

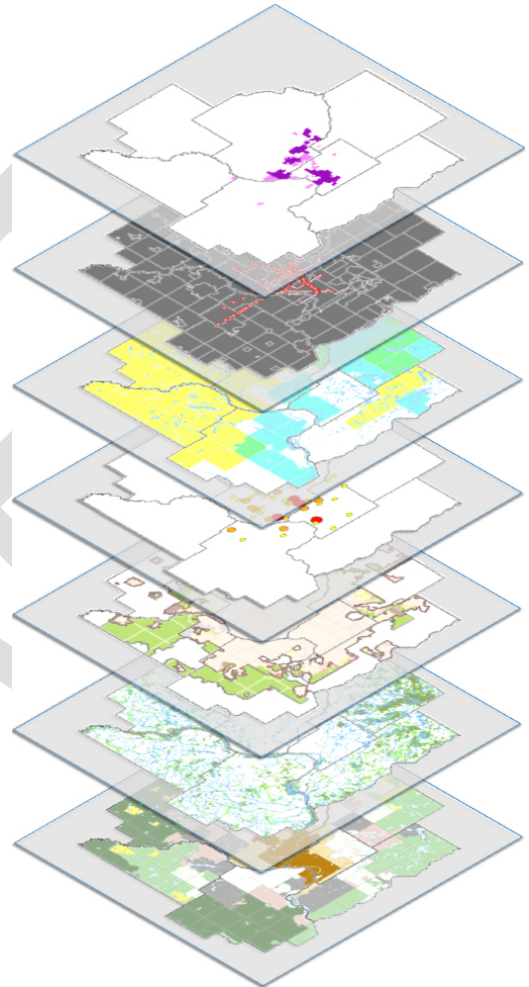
Special Features

Applying policies to specific places: Moving beyond one size fits all

The previous sections outlined the outcomes and principles that describe the *Thrive MSP 2040* vision for the Twin Cities area. Within our region, communities are growing, developing and redeveloping in different ways. Recognizing that one size does not fit all, the Council has identified key places that situate the Council's priorities in specific geographies and that require specific place-based policies. While some of the Council's policies apply throughout each jurisdiction's borders, the policies outlined in this section recognize both granular variation within communities and commonalities that transcend community borders. When local communities begin their own comprehensive planning process, they will address the intersection of and integration across these special features; for simplicity of description, this section discusses each special feature independently.

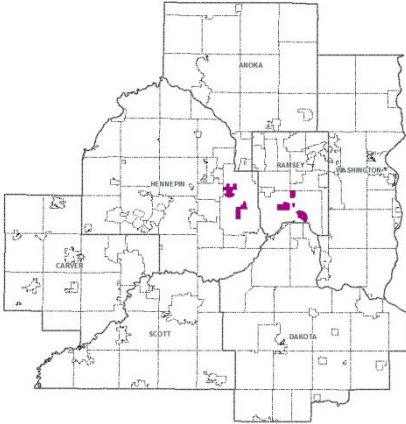
Special features provide enhanced granularity for policies that vary within jurisdictional boundaries; others focus policy implementation on features that transcend local borders. Special features allow the Council to apply policy consistently to land with specific levels of infrastructure or service, certain demographic traits, similar urban form, or particular geological or topological characteristics whether within or across jurisdictional borders. Some special features are static, describing fixed topographical characteristics; others are dynamic, reflecting changing infrastructure or socioeconomic characteristics. The Council's policies will be stable over time while the geographies that they affect may change.

This section discusses four special features to emphasize the strong roles they play shaping how the Council wants the region to grow and develop. Additionally, several long-standing Council priorities that strongly shape regional planning are described. When updating their local comprehensive plans, the region's communities will address both "special features" and "community-wide" policies into its own unique situation.

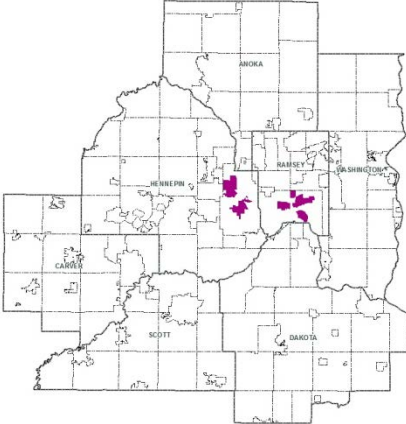


Racially Concentrated Areas of Poverty and Areas of Concentrated Poverty

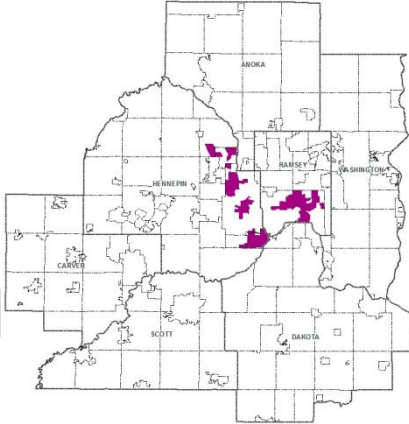
In 1990, 31 census tracts were considered RCAPs. 3% of the region's residents lived in an RCAP.



In 2000, 53 census tracts were considered RCAPs. 6% of the region's residents lived in an RCAP.



In 2007-2011, 80 census tracts were considered RCAPs. 9% of the region's residents lived in an RCAP.



Source: U.S. Census Bureau, Decennial Census, 1990, 2000; American Community Survey five-year data, 2007-2011.

The Council's *Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region* (2014) identified Racially Concentrated Areas of Poverty (RCAPs), contiguous areas of one or more census tracts in which at least 50 percent of the residents are people of color and at least 40 percent of the residents live in households with incomes below 185 percent of the federal poverty line. By 2010, nearly one in ten of our region's residents lived in Racially Concentrated Areas of Poverty. While statistical sampling means that the borders of RCAPs and Areas of Concentrated Poverty are imprecise, the cores of these areas demonstrate remarkable and unwelcome persistence over time.

Because both Racially Concentrated Areas of Poverty and Areas of Concentrated Poverty limit the economic mobility of their residents and discourage private investment, our region simply cannot afford to allow these areas to persist or grow. Using public resources to catalyze investment in racially-concentrated areas of poverty and areas of concentrated poverty, the Council will seek to help the region grow and prosper more equitably. The Council will work with partners and use its investments and actions to improve access to opportunity for residents and attract private investment so that all people live in communities that provide them access to success, prosperity, and quality of life.

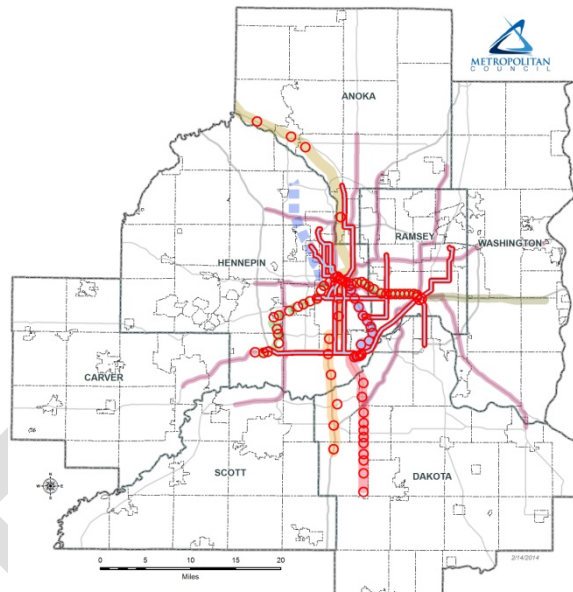
The map above is intentionally illustrative. Visit the Council's website for the most current delineation of Racially Concentrated Areas of Poverty and Concentrated Areas of Poverty. For specific approaches, policies and additional analysis related to Racially Concentrated Areas of Poverty and Concentrated Areas of Poverty, see:

- the Equity section of the *Thrive Outcomes* (starting on p. 19);
- *Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region*.

Station Areas on Existing and Planned Transitways

Transitways are major investments that provide faster service than regular-route buses, better customer experience, and more certainty to the city and investors that can attract development. Transitways can be commuter rail, light-rail transit, bus rapid transit, arterial bus rapid transit, or potentially streetcars. The areas around transitway stations can accommodate regional growth; offer expanded living, working and shopping choices; increase the efficiency of existing infrastructure, and contribute to climate mitigation and resiliency.

However, the investment required to construct transitways is both significant and long term. As the region expands its network of transitways in the coming years, good stewardship requires that the region maximize their value, cost-effectiveness and performance. To this end, the Council will prioritize locations that have city and corridor commitment to transit-supportive development patterns near stations, including higher levels of density and development. The Council will provide technical assistance to support transit-oriented development in station areas.



Transitway corridors are able to provide transportation access to more residents and employers and therefore accommodate more of the region's expected growth and development. In addition to their role attracting growth and development, transitway corridors also provide a organizing principle structure for cooperation and collaboration across jurisdictional borders

The map above is intentionally illustrative. See the most recent Transportation Policy Plan for a formally adopted map of planned transitways and station areas. For specific approaches, policies and additional analysis related to station areas along transitways, see:

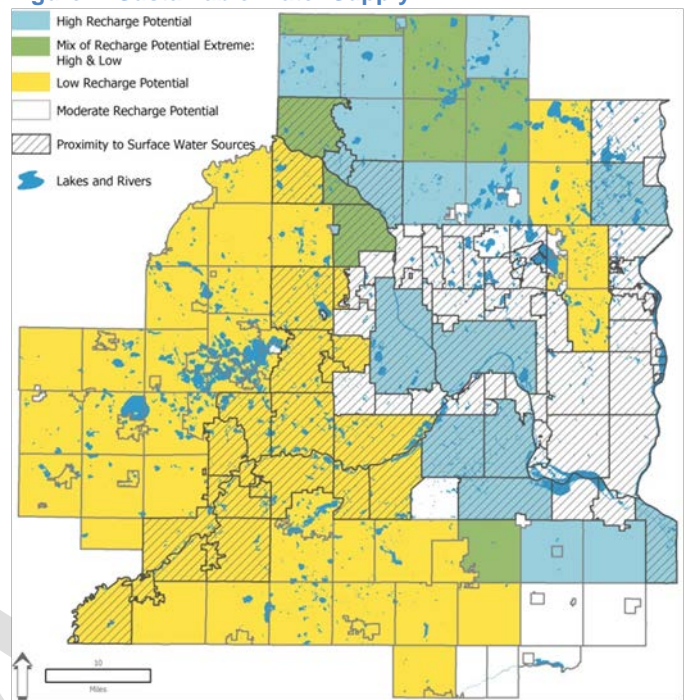
- the Stewardship section of the *Thrive Outcomes* (starting on p. 9)
- the Orderly and Efficient Land Use policy (p. 21)
- the Access, Mobility and Transportation Choice policy (p.)
- the *Transit Oriented Design Strategic Action Plan*
- the **2040 Transportation Policy Plan** and its supporting technical appendices.

Water Supply Considerations

The Mississippi River supplied water to early development in the region, but groundwater wells have been used to accommodate the region's outward growth. This increasing reliance on groundwater over time has become a significant issue. In parts of the region, groundwater levels are declining. In some cases, it is affecting, or has the potential to affect, lake levels. A pressing concern is the impact that future development could have on the reliability of groundwater as a water source.

In 2005, the Minnesota State Legislature authorized the Metropolitan Council to take on planning and management of regional water supply issues. The Council's goal, articulated in the Master Water Supply Plan, is a sustainable water supply for current and future generations. To achieve this goal, the Plan identified two important issues to address: the unbalanced use of groundwater versus surface water resources, and the unplanned modification of important groundwater recharge areas. Figure 1 identifies the communities that sustainable water use can be re-established through a better balance of groundwater and surface water supply, and through better management of vulnerable recharge areas.

Figure 1. Sustainable Water Supply



Cities are responsible for planning their local water supply and obtaining permits from state agencies. These agencies, which protect the state's water resources and ensure safe drinking water, include the Minnesota Department of Natural Resources (DNR) and the Minnesota Department of Health. Because of the Metropolitan Council's planning work completed with the *Master Water Supply Plan*, the region now has a better understanding of the impact of development and water use on underground aquifers, as well as potential solutions to long-term sustainability. As communities plan for the future, they should consider both the implications of their water supply for future growth and how their land use patterns affect water supply.

The map above is intentionally illustrative. See the Council's website and the *Master Water Supply Plan* for up-to-date maps of groundwater recharge potential. For specific approaches, policies and additional analysis related to groundwater, visit:

- the Sustainability section of the Thrive Outcomes (p. 29)
- the Orderly and Efficient Land Use policy (p. 21)
- the Natural Resources Protection policy (p.)
- the **2040 Water Resources Policy Plan**
- the metropolitan area *Master Water Supply Plan*.

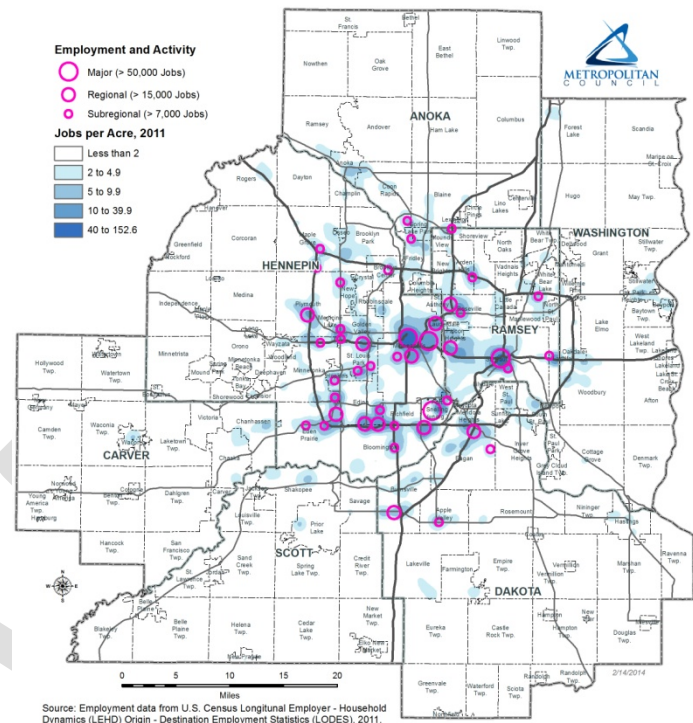
Job and Activity Centers

Job and Activity Centers are areas of focused economic activity. Job Centers are contiguous areas that have at least 7,000 jobs at a net density of at least 10 jobs per acre. In 2010, half of the region's jobs were located in one of 42 Job Centers; one in six of the region's jobs was in the four largest job centers: downtown Minneapolis, downtown Saint Paul, the University of Minnesota and the airport/Mall of America. Activity Centers are concentrated nodes of other activity, such as major educational institutions, shopping and airports.

Job and Activity Centers are significant travel destinations; encourage local investments in vibrant neighborhoods that attract and retain employers and workers; and support higher levels of transit service and highway infrastructure. Employers that value transit access for their workforce should locate in Job Centers.

As new job concentrations emerge -- whether through new development, redevelopment or job growth at a specific site -- the Council will identify Job Centers that meet the thresholds of job number and density. The map above reflects 2011 data. See the Council's website for annually-updated maps of Job and Activity Centers. For specific approaches, policies and additional analysis related to Job and Activity Centers, visit:

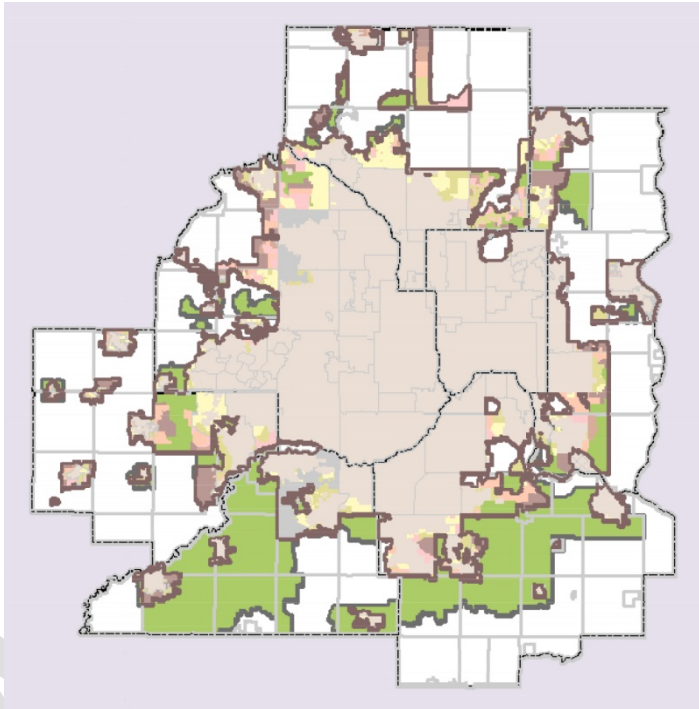
- the Prosperity section of the Thrive Outcomes (p. 23)
- Economic Competitiveness Land Use policy (p. ___)
- the **2040 Transportation Policy Plan** and its technical appendices.



