



## Summary of Public Comment Received

During the public comment period for Thrive MSP 2040, between February 26, 2014 and April 28, 2014, the Metropolitan Council received comments from 144 individuals, institutions, and organizations, including:

- 45 cities/townships
- 11 county
- 18 organizations
- 4 state
- 66 residents

This document summarizes all of the public comments and provides the Metropolitan Council's official response to each comment to supplement the changes made in the final document.

### Shared responses

Several topics generated multiple comments and questions. Information about these are combined as shared responses below:

- Role of the Metropolitan Council
- Stewardship
- Accountability
- Water Supply
- Climate Change
- Economic Competitiveness
- Forecasts
- Community Designations
- Density
- Highways

These responses are referenced in the full table that follows.



## Role of the Metropolitan Council

Several comments expressed concern about the role, scope, and geography of the Metropolitan Council – some suggesting that *Thrive MSP 2040* proposes too broad a role, scope, and geography; others suggesting that *Thrive MSP 2040* proposes too limited a role, scope, and geography. New language has been added to the “Introduction” that outlines the Council’s statutory role and authority, including the function of *Thrive MSP 2040*, the metropolitan system plans, and the Council’s role in planning for housing for low- and moderate-income households.

New language has been added to the “Introduction” that describes the 16-county metropolitan statistical area; however, the Council’s purview is the seven-county area that has 85% of the population and 92% of the jobs. *Thrive MSP 2040* treads deliberately into new policy areas – i.e., water supply, economic competitiveness, climate change, equity – by using only the Council’s existing planning and investment authorities plus its convening, collaborating, and technical assistance roles. In all of these new areas, the Council has neither the capacity nor authority to fully address these emerging regional issues; nonetheless, the Council does have a role to play within a larger regional dialogue.

## Stewardship

Several comments expressed concern about the rationale for the pivot to maintaining existing infrastructure rather than continuing its expansion. New language has been added to the document in both “Outcomes” and “Special Features” to reassure Suburban Edge and Emerging Suburban Edge communities that the Council is not pulling back on its existing commitments to provide regional wastewater service to land currently within the 2030 Metropolitan Urban Service Area. However, with increased demand for housing forecast for more central locations, communities on the developing edge of the region have already guided enough land within

the 2030 MUSA to meet the housing needs of 2040. Therefore, the Council sees no need for additional expansion of the MUSA until after 2040.

## Accountability

Several comments expressed concern or curiosity about the process of identifying the Thrive indicators. Language has been added to the Principles section that explains that the Council will begin a process to collaboratively develop a set of Thrive Indicators by engaging a cross-section of the region and including local government, advocacy organizations, and the region’s residents.

## Water Supply

Several comments expressed concern about the role of the Metropolitan Council in terms of water supply – specifically that there are already too many others with a role in regional water supply conversations. *Thrive* starts from the Council’s role in developing and maintaining the Master Water Supply Plan – a role emphasizing analysis to understand the current water supply situation. Because of the importance of a shared process of exploration, *Thrive* does not propose specific roles or authorities for the Council but rather acknowledges the importance of the dialogue.

## Climate Change

Several comments expressed concern about the Council’s role in climate change – some suggesting that *Thrive MSP 2040* proposes too broad a role for the Council; others suggesting that *Thrive MSP 2040* proposes too limited an effort given the urgency of climate change. The original language suggesting a threshold for future action has been removed, and new language has been added to clarify that the the Council’s approach to climate change will expand first into collaborative approaches—such as providing information, technical assistance, and incentives. Over 2014 and 2015, the Council will explore how to most effectively use its [existing] planning authorities to address climate change.

## Economic Competitiveness

Several comments expressed concern about the Council's role in economic competitiveness – some expressing concern that the Council is proposing too large a role, some wanting to see a clearer definition of the role of GREATER MSP, some wanting to see emerging Job / Activity Centers identified on the map. In terms of its role in economic competitiveness, the Council is proposing to use its existing planning and investment authorities plus its convening, collaborating, and technical assistance roles; using its role and authority with an increased awareness of its impact on economic competitiveness, the Council can leverage its impact to advance regional prosperity. Language has been added to the document to more clearly outline how the Council expects to interact with GREATER MSP on regional economic competitiveness. The original language on Job / Activity Centers has been replaced by new language describing Job Concentrations as well as Manufacturing / Distribution Locations. In both cases, language has been refined to make clear the inventory of Job Concentrations describes current conditions. Looking ahead, the Council encourages future job growth in existing and future concentrated centers where appropriate to employer needs. The Council will monitor new development, redevelopment, or job growth at specific sites and annually identify new Job Concentrations that meet the thresholds of job count and job density.

## Forecasts

In addition to city-specific concerns about the Draft Forecasts, several comments expressed concern about the Council's forecasts – some expressing concern that the Council is proposing too much growth in the Suburban Edge and Emerging Suburban Edge (and not enough in the Urban Center), others expressing concern that the Council proposing too much growth in the Urban Center (and not enough in the Suburban Edge and Emerging Suburban Edge). A new section has been added to the document that outlines how the forecasted demographic shifts will influence the location of future development.

Historically, the region's urbanized footprint has expanded as far as the new accessibility allowed. However, the minimal growth anticipated in regional highways will limit the expansion of the region's urbanized area. Demand for central location and accessibility will create opportunities that exceed the costs and challenges of redevelopment, and more growth will be in areas with higher levels of urban services. While Minneapolis and Saint Paul are well-situated financially and institutionally to support redevelopment, other cities face larger challenges.

The Council's forecasts indicate demand for housing in more-centrally located places, but many cities are concerned about the desirability and feasibility of accommodating growth beyond these forecasts. For some smaller cities, the challenges are financial—what tools are available to support redevelopment, particularly of commercial sites and apartment buildings that no longer meet market needs? For other cities, the challenge is the prospect of change as additional growth would require the replacement of existing housing or the introduction of unfamiliar housing types.

These forecasts reflect the array of growth policies, investment priorities, infrastructure plans, and redevelopment tools that currently exist. Any changes that influence the relative costs and feasibility of development and redevelopment in different locations within the region will likely affect the distribution of growth in the Council's forecasts.

## Community Designations

In addition to city-specific concerns about their Community Designation, several comments expressed concern about how the Community Designations function. New language has been added to the document to make clear that the Council views the Community Designations as a means to precisely target policies and investments for each community's stage of development. Additional language explains that the Community Designations describe the predominant character, development challenges

and opportunities in each community—all of which may evolve as development patterns change. The Council encourages communities to plan and build towards the development patterns of the Community Designation they aspire to be. The Council will consider requests to redesignate communities through the local comprehensive planning process.

## Density

Several comments expressed concern about the minimum density expectations and wondered how density levels would be calculated. New language has been added to the document to explain that the density expectations in the Land Use Policy are the minimum average density for new development and redevelopment. Because each community and its values are unique, precisely how and where density is guided is determined by each community consistent with regional policies. The Council recognizes that not all new development may meet the minimum standards and conversely many other new developments may exceed the minimum standards. Setting minimum average densities for new development provides communities with the flexibility to determine which areas are best suited for higher or lower density development under the framework of meeting that overall minimum on available developable lands. The Council measures minimum net density across all areas identified to support forecasted growth by taking the minimum number of planned housing units and dividing by the net acreage. Net acreage does not include land covered by wetlands, water bodies, public parks and trails, public open space, arterial road rights-of-way, and other undevelopable acres identified in or projected by local ordinances such as steep slopes.

## Highways

Several comments expressed concern about limited funds for highway expansion in suburban areas. Language has been added to the Introduction to emphasize the importance of expanding the resources that are available to support highway investments in the region. The new Analysis of

Forecasts section explains that the anticipated transportation network, along with anticipated travel times and levels of congestion, is an input into the Council's local forecasting model. In other words, the Council's local forecasts already reflect limited highway expansion. The proposed expansion of transitways uses federal and local funding that is not available to support highway expansion.

Name / Organization	Comment Number	Category	Comment	Response
Angela Anderson	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	Agreed. This statement is closely aligned with the Stewardship Outcome and the structure of Thrive in general.
Angela Anderson	2	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted. Thrive has been revised to more strongly emphasize growing existing and emerging Job Concentrations. See also the Transportation Policy Plan.
Angela Anderson	3	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Angela Anderson	4	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Ann Mongoven	1	Equity	Racial Equity is paramount. With 43% of the region expected to be people of color by 2040, we cannot hope to achieve livability, sustainability or prosperity without equity being prioritized.	Noted. See updated language in Equity section
Ann Mongoven	2	Equity	We must prioritize investment in communities that have been systematically cut off from opportunity.	See Equity section.
Ann Mongoven	3	Regional Balance	We cannot continue to subsidize sprawl at the expense of our urban core.	The various costs of different development patterns are a concern under the Stewardship and Equity outcomes of Thrive, are intertwined with many systems at the Council and beyond, and will continue to be at the center of discussions through implementation.
Ann Mongoven	4	Regional Balance	Reinvesting in our core cities and inner ring suburbs must also be a top priority, but the current draft does not represent a significant shift from the status quo.	Reinvestment in developed areas is a major theme of Thrive, and Thrive has been revised to add reference to collaborative work to identify tools to enhance redevelopment.
Ann Mongoven	5	Role of Council	Achieving this vision requires bold leadership from the Met Council.	See shared response on role of Council.
Ann Mongoven	6	Transit	We must grow our transit system.	Thrive includes a strong vision of how growth in our region

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				can be coordinated with growth of the transit system. See especially refinements to the Stewardship section and the Transportation Policy Plan update for more detail.
Art Seratoff	1	Equity	strongly support the use of an "Equity Lens"; Thrive plan and the Places, Opportunities and Choices analysis make the case for an Equity Lens well	Noted.
Art Seratoff	2	Accountability	Accountability: residents who are most effected by a policy, practice or project have a voice in determining the particulars of the strategy or policy and then sit on the evaluation group as the project unfolds and is completed.	Thrive has been revised to more clearly identify who will be involved in developing Thrive indicators
Baytown Township	1	Community Designation	Town Board believes that the Rural Residential classification should be applied to the entire Township	No changes to Thrive.
Benita Warns	1	Outline	Overall the plan makes sense	Staff agrees.
Benita Warns	2	Housing	it is not appropriate to add high-rise residential developments immediately adjacent to neighborhoods that are single-family in character	The specific form of development is controlled at the city level.
Benita Warns	3	Housing	Once this generation (millennials) begins to reproduce, they will no longer want to live in those hipster apartments, but will want to buy houses with yards for their kids to play, green space to garden, and yet have convenient nearby shopping and transit. The single-family neighborhoods located in the urban core will provide this opportunity. We must be careful not to overbuild multi-unit residential developments.	Noted.
Benita Warns	4	Housing	many seniors want to move into places with less maintenance, BUT many still want a patch of green land to call their own	Noted.
Benita Warns	5	Housing	Also, many seniors have worked a lifetime to buy their homes, and want to stay in them. We need to provide resources for those seniors who want to age in their own homes – funds to help them convert homes to handicap access	Noted. The Housing Policy Plan Work Group is discussing the topic.
Benita Warns	6	Housing	Most seniors do not want to move to senior “ghettos.” They want to be around younger people to continue to feel connected	Thrive has been revised to reference multigenerational housing.
Benita Warns	7	Housing	We need generational diversity in housing opportunities, and the chance for everyone who wants to garden to have access to that opportunity.	Thrive has been revised to encourage local governments to recognize opportunities for urban agriculture.

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Benita Warns	8	Housing	Quit building so much “affordable” housing in the urban core, or at least spread it out into the wealthier neighborhoods.	Noted. The Housing Policy Plan Work Group is discussing the topic.
Benita Warns	9	Housing	I am very concerned about the high concentration of land in the urban core that is owned by non-profits that don’t pay taxes The goal should be that no more than 20% of a community’s land be owned by non-profits	Noted. Land uses at this level of detail are determined at the local level.
Benita Warns	10	Housing	Most of the new housing in the urban core is being built for adult-only households – and we are not building homes suited for young families	Noted. Land uses at this level of detail are determined at the local level.
Benita Warns	11	Housing	retrofit duplexes into one unit handicap accessible and one unit for a larger family	Noted.
Benita Warns	12	Housing	clusters of extra-small single-family houses mixed into single-family neighborhoods	Noted. Land uses at this level of detail are determined at the local level.
Benita Warns	13	Housing	We need less high-rises that separate people from the land and more creative integration	Noted. Land uses at this level of detail are determined at the local level.
Benita Warns	14	Food Access	People in high-rises can’t grow their own food – unless they do so in a community garden – so let’s keep people in single-family homes and encourage them to grow food.	Noted. Food Access is a new area for the Council and is incorporated in the revisions to Thrive.
Benita Warns	15	Housing	Also provide incentives for affordable housing to be placed in wealthier neighborhoods, and don’t allow new developers to build any more in areas that already have concentrated poverty.	Noted. The Housing Policy Plan Work Group is discussing the appropriate location for new affordable housing.
Benita Warns	16	Transportation	People with limited mobility cannot walk over snowbanks to get to transit. They will choose to use a car in inclement weather. We must recognize this fact and not keep building medians and diverters that make it difficult to drive to preferred destinations	Noted.
Benita Warns	17	Transportation	Not limit car capacity so much to make it impossible for people to use them when their health or circumstances won’t let them use anything else.	Noted.
Benita Warns	18	Transportation	Multi-unit developments should provide parking sufficient for the residents, not assume that they all will use transit	Noted. Land uses at this level of detail are determined at the local level.
Benita Warns	19	Freight	BNSF Midway Hub has increased capacity substantially over the last 20 years, and the noise level from that facility is unacceptable. This noise is interrupting sleep for several thousand households located within a mile of this facility	Noted.
Benita Warns	20	Freight	We also should require the railroad to add noise reduction	Noted.

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			mitigation as a condition for any future increase in use of the facility.	
Blue Cross Blue Shield	1	Outline	Explicitly identifying “equity” and “livability” as two of your key outcomes and weaving both values throughout	Noted.
Blue Cross Blue Shield	2	Outline	A sophisticated understanding of this region’s changing demographics, socioeconomic needs, and commitment to the long term common good	Noted.
Blue Cross Blue Shield	4	Implementation	Seeing community planning in relation to active transportation/transit connectivity, healthy food proximity, and deep community engagement are paramount to for public health.	Noted.
Blue Cross Blue Shield	5	Implementation	integrative and interdisciplinary approach is vital to creating optimal defaults in the environments in which we live, learn, work, play, and travel	Noted.
Blue Cross Blue Shield	6	Active Living	Thrive 2040 identifies promising and best practices already, but can express language and action to systematize the intent. We encourage you to look at other MPOs and communities nationwide who have led on this step, such as Seattle King County and Memphis	
Blue Cross Blue Shield	7	Equity	We support a comprehensive application of the equity assessment for your entire jurisdiction. The insights gleaned in the housing equity arena are important and relevant to transportation, land use, waste management, open space access, and the entire Thrive 2040 scope	Noted.
Blue Cross Blue Shield	8	Health Equity	Replace the word “support” with require complete streets approaches to enhance transportation choices” and also add and improve safety for all users	The Council encourages Complete Streets approaches where appropriate. The existing wording is based on the limited authority the Council has in this area.
Blue Cross Blue Shield	9	Health Equity	Increased attention to the Council’s role in addressing racial and economic disparities	Noted.
Blue Cross Blue Shield	10	Food Access	Prioritizing preservation of the remaining agricultural land in the region for local food production of healthy foods and for local access, aggregation, and distribution	Agreed. Thrive has been revised to add reference to local food processing as well as production.
Blue Cross Blue Shield	11	Active Living	Inclusion of priority and inclusion of language on active lifestyles, and access to local food and identification of a regional bicycle system.	Agreed. Thrive has been revised to have clearer language about active living.
Blue Cross Blue Shield	12	TOD	more detail on what resources Aligning resources to support transit oriented development and walkable places	Thrive has been revised to add additional detail. Besides initiating a new Office of TOD in Metro Transit that will both support and, when appropriate, lead in local and



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				regional efforts to foster TOD, the Council will continue to facilitate TOD through Livable Communities Act grants to local government in support of projects and proposals that promote or are TOD. The Council will also explore the expanded use of local planning assistance grants and loans for local station area planning efforts in support of TOD.
Blue Cross Blue Shield	13	Land Use	The plan should say more specifically what land use decisions will make it easier for people to walk to destinations - more compact development and higher densities	Noted. The Transportation Policy Plan will have increased attention on both biking and walking.
Blue Cross Blue Shield	14	Food Access	Explicitly connect equitable transit-oriented development with equitable food access, which includes healthy and culturally appropriate food.	Noted. The Council's authority in this area is limited, but it is an area ripe for convening and collaboration.
Blue Cross Blue Shield	15	Health In All Policy	Early and authentic consideration of health effects into program, project, or policy decisions is the crux of prevention because it addresses health threats and benefits from the outset.	Agreed. The Health in All Policy approach is a promising area of exploration. See updated language in Outcomes section on Thrive.
Blue Cross Blue Shield	16	Health In All Policy	Create a HiAP Work Group: Interagency, interdisciplinary, and intercultural collaboration on health.	Agreed and referred to management for consideration. This is seen as parallel and complementary to current, similarly cross-cutting, work groups.
Blue Cross Blue Shield	17	Accountability	Thrive 2040 draws out the need for integration and breaking down silos, but an accountability structure is needed this approach has authority and resources to sustain itself.	See updated language on Accountability that more clearly delineates the process for developing Thrive indicators.
Blue Cross Blue Shield	18	Accountability	Embedding equity and livability criteria into both your internal operations (human and financial resources) and policy documents will be important to reaching declared outcomes and principles in Thrive 2040.	The Council is currently addressing these issues.
Blue Cross Blue Shield	19	Health in all Policy	Establish criteria and routine practice of health and equity impact assessments for policy, systems, and environmental decisions	Noted
Blue Cross Blue Shield	20	Health in all Policy	Include health criteria as a component of decision making (e.g., policy making, land use and transportation planning).	Noted. The Transportation Policy Plan is one place this approach is being explored.
Blue Cross Blue Shield	21	Collaboration	The magnitude and complexity of chronic disease and health inequities cannot be effectively addressed by public health alone. It is intertwined with place, income, race, education, housing, transportation, and ultimately how we design our communities.	Agreed.

Name / Organization	Comment Number	Category	Comment	Response
Blue Cross Blue Shield	22		We applaud the Council's recognition of how its vision, planning, and policy making impact a healthy and equitable community design.	Noted
Brian Ross	1	Climate Change	recognition of the need for climate mitigation within local and regional government planning efforts is laudable and is an important step forward from previous regional plans	Noted. See updated language on Climate Change.
Brian Ross	2	Climate Change	the Council's preference for "softer approaches...is inconsistent with the substantial cultural and ideological barriers to addressing our region's contribution to climate change	Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Brian Ross	3	Climate Change	lack of meaningful action over the last decade has put our region into a more precarious position regarding achieving the necessary GHG reductions to mitigate extreme risk.	Noted. Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Brian Ross	4	Climate Change	criteria stated in the Regional Plan for taking stronger actions ("a threat to orderly and economical development or portend(ing) a significant collective financial cost") has already been reached.	Noted. Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Brian Ross	5	Climate Change	Council should identify the key pieces of infrastructure that must begin a transition today in order to achieve an 80% GHG reduction by 2050	Noted. Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Brian Ross	6	Climate Change	We cannot continue to expand these infrastructural systems without explicit consideration of whether today's investments will enable or prevent substantial GHG reductions by 2050. Houses built today will be part of the solution or part of the problem in 2050. Streets and transit systems built next year are part of the solution to reduce GHG emissions by 80%, or they are obstacles that will need to be rebuilt at greater expense in the future.	Noted. See additional Language in Sustainability.
Brian Ross	7	Climate Change	more clearly use the statutory goals as a performance standard,	Noted.
Brian Ross	8	Climate Change	we can, based on substantial historic evidence, presume that the "softer approach" will be insufficient to create the infrastructural change necessary to achieve Next Generation Energy Act goals.	Noted. Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Brian Ross	9	Solar Resources	I support the Council's recognition of that development of our region's solar energy resources is both an important component of meeting the region's climate and environmental protection goals (e.g. p. 31, 5 <sup>th</sup> bullet) and a	Noted. Thrive has been revised to more clearly reference Community Solar Gardens in the Land Use Policy.

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			land use with economic benefits to land owners and communities	
Brian Ross	10	Solar Resources	Council should take care to appropriately describe the statutory requirements in the context of current opportunities and best practices for resource protection and development...require focus on the words "protection and development."	Noted. See language in Sustainability section.
Brian Ross	11	Solar Resources	Council can facilitate mapping of solar resources by local governments as new public GIS data sets are (or will soon be) available that show site-level detail and allow accurate assessment of solar potential by community.	Noted.
Brian Ross	12	Solar Resources	I also endorse the Council's recommendation on community solar gardens	Noted. Thrive has been revised to more clearly reference Community Solar Gardens in the Land Use Policy.
Brian Ross	13	Solar Resources	I recommend the following language to better clarify local government's potential role: "Promote the development or use of community solar gardens by public and private entities to enable fuller and more economic use of the community's solar resource, including participating as subscribers, assisting in marketing CSG opportunities for economic development, and providing sites for gardens to be developed."	Noted. Thrive has been revised to more clearly reference Community Solar Gardens in the Land Use Policy.
Brian Ross	14	Solar Resources	I am been pleased with the Council's progress towards developing its on-site solar resources at water treatment facilities	Noted. The Water Resources Policy Plan will contain more detail on this topic.
Builders Association of the Twin Cities	1	Collaboration	BATC is encouraged by the general themes of stakeholder collaboration and data-driven accountability measures in Thrive.	Noted.
Builders Association of the Twin Cities	2	Accountability	The Council's commitment to monitor and evaluate the effectiveness of the policies and practices is important and should be carried throughout the life of this document.	Agreed. See updated language on Accountability.
Builders Association of the Twin Cities	3	Forecasts	The prediction of a denser, transit- oriented growth pattern is not shared by BATC.	Noted. The Council looks forward to working with BATC to plan and build the housing needed by our region's future residents.
Builders Association of the Twin Cities	4	Land Use	We see nuanced changes to the well-established market pattern, which will include some transit-oriented and dense-growth opportunities. BATC strongly believes these opportunities will be more modest than substantial, given our market's current land availability, the prohibitive costs	Noted. Thrive has been revised to expand the workplan around tools needed for redevelopment. The Council looks forward to working with BATC to plan and build the housing needed by our region's future residents.

