation, Surface Water Management, Land Use, and Housing.

### Recommendation of the Environment Committee

1. Approve the City of Newport's Comprehensive Sewer Plan component of the City's 2040 Comprehensive Plan.

## Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Newport 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 City adopts the 2040 Plan in final form. After the City adopts the final Plan and the Comprehensive Sewer Plan component of the City's Plan becomes effective, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the Council-approved 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

Newport is located in southwest of Washington County. It is surrounded by the communities of St. Paul, Maplewood, Woodbury, Cottage Grove, St. Paul Park, Inver Grove Heights, and South St. Paul.

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	Thrive MSP 2040 and Land Use	Consistent, with the proposed change to Community Designation
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	2040 Housing Policy Plan	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 Newport 2040 Comprehensive Plan

### Review File No. 21915-1, Business Item No. 2019-60

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). The Plan acknowledges and plans for the regional parks and trails system components in the City. The proposed Mississippi River Regional Trail runs through the City, which will travel north into St. Paul and south to connect to the proposed Grey Cloud Island Regional Trail in Cottage Grove.

#### *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. The Plan 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 Roadways system element of the TPP. The City's Plan accurately accounts for the metropolitan highway system of principal arterials. The City's 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. The Plan also includes guidelines on how access will be managed for local, county and state highways, including adherence to MnDOT and Washington County access management policies on state and county highways to the greatest extent possible.

### 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 Area III.

The Plan incorporates the Red Rock Corridor, a transitway that is part of the Increased Revenue Scenario in the TPP. The Plan's narrative acknowledges the uncertainty of this transitway.

### Bicycling and Walking

The Plan is consistent with the Bicycling and Pedestrian chapter of the TPP. The Plan identifies existing and future segments of and connections to the Regional Bicycle Transportation Network (RBTN) and regional trails.

## Freight

The Plan is consistent with Freight policies of the TPP. The Plan acknowledges river and rail facilities and acknowledges a lack of freight-related issues.

## 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.

### *Advisory Comments*

Table 8-1 shows most A-minor arterials, but does not show 21<sup>st</sup> Street/Maxwell Road. Council staff assume that these are shown as part of 7th Avenue and/or Bailey Road. The Plan does not clearly identify all the A-minor arterial roadways. Council staff suggest denoting the number of lanes on a map.

For section G of the Plan, Council staff suggest providing more detail on the Red Rock Corridor, including the latest status as some of text in the Plan is outdated.

Consider updating Figure 8-5 to include RBTN Trails and consider mapping sidewalks and pedestrian facilities.

## Water Resources

### Wastewater Service

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

### *Comprehensive Sewer Plan Comments*

The Plan conforms with the *2040 Water Resources Policy Plan (WRPP)*. The Plan 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 (MCES). All wastewater generated within the City is conveyed to Council Interceptor 7102 and treated at the Council's Metropolitan Wastewater Treatment Plant in St. Paul. The Plan projects that the City will have 1,790 sewered households and 2,100 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 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 or programs intended to mitigate I/I from both public and private property sources. The Plan states that the availability of financial funding sources would assist the City in increasing its efforts in mitigating private property I/I sources.

The Plan describes the requirements and standards for minimizing inflow and infiltration; and includes a copy of the local ordinance that prohibits discharge from sump pumps, foundation drains, and/or rain leaders to the sanitary sewer system. It also states that the City plans to "expand upon the current ordinance with the assistance of the I/I model ordinance prepared by the League of MN Cities."



The Plan describes the sources, extent, and significance of existing I/I in both the municipal and private sewer systems; and provides a description of an implementation plan for preventing and eliminating excessive I/I from entering both the municipal and private sewer systems.

**Sewer Element 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.

**Surface Water Management**

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

The Plan is consistent with Council policy requirements and in conformance with the Council's 2040 Water Resources Policy Plan for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans. Newport lies within the oversight boundaries of the South Washington Watershed District. The City submitted a Local Water Management Plan (LWMP) in July 2018. Council Water Resources staff reviewed and commented on the draft LWMP to the City and Watershed District in a letter dated August 16, 2018. South Washington Watershed District approved the LWMP on September 11, 2018. The Plan incorporates the final LWMP in Appendix 6.

**Advisory Comment**

When available, the City needs to provide the date it adopts the final LWMP.

**Consistency with Council Policies**

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

**Forecasts**

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

The Plan is consistent with Council policies for forecasts. The Plan includes the Council forecasts for the City.