Wastewater Service Areas

The Council has a long history of aligning land development with the staging of new connections to regional wastewater service. This has helped the Council to provide efficient and affordable service; to create predictability for landowners, cities and developers; to ensure that future revenues cover the expense of the infrastructure; and to protect ground- and surface-water quality. Many Council policies relate to a community's level of wastewater service:

- *Wastewater Service Area* is land currently served by the regional wastewater treatment system.
- *Planned Wastewater Service Area* includes land that is not currently served but is staged to receive regional wastewater treatment service by 2040.
- *Long-term Wastewater Service Area* represents land that is planned to receive wastewater treatment service sometime after 2040.



To further stewardship of the region's water and financial resources, the Council will continue to apply established wastewater policies. Additionally, wastewater operations and investments will be aligned with other activities as part of the Council's new water sustainability approach.

As a long-standing responsibility of the Council, wastewater service policies are woven into the community designations outlined in the next sections. In order to ensure efficient use of regional infrastructure, the Council defines minimum residential density levels in areas planned for regional wastewater service by 2040. In areas planned for post-2040 regional wastewater service, the Council defines maximum residential densities.

The map above is intentionally illustrative. See the Council's website and adopted amendments to the Water Resources Policy Plan for up-to-date maps of the long-term wastewater area and the Metropolitan Urban Services Area. For specific approaches, policies and additional analysis related to wastewater service policies, visit:

- the Stewardship and Sustainability sections of the Thrive Outcomes (p. 9 and 29)
- the Natural Resources Protection Land Use policy (p.____)
- the Orderly and Efficient Land Use policy (p.)
- the **2040 Water Resources Policy Plan**.

Regionally Significant Ecological Resources

An abundance of natural resources is one of the many reasons that our region is so vibrant and desirable. The region is home to a wide variety of natural habitats, ranging from wooded riverine areas along the Minnesota and St. Croix Rivers to large wetland complexes like that in Carlos Avery Wildlife Management Area to upland prairies and forests throughout the region.

Ecological resources are important to the council because of the many benefits that come from a healthy natural environment, including economic activity, health and psychological benefits, quality of life and valuable eco-services.

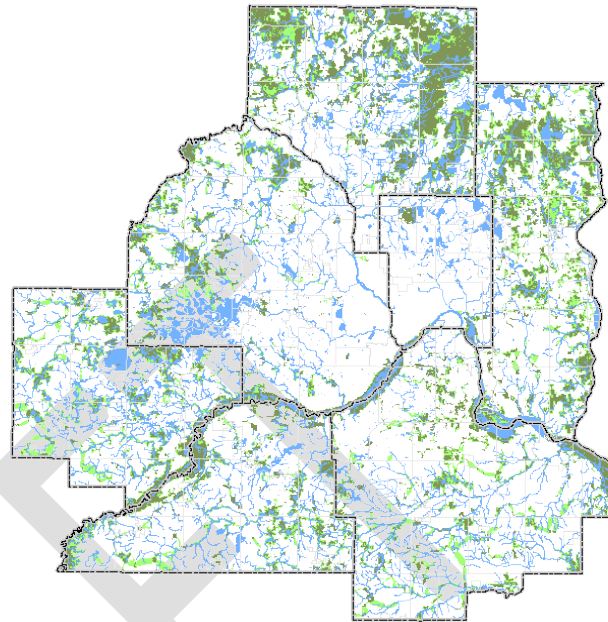
The health of these natural systems depends on active protection and management by a wide variety of agencies, communities and individuals. The council plays several roles in this network: collaborating with state and local partners to protect and improve surface water quality, preserving and protecting high quality environments in regional park in partnership with local parks agencies, and coordination of land use planning by local units of government

Integrating natural resources into our development patterns helps to create livable neighborhoods and desirable places to visit. Incorporating natural areas and trees into neighborhoods adds to a community's sense of place, as well as providing opportunities to interact with the natural environment on a daily basis. Some natural areas can also increase opportunities for outdoor recreation and exercise, especially when integrated into the neighborhood.

As communities embark on their Comprehensive Plan updates, the Council will provide technical assistance and information on natural resources, best practices for protection and integration into development.

The map above is intentionally illustrative. See ??? for up-to-date maps of regionally significant ecological resources. For specific approaches, policies and additional analysis related to regionally significant ecological areas, visit:

- the Stewardship and Sustainability sections of the Thrive Outcomes (p. 9 and 29)
- the Natural Resources Protection Land Use policy (p.____).



Community Designations

The previous sections of *Thrive MSP 2040* set forth Outcomes and Principles to guide regional policies, investment and activities. This section translates those overall ideas into specific land use policies and strategies to help local communities incorporate regional needs into local comprehensive plans.

The seven-county region contains a wide range of communities, from Agricultural areas to the Urban Center. Development patterns, neighborhoods, and land uses vary across communities. To advance the Thrive Outcomes, the Council is articulating specific land use and development strategies and policies tailored for communities with shared development opportunities and challenges. This approach allows each local jurisdiction the flexibility to determine how best work toward achieving both the regional outcomes and their local goals.

The Council assigns a community designation to each city and township based on the overall state of development and regional issues faced by that community. Although the characteristics of the community designation may not apply to every neighborhood of a community, the designation represents the dominant character of the community. The Council uses these community designations to:

- guide regional growth and development to areas that have urban infrastructure in place and the capacity to accommodate development and redevelopment;
- establish land use expectations, including overall densities and development patterns, for different planning areas;
- outline the respective roles of the Council and the individual communities and strategies for planning for projected levels of growth.

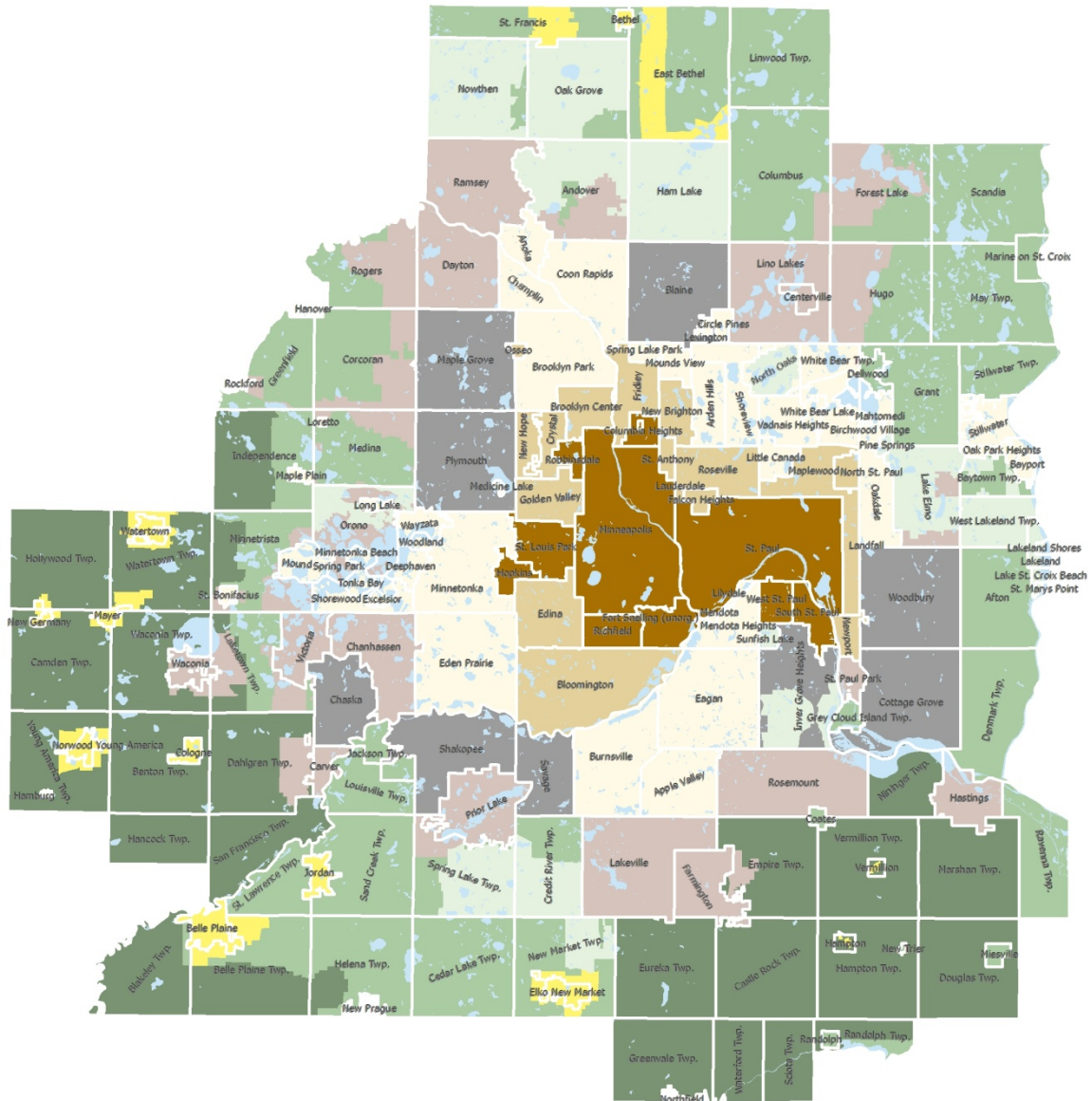
Urban and Rural Service Areas

The Council designates the Metropolitan Urban Service Area (MUSA) to distinguish between the Urban Service Area and the Rural Service Area. Communities within the Urban Service Area receive a higher level of regional services such as metropolitan wastewater services, regional highways, and the regular route transit. In return, the Council expects these jurisdictions to plan for and build the higher levels of development that economically support those regional services. Conversely, in the Rural Service Area, the Council discourages higher development densities to ensure the orderly development of the region, promote the efficient use of regional investments, and to protect agricultural land, water resources, and the rural landscape.

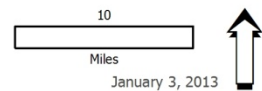
While the Urban Service Area constitutes about half of the land in the region, about xx% of the population lives in this area. The Urban Service Area includes a diverse set of communities ranging from the urban cores of downtown Minneapolis and St. Paul to suburban edge communities planning for staged growth and expansion. Developing at different times in the region's history, these communities include a variety of residential neighborhoods, housing types, and densities, as well as a varying mix of commercial and industrial areas. The Council supports the Urban Service Area through investments in transit infrastructure, transit services, highways, regional sewer systems, the regional parks system, and programs that support redevelopment. In turn, the Council works with local communities to support growth that best capitalizes on regional infrastructure and systems. To respond to this variation in development patterns, the Urban Service Area is divided into five community designations: Urban Center, Urban, Suburban, Suburban Edge, and Emerging Suburban Edge.

About half of the land in the Twin Cities region is in the Rural Service Area. This area includes a range of uses including cultivated farmland, vineyards, hobby farms, gravel mines, woodlands, small towns, scattered and clustered housing, open spaces and significant expanses of the region's natural resources. Aside from the investments in the regional parks system, investments in regional service are limited in the Rural Area. To protect the vital agricultural lands and natural amenities and accommodate desires for rural and small-town residential choices, the Rural Area is divided into four community designations: Agricultural Area, Diversified Rural Area, Rural Residential, and Rural Center.

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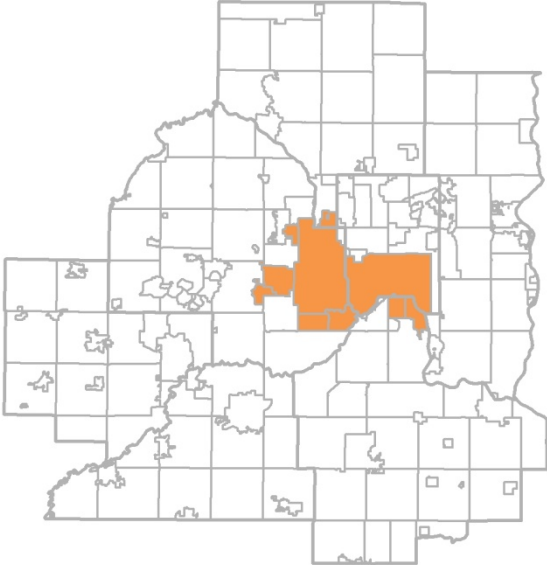
- Community Designation
- Urban Center
 - Urban
 - Suburban
 - Suburban Edge
 - Emerging Suburban Edge
 - Rural Center
 - Diversified Rural
 - Rural Residential
 - Agricultural
 - Non Region



January 3, 2013

Urban Center: Growing vitality in the region's core

The Urban Center includes the largest, most centrally-located and most economically diverse cities of the region. Anchored by Minneapolis and St. Paul, the Urban Center also includes adjoining cities that share similar development characteristics such as street grids planned before World War Two.



Downtown Minneapolis is a significant regional center of finance and business services; downtown St. Paul is the seat of state government; and the University of Minnesota attracts tens of thousands of students, faculty and staff to its three campuses in the Urban Center.

Centrally-located industrial concentrations in the Urban Center are well-connected to export markets by river, railroad, highway, and air travel. Investments in transit and amenities have strengthened the Urban Center as an attractive place to invest, live, and do business.

The Urban Center also includes the most visited regional parks, such as the Minneapolis Chain of Lakes and Como Regional Park, and is home to the region's premiere cultural resources. While the Urban Center includes some of the region's wealthy and historically notable areas, like Summit Avenue, it also includes areas with significant challenges, including many of the region's racially concentrated areas of poverty.

Neighborhoods throughout the Urban Center grew outward along a system of streetcars. Because of more limited automobile use during their initial development, neighborhoods are more conducive to transit use and walking for daily needs. Streets are narrow and interconnected, sidewalks are common; and buildings are oriented toward pedestrians, with smaller-scale commercial uses often within a short walking distance. Travel by transit, walking, and bicycling remains common here. Redevelopment, reinvestment, and intensification are occurring in areas where people have multiple transportation options and commercial, cultural, and recreational amenities are nearby.

Urban Center communities are experiencing redevelopment attracted to their vitality and amenities, often at significant densities. However, they face many challenges including pollution cleanup costs, land availability for development and infrastructure improvements, congestion, conflicting or competing land uses, and the costs of retrofitting, replacing, or introducing new infrastructure.

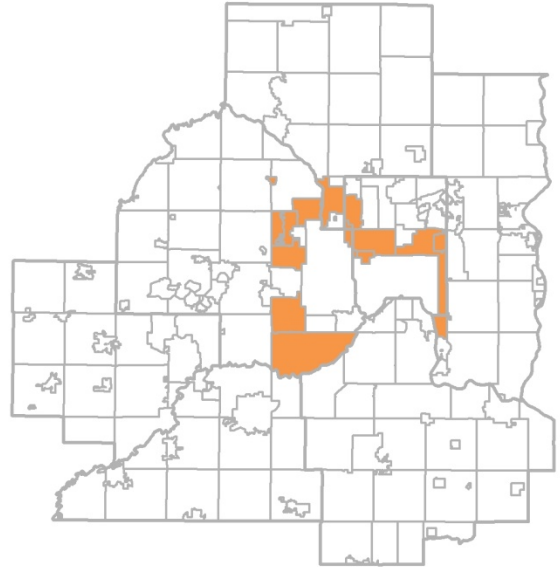
The Council forecasts that the cities in the Urban Center will add xx,000 residents, xx,000 households and xx,000 jobs between 2010 and 2040. This represents growth of xx percent in population, xx percent in households and xx percent in employment over the three decades.

Urban Center communities are: [add list here]

Urban: Redeveloping to meet the needs of new generations

Urban communities developed primarily during the economic prosperity between the end of World War II and the economic recession of 1973-1975. These cities, adjacent to the Urban Center communities, experienced rapid development to house the growing families of the Baby Boom era.

Highway accessibility led to the development of Urban communities as centers of office, commercial, institutional, and industrial uses, including many of the region's early major indoor shopping malls. Many Urban Area communities are served by highways that predate the interstate system (e.g., Highways 100 and 36).



The development patterns of Urban communities show the growing influence of the automobile as miles and miles of new limited-access highways accelerated further automobile-oriented growth. After World War II, the region's two-lane roads that extend out from the Urban Center were improved, expanded, and new roads and highways were built, making large tracts of land available for development. Streets are wider and include more curves. Lots are larger, parking is plentiful, streets no longer have alleys, sidewalks are less common, and residential parking is accessed via streets instead of alleys. In many cases, local streets do not intersect with higher volume roadways as more emphasis is placed on traffic movement and circulation.

Over time, transit service has been extended into these communities from local routes originating in the Urban Center. Some new services were introduced such as circulator services often centered on the regional malls and express buses serving major park-and-rides that transport commuters to the downtowns of Minneapolis and St. Paul.

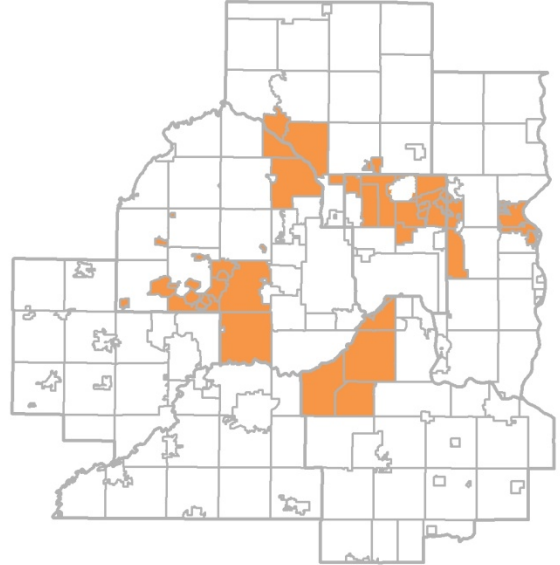
Urban communities face the challenge of redeveloping in ways that accommodate a greater mix of uses, incorporate better facilities for pedestrian and bicyclists, and lay the groundwork for pedestrian-friendly districts and improved transit services. Examples include the Penn-American District in Bloomington and the I-394 Mixed Use District in Golden Valley.