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Builders Association of the Twin Cities	5	Role of Council	of redevelopment, market preference, and the substantial limitations on access to and use of transit in our market. BATC agrees with many elements of the shared vision, but recognizes that as the Council increasingly reaches beyond its statutorily authorized core functions, maintaining that vision becomes much more difficult.	See shared response on role of Council.
Builders Association of the Twin Cities	6	Role of Council	We question the need for and appropriateness of the Council's effort to insert itself into policy areas that are outside of its identified mission.	See shared response on role of Council.
Builders Association of the Twin Cities	7	Housing	Despite our consistent message to the Council regarding the growing regulatory crisis, Thrive has focused almost solely on subsidized affordable housing policies.	Affordable Housing is an area of focus for the Council because of its role in housing vouchers and development grants. Market-rate housing is coordinated most closely to the land use function of the Council.
Builders Association of the Twin Cities	8	Housing	There is a broader housing affordability issue which affects all residents of our region and could impede regional vitality and growth.	Thrive has been revised to reflect the larger goal of increasing housing affordability and reduce the cost of building housing.
Builders Association of the Twin Cities	9	Housing	BATC's vision of creating a more efficient housing regulatory structure advances the goals of housing affordability for our entire region. This approach maximizes housing access and enhances the competitiveness of our region. The need for this approach across our region is growing and we ask the Council to join us in this effort.	Thrive has been revised to reflect the larger goal of increasing housing affordability and reduce the cost of building housing.
Builders Association of the Twin Cities	10	Housing	Duplicative or unreasonable fees required by local governments, or the current proposal to mandate indoor sprinkler systems in single family homes are examples of issues where the Council could use its influence as a housing advocate to elevate these affordability discussions. BATC recognizes that these are difficult discussions between government entities, but if housing affordability is a regional priority then this is where the emphasis ought to begin. Thrive is silent on these issues, which is a missed opportunity for our region and a weakness of the document.	Thrive has been revised to reflect the larger goal of increasing housing affordability and reduce the cost of building housing.
Builders Association of the Twin Cities	11	Housing	Cost is a primary factor in a homeowner's choice when building a new home and cost will be a steep challenge for pursuing all redevelopment projects.	Thrive has been revised to expand the workplan around tools needed for redevelopment.
Builders	12	Housing	Thrive places a priority on streamlining the redevelopment	Thrive has been revised to expand the workplan around

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Association of the Twin Cities			process. BATC is interested in details on how the Council proposes to achieve this.	tools needed for redevelopment.
Builders Association of the Twin Cities	13	Forecasts	Pinning a substantial portion of our region's long-term growth on the speculation that redevelopment will shoulder a sizeable increase of the region's growth is not realistic.	Thrive has been revised to expand the workplan around tools needed for redevelopment.
Builders Association of the Twin Cities	14	Role of Council	BATC has long supported the Council's mission of ensuring orderly and economical land development.	See shared response on role of Council for a broader description of statutory responsibilities.
Builders Association of the Twin Cities	15	Stewardship	higher expectations for land use by directing growth where infrastructure already exists. This approach is reasonable and efficient, provided the market demand exists for growth in these areas.	Agreed.
Builders Association of the Twin Cities	16	Stewardship	Creating infrastructure investments where market demand does exist for growth is also an important priority that is not adequately addressed in Thrive.	Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service Area.
Builders Association of the Twin Cities	18	MUSA	BATC strongly believes that flexibility is required in this critical area (MUSA) to respond to market conditions, which may very well challenge the MUSA assumptions of today in the coming years.	Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service Area.
Builders Association of the Twin Cities	19	Forecasts	While the updated forecasts are greatly improved and now better reflect our region's growth pattern, the wide-ranging results from the Council's modeling casts doubt about the effectiveness of the Council's ability to anticipate where, when, and to what extent growth is likely to occur.	The Council appreciates BATC's involvement on forecasts. Thrive has been revised to more clearly explain the demographic and infrastructure drivers of the Council's forecasts.
Builders Association of the Twin Cities	20	Forecasts	BATC believes that our historical growth pattern and analysis of land availability give us the best indicators for growth patterns for the foreseeable future	Thrive has been revised to more clearly explain the demographic and infrastructure drivers of the Council's forecasts. The lack of resources for additional outward highway expansion combined with significant demographic changes make it unlikely that the patterns of the past can help us understand the patterns of the future.
Builders Association of the Twin Cities	21	Forecasts	Thrive should be further amended to better reflect this growth pattern which is shaped by land availability, affordability, access to transportation, strong schools, natural amenities, cultural attractions and safety.	All of these drivers are reflected directly and indirectly in the Council's forecasting model.
Builders	22	Land Use	BATC believes that the densities proposed will create	The Council has confidence in the capacity of communities

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Association of the Twin Cities			challenges for many cities by forcing higher density, multi-family projects that will face market acceptance challenges, neighborhood resistance, and feasibility barriers for developers. This, too, will result in leapfrog development to cities with less proscriptive growth requirements.	and developers to creatively address urban form issues in development.
Builders Association of the Twin Cities	23	Land Use	The proposed policies would require Minneapolis neighborhoods in suburban cities and suburban neighborhoods in suburban edge cities.	The Council developed its density policies through a careful review of recent building permits and its plat monitoring program, understanding what is currently being built across the region.
Builders Association of the Twin Cities	24	Land Use	Enforcing these densities in real world environments will drastically change the existing built landscape of our cities and the ability for homebuilders to meet the housing demands of those cities and the market.	The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
Builders Association of the Twin Cities	25	Transportation	What's missing in the document is any mention of expansion possibilities. The outsized emphasis on transit opportunities understates the need for consideration of broader transportation infrastructure investments	See shared response on highways.
Builders Association of the Twin Cities	26	Transportation	The Council's focus should be on more flexible and market-responsive solutions versus its attempt to drive the market toward transit and TOD opportunities	Noted.
Builders Association of the Twin Cities	27	Transportation	BATC supports Complete Streets consideration for certain corridors, but believes their use is limited and should not be positioned as a one-size fits all approach in all transportation planning.	The Council encourages Complete Streets approaches where appropriate.
Builders Association of the Twin Cities	28	Transit	BATC strongly supports the implementation of transit systems wherever ridership exists to support it.	The Council agrees that current and future ridership should support transit investments,
Builders Association of the Twin Cities	29	Transportation	However, the fact remains that the means of travel within our region will remain, for some time to come, the automobile	See shared response on highways.
Builders Association of the Twin Cities	30	Transportation	There is a disconnect between the Council's promotion of TOD and the market's interest and acceptance of it as a viable option for a substantial segment of our	An attractive option for the growing segments of our population; the percentage of new households attracted to transit-served areas will be greater than in the past.

Name / Organization	Comment Number	Category	Comment	Response
Builders Association of the Twin Cities	31	Water Supply	marketplace. BATC joins the Council in placing water sustainability as a growing priority	See shared response on water supply.
Builders Association of the Twin Cities	32	Water Supply	Greater specificity is needed on what specific, collaborative steps are necessary to address our emerging water sustainability issues.	See shared response on water supply.
Builders Association of the Twin Cities	33	Water Sustainability	BATC urges flexibility and more time to better assess the effectiveness and cost impacts of infiltration and other stormwater management practices prior to any requirement for their use on a regional basis	Noted. The Water Resources Policy Plan will contain more detail on this topic.
Builders Association of the Twin Cities	34	Collaboration	BATC is committed to continuing to work with Council and other stakeholders to improve our understanding of our region's market and the development of a regulatory structure to meet the region's goals.	Noted and agreed.
Candace Dow Carver County	1	Land Use	Multiple specific suggestions	Noted. Thank you for your comments. See revised version. The Council will continue to allow a maximum density of 1 unit per 40 acres in lands designated Agricultural. The Carver County 2030 Comprehensive Plan was reviewed under the Regional Development Framework and found to be consistent with this policy. The density policy for Agricultural lands has not changed in Thrive. The areas that are permitted to use flexible development standards (i.e. clustering) as outlined in the Carver County Plan are identified high amenity areas where wooded land, adjacency to waterbodies, soils, bluffs, or existing land use patterns prevent Agriculture from being the primary use of the land. The clustered development permitted in the County's Plan occurs in areas unlikely to be farmable land, allows for the maximum preservation of Long Term Agricultural uses, and was found to be consistent with Council policy. The approach identified in the Carver County Plan will continue to be supported by the Council.
Carver County	2	Outline	General support for the policy goals and vision to strive to be globally competitive, drive business and attract workforce.	Noted.
Carver County	3	Overall	Progress will look different in different areas No One Size Fits All.	Agreed.

Name / Organization	Comment Number	Category	Comment	Response
Carver County	4	Highway	Concern about increased congestion without adequate investment in system expansion.	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways.
Carver County	5	Highway	Increased Freight Traffic on Hwy 212 to and from SW Minnesota markets.	See shared response on highways.
Carver County	6	Highway	Support for maintenance and improvement of existing infrastructure paired with expansion of roadway network.	The Transportation Policy Plan will contain more detail on this topic.
Carver County	7	Highway	Support roadway network expansion.	The Transportation Policy Plan will contain more detail on this topic.
Carver County	8	Highway	Support Hwy 212 completed as 4-lane with adequate interchanges.	The Transportation Policy Plan will contain more detail on this topic.
Carver County	9	Highway	Support additional capacity on A-minor arterial system.	Thrive has been revised to explicitly reference the A-minor arterial system; the Council will continue to encourage A-minor arterial improvements. The Transportation Policy Plan will contain detail.
Carver County	10	Overall	Support SWTC comments made separately.	Noted.
Carver County	11	Transit	Support SW Transit as the primary transit service provider in Carver County.	Noted and referred to Transportation Policy Plan staff.
Carver County	12	Housing	HPP should consider efforts to maintain and expand affordable options housing.	Agreed. The Housing Policy Plan work group is discussing the topic.
Carver County	13	Housing	HPP should consider efforts to help seniors age in place.	The Housing Policy Plan work group is discussing the topic.
Carver County	14	Housing	HPP should be attentive to local dynamics.	The Housing Policy Plan work group is discussing the topic.
Carver County	15	Agricultural	Facilitate continuation of Carver County township approach using 1 per 40 to preserve agricultural uses and 4 per 40 as incentive to preserve wooded areas and lake shores.	Agreed.
Carver County	16	Water Supply	Support for drinking water supply policies that are sensitive to the ecological realities and resource demands of local areas.	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
Carver County	17	Regional Parks	Regional Parks and Trails contribute to quality of life and attract a competitive workforce.	Agreed. See Livability section for further updates to this language.
Carver County	18	Regional Parks	Regional trails offer alternative to automobile and can augment transit trips to places such as park-and-rides.	Noted.
Carver County	19	Regional Parks	Support regional policies that link trails to regional attractions and transit hubs, preserve natural resources, address needs of future populations, and attract a regional audience.	Noted and referred to Regional Parks staff.



Name / Organization	Comment Number	Category	Comment	Response
Carver County	20	Accountability	Support creation of outcome measures that recognize and align with differing local goals, draw from sound data sources, and are developed with community input and consensus.	See updated language.
Carver County	21	Process	Support an open process during development of system and policy plans.	Agreed.
Carver County staff	1	Community Designations	Why is Chaska suburban edge and Chanhassen emerging suburban edge?	Chaska and Chanhassen have several important differences. Chaska has a historic downtown, which creates a different development pattern. Older housing and land use patterns exist in the core and new growth is occurring on the edge. Chaska has some undeveloped land available for development but it is less than available land typically found in Emerging Suburban Edge communities. Chaska also has a higher intersection density which indicates a more interconnected street network. Chaska's character is more consistent with the Suburban Edge Community Designation. Chanhassen has a different development pattern, more land available for new development, and a lower intersection density which is consistent with characteristics of an Emerging Suburban Edge Community Designation. Neither community requested a review of their Community Designation.
Carver County staff	2	Land Use	Density in Agricultural areas	The Council will continue to allow a maximum density of 1 unit per 40 acres in lands designated Agricultural. The Carver County 2030 Comprehensive Plan was reviewed under the Regional Development Framework and found to be consistent with this policy. The density policy for Agricultural lands has not changed in Thrive. The areas that are permitted to use flexible development standards (i.e. clustering) as outlined in the Carver County Plan are identified high amenity areas where wooded land, adjacency to waterbodies, soils, bluffs, or existing land use patterns prevent Agriculture from being the primary use of the land. The clustered development permitted in the County's Plan occurs in areas unlikely to be farmable land, allows for the maximum preservation of Long Term Agricultural uses, and was found to be consistent with Council policy. The approach identified in the Carver

Name / Organization	Comment Number	Category	Comment	Response
Carver County staff	3	Water Supply	Suggestion for an additional Council role: "Review of local water plans in coordination with Board on Water and Soil Resources".	County Plan will continue to be supported by the Council. Council staff agrees; added a bullet about our role in reviewing watershed management plans in coordination with the Board of Water and Soil Resources and local water plans in coordination with the Watershed Organizations.
Carver County staff	4	Highway	Highway	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways.
Catholic Charities	1	Process	We commend the Council for creating a process that allowed the opportunity for all residents of the metro area to participate in the development of this plan.	Noted.
Catholic Charities	2	Outline	Negotiating affordable housing goals under LCA, this should not be done in a way that undercuts previously established housing goals under MLUPA.	The process of developing affordable housing goals under the Livable Communities Act will occur subsequent to the adoption of the Housing Policy Plan.
Catholic Charities	4	Transit	Increased opportunity in areas of concentrated poverty requires a significant investment in transit that can move people to where the jobs are. Building light rail is certainly important, but we need to make sure that the bus transit connections to the rail lines work for people too distant from the rail who need to get to and from jobs, day and night	Noted and referred to Transportation Policy Plan staff.
Catholic Charities	5	Employment	Working with local communities and businesses to invest public and private funds in employment growth and job training in urban communities is also an important contribution to narrowing the opportunity gap that currently exists.	Agreed. Council funds for this purpose are minimal.
Catholic Charities	6	Equity	the scattered poverty pockets throughout the region. It would be easy for areas of the region of more modest and wealthy means to dismiss the issue of poverty as an core urban problem and therefore, not "in my neighborhood."	Noted.
Catholic Charities	7	Housing	affordable housing for young workers, young families and seniors with modest or low incomes is in very short supply. Redevelopment in urban infrastructure needs to include many more units of low income affordable housing.	Agreed.
Catholic Charities	8	Implementation	Relying on individual communities to implement growth	Noted.

Name / Organization	Comment Number	Category	Comment	Response
			and investment plans based on the Council's vision may require the Council to use its authority (carrots and sticks) to "force" greater participation in strategic regional development that benefits the whole rather than one community.	
Catholic Charities	9	Implementation	It is our hope that these plans (system and policy plans) will suggest specific solutions that can garner local community and regional support.	System and policy plans will contain greater detail.
Catholic Charities	10	Equity	We agree that the region will only be economically competitive and healthy if the entire metro area benefits from strategic planning and investments	Agreed.
Catholic Charities	11	Accountability	specific measurements that will evaluate the health of the region as we move toward 2040; poverty rates, racial disparity, median household income, economic growth and others will be important benchmarks to assess	See updated language on Accountability.
Catholic Charities	12	Outline	There won't be any losers if the region is more sustainable and attractive for a diverse population and business climate.	Agreed.
Center of the American Experiment	1	Housing	one critic — speculating on MSP 2040's likely outcome — lamented: "Do we all have to live in a 1,500-square-foot condo above a coffee shop on a transit line?"	Thrive has a policy of encouraging housing choices for all parts of the region and all residents.
Center of the American Experiment	2	Economic Competitiveness	top-down planning by unaccountable bureaucrats that distorts market forces is likely to constrict overall prosperity and stymie development.	See shared response on role of Council.
Center of the American Experiment	3	Sprawl	it's also likely to increase "sprawl," as people flee to cities like Delano or Elk River to get beyond the Met Council's iron grip.	Noted.
Center of the American Experiment	4	Principles	the direction the Met Council is heading is inconsistent with our deepest beliefs as a people	The Council believes that the regional Outcomes reflect deeply held values expressed repeatedly throughout the region during the two years of public engagement and discussion leading up to Thrive.
Center of the American Experiment	5	Opportunity	The American dream is about striving for a better life through economic growth, not redistribution of wealth.	Noted.
Center of the American Experiment	6	Equity	Regionalists' Orwellian appeals to "equity" and "sustainability" are hostile to our cherished traditions of individual liberty, personal responsibility and local self-government.	See shared response on role of Council.

Name / Organization	Comment Number	Category	Comment	Response
Center of the American Experiment	7	Role of Council	It plans to use “Thrive MSP 2040” — its 30-year development plan for the seven-county region, due out in early 2014 — to remake neighborhoods and impose planners’ vision of the ideal mix of race, ethnicity and income on every municipality.	See shared response on role of Council.
Center of the American Experiment	8	Economic Competitiveness	Here in Minnesota, we can expect the Met Council’s housing and transit plans to reinforce its crusade to compel “economic integration.”	See shared response on role of Council.
Center of the American Experiment	9	TOD	The Council has announced that “transit-oriented development” (TOD) will be the guiding principle for development in the metro area for the next 30 years.	Thrive identifies the need to provide a variety of living opportunities in the region, for an increasingly diverse populations. Development around transit stations can provide one important new option for the future.
Center of the American Experiment	10	Role of Council	Many suburbs will also likely pay an economic price, as the Met Council distorts the market with large tax subsidies designed to lure jobs and investment to high-density areas.	It is unclear what tax subsidies are being referred to here.
Center of the American Experiment	11	Role of Council	In fact, Thrive will likely do the opposite of what the Council promises. It will raise our cost of living, lower our quality of life, and drive people and jobs to less-regulated regions, like Atlanta and Houston, which are already growing much faster than the Twin Cities.	The Accountability principle describes a set of regional indicators that monitor the region's performance over time and offer
Center of the American Experiment	12	Role of Council	Thrive MSP 2040 will give the unelected Met Council the green light to play “Sim City” with the lives of Twin Cities residents. Its unprecedented, top-down controls will transform many neighborhoods; push us increasingly into “stack and pack” high-density housing, and reorganize our region around mass transit. The plan will pour huge sums into light rail, increase congestion, and limit parking to push us to give up our cars and take public transit, walk or bike to work and leisure activities.	See shared response on role of Council.
CHIP Hennepin County Thrive Feedback	1	Livability	Collaborate to achieve physical environments that are safe, encourage active living that has many benefits	Staff agrees. This is an emerging area for the Council and collaboration with many partners will be necessary. See changes to Livability section
CHIP Hennepin County Thrive Feedback	2	Outline	hearty endorsement of the plan. We value the identified themes and related action steps related to equity and livability, and the emphasis on cross-sector collaborations and accountability. See details in letter.	Staff agrees. This is an emerging area for the Council and collaboration with many partners will be necessary. See changes to Livability section
Christina	1	Stewardship	Do more to target or concentrate new jobs and housing	Noted See Land Use policies and updated Job

Name / Organization	Comment Number	Category	Comment	Response
Popowski			into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Concentration section.
City of Apple Valley	1	Water Supply	Water service, its distribution infrastructure and management, is a local utility. The Metropolitan Council can play a collaborative role in coordinating regional resources without regulating the local utility.	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
City of Apple Valley	2	Forecasts	It is recommended that the 2040 draft forecast for Apple Valley be updated to align with consulting work that Maxfield Research Inc. did for the Dakota County Community Development Agency.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Apple Valley	3	Forecasts	...the Millennial demographic, presently attracted to Urban Center and Urban designated areas, will also be attracted to suburban markets in our shared 2040 future.	Council staff agrees that Millennial households will be attracted to a wide variety of locations. Council forecasts do factor in household characteristics including age and expected preferences. See updated language throughout Thrive.
City of Apple Valley	4	Transit	Apple Valley advocates and encourages the Guide to address: Existing and future main line transit services that have a robust system of connecting routes; safe elevated pedestrian crossings at transit stations on higher speed multi-lane routes; Facilities that attract suburban riders; well designed and lighted with weather protection; all solutions thoughtfully: bus rapid transit, light rail, park and ride and local service.	Council staff agrees that reaching existing affordable housing, and all suburban areas is important, and that various modes and supporting infrastructure must be thoughtfully chosen and provided depending on many factors. Limited funding will limit the extent of service, however. Metro Transit's strategy will be articulated in the Transportation Policy Plan currently under development.
City of Apple Valley	5	Transit	Bus Rapid Transit is not given the same prominent position as light rail and park and ride services	BRT is one of the primary transit modes described in the Station Areas along Transitways Special Feature. BRTs relative affordability will make it a likely mode for many future transitway lines. Thrive has been revised to make additional explicit references to BRT. Expanded description will be included in the Transportation Policy Plan.
City of Apple Valley	6	Transit	Metro Transit should support expanding suburban authorities local connecting services to main lines.	Referred to Metro Transit, which is currently developing its Regional Service Improvement Plan
City of Apple Valley	7	Community Designations	Apple Valley's Minnesota Zoo is not mentioned as a regional asset.	Mention added in Suburban Community Designation description. The planned regional trail that crosses the Minnesota Zoo property will certainly connect this valuable amenity.