**Table 1 City of Newport Forecasts**

	Census 2010	Estimated 2017	Council Forecasts		
			2020	2030	2040
Population	3,435	3,578	3,600	4,050	4,450
Households	1,354	1,417	1,530	1,840	2,100
Employment	1,605	2,039	1,990	2,070	2,100

The Plan shows the ability to accommodate Council forecasts. Table 4-5 describes employment-bearing land use intensity; and Table 6-3 delineates the City's forecast by sewerred and unsewerred households, and totals add up to the Council forecasts.

The allocation of population, households and jobs into individual Transportation Analysis Zones (Table 8.3) for years 2020, 2030, and 2040, add up to the City totals.

## Thrive MSP 2040 and Land Use

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

The Plan is consistent with *Thrive MSP 2040* (Thrive). The Plan acknowledges the Thrive community designation of Urban (Figure 2 below), but is requesting a change to the Community Designation from Urban to Suburban. Thrive describes Urban communities as those that developed primarily during the economic prosperity between the end of World War II and the economic recession of 1973-75. Urban communities are directed to target opportunities for more intensive development near regional transit investments and also 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. Further, Thrive directs Urban communities to plan for new development and redevelopment at densities of at least 10 units per acre.

During the development of their local Plan, the City initiated discussion with Council staff regarding a change to their community designation. Future residential development densities in portions of the City are significantly limited by the existing steep slopes (geography of the Mississippi River bluff), lakes, and shoreland areas as shown in Figure 3. In addition, there are significant market and accessibility differences between the river area of the City and the areas east of the river bluff which make it difficult to attain an overall net density of 10 units per acre.

Council staff find that the City’s request to change its community designation to be reasonable and supports the City’s request for a change in community designation from Urban to Suburban.

### Suburban Community Designation

The Plan is consistent with Thrive for land use and residential density policies for a Suburban designation. Thrive calls for Suburban communities to plan for forecasted population and household growth at overall average densities of at least 5 units per acre, and target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.

The Plan identifies four “Development and Redevelopment Priorities Through 2040” which call for new urban development areas, a commercial redevelopment improvement area, and transit station redevelopment.

Most of the existing commercial and industrial areas are along the freight rail and U.S. Highway 61 corridor, with scattered multifamily and single family residential development throughout the remainder of the City. Generally, most of the City’s future residential growth, as well as commercial and business development, is planned for the areas nearest freight and highway corridors. Some residential and commercial growth is planned east of the Mississippi River bluff at densities similar to neighboring Woodbury, but much of this area is already subdivided in large lots to accommodate the topographic and environmental features in the area. See Figure 1: Location Map with Regional Systems, and Figure 3: Existing Land Use below.

The Plan identifies new growth areas at densities that exceed Suburban density policy minimums. The expected overall density of the new residential growth is 6.3 units per acre as shown in Table 2 below. This is consistent with regional Suburban community policies that require an average net residential density of at least 5 units per acre in areas of new development and redevelopment.

**Table 2. Planned Residential Density, City of Newport**

Category	2020-2040 Change				
	Density		Net Acres	Density	
	Min	Max		Min Units	Max Units

Mixed Residential	5	20	88	440	1760
Mixed Commercial/Residential Station Area	20	50	26	312	780
Mixed Commercial/Residential	8	30	27	130	486
<b>TOTALS</b>			<b>141</b>	<b>882</b>	<b>3,026</b>
			<b>Overall Density</b>	<b>6.3</b>	<b>21.5</b>

“Mixed Commercial Residential” and “Mixed Commercial/Residential Station Area” are expected to be a 60/30/10 mix of residential/commercial/office land uses in the Mixed Commercial/Residential areas.

### 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 10-minute walk or ½ mile).

The City has completed a Master Plan for redevelopment in the Newport Red Rock Redevelopment Area around the Newport Transit Station. The Master Plan identifies a mix of high-density housing, commercial, office, and business uses in this area to build on the available transit resources and to support new jobs and housing. The Future Land Use Map guides that 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 (see Figure 4: 2040 Planned Land Use).

### Housing

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

The Plan is substantially consistent with the 2040 Housing Policy Plan. The City is a community of more than 1,400 households, where nearly 960 units are owned and more than 500 are rented. Most of the community housing stock, including single family properties, is affordable to households earning 80% of Area Median Income (AMI), however, more than 350 households earning below 80% of AMI pay more than 30 percent of their income toward housing costs. The Plan identifies existing housing needs including preservation of affordable housing, housing maintenance, and providing additional housing to meet the City’s allocation of affordable housing need. The City is home to 120 subsidized affordable units, 78 of which are age-restricted for older adults.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 78 units; 38 of which are needed at prices affordable to households earning 30% of AMI or less, and 40 of which are needed at prices affordable to households earning between 51 and 80% AMI.