The Council forecasts that the Urban communities will add xx,000 residents, xx,000 households and xx,000 jobs between 2010 and 2040. This represents growth of xx percent in population, xx percent in households and xx percent in employment over the three decades.

Urban communities are: [add list here]

Suburban: Cultivating places where people can gather

Suburban communities saw their primary era of development in the 1980s and into the early 1990s as the Baby Boomers formed families and entered their prime earning years. Many of these cities fall along freeway corridors and include growth along outside the I-694/494 beltway. This development pattern also reached and incorporated places that were once resort destinations connected from the Twin Cities by streetcar, such as communities along Lake Minnetonka, White Bear Lake, and the St. Croix River.



Many of the region's corporate headquarters are located in the Suburban Area. These include Thomson Reuters in Eagan, United Health Group in Minnetonka, and Land O'Lakes in Arden Hills.

Development in Suburban communities occurred at significantly lower densities than in previous eras. Many residential subdivisions include cul-de-sacs. Retail areas often include big box stores and multi-tenant retail developments. Because of the automobile-orientation of this area's development patterns and high automobile ownership, walking or bicycling for daily travel is less common, but trails are often used for recreation and commuting. Suburban Area cities include some of the large regional parks such as Bunker Hills Regional Park in Coon Rapids and Andover, and Lebanon Hills Regional Park in Eagan and Apple Valley. Transit service is generally less cost-effective in the Suburban communities than in the Urban Center and Urban communities, but there is demand for express bus service from park-and-rides to regional destinations.

As the Suburban communities have grown and as market preferences have evolved, many of these cities are now focusing attention on developing places where people can gather. These include town centers like downtown Stillwater, Burnsville's Heart of the City, Minnetonka's Village Center, downtown White Bear Lake, and Apple Valley's downtown. These locations are intended to be more walkable and include a mix of retail, higher density housing; and civic, institutional, and open space amenities. They often incorporate suburban transit circulator buses and park-and-rides for express service to downtown.

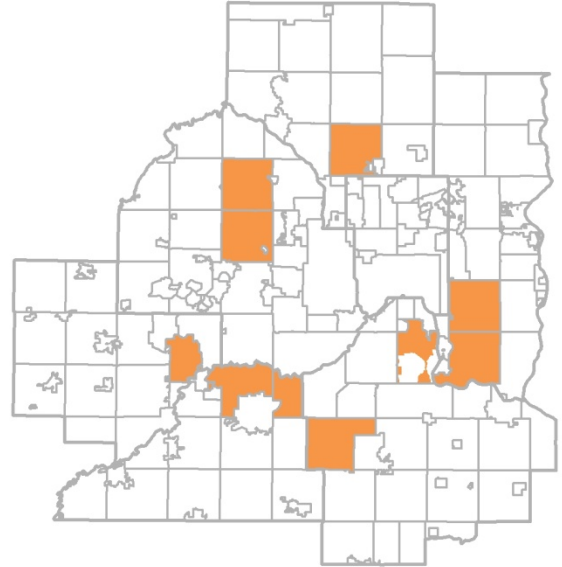
The Council forecasts that the Suburban communities will add xx,000 residents, xx,000 households and xx,000 jobs between 2010 and 2040. This represents growth of xx percent in population, xx percent in households and xx percent in employment over the three decades.

Suburban communities are: [add list here]

Suburban Edge: Managing rapid growth and change

The Suburban Edge includes communities that have experienced significant residential growth beginning in the 1990s and continuing to the 2010s. At least 40% of the land in these cities is developed, but significant amounts of land remain for future development. These communities generally do not have large-scale agricultural areas.

The Suburban Edge includes regional and sub-regional job and activity centers, like Maple Grove's The Shoppes at Arbor Lakes, as well as more local and small scale centers, like downtown Chaska, that serve the local population.



The Suburban Edge tends to have auto-oriented development and transportation patterns. Neighborhoods are often self-contained subdivisions characterized by cul-de-sacs and limited access to major thoroughfares for traffic movement. Recent development has included both subdivisions of single-family detached homes as well as townhome developments offering more options for housing affordability. Most cities in the Suburban Edge have access to regional trails and include some existing residential neighborhoods with sidewalks and connection to trails. Suburban Edge cities are seeing increasing demand for transit service from park-and-rides to regional destinations.

The balance of proximity to more developed areas and a significant supply of developable land presents an opportunity for the Suburban Edge to develop new workforce housing. Locating future development close to existing urban services and infrastructure will use regional investments efficiently. Connections via roadway, transit, and trails to centers in adjacent Suburban and Urban communities will further integrate the Suburban Edge into regional fabric. Addressing walkability and expanding local trail networks is important for residential neighborhoods in order to increase connectivity in existing and new neighborhoods.

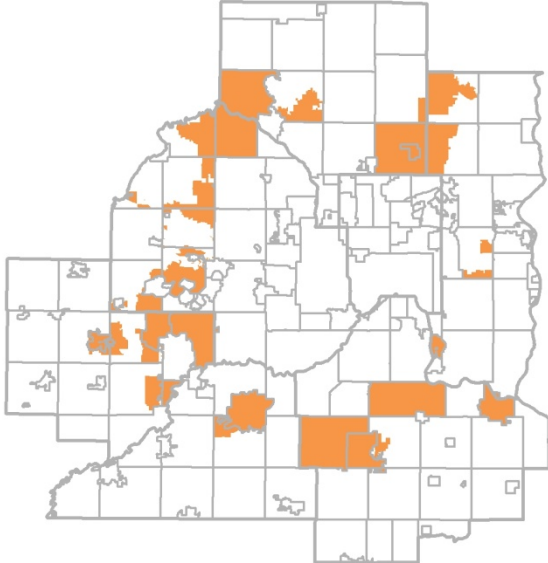
With water supply issues facing many Suburban Edge communities, planning efforts should focus on how to protect water supply resources and identify viable alternative sources of water. Similarly, with much of their development yet ahead, Suburban Edge communities can protect and preserve open spaces, natural areas, and water recharge capacity within future development patterns.

The Council forecasts that the cities in the Suburban Edge will add **xx**,000 residents, **xx**,000 households and **xx**,000 jobs between 2010 and 2040. This represents growth of **xx** percent in population, **xx** percent in households and **xx** percent in employment over the three decades.

Suburban Edge communities are: **[add list here]**

Emerging Suburban Edge: Transitioning from rural to developed

The Emerging Suburban Edge includes cities, townships, and portions of both that are in the early stages of transitioning into urbanized levels of development. Strategically located between Suburban Edge and the Rural communities, the Emerging Suburban Edge communities offer both connections to urban amenities and the proximity to open spaces that characterizes a rural lifestyle. Often, the cities and townships in the Emerging Suburban Edge are in more than one community designation. In the majority of Emerging Suburban Edge communities, less than 40% of the land has been developed.



Communities in the Emerging Suburban Edge have a mix of residential, rural, and agricultural areas, often including lower-density single-family neighborhoods and small downtown service centers. The growth patterns in these communities demonstrate the challenges of changing from rural to suburban. New developments are typically built in a traditional suburban pattern, characterized by large curving streets, limited through roadways, and auto-oriented street design. Emerging Suburban Edge communities have access to regional wastewater services (either municipally-owned or regional services), access to the Metropolitan Highway System, and include existing or planned regional parks system facilities.

The Emerging Suburban Edge communities provide a variety of commercial activities along the main transportation corridors and most encompass historic small downtowns with small town characteristics. Commercial areas in the Emerging Suburban Edge tend to be individual large employers and smaller scale activity centers serving the local population. These communities benefit from the proximity to more developed areas while retaining their local rural character and protecting natural resources.

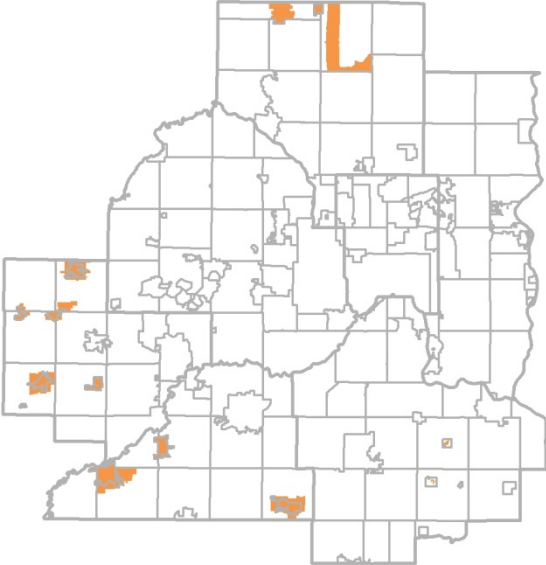
Although these communities have some redevelopment potential in older areas such as historic downtown districts, the focus in the Emerging Suburban Edge is on greenfield development. Greenfields present opportunities to integrate natural resource preservation into site planning prior to development. Some of these communities have land available within their jurisdiction staged for future development, while others are expanding through orderly annexation agreements with neighboring townships. This mix of uses, availability of undeveloped land, and rich access to natural resources is a characteristic unique to Emerging Suburban Edge communities.

The Council forecasts that Emerging Suburban Edge communities will add xx,000 residents, xx,000 households and xx,000 jobs between 2010 and 2040. This represents growth of xx percent in population, xx percent in households and xx percent in employment over the three decades.

Emerging Suburban Edge communities are: [add list here]

Rural Centers: Serving the rural area as small town centers of commerce

Rural Centers are local commercial, employment, and residential activity centers serving rural areas in the region. These small towns are surrounded by agricultural lands and serve as centers of commerce to those surrounding farm lands and the accompanying population. Although smaller in scale than urban communities, Rural Centers provide similar development patterns and locally accessible commercial services for the surrounding area.



Rural Centers have wastewater treatment services, some municipally-owned and others connected to the regional system provided by the Metropolitan Council. The availability of either local or regional wastewater treatment supports denser land uses and development patterns in these cities and distinguishes them from neighboring rural townships and other small towns.

Rural Centers provide a range of services appropriate to serve a limited population within a compact geographical area. Rural Centers generally have a mix of housing densities, strong commercial service districts in a traditional downtown district or along transportation corridors, and residential neighborhoods surrounded by farmland and agri-businesses. Growth in Rural Centers should be orderly and economical so as to best utilize existing infrastructure and investment prior to extension of new services outside of Rural Centers.

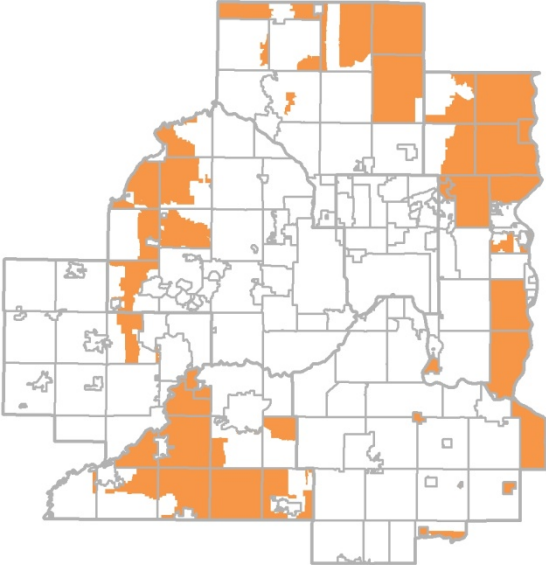
At times, Rural Centers can connect travelers and residents to other communities in and outside the region, particularly those that are well served by existing transportation infrastructure such as in Scott County along US 169. Largely situated along the edges of the seven-county region, these Rural Centers are often visited by travelers with a destination in another part of the region. This spatial connection to other locations in the region supports the commercial and activity functions of Rural Centers and provides growth opportunities unique to these communities.

The Council forecasts that Rural Center communities will add xx,000 residents, xx,000 households and xx,000 jobs between 2010 and 2040. This represents growth of xx percent in population, xx percent in households and xx percent in employment over the three decades.

Rural Centers are: [add list here]

Diversified Rural: Protecting land for rural lifestyles and long-term urbanization

Diversified Rural communities are home to a variety of farm and non-farm land uses including very large-lot residential, clustered housing, hobby farms and agricultural uses. Located adjacent to the Emerging Suburban Edge of the Urban Service Area, the Diversified Rural Area protects rural land for rural lifestyles today and potential urbanized levels of development sometime after 2040.



Large areas of high quality natural resources are located in these communities with some of these natural areas protected in state lands and regional parks, like Carlos Avery Wildlife Management Area in Anoka County and Carver Park Reserve in Carver County.

While these communities contain a mix of uses, large portions of communities in the Diversified Rural area also contain prime agricultural soils, located primarily in Scott and Washington counties. Although these communities are not designated Agricultural communities, the Council supports the preservation of agricultural land. Agricultural uses in Diversified Rural communities benefit from their proximity to the Urban Service Area and Rural Centers, but face challenges to their long-term continued use, including incompatible uses developing nearby and increased development pressures.

The Council discourages urbanized levels of residential development in Diversified Rural communities to avoid the premature demand for expansion of metropolitan systems and other urban public services. Regional investments in infrastructure, such as roads, focus on rural levels of service, while recognizing the need to include transportation infrastructure consistent with market access and the business needs of the area. Some Diversified Rural communities are also located within the Long-Term Service Area for the regional wastewater system. These areas are designated to ensure land availability to accommodate growth post-2040 at the edge of the urbanizing area. The remaining Diversified Rural communities are considered long-term rural areas.

There is a portion of the region’s population that is interested in rural and small town living. For communities in the Diversified Rural area, the Council supports the clustering of homes to meet that demand, but done in a manner that protects high quality and locally-prioritized natural areas and open spaces, and also preserves lands for potential post-2040 urban development.

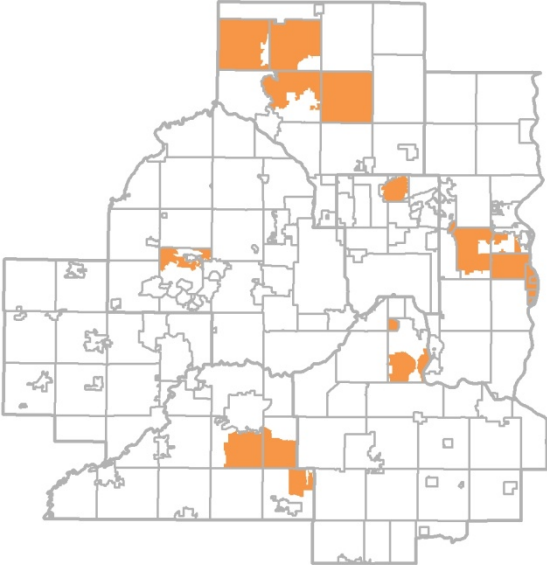
The Council forecasts that Diversified Rural communities will add xx,000 residents, xx,000 households and xx,000 jobs between 2010 and 2040. This represents growth of xx percent in population, xx percent in households and xx percent in employment over the three decades.

Diversified Rural Area communities are: [add list here]

Rural Residential: Limiting unsustainable growth patterns

Rural Residential communities have residential patterns characterized by large lots and do not have plans to provide urban infrastructure, such as centralized wastewater treatment.

Many of these communities in the Rural Residential Area have topographic development limitations and an historic development pattern with lot sizes that generally ranged from 1- 2.5 units/acres. These residential densities do not support economical extension of wastewater services. In Anoka County, the Rural Residential Area includes communities which have a large number of wetlands and existing densities of 2.5 acres of less. These areas are typically portions of a community, while the remaining part of the community is usually Emerging Suburban Edge, Suburban Edge, or Diversified Rural. Some communities are split between community designations where wastewater services are available (typically Suburban Edge and Emerging Suburban Edge) and the Rural Residential area where neither the Council nor the city plans to provide wastewater services. In most cases, the Rural Residential area is existing single-family residential housing within a residential portion of a community. If the Rural Residential area includes the whole community, other uses typically have developed such agricultural uses, including sod farming and horticulture, as well as commercial uses to serve local needs, and commercial and light industrial along transportation corridors.



Rural Residential development precludes providing urbanized infrastructure in an effective, connected, and efficient manner. Rural Residential development does not advance the Metropolitan Council mission of ensuring orderly and economical development and in some cases, increases the potential for damage to the environment. These areas need to accommodate minimal growth while protecting natural areas and water quality and quantity and ensuring sufficient public infrastructure. The Council discourages the expansion of the Rural Residential areas.