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City of Apple Valley	8	Community Designations	"Orderly and efficient land use" would convey a clearer representation of a suburban designation if it recognized that a suburb has to address two users: the driver and the walker/biker that picks up the bag of groceries.	This section refers to all community designations, and this phrase is intended to add particular emphasis to the efficiencies gained by walking and biking to local services.
City of Apple Valley	9	Wastewater	A solution to the problem of sewer availability rates that hinder community development, especially for small business and new restaurants, must be found.	Noted. The Water Resources Policy Plan will contain more detail on this topic.
City of Apple Valley	10	Housing	Better housing inventories are needed for communities that have an existing affordable housing stock and develop market rate and lifecycle housing with some affordability.	The Housing Policy Plan Working Group is exploring how existing housing affordability can be incorporated into a regional approach to affordable housing policy and action.
City of Apple Valley	11	Role of Council	The Guide does not sufficiently address those impacts, challenges and opportunities in the greater 13 county metropolitan area.	Thrive has been revised to include reference to the 16-county metropolitan statistical area in the introduction.
City of Apple Valley	12	Climate Change	Much attention is devoted to emerging "climate change" concerns. Addressing this problem 5, 10 to 25 years into the future is probably too late. If attention is needed, it is needed now and should be managed outside of the Thrive MSP 2040 process if the Region wants to play a collaborative role and impact the future.	Thrive has been revised to more clearly define the Council's next steps on addressing Climate Change.
City of Apple Valley	13	Economic Competitiveness	GREATER MSP has assembled an industrial property inventory in 2013. The Guide focuses on the need for a Regional assessment of industrial property. Was something missed by GREATER MSP?	The Council, which is focused on economic competitiveness, is working with GREATER MSP on a shared approach in this arena. The Council's interest is in the underlying infrastructure investments that will maximize the region's competitiveness.
City of Apple Valley	14	Ecological Resources	Forestry management and grants...perhaps only some suburban areas require this attention rather than the entire Region.	Urban forestry has the potential to contribute to multiple regional outcomes. Any such future program would be voluntary.
City of Apple Valley	15	Implementation	More deliberate fiscal notes and financial forecasts are needed as a way to prioritize expenditures for different aspects of the Development Guide	Agreed. Implementation of ideas in Thrive will be developed through System and Policy Plans and further examination of the costs and benefits of the ideas.
City of Belle Plaine	1	Forecasts	The City has reviewed the revised 2040 forecasts provided by the Council and thanks you for taking time to review concerns and make initial adjustments in the numbers across the region.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Belle Plaine	2	Stewardship	strong emphasis on redevelopment efforts in the more Urban Areas...there is concern for how this may affect overall support by the Council in growth initiatives for communities like Belle Plaine for the future; particularly in	See shared response on stewardship.

Name / Organization	Comment Number	Category	Comment	Response
			the areas of population, transportation, economic development. As the Council emphasizes the national and global significance of the Twin Cities metro region, availability of financial and technical resources and support to all communities is important.	
City of Belle Plaine	3	Community Designations	designation changed from "Rural Growth Center,"... the implication seems to be that the Council no longer sees these communities as growth centers of the region.	The change from a Rural "Growth" Center in the Regional Development Framework to a Rural Center in Thrive MSP 2040 has no implication for these communities to stop planning for or to encourage growth. See forecasts for extent of growth in each Rural Center; as a whole they received the majority of growth in the Rural areas.
City of Belle Plaine	4	Community Designations	City feels it is more closely characterized to the Emerging Suburban Edge designation and not that of Rural Centers...significance of being located along TH 169 should not be underestimated	The change from a Rural "Growth" Center to a Rural Center has no implication for these communities to stop planning for or encouraging growth. In fact, the Council increased forecasts for many of these communities after receiving comments on the preliminary forecasts because of their location, capacity and desire for growth, and immediate connection to the regional transportation system. Belle Plaine, Jordan, and Elko-New Market have several competitive advantages that other Rural Centers may not be able to take advantage of, like the proximity to a major transportation corridor. Rural Centers in Carver County may not have as strong of a link to the regional transportation network. However, the predominant character of the Rural Center is to serve as a center of commerce for those areas outside of an urban setting. Even within a Community Designation, communities exhibit different characteristics. The intent is to identify communities with more similarities than differences while acknowledging that each community is unique. The Rural Center designation recognizes Belle Plaine's important role in the region as one with distinct advantages and opportunities. The Council encourages communities to plan and build towards the development patterns of the Community Designation they aspire to be. The Council will continue to support and encourage the success of your community and work with all communities as a partner to reach both local and

Name / Organization	Comment Number	Category	Comment	Response
City of Belle Plaine	5	Community Designations	City requests the Council reexamine the community designation names, strategies and roles for the fourteen communities listed as "Rural Center" to determine whether an additional category may be considered.	regional development goals. The change from a Rural "Growth" Center in the Regional Development Framework to a Rural Center in Thrive MSP 2040 has no implication for these communities to stop planning for or to encourage growth. Each Rural Center will continue to plan for its unique circumstances. No additional Community Designations added.
City of Belle Plaine	6	Economic Competitiveness	The City is uncertain how this (description of rural centers) provides support in giving Rural Centers a competitive economic advantage across the region. The implication, then, is that resources for support in these areas may be scarce for Rural Center communities	See revised language in Community Designations and land use policies.
City of Belle Plaine	7	Forecasts	Whereas the 2030 projections recognize outer ring communities as growth centers, the 2040 projections appear to redistribute growth to the urban core; and communities such as Belle Plaine will be significantly impacted by this change. The City has expended over \$5.5 million working toward implementation of its adopted growth strategies, including a significant expansion to the sanitary sewer system, and planning efforts towards a second bridge crossing over TH169 at County Road 3.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Belle Plaine	8	]	There is concern that the outcome of the Metropolitan Council's change in growth philosophy for the 2040 planning process will further restrict growth and that the allocation of regional resources will be more greatly focused on the cities within the urban core...the City of Belle Plaine is concerned that regional support for growth in the community, along with related funding sources, including grant programs, will be limited or no longer be available	shared response
City of Bloomington	1	Outline	the plan needs to identify a few key efforts, provide a definition of success on each effort and a program of regular measurement and reporting of the region's progress.	Implementation steps such as those mentioned are being developed. See updated language in the Accountability section.
City of Bloomington	2	Transportation	Bloomington strongly encourages the Metropolitan Council to take an active leadership role in solving this central problem...focusing on this key issue and emphasizing the incredible return on investment that	Responders had many overlapping comments on highways. See the shared response in the previous section.



Name / Organization	Comment Number	Category	Comment	Response
City of Bloomington	3	Accountability	transportation projects provide. Bloomington encourages the addition of regional benchmarks to Thrive	Thrive has been revised to more clearly delineate a process for developing Thrive indicators
City of Bloomington	4	Housing	Metropolitan Council should count affordable units generated through conversion or preservation toward each community's affordable housing goals.	The Housing Policy Plan Work Group is discussing the topic.
City of Bloomington	5	Wastewater	wastewater interceptor capacity improvements will increasingly be required in developed areas... a table comparing the developed portion of the region with the developing portion of the region for the past, present and future regarding percentages of the region's growth, percentage of the region's SAC fee receipts and percentages of the region's wastewater improvement expenditures.	This level of detail is appropriate for the Water Resource Policy Plan and supporting documents.
City of Bloomington	6	Forecasts	Employment forecast for Bloomington for the year 2040 (111,000) is too low. Bloomington encourages the Metropolitan Council to add three percent to the MNDEED numbers to avoid an undercount and to recognize those employees not covered by the unemployment insurance program. Forecasts for future years should also take this issue into consideration.	The Council's forecasts are calibrated to the DEED numbers so that annual updates are available.
City of Bloomington	7	Role of Council	Bloomington encourages the Metropolitan Council to focus Thrive on the Council's core competencies and statutory mandates.	The Council believes that the roles outlined in Thrive are consistent with its mission to oversee the orderly and economical development of the region.
City of Brooklyn Park	1	Process	The City of Brooklyn Park appreciates the work of the Metropolitan Council and the outreach that has been done as the 2040 plan has been developed.	Noted.
City of Brooklyn Park	2	Community Designation	The City of Brooklyn Park has been plugged into the Suburban category. Based on our historic staged growth we believe we actually fall into three categories, Urban, Suburban, and Suburban Edge.	Brooklyn Park's community designation of Suburban is consistent with the 2030 Comprehensive Plan Update process. During this process, the City requested a planning area change, from Developing to Developed. The Developed areas were directed to guide land at minimum average densities of at least 5 units/acre. The City's density expectation for Suburban (a portion of the formerly Developed area) has not changed as part of Thrive.
City of Brooklyn Park	3	Land Use	density provisions outlined for the various community categories are a significant concern whether we are	See shared response. The Council will continue to use the density calculation used in the previous comprehensive

Name / Organization	Comment Number	Category	Comment	Response
			designated one or more community type.	planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of Brooklyn Park	4	Water Supply	The direction of planning for water may impact our customers as more restrictions and regulations are placed on water resources.	The Water Resources Policy Plan will contain more detail on this topic.
City of Brooklyn Park	5	Ecological Resources	The Mississippi River rulemaking process will impact the need to update our critical area plan.	Noted.
City of Brooklyn Park	6	Housing	We have an abundance of affordable housing and will need to include robust policies and programs to support the on-going maintenance of our housing stock. The need for a variety of housing types has been and will continue to be critical to us as a community.	The Housing Policy Plan will contain more detail on this.
City of Brooklyn Park	7	Housing	Housing density and forecasts are not realistic. We believe that we currently provide our share of housing in the region's affordable housing need. We will continue to oppose mandates for additional affordable housing in our community.	The Housing Policy Plan will contain more detail on this.
City of Brooklyn Park	8	Role of Council	suggestions in the document that if they become mandates through the comprehensive planning process will be problematic	Noted
City of Burnsville	1	Financial Perspective	A major oversight of Thrive MSP 2040 is that it does not consider or address the impacts tax codes, financial policies, personal choice, credit practices, real estate markets, or other major contributing factors that go well beyond local land use controls and public infrastructure investments.	Since the Council does not control these factors, they are not a feature of Thrive. They are, however, reflected in the forecast modeling. See shared response under forecasting and updated language in Thrive.
City of Burnsville	2	Role of Council	many of the policies are beyond the ability and jurisdiction of our city to influence: climate change;	Each jurisdiction contributes to larger patterns such as climate change. Thrive does not ask cities to solve those larger patterns, but rather to consider their individual contribution and work on that.
City of Burnsville	3	Accountability	few objective standards or measurements set forth in Thrive	See revised Accountability section.
City of Burnsville	4	Role of Council	Metropolitan Council appears to be expanding its authority into areas already heavily regulated and	See shared response on role of Council.

Name / Organization	Comment Number	Category	Comment	Response
City of Burnsville	5	Role of Council	managed by other existing agencies: water supply; Evaluating the roles of the Metropolitan Council, MDH, DNR, MPCA and BWSR to reduce overlap of mission will help toward the goal of a more sustainable and efficient model for water resources.	Agreed. See shared response on role of Council.
City of Burnsville	6	Implementation	We do not have the financial capability, technology, staff and expertise to take on the lofty objectives of Thrive MSP 2040. We have lost virtually all of the tools and incentives that used to be available to influence the private sector.	Noted.
City of Burnsville	7	Implementation	if Council wants additional programs and services, then they need to provide the funding and technical resources to do so; not mandates	Noted. See shared response on the role of the Metropolitan Council.
City of Burnsville	8	Role of Council	Thrive MSP 2040 outlines good intentions, but it seems to be pushing the boundaries and places higher expectations on cities in areas that appear to be outside of the system statements and statutory requirements of the Metropolitan Council (climate change/sustainability, potable water, inequities, etc.).	See shared response on role of Council.
City of Burnsville	9	Economic Competitiveness	Met Council needs to limit its scope to that which can be impacted by the metropolitan area so that its policies do not unduly burden metro cities and create inequities between metro and non-metro-cities and the rest of the state.	See shared response on role of Council.
City of Burnsville	10	Implementation	Cities will need more resources for drafting their Comprehensive Plans, implementation, and providing all of the measurables and opportunities that are being asked for. How will the Met Council partner with cities on assisting with this?	Staff is currently exploring ways to support cities in these endeavors.
City of Burnsville	11	Implementation	There is language throughout the document such as "Council will work with", what does this mean? Also, the plan does not specify if the "Community Role" items are requirements or voluntary. And what are the specific expectations for each item listed under the "Community Role items?	The Local Planning Handbook will address this.
City of Burnsville	13	Implementation	What exactly is meant when Met Council says they will "provide technical assistance" in many of the program areas? How much assistance, what type, and will the assistance include local data to be useful rather than	the Council has expressed a desire to increase technical assistance to communities and is in the process of assessing the costs and expertise that will be available.

Name / Organization	Comment Number	Category	Comment	Response
City of Burnsville	14	Stewardship	regional data? Will funding be provided to cities to assist with hiring experts to gather/interpret local data? , it seems that cities without transit corridors are going to be less of a priority for funding and other resources. Yet, these are the communities that will see the most growth and may have more opportunities or could achieve success more efficiently.	See shared response on stewardship.
City of Burnsville	16	Freight	The City does not want to compromise our long-range plans for the MRQ and we have reservations about the industrial land use policy being proposed in Thrive MSP 2040.	Application of policies to local circumstances will take place during the city's comprehensive plan update.
City of Burnsville	17	Equity	equity or climate impact lens to evaluate operations, planning and investments..." what exactly does this mean?	See updated language in Thrive Sustainability section.
City of Burnsville	18	Accountability	Met Council needs to define clear attainable indicators that local governments can actually achieve.	See revised Accountability section.
City of Burnsville	19	Forecasts	We feel our number of households forecast remains too high	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Burnsville	20	Forecasts	We appreciate the time staff has spent working with us on the issue as explained in the following paragraphs.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Burnsville	21	Stewardship	Pg. 10- read Met Council will ask cities to adopt strategies to minimize development impacts. To what extent? This is not clear.	See shared response on stewardship.
City of Burnsville	22	Economic Competitiveness	Pg. 13 last paragraph. What exactly does this mean? How will the Met Council use its authority and capacity in economic development? Is the plan just calling out Met Council activities (infrastructure, park planning, etc.) as being part of economic development or are there actually new initiatives and funds to be used for regional economic development activities that are forthcoming?	See shared response on role of Council.
City of Burnsville	23	Freight	Pg. 16- Preservation of industrial land allowing freight corridors. Especially along rivers, the land may be put to a higher and better land use and environmentally sustainable use. Market demands may be for different uses, especially where water or rail freight is not desired for land users.	Noted. The Council's work on Economic Competitiveness will address this in greater detail.
City of Burnsville	24	Livability	Pg. 24 schools and higher education, lifetime learning and arts and culture are left out of the livability factor described. People also choose where to live based on	See updated text in Thrive.

Name / Organization	Comment Number	Category	Comment	Response
			weather, handicapped accessibility, pet friendliness, cost of living, etc.	
City of Burnsville	25	Accountability	Pg. 42- Having measurable are good. What about the methods for deciding on the measurable and the resources to collect and present the data?	See revised Accountability section.
City of Burnsville	26	Transit	Transit Corridors development areas (TOD) should extend beyond the X mile especially in areas with parking lots at the station. Riders will come from much farther than X mile.	See Transportation Policy Plan update for extended discussion of this topic.
City of Burnsville	27	Community Designations	The characteristics of suburban have left out indoor shopping malls/centers.	Noted; see revised text.
City of Burnsville	28	Land Use	Orderly and Efficient Land Use" Table 1: What is the density basis? Does it exclude all ROW, Parks/Open space, wetlands, utility corridors/easements etc., please clarify.	The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of Burnsville	29	Stewardship	How can you support economic growth and development by promoting wise use of water? This seems to be a contradiction, please explain further.	See shared response on stewardship.
City of Burnsville	30	Regional Parks	The plan should include Murphy Hanrehan and Cleary Lake as Regional parks. Murphy Hanrehan may have much more ecological and natural resource significance in Dakota/Scott Counties than Lebanon Hills.	See updated text in Thrive.
City of Burnsville	31	Ecological Resources	Natural Resource Protection: There is no mention of Emerald Ash Borer to protect (or restore) the metro regions significant asset in ash trees. Seems like there should be.	Management of local forestry is a local issue.
City of Burnsville	32	Implementation	Community Role: says communities should adopt and enforce ordinances requiring restoration of natural resources. Who is going to pay and fund these restorations? Work with regional partners to acquire and protect natural resources. Again who is paying for this?	Staff is currently exploring ways to support cities in these endeavors.
City of Burnsville	33	Role of Council	Council Role: 1st, 2nd and 5th bullets address water supply. Isn't this the DNR's responsibility? We do not need 2 agencies doing this. We already have the MDH for water	With the statutory mandate to develop the Master Water Supply Plan, the Council is exploring how to address regional water supply issues .

Name / Organization	Comment Number	Category	Comment	Response
			quality (safety), DNR for appropriations and water supply. Historically Met Council was a commenting agency, recently they have made themselves a lead	
City of Burnsville	34	Bike/Ped	Community Role: This will require the City to invest in bicycle and pedestrian facilities (second bullet). Again, is there any funding proposed to address this requirement?	Noted. See Transportation Policy Plan update for information on the Regional Bicycle Corridor Network.
City of Burnsville	35	Climate Change	Community Role: The comp plan should address climate change? Who is going to pay for that? And regarding solar energy, is this the City's responsibility?	See revised text.
City of Burnsville	36	Land Use	Required minimum average density of 5 units per acre. Is this each year? Or is this in a 10 year period? Or, from 2018 through 2040? Is this net or gross density? For a suburban community like Burnsville, this will not be achievable most years, but if taken over a 10 year period or longer, it is reasonable	The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of Carver	1	Forecasts	Forecasted employment numbers for the City of Carver remain too low	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Carver	2	Highways	Priority: improvement of TH 212 to a four-lane facility from Carver to Norwood Young America - it currently transitions several times between a two- and four- lane facility.	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways.
City of Chanhassen	1	Stewardship	lack of transportation improvements could impact our ability to plan for anticipated growth	See shared response on stewardship.
City of Chanhassen	2	Highway	The City of Chanhassen supports not only the maintenance and improvement of existing roadway infrastructure, but also roadway network expansion investments to eliminate bottlenecks, and meet the commuter, freight, transit, and all traffic demands of current and planned growth Hwy 101, Hwy 5, Hwy 212 and Hwy 7	The Transportation Policy Plan will contain more detail on this topic.
City of Chanhassen	3	Transportation	The City of Chanhassen supports the comments submitted to the Metropolitan Council by the SouthWest Corridor Transportation Coalition which are attached to this letter.	Noted.
City of Chanhassen	4	Transit	The Metropolitan Council should recognize the service and the important role private bus companies, such as Southwest Transit, play in the metropolitan area.	Thrive revised to acknowledge the role of the suburban transit providers. See Transportation Policy Plan update for extended discussion of this topic.

Name / Organization	Comment Number	Category	Comment	Response
City of Chanhasen	5	Transit	The Metropolitan Council should also support private bus company's role in metropolitan transit planning	Thrive revised to acknowledge the role of the suburban transit providers. See Transportation Policy Plan update for extended discussion of this topic.
City of Chanhasen	6	Water Supply	State Statute 473.1565 does not authorize the Metropolitan Council to manage the water supply, but to simply carry out planning activities addressing the water supply needs of the metropolitan area. There needs to be a revision to the statement to clarify the role of the Metropolitan Council in regards to water supply.	See revised text.
City of Corcoran	1	Forecasts	We appreciate the fact that the forecasts were revised slightly upward for our community	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Corcoran	2	Forecasts	The City is disappointed that the Metropolitan Council's preliminary 2040 forecast revisions continue to reflect a significant reduction in Corcoran's estimated number of households, population and employment.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Corcoran	3	Stewardship	The City has invested significantly in sewer and water infrastructure to facilitate the development anticipated in our adopted 2030 Comprehensive Plan.	See shared response on stewardship.
City of Corcoran	4	Stewardship	the City expects that the Metropolitan Council will continue to ensure infrastructure investment that best supports the total capacity of households, population and employment from the City's 2030 Comprehensive Plan.	Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service Area.
City of Corcoran	5	Forecasts	We continue to request that the 2030 forecast numbers be used as the 2040 forecast numbers to allow our community the flexibility to maximize our infrastructure investments.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Crystal	1	Role of Council	Concern about implicit mandates created for Comprehensive Plan update.	See shared response on role of Council.
City of Crystal	2	Forecasts	Population forecast is reasonable but very sensitive to household size.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Crystal	3	Forecasts	Household forecast warrants more discussion due to its potential impact on 2018 Comprehensive Plan update.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Crystal	4	Forecasts	Housing units should be used as the basis for forecasts, not households, since built units are what the city has authority to regulate. This would allow city to achieve some growth by refilling vacant units and make forecasts more achievable.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Crystal	5	Land Use	The pace of actual development depends on market forces	Agreed. Thrive sets in place policies that are flexible

Name / Organization	Comment Number	Category	Comment	Response
City of Crystal	6	Forecasts	overcoming barriers to redevelopment. Met Council should accept the reasoning and proposed "credit" of 180 households against the forecasted household number.	enough to accommodate changes in markets over time. Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Crystal	7	Land Use	City will accommodate forecasted growth in housing units partly by land use guidance, and partly by redeveloping sites that become available over time. Specific locations are impossible to determine ahead of time.	Noted.
City of Crystal	8	Community Designation	In urban designation areas, guiding density through the Planned Land Use map is not a useful approach. Rather, city will identify "potential redevelopment areas" that, as market conditions change, will provide a pool of areas to receive density.	Noted.
City of Crystal	9	Land Use	Concern that density requirements are mandate to guide a specific quantity of land for redevelopment for a particular use or density.	See shared response on role of Council.
City of Crystal	10	Land Use	Identifying specific areas for redevelopment in the Comprehensive Plan is difficult because of multiple ownership, eminent domain law and the dynamics of land assembly. City will identify "potential redevelopment areas."	Noted.
City of Crystal	11	Land Use	Similar to previous, city objects to creation of mandate to guide a specific quantity of land for redevelopment for a particular use or density.	See shared response on role of Council.
City of Crystal	12	Land Use	Housing is not a regional system. City objects to any mandate to guide for specific quantity and use.	Thrive revised to reference Minn. Stat. 473.859 that requires local governments to guide land for their share of the region's need for housing affordable to low and moderate income households.
City of Crystal	13	Affordable Housing	City concerned about how "adequate supply" of affordable housing will be determined. Will existing affordable housing be counted?	The Housing Policy Plan Work Group is discussing the topic as it develops a new allocation of affordable housing need for 2021-2030.
City of Crystal	14	Land Use	City cannot ensure that market will respond to transit service with either density or affordability.	Agreed. Thrive sets in place policies that are flexible enough to accommodate changes in markets over time.
City of Crystal	15	Land Use	City objects to use of Transportation Policy Plan to mandate specific densities in already developed areas.	See shared response on role of Council.
City of Crystal	16	Livability	Development requirements to improve user experience, circulation and access for bicyclists and pedestrians are a city authority.	Agreed.