The Plan guides sufficient land expected to develop at a minimum of eight units per acre to allow for development of at least 104 new housing units. The housing implementation plan component of the Plan describes that the City will continue to work in close partnership with Washington County Community Development Agency housing programs and will consider the use of tax increment financing (TIF) to meet the City’s housing needs. The Plan also states that the City will consider adopting a fair housing policy, continue supporting development of accessory dwelling units, and promote projects that add to the diversity of the housing supply. The City is also plans for some new housing development to occur near future transit stations.

While the Plan provides for the use of a number of tools, it would be fully consistent with Council housing policy if it considered all widely accepted tools to address the City’s identified housing needs. The 2040 Housing Policy Plan requires that the Plan include consideration of all tools (p. 113), even if they are tools the City does not plan to use.

### Advisory Comments

Council staff strongly encourage the City to address all widely known tools in order to be fully consistent with Council housing policy. The following tools should be considered in the Plan before final adoption:

- City applications to Washington County Community Development Block Grant and HOME funds
- Effective referrals to partner organizations that can meet identified housing needs
- Participation in housing related collaboratives, initiatives, or other efforts to support staff knowledge of housing strategies
- Specific tools that can be used to preserve naturally occurring affordable housing (NOAH), including Housing Improvement Areas, partnership with NOAH acquisition funders/developers, and local 4d tax incentives
- Support for the creation of Land Trust units with Two Rivers Community Land Trust

## **Water Supply**

*Reviewer: Brian Davis, Environmental Services – Water Supply Planning (651-602-1519)*

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.

The community prepared a Local Water Supply Plan in 2017 that was submitted to both the Minnesota Department of Natural Resources and the Council, and reviewed under separate cover. Council comments were shared with the Minnesota Department of Natural Resources on July 7, 2017.

## **Community and Subsurface Sewage Treatment Systems (SSTS)**

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

The Plan indicates there are 78 individual SSTS operating primarily above the bluff line along the eastern boundary of the City. There are no public or private Community Wastewater Treatment systems in operation in the City. Washington County administers the SSTS program and oversees the installation, operation, and maintenance management of SSTS within the City. Newport has adopted the Minnesota Pollution Control Agency (MPCA) Chapter 7080-7083 Rules by reference. Washington County Ordinance #206 is consistent with MPCA Rules and Council *2040 Water Resources Policy Plan* requirements.

## **Special Resource Protection**

### **Mississippi River Corridor Critical Area**

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

The Plan includes a Mississippi River Corridor Critical Area Plan (MRCCA Plan) element that was reviewed by Minnesota Department of Natural Resources (DNR) staff and found to be substantially consistent with Minnesota Statutes Chapter 116G and Minnesota Rules Chapter 6106. Council staff also find the MRCCA Plan element to be consistent with *Thrive MSP 2040* land use policies and Minnesota Rules Chapter 6106. The DNR's January 10, 2019, conditional approval letter is attached (Figure 5: "MRCCA Letter of Approval from DNR"). Final DNR approval of the MRCCA Plan will be sent to the City after the Council authorizes the City to put the final comprehensive plan into effect.

### **Advisory Comment**

Within 60 days after receiving DNR final approval, the City must adopt the MRCCA Plan, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.

### **Solar Access Protection**

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

The Plan is complete and 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: Jim Larsen, CD – Local Planning Assistance (651-602-1159)*

The Plan identifies, consistent with the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, that there are scattered aggregate resource deposits within the City. However, there are no current extraction operations within the City, and the remaining aggregate resources tend to either be overlain by sensitive environmental resources or are in already urbanized areas and unlikely to be extracted.

## Historic Preservation

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

The Plan contains a section on Historic Preservation and has goals for protection in the Plan's land use goals, as required by the Metropolitan Land Planning Act. The Plan also provides the conceptual framework for linking individual buildings, sites, structures, objects, and districts to the most important broad themes in Newport history, which starts with American Indian Cultural Traditions, 10,000 BCE to AD 1862 to "Mid-20<sup>th</sup> Century Suburban Development" of 1935 to 1975. Newport established its municipal heritage preservation program in 1992 and established the Heritage Preservation Commission (HPC) and the Newport Heritage Landmarks registry. The Plan details goals and policies related to historic preservation, which include partnering with organizations that want to preserve historically significant areas in the City.

## Implementation

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

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 strategies are contained in individual chapters of the Plan, with capital improvements planning detailed in the Appendix.