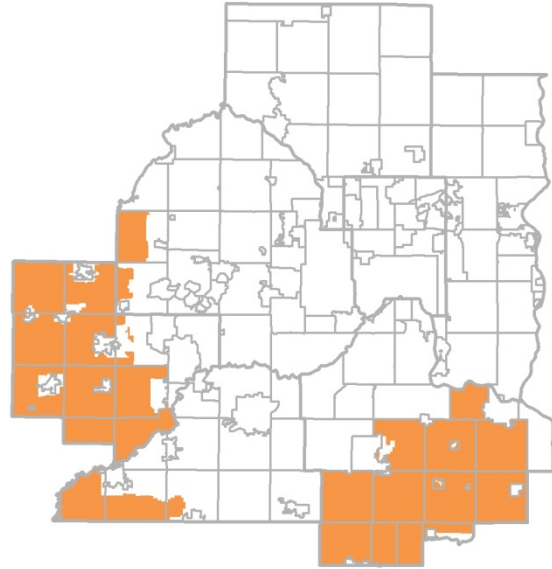
The Council forecasts that the cities and townships in the Rural Residential Area will add xx,000 residents, xx,000 households and xx,000 jobs between 2010 and 2040. This represents growth of xx percent in population, xx percent in households and xx percent in employment over the three decades.

Rural Residential Area communities are: [add list here]

Agricultural: Preserving large swaths of farmland

Agricultural communities encompass areas with prime agricultural soils that are planned and zoned for long-term agricultural use. These communities are home to the bulk of contiguous lands enrolled in the Metropolitan Agricultural Preserves and Green Acres Programs or cultivated for commercial agricultural purposes.

In the Agricultural area, agriculture IS the development. The Council supports the preservation of agricultural land to protect the region's agricultural economy, provide economic opportunities for farmers, and to promote local food production. These long-term uses support the region's economic competitiveness as they provide opportunities for local agricultural- and food-based industry clusters and production for local food consumption.



The preservation of long-term agricultural uses and the integration of best management practices in farm operations also contribute to regional sustainability. The incorporation of best management practices, such as conservation tillage and carbon sequestration, can improve soil fertility, reduce soil erosion, and improve overall soil and water quality. Long-term agricultural uses can also contribute to the region's air quality by reducing local food transportation distances and related greenhouse gas emissions.

The Council discourages urban levels of development in rural areas to reduce development pressure on agricultural lands and to avoid the premature demand for expansion of metropolitan systems and other urban public services. Regional investments in infrastructure such as roads and wastewater treatment will focus on rural levels of service, while recognizing the need to include transportation infrastructure consistent with market access and the agricultural needs of the area.

The Council forecasts that Agricultural communities will add xx,000 residents, xx,000 households and xx,000 jobs between 2010 and 2040. This represents growth of xx percent in population, xx percent in households and xx percent in employment over the three decades.

Agricultural communities are: [add list here]

Land Use Policies

Setting the Stage

The Twin Cities metropolitan area is a thriving region of interconnected places with a shared future. The Council intends to be a good steward of the region's assets, and to capitalize upon them in our efforts toward prosperity, equity, livability, and sustainability. Among those assets are a diversified economy and numerous educational institutions; healthy downtown and suburban business centers; a vibrant arts and cultural community; abundant open space and natural resources; and a diversity of urban, suburban, and rural communities.

Over the last 40 years, the region has made significant investments in the regional systems of parks and trails, transportation, and wastewater collection and treatment that support the built environment we have today. Today, however, new issues are pressing on our development choices.

Because of fiscal, environmental, and political forces at all levels of government, the region is moving from a period of infrastructure expansion to one of maintenance, strategic investments, and getting more out of what we already have.

In 2007, the Legislature passed a law calling for a 15 percent reduction in the state's greenhouse gas emissions by 2015, and 30 percent reduction by 2025.¹ As a part of achieving these goals, the region will need to address our transportation and land use patterns.

As a result of demographic and market changes, investment and intensification is occurring in the urbanized area; and though more slowly than in decades past, suburban communities on the edge are filling in. More communities are taking on the challenges and opportunities related to reuse, infill, and redevelopment; development along mixed use corridors; and the creation of walkable districts centered around transit.

The land use policies set forth in this section balance both urban and rural qualities to create the most viable atmosphere for a successful metropolitan community. The goal is to achieve a prosperous future for everyone in a region that is equitable, livable, and sustainable. The vision within *Thrive* can only succeed through local and regional partnerships. Regional perspective does not displace local efforts, it depends on them. It is this integrated focus on which *Thrive* relies. The land use policies in this chapter are intended to support the *Thrive* vision, to maximize opportunities, achieve growth, and strengthen the region's economic competitiveness.

Land Use Policies

To build the foundation for a prosperous, equitable, livable, and sustainable future, the Council has identified six policies to guide land use and regional development:

Orderly and Efficient Land Use: Align land use, development patterns, and infrastructure to make the best use of public and private investment.

¹ Next Generation Energy Act of 2007.

Natural Resources Protection: Conserve, restore, and protect the region’s natural resources, including water resources, to ensure availability, to support public health, and to maintain a high quality of life.

Housing Affordability and Choice: Promote housing options to give people in all life stages and of all economic means viable choices for safe, stable, and affordable homes.

Access, Mobility, and Transportation Choice: Sustain and improve a multi-modal transportation system to support regional growth, maintain regional economic competitiveness, and provide choices and reliability for the system’s users.

Economic Competitiveness: Foster connected land use options to provide businesses and industries with access to materials, markets, and workers.

Building in Resilience: Promote sensitive land use and development patterns to achieve Minnesota’s adopted greenhouse gas emissions goals at the regional scale, and to develop local resiliency to the impacts of climate change.

To implement these overall policies the Council has identified land use strategies for local communities and the Council to implement. While each strategy is linked to a specific policy in this document, in practice strategies can serve multiple purposes. For example, a strategy of focusing development around centers on transit and transportation corridors supports the policy of aligning land uses to make the best use of public and private investments, among other policies. Guiding development to targeted areas can reduce the development pressures in areas with high quality natural resources. This focus of development along transportation and transit corridors can also improve the efficiency of our transit system by building housing within easy access to the existing system. This method of development can also support specialized housing types to meet the lifestyle needs of a segment of the population seeking more urban living options.

We cannot focus on one policy alone to attain the outcomes identified in this plan. Instead, it will take a combination of strategies addressing all of the policies to set the stage for a successful future. While a policy may appear to directly support some of the Council’s desired outcomes more than others, all of the land use policies are interrelated and implementation must be integrated to move toward attaining the outcomes. Each of the following land use policies applies to all communities, with the following section highlighting the strategies that are common among all communities. In recognition of the opportunities and challenges unique to different communities, additional strategies to implement these policies are tailored to suit the different community types in the region (see Strategies for Community Designations).

Orderly and Efficient Land Use

Align land use, development patterns, and infrastructure to make the best use of public and private investment.

Orderly and efficient land uses lay the foundation for a prosperous region. The Council sets the framework for land use patterns and guide development in the region, as directed by the

Metropolitan Land Planning Act². This means being fiscally responsible by guiding land uses and development patterns that make the most of the region's investments in infrastructure. Directing growth where infrastructure already exists also reduces the need to add roads and expand the regional wastewater system to support the same growth elsewhere.

Making efficient use of land and capitalizing upon existing infrastructure also reduces outward development pressures in rural and natural resource areas. Planning for and supporting growth where infrastructure is already in place allows these rural areas to continue to maintain large tracts of natural resources, agricultural production, and a sparsely developed rural environment.

Aligning land uses, development patterns, and infrastructure is important at the local level, too. Orderly and efficient does not just mean wise use of regional infrastructure, it also means planning livable neighborhoods connected to places to work and play. While traditionally planning has separated residential neighborhoods from commercial and industrial areas, residents still need to access these places to meet their daily needs and to get to work. Communities should continue to consider strategic locations for integrating different uses into neighborhoods and to make it easier for more people to access parks and provide places to pick up a bag of groceries without needing to rely on a car. Compact development patterns, integrating natural resources, and local interconnected street networks all add to the livability of our communities.

The region is able to provide cost-effective infrastructure and services when it is able to anticipate where, when, and to what extent regional growth will occur. The region establishes overall density expectations for communities based on their community designation, as well as expectations near transit stations. Density thresholds are based on an understanding of future regional growth, market demand in different parts of the region, existing development patterns and redevelopment opportunities, and regional policies to support the concentration of higher density growth around transit stations. Because each community and its values are unique, precisely how and where density is guided is determined by each community consistent with regional policies.

Council Role

- Advance the Metropolitan Council mission of ensuring orderly and economical development.
- Develop and update regional plans to manage forecasted growth by using regional systems and land efficiently and effectively.
- Coordinate major regional investment projects with local infrastructure and planning for development and redevelopment.
- Promote development patterns that protect natural resources, the quality and quantity of our water resources, and our water supply.
- Promote land use patterns that differentiate between urban and rural uses.
- Update regional plans for water supply and pursue environmentally sound and cooperative water reuse practices, conservation initiatives, joint planning, and implementation efforts to maximize surface water infiltration to recharge groundwater supplies.

² Minn. Stat. 473.145

- Support economic growth and development by promoting the wise use of water through a sustainable balance of surface and ground water use, conservation, reuse, aquifer recharge and other practices.
- Provide efficient and high quality regional wastewater infrastructure and services.
- Pursue wastewater reuse where economically feasible as a means to promote sustainable water resources.
- Coordinate wastewater conveyance projects with regional park and trail system improvements where appropriate.

Community Role

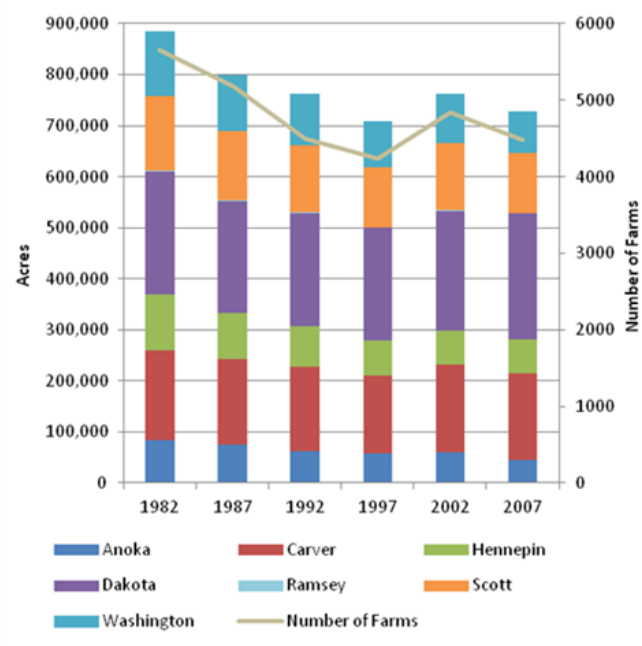
- Plan for development to support forecasted growth at appropriate densities, as articulated in the following community designation sections, focusing growth along nodes on corridors.
- Plan and develop interconnected local streets, adequate stormwater infrastructure, adequate water supply, and properly managed subsurface sewage treatment systems to support local growth forecasts.
- Adopt and implement the local comprehensive plan following Council review.
- Maintain, replace, or expand local facilities and infrastructure to meet growth and development needs.
- Prepare local water supply, wellhead protection, wastewater, and local surface water plans as required by the Metropolitan Land Planning Act.
- Plan land use patterns that facilitate groundwater recharge, reuse, and reduce per capita water use to protect the region's water supply.
- Plan for sustainable water supply options and groundwater recharge areas to promote development in accordance to natural resources protection and efficient use of land.
- Partner with other water supply providers to explore options to reduce dependence on groundwater.
- Develop plans to improve conditions for and encourage walking and bicycling where appropriate.

Natural Resources Protection

Conserve, restore, and protect the region's natural resources, including water resources, to ensure ongoing availability, to support public health, and to maintain a high quality of life.

An abundance of natural resources, particularly water, has long contributed to the vibrancy of our region. Early in the region's history, the Mississippi River provided an important source of energy and transportation for the milling industries. Aside from the beauty and recreational value of the region's lakes and rivers, water is necessary to sustain life and economic activities. The region is home to a variety of natural habitats, ranging from wooded riverine habitats along the Minnesota and St. Croix Rivers to large wetland complexes like that in Carlos Avery Wildlife Management Area to trout streams like Valley Creek in Washington County. As discussed earlier in *Thrive*, the Minnesota Department of Natural Resources has identified Regionally Significant Ecological Areas, which designates the high quality natural habitats around the

Figure 2. Total Farm Acreage & Number of



region. This identification is a useful tool to guide agencies and local governments in coordinating their conservation and protection efforts.

Integrating natural resources into our development patterns helps to create livable neighborhoods and desirable places to visit. Incorporating natural areas and trees into neighborhoods adds to a community’s sense of place, as well as providing opportunities to interact with the natural environment on a daily basis. Some of the natural areas can also increase opportunities for outdoor recreation and exercise, especially when planned as part of the neighborhood fabric.

The Council promotes land use patterns that integrate natural areas, both to add to livability and to avoid costly projects

needed to alleviate environmental impacts of development, such as infrastructure to assist in the management of stormwater. Protecting natural areas can help to recharge the region’s aquifers for water supply, filter and slow stormwater runoff, and reduce flood damage. Trees in the urban area not only provide shade for neighborhoods and pedestrians, but also help to ameliorate the effects of the urban heat island, reduce stormwater runoff, and help to filter the air we breathe.

Groundwater Resources

While the Mississippi River supported the initial development of the region, plentiful groundwater accommodated the region’s outward growth. Increasing reliance on groundwater over time, however, has become a significant issue. In parts of the region, groundwater levels are declining, as described in the Special Features section of this document. In some cases, it is affecting, or has the potential to affect, lake levels. A pressing concern is the impact that future development might have on the reliability of groundwater as a water source. Considerations of impacts to our groundwater resources is important during the planning and development processes to ensure that we are not negatively impacting our resources and that we are taking advantage of opportunities to recharge our groundwater where those opportunities exist.

Soil Resources

Agriculture has been an important shaper and supporter of the development of the region. The abundance of rich soils close to the Mississippi River led to the development of early food milling companies like Pillsbury. Many of these early companies have grown to include some of the largest food and agricultural businesses in the world, including Cargill and General Mills. As shown in Figure 2, the region is a soil-rich environment, with prime agricultural soils dominating the rural landscape, particularly in Carver, Dakota, and Scott Counties. Prime agricultural soils are defined by the Natural Resources Conservation Service, a division of the United States Department of Agriculture, in the Land Capability Classification. The Land Capability

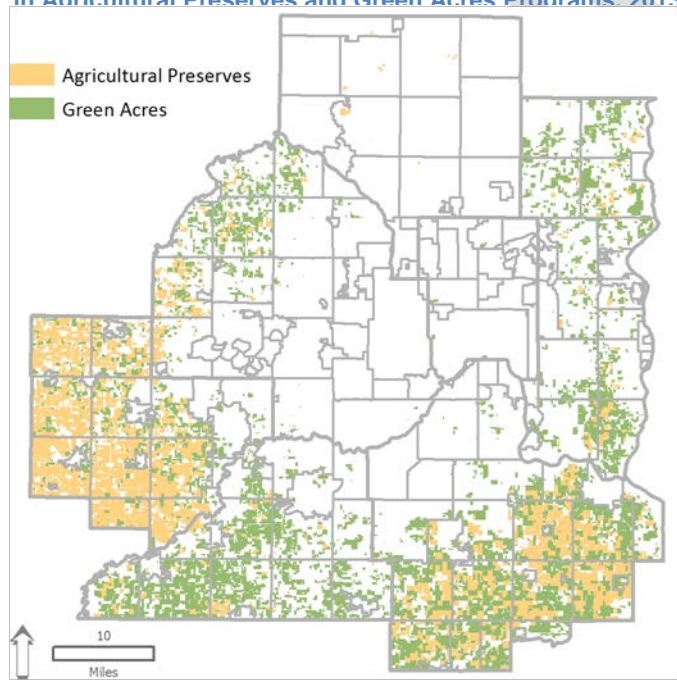
Classification designates soils as part of one of eight classes based on their characteristics including soil type, slope, location, depth, and texture among others. Classes I, II, and III are considered prime for cultivation.

Like in other metropolitan regions, farmland in the Twin Cities has experienced development pressures as the region has grown. Both the total number of farms and the total acreage in farms in the seven counties has declined over the last 30 years.³ There appears to be some leveling in both the acreage and number of farms since the late 1990s. This could be attributed to a number of reasons, including reduced outward pressures for development due to the downturn in the economy, enrollment in programs like the Agricultural Preserves Program and the Green Acres Program, and increase in profitability for farming.

The Agricultural Preserves Program (Minn. Stat. 473H) was enacted by the Legislature in 1980 with the purpose of maintaining “viable productive farm operations in the metropolitan area.”⁴ This program provides tax benefits for the land owners with properties of at least 40 acres in size, along with long-range planning protections in the comprehensive plans and ordinances from local governments to protect farming operations. The Green Acres Program, established in the late 1960s, provides similar land owner tax benefits, particularly to those with small parcels (at least 10 acres), but does not include the restrictions in local land use plans and ordinances for properties to be eligible. Enrollment in these programs varies by county (Figure 4), but

otherwise largely mirrors the locations of prime agricultural lands shown in Figure 1.

Figure 3. ILLUSTRATIVE MAP: Example of Lands Enrolled in Agricultural Preserves and Green Acres Programs, 2013



Aggregate Resources

As development expanded, the region found that a key ingredient for development was under threat.⁵ Access to deposits of aggregate resources – crushed, rock, gravel, and sand – was being lost due to new development on or near the deposits. Aggregate resources are needed for construction not just of new roads and buildings, but also for maintenance and repair. Accessing these resources locally reduces the costs for local construction projects, compared to shipping resources in from outside of the region. In considering staging areas for new development, it will be important for

³ Census of Agriculture. United States Department of Agriculture, National Agricultural Statistics Service. www.agcensus.usda.gov Accessed November 2013.