Name / Organization	Comment Number	Category	Comment	Response
City of Crystal	17	Livability	Complete streets and related approaches are a city authority.	Agreed.
City of Crystal	18	Transportation	Objection to TDM being issued as a mandate. Travel Demand Management and supportive policies and ordinances may not be applicable to all cities.	The Transportation Policy Plan will contain more detail on this topic.
City of Eagan	1	Forecasts	Population/household forecasts are concerning because they represent a significant increase that we anticipate to be unattainable. Based on remaining land availability and the limited number of areas that would be appropriate for higher density redevelopment, it is unlikely this number would be achieved over this period	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Elko New Market	1	Forecasts	2040 population and household forecasts to be acceptable with the following understandings.5/20/2014 that the 2030 MUSA essentially be allowed to become the 2040 MUSA.; The City will be allowed to amend its present MUSA boundaries with an understanding that such change will not result in an increased sewer demand (beyond the existing 2030 allocation).	Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service Area.
City of Elko New Market	2	MUSA	The City desires flexibility to adjust its current 2030 MUSA boundary to include some Interstate 35 area properties as part of its 2040 Comprehensive Plan Update.	Specific changes to the MUSA may be discussed with the Council during the 2040 Comprehensive Plan Update.
City of Elko New Market	3	Community Designations	Will Rural centers be "penalized compared to ESE cities? it appears that "Emerging Suburban Edge" communities are more likely than "Rural Centers" such as Elko New Market to receive regional investments such as regional trails, transit....	See Land Use policies and Systems and Policy Plans for more detail on implementation.
City of Elko New Market	4	Community Designations	Should designation be changed? The City of Elko New Market holds several features which are more characteristic of an "Emerging Suburban Edge" community than a "Rural Center"	See final designations
City of Elko New Market	5	Wastewater	The City of Elko New Market requests that the Metropolitan Council respond to its need for continued expansion, not just maintenance, of regional infrastructure investments. To accommodate future growth, an expansion of infrastructure will undoubtedly be necessary	Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service Area.
City of Forest Lake	1	Implementation	broad policy statements, but no specifics as to how to address the issues or funding	Systems and Policy Plans will include more detail on implementation.

Name / Organization	Comment Number	Category	Comment	Response
City of Forest Lake	2	Regional Parks	Forest Lake would like to see a regional trail that would better connect Forest Lake to Big Marine Park in Washington County	Noted and referred to Regional Parks staff.
City of Forest Lake	3	Transit	The plan lacks discussion regarding transportation for disability and senior populations such as local circulator bus service. Forest Lake would like to learn how it can be better served.	Systems and Policy Plans will include more detail on implementation.
City of Forest Lake	4	Community Designation	City of Forest Lake seems to fit the Community Designation Strategy as a Suburban Edge Community instead of an Emerging Suburban Edge Community. (multiple reasons cited)	
City of Greenfield	1	Mandates	Competing with Wright County...The Thrive document will not help us in this environment when we will be required to comply with the many mandates hidden in the plan...	See shared response on role of Council.
City of Greenfield	2	Highways	(lack of investment in) Transportation will continue to hinder the development of Greenfield.	Noted.
City of Greenfield	4	Land Use	Land use activities in the Thrive 2040 Plan do not address a city such as Greenfield. Much of the city has developed with a minimum lot size of 2.5 acres.	Greenfield's designation, Diversified Rural, comes with a set of roles in the Community Designation section of Thrive that would do much to protect the future of the city.
City of Greenfield	5	Wastewater	There are no Met Council sewer services contemplated for our city in the current plan.	Greenfield's unique situation regarding regional sewer service is noted and referred to Environmental Services staff for further discussion. Greenfield should continue to safeguard its environmental resources through wastewater treatment and best practices.
City of Greenfield	6	Infrastructure	Greenfield will have to develop and increase its tax base without the support of the Met Council's infrastructure assistance.	Noted.
City of Hugo	1	Outline	The City of Hugo believes that these outcomes and principles are a good base for planning for the future of the region.	Noted. Staff agrees.
City of Hugo	2	Water Supply	planning and management of the regional water supply issues...needs to be a revision to the statement	Agreed. See text changes.
City of Hugo	3	Community Designation	unclear of how the Diversified Rural designation in relation to the Wastewater System Long Term Service Area Map will affect future planning of this area.	Application of Thrive policies in specific situations such as this will be handled through the Comprehensive Plan Update process in consultation with your local sector representative to ensure close considerations of all the factors.

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City of Hugo	4	Community Designation	Staff is uncertain if this is the right community designation for the eastern portion of the City	See final designation in Thrive; no change at this point.
City of Hugo	5	Forecasts	The City of Hugo is asking the Metropolitan Council to revise its forecasts for Hugo	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Independence	1	Community Designations	small part of Independence (north of Maple Plain), which is planned for sewered Medium Density Residential. It is classified as Diversified Rural vs. Emerging Suburban Edge - City staff asked that the geographic planning area/mapping be updated for this area	The area of Independence, which is planned for Metropolitan Council sewer service is now identified in the Suburban Edge geographic planning area designation.
City of Lake Elmo		Forecasts	City of Lake Elmo respectfully requests that the Metropolitan Council reduces its growth projection for Lake Elmo, MN to 18,000 for the year 2040	The Council reviewed the City's request and methodology as compared to the Council's projections for households and population. Through reviewing and discussion projections with the City, particularly in the rural, unsewered portions, the Council proposes to reduce the City's forecast from 8300 households in 2040 to 8000 households.
City of Lakeville	1	Community Designations	It appears the most appropriate classification for the City of Lakeville would be as a Suburban Edge City.	Council Staff recommends that Lakeville be re-categorized and therefore placed into the "Suburban Edge" Staff agree that the designation for the City should be "Suburban Edge," rather than "Emerging Suburban Edge." The City's conclusion was that Lakeville has experienced significant residential growth since the 1990s, is over 60% developed, and does not include any large scale agricultural areas. Therefore belonged in the "Suburban Edge" category. The Council and the TPP show both planning and implementation of two BRT transit ways into the City (Orange Line along I-35, and the Red Line along Cedar Avenue). The Council considered these transitways, along with the other factors considered in developing these designations (see revised text under Community Designations), and agree with changing the City's designation.
City of Lakeville	2	Highways	Report should recognize the need for continued and increased highway infrastructure funding for improvements and new construction beyond 2023.	See shared response on highways.
City of Lakeville	3	TOD	suggests (the transit station area be revised to "recommended" terminology rather than "required"	Stewardship of public dollars will require a high degree of coordination between transitway investments and the

Name / Organization	Comment Number	Category	Comment	Response
				surrounding land use and development patterns. This approach, including what is required vs. recommended, will be developed in the coming Transportation Policy Plan and in a following technical appendix. No text changes in Thrive are recommended.
City of Lakeville	4	Highways	many developing suburban areas, as growth occurs, are in need of constructing major arterial roadways and highways	See shared response on highways.
City of Lakeville	5	Highways	"no additional funding and construction of new roads after 2023" Lakeville believes this statement needs to be reconsidered and equal emphasis needs to be placed on the continued and future construction and funding of new roadways similar to the continued and future funding of transit services and facilities.	See shared response on highways.
City of Lakeville	6		The fiscal burden for providing affordable housing seems to fall mainly on local municipalities and not on regional or state agencies.	The Housing Policy Plan work group is discussing the topic.
City of Lakeville	7	Housing	address the funding of affordable housing near transit and how this focus will affect the ability for the City to meet affordable housing needs in other areas of the City	The Housing Policy Plan work group is discussing the topic.
City of Lakeville	8	Housing	the report does not indicate how they will seek to provide additional funding for communities to develop affordable housing.	The Housing Policy Plan work group is discussing the topic.
City of Lakeville	11	Community Designation	concerned regarding the designation as an Emerging Suburban Edge City or Suburban Edge City and how this designation will affect our ability to obtain funding for regional transportation and infrastructure improvements	See shared response on community designations.
City of Lakeville	12	Climate Change	clarification regarding "protect against the impacts of more frequent or severe weather events" is needed	See revised text.
City of Lakeville	13	Ecological Resources	City of Lakeville supports the Metropolitan Council's natural resource preservation efforts and would like to be included in the continuing discussions	Noted
City of Lakeville	14	Regional Trails	continued and increased funding to suburban units of government to make trail and greenway connections into the local and regional network and urban core	The Council will continue to support Regional Parks implementing agencies on projects such as this.
City of Lakeville	15	Economic Competitiveness	Lakeville supports (prioritizing investment in places that are drivers of economic investment ...) to the extent this priority includes the continued funding of road and sewer	Refined description of regional economic competitiveness and investment priorities will be developed in collaboration with partners in the region.

Name / Organization	Comment Number	Category	Comment	Response
			infrastructure improvements for urban and suburban areas that would provide local and regional economic growth.	
City of Lakeville	16	Equity	the report is unclear as to how these regional equity and funding policies will be applied	Details will be developed in each of the system and policy plans
City of Lauderdale	1	Forecasts	I encourage the Metropolitan Council to revisit Lauderdale's estimates again.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Mahtomedi	1	Water Supply	on planning and management of the regional water supply issues; Metropolitan Council to closely examine its role in water supply, before expanding it, to ensure it's not duplicative of existing regulatory powers and burdensome	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
City of Mahtomedi	2		more detail in the policy statements (community's role) is desired. The City of Mahtomedi has concern over the potential implications on the City's Comprehensive Plan and what the requirements outlined in Thrive will have on this planning process	Community roles will be applied to the comprehensive plan update process similar to the previous updates
City of Mahtomedi	3		that these statements (groundwater decline) are not fact, rather additional study is ongoing	See shared response on water supply.
City of Mahtomedi	4	Wastewater	City also encourages the Metropolitan Council to examine its role in this to ensure that it's not duplicative	Agreed.
City of Mahtomedi	5	Water Sustainability	mention reuse and conservation in community roles.	See updates in Thrive.
City of Mahtomedi	6	Water Sustainability	also understand and encourages changes that may be necessary for reuse and conservation techniques to be implemented, including amendments to the building and plumbing codes, as well as watershed district regulations	The concept of Water Sustainability, which includes these concepts will be central to the development of the Water Resources Policy Plan.
City of Mahtomedi	7		recommend including the words "consider participation" prior to participate in federal, state, and local utility programs that incentivize the implementation of wind and solar power generation".	Noted.
City of Mahtomedi	8	Transportation	City of Mahtomedi does not support the requirement to adopt a complete street policy, and believes cities should be allowed to determine what projects should incorporate complete streets ideals such as bicycle and pedestrian infrastructure.	The Council encourages Complete Streets approaches where appropriate. The existing wording is based on the limited authority the Council has in this area.
City of Medina	1	Highways	Acute transportation needs; no transportation funding to improve the Highway 55 corridor until after 2050, and a failing grade during rush hours	See shared response on highways.

Name / Organization	Comment Number	Category	Comment	Response
City of Medina	2	Highways	County Roads 116 and 101, which feed into the Highway	See shared response on highways.
City of Medina	3	Forecasts	9,000 new residents by 2040 but asks for that number not to be increased until transportation problems have been addressed to support additional population.	The Council's forecasts already reflect the projected transportation network and anticipated congestion.
City of Minneapolis	1	Sustainability		The Council has revised community strategies in the "Economic Competitiveness" section of the Land Use Policy and in the strategy sections for the Urban Center, Urban, and Suburban community designations.
City of Minneapolis	2	Economic Competitiveness	"Support the cleanup and re-use of contaminated land by utilizing regional, county, and local funding programs and financing tools." We encourage the inclusion of language under the Council Role as a corollary to this item.	In Land Use Policies, under Economic Competitiveness, added language regarding the importance of cleaning up contaminated lands. Added a Council role under Economic Competitiveness strategies in the Urban Center, Urban, and Suburban strategy sections.
City of Minneapolis	3	Economic Competitiveness	The statement "Consider the role of railroads in promoting economic activity..." is only under the community role. There should be a corollary for the Metropolitan Council that follows the policy identified in the Prosperity section that looks at regional system issues (i.e. supply and access) and the communities following the role as outlined. (p.86)	Thrive has been refined to address railroads in economic competitiveness.
City of Minneapolis	4	Economic Competitiveness	Minneapolis asks that air freight be mentioned in the bulleted list of freight modes on p. 16	The importance of air freight to economic competitiveness is mentioned in the previous paragraph which discusses the regional aviation system so to avoid duplication no change in the plan text is recommended.
City of Minneapolis	5	Food Access	The programs that address conservation of rural agricultural land (Agricultural Preserves Program, Green Acres Program) could be joined by programs that incentivize food production in urban and suburban locations.	language refined.
City of Minneapolis	6		LCA and Equity Placeholder	Noted. See edits to language.
City of Minneapolis	7	Forecasts	the regional forecast projects continued decentralization and a status quo "grow in place" outcome	Thrive has been revised to provide more context on the forecasts. See shared response on forecasts.
City of Minneapolis	8	Forecasts	Because this allocation of growth directly impacts regional projects, for instance the impact of transit modeling and investment over the next decade, this is an issue that requires more attention regarding (1) its assumptions and (2) to what degree the projections reflect the intentions and values expressed in Thrive MSP 2040.	Noted. The forecasted allocation of growth reflects conditions in place, including prior commitments to infrastructure, land availability, and modeled household locational decisions. Understanding the full impacts of these conditions and their concurrence with Thrive Outcomes will need additional attention conducted with

Name / Organization	Comment Number	Category	Comment	Response
City of Minneapolis	9	Outline	The City is strongly supportive of the expression of these values and their express inter-relationships in the five Outcomes, through specific policy guidance, and in some cases through a stated intention to develop supporting programs and funding mechanisms.	Collaboration and Accountability principles. noted
City of Minneapolis	10	Equity	The City supports an equity lens on regional resources, but seeks much more clarity on the criteria and thresholds Metropolitan Council will apply in its Livable Cities grant program, as well as much more detail about possible new programs	Noted. The application of Thrive will be undertaken in the systems and policy plans and in the requirements in programs. These will be developed in the coming months.
City of Minneapolis	11		(in "Using equity as a lens")...we recommend that the Metropolitan Council include a stronger wording and adopt a stronger position than the term "explore" implies.	Noted.
City of Minneapolis	12		The City would support the region's inclination to develop new indicators and new measures of success that consider social benefits and impacts (measured in ways yet to be determined) as well as economic benefits and impacts (measured in dollars) of policy and project decisions. The City would welcome the opportunity to develop equity assessment, metrics, and indicators in collaboration with the region.	Noted. Shared response on Accountability. See additional language on the Council's commitment to developing indicators in collaboration with a wide range of partners.
City of Minneapolis	13	Transit	The City of Minneapolis recommends that Thrive MSP 2040 directly recognizes streetcars as a mode of transportation.	Noted; The Transportation Policy Plan will contain more detail on this topic.
City of Minneapolis	14	Implementation	(In many areas), the City would like to know more about what that means in terms of programs or actions.	Implementation steps are being developed. See updated language in the Accountability section.
City of Minneapolis	15	Housing	(numerous comments) The City sees some need for additional clarity and guidance in housing at the regional level. The City sees potential value in a broader view on housing policy...	Noted. See Housing Policy Plan for further detail.
City of Minneapolis	16	Economic Competitiveness	We'd like to see a map of regional industrial assets along with freight, air, and logistics infrastructure so that we can plan effectively to contribute to a regional strategy.	Noted. Council is exploring an enhanced online mapping utility to assist communities in their comprehensive planning efforts; this comment has been referred to that effort.
City of Minneapolis	17	Transit	City would like to see specific criteria noted where the plan says that the region will "Prioritize transit investments in areas where infrastructure and	The Transportation Policy Plan update will have detailed information on this topic.

Name / Organization	Comment Number	Category	Comment	Response
			development patterns to support a successful transit system...	
City of Minneapolis	18	Transit	The City seeks further clarity on this statement "Stage transit modes, coverage, and service levels to match the intensity of development..."	The Transportation Policy Plan update will have detailed information on this topic.
City of Minneapolis	19	Mapping	Explore industrial and export mobility infrastructure visually and in conjunction with regionally significant industrial lands and assets.	The Council is developing an interactive web application to share the maps included in Thrive.
City of Minneapolis	20	Economic Competitiveness	The statement "Consider the role of railroads..." should have a corollary for the Metropolitan Council that follows the policy identified in the Prosperity section that looks at regional system issues (i.e. supply and access)	Noted.
City of Minneapolis	21	Livability	Effectively managing issues such as airplane noise contributes to the Thrive principle of Livability...regional assets like the Minneapolis Chain of Lakes...Council should advocate for airport operations which are safe and efficient but also mindful of the impacts on neighboring communities.	Agreed.
City of Minneapolis	22	Equity	A Title IV service equity analysis versus prioritizing benefits from transit services for these communities.	Service equity analysis is listed as an example; further investigation into going beyond this level of effort is intended.
City of Minneapolis	23	Bike/Ped	We encourage the Metropolitan Council to align its funding priorities with local government's non-motorized infrastructure needs	Regional efforts in bicycle infrastructure will focus on longer-distance movement and connections to local networks.
City of Minneapolis	24	Agriculture	recommend that Thrive MSP 2040 include a section related to urban agriculture.	Noted. See updated language
City of Minneapolis	25	Regional Parks	...metrics and a strategy for parks and open space to be a substantial contributing system to all five Outcomes.	Noted. See Regional Parks Policy Plan update and upcoming indicators discussion.
City of Minneapolis	26	Regional Parks	The City suggests that further and more specific guidance is needed to encourage or require park agencies to proactively create system plans that consider how parks and trails can contribute to the integrated multi-modal transportation system and acknowledge parks' role in moving people from home to work or other destinations.	Noted and referred to Regional Parks staff.
City of Minneapolis	27	Land Use	maintaining industrial assets along the river and adding parkland to serve all users as well as ecological function can and should be complimentary activities	Application of policies to local circumstances will take place during the city's comprehensive plan update.
City of Minneapolis	28		Role of regional parks and our natural resources and how	Thrive has been revised to more clearly connect regional



Name / Organization	Comment Number	Category	Comment	Response
Minneapolis			they contribute to or impact equity is omitted and should be included	parks and equity.
City of Minneapolis	29		There is a need to look beyond what is considered a “regional park” to fulfill broader policy objectives.	Agreed. See Collaboration and expanded discussion in the Regional Parks Policy Plan process.
City of Minneapolis	30	Water Sustainability	We would...appreciate the Metropolitan Council’s partnership to advocate for alternative funding for (I/I) efforts.	Noted. The Water Resources Policy Plan will contain more detail on this topic
City of Minneapolis	31	Water Supply	Need to work together across jurisdictions on issues such as water supply.	Noted.
City of Minneapolis	32	Wastewater	A (SAC) program that is more user-friendly and predictable will be particularly valuable to small businesses	Noted. The Water Resources Policy Plan will contain more detail on this topic
City of Minneapolis	33	Climate Change	Careful consideration of the methodologies employed to complete regional and local greenhouse gas inventories. We urge the Council to engage experts and local communities in the process of determining appropriate inventory techniques.	Noted and agreed.
City of Minneapolis	34	Climate Change	(Go beyond) “recognize” the State of Minnesota’s statutory goal for greenhouse gas emissions reduction,...particularly how climate change can be impacted by policy plans and the desired outcomes identified in the Thrive document.	Noted. See additional language.
City of Minneapolis	35	Climate Change	This (solar) effort should focus on the words “protection and development.”	Noted.
City of Minneapolis	36	Climate Change	engage fully with the process to revise the Minnesota Climate Change Advisory Group (MCCAG) recommendations	Council staff is participating in this effort.
City of Minneapolis	37	Climate Change	Council should use its authority over regional aviation systems to encourage continued energy conservation and development of renewable resources at MAC, and the transition to low-carbon aviation fuels by associated airlines.	Noted. The Transportation Policy Plan will contain more detail on this topic.
City of Minneapolis	38	Economic Competitiveness	we look forward to learning more about how the Council envisions implementing these priorities (assessment and prioritization of sites for development and redevelopment)...study of industrial assets and ...engaging businesses in comprehensive planning...inserting equity into the grant application processes...places that are drivers of economic innovation and growth for the	Noted.