## 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:

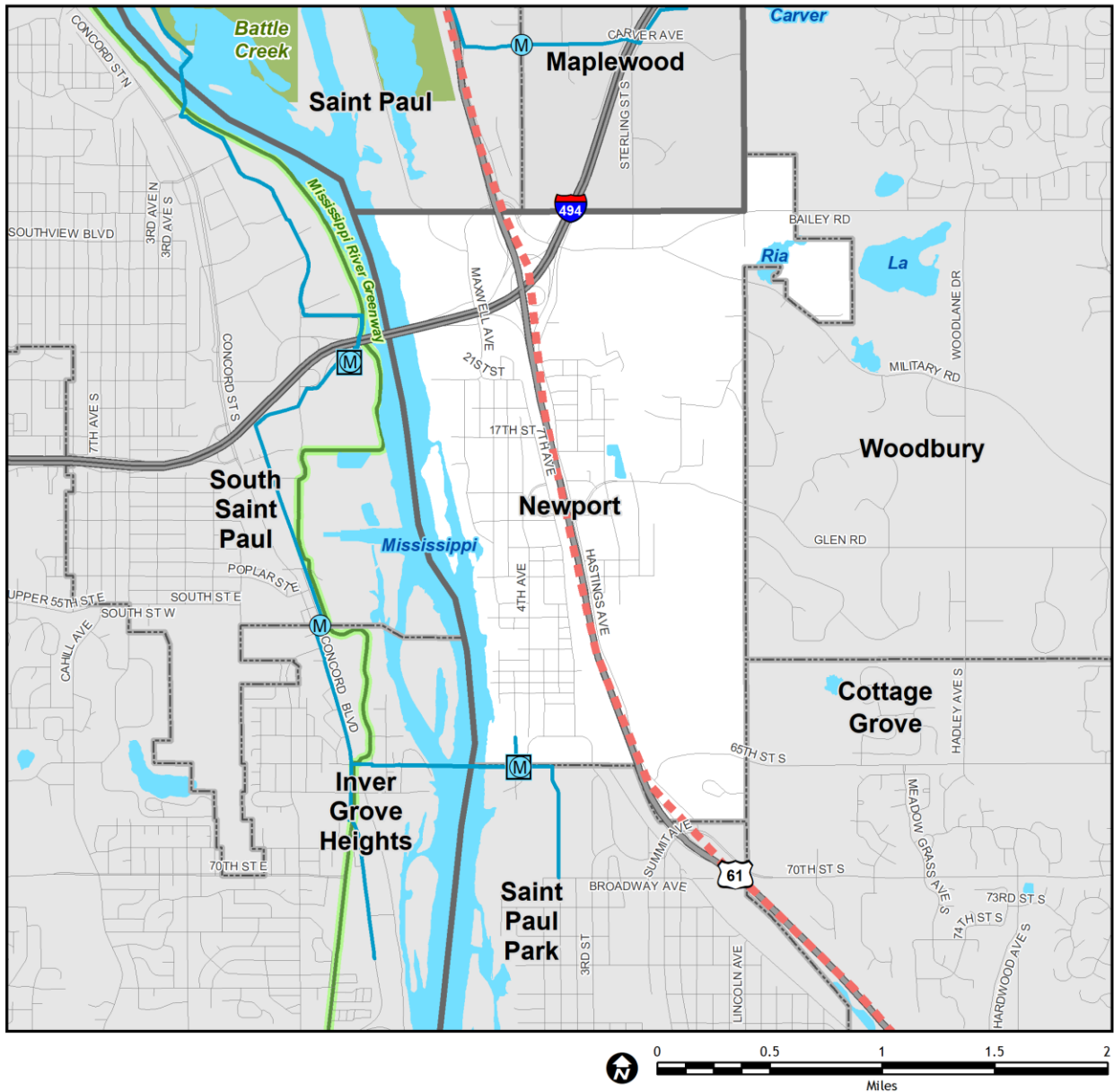
- March 28, 2018: Newport 2040 Preliminary Draft Comprehensive Plan
- July 17, 2018: Local Surface Water Management Plan
- November 1, 2018: Newport 2040 Comprehensive Plan
- November 19, 2018: Local Water Supply Plan
- December 4, 2018: Updated Plan Responding to Council Completeness for housing and land use.
- December 13, 2018: Updated Plan Responding to Council Completeness for transportation and wastewater.
- December 20, 2018: GIS Shapefiles for Sanitary Sewer Requirements
- January 25, 2019: Submission of SSTS data

## 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: MRCCA Letter of Approval from DNR
- Figure 6: Land Guided for Affordable Housing