⁴ Laws of Minnesota 1980, chapter 566, sec. 1.

⁵ In 2001, the Minnesota Legislature amended the Metropolitan Land Planning Act (M.S. 473.859) to require local comprehensive plans to address aggregate deposits where they remain available.

local communities to continue to plan for aggregate resource extraction prior to development where viable deposits remain accessible, as mapped in Minnesota Geological Survey Information Circular No. 46.⁶ Where deposits are overlain by Regionally Significant Ecological Areas, or other locally protected natural resource areas, the Council prioritizes habitat preservation over aggregate extraction.

Managing Subsurface Sewage Treatment Systems

There are approximately 75,000 individual subsurface sewage treatment systems (SSTS) as well as several more private community systems serving clustered developments in use within the region. Both individual and community systems largely serve portions of the region where wastewater collection and treatment is not available. The Council's intent is to work with local governments to ensure that SSTS do not cause surface or groundwater quality problems in areas where collective sanitary sewer service is not available.

The Council will continue to employ its review authority under the Metropolitan Land Planning Act to ensure that local governments that permit the construction of individual and private wastewater treatment systems, demonstrate through the comprehensive planning process that they have the capability to ensure that these individual and private systems are operated effectively within the standards required by the Minnesota Pollution Control Agency. Local communities must incorporate current MPCA regulations (Minn. Rules Chapters 7080-7082) into their local ordinances and programs for managing subsurface sewage treatment systems.

Role of Regional Parks

It is difficult to overstate how much the regional park system supports the region's quality of life and protection of high quality natural resources. In the 2012 annual survey of metropolitan residents, nearly half identified parks, trails or the natural environment as the most attractive feature of the region. The regional parks system provides recreational opportunities, and resources such as the Rice Creek Chain of Lakes Regional Park in Lino Lakes or Lebanon Hills Regional Park in Dakota County contribute to the preservation of important ecological and natural features. Increasingly, the regional park system is seen as an amenity to retain and attract new businesses and residents; and many people are using regional trails for commuting.

The ***2040 Regional Parks Policy Plan*** sets the direction for protection and growth of the regional parks and trails system. The Metropolitan Council does not own or operate parks and trails, but through a variety of funds dedicated to regional parks, supports ten regional park implementing agencies. This collaborative partnership has created a system of regional recreational open space has been, and will continue to be, an important tool for the region in protecting high quality natural areas.

Council Role

- Integrate natural resource protection strategies into regional system plans for infrastructure investments.

⁶ The Council provides this information in digital format for use in GIS for local planning and analysis purposes.

- Collaborate with local, regional, and state partners to expand the regional parks system, as appropriate, to conserve, maintain, and connect natural resources identified as high quality or of regional importance, consistent with the 2040 Regional Parks Policy Plan.
- Collaborate and convene with state, regional, and local partners to protect, maintain, and enhance natural resources protection and the protection of the quality and quantity of the region's water resources and water supply.
- Work to maintain and improve the quality and availability of the region's water resources to support habitat and ecosystem health while providing for recreational opportunities, all of which are critical elements of our region's quality of life.
- Reduce inflow and infiltration in the regional wastewater treatment system.
- Require proper management of subsurface treatment systems (SSTS), consistent with Minn. Rules Chapters 7080-7082, to minimize impacts on surface water, ground water, and public health.
- Assure adequate and high quality ground and surface water supplies to protect public health and support economic growth and development by promoting the wise use of water through a sustainable balance of surface and ground water use, conservation, reuse, aquifer recharge, and other practices.
- Support implementation of volume reduction techniques such as infiltration or filtration for stormwater management.
- Maintain an up-to-date regional Natural Resources Inventory and Assessment (NRI/A) in partnership with the Department of Natural Resources.
- Provide technical assistance and tools for natural resources protection, conservation, and restoration.
- Promote the implementation of best management practices for stormwater management, habitat restoration, and natural resource conservation.

Community Role

- Include goals, priorities, and natural resource conservation strategies in the local comprehensive plan to protect and enhance natural resources identified in regional and local natural resource inventories.
- Prepare and implement local water supply plans and source water (wellhead) protection ordinances, consistent with Minnesota Rules part 4720, in all communities with municipal water supply.
- Prepare and implement local surface water plans as required by Minnesota Rules Chapter 8410, the Metropolitan Land Planning Act, and the 2040 Water Resources Policy Plan.
- Reduce infiltration and inflow (I/I) into the regional wastewater treatment system. Participate in I/I grant programs as available.
- Incorporate current MPCA regulations (Minn. Rules Chapters 7080-7082) as part of a program for managing subsurface sewage treatment systems (SSTS) in the comprehensive plan and local ordinances, and implement the standards in issuing permits. Describe the conditions under which the installation of SSTS will be permitted and the areas not suitable for public or private systems.
- Adopt and enforce ordinances related to stormwater management, erosion control, and protection of other natural resources.

- Adopt and implement best management practices for abating, preventing, and reducing point and nonpoint source pollution.
- Integrate drinking water source protection into local land use decisions, particularly in Drinking Water Supply Management Areas.
- Develop programs that encourage stormwater management, treatment, and infiltration.
- Adopt and implement ordinances and programs related to the maintenance of individual sewage treatment systems.
- Work with regional partners and regional park implementing agencies to identify, plan for, and acquire natural areas and resources prime for preservation and protection.
- Plan for aggregate resource extraction where viable deposits remain accessible.

Housing Affordability and Choice

Promote housing options to give people in all life stages and of all economic means viable choices for safe, stable, and affordable homes.

Communities throughout the region recognize the significance of housing quality, choice, and affordability. The region is expecting 391,000 new households by 2040. In addition to population growth, other factors influence housing need such as the changing composition of families, household income, and an aging population. Recent years have seen a surge in the demand for multi-family housing, particularly in the central cities, fueled by demographic changes, challenges presented by the foreclosure crisis, and market interest in areas well-served by transit and amenities.

Housing is not only an important issue for individuals and families, but it matters to businesses as well; a range of housing options with convenient access to jobs helps attract and retain workers to the region. Housing in close proximity to job opportunities can not only limit commute times, but also serve to reduce carbon emissions because of shorter travel distances. It can also offer travel choices other than the car to get to work.

One of the most pressing ongoing challenges the region faces, however, is racial concentrations of poverty in the region's core. In these areas, a history of racial segregation, private disinvestment and limited access to quality educational and employment opportunities work against livability and prosperity for many families. The region needs a trained, productive workforce to remain economically competitive, including workers of all income levels and backgrounds, which in turn demands a variety of housing options to suit their family, earnings cycle, and life-stage needs.

Opportunities to address housing needs are not limited to new development and redevelopment. Maintenance and preservation of existing housing stock addresses many local housing needs and can offer housing choices closer to many job locations. Selective infill, historic preservation, live/work units, appropriately designed accessory dwellings, and adaptive reuse can also play a potential role in protecting and expanding the region's housing stock. Because housing affordability and diversification is strongly connected to the ability of to increase residential density, and to the availability of an array of services, unsewered areas of the region where increased density is discouraged and services are unavailable are inappropriate places for the development of new affordable housing.

Because housing and residential land use patterns are durable, often lasting generations, creation of new housing through new construction, redevelopment and other strategies offers

the opportunity to not only address market demands and unmet residential needs, but also to: improve development patterns, generate and reinforce critical linkages between housing and services, provide opportunity to traditionally underserved populations, increase economic and social integration, and boost connectivity for walking and bicycling. As further detailed in the [2040 Housing Policy Plan](#), communities should plan for a range of housing types to meet the needs of residents at varying income levels and life stages.

Council Role

- Provide guidance to communities regarding their share of the regional affordable housing need in order to implement the Metropolitan Land Planning Act (MLPA).
- Negotiate lifecycle and affordable housing goals with communities that participate in the Livable Communities Act (LCA).
- Provide guidance and technical assistance to communities to establish, encourage, expand, and preserve affordable housing options and expand local knowledge of and access to funding assistance for housing, whether public, private, or philanthropic.
- Strategically invest Council resources to assist community efforts to increase the variety of housing types and costs, attract and retain residents, appropriately mix land uses, increase transportation choices, and leverage private investment.
- Encourage sustainability in housing, whether new construction or rehabilitation, to promote livability and health, create longer lasting and more durable housing, and benefit the regional environment.
- Promote the preservation of existing housing, especially affordable housing, to maintain the most affordable housing stock.
- Convene regional and local housing stakeholders, including practitioners, funders, and advocates, to refine policies and develop programs to respond to the housing needs of low- and moderate- income households throughout the region.

Community Role

- Prepare a local comprehensive plan that addresses the affordable housing planning requirements of the Metropolitan Land Planning Act, including guiding sufficient land to support a community's share of the regional affordable housing need and an implementation section that identifies the programs, fiscal devices, and official controls to be employed to address a community's share of the regional need for affordable housing.
- Review local ordinances, policies, and partnerships to ensure they encourage and facilitate the opportunity for the development or preservation of affordable and lifecycle housing.
- Identify and analyze local markets, location, condition and availability of affordable units, both publicly-subsidized and naturally-occurring, to inform the local Housing Action Plan as part of the local comprehensive plan.
- Participate in the Livable Communities Act (LCA) Programs by negotiating affordable and lifecycle housing goals that support regional and local housing needs, and prepare a Housing Action Plan to address those goals and become eligible to access grant funding to address local development and redevelopment objectives.

- Unsewered rural places should not attract or promote new affordable housing development. Housing rehabilitation and preservation efforts in these places should be supported by the county-level housing and community development entities.

Access, Mobility, and Transportation Choice

Sustain and improve a multi-modal transportation system to support regional growth, maintain regional economic competitiveness, and provide choices and reliability for the system's users.

Transportation is pivotal to the region's economy and quality of life. *Thrive MSP 2040* recognizes that a competitive economy, and the economic and social well-being of the region's residents, requires a multi-modal transportation system that provides choice and reliability. The Metropolitan Council has a leadership role with regard to investments and services that enhance the mobility of people and freight, improve multi-modal access to regional destinations, and support reuse, infill, and redevelopment efforts. Concern about climate change is also pushing the region to address how we might reduce carbon emissions from transportation.

The geographic planning areas described in the following section reflect the transportation system and the land use patterns that developed alongside it. Most of the region's job and activity centers as described earlier in *Thrive* are located at the confluence of regional highways, transit, and/or rail service. In the more urbanized communities, transit use and bicycling represent significant shares of travel, but communities experience congestion and the economic and social costs of highway building. In suburban areas, transit use is less common, but plays an important role in commuting to the downtowns from park-and-ride facilities. In post-war suburban areas, shopping centers are evolving toward mixed-use concentrations of housing and jobs, which are easier to serve by transit.

Geographic patterns of development mean that different areas will have different challenges and opportunities related to each transportation mode. The region has a significant investment in the regional highway system and the areas that it serves. More recently, the region has been making significant investments in the development of a system of dedicated transitways including light rail transit (LRT). To ensure that the region prospers and responds to the economic needs of households and businesses, the Metropolitan Council will be good stewards of these regional investments. As described in the ***2040 Transportation Policy Plan***, this will include detailing land use development expectations to support transit investments, identifying cost-effective means of improving multi-modal access to regional destinations, and improving mobility and reliability on the regional highway system, especially when it benefits movement and accessibility for freight, transit, carpools, and MnPass users.

Managing regional growth and travel demand requires a partnership between the region and its communities. Regional highways, transitways, and bikeways are planned and designed to provide faster travel over longer distances. Local transportation systems, on the other hand, play an important role at the beginning and end of these trips whether for automobiles, freight movement, bicycling and/or walking. A critical piece of local transportation planning is the development of interconnected local street networks. In many cases, the regional highway system, including county arterial roadways, are serving short trips that should be made on local roadways. Interconnected local streets with more direct routes also lay the foundation for better conditions for walking and bicycling. More direct routes, route alternatives, and a wider

distribution of traffic also create opportunities for greater sharing of public right-of-way among different modes.

In particular, the development of the regional transit system is enhanced by the development of local bicycle and pedestrian systems. Transit patrons may not own cars, and transit trips typically end on foot even if they began at a park-and-ride. Local pedestrian and bicycle planning is also critical for the development of regional job and activity centers, where intensification and diversification of land uses create economies of scale and an opportunity to make shorter local trips on foot or by bike. Local bicycle and pedestrian planning is also critical in more automobile-oriented parts of the region where sidewalk networks are essential to reach jobs for people who are transit-dependent. Regardless of the development pattern, communities can identify cost-effective opportunities to make biking and walking a more attractive alternative over time as redevelopment occurs and as roadways and right-of-way are planned, improved or reconstructed.

Council Role

- Oversee the planning of a multi-modal, interconnected regional transportation system in cooperation with state agencies, counties, and local governments.
- Invest in and operate transit services commensurate with efficient and effective standards established by Transit Market Areas defined in the 2040 Transportation Policy Plan. Coordinate other regional transit services to ensure a consistent and convenient user experience.
- Invest in the regional highway system in ways that improve safety, address bottlenecks, and better manage peak periods through managed lanes (e.g., HOV/HOT lanes) and transit service improvements.
- Support the management of access points to state and county road systems and emphasize construction of an interconnected local public street system.
- Invest in the development and improvement of regional trails and regional bicycle corridors as defined in the 2040 Transportation Policy Plan to better connect communities and provide viable transportation options for commuting via alternative modes.
- Work with local, regional, and state partners to coordinate transportation, pedestrian, bicycle, and trail connections across jurisdictional boundaries.
- Use Council investments and policies to reduce vehicle miles traveled (VMT) and carbon per unit of fuel, which are all key drivers of greenhouse gas emissions in the region.
- Encourage communities to plan and develop local trail connections to the regional parks system where appropriate. Ensure that transportation elements of local comprehensive plans provide for pedestrian and bicycle access to regional transit services, regional trails, and regional bicycle corridors.
- Invest in transportation improvements that support the export and mobility of freight by truck, rail, air, and barge.
- Coordinate with Metropolitan Airports Commission, the Federal Aviation Administration, MnDOT Aeronautics, and local communities to ensure that land uses and air space adjacent to the system of regional airports is protected from incompatible uses.

Community Role

- Consider travel modes other than the car at all levels of development (site plan, subdivision, comprehensive planning) to better connect and integrate choices throughout all stages of planning.
- Plan for and construct an interconnected system of local streets, pedestrian, and bicycle facilities that is integrated with the regional system.
- Adopt access management standards that support state and county highway access and mobility needs.
- Plan local roadway systems to minimize short trips on the regional highway system.
- Plan for compatible land uses and air space adjacent to the system of regional airports.
- Participate on the Transportation Advisory Board and other forums to ensure that the metropolitan planning process and regional transportation system reflect local needs.
- Work with partners in communities, counties, and the region at large to coordinate transportation, pedestrian, bicycle, and trail connections within and between jurisdictional boundaries.

Economic Competitiveness

Foster connected land use options to provide businesses and industries with access to materials, markets, and workers.

As described in the Special Features section earlier, jobs and major activity centers (such as airports and major shopping) are more concentrated in nodes than other land uses. Job-related land uses comprise only 6.3% of the region's land area, while housing makes up the bulk of the land uses in the urban environment. More than half of the region's 1.5 million jobs are located in centers, clustered on less than 2% of the land area of the region.⁷ This clustering has many implications both for regional and local planning and for supporting an economically vibrant region. Workers' residences are considerably less concentrated than jobs are in the region, so it is imperative to plan for ensuring access to employment and to address localized housing needs. Businesses also rely on the transit and transportation networks, not just to bring their employees to work, but also in receiving and distributing goods and services, and in linking to other related businesses and industries.

As seen in the Job and Activity Centers discussion under Special Features, the region's four Metropolitan Centers contain more than 50,000 jobs each, or about 16% of all the jobs in the region. Another 16% of the region's jobs are clustered in twelve Regional Centers, which have between 15,000 and 50,000 jobs each. Nearly 18% of jobs are located in Subregional Centers, which each contain at least 7,000 jobs at densities of at least 10 jobs per acre.

But jobs are not limited to these regional-scale centers. While half of the region's job are located in these larger centers, other smaller-scale community centers and important industrial sites are scattered throughout the region. Community centers often serve to meet local shopping and convenience needs. Many industrial uses are less likely to be concentrated or located within centers due to their transportation accessibility and space needs. While these areas are not in

⁷ Analysis using data from Quarterly Census of Employment and Wages (QCEW, 2012) and the Metropolitan Council Generalized Land Use, 2010.

focused centers, their land use needs and functions continue to contribute to the economic vitality of the region.

These community and local centers serve local daily needs, and in some cases provide connections to the larger metropolitan area. Many of these community centers continue to grow, change, and attract new business. In some cases, community centers are attracting large companies, and may surpass the job threshold identified for a Subregional Center. The definitions above identify those areas that currently meet those needs, but the Council recognizes that new centers may emerge as businesses grow and develop.

These concentrated centers require significant regional infrastructure including wastewater, transportation, and transit, but also rely on local infrastructure investments in access and connectivity like sidewalks, parking, water, parks, and trails. Considerable regional and local investment has already been made in these areas, so building on these investments to take advantage of new opportunities in these centers to adapt, reuse, or redevelop properties, to improve local pedestrian access, and to support improved transit service is imperative to the continued success of these centers, to get the most of our regional investments, and to align with the orderly and economical development of the region.