Name / Organization	Comment Number	Category	Comment	Response
City of Minneapolis	39	Economic Competitiveness	region... include emerging industry clusters (i.e. potential future strengths) in analysis of industry clusters	Noted.
City of Minneapolis	40	Economic Competitiveness	We are supportive of the Metropolitan Council's interest in creating a regional economic competitiveness strategy....see additional dimensions.	Noted.
City of Minneapolis	41	Economic Competitiveness	recognize the importance of local food processing to economic development efforts and job training	See updated language in the Sustainability and Livability sections.
City of Minneapolis	42	Economic Competitiveness	encourage the region to become a technical leader in thinking beyond just residential/commercial mixed use	Noted and referred to economic competitiveness discussion.
City of Minneapolis	43	Economic Competitiveness	there are ways to for industrial land and park land to be complimentary and not in conflict.	Noted and referred to economic competitiveness discussion.
City of Minneapolis	44	Economic Competitiveness	address "accessibility" rather than "location" of industrial land.	Noted and referred to economic competitiveness discussion.
City of Minneapolis	45	Outline	numerous comments on operationalizing Thrive concepts	Noted.
City of Mound	1	Density	concerns about where additional household growth and density can be accommodated...and encourage the Metropolitan Council to recognize and take into careful consideration local conditions as it establishes requirements for individual communities.	EXPAND The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of North Saint Paul	1	Mapping	Maybe we can work with someone to get the specific maps for our city.	Noted - see clarifications in Special Features Section. Images in special features are not intended to be the authoritative source for each topic, since boundaries are expected to change over the life of Thrive MSP 2040. Actual sources are now noted in the plan text.
City of North Saint Paul	2	Regional Balance	We would like to make sure that the priorities of the Metropolitan Council are with both the prosperous and non-prosperous cities and that resources, tools and growth potential are equally distributed.	Thrive agrees and uses the phrase "regional balance" to refer to this idea. See updates in Thrive.
City of North Saint Paul	3	Transit	It would be great to see a focus on secondary opportunities for transit	The regular route bus service is the backbone of the system and will continue to be so. The upcoming Transportation Policy Plan will contain details on the planning and operation of the system, including coordination with local development patterns.

Name / Organization	Comment Number	Category	Comment	Response
City of North Saint Paul	4	Recycling	Is there a regional recycling program for all cities to participate	There is no regional recycling program.
City of North Saint Paul	5	Job Concentrations	It would be nice to have included how the ideal job/activity center areas can be supported by the outlier communities .	See updated language on job concentrations.
City of North Saint Paul	6	Ecological Resources	It would be nice to see a section on how redevelopment can re-establish eco-systems	Agreed. This is a topic that will receive attention in the Water Resources Policy Plan update.
City of North Saint Paul	7	Transportation	Can the Metropolitan Council help identify and fund travel corridors and opportunities for local connections - that maybe the Cities might be eligible for regional monies to help support the build-out of those local systems?	The Transportation Policy Plan will contain more detail on this topic.
City of North Saint Paul	8	Implementation	It would be nice to see the implementation section expanded with each goal, objective, priority (each section) tied to groups responsible for each (implementers) then tied to funding sources, resources and grants, then tied to indicators (to measure success).	Implementation steps are being developed. See system and policy plans for more details
City of Oak Grove	1	MUSA	City of Oak Grove formally requests that future MUSA designation in the southeast corner of the city be removed and the entire city be designated rural residential.	Regional investments in interceptor capacity have been made to provide service to southeast Oak Grove. Southwest East Bethel has been identified to be within the Council's Long Term Wastewater Service Area, thereby making southeast Oak Grove's "MUSA" area contiguous with the Council's long term service area. Because regional investments have been made to serve this area of Oak Grove, the Council cannot change the land planning area designation. The City is encouraged to investigate flexible development guidelines that implement "ghost platting", interim open space preservation and development clustering as tools that would enable existing landowners to develop now, and still allow future sewered development at the Council's minimum densities.
City of Oak Grove	2	Wastewater	The expansion of the sewer system into Oak Grove would be in direct contradiction to the goal of "stewardship" as described (and other statements). Expansion of this system into Oak Grove is based on past principles from past plans that focused on expansion.	The Council has to manage the entire system, much of which was constructed over time and informed by many different plans.
City of Plymouth	1	Role of Council	Metropolitan Council formed to address specific regional concerns that cross municipal boundaries and cannot be addressed by individual communities. focus its resources	Legislative language...broad list of considerations, specific areas of authority.

Name / Organization	Comment Number	Category	Comment	Response
City of Plymouth	2	Outline	on planning for and implementing plans for transportation, wastewater and regional parks scarce resources, focusing resources in this way just makes sense many ideas but does not much detail	Implementation steps are being developed. See upcoming systems and policy plans.
City of Plymouth	3	Accountability	concerns us that the Metropolitan Council will be adopting a guiding document that provides little measurable guidance.	Scarce resources impels everyone to be more efficient in addressing challenges, which requires understanding interactions better which means engaging in some ways in a wide variety of topics.
City of Plymouth	4	Regional Balance	an investment priority that creates winners and losers among communities; try to achieve balance in regional investments	Responders had many overlapping comments on transportation and highways. See the shared response in the previous section.
City of Plymouth	5	Forecasts	revised household forecasts more closely align with Plymouth's projections	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Plymouth	6	Forecasts	population numbers seem high, based on the number of multi-family units in the city and older homes with fewer persons per household offsetting the higher numbers in recently developed areas.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Plymouth	7	Forecasts	we will need the assistance of the Metropolitan Council in supporting the transportation improvements necessary to accommodate employment growth.	Responders had many overlapping comments on transportation and highways. See the shared response in the previous section.
City of Plymouth	8	Forecasts	Metropolitan Council's same open review and analysis of any further revisions to our household forecasts.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Plymouth	9	Affordable Housing	differences can also limit a city's ability to support the creation of affordable housing	Noted. The Housing Policy Plan work group is discussing the topic.
City of Plymouth	10	Affordable Housing	land costs; new affordable single family homes nearly impossible, if not impossible, to achieve.	The Housing Policy Plan work group is discussing the topic.
City of Plymouth	11	Affordable Housing	some cities simply will not be able to respond to the regional need for affordable housing to the same extent as others.	The Housing Policy Plan work group is discussing the topic.
City of Plymouth	12	Transit	Plymouth can provide is jobs, but we will need assistance with transit funding to help bring lower income residents to those jobs.	Transit service to lower-density areas continues to be difficult to accomplish efficiently. See the Transportation Policy Plan update for the Council's transit strategy.
City of Plymouth	13	Transit and Land Use	We see a "chicken and egg" issue- density drives transit, but transit also drives density	Collaboration will be key to solving this vexing problem. See the Transportation Policy Plan update for the Council's transportation and land use strategy.
City of Prior Lake	1	Community Designations	Emerging Suburban Edge classification is not an accurate description of Prior Lake. Prior Lake should match	The Council commends the partnership and collaboration evident in the relationships between the Cities of

Name / Organization	Comment Number	Category	Comment	Response
			whatever classifications are given to Savage and Shakopee	Shakopee, Savage, and Prior Lake. The Council acknowledges Prior Lake's comment regarding similar designations for all three communities. Each community has similarities and differences and were evaluated independently. Many characteristics were evaluated in the analysis to identify Community Designations including intersection density (an indicator of interconnected street networks), existing development patterns, land uses and density of development, age of housing, existing regional infrastructure (especially wastewater and transportation networks), transit availability, and remaining land capacity for development. Prior Lake does differ from communities in the Suburban Edge Community Designation. The Council encourages communities to plan and build towards the development patterns of the Community Designation they aspire to be. As a community's character changes through new or redevelopment, the Council will review and re-designate Community Designations as appropriate.
City of Prior Lake	2	Density	lower density due to extensive wetlands and shoreland	The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of Prior Lake	3	Role of Council	(Thrive) expands Metropolitan Council's authority into areas beyond its core planning and service functions. Expansions include water, solar energy, climate change and poverty. The Metropolitan Council should continue to focus and improve upon existing core competencies before considering new areas.	See shared response on role of Council.
City of Prior Lake	4	Accountability	The document provides no metrics	See updated description in the Accountability section.
City of Prior Lake	5	Accountability	The document has no fiscal note	Noted.
City of Prior Lake	6	Community Designations	If one assumes that regional investments become less as you move from the Urban Core to the Suburban Edge, then there should not be two "edge" community classifications.	Noted.

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City of Prior Lake	7	Land Use	Prior Lake's average housing density should change from 3-5 units to 3 units per net acre	The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of Prior Lake	8	Land Use	The guide should give recognition of land use impacts within the city on residential density, transportation and sewer/water infrastructure because of SMSC's extensive land holdings and its average one unit per acre residential densities.	Each city's unique circumstances will be taken into account during the Comprehensive Plan update process.
City of Prior Lake	9	Special Features	Prior Lake supports a subregional "Job and Activity Center" designation for Scott County within Shakopee's US Highway 169 east-west corridor.	See additional text in the revised Job Concentrations and Manufacturing Locations Special Features.
City of Ramsey	1	Forecasts	Concern that forecasted growth will not take place under current infrastructure capacity, especially in Transportation and Water Supply.	See shared response on stewardship.
City of Ramsey	2	Highway	City of Ramsey's Regional Transportation Priorities: US Highway 10, TH Highway 47, Future River Crossing to City of Dayton	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways.
City of Ramsey	3	Water Supply	City of Ramsey Balance of Groundwater and Surface Water Supply plus conservation.	The Water Resources Policy Plan will contain more detail on this topic.
City of Ramsey	4	Tpp	Presume the Transportation Policy Plan will accommodate the regional growth forecasts.	See shared response on forecasts.
City of Ramsey	5	Tpp	Encourage long-term planning of transportation improvements for future capacity in area.	See shared response on forecasts.
City of Ramsey	6	Highway	Addressing Hwy 47 will require a partnership between Ramsey, Anoka, Anoka County, Met Council and MNDOT.	The Transportation Policy Plan will contain more detail on this topic.
City of Ramsey	7	Bridge	Future river crossing of Mississippi River to reduce barriers and allow development.	Noted.
City of Ramsey	8	Water Supply	Support for consideration of water supply as a critical issue.	Noted. The Water Resources Policy Plan will contain more detail on this topic.
City of Ramsey	9	Water Supply	Concern that the financial burden of developing surface water as a source will fall unduly on individual city.	Language regarding water supply has been clarified in many locations; see description in section one, water supply.

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City of Ramsey	10	Community Designation	Support for the new community designation system.	Noted.
City of Ramsey	11	MUSA	Desire to confirm continued local role in partnership with Metropolitan Council to determine any future MUSA expansion.	Noted and agreed.
City of Ramsey	12	Forecasts	Appreciate efforts to refine growth forecasts.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive. See shared response on stewardship.
City of Ramsey	13	Highway	Concern that existing infrastructure will not be able to handle projected growth.	See shared response on forecasts.
City of Ramsey	14	Modeling	Current model for forecasting growth and infrastructure investment together may need to be adjusted.	See shared response on forecasts.
City of Ramsey	15	Modeling	Suggest additional forecast modeling with the assumption that transportation and water supply investments are not made.	See shared response on forecasts.
City of Ramsey	16	Forecasts	Planning efforts for several areas may impact forecasts: Old Municipal Center, 167/47 node, Armstrong West (Future Business Park)	Noted.
City of Ramsey	17	Highway	Transportation Policy Plan comments will focus on US Highway 10, TH 47, and a future river crossing.	Noted.
City of Ramsey	18	Regional Parks	Regional Parks Policy Plan topics: alternative route analysis for Central Anoka County and Rum River Regional Trails; request to create greenway and trail corridor along Trout Brook.	Noted and forwarded to Regional Parks staff.
City of Ramsey	19	Water Supply	On Water Resources Policy Plan, Ramsey will seek to work with Metropolitan Council on an implementation strategy around ground and surface supply as well as conservation.	Noted. The Water Resources Policy Plan will contain more detail on this topic.
City of Richfield (public works)	1	Water Supply	water supply	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
City of Richfield (public works)	2	Transportation	"from 2023 onward"...Note this is "existing funding"	Noted.
City of Richfield (public works)	3	Water Supply	"We have long assumed that our region has plenty of water..." This bullet statement is questionable, not conclusive and not in your authority.	See shared response on role of Council. The Water Resources Policy Plan will contain more detail on this topic.
City of Richfield (public works)	4	Stewardship	Abandoning all discussion of any expansion is shortsighted and unnecessarily limiting	See shared response on stewardship.
City of Richfield (public works)	5	Stewardship	Agree with maintaining but there needs to be smart expansion to complete the system.	See shared response on stewardship.

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City of Richfield (public works)	6	Stewardship	Identify and address gaps, make priority...investigate opportunities to add capacity within the ROW	See shared response on stewardship.
City of Richfield (public works)	7	Water Supply	There is no evidence of affecting lake and wetland levels. If so include specifics.	(refer to technical studies
City of Richfield (public works)	8	Water Supply	Agree with emphasis to recharge groundwater system.	Noted.
City of Richfield (public works)	9	Surface Water	Needs to be major emphasis on agricultural impacts to water quality	See sections on Agricultural Community Designation and the upcoming Water Resources Policy Plan.
City of Robbinsdale	1	Land Use	Doubt that redevelopment at minimum average net density of 20 units per acre is realistic.	The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of Robbinsdale	2	Land Use	Does scattered site single-family redevelopment get included in the calculation?	No. The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of Robbinsdale	3	Land Use	The difficulty of redevelopment makes it impossible to predict whether they will get done or not; so relying on it for comprehensive plan is difficult.	Noted.
City of Robbinsdale	4	Land Use	Challenges to redevelopment include site assembly of small parcels, condemnation powers not available anymore, financial gap between land prep cost and market value.	Noted.
City of Saint Paul	2	Ecological Resources	p.8: Multiple comments on water resources	Council agrees that the plan could be updated to include additional language on the role of impervious surfaces in water resources management and sustainability. We also agree that green infrastructure could be used in the discussion about stormwater management and the use of best management practices in order to adequately frame the 2040 WRPP. The WRPP will include more discussion on



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				these topic areas and this should be stated in the response to the city.
City of Saint Paul	3	Transportation	p. 5: role of A-minor arterials...a need for the Transportation Policy Plan to define the roadway classification system in a way that incorporates anticipated land use objectives and urban design along the minor arterials.	Thrive revised to add explicit reference to A-minor arterial improvements. The Transportation Policy Plan will contain detail.
City of Saint Paul	4	Outline	The City of Saint Paul believes these are the right goals for our region, with the right tools to help us achieve them. And in general, the City believes that the THRIVE plan represents a great step forward for the region.	Noted. Staff concurs.
City of Saint Paul	5	Implementation	The implementation policies outlined in THRIVE should be strengthened. The density goals are uninspiring, and there is insufficient leadership on economic development	Noted.
City of Saint Paul	6	Accountability	Measurable and significant metrics should be put in place for the various systems to assure that regional investments are providing regional benefits	See updated language.
City of Saint Paul	7	Role of Council	The Metropolitan Council's role is laid out in state legislation, and focuses on systems plans for transportation, regional parks, and wastewater. However, state law also calls on the Met Council to more generally address the physical, social, and economic needs of the region. In that regard, the Met Council is uniquely positioned to take on the role as a convener on key issues, as the Thrive draft acknowledges. However, consideration should be given to expanding the list of issues to include economic development.	Agreed. See shared response on role of Council
City of Saint Paul	8	Land Use	The density expectation of 20 units/acre for the Urban Core is certainly achievable for Saint Paul...However, the average density goals of 3-5 units/acre for the Suburban, Suburban Edge, and Emerging Suburban Edge are clearly insufficient to achieve development that can support transit investments or create walkable, mixed use neighborhoods. There is little guidance or direction to these communities to prevent continuation of the same pattern of single-family residential subdivisions	Noted.
City of Saint Paul	9	Land Use	City strongly believes there should be an increased focus on facilitating redevelopment and infill development for	See upcoming work on Economic Competitiveness.

Name / Organization	Comment Number	Category	Comment	Response
City of Saint Paul	10	Convening	new business development rather than expansion onto green fields at the fringes of the metropolitan area. The Metropolitan Council should play a stronger convening role in bringing together cities, counties, business chambers, Greater MSP, schools, workforce training providers, and non-profit and philanthropic organizations to create a regional economic development strategy that goes beyond a real estate and marketing focus to include education, workforce development, and targeted investments in key industry clusters. Greater MSP is actively working with the cities of Saint Paul and Minneapolis on an “urban core strategy” and this effort should be incorporated into the larger regional strategy.	The Council is committed to convening as appropriate on topic of importance to the region.
City of Saint Paul	11	Economic Competitiveness	Council should consider offering technical assistance to local communities to understand their place in the regional economy and require that comprehensive plans address regional economic competitiveness.	Staff is currently exploring ways to support cities in these endeavors.
City of Saint Paul	12	Redevelopment	City needs more financial tools and resources to prepare sites, particularly industrial sites, for redevelopment.	Noted.
City of Saint Paul	13	Role of Council	Explore advocating for limited legal authority for site assembly to purchase from recalcitrant property owners – within the context of assembling a larger site.	The Council operates within the limits of its statutory authority. If this is a widely held problem in the region, the Council convene discussion around the topic.
City of Saint Paul	14	Housing	THRIVE is inconsistent on the topic of concentrating subsidized affordable housing, stating that affordable housing should generally be available throughout the region but also that affordable housing should be focused along transit corridors.	The Housing Policy Plan work group is discussing the topic.
City of Saint Paul	15	RCAPs	The map showing the specific boundaries of RCAPs on p. 44 could potentially cause more harm than good, causing redlining.	As a key challenge to our region, Concentrations of Poverty are shown as a generalized diagram. Council believes that the region should hold this forth in the interest of leading and promoting Prosperity and Equity outcomes.
City of Saint Paul	16	Transportation	THRIVE should include much stronger language identifying the need for more transportation funding from the state and federal governments to adequately maintain the region’s existing road and highway infrastructure.	
City of Saint Paul	17	Highway	The definition of capacity improvement projects on existing highways should include projects that improve the	See Transportation Policy Plan for expanded description.

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			capacity of existing urban roadway networks to function efficiently and handle future demands from the increased density forecast by the Metropolitan Council.	
City of Saint Paul	18	Transit	missing is a strong and clear statement of intent to build out the regional transitway network laid out in the current Transportation Policy Plan. Multiple text suggestions	See updates in Thrive. The Transportation Policy Plan will contain more detail on this topic.
City of Saint Paul	19	Regional Parks	The City supports the Met Council taking the lead in providing and coordinating equity of access to the regional parks and trail system across the metropolitan area for under-represented populations so that they may benefit from the system's educational, health and recreational opportunities. See letter for multiple specific suggestions.	Noted. The Council uses the phrase "equitable usage" rather than "equitable access" to distinguish this activity from simply providing more parks. Forwarded to Regional Parks staff.
City of Saint Paul	20	Transit	The Metropolitan Council should take the lead in the coordination of multi-modal transit options to encourage more visits by all populations to the regional parks and trails. Multiple specific suggestions.	Noted and forwarded to Regional Parks and transit staff.
City of Saint Paul	21	Ecological Resources	taking the lead in providing more resources for stewardship of natural areas such as lakes, forests, prairies and wetlands; operations and maintenance (O&M), sustainability, and resiliency against climate change. Multiple suggestions.	See shared response on climate change.
City of Saint Paul	22	Water Sustainability	Thrive should be direct in stating the role of impervious surfaces in water resource management and sustainability, green infrastructure, sustainable water resources	The Water Resources Policy Plan will feature a water sustainability approach which reflects these comments.
City of Saint Paul	23	Climate Change	The Council's approach to climate change will focus on softer approaches... unless and until the lack of action poses a threat to orderly and economical development or portends a significant collective financial cost." This time has arrived.	See shared response on climate change.
City of Saint Paul - Mayor's Letter	1	TOD		We appreciate St. Paul's comment that communities should "implement station area plans" and that the Council should "support TOD as a way to grow ridership". Thrive MSP 2040 recognizes the role of transitways to both accommodate and focus growth, and that detailed planning to capitalize on these investments requires close coordination with and the support of local communities. Roles for the both the Council and the communities

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				include references related to coordination with local infrastructure planning, accommodating growth in and around stations, and developing local policies plans and practices that improve pedestrian and bicycle circulation, including access to regional transit services. Furthermore, Thrive MSP 2040 references the role of the Transportation Policy Plan (system plan), which will further articulate expectations and strategies to realize development that ensures utilization of the system and which is oriented toward transit.
City of Savage	1	Community Designation	we believe that the "Suburb" designation more aptly describes our present condition.	Savage requested a change in community designation from Suburban Edge to Suburban. Savage does have a different development pattern, less land available for new development, will be more focused on redevelopment areas, and has a land use pattern which is more consistent with characteristics of a Suburban Community Designation. The Council agrees that the Suburban Community Designation is more appropriate for Savage and has changed this on the map and within the text of Thrive.
City of Shakopee	1	Forecasts	City of Shakopee does not see this job growth potential appropriately reflected in the Thrive plan, particularly in two specific sections	Noted.
City of Shakopee	2	Forecasts	1.) the preliminary employment forecast for Scott County in 2040 is 62,680 -well below the target goal set for 2030	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Shakopee	3	Special Features	2.) excluding Scott County altogether on the map of Job and Activity Centers in the region.	See additional text in the revised Job Concentrations and Manufacturing Locations Special Features.
City of Shakopee	4	Forecasts	The City of Shakopee encourages the Council to respond especially to these projections because Shakopee has demonstrated in the last few years the potential for an increased job center concentrations and overall employment growth in Shakopee.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Shakopee	5	Stewardship	One size does not fit all is contradictory with halting wastewater and highway infrastructure.	See shared response on stewardship.
City of Shakopee	6	Stewardship	Halting could harm public health and safety	Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service Area.