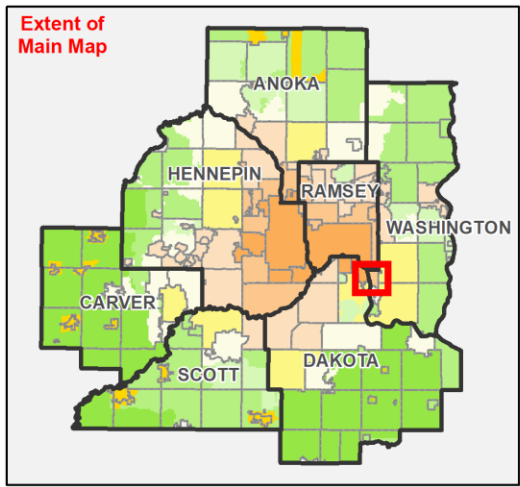
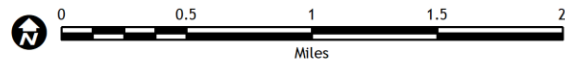
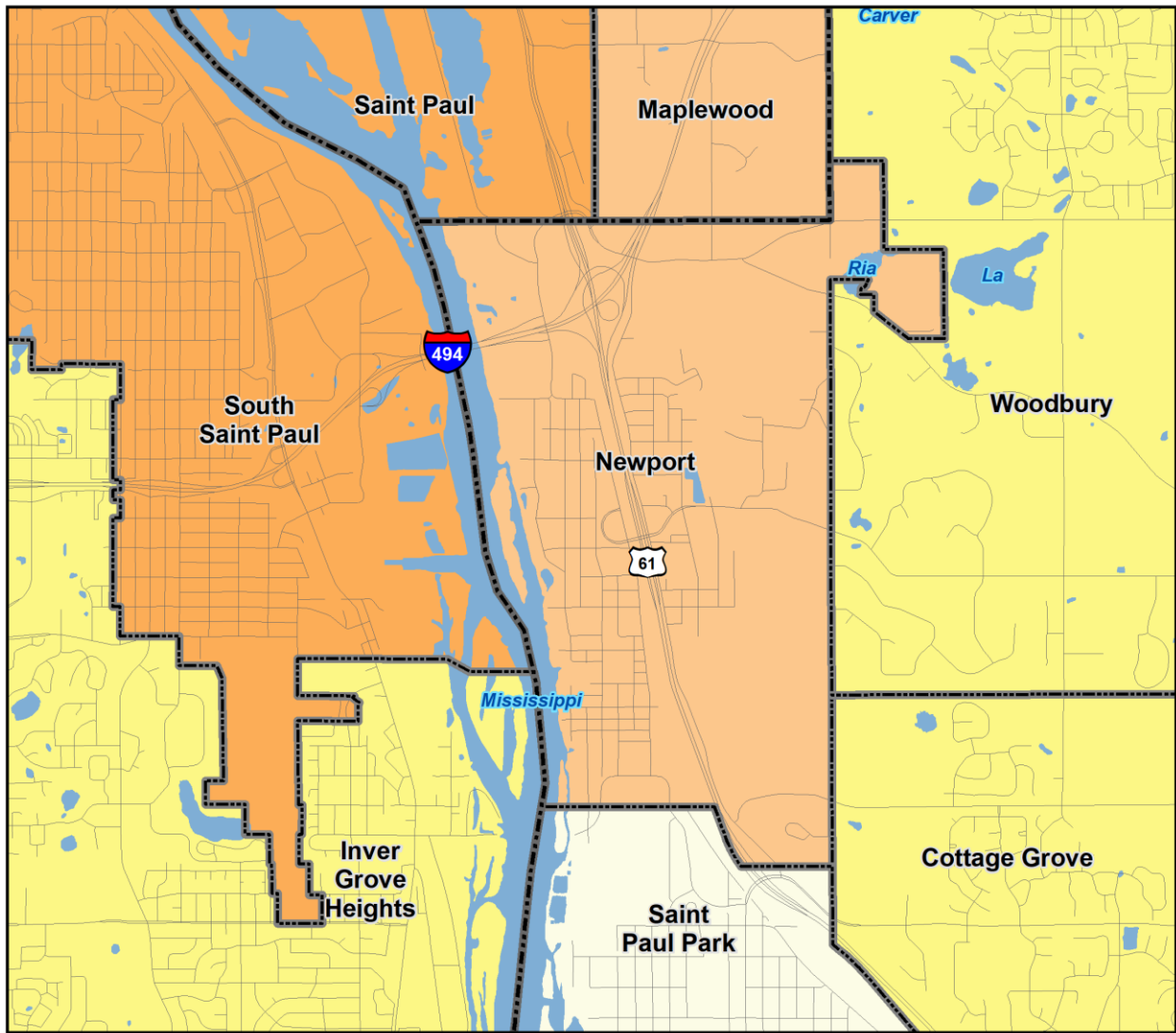
Figure 1. Location Map with Regional Systems