Council Role

- Prioritize regional investment in places that are drivers of economic innovation and growth for the region.
- Prioritize regional investments that improve access to national and international markets by regional and state businesses.
- Ensure that regional growth is managed in efficient ways that allow for a variety of choices in location and transportation for businesses and residents.
- Support a variety of freight transport to better connect the region with state, national, and international markets.
- Support the cleanup of contaminated land for new industry, including manufacturing and other sectors that are export industries for the region.
- Promote the intensification of existing job and activity centers and the creation and growth of regional job clusters.
- Provide technical assistance to help local communities better understand their contributions to the regional economy; provide information, research, and analysis on economic competitiveness.
- Provide technical assistance to communities undertaking planning efforts around job and activity centers and regional investments.
- Support cost-effective sub-regional infrastructure investments in efforts to promote sustainable water use and protect the region's water supplies.
- Support local and regional efforts to develop climate change mitigation and adaptation strategies to remain economically competitive.

Community Role

- Plan for the further development of existing job and activity centers, and for further development of centers consistent with the overall regional economy.

- Consider completing a community-based market analysis to better understand the market conditions.
- Consider addressing economic competitiveness in the comprehensive plan, acknowledging both locally and regionally significant economic places.
- Preserve sites for river and rail-dependent manufacturing and freight transportation.
- Engage with businesses and other employers to ensure their input is provided to the community's comprehensive plan.

Building in Resilience

Promote sensitive land use and development patterns to contribute toward achieving Minnesota's adopted greenhouse gas emission goals at the regional scale, and to develop local resiliency to the impacts of climate change.

The effects of climate changes transcend community boundaries and are felt throughout our region, whether it's flooded farmlands, modified growing seasons, rising energy costs, or storm sewer systems overloaded from a large summer storm. Studies have also shown that the built environment is a primary contributor to climate change, resulting both from the energy used in homes and businesses and from our travel behaviors resulting from our pattern of regional land use development.⁸ As such, the region's response to climate change must include both measures to reduce emissions and to improve our local systems to make them less vulnerable to climate change impacts.

The Council's land use direction is rooted in our mission to guide the orderly and economical growth of the region, but changes to our land use patterns can also help to drive emissions reductions. Compact redevelopment near regional job and activity centers or transit will result in fewer emissions from transportation. Redevelopment or renovation of existing buildings for new uses is more energy-efficient than new development and takes advantage of existing infrastructure. Growth at the edge of the region that includes interconnected streets and walkable/bikeable destinations nearby will also result in fewer emissions from local trips.

Communities in the region are choosing to reduce their contributions to climate change and attempt to mitigate its impacts through a variety of energy reduction measures, developing in a more compact land use patterns, and reducing automobile dependency, to name a few. Integrating natural resources into our development patterns, or green infrastructure, can also serve to improve the resiliency of the existing built environment, as many plant communities can help to manage stormwater. Improving urban forestry can mitigate emissions and provide co-benefits, such as an improved pedestrian experience and reduction of urban heat island effects. Taking these measures ensures that communities are better prepared to deal with more frequent extreme weather events and other expected climate impacts that can drain limited local resources and threaten the region's competitiveness and viability.

⁸ The *Minnesota Climate Change Advisory Group Final Report*, April 2008, found that of the principal sources of the state's green house gas emissions from 2005 data transportation made up 24% of the state's total emissions, and the use of fossil fuels in residential, commercial, and industrial sectors added another 20% of the state's emissions in 2005.

Because of the related benefits, many communities are responding to climate change by reducing their energy use. Local government budgets are leaner than ever and addressing climate change as a means to reduce energy costs is an approach more and more common by communities faced with fiscal constraints. This can mean many things and some innovative ideas have surfaced on how and where to reduce costs. For example, the City of Falcon Heights began with implementing improvements to its solid waste operations, then instituting lighting retrofits throughout the City, adopting a new recycling program, and exploring solar power, all implemented or to be implemented as cost saving measures.

Effective land use planning provides a community with the tools needed to better address climate change locally. Encouraging land use policies that create a more compact land use pattern can ultimately reduce energy consumption, protect public investments in infrastructure, reduce development pressures on habitat and open space, provide benefits to public health, and create a more sustainable community. Innovative land use policies can create a more compact region resulting in more efficient use of our infrastructure investments, cost-effective extension of urban services, and preservation of natural and agricultural areas within the region.

Council Role

- Substantially reduce energy consumption at Metropolitan Council facilities, improve the efficiency of the Council's vehicle fleets including Metro Transit buses, and provide information to the public and partners to lead by example
- With regional infrastructure, planning, and operations, increase efforts to reduce water use and energy consumption.
- Identify and address potential vulnerabilities in regional systems as a result of increased frequency and severity of storms and heat waves. Maintain dikes, emergency generators, and response plans for Council facilities facing extreme weather.
- Use the Council's investments and planning authorities to contribute toward meeting statutory goals for reductions in regional greenhouse gas emissions, and convene regional discussions about goals for climate change mitigation and adaptation.
- Encourage the preparation of adaptation, mitigation, and resiliency responses to climate change as part of the comprehensive plan update.
- Develop, collect, and disseminate information about climate change, including energy and climate data, GreenSteps best practices, the next generation of the Regional Indicators data, and potentially a regional greenhouse gas inventory.
- Provide technical assistance and toolkit resources to communities in integrating climate change mitigation and adaptation strategies as part of local comprehensive plans.
- Develop and strengthen partnerships with experts in climate change to better assist and inform local communities on how to best evaluate and develop local climate changes strategies.
- Encourage communities to participate in regional programs which support efforts to inform, plan for, mitigate, adapt, and respond to climate change issues of local significance such as water conservation, stormwater infrastructure adaptation, greenhouse gas reduction, use of alternative energy sources, infrastructure planning, and hazard mitigation planning.
- Provide, or collaborate with partners to provide, technical references, and resources for communities seeking to mitigate and adapt to climate change, in their own facilities and

in their communities, including but not limited to stormwater, wastewater, and water supply management practices, and transit and land-use planning.

Community Role

- Address climate change mitigation and adaptation throughout the local comprehensive plan.
- Identify local measures that would result in reductions in water use, energy consumption, and emission of greenhouse gases.
- Ensure access to solar energy by addressing it in local comprehensive plans and ordinances, as required by the Metropolitan Land Planning Act, and consider the use of other alternative energy sources as part of the planning process.
- Identifying local measures to address impacts to local economies, local resources, and infrastructure systems as a result of more frequent or severe weather events.
- Identify local initiatives as cost saving measures that may, as a result, lower energy consumption, reduce greenhouse gas emissions, preserve water supply, reduce municipal waste, and increase participation in recycling programs, for example.
- Participate in programs that evaluate and share city practices and provide technical support, such as GreenSteps program and the Regional Indicators Initiative.

Strategies for Community Designations

As discussed earlier in Thrive, the Council assigns a community designation, or planning area, to each city and township. This designation indicates the overall state of development and regional issues faced by that community. Strategies addressing issues specific to different types of communities are grouped under the community designations, while strategies common to all communities are found earlier in this section. The following sections contain more detailed strategies to address in response to the opportunities and challenges unique to different groups of communities.

Urban Center: Growing vitality in the region's core

Urban Center communities include the largest, most centrally located and most economically diverse cities of the region. Anchored by Minneapolis and Saint Paul, the Urban Center also includes adjoining cities that share similar development characteristics such as street grids planned before World War Two.

Orderly and Efficient Land Use

Council Role

- Maintain and improve regional infrastructure to support adaptive reuse, infill development, and redevelopment.
- Support local planning and implementation efforts to focus growth in and around regional transit, as articulated in the 2040 Transportation Policy Plan.
- Coordinate regional infrastructure and program funding with other efforts designed to address racially concentrated areas of poverty.
- Partner with local communities to improve land use patterns to reduce carbon emissions.

Community Role

- Plan for forecasted population and household growth at average densities of at least 20 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.
- Identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities, and which contribute to better proximity between jobs and housing.
- Identify opportunities for land assembly to prepare sites that will attract future private reinvestment, especially in racially concentrated areas of poverty.
- In collaboration with other regional partners, lead major redevelopment efforts, such as the Ford Plant site.
- Lead detailed land use planning efforts around regional transit stations, job and activity centers, and other regional investments.
- Plan for and program local infrastructure needs (e.g., roads, sidewalks, sewer, water, surface water), including those needed for future growth and to implement local comprehensive plans.

- Consider the role of railroads in promoting economic activity and identify an adequate supply of land in comprehensive plans to meet existing and future demand for users requiring rail access.

Natural Resources Protection

Council Role

- Support the reclamation of lands, including contaminated land, for redevelopment and the restoration of natural features and functions.
- Promote multi-modal access to regional parks, trails, and the transit network, where appropriate.

Community Role

- Integrate natural resource conservation and restoration strategies into the comprehensive plan and in local infrastructure projects where appropriate.
- Identify lands for reclamation, including contaminated land, for redevelopment and the restoration of natural features and functions.
- Implement best management practices to control and treat stormwater as redevelopment opportunities arise.

Housing Affordability and Choice

Council Role

- Re-invest in and expand regional systems to support redevelopment in communities that partner in the preservation and expansion of housing choices.

Community Role

- Designate land in the comprehensive plan to support household growth forecasts and address the community's share of the region's affordable housing need through development and redevelopment at a range of densities.
- Plan for an adequate supply of affordable housing along regional transitways at station areas. Address the relationship of local industries to the affordability of housing in the community.
- Use state, regional, and federal sources of funding and/or financing and development tools allowed by state law to assist the feasibility of the development of new lifecycle and affordable housing.

Access, Mobility, and Transportation Choice

Council Role

- Ensure that local roadway systems are planned in ways that minimize short trips on the regional highway system.
- Ensure that local infrastructure and land uses are planned in ways that are consistent with managing access along the regional highway system and capitalizing on investments in the regional transit system.
- Invest in transit improvements in corridors that serve existing transit demand and that can effectively guide a significant level of future growth.
- Ensure that local comprehensive plans accommodate growth in and around transit stations and near high-frequency transit services, commensurate with planned levels of transit service and station typologies identified in the 2040 Transportation Policy Plan.

- Support access to, and the future growth of, regional intermodal freight terminals as identified in the 2040 Transportation Policy Plan.

Community Role

- Develop comprehensive plans that target growth in and around regional transit stations and near high-frequency transit services, commensurate with planned levels of transit service and the station typologies (e.g., land use mix, density levels) identified in the 2040 Transportation Policy Plan.
- Develop local policies, plans, and practices that improve pedestrian and bicycle circulation, including access to regional transit services, regional trails, and regional bicycle corridors.
- Consider implementation of travel demand management (TDM) policies and ordinances that encourage use of travel options and decrease reliance on single-occupancy vehicle travel.
- Engage private sector stakeholders that depend on or are affected by the local transportation system.
- Adopt development requirements that improve the user experience, circulation, and access for bicyclists and pedestrians.
- Adopt Complete Streets policies that improve safety and mobility for all road users.

Economic Competitiveness

Council Role

- Invest in regional amenities and services, including transit, regional parks and trails and bikeways to reinforce the Urban Center as an attractive place to locate and do business.
- Invest in regional transportation improvements that better connect workers in racially concentrated areas of poverty with job training and living wage employment.

Community Role

- Identify appropriate areas for business and industrial expansion, considering access by rail, truck, plane, and barge.
- Protect sites for river- and rail-dependent manufacturing and freight transportation needs from incompatible uses and identify local land supply and transportation needs for effective use of those sites.
- Plan for land uses, where appropriate, that support the growth of export-oriented businesses, important regional economic clusters, and family wage jobs.
- Support the cleanup and re-use of contaminated land by utilizing regional, county, and local funding programs and financing tools.
- Preserve, remediate contamination, and re-purpose industrial base for higher intensity employment and new industries.
- Conduct small area planning efforts to preserve locations for employment, to manage growth, and to minimize land use conflicts.

Building in Resilience

Council Role

- Invest in regional transportation infrastructure and services that increase the share of trips made by transit, carpools, and non-motorized means and guide development patterns that support this.

- Explore developing an urban forestry assistance program.

Community Role

- Identify and address potential vulnerabilities in local infrastructure as a result of increased frequency and severity of storms and heat waves.
- Participate in federal, state, and local utility programs that incentivize the implementation of wind and solar power generation.
- Consider making a property assessed clean energy (PACE) program available for conservation and renewable energy.
- Consider subscribing to community solar gardens for municipal electric load, or providing sites for gardens.
- Adopt local policies and ordinances that encourage land development that supports travel demand management (TDM) and use of travel options.
- Consider development standards that increase vegetative cover and increase the albedo (reflective quality) of surfaces.
- Participate in urban forestry grant programs as available.

Urban: Redeveloping to meet the needs of new generations

Urban communities developed primarily during the economic prosperity between the end of World War II and the economic recession of 1973-1975. These cities, adjacent to the Urban Center communities, experienced rapid development to house the growing families of the Baby Boom era.

They exhibit the transition toward the development age dominated by the influence of the automobile. Urban communities include considerable growth and development along highways, with the most significant concentrations along I-494 in Bloomington and Edina.

Orderly and Efficient Land Use

Council Role

- Maintain and improve regional infrastructure to support adaptive reuse, infill development, and redevelopment.
- Support local planning and implementation efforts to target growth in and around regional transit, as articulated in the 2040 Transportation Policy Plan.
- Coordinate regional infrastructure and program funding with other efforts designed to address regional concentrations of poverty.
- Provide technical assistance to communities undertaking planning efforts around job and activity centers and regional investments.
- Partner with local communities to improve land use patterns to reduce carbon emissions.

Community Role

- Plan for forecasted population and household growth at average densities of at least 10 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.
- Identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities, and which contribute to better proximity between jobs and housing.
- In collaboration with other regional partners, lead major redevelopment efforts, such as the Twin Cities Army Ammunition Plant (TCAAP) site.
- Lead detailed land use planning efforts around regional transit stations, job and activity centers, and other regional investments.
- Plan for and program local infrastructure needs (e.g., roads, sidewalks, sewer, water, surface water), including those needed for future growth and to implement the local comprehensive plan.
- Consider the role of railroads in promoting economic activity and identify an adequate supply of land in comprehensive plans to meet existing and future demand for users requiring rail access.

Natural Resources Protection

Council Role

- Integrate natural resource conservation and restoration strategies into regional system plans and capital projects.

- Support the reclamation of lands, including contaminated land, for redevelopment and the restoration of natural features and function.
- Promote multi-modal access to regional parks, trails and the transit network, where appropriate. Support the continued development of the regional trail system.

Community Role

- Integrate natural resource conservation and restoration strategies into comprehensive plan.
- Identify lands for reclamation, including contaminated land, for redevelopment and the restoration of natural features and functions.
- Implement best management practices to control and treat stormwater as redevelopment opportunities arise.
- Develop programs that encourage the implementation of natural resource conservation and restoration.

Housing Affordability and Choice

Council Role

- Re-invest in and expand regional systems to support redevelopment in communities that partner in the preservation and expansion of housing choices.

Community Role

- Designate land in the comprehensive plan to support household growth forecasts and address the community's share of the region's affordable housing need through redevelopment at a range of densities.
- Plan for an adequate supply of affordable housing along regional transitways at station areas. Address the relationship of local industries to the affordability of housing in the community.
- Use state, regional, and federal sources of funding and/or financing and development tools allowed by state law to assist the feasibility of the development of new lifecycle and affordable housing.
- Develop or use programs to preserve the existing stock of naturally-occurring affordable housing.

Access, Mobility, and Transportation Choice

Council Role

- Ensure that local roadway systems are planned in ways that minimize short trips on the regional highway system.
- Ensure that local infrastructure and land uses are planned in ways that are consistent with managing access along the regional highway system and capitalizing on investments in the regional transit system.
- Invest in transit improvements in corridors that serve existing transit demand and that can effectively guide a significant level of future growth.
- Ensure that local comprehensive plans accommodate growth in and around transit stations and near high-frequency transit services, commensurate with planned levels of transit service and station typologies identified in the 2040 Transportation Policy Plan.
- Provide regional transit services to serve dense corridors and nodes where local communities are adapting local policies to improve the success of transit.

- Support access to, and the future growth of, regional intermodal freight terminals as identified in the 2040 Transportation Policy Plan.

Community Role

- Develop comprehensive plans that focus growth in and around regional transit stations and near high-frequency transit services, commensurate with planned levels of transit service and the station typologies (e.g., land use mix, density levels) identified in the 2040 Transportation Policy Plan.
- Develop local policies, plans, and practices that improve pedestrian and bicycle circulation, including access to regional transit services, regional trails, and regional bicycle corridors.
- Consider implementation of travel demand management (TDM) policies and ordinances that encourage use of travel options and decrease reliance on single-occupancy vehicle travel.
- Engage private sector stakeholders that depend on or are affected by the local transportation system.
- Adopt development requirements that improve the user experience, circulation, and access for bicyclists and pedestrians.
- Adopt Complete Streets policies that improve safety and mobility for all road users.

Economic Competitiveness

Council Role

- Invest in regional amenities and services, including transit, regional parks and trails and bikeways to reinforce the Urban area as an attractive place to locate and do business.
- Invest in regional transportation improvements that better connect workers in racially concentrated areas of poverty with job training and living wage employment.