Name / Organization	Comment Number	Category	Comment	Response
City of Shakopee	7	Stewardship	Inappropriate development patterns if halting infrastructure.	Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service Area.
City of Shakopee	8	Stewardship	Shakopee firmly believes parts of the Twin Cities metropolitan area will continue to need these types of regional investments.	See shared response on stewardship.
City of Shakopee	9	Forecasts	Encourages the Council to respond to those communities [like Shakopee] that have demonstrated their need for continued expansion, not just maintenance, of these important regional infrastructure investments.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Shakopee	10	Special Features	The TH 169 corridor from Shakopee to Maple Grove...contains some of the highest concentration of employment in the state.	See additional text in the revised Job Concentrations and Manufacturing Locations Special Features.
City of Shakopee	11	Forecasts	encourages the Council to respond to those communities, like Shakopee, that have demonstrated in detail their vision for growth and development along key transportation corridors like TH 169, which runs straight through our cities.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Shakopee	12	Community Designations	It is "difficult to understand the distinctions between these planning areas and to understand how some community designations were established.	The Council has received feedback on the Framework's Community Designation structure for many years. Communities indicated that the designations had been aggregated too much. For a year and a half, the Council worked with the Land Use Advisory Committee (LUAC) to identify different geographic planning areas based on specific community characteristics. The analysis included intersection density (an indicator of interconnected street networks), existing development patterns, land uses and density of development, age of housing, existing regional infrastructure (especially wastewater and transportation networks), transit availability, and remaining land capacity for development. The Community Designations portion of Thrive has been revised to include a summary of the analysis that went into developing the Community Designations. There are opportunities and challenges with any clustering of communities into a common Community Designation. Each jurisdiction has a distinct history, is unique unto

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				itself, and has a specific local vision for their community. In order to move away from a "one size fits all" approach, the Council used the analysis to identify similar characteristics for five urban and suburban designations. This allows for different strategies for different types of communities.
City of Shakopee	13	Community Designations	To best position our growing communities for continued regional infrastructure investments and to keep our communities economically competitive in the region, Shakopee encourages the Council to respond to those communities requesting a different community designation	See final community Designations.
City of Shakopee	14	Community Designations	Community categories should reflect the desired region in 2040, not (the condition) today.	Thrive has been revised to encourage communities to plan in alignment with their aspirations for a different Community Designation.
City of Shakopee	15	Community Designations	Shakopee believes that it and the City of Savage should both be reclassified to Suburban from Suburban Edge	Shakopee and Savage have several important differences. Shakopee has significant areas of undeveloped and unserved land area within its existing community boundaries and plans for annexation into more undeveloped and unserved land area. Although the community has areas of higher density and significant commercial development along transportation corridors, as well as an historic downtown, the City is still planning for new growth areas and extension of services in large areas of the community. This is a characteristic more consistent with Suburban Edge communities. Savage's character is more consistent with the Suburban Community Designation. Savage has a different development pattern, less land available for new development, will be more focused on redevelopment areas, and has a land use pattern which is more consistent with characteristics of a Suburban Community Designation. The Council encourages communities to plan and build towards the development patterns of the Community Designation they aspire to be. As a community's character changes through new or redevelopment, the Council will review and re-designate Community Designations as appropriate.

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City of Shakopee	16	Community Designations	We also believe that our neighbor, the City of Prior Lake, should be reclassified from Emerging Suburban Edge to Suburban Edge.	The City Prior Lake's designation remains Emerging Suburban Edge - see response under City of Prior Lake.
City of Shakopee	17	Community Designations	Shakopee also notes that the Council's role in economic competitiveness in Suburban communities is different than the other categories "invest in regional services, including...	See updated language.
City of Shakopee	18	Community Designations	Shakopee encourages the Council to respond to those communities requesting a different community designation.	See final designations in Thrive.
City of Spring Park		Forecasts	Spring Park is officially requesting a revision of the 2040 employment forecast for the city to reflect only the commercial and industrial land within city boundaries.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of St. Anthony Village	1	Water Supply	planning and management of the regional water supply issues	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
City of St. Anthony Village	2	Implementation	more detail in the policy statements (community's role) is desired.	Noted. See upcoming system and policy plans, Local Planning Handbook and System Statements for details.
City of St. Anthony Village	3	Water Supply	(groundwater) statements are not fact, rather additional study is ongoing	See shared response on water supply.
City of St. Anthony Village	4	Water Supply	ensure Council role is not duplicative	Agreed.
City of St. Anthony Village	5	Wastewater	ensure that its role not duplicative	Agreed.
City of St. Anthony Village	6	Water Sustainability	incorporate reuse and conservation policy to the community role section	See note on water sustainability in WRPP
City of St. Anthony Village	7	Sustainability	Include "consider participation" before "participate in federal, state, and local utility programs that incentivize the implementation of wind and solar power generation"	Noted. See final language.
City of St. Anthony Village	8	Transportation	cities should be allowed to determine what projects should incorporate complete streets ideals such as bicycle and pedestrian infrastructure.	Noted.
City of St. Louis Park	1	Community Designation	Is it possible to have two designations for St. Louis Park?	The City of St. Louis Park states that the Urban Center designation "differs from the city's identify a first ring suburb with a variety of development patterns from urban to suburban" and inquires if it is possible to have two designations: Urban Center and Urban. The city expresses concern that there are parts of the city that may be

Name / Organization	Comment Number	Category	Comment	Response
				<p>appropriate for additional single family housing, and does not wish to be penalized in terms of meeting the overall density target for new development at 20 units per acre. The Metropolitan Council acknowledges St. Louis Park's identify as a first ring suburb. The Metropolitan Council is establishing community designations based on a community's overall or predominant pattern of existing development, including redevelopment opportunities. Although St. Louis Park includes a variety of neighborhood types, it shares many characteristics with other Urban Center communities, including first ring suburbs that first developed along a network of streetcars. Street patterns are interconnected and there is strong market demand associated with proximity to job concentrations, regional amenities and transit service. Both overall planned densities as well as recent realized densities in St. Louis Park more than exceed this threshold.</p> <p>The City suggests that redevelopment of golf courses may present opportunities for additional residential development, but at lower densities that the overall 20 units per acre guided for Urban Center communities. The Metropolitan Council acknowledges that these are unique opportunities such as this, and that guided densities for these locations might be lower because of community context. It is expected that there will be a range of densities for guided redevelopment, and the Council has taken this into consideration in establishing its density guidelines.</p>
City of St. Louis Park	2		What is meant by "at densities and in a manner articulated in the 2040 Transportation Policy Plan?"	<p>The Transportation Policy Plan update will include a information on development characteristics that work well with transitway station areas. The intention is to ensure that the large public investments in transit will function effectively. See Transportation Policy Plan update.</p>
City of St. Louis Park	3	Ecological Resources	The strategies found in Urban Communities: "Support the continued development of the regional trail system" and "Promote multi-modal access to regional parks, trails and the transit network, where appropriate" should be added as strategies in Urban Center-Natural Resources	<p>Language has been added to the Natural Resources Protection strategies for Urban Center to reflect the Council's role to support the continued development of the regional trail system in Urban Center communities.</p>



Name / Organization	Comment Number	Category	Comment	Response
City of St. Louis Park	4	Housing	Protection sections as well as "Urban." The strategy found in Urban Communities: "Develop or use programs to preserve the existing stock of naturally-occurring affordable housing" should be added as a strategy in Urban Center- Housing Affordability and Choice.	Edits have been made to housing policy role language to ensure consistency and relevance across the geographic planning areas. One important community role, related to programs to preserve the existing stock of affordable housing, was missing from the Urban Center geographic planning area.
City of St. Louis Park	5	Community Designation	(Several) strategies found in Urban Communities...should be added as strategies in Urban Center-Natural Resources Protection sections as well as "Urban."	Noted. See revisions.
City of St. Louis Park	6	Housing	What is the definition of adequate? What will this determination be based upon?	The Housing Policy Plan and the Transportation Policy Plan update will describe these policy areas in detail.
City of St. Louis Park	7		"Consider subscribing to community solar gardens"... statement is quite specific and should be revised to a more general sustainability policy statement.	This statement is one specific action which appears feasible for many communities and is offered as such; more general sustainability actions are also desirable and encouraged.
City of St. Louis Park	8	Forecasts		Comments regarding forecasts have been referred to the forecasting team and are being handled as a separate set. Any changes made as a result of this work are incorporated into forecasts adopted with Thrive.
City of Stillwater		Community Designations	We do not believe that the City meets the description of a "suburban" community	The description of the Suburban community designation in Thrive has been revised to more clearly reflect and acknowledge the history of communities like Stillwater
City of Vadnais Heights		Forecasts	(Our) forecasts of population and households...are slightly lower than those of the Metropolitan Council. However, we do not dispute the Council's year 2040 forecast for employment...	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Victoria	1	Role of Council	tone indicates mission creep	The Council believes that the roles outlined in Thrive are consistent with its mission to oversee the orderly and economical development of the region.
City of Victoria	2	Land Use	p 18 Council will take an active role in marketing properties; denser, more compact region contradicts with wide variety of housing types	See revised language in Thrive.
City of Victoria	3	Regional Balance	Incentivizing areas of poverty vs. "equitably sharing financial incentives with communities throughout the region -	

Name / Organization	Comment Number	Category	Comment	Response
City of Victoria	4	Sustainability	support sustainable water supply	See shared response on water supply.
City of Victoria	5	Sustainability	overreaching on renewable energy for operations including large scale solar facilities	See shared response on role of Council.
City of Victoria	6	Sustainability	need details on incenting local progress on GHG production?	Agreed. Implementation details are being worked out in the near future.
City of Victoria	7	Sustainability	need details on planning land use patterns that facilitate groundwater recharge, reuse and reduce per-capita water use - esp. Land Use patterns	See shared response on water supply.
City of Victoria	8	Sustainability	address climate change mitigation through comp plan - additional burden on local communities beyond three statutory systems	
City of Victoria	9	Transit	linkage between transit investment and distribution of affordable housing?	The Housing Policy Plan work group is discussing the topic. Also see the Transportation Policy Plan update.
City of Victoria	10	Transportation	Include more on telecommuting and transportation?	Telecommuting is included in the Transportation Policy Plan as a travel demand management tool, no change recommended in Thrive MSP 2040 text
City of Victoria	11	Transit	Will Council define which areas are transit likely?	The Transportation Policy Plan will contain more detail on this topic.
City of Victoria	12	Mapping	Support technical assistance esp. information on up-to-date natural resource inventory and assessment and aggregated bike plans.	Staff is currently exploring ways to support cities in these endeavors.
City of Victoria	13	Housing	Concern about adding affordable housing stock in areas not near transit or job centers	The Housing Policy Plan work group is discussing the topic.
City of Victoria	14	Housing	Difficult to ascertain whether Council is encouraging or requiring affordable housing (and other facets) in comprehensive plans.	The Housing Policy Plan work group is discussing the topic.
City of Victoria	15	Land Use	City is caught at the crossroads of competing requirements: DNR, Met Council, densities, water protection.	The Council will continue to use the density calculation used in the previous comprehensive planning review process and in the Plat Monitoring Program since 2001. Additional guidance is provided to communities through the Local Planning Handbook and to participants in the Plat Monitoring Program. A summary of the calculation method is included under Orderly and Efficient Land Use in the Land Use Policies section.
City of Waconia	1	Community Designations	...unsure of how the Met Council will use the community designations in their decision making ...(grants, infrastructure investments, plan amendments, etc.). What kind of flexibility do these designations have as	See shared response on community designations.

Name / Organization	Comment Number	Category	Comment	Response
City of Waconia	2	Forecasts	communities continue to change and grow? concerned that the proposed 2040 numbers are too low	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of Watertown	1	Forecasts	The City of Watertown would like the Metropolitan Council to revise the growth forecasts for the City	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
City of White Bear Lake	1	Wastewater	Sustainability of wastewater practice of discharging to the Mississippi River. Examine if wastewater could be treated subregionally and recharged into ground.	Under the Sustainability and Integration principles of Thrive, wastewater reuse opportunities were identified (p. 30 & 35) and will be further explored in the Water Resources Policy Plan. These principles may offer new considerations in the centralization vs. de-centralization debate. The new East Bethel wastewater reclamation facility is one current example of the Council's effort to reuse wastewater for groundwater recharge
City of White Bear Lake	2	Water Supply	Utilize surface water for meet water supply demand	
City of White Bear Lake	3	Regional Balance	encourage Council to remain committed to appropriating investments that foster livability, seeks equity , and promotes shared prosperity in all quadrants and all communities	Thrive uses the term "regional balance" to refer to this concept. See Prosperity section.
City of White Bear Lake	4	Housing	recognize existing affordable housing inventory	The Housing Policy Plan work group is discussing the topic.
City of White Bear Lake	5	Freight	for continued operation of rail freight facilities, encourage establishing minimum usage thresholds; WBL has one that conflicts with expansion of Bruce Vento Regional Trail.	The Council's upcoming work on Economic Competitiveness will address this in greater detail.
City of White Bear Lake	6	Regional Balance	more balanced distribution of the region's transit resources	Thrive uses the term "regional balance" to refer to this concept. See Prosperity section.
City of White Bear Lake	7	Water Supply	cost of water supply infrastructure could create comparative disadvantage in attracting jobs, development; solutions should not disadvantage WBL.	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
City of Woodbury	1	Water Supply	Consolidation of groundwater regulation would be beneficial, the Metropolitan Council cannot do it alone; if the Council becomes more involved in groundwater issues, other state and local agencies with regulatory authority must relinquish some or all of that authority or else the situation will become even more fractured and complicated; groundwater supply planning must also factor surface water management (i.e. stormwater	Language regarding water supply has been clarified in many locations; see description in section one, water supply.

Name / Organization	Comment Number	Category	Comment	Response
City of Woodbury	2	Role of Council	infiltration) into sustainability calculations. what role, if any, the Council should play in areas not previously under the purview of the Council.	See shared response on role of Council
City of Woodbury	3	Outline	Outcomes and Principles are appropriate as a tool for discussion and further study. However, utilizing them as lenses for all public policy decisions may lead to unintended consequences and overregulation.	Noted.
City of Woodbury	4	Implementation	it will be critical for the Council to create a process that aims for balance, transparency, adherence to the Council's core mission, and provides engagement with partners and stakeholders at every step of its implementation.	Agreed.
City of Woodbury	5	Climate Change	More thought and detail on this initiative (climate change) is needed	Agreed. See final language.
City of Woodbury	6	Housing	The Housing Policy Plan should more closely align with market-based realities of the home building and real estate industries.	The Housing Policy Plan work group is discussing the topic
City of Woodbury	7	Housing	The LCDA housing goals should consider existing housing stock in addition to new development.	The Housing Policy Plan work group is discussing the topic
City of Woodbury	8	Housing	fair share of affordable housing units, the Met Council should define affordable housing as those housing units at 80% of area median income rather than 60% of area median income.	The Housing Policy Plan work group is discussing the topic
City of Woodbury	9	Transportation	Thrive plan should identify the Council as an advocate for both transit improvements as well as a vocal advocate for increased funding for transportation improvements to the regional network.	Agreed. see final language.
Commissioner Jeff Johnson	1	Implementation	The lack of specificity regarding the local system statements makes identifying the impacts of this high-level plan difficult	Systems Plans, Policy Plans will contain implementation detail, and system statements will be created in 2015 that explain in detail how Thrive and Plans apply to each city, township and county.
Commissioner Jeff Johnson	2	Implementation	provides little practical guidance for local governments to use for future planning,	The Local Planning Handbook, System Statements, and system and policy plans will provide guidance for each local government. Cities create their own comprehensive plans in conformance with regional plans. This collaboration ensures both local and regional goals are met, where required, and considered, where appropriate.

Name / Organization	Comment Number	Category	Comment	Response
Commissioner Jeff Johnson	3	Transit	contains predetermined prescriptions for transitways and community densification	Alignment of transitway investments with land use in station areas is a responsible means of ensuring the efficiency of these enormous public investments.
Commissioner Jeff Johnson	4	Implementation	details surrounding Thrive Principles should be released and thoroughly discussed before the Met Council considers adopting this document	Council has chosen to articulate outcomes...
Commissioner Jeff Johnson	5	Role of Council	Council is eager to exercise more control in land use decisions in the metropolitan area	Always worked with local communities who have land use control.
Commissioner Jeff Johnson	6	Role of Council	diminish local control, increase costs and decrease accountability	authorities and accountability remain the same
Commissioner Jeff Johnson	7	Role of Council	unfair redistribution of public resources and imbalance across our region.	Responders had many overlapping comments on transportation and highways. See the shared response in the previous section.
Commissioner Jeff Johnson	8	Transportation	focus instead on decreasing traffic congestion region-wide	Responders had many overlapping comments on transportation and highways. See the shared response in the previous section.
Commissioner Jeff Johnson	9	Regional Parks	connecting the many recreational and open spaces that are spread across the metro.	Agreed. See updates in the Regional Parks Policy Plan, and information on the Regional Bicycle Corridor Network in the Transportation Policy Plan.
Commissioner Jeff Johnson	10	Housing	most Americans aspire to low-density housing and its associated lifestyle	Growth categories and more choices indicated. Recent numbers of MF before and after recession.
Commissioner Jeff Johnson	11	Housing	lower density single family housing will remain the dominant choice for most Minnesotans.	...and we have a ton of it...
Commissioner Jeff Johnson	12	Land Use	A policy shift away from growth to densification	Redevelopment is one form of growth which Thrive welcomes in appropriate locations. Many locations do redevelop at higher densities due to (economics). This redevelopment can increase choices of housing for residents. All based on market forces.
Commissioner Jeff Johnson	13	Stewardship	diverts resources from expanding the region's wastewater and highway infrastructure that would promote regional balance and affordable housing.	The regional wastewater system area planned for 2040 and financed by user fees is anticipated to have sufficient capacity for forecasted growth. See shared response on highways.
Commissioner Jeff Johnson	14	Stewardship	Ignoring the reality of where Minnesotans aspire to live will not eliminate the need to build the necessary infrastructure.	Thrive anticipates a wide variety of aspirations among Minnesotans and seeks to set up choices for them. Also, see shared response on highways.
Commissioner Jeff Johnson	15	Stewardship	Eliminating public facility improvement funding will result in higher land costs, development "leap frogging" outside of the Met Council's jurisdictional boundary,	See shared response on stewardship.

Name / Organization	Comment Number	Category	Comment	Response
			which will in turn increase housing costs and reduce family's discretionary income.	
Commissioner Jeff Johnson	16	Housing	Council's policies regarding housing have not improved affordability	The Housing Policy Plan work group is considering housing affordability and the Council's role.
Commissioner Jeff Johnson	17	Housing	affordable housing, they would promote a reduction in land-use regulations increasing housing options and making housing more affordable for everyone.	The Council shares the goal of housing affordability for everyone.
Commissioner Jeff Johnson	18	Housing	People who want to live in multi-family housing may choose to do so, but those who want to live in less expensive homes may purchase smaller single-family homes.	The region is projected to have a surplus of smaller and less expensive homes in the coming years, nicely located near jobs and amenities. We call them the post-war suburbs,
Commissioner Jeff Johnson	19	Housing	Thrive's call to "invest in affordable housing construction and preservation in higher-income areas of the region" and it's requirement that "a mix of housing affordability along the region's transit corridors" appears to be nothing other than a call to subsidize the construction of high-density housing along transit corridors and wealthy neighborhoods.	The Council supports the idea of a variety of housing choices throughout the region.
Commissioner Jeff Johnson	20	Housing	the percentage of affordable homes sold compared to the national average continues to erode.	See Accountability section for discussion of indicators.
Commissioner Jeff Johnson	21	Housing	Allowing the free market the flexibility to build smaller, more efficient and affordable homes will increase affordable housing stock	The Council endorses the creation of affordable housing of all kinds throughout the region.
Commissioner Jeff Johnson	22	Transit	the Council's emphasis on transit corridors is the major solution to many urban problems.	Transit corridors in an emerging approach to shape movement and development patterns in the region, just as highways were an emerging approach in the past. Good stewardship of public dollars demands careful attention to this topic .
Commissioner Jeff Johnson	23	Land Use	Favoring one development pattern or corridor in regional planning at the expense of others risks housing affordability and increases traffic congestion, both of which reduce families' discretionary income.	Thrive seeks to increase the number of choices available for all residents of the region, including transportation and housing choices, so that residents can find the balance that best suits them.
Commissioner Jeff Johnson	24	Role of Council	For the Council to call this approach "balanced and fair" is ridiculous.	Noted.
Commissioner Jeff Johnson	25	Land Use	Unlike previous region guides, Thrive prescribes the adoption of densification, imposes an urban growth boundary by refusing to extend necessary public improvements and predetermines which municipalities	Density requirements or encouragements have been included in every regional plan. There is no urban growth boundary in Thrive; extensions of regional infrastructure are linked to development patterns that make the large

Name / Organization	Comment Number	Category	Comment	Response
Commissioner Jeff Johnson	26	Collaboration	will receive funding through transit-oriented development The Council should jettison its top-down "Grand Vision" and actually work collaboratively with the elected officials in every local government in the region to promote policies that those officials deem most beneficial to their own constituents.	public investments cost effective and help the region's competitiveness. Council is required to produce a Metropolitan Development Guide by state statute.
Craig Brown	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	Agreed. This statement is closely aligned with the Stewardship Outcome and the structure of Thrive in general.
Craig Brown	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Craig Brown	3	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Dakota County	1	Transportation	The transportation vision does not recognize that transportation needs of suburban, suburban edge, emerging suburban edge, and rural communities will see substantial growth based on planned land use and existing utility services. The transportation vision should match planned growth in the entire region. Further, it is unlikely these areas will see the density, have adequate transit funding, or connectivity to the rest of the region via river crossings to rely solely on the transit based investments envisioned, yet unfunded, to adequately support this planned growth. Transit in many of these areas will run on highways rather than rail or dedicated lanes. Both new highways and additional lanes on arterial routes will be necessary to meet this demand. Despite the financial constraints, the plan should include a vision of strategic highway expansion (lane additions	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways.