**Regional Systems**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> Planned Fixed Guideway Stations</li> <li><span style="color: red;">■</span> Existing Fixed Guideway Stations</li> </ul> <p>Regional Transitways</p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Existing Fixed Guideway</li> <li><span style="border-bottom: 2px dashed black; width: 20px; display: inline-block;"></span> Planned Fixed Guideway</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block;"></span> Existing Bus Rapid Transit</li> <li><span style="border-bottom: 2px dashed red; width: 20px; display: inline-block;"></span> Planned Bus Rapid Transit</li> </ul> <p>Wastewater Treatment</p> <ul style="list-style-type: none"> <li><span style="border: 1px solid blue; border-radius: 50%; padding: 2px 5px; display: inline-block; margin-right: 5px;">M</span> Meters</li> <li><span style="border: 1px solid blue; padding: 2px 5px; display: inline-block; margin-right: 5px;">L</span> Lift Stations</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> MCES Interceptors</li> <li><span style="border: 1px solid blue; padding: 2px 5px; display: inline-block; margin-right: 5px;">WTP</span> MCES Treatment Plants</li> </ul> | <p><b>Regional Highway System</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 3px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Interstates</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> US Highways</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> State Highways</li> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> County Roads</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Ncompass Street Centerlines</li> </ul> <p><b>Regional Parks and Trails</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #90EE90; width: 20px; height: 10px; display: inline-block; margin-right: 5px;"></span> Existing (Open to Public)</li> <li><span style="background-color: #C8E6C9; width: 20px; height: 10px; display: inline-block; margin-right: 5px;"></span> In Master Plan (Not Open to Public)</li> <li><span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); width: 20px; height: 10px; display: inline-block; margin-right: 5px;"></span> Planned Units</li> <li><span style="border-bottom: 2px solid green; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Regional Trails</li> <li><span style="border-bottom: 2px dashed green; width: 20px; display: inline-block; margin-right: 5px;"></span> Planned Regional Trails</li> </ul> |
|---|---|

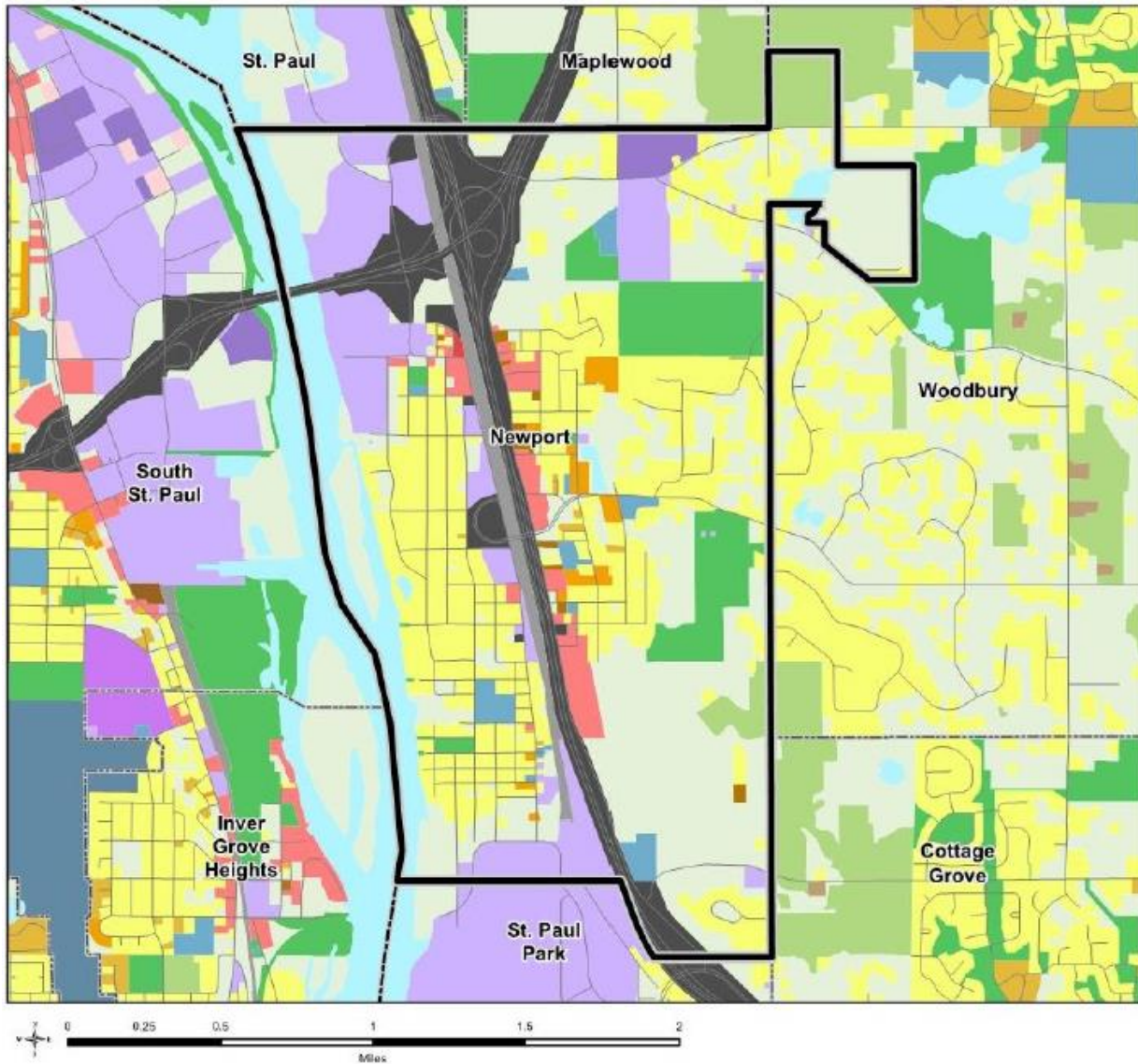
Figure 2. Thrive MSP 2040 Community Designations