Community Role

- Identify appropriate areas for business and industrial expansion, considering access by rail, truck, plane, and barge.
- Support the cleanup and re-use of contaminated land by utilizing regional, county, and local funding programs and financing tools.
- Preserve, remediate contamination, and repurpose industrial base for higher intensity employment and new industries.
- Protect sites for river- and rail-dependent manufacturing and freight transportation needs from incompatible uses and identify local land supply and transportation needs for effective use of those sites.
- Plan for land uses where appropriate that support the growth of export-oriented businesses, important regional economic clusters, and family wage jobs.
- Conduct small area planning efforts to preserve locations for employment, manage growth, and minimize land use conflicts.

Building in Resilience

Council Role

- Invest in regional transportation infrastructure and services that increase the share of trips made by transit, carpools, and non-motorized means and guide development patterns that support this.

- Explore developing an urban forestry assistance program.

Community Role

- Identify and address potential vulnerabilities in local infrastructure as a result of increased frequency and severity of storms and heat waves.
- Ensure access to solar energy by addressing it in local comprehensive plans and ordinances.
- Participate in federal, state, and local utility programs that incentivize the implementation of wind and solar power generation.
- Consider making a property assessed clean energy (PACE) program available for conservation and renewable energy.
- Consider subscribing to community solar gardens for municipal electric load, or providing sites for gardens.
- Adopt local policies and ordinances that encourage land development that supports travel demand management (TDM) and use of travel options.
- Consider development standards that increase vegetative cover and increase the albedo (reflective quality) of surfaces.
- Participate in urban forestry grant programs as available.

Suburban: Cultivating places where people can gather

Suburban communities saw their primary era of development during the 1980s and early 1990s as the Baby Boomers formed families and entered their prime earning years. Suburban Communities also includes places that were once resort destinations connected from the Twin Cities by streetcar, along Lake Minnetonka, White Bear Lake, and the St. Croix River.

Orderly and Efficient Land Use

Council Role

- Maintain and improve regional infrastructure to support adaptive reuse, infill development, and redevelopment.
- Support local planning and implementation efforts to target growth in and around regional transit, as articulated in the 2040 Transportation Policy Plan.
- Coordinate regional infrastructure and program funding with other efforts designed to address racially concentrated areas of poverty.
- Provide technical assistance to communities undertaking planning efforts around job and activity centers and regional investments.
- Partner with local communities to improve land use patterns to reduce carbon emissions.

Community Role

- 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.
- Identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities, and which contribute to better proximity between jobs and housing. Lead major redevelopment efforts.
- Lead detailed land use planning efforts around regional transit stations, job and activity centers, and other regional investments.
- Plan for and program local infrastructure needs (e.g., roads, sidewalks, sewer, water, surface water), including those needed to accommodate future growth and implement local comprehensive plans.
- Consider the role of railroads in promoting economic activity and identify an adequate supply of land in comprehensive plans to meet existing and future demand for users requiring rail access.

Natural Resources Protection

Council Role

- Support the reclamation of lands, including contaminated land, for redevelopment and the restoration of natural features and function.
- Promote multi-modal access to regional parks, trails and the transit network, where appropriate. Support the continued development of the regional trail system.

Community Role

- Integrate natural resource conservation and restoration strategies into comprehensive plan.

- Identify lands for reclamation, including contaminated land, for redevelopment and the restoration of natural features and functions.
- Integrate natural resources restoration and protection strategies into local development ordinances.
- Implement best management practices to control and treat stormwater as redevelopment opportunities arise.
- Develop programs that encourage the implementation of natural resource conservation and restoration.

Housing Affordability and Choice

Council Role

- Re-invest in and expand regional systems to support redevelopment in communities that partner in the preservation and expansion of housing choices.

Community Role

- Designate land in the comprehensive plan to support household growth forecasts and address the community's share of the region's affordable housing need through redevelopment at a range of densities.
- Plan for an adequate supply of affordable housing along regional transitways at station areas. Address the relationship of local industries to the affordability of housing in the community.
- Use state, regional, and federal sources of funding and/or financing and development tools allowed by state law to assist the feasibility of the development of new lifecycle and affordable housing.
- Develop or use programs to preserve the existing stock of naturally-occurring affordable housing.

Access, Mobility, and Transportation Choice

Council Role

- Ensure that local roadway systems are planned in ways that minimize short trips on the regional highway system.
- Ensure that local infrastructure and land uses are planned in ways that are consistent with managing access along the regional highway system and capitalizing on investments in the regional transit system.
- Invest in transit improvements in corridors that serve existing transit demand and that can effectively guide a significant level of future growth.
- Ensure that local comprehensive plans guide growth in and around transit stations and near high-frequency transit services, commensurate with planned levels of transit service and station typologies identified in the 2040 Transportation Policy Plan.
- Provide regional transit services to serve dense corridors and nodes where local communities are adapting local policies to improve the success of transit.
- Support access to, and the future growth of, regional intermodal freight terminals as identified in the 2040 Transportation Policy Plan.

Community Role

- Develop comprehensive plans that focus growth in and around regional transit stations and near high-frequency transit services, commensurate with planned levels of transit

service and the station typologies (e.g., land use mix, density levels) identified in the 2040 Transportation Policy Plan.

- Develop local policies, plans, and practices that improve pedestrian and bicycle circulation, including access to regional transit services, regional trails, and regional bicycle corridors.
- Seek opportunities to improve local street and pedestrian connections to improve access for local trips.
- Consider implementation of travel demand management (TDM) policies and ordinances that encourage use of travel options and decrease reliance on single-occupancy vehicle travel.
- Engage private sector stakeholders that depend on or are affected by the local transportation system.
- Adopt development requirements that improve the user experience, circulation, and access for bicyclists and pedestrians.
- Adopt Complete Streets policies that improve safety and mobility for all road users.

Economic Competitiveness

Council Role

- Invest in regional amenities and services, including transit, regional parks and trails and bikeways to support the Suburban area as an attractive place to locate and do business.
- Invest in regional transportation improvements that better connect workers in racially concentrated areas of poverty with job training and living wage employment.

Community Role

- Identify appropriate areas for business and industrial expansion, considering access by rail, truck, plane, and barge.
- Support the cleanup and re-use of contaminated land by utilizing regional, county, and local funding programs and financing tools.
- Preserve, remediate contamination, and re-purpose industrial base for higher intensity employment and new industries.
- Protect sites for river- and rail-dependent manufacturing and freight transportation needs from incompatible uses and identify local land supply and transportation needs for effective use of those sites.
- Plan for land uses where appropriate that support the growth of export-oriented businesses, important regional economic clusters, and family wage jobs.
- Conduct small area planning efforts to preserve locations for employment, manage growth, and minimize land use conflicts.

Building in Resilience

Council Role

- Invest in regional transportation infrastructure and services that increase the share of trips made by transit, carpools, and non-motorized means and guide development patterns that support this.
- Explore developing an urban forestry assistance program.

Community Role

- Identify and address potential vulnerabilities in local infrastructure as a result of increased frequency and severity of storms and heat waves.
- Ensure access to solar energy by addressing it in local comprehensive plans and ordinances.
- Participate in federal, state, and local utility programs that incentivize the implementation of wind and solar power generation.
- Consider making a property assessed clean energy (PACE) program available for conservation and renewable energy.
- Consider subscribing to community solar gardens for municipal electric load, or providing sites for gardens.
- Adopt local policies and ordinances that encourage land development that supports travel demand management (TDM) and use of travel options.
- Consider development standards that increase vegetative cover and increase the albedo (reflective quality) of surfaces.
- Participate in urban forestry grant programs as available.

Suburban Edge: Managing rapid growth and change

The Suburban Edge includes communities that have experienced significant residential growth beginning in the 1990s and continuing to the 2010s. At least 40% of the land in these cities is developed, but significant amounts of land remain for future development. No large-scale agricultural areas remain in the Suburban Edge.

Orderly and Efficient Land Use

Council Role

- Support local efforts and policies to plan for growth that efficiently uses transportation and transit infrastructure and regional services.
- Promote land use patterns with clear distinctions between urban and rural areas to protect natural resources and land for agricultural viability.
- Provide technical assistance to communities on land use strategies and staged development to inform the local comprehensive planning process.
- Partner with local communities to improve land use patterns to reduce carbon emissions.

Community Role

- Plan and stage development for forecasted growth through 2040 and beyond at overall average net densities of at least 3-5 dwelling units per acre in the community. Target higher intensity developments in areas with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities.
- Incorporate best management practices for stormwater management, and natural resources conservation and restoration in planning processes.
- Ensure the efficient use of land when planning for and approving new developments and redevelopment projects.

Natural Resources Protection

Council Role

See Natural Resources policy discussion in Land Use Policy introduction.

Community Role

- Complete local natural resources inventories, prioritize areas to protect, and integrate natural resources conservation into local ordinances.
- Conserve natural resources and protect vital natural areas when designing and constructing local infrastructure and planning land use patterns.
- Adopt and implement best management practices for protection of natural resources, the quality and quantity of our water resources, and the preservation of water supply.
- Explore alternative water supply sources to ensure adequate water resources beyond 2040.
- Encourage site planning that incorporates natural areas as part of site development and redevelopment.
- Integrate water sustainability and protection of groundwater recharge areas into local plans. Consider how development, irrigation, reductions in infiltration and inflow, and increased surface runoff impact groundwater recharge and consider conservation strategies and best management practices to mitigate these impacts.

- Implement best management practices to control and treat stormwater as redevelopment opportunities arise.

Housing Affordability and Choice

Council Role

See *Housing Affordability and Choice* policy discussion in the *Land Use Policy* introduction.

Community Role

- Designate land in the comprehensive plan to support household growth forecasts and address the community's share of the region's affordable housing need through development and redevelopment at a range of densities.
- Address the relationship of local industries to the affordability of housing in the community.
- Use state, regional, and federal sources of funding and/or financing and development tools allowed by state law to assist the feasibility of the development of new lifecycle and affordable housing.
- Develop or use programs to preserve the existing stock of naturally-occurring affordable housing.

Access, Mobility, and Transportation Choice

Council Role

- Invest in high capacity transit and transportation improvements that support more reliable access to and from Suburban Edge communities.
- Plan transit facilities in areas where land use is not intense enough to support transit, such as park and rides, to accommodate growth and encourage the use of public transportation to regional centers.
- Invest in the development and improvement of regional trails and regional bicycle corridors to better connect communities and provide viable transportation options for commuting via alternative modes.
- Work with state agencies, counties, and local governments to provide assistance in planning for freight transportation to connect the rural and urban areas' markets and resources.

Community Role

- Develop local policies, plans, and practices that improve pedestrian and bicycle circulation, including access to regional transit services, regional trails with improved pedestrian connections, and regional bicycle corridors.
- Target opportunities for intensive development in corridors or nodes along corridors, consistent with the 2040 Transportation Policy Plan.
- Plan transit facilities to better incorporate alternative mode connections, such as trails and sidewalks, for facilities serving locations where commuters have to travel greater distances to complete their trip.
- Work with partners in communities and counties to overcome barriers to transportation and to improve pedestrian and bicycle connections across jurisdictional boundaries.

Economic Competitiveness

Council Role

- Promote local planning around key intersections, regional infrastructure, and business needs.
- Support the development of workforce housing to provide options for lifecycle and affordable housing.
- Convene interested partners to further strategies towards increasing regional competitiveness and include discussion of how Suburban Edge communities can contribute to the region's overall economic growth.

Community Role

- Consider how local efforts to focus economic development strategies along existing commercial centers (historic downtowns or commercial corridors) can contribute to the region's overall economic competitiveness through enhanced integration of local and regional planning efforts.
- Protect sites for river- and rail-dependent manufacturing and freight transportation needs from incompatible uses and identify local land supply and transportation needs for effective use of those sites.
- Identify important multi-modal intersections, alternative freight routes, key intersections, and other existing opportunities that may contribute to local and regional economic competitiveness.
- Partner with adjacent communities and businesses to strengthen economic among subregional employment centers.
- Consider best practices for workforce housing to retain employees of local employment centers within the Suburban Edge communities.

Building in Resilience

Council Role

See Building in Resilience policy discussion in Land Use Policy introduction.

Community Role

- Identify local measures that would result in reductions in water use, energy consumption, and emission of greenhouse gases.
- Identify local measures to address impacts to local economies, local resources, and infrastructure systems as a result of more frequent or severe weather events.
- Identify mitigation and adaptation strategies and infrastructure resiliency plans to protect against potential negative impacts of events associated with more frequent or severe weather events.
- Implement compact development patterns and creating more connected places to reduce auto-dependency and related green house gas emissions.

Emerging Suburban Edge: Transitioning from rural to developed

The Emerging Suburban Edge includes cities, townships and portions of both that are in the early stages of transitioning into urbanized levels of development. Strategically located between Suburban Edge and the Rural communities, the Emerging Suburban Edge communities offer both connections to urban amenities and the proximity to open spaces that characterizes a rural lifestyle. Often, the cities and townships in the Emerging Suburban Edge are in more than one community designation. In the majority of Emerging Suburban Edge communities, less than 40% of the land has been developed.

Orderly and Efficient Land Use

Council Role

- Promote land use patterns with clear distinctions between urban and rural areas to protect natural resources and land for agricultural viability.
- Provide technical assistance to communities on land use strategies and staged development to inform the local comprehensive planning process.
- Partner with local communities to improve land use patterns to reduce carbon emissions.

Community Role

- Plan and stage development for forecasted growth through 2040 and beyond at overall average net densities of at least 3-5 dwelling units per acre in the community. Target higher intensity developments in areas with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities.
- Identify and protect adequate supply of land to support growth for future development beyond 2040, with regard to agricultural viability and natural and historic resources preservation.
- Incorporate best management practices for stormwater management, and natural resources conservation and restoration in planning processes.
- Plan for local infrastructure needs including those needed to support future growth.

Natural Resources Protection

Council Role

See Natural Resources Protection policy discussion in Land Use Policy introduction.

Community Role

- Complete local natural resources inventories, prioritize areas to protect, and integrate natural resources conservation into local ordinances.
- Conserve natural resources and protect vital natural areas when designing and constructing local infrastructure and planning land use patterns.
- Adopt and implement best management practices for protection of natural resources, the quality and quantity of our water resources, and the preservation of water supply.
- Explore alternative water supply sources to ensure adequate water resources beyond 2040.

- Encourage site planning that incorporates natural areas as part of site development and redevelopment.
- Integrate water sustainability and protection of groundwater recharge areas into local plans. Consider how development, irrigation, reductions in infiltration and inflow, and increased surface runoff impact groundwater recharge and consider conservation strategies and best management practices to mitigate these impacts.
- Implement best management practices to control and treat stormwater as development and redevelopment opportunities arise.

Housing Affordability and Choice

Council Role

See Housing Affordability and Choice policy discussion in the Land Use Policy introduction.

Community Role

- Designate land in the comprehensive plan to support household growth forecasts and address the community's share of the region's affordable housing need through development and redevelopment at a range of densities.
- Address the relationship of local industries to the affordability of housing in the community.
- Use state, regional, and federal sources of funding and/or financing and development tools allowed by state law to assist the feasibility of the development of new lifecycle and affordable housing.
- Develop or use programs to preserve the existing stock of naturally-occurring affordable housing.
- Plan for future staged growth through 2040 and beyond to accommodate a variety of housing choices based on local needs.

Access, Mobility, and Transportation Choice

Council Role

- Invest in high capacity transit and transportation improvements that support more reliable access to and from Suburban Edge communities.
- Plan transit facilities in areas where land use is not intense enough to support transit, such as park and rides, to support growth and encourage the use of public transportation to regional centers.
- Invest in the development and improvement of regional trails and regional bicycle corridors to better connect communities and provide viable transportation options for commuting via alternative modes.
- Work with state agencies, counties, and local governments to provide assistance in planning for freight transportation to connect the rural and urban areas' markets and resources.

Community Role

- Develop local policies, plans, and practices that improve pedestrian and bicycle circulation, including access to regional transit services, regional trails with improved pedestrian connections, and regional bicycle corridors.
- Target opportunities for intensive development in corridors or nodes along corridors, consistent with the 2040 Transportation Policy Plan.

- Plan transit facilities to better incorporate alternative mode connections, such as trails and sidewalks, for facilities serving locations where commuters have to travel greater distances to complete their trip.
- Work with partners in communities and counties to overcome barriers to transportation and to improve pedestrian and bicycle connections across jurisdictional boundaries.

Economic Competitiveness

Council Role

- Promote local planning around key intersections, regional infrastructure, and business needs.
- Support the development of workforce housing to provide options for lifecycle and affordable housing.
- Convene interested partners to further strategies towards increasing regional competitiveness and include discussion of how Emerging Suburban Edge communities can contribute to the region's overall economic growth.

Community Role

- Consider how local efforts to focus economic development strategies along existing commercial centers (historic downtowns or commercial corridors) can contribute to the region's overall economic competitiveness through enhanced integration of local and regional planning efforts.
- Protect sites for river- and rail-dependent manufacturing and freight transportation needs from incompatible uses and identify local land supply and transportation needs for effective use of those sites.
- Identify important multi-modal intersections, alternative freight routes, key intersections, and other existing opportunities that may contribute to local and regional economic competitiveness.
- Consider development of local employment, community, and activity centers that complement subregional employment centers in adjacent or nearby communities and work with adjacent jurisdictions and businesses to strengthen economic relationships.
- Consider best practices for developing workforce housing to attract employees of employment centers within, near, or adjacent to Emerging Suburban Edge communities.