Name / Organization	Comment Number	Category	Comment	Response
			and new highways) as a way to help meet the diverse needs of the region.	
Dakota County	2	Forecasts	The Metropolitan Council should continue to work with Dakota County cities to address the questions that have been raised and to refine forecasts so that they are mutually agreeable.	Staff has considered comments to reconcile concerns about forecasts; resulting numbers are included in Thrive.
Dakota County	3	Equity	Dakota County Board of Commissioners requests that the Council be clearer about how regional policies and funding may potentially be affected, specifically, whether or not the proposed policies have been applied in other regions and if they have proved effective. The Dakota County Board of Commissioners requests clear rationale upon which to rely, including data and demonstrated results from other agencies that have applied similar policies. Isolated from other initiatives (i.e. school reform, job training, etc.), it is questionable whether or not these policies will be effective.	Staff agrees; As the Council proceeds, data-driven approaches are demanded by the Accountability principle. The Council looks forward to collaborating with regional partners to ensure clear rationales and measurable actions.
Dakota County	4	Regional Parks	The Dakota County Board of Commissioners supports the policy direction of the Metropolitan Council that they will collaborate with the regional park implementing agencies and State partners to strengthen equitable usage of regional parks and trails; but not the idea of creating a set-aside grant program with existing Metropolitan Council funds to address equitable usage of the regional parks system. The process to date has not included a meeting of all agencies to discuss these policy ideas, merit and to offer other policy approaches.	Council funds, one of several sources of regional park and trail funding, are required to reflect policy direction from the Council including the Equity outcome. How this is operationalized is being addressed in detail in the Regional Parks Policy Plan update process. An inclusive meeting on this subject was held in May 2014.
Dakota County	5	Regional Parks	The Dakota County Board of Commissioners supports the use of Acquisition Opportunity Fund (AOF) grants to provide 75% funding for acquisition of inholdings within approved master plans using eminent domain, including all acquisition expenses that are eligible under the current policy apply, and the Acquisition Opportunity Fund grant would be based on the value of either the court or negotiated settlement.	Noted and referred to the Regional Parks Policy Plan update process.
Dakota County	6	Water Supply	The Dakota County Board of Commissioners concurs with the concerns raised in the Thrive MSP 2040 plan regarding the availability of groundwater in the future,	noted and agreed. See the shared response to water supply comments for more information.



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			and looks forward to the opportunity to work with the Council and local units of government to address these challenges by exploring conservation and other alternatives.	
Dakota County	7	Transportation	Thrive does not describe what the region's vision, or need, for highway investment should be to adequately support plan outcomes.	See updates to the plan that more completely describe the full range of transportation approach throughout the region. See also the Transportation Policy Plan update currently under development, which outlines the region's approach including funding.
Dakota County	8		Dakota County is particularly concerned about the functionality of the Mall of America (the busiest transit station in the region) and Cedar Grove Transit Stations...there is a lack of east-west transit corridors in Dakota County and along 1-494. As such, park and ride facilities will be important to many residents, as well as the expansion of regular bus service.	The Transportation Policy Plan will contain more detail on this topic.
Dakota County	9	Transportation	Minneapolis St. Paul International Airport (is important) to the economic development of the region. The County concurs and would like to see more emphasis placed on the value of the airport in the plan, including the need to reduce congestion at the terminal so as not to deter commerce or the competitiveness of the region.	The Transportation Policy Plan will contain more detail on this topic.
Dakota County	10	Transportation	There are references throughout the plan about the importance of moving freight, goods, and providing access to commodities...However, the transportation vision as proposed will do little to provide the necessary capacity to support these needs.	Revisions to the text describe the region's approach in greater detail, including the priority placed on strategic investments to improve the movement of freight.
Dakota County	11	Transportation	the premise of diverting transportation funding based on equity considerations as outlined in the plan has the potential to remove already insufficient funding from investments that would occur based on actual prioritization of transportation and infrastructure needs	Equity is one of five equally desired Outcomes that can affect decisionmaking by the Council, which has to balance many factors affecting the region. Decisions, including transportation funding, will be made that advance the region toward as many Outcomes as possible.
Dakota County	12	Transportation	The Dakota County Board of Commissioners agrees with the statements in Thrive MSP 2040 to develop interconnected local street networks and access spacing as these are important elements of maximizing our	The Transportation Policy Plan will contain more detail on this topic.

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Dakota County	13	Housing	highway system performance and investment. concerned that the emphasis on funding affordable housing near transit will adversely affect our ability to meet affordable housing needs in other areas within the County where transit is not available	Noted; referred to the Housing Policy Plan development work group.
Dakota County	14	Livable Communities Act	The Metropolitan Council should direct more of the Livable Communities Act funding to provide gap financing for affordable housing to help provide additional resources. These resources should be distributed to the CDBG entitlement communities via existing population formulas.	Funding available through the Livable Communities Act is required to address a wide set of goals including and beyond affordable housing. Like affordable housing funding, this program is oversubscribed.
Dakota County	15	Process	Dakota County Board of Commissioners and other local elected officials need to be better included in the development of the region's policies.	Thrive MSP 2040 has been developed through an extensively collaborative process, including four phases of engagement with a wide range of participants. Elected officials and staff in all cities, townships and counties received multiple invitations to participate, including multiple meetings in Dakota County. Social media, direct email announcements and widespread media coverage have all been available.
Dakota County	16		more consistency in the structure of the advisory groups established for each of the major policy areas (parks, water resources, housing, transportation) in Thrive MSP 2040	Each system and policy plan is responsible for operating within a unique set of regulations, time constraints and issues, leading to varying participant structures and processes. Staff firmly believes that "one size does not fit all" when developing plans in such a wide variety of subjects.
Dakota County	17	Process	The timeframe for the development of the upcoming policy plans is not coordinated	The overlapping timeframes of Thrive and the Systems and Policy Plans development has offered opportunities to coordinate and develop shared approaches to regional problems.
Dakota County	18	Role of Council	The role of the Metropolitan Council as a service provider may be in conflict with the role of the Metropolitan Council as a regional planning and visioning agency. This potential conflict should be recognized by the Metropolitan Council along with efforts to separate the Council's operational challenges from its responsibility to facilitate regional visioning and planning.	Noted. The Council's unique set of planning and operational responsibilities offer a opportunity to identify and respond to issues that exist at a regional scale, and to collaborate with local and state partners
Dakota County	19	Process	The timeframe for adoption of the Thrive MSP 2040 plan	The extensive collaboration with regional partners,

Name / Organization	Comment Number	Category	Comment	Response
			on May 28, 2014 does not seem to allow enough time for Metropolitan Council staff to revise the document based on comments received in collaboration with the region's stakeholders. The Dakota County Board of Commissioners encourages the Metropolitan Council to extend the review and comment period for Thrive MSP 2040.	stakeholders and residents resulted in comments that have been addressable during the short timeframe. Additional details are being developed in the system policy plans that have longer timelines, and comments on Thrive are being fully shared with each plan team.
Donna Draves	1	Ecological Resources	is air quality addressable?	Air Quality is a required factor in the transportation planning process; see the Transportation Policy Plan for more details
Donna Draves	2	Outline	"resource" - I believe to really THRIVE we need to respect our water land and air like one of us. Now and the next generations need to create a relationship with these not just keep eating them up.	Noted
Donna Draves	3	Maps	I realize there are city and country boundaries and it's convenient with statistics to divide them this way. However they also could be divided by their natural landscapes( rivers and valleys) like the water shed page. Not dividing down a river, but realizing the ecosystem that river holds (on both banks).	Noted. See Water Resource Policy Plan for more information.
Donna Draves	4	Integration	benefits of silos...Upholding the dignity of one's individual way of doing things can be a valuable thing.	Noted.
Donna Draves	5	Livability	I'm glad I live in the Twin Cities.	Noted.
Eric Saathoff	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	Agreed. This statement is closely aligned with the Stewardship Outcome and the structure of Thrive in general.
Eric Saathoff	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Eric Saathoff	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Eric Saathoff	4	Transportation	Embrace a focus on road repair and complete streets	Noted. See Stewardship and the Transportation Policy

Name / Organization	Comment Number	Category	Comment	Response
Eric Saathoff	5	Land Use	rather than greater investment in highway expansion. Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Plan which will contain more detail on this topic. Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Erik Baxstrom	6	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Erik Baxstrom	7	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Erik Petzel	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Erik Petzel	2	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Erik Roth	1	Process	(Monday, April 28, 2014 5:02 PM) When did this get publicized and how was it presumably made available? I demand more time for more people to participate, or insist that the whole matter is worse than worthless.	See Council website for description of the two years of collaborative input leading up to Thrive MSP 2040.
Erik Roth	2	Outline	By quoting this remark (Milton Friedman quote), the clue thus provided to the Met Council's cluelessness, at best, or callous disregard, at worst, portends grave	Noted.

Name / Organization	Comment Number	Category	Comment	Response
			consequences, all antithetical to so-called thriving for our commonwealth	
Erik Roth	3	Outline	I must vehemently oppose the entire document and everyone associated with it. This is a disgusting travesty, and a shameful tragedy for our region.	Noted.
Fred Tyler	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Fred Tyler	2	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Fred Tyler	3	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Fresh Energy	1	Outline	Fresh Energy appreciates that the Council has established a plan that not only provides direction to local communities developing their comprehensive plans but also regional goals that focus on meeting the needs of a growing and changing population and shifting development patterns.	Noted
Fresh Energy	2	Collaboration	We also recognize the importance of the Council having strong partnerships and innovative strategies to address the challenges and opportunities ahead.	Noted.
Fresh Energy	3	Land Use	Land use policies and programs should endorse and incentivize compact development at higher densities. This will lead to cost efficiencies, better access and positive impacts to the environment.	Noted. See Land Use Policies in Thrive and Transportation Policy Plan update for more details.
Fresh Energy	4	Implementation	The Council must develop strategies to assist communities in supporting density (i.e. zoning, design guidelines and accessibility standards).	Staff is currently exploring ways to support cities in these endeavors.
Fresh Energy	5	Housing	does not acknowledge the need for strategies that take into consideration culture and the make-up of the family of today which is larger and cross-generational.	Noted and referred to the Housing Policy Plan work group for discussion.
Fresh Energy	6	Transit	More detail is needed on how the Council will “align	Besides initiating a new Office of TOD in Metro Transit

Name / Organization	Comment Number	Category	Comment	Response
			resources to support transit oriented development and walkable places.”	that will both support and, when appropriate, lead in local and regional efforts to foster TOD, the Council will continue to facilitate TOD through Livable Communities Act grants to local government in support of projects and proposals that promote or are TOD. The Council will also explore the expanded use of local planning assistance grants and loans for local station area planning efforts in support of TOD.
Fresh Energy	7	Transit	The Council must focus transit expansion on connections to existing and emerging high-density job and activity centers	See Transportation Policy Plan update for extended discussion of this topic.
Fresh Energy	8	Sustainability	, the Council must go further by providing local communities with tools and best practices that will assist them in solar resource and land-use planning, zoning, and permitting	Staff is currently exploring ways to support cities in these endeavors.
Fresh Energy	9	Equity	Fresh Energy strongly supports the intent to invest in and reduce the region’s racially concentrated areas of poverty or RCAPs in order to bridge the opportunity gap.	Noted.
Fresh Energy	10	Equity	It is extremely critical that transportation investments connect communities, especially low-income and disadvantaged communities, to opportunities in the form of affordable housing, education, employment, and cultural resources.	Noted. See updates to the Transportation Policy Plan.
Fresh Energy	11	Outline	We recommend revising the title of the section, “Changes and challenges that lie ahead for the region” to one that not only acknowledges the challenges of the demographic shift but also the opportunities.	Council agrees that the demographic shifts offer both challenges and opportunities. See text for small revisions in various locations.
Fresh Energy	12	Implementation	plan should provide more detail about how it will “mitigate” RCAPs	"Mitigating" Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty will be undertaken as a consideration in activities throughout the Council. Additionally, collaboration with many partners will be needed.
Fresh Energy	13	Implementation	As the Council considers how to sustain the region’s transportation system, it must make decisions concerning rate increases and decreases with an equity framework.	Noted. Equity considerations will factor into decisions throughout Council activities.
Fresh Energy	14	Livability	We are very supportive of the inclusion of priority language on active lifestyles, and safe access to local,	Noted.

Name / Organization	Comment Number	Category	Comment	Response
Fresh Energy	15	Livability	healthy food The plan should acknowledge that limited access to cars and transit prevents many of our residents from enjoying the beautiful regional parks and trails.	Noted. See the Regional Parks Policy Plan update which is considering equitable usage of Regional Parks in detail.
Fresh Energy	16	Transportation	Replace the word “support” with “require” complete streets approaches to enhance transportation choices” and also add “and improve safety for all users”.	Noted...no change.
Fresh Energy	17	Bike/Ped	We are strongly supportive of recognizing the role of the region’s bicycle and pedestrian facilities to promote access, recreation, and health lifestyles.	Noted.
Fresh Energy	18	Sustainability	local comprehensive plans should include information on how the city will work to meet the Next Generation Energy Act carbon reduction goals.	
Fresh Energy	19	Sustainability	Considering that reducing VMT and carbon per unit of fuel advances all of the plan’s five key outcomes – equity, livability, sustainability, stewardship, and prosperity, it is essential that this language is strengthened.	Noted See final language.
Fresh Energy	20	Sustainability	We are strongly supportive of the language that states, “use the Council’s investments and planning authorities to contribute toward meeting statutory goals for reductions in the generation of regional greenhouse gas emissions, and convene regional discussions about goals for climate change mitigation and adaption.”	Noted.
Fresh Energy	21	Sustainability	We are strongly supportive of the bullets “Address climate change mitigation and adaptation throughout the local comprehensive plan.	Noted.
Fresh Energy	22	Accountability	Identify local measures that would result in a reduction in water use, energy consumption, and emission of greenhouse gases	See updated language.
Fresh Energy	23	Sustainability	More emphasis is needed on alternative fuels and incentives for fleets.	
Fresh Energy	24	Sustainability	Fresh Energy is extremely supportive of the Council’s commitment to “develop, collect and disseminate information about climate change, including energy and climate data, and a regional greenhouse gas emissions inventory	In response to Fresh Energy's concern related to regional commitment, a sentence has been added further articulating the Council's role with regard to how we influence regional transportation and development with regard to greenhouse gas emissions.
Fresh Energy	25	Sustainability	Include “clean energy and energy efficiency” into the	Staff is currently exploring ways to support cities in these

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			sentence - "...including expectations for connectivity, clean energy and energy efficiency, density and intensity, etc."	endeavors.
Fresh Energy	26	Sustainability	Add a new bullet point that states "Promote access to and development of energy efficient projects."	Noted
Fresh Energy	27	Sustainability	Add "publicly" so the information is disclosed and available to the public. The sentence will read "...disseminate information PUBLICLY about climate change..."	Noted
Fresh Energy	28	Sustainability	Add energy efficiency to the sentence, "Encourage sustainability in housing, whether new construction or rehab, to promote livability and health, increase ENERGY EFFICIENCY, create longer lasting..."	Noted
Fresh Energy	29	Sustainability	Add consideration of energy consumption/utility costs to the sentence, "Identify and analyze local markets, location, energy efficiency, condition and availability	Noted
Fresh Energy	30	Sustainability	Add a new sentence "Benchmarking buildings in a city and publicly disclosing their energy and water consumption information can provide starting points, identify feasible outcomes for planning purposes and measure progress toward meeting state greenhouse gas reduction goals."	In response to a the suggestion regarding benchmarking, a reference to the B3 Sustainable Building 2030 (SB 2030) Energy Standard has been added.
Fresh Energy	31	Sustainability	We are very supportive of the statement "With regional infrastructure, planning, and operations, increase efforts to reduce water use and energy consumption"	Noted.
Fresh Energy	32	Sustainability	We recommend clarifying whether this is GreenSteps for businesses/planning or "GreenSteps Cities." We recommend both.	
Fresh Energy	33	Sustainability	Add bullet point to last set of bullet points that states, "Benchmark buildings and disclose energy consumption data at a city-wide level."	Staff is currently exploring ways to support cities in these endeavors.
Fresh Energy	34	Sustainability	Add bullet point to the first set of bullet points that states "Consider energy efficient improvements or construction as a long-term solution." This could be used in any of the city demographics (i.e. urban, suburban, rural, etc.).	Noted.
Fresh Energy	35	Sustainability	we have been pleased with the Council's progress towards developing its on-site solar resources at water	The Council has revised community strategies in the "Economic Competitiveness" section of the Land Use



Name / Organization	Comment Number	Category	Comment	Response
			treatment facilities. We encourage the Council to continue this work, including by proactively identifying additional Council- owned sites suitable for rooftop or ground-mounted solar development.	Policy and in the strategy sections for the Urban Center, Urban, and Suburban community designations.
Fresh Energy	36	Sustainability	We strongly support the goals adopted by the Environmental Services Division and Metro Transit to reduce their energy purchases by 50% by 2020	Noted.
Fresh Energy	37	Sustainability	We further support the Council's commitment, to "pursue and invest in local generation of renewable energy for operations, including large scale solar facilities."	Additions have been made to the Building in Resilience text to reflect the Council's initiatives to reduce its own energy consumptions and emissions
Gloria Honda	1	Equity	Racial Equity is paramount. With 43% of the region expected to be people of color by 2040, we cannot hope to achieve livability, sustainability or prosperity without equity being prioritized.	Noted. See updated language in Equity section
Gloria Honda	2	Equity	We must prioritize investment in communities that have been systematically cut off from opportunity.	See Equity section.
Gloria Honda	3	Regional Balance	We cannot continue to subsidize sprawl at the expense of our urban core.	The various costs of different development patterns are a concern under the Stewardship and Equity outcomes of Thrive, are intertwined with many systems at the Council and beyond, and will continue to be at the center of discussions through implementation.
Gloria Honda	4	Regional Balance	Reinvesting in our core cities and inner ring suburbs must also be a top priority, but the current draft does not represent a significant shift from the status quo.	Reinvestment in developed areas is a major theme of Thrive.
Gloria Honda	5	Role of Council	Achieving this vision requires bold leadership from the Met Council.	See shared response on role of Council.
Gloria Honda	6	Transit	We must grow our transit system.	Thrive includes a strong vision of how growth in our region can be coordinated with growth of the transit system. See especially refinements to the Stewardship section and the Transportation Policy Plan update for more detail.
Greg King	1	Equity	Racial Equity is paramount. With 43% of the region expected to be people of color by 2040, we cannot hope to achieve livability, sustainability or prosperity without equity being prioritized.	Noted. See updated language in Equity section
Greg King	2	Equity	We must prioritize investment in communities that have been systematically cut off from opportunity.	See Equity section.