- 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. Existing Land Use



**2016 Generalized Land Use**

- |                             |                                |                              |
|-----------------------------|--------------------------------|------------------------------|
| Farmstead                   | Mixed Use Residential          | Major Highway                |
| Seasonal/Vacation           | Mixed Use Industrial           | Railway                      |
| Single Family Detached      | Mixed Use Commercial and Other | Airport                      |
| Manufactured Housing Park   | Industrial and Utility         | Agricultural                 |
| Single Family Attached      | Extractive                     | Undeveloped                  |
| Multifamily                 | Institutional                  | Water                        |
| Retail and Other Commercial | Park, Recreational or Preserve | County Boundaries            |
| Office                      | Golf Course                    | City and Township Boundaries |
|                             |                                | NCompass Street Centerlines  |

Figure 4. 2040 Planned Land Use

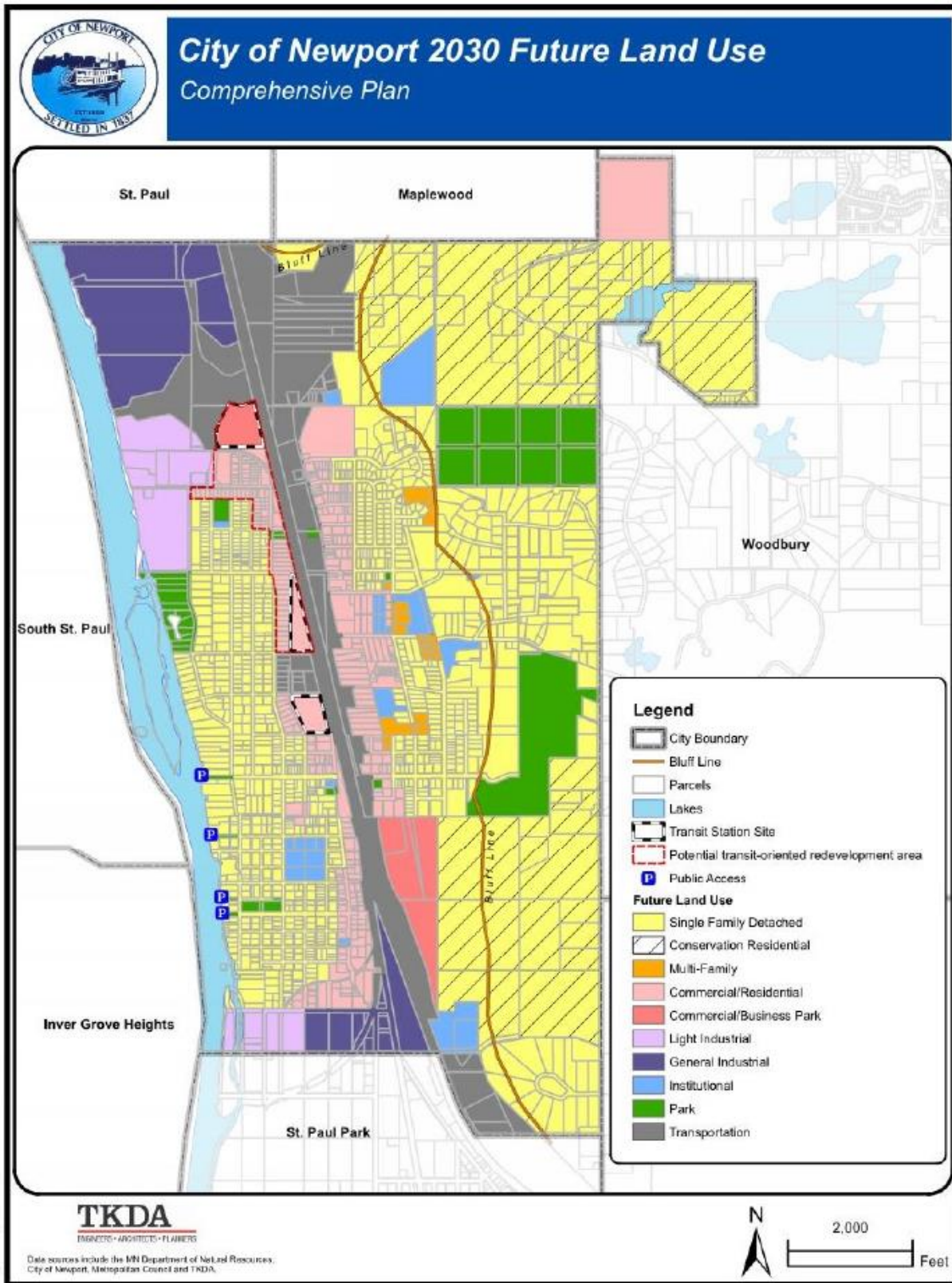


Figure 5. MRCCA Letter of Conditional Approval from DNR



January 10, 2019

Deb Hill  
City of Newport  
596 7<sup>th</sup> Avenue  
Newport, MN 55055

**Re: Conditional Approval of Newport MRCCA Plan**

Dear Ms. Hill:

I am pleased to inform you that the Minnesota Department of Natural Resources (DNR) conditionally approves the Newport Mississippi River Corridor Critical Area (MRCCA) Plan.

We reviewed the MRCCA plan chapter of your 2040 comprehensive plan submitted to the Metropolitan Council on November 1, 2018. We have found that the MRCCA plan is substantially consistent with Minnesota Statutes, §116G, and Minnesota Rules, chapter 6106. We will send final approval of your MRCCA plan after the Metropolitan Council authorizes the City of Newport to put the comprehensive plan into effect. Within 60 days of receiving DNR final approval, the City of Newport must adopt the MRCCA plan. The city must then submit a copy of the final adopted plan, with evidence of adoption, to the DNR, the Metropolitan Council, and the National Park Service within ten days of the adoption.