Building in Resilience

Council Role

See Building in Resilience policy discussion in Land Use Policy introduction.

Community Role

- Identify local measures that would result in reductions in water use, energy consumption, and greenhouse gas emissions.
- Identify local measures to address impacts to local economies, local resources, and infrastructure systems as a result of more frequent or severe weather events.
- Identify mitigation and adaptation strategies and infrastructure resiliency plans to protect against potential negative impacts of events associated with more frequent or severe weather events.
- Implement compact development patterns and creating more connected places to reduce auto-dependency and related greenhouse gas emissions.

Rural Centers: Serving the rural areas as small town centers of commerce.

Rural Centers are local commercial, employment, and residential activity centers serving rural areas in the region. These small towns are surrounded by agricultural lands and serve as centers of commerce to those surrounding farm lands and the accompanying population. Although smaller in scale than urban communities, Rural Centers provide similar development patterns and locally accessible commercial services for the surrounding area.

Orderly and Efficient Land Use

Council Role

- Partner with local jurisdictions to work towards the orderly expansion of Rural Centers in a manner that efficiently uses infrastructure and guides growth where infrastructure capacity exists while preserving prime agricultural soils and surrounding low density residential uses.
- Consider long range potential for improvements to regional infrastructure to support expected growth at average residential densities of at least 3-5 units per acre or more.
- Encourage innovative approaches to development where existing infrastructure and capacity are able to support increased residential densities.
- Attain a balance of urban and rural uses to retain the viability of the agricultural economy and direct growth towards Rural Centers as is appropriate.
- Partner with local communities to improve land use patterns to reduce carbon emissions.

Community Role

- Plan for forecasted population and household growth at overall average densities of at least 3-5 units per acre.
- Strive for higher density commercial uses and compatible higher density residential land uses in the commercial core of the community to ensure efficient uses of existing infrastructure investments.
- Work with adjacent jurisdictions to execute orderly annexation agreements where forecasted growth exceeds land capacity within existing city boundaries.
- Work to focus forecasted growth in areas with existing infrastructure capacity to protect existing farm land and prime agricultural soils for the long term.
- Adopt ordinances that coordinate development with infrastructure availability.
- Identify areas that will accommodate post-2040 growth forecasts and implement strategies to preserve these areas for future growth. Plan for necessary infrastructure improvements.

Natural Resources Protection

Council Role

See Natural Resources Protection policy discussion in the Land Use Policy introduction.

Community Role

See Natural Resources Protection policy discussion in the Land Use Policy introduction.

Housing Affordability and Choice

Council Role

See Housing Affordability and Choice policy discussion in the Land Use Policy introduction.

Community Role

- Designate land in the comprehensive plan to support household growth forecasts and address the community's share of the region's affordable housing need through development and redevelopment at a range of densities.
- Address the relationship of local industries to the affordability of housing in the community.
- Adopt lifecycle and affordable housing goals as a participant in the Livable Communities Act (LCA).
- Use state, regional, and federal sources of funding and/or financing and development tools allowed by state law to assist the feasibility of the development of new lifecycle and affordable housing.
- Develop or use programs to preserve the existing stock of naturally-occurring affordable housing.
- Plan for future staged growth through 2040 and beyond to accommodate a variety of housing choices based on local needs.

Access, Mobility, and Transportation Choice

Council Role

- Plan regional infrastructure consistent with a rural level of service.
- Explore transit links to urban areas based on demand and the availability of resources.
- Plan transit facilities to better incorporate alternative mode connections for facilities serving locations where commuters have to travel greater distances to complete their trip.

Community Role

- Plan for and construct an interconnected system of local streets, pedestrian facilities, and bicycle facilities.
- Plan and develop local trail connections to the regional parks and trails system where appropriate.

Economic Competitiveness

Council Role

- Encourage communities to support a range of housing opportunities for those interested in a more rural lifestyle.

Community Role

- Consider best practices for providing housing opportunities to support local employment and community needs.
- Consider identifying key intersections that accommodate connections between rail and highway infrastructure that could serve an intermodal purpose.
- Consider how land uses adjacent to key intersections could provide access for trucking, freight, barge, shipping, or warehousing purposes that may strengthen or bolster the local economy.

- Consider completing a community-based market analysis to better understand the market conditions.

Building in Resilience

Council Role

See Building in Resilience policy discussion in Land Use Policy introduction.

Community Role

See Building in Resilience policy discussion in Land Use Policy introduction.

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Diversified Rural: Protecting land for rural lifestyles and long-term urbanization

Diversified Rural communities are home to a variety of farm and non-farm land uses including very large-lot residential, clustered housing, hobby farms and agricultural uses. Located adjacent to the Emerging Suburban Edge of the Urban Service Area, Diversified Rural designation protects rural land for rural lifestyles today and potential urbanized levels of development sometime after 2040. Large portions of communities in the Diversified Rural area also contain prime agricultural soils, located primarily in Scott and Washington counties.

There is a portion of the region's population that is interested in rural and small town living. For communities in the Diversified Rural area, the Council supports the clustering of homes to meet that demand, but done in a manner that protects high quality and locally-prioritized natural areas and open spaces, and also preserves lands for potential future post-2040 urban development. In August 2008, the Council adopted Flexible Residential Development Ordinance Guidelines for the Diversified Rural Area that describe the factors that communities should take into account if they are considering allowing residential development at densities greater than 4 units per 40 acres. Including the following points:

1. Include the need to reserve land resources for efficient future urban development as part of the ordinance purpose.
2. Identify the land characteristics required to support future urbanization.
3. Allow no more than 25% of the developable land in a project to be developed, reserving larger future urbanization parcels.
4. Protect future urbanization parcels with temporary development agreements, easements, or deed restrictions.
5. Provide for the rezoning of the future urbanization parcels to a residential zoning classification at densities consistent with Council policy at such time that urban services are available.
6. Encourage the use of community wastewater treatment systems to serve the temporary cluster.

For those communities on the edge of the urbanizing area, designated as a Long-Term Service Area for the Regional Wastewater System, a cluster ordinance should be developed and implemented to provide for interim land uses without precluding the opportunity for future urban-density development.

Orderly and Efficient Land Use

Council Role

- Work with communities to plan development patterns that will protect natural resources, preserve areas where post-2040 growth can be provided with cost-effective and efficient urban infrastructure, and support forecasted growth through 2040 without the provision of regional urban services.
- Provide technical assistance regarding alternative wastewater treatment systems and share specific information about the performance of such systems in the region.
- Support the MPCA's regulatory approach to community treatment systems, which requires permits for systems that generate at least 10,000 gallons per day of wastewater (about 35 homes).

- Advocate that the local community be the permit holder for alternative wastewater treatment systems to ensure long-term accountability for the proper functioning and maintenance of systems.
- Promote development practices and patterns that protect the integrity of the region's water supply and the quality and quantity of water resources.

Community Role

- Plan for growth not to exceed forecasts and in patterns that do not exceed 4 units per 40 acres.
- Preserve areas where post-2040 growth can be provided with cost-effective and efficient urban infrastructure.
- Manage land uses to prevent the premature demand for extension of urban services, and so that existing service levels (i.e. on-site wastewater management, gravel, and other local roads) will meet service needs.
- Protect the rural environment through local oversight of the management and maintenance of alternative wastewater treatment systems to avoid the environmental and economic costs of failed systems.
- Ensure financial and environmental accountability for installation, maintenance, remediation, and management of any permitted private wastewater system.

Natural Resources Protection

Council Role

- Provide technical assistance and tools for resource protection, such as best practices regarding the use of conservation easements and clustered development ordinances.

Community Role

- Plan development patterns that incorporate the protection of natural resources. Consider implementing conservation subdivision ordinances, cluster development ordinances, or environmental protection provisions in local land use ordinances.

Housing Affordability and Choice

Council Role

See Housing Affordability and Choice policy discussion in the Land Use Policy introduction.

Community Role

See Housing Affordability and Choice policy discussion in the Land Use Policy introduction.

Access, Mobility, and Transportation Choice

Council Role

- Plan regional transportation infrastructure consistent with a rural level of service.
- Support the management of access points to state and county road systems and emphasize construction of a local public street system where needed.
- Encourage communities to plan and develop local trail connections to the regional parks system where appropriate.

Community Role

- Plan for and construct local transportation infrastructure, including trails, sufficient to meet local needs.
- Plan and develop local trail connections to the regional parks system where appropriate.

Economic Competitiveness

Council Role

- Where appropriate, promote the use of the Green Acres and Agricultural Preserves programs to preserve prime agricultural soils and maintain agricultural uses as a long-term primary land use.
- Support agriculture as a primary long-term use to protect the region's agricultural economy, to provide economic opportunities for farmers, and to promote local food production.
- Support connections between the Diversified Rural communities and other portions of the region that promote safe travel and ensure efficient transportation of agricultural products.

Community Role

- Identify and protect locally important agricultural areas, in addition to prime agricultural lands, to provide a range of economic opportunities.
- Support existing agricultural uses as primary long-term land uses and consider allowing agricultural-supportive land uses in local comprehensive plans.
- Support local property enrollment in the Agricultural Preserves and Green Acres programs.
- Consider opportunities for smaller-acreage agricultural operations to support food production for local markets.

Building in Resilience

Council Role

See Building in Resilience policy discussion in the Land Use Policy introduction.

Community Role

See Building in Resilience policy discussion in the Land Use Policy introduction.

Rural Residential: Limiting unsustainable growth patterns

Rural Residential communities have residential patterns characterized by large lots and do not have plans to provide urban infrastructure, such as centralized wastewater treatment. Many of these communities have topographic development limitations, and development pattern with lot sizes that generally ranged from 1- 2.5 units/acres and therefore, do not support economical extension of wastewater services.

Orderly and Efficient Land Use

Council Role

- Encourage rural development patterns that will protect natural resources, preserve areas where post-2040 growth can be provided with cost-effective and efficient urban infrastructure.
- Discourage future development of rural residential patterns (unsewered lots 2.5 acres or less) and encourage rural development at densities that are not greater than 1 unit per 10 acres.
- Work with communities to plan development patterns that will protect natural resources and water quality and quantity, and maintain existing contiguous lots that are 10 or more acres in size.
- Encourage the use the Council's Flexible Residential Development Guidelines and adoption of ordinances that provide for residential clustering and protection of sensitive natural resources.
- Support the MPCA's regulatory approach to community treatment systems, which requires permits for systems that generate at least 10,000 gallons per day of wastewater (~35 homes).
- Require that the local community be the permit holder for alternative wastewater treatment systems to ensure long-term accountability for the proper functioning and maintenance of systems;
- Provide technical assistance regarding alternative wastewater treatment systems and share information about the performance of these systems in the region.
- Provide technical assistance to communities to plan for adequate land availability to address current needs and forecasted growth using development practices that protect the quantity and quality of the region's surface and groundwater resources and natural resources identified in regional or local inventories.

Community Role

- Discourage future development of rural residential patterns (unsewered lots 2.5 acres or less) and where opportunities exist, plan for rural development at densities that are not greater than 1 unit per 10 acres.
- Implement conservation subdivision ordinances, cluster development ordinances, and environmental protection provisions in local land use ordinances, consistent with the Council's Flexible Residential Development Guidelines.
- Protect the rural environment through local oversight of the management and maintenance of SSTS to avoid the environmental and economic costs of failed systems. Proactively explore options to address failing septic systems.
- Ensure financial and environmental accountability for installation, maintenance, remediation, and management of any permitted private wastewater system.

- Promote best management practices for stormwater management, habitat restoration, and natural resource conservation in development plans and projects.

Natural Resources Protection

Council Role

See Natural Resources Protection policy discussion in Land Use Policy introduction.

Community Role

- Accommodate growth while protecting the environment and natural resources. Encourage the placement of housing that protects significant natural resources.
- Adopt subsurface sewage treatment system (SSTS) management ordinances and implement maintenance programs, consistent with current Minnesota Pollution Control Agency Rules 7080.
- Adopt conservation subdivision ordinances, cluster development ordinances, flexible development ordinances, and include environmental protection in land use ordinances.
- Encourage the use of environmentally-sensitive development techniques, such as surface water management best management practices that capture, filter, and infiltrate stormwater where possible.

Housing Affordability and Choice

Council Role

See Housing Affordability and Choice policy discussion in Land Use Policy introduction.

Community Role

See Housing Affordability and Choice policy discussion in Land Use Policy introduction.

Access, Mobility, and Transportation Choice

Council Role

- Plan for regional transportation infrastructure consistent with rural level of service.
- Support the limiting of access points to state and county road systems and emphasize construction of an interconnected local public street system.
- Encourage communities to plan and develop local trail connections to the regional parks system.

Community Role

- Plan for and construct local transportation infrastructure, including trails, sufficient to meet local needs.
- Plan and develop an interconnected local street system.
- Adopt improved design techniques for access management that meets access and mobility needs.

Economic Competitiveness

Council Role

- Support connections between the Rural Residential areas and other portions of the region that promote safe travel and ensure efficient distribution of freight.

Community Role

See Economic Competitiveness policy discussion in Land Use Policy introduction.

Building in Resilience

Council Role

See Building in Resilience policy discussion in Land Use Policy introduction.

Community Role

See Building in Resilience policy discussion in Land Use Policy introduction.

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Agricultural: Preserving large swaths of farmland

Agricultural communities encompass areas with prime agricultural soils that are planned and zoned for long-term agricultural use. These communities are home to the bulk of contiguous lands enrolled in the Metropolitan Agricultural Preserves and Green Acres Programs or cultivated for commercial agricultural purposes.

Orderly and Efficient Land Use

Council Role

- Promote the use of the Agricultural Preserves and Green Acres programs to preserve prime agricultural soils and land uses by supporting local efforts that maintain agricultural land uses through 2040.
- Partner with communities to plan for post-2040 development growth in a manner that protects farmland and the regional agricultural economy while accommodating efficient expansion of regional urban infrastructure in areas where forecasts project market demand.

Community Role

- Limit residential development and adopt zoning ordinances and/or other official controls to maintain residential densities no greater than 1 housing unit per 40 acres.
- Support enrollment in the Agricultural Preserves and the Green Acres programs to preserve prime agricultural soils and agricultural land uses.
- Maintain agricultural land uses through at least 2040 as a primary long-term use to preserve prime agricultural lands and to preserve land for efficient expansion of post-2040 regional infrastructure where appropriate.
- Manage land uses to prevent the premature demand for extension of urban services, and so that existing service levels (i.e. on-site wastewater management, gravel, and other local roads) will meet service needs.
- Promote best management practices for agricultural activities in order to protect the integrity of the region's water supply and the quality and quantity of water resources.
- Develop and implement strategies for protecting farmlands, such as exclusive agricultural zoning, agricultural security districts, and lower residential densities such as 1 housing unit per 80 acres.

Natural Resources Protection

Council Role

- Promote agricultural practices that protect the region's water resources, including both surface water resources and groundwater resources.
- Provide information to communities about how to incorporate environmentally sensitive development techniques into farm-related construction.

Community Role

- Promote best management practices for agricultural activities in order to protect the quality of the local and regional surface and groundwater resources.
- Encourage the use of environmentally-sensitive development techniques in farm-related construction, such as surface water management best management practices that capture, filter, and infiltrate stormwater where possible.

Housing Affordability and Choice

Council Role

See *Housing Affordability and Choice* policy discussion in *Land Use Policy Introduction*.

Community Role

See *Housing Affordability and Choice* policy discussion in *Land Use Policy Introduction*.

Access, Mobility, and Transportation Choice

Council Role

- Support MnDOT and counties in planning regional highway infrastructure consistent with market access and the agribusiness needs of the area.
- Support the management of access points to state and county road systems and construction of a local public street system where needed.

Community Role

- Plan for and construct local transportation infrastructure sufficient to serve local and agricultural needs.
- Adopt access management standards that meet state and county highway access and mobility needs.

Economic Competitiveness

Council Role

- Support agriculture as a primary long-term use to protect the region's agricultural economy, to provide economic opportunities for farmers, and to promote local food production.
- Support connections between the agricultural areas and other portions of the region and beyond that promote local agribusiness, promote safe travel, and ensure efficient distribution of freight.
- Promote the use of the Green Acres and Agricultural Preserves programs to preserve prime agricultural soils and maintain agricultural uses as a long-term primary land use.

Community Role

- Support agricultural uses as primary long-term land uses and consider allowing agricultural-supportive land uses in local comprehensive plans.
- Consider opportunities for smaller-acreage agricultural operations to support food production for local markets.
- Implement programs and best management practices that conserve and enhance soil and water resources to ensure their long-term quality and productivity.
- Identify and protect locally important agricultural areas, in addition to prime agricultural lands, to provide a range of economic opportunities.

Building in Resilience

Council Role

- Partner with state agencies to identify potential impacts to (agricultural) systems and economies resulting from increased occurrences of extreme weather events.

- Collaborate with regional experts on climate change to identify and communicate potential adaptation and mitigation measures to reduce impacts and preserve and protect the region's agricultural resources.
- Provide resources and information on carbon emission reductions, best practices, and climate change mitigation and adaptation strategies for Agricultural Areas.

Community Role

- Assess potential challenges and opportunities of climate change in the Agricultural Area as well as opportunities for reducing greenhouse gas emissions. Implement changes as feasible.

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