Only MRCCA plans and plan amendments approved by the DNR have the force and effect of law. Once in effect, local governments must implement and enforce the DNR-approved plans.

We appreciate your efforts to develop and adopt the MRCCA plan, which provides a solid basis for future ordinance amendments and MRCCA management. Please contact Matt Bauman at 651-259-5710 or at [matthew.bauman@state.mn.us](mailto:matthew.bauman@state.mn.us) if you have any questions about next steps.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jenny Shilcox', is written over a light blue circular stamp.

Jenny Shilcox  
Land Use Unit Supervisor

c: Sherri Buss, Senior Planner - TKDA  
Raya Esmaeili, Metropolitan Council  
Rory Stierler, National Park Service  
Jenifer Sorensen, DNR Region 3 Area Hydrologist  
Matt Bauman, DNR Land Use Unit

Minnesota Department of Natural Resources • Division of Ecological and Water Resources  
500 Lafayette Road, Box 25, Saint Paul, MN 55155-4025

Figure 6. Land Guided for Affordable Housing

## Land Guided for Affordable Housing 2021-2030

### Newport

Washington County

2021-2030 share of regional need for Affordable Housing: **78 units**  
 2021-2030 total regional need for Affordable Housing: **37,900 units**

	<b>Available Acres</b>	<b>×</b>	<b>Minimum Density</b> <i>(units per acre)</i>	<b>×</b>	<b>Expected % Residential</b> <i>(if mixed use)</i>	<b>=</b>	<b>Minimum Units Possible</b>
<b>Mixed Commercial/ Residential 8-30 U/A</b>	13		8		100%		104
<b>Mixed Commercial/ Residential 20-50 U/A</b>	0		20		100%		0
<b>Total</b>	<b>13</b>						<b>104</b>

Sufficient/*(insufficient)* units possible against share of regional need: **26**

Affordable units built since 2021: **0**

Sufficient/*(insufficient)* units possible adjusted for affordable units built: **26**

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