Name / Organization	Comment Number	Category	Comment	Response
Greg King	3	Equity	The reality is that life as a person of color does not have the same rich opportunities to share the abundance of our state as the life of someone in the white majority.	Noted.
Greg King	4	Regional Balance	We cannot continue to subsidize sprawl at the expense of our urban core.	The various costs of different development patterns are a concern under the Stewardship and Equity outcomes of Thrive, are intertwined with many systems at the Council and beyond, and will continue to be at the center of discussions through implementation.
Greg King	5	Regional Balance	Reinvesting in our core cities and inner ring suburbs must also be a top priority, but the current draft does not represent a significant shift from the status quo.	Reinvestment in developed areas is a major theme of Thrive.
Greg King	6	Transit	We must grow our transit system.	Thrive includes a strong vision of how growth in our region can be coordinated with growth of the transit system. See especially refinements to the Stewardship section and the Transportation Policy Plan update for more detail.
Growth and Justice	1	Outline	We at Growth & Justice strongly support the principles and strategic direction of the ThriveMSP 2040 draft plan.	Noted.
Growth and Justice	2	Implementation	this plan could be even stronger and include more “teeth” for racial equity, for environmental sustainability, for transit, for affordable housing and for smarter growth in the metropolitan area.	Noted.
Growth and Justice	3	Outline	I’m linking you to two recent op-eds that focused on both the racial equity angle and the plan’s proper emphasis on a more holistic view of economic competitiveness	Noted.
Growth and Justice	4	Collaboration	We look forward to engaging further and working in concert with you toward a more equitable prosperity in the Twin Cities	Noted.
Helen Carlson	1	Equity	Racial Equity is paramount. With 43% of the region expected to be people of color by 2040, we cannot hope to achieve livability, sustainability or prosperity without equity being prioritized.	Noted. See updated language in Equity section
Helen Carlson	2	Equity	We must prioritize investment in communities that have been systematically cut off from opportunity.	See Equity section.
Helen Carlson	3	Regional Balance	We cannot continue to subsidize sprawl at the expense of our urban core.	The various costs of different development patterns are a concern under the Stewardship and Equity outcomes of Thrive, are intertwined with many systems at the

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				Council and beyond, and will continue to be at the center of discussions through implementation.
Helen Carlson	4	Regional Balance	Reinvesting in our core cities and inner ring suburbs must also be a top priority, but the current draft does not represent a significant shift from the status quo.	Reinvestment in developed areas is a major theme of Thrive.
Helen Carlson	5	Role of Council	Achieving this vision requires bold leadership from the Met Council.	See shared response on role of Council.
Helen Carlson	6	Transit	We must grow our transit system.	Thrive includes a strong vision of how growth in our region can be coordinated with growth of the transit system. See especially refinements to the Stewardship section and the Transportation Policy Plan update for more detail.
Hennepin County	1	Economic Competitiveness	THRIVE does not address the immediate impacts to nonattainment of the National Ambient Air Quality Standards (NAAQS) and the consequences this could have to our economic competitiveness.	See revised language.
Hennepin County	2	Health	Health objectives should have a larger voice in the document	Staff agrees. This is an emerging area for the Council and collaboration with many partners will be necessary. See changes to Livability section.
Hennepin County	3	Outline	the document is quite high level and most of the system and policy plans that will include more detailed requirements have not yet been released for comment. This lack of detail makes it challenging to accurately assess the impact of the framework laid out in THRIVE.	The Outcomes structure of Thrive is intended to identify high-level issues and approaches that can be refined and adapted in the systems and policy plans over the life of the plan. The Council encourages interested parties to participate in the development of the systems and policy plans.
Hennepin County	4	Outline	general support of the document, often identifying Hennepin County objectives, goals and programs that align with those put forth in THRIVE	Noted.
Hennepin County	5	Mapping	We would like to request that Metropolitan Council release this data prior to approval of THRIVE so we can more accurately assess the impact of the proposed changes.	The data used to construct Special Features maps is available on through MetroGIS. Images included in Special Features pages are for general illustration only. References to appropriate sources are included in the revised text.
Hennepin County	6	Community Designations	The impacts of the new community designations and issues that may arise from using municipal boundaries for the community designation borders are imprecise and speculative.	As in previous plans, Thrive contains land use policies that are specific to community designations, in addition to land use policies that apply to all communities. Staff encourages readers to refer to these pages for community responsibilities. Also, systems and policy

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				plans, as in the past, will contain detailed material for community attention.
Hennepin County	7	Airport	Hennepin County supports closure of Crystal Airport and redevelopment of the 436 acre site for a mixture of job-creating commercial and industrial development as well as new residential development consistent with the city's housing goals.	Noted. Crystal airport is currently part of the regional system of reliever airports.
Hennepin County	8		This goal should be expanded to include equitable access to regional parks and trails. Large gaps in the regional park system exist in the first ring suburbs and the Metropolitan Council should discuss plans to mitigate this inequity over the next thirty years.	The Council shares the goal of establishing trails to connect existing regional parks; this will continue to be pursued in collaboration with the implementing parks agencies.
Hennepin County	9	Fiscal Disparities	A discussion on the Fiscal Disparities program should be included in THRIVE as a primary objective...At a minimum, Hennepin County recommends doing an analysis of the impact of fiscal disparities.	A study of the Twin Cities fiscal disparities program was completed for the Minnesota Dept. of Revenue in February 2012. This study included an analysis of fiscal impacts. This comment has been referred to economic competitiveness staff for consideration.
Hennepin County	10	Housing	Hennepin County recommends that the 2040 Housing Policy Plan be completed and reviewed before THRIVE is finalized.	The Housing Policy Plan is currently underway and in close coordination with Thrive. It will contain implementation detail and follow the overall Thrive direction.
Hennepin County	11	Housing	Hennepin County encourages the Metropolitan Council to provide communities with sufficient financial resources to meet the growing need for affordable housing	The Council will continue to provide financial resources as possible, in collaboration with all the other funding partners, including counties.
Hennepin County	12	Forecasts	THRIVE should include more information about how the forecast data was developed, the models used and their inputs, and how and when the forecasts are amended.	An overview of the Council's forecasting methodology has been added into Thrive. Additional information is available on the Council website.
Hennepin County	13	Ecological Resources	Need discussion of Emerald Ash Borer (EAB) and its inevitable impacts to the region. The deforestation of the region as a result of EAB will have a significant impact on the region over the next ten years and the Metropolitan Council should lead a regional approach and action plan.	Noted. The Council does not have much authority in this area but does recognize EAB as a threat to the region's vitality.
Hennepin County	14	Ecological Resources	Discrepancy between funds generated and received through the Clean Water Land and Legacy Amendment.	Noted.
Hennepin County	15	Transportation	discussion of transportation choices be expanded to include the differences between community types,	Noted. See additional language in community designations and roles.

Name / Organization	Comment Number	Category	Comment	Response
Hennepin County	16	Pedestrian	pedestrian facilities are currently supported as connections to other facilities, e.g. transit. Pedestrian facilities should be intrinsic and distinguished from bicycle facilities where appropriate.	Council encourages communities to plan and construct pedestrian facilities as local movement systems, and to connect them to regional infrastructure as possible.
Hennepin County	17	Transit	If this document is meant to be the regional development framework through 2040, there should be a stronger, more innovative voice and perspective on transit.	Noted.
Hennepin County	18	Wastewater	Hennepin County is interested in staying informed on changes to the existing (wastewater) service area and having an opportunity to review and comment as these changes may impact development and consequently natural resource protection.	The process for wastewater service expansion will remain the same. Staff encourages Hennepin County to participate in the Water Resources Policy Plan process, currently underway.
Hennepin County	19	Water Supply	Hennepin County agrees that this is a significant regional issue and supports the implementation of the sustainable water supply goals described in THRIVE. The plan does not address the impact the water supply may have on regional economic competitiveness and future development in Hennepin County and we recommend that the Metropolitan Council address this concern.	Noted Comments are referred to the Water Resources Policy Plan staff and Economic Competitiveness staff.
Hennepin County	20	Process	We are appreciative of the opportunity to respond and provide feedback. It is Hennepin County's hope that the Metropolitan Council will be open to suggestions and constructive feedback from its constituents. The Metropolitan Council's willingness to accept recommendations and modify THRIVE will make this plan an enduring and important document.	The Council remains open for input and has modified Thrive in many places to respond to comments. Council staff looks forward to collaboration with Hennepin County in pursuing regional and county Outcomes.
Hennepin County Staff Comments	1	Highway	"Council role [in Land Use Policy] should include support for maintenance and strategic expansion for the arterial roadway system"	A-minor arterial improvements will continue to be encouraged by the Council. The Transportation Policy Plan will contain enhanced detail.
Hennepin County Staff Comments	2	Economic Competitiveness	Consider adding a bullet point about how investing in bike / ped infrastructure is a quality of life issue that increases economic competitiveness.	Agreed; see multiple mentions in revised document.
Hennepin County Staff Comments	3	Transportation	The discussion about providing transportation choices should include a broader spectrum of all transportation modes. The use of single-occupancy vehicles should be acknowledged as a predominant mode choice and should be supported, as well as carpools, transit,	See revised document.

Name / Organization	Comment Number	Category	Comment	Response
Hennepin County Staff Comments	4	Livability	bike/walk, etc. The section under "Supporting the region's bicycle and pedestrian facilities to promote bicycling...Consider speaking about creating SAFE opportunities for people to walk and bike.	Safety is built into funding criteria; it could be more prominently mentioned in the narrative. See final version for changes, particularly in Livability.
Hennepin County Staff Comments	5	Active Living	transportation, recreation and healthy lifestyles" should go further to mention safety and making physical activity a part of daily life.	Multiple references to Active Living have been added throughout the document.
Hennepin County Staff Comments	6	Transportation	Pedestrian plans should also be aggregated.	Aggregating pedestrian plans is not mentioned since they are a local movement system. However, there are multiple references to support for cities to develop pedestrian plans. The Transportation Policy Plan will include recommendations for pedestrian access to transitway stations.
Hillary Reeves	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Hillary Reeves	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Hillary Reeves	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called "activity centers" (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Hillary Reeves	4	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Hillary Reeves	5	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Hillary Reeves	6	Accountability	Set strong goals and measures so that accountability can be enforced.	Noted. See updated language in Accountability.

Name / Organization	Comment Number	Category	Comment	Response
Housing Preservation Project	1	Equity	We hope the Council will be equally committed to moving from adoption of this general principle (Equity) to putting equity into practice in practical ways across the range of its activities	Noted.
Housing Preservation Project	2	Accountability	key in implementing the Equity principle will be in selecting the right indicators of progress in meeting equity goals. We urge the Council to allow for public input in selection of these indicators, as well as benchmarks that may be used	See updated language
Housing Preservation Project	3	Outline	Thrive rightfully emphasizes the Council's role in supporting community development that addresses these two complementary strategies ( housing and community investment).	Noted.
Housing Preservation Project	4	Affordable Housing	Given the fact that the transit/affordable housing connection not only increases opportunities for low income households, but also builds ridership levels for the transit system, there should be explicit mention of affordable housing in each of these sections.	
Housing Preservation Project	5	Housing	Thrive should acknowledge the housing-schools connection, and the Council should initiate cross-sector conversations, in order to clarify where it can play a meaningful role.	Noted and referred to Housing Policy Plan staff for discussion.
Housing Preservation Project	6	Housing	the discussion on expanding housing choices on p.22 should acknowledge the impact of school decisions regarding boundaries and other matters on housing patterns. On p. 36, the Department of Education should be listed as a partner ; see consulting obligation, Minn. Stat. § 124D.892 subd. I (c).	Noted and referred to Housing Policy Plan staff for discussion.
Housing Preservation Project	7	Housing	the greatest gap between affordable housing supply and demand exists for households below 30% AMI. , it should at the very least be noted in the Thrive document, and the Council should state that finding ways to address this need is on the agenda.	The Housing Policy Plan work group is discussing the topic.
Housing Preservation Project	8	Housing	The Council has already committed to a broader set of actions to expand choice for voucher-holders, which should also be reflected here.	Noted and referred to Housing Policy Plan staff for discussion.
Housing Preservation	9	Housing	the current system under MLUPA, where cities are only required to identify land for potential affordable housing	The Housing Policy Plan work group is discussing the topic.

Name / Organization	Comment Number	Category	Comment	Response
Project			development, frequently does not accomplish the purpose of actual affordable housing development	
Housing Preservation Project	10	Housing	barriers to affordable housing development, including both NIMBY and ways in which comp plan requirements to guide land for affordable housing were not working as intended.	The Housing Policy Plan work group is discussing the topic.
Housing Preservation Project	11	Role of Council	The Council should also explore legislative recommendations, including both investments and policy matters. (RCAP strategies)	See shared response on role of Council.
Housing Preservation Project	12	Housing	we need to ensure that displacement of low income residents along transit corridors should not happen is an important statement we fully support.	The Housing Policy Plan work group is discussing the topic.
Housing Preservation Project	13	Integration	there should be explicit recognition that one way to effectively integrate Council activities is for system and policy plans to contain language connecting to related Council activities	Noted.
Housing Preservation Project	14	Role of Council	We fully support the new roles for the Council that appear in the draft, including encouraging increased resources, and supporting fair housing research and testing into real estate steering and lending discrimination.	See shared response on role of Council.
Housing Preservation Project	15	Implementation	The Council should also explicitly commit to creating incentives for local governments to experiment with innovative approaches to creating or preserving affordable housing	Noted and referred to Housing Policy Plan staff for discussion.
Housing Preservation Project	16	Implementation	is a role for the Council in informing the public and promoting the community value and quality of affordable housing development	Agreed. Staff is currently exploring ways to support these endeavors.
Housing Preservation Project	17	Housing	negotiating affordable housing goals under LCA, this should not be done in a way that undercuts previously established housing goals under MLUPA.	The Housing Policy Plan work group is discussing this topic.
Housing Preservation Project	18	Community Designations	the community designations in Thrive should be informed more clearly by the FHEA clusters that overlap with the community designations.	
Housing Preservation Project	19	Housing	Land Planning Act and Livable Communities Act. While Council and local government obligations under these two important statutes are spelled out, there is virtually no discussion of the impact of these two laws, either	See language added in implementation section.



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Institute on Metropolitan Opportunity	1	Role of Council	here or in the FHEA the Council's addressing these problems is its own timidity and lack of confidence in its ability to meet the region's challenges.	See shared response on role of Council.
Institute on Metropolitan Opportunity	2	MUSA	(Thrive) has little to say about the MUSA	The community designations and much of the land use policy in Thrive are tightly bound with the idea of an urban/rural designation that is at the heart of the Metropolitan Urban Services Area.
Institute on Metropolitan Opportunity	3	Role of Council	If the Council truly wants to meet the more ambitious objectives of THRIVE (few as they are), it must first and foremost strengthen its resolve and become much more aggressive about exercising the powers that it has.	See shared response on role of Council.
Institute on Metropolitan Opportunity	4	Land Use	Cluster development on a regional scale.	The Council's Flexible Residential Ordinance in rural areas and the Job Concentrations in the urban services area are two examples of cluster development in Thrive.
Institute on Metropolitan Opportunity	5	Land Use	Require that new development on previously undeveloped land occurs at reasonable densities on land adjacent to already developed land.	Noted. See policies on land use density on Thrive and in the upcoming Transportation Policy Plan.
Institute on Metropolitan Opportunity	6	Land Use	Moderate density development (such as one housing unit per two acres) in areas just beyond the developed core of the region can make it very difficult to increase densities later as the urbanized core expands.	Agreed. See Policies in Rural Residential and Diversified Rural community designations.
Institute on Metropolitan Opportunity	7	MUSA	Refocus on growing within the limits of the MUSA	Thrive states clearly that the planned Urban Services area from the 2030 Regional Development Framework will not be expanded for 2040. This is growing within the limits of the MUSA.
Institute on Metropolitan Opportunity	8	MUSA	Enforcement of density limits outside the MUSA.	Noted.
Institute on Metropolitan Opportunity	9	Implementation	Serious review of local plans for consistency with regional objectives	Noted. See shared response on role of Council.
Institute on Metropolitan Opportunity	10	Role of Council	Greater interactions between the Council and the four collar counties	See shared response on role of Council.
Institute on Metropolitan Opportunity	11	Affordable Housing	Council policies should be focused on affordable housing strategies that require that all parts of the region provide their fair share of affordable housing and that ensure	The Council's policies are for housing options across the region

Name / Organization	Comment Number	Category	Comment	Response
			that current residents in neighborhoods of concentrated poverty have schooling options beyond all-poor, all-minority schools in their neighborhoods.	
Institute on Metropolitan Opportunity	12	Role of Council	The Council is required by state and federal law to help local schools stay racially integrated.	See shared response on role of Council.
Institute on Metropolitan Opportunity	13	Affordable Housing	Creating and enforcing serious affordable housing goals, especially in growing areas with good schools, should be a priority in the Council's housing policies	The Housing Policy Plan will address these issues.
Institute on Metropolitan Opportunity	14	Affordable Housing	Performance on these goals should be among the most important criteria used by the Met Council when reviewing of local comprehensive plans	
Institute on Metropolitan Opportunity	15	Affordable Housing	Funding under existing affordable housing programs--the Low Income Housing Tax Credit and HUD's Section 8 programs--should be distributed based on overall population proportions, the distribution of school age population, and integration goals, deemphasizing the current focus on the core of the region	Noted.
Institute on Metropolitan Opportunity	17	Affordable Housing	The Council must be vigilant in enforcing fair housing goals, and treat non-compliance with fair housing targets as grounds for rejecting local comprehensive plans	Noted.
Institute on Metropolitan Opportunity	18	Affordable Housing	"naturally occurring" market rate affordable housing should be included in decisions regarding future affordable housing targets and the location of new subsidized housing.	The Housing Policy Plan will address these issues.
Institute on Metropolitan Opportunity	19	Economic Competitiveness	Clustered development to conserve land and infrastructure. The implied strategy is to focus development efforts along existing transportation corridors or at the intersection of current major highways.	Noted.
Institute on Metropolitan Opportunity	21	Economic Competitiveness	Infill and new development near the core of the region to enhance access to opportunity for the disadvantaged populations disproportionately residing there.	The Council agrees.
Institute on Metropolitan Opportunity	22	Economic Competitiveness	Reduced incentives for inter-local competition for commercial and high-end residential development.	Noted.
Institute on Metropolitan	23	Ecological Resources	The Council could use its authority to adopt an action plan for climate change mitigation and adaptation, and	Thrive has been revised to more clearly define the Council's next steps on addressing Climate Change; the

Name / Organization	Comment Number	Category	Comment	Response
Opportunity			establish regional goals for reducing greenhouse gas emissions.	Council will work toward the state's goals for reducing greenhouse gas emissions.
Institute on Metropolitan Opportunity	24	Ecological Resources	Similarly, the Council could adopt a plan to protect the region's remaining natural areas and areas where aquifers are recharged.	Noted. The Water Resources Policy Plan update and Regional Parks Policy Plan update will address these topics.
Institute on Metropolitan Opportunity	25	Role of Council	Increasing state-level leadership and guidelines for growth in the metropolitan area and in the exurbs just beyond the region's official boundaries. Reconstituting the state planning agency would be a good first step. Council lobbying efforts in the state legislature should emphasize these objectives.	See shared response on role of Council.
Institute on Metropolitan Opportunity	26	Role of Council	Integrating environmental issues into local plan reviews and elevating environment to a "system" in the Met Council review process. This would effectively integrate environmental issues into Met Council planning for transportation, economic development, and housing.	See shared response on role of Council.
Institute on Metropolitan Opportunity	27	Role of Council	Lobbying to expand the Met Council's planning powers and services into the four collar counties, which contain nearly half of the metropolitan area's sensitive natural areas. In the interim, the Council should work more closely with these counties to coordinate policies.	See shared response on role of Council.
Institute on Metropolitan Opportunity	28	Role of Council	Using the potential expansion of the Fiscal Disparities Tax Base Sharing into the four collar counties as a bargaining chip in negotiations with the collar counties to expand the Council's authority.	See shared response on role of Council.
Institute on Metropolitan Opportunity	29	Role of Council	Strategic use of Met Council infrastructure decisions – waste water collection and treatment, transportation planning and MUSA expansions – to support environmental goals.	See shared response on role of Council.
Institute on Metropolitan Opportunity	30	Role of Council	There several areas where the Met Council should work to expand its powers and a few others where the Council should use its current powers more aggressively Boundaries, Representation, Regional land-use planning and the Metropolitan Urban Services Area (MUSA).	See shared response on role of Council.
Institute on Metropolitan Opportunity	31	Role of Council	Although the Council has few direct powers in this area, it could do much to encourage local areas to pursue cooperative strategies or consolidations by incenting this	See shared response on role of Council.

Name / Organization	Comment Number	Category	Comment	Response
			behavior when it makes its own funding and infrastructure decisions.	
ISIAIH	1	Outline	We are encouraged to see the inclusion of equity as one of the five desired outcomes	Noted.
ISIAIH	2	Outline	...applaud the Council's language around "pivoting from expanding to maintaining our region's wastewater and highway infrastructure;" encouraging redevelopment and infill; and recognizing the ways in which regional planning and investments can contribute to promoting healthy communities.	Noted.
ISIAIH	3	Outline	We also affirm the principles of integration, collaboration and accountability	Noted.
ISIAIH	4	Equity	Equity must be a priority, not simply one of five "desired outcomes."	Noted. The Council holds the five Outcomes as equal.
ISIAIH	5	Health Equity	Minnesota Department of Health's report to the Legislature, "Advancing Health Equity in Minnesota" (February 1, 2014).	Agreed. See increased mention of Health and Active Living, especially in the Livability section.
ISIAIH	6	Forecasts	We are alarmed to note that the Thrive MSP 2040 plan calls for nearly ¾ of the total metro growth	See shared response on forecasts. Thrive has been revised to note the fiscal and development challenges associated with more intense growth in the more developed part of the region.
ISIAIH	7	Growth Philosophy	We feel the growth pattern should be flipped, and question whether any of the desired outcomes –equity, stewardship, prosperity, livability and sustainability – could be achieved without doing so.	See shared response on forecasts. Thrive has been revised to note the fiscal and development challenges associated with more intense growth in the more developed part of the region.
ISIAIH	8	Education	1. Go further in recognizing the ways in which the Met Council's decisions impact educational outcomes. • We feel that housing, transportation, land use policy all have meaningful impacts on educational outcomes. The development of these policies should be pro-actively mindful of these impacts.	Note. Staff sees this as one topic for potential convening.
ISIAIH	9	Transit	1. Prioritize Transit Equity.	Bus stop improvements/amenities will be covered within the Transportation Policy Plan. Thrive has been revised to more clearly reference both transitway investment and regular route bus service.
ISIAIH	10	TOD	More detail on aligning resources to support TOD	Besides initiating a new Office of TOD in Metro Transit that will both support and, when appropriate, lead in local and regional efforts to foster TOD, the Council will

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				continue to facilitate TOD through Livable Communities Act grants to local government in support of projects and proposals that promote or are TOD. The Council will also explore the expanded use of local planning assistance grants and loans for local station area planning efforts in support of TOD.
ISAIAH	11	Role of Council	Bold leadership requires the courage to name the impediments, and advocate for reform even if it is beyond the technical purview of the Council.	See shared response on role of Council.
ISAIAH	12	Role of Council	i. Metropolitan Council truly representative of, and accountable to, residents of the region on a proportional basis? ii. Can the Metropolitan Council be effectively led by part-time, largely uncompensated Chair and Members? iii. Shouldn't the geographic reach of the Metropolitan Council, set nearly 50 years ago, be expanded	See shared response on role of Council.
ISAIAH	13	Leadership	In summary, we are concerned that the document falls short in boldness of vision necessary in order to affect real change in our region.	Noted.
Jackie Grissom	1	Equity	We need affordable housing, better paying jobs, and transportation for all citizens. We can no longer say "its someone else's responsibility." The time is now for true empathy, support and action..	noted
James Gagne	1	Transportation	Highway funding v transit funding ...It seems to me that there is an effort to starve highway funding in order to push more transit development.	Noted. See Transportation Policy Plan update for more information.
James Gagne	2	Forecasts	Where did the population numbers come from, it appears they were developed by someone at the Met Council? Have those numbers been confirmed by any third party outside consultants?	See shared response on forecasts.
James Gagne	3	Equity	I am greatly concerned with the Met Council's drift towards "Racial Disparities" issue (mission creep)	The Council believes that the roles outlined in Thrive are consistent with its mission to oversee the orderly and economical development of the region.
James Gagne	4	Transit	The assertion that "transit" has lead to new development just hasn't been the case So far. This is from a credible study done over the last 10 years on the Hiawatha line.	Noted.
James Gagne	5	Climate Change	Your mention of the Duluth flood as an example of	Noted. See revised text.

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			changes to our environment is LUDICROUS and should be removed. There is NO proof that it was caused by anything other than a freak storm and you be little this whole plan with that in.	
James Gagne	6	Equity	Please define "Equity". Again why and how are you going to bring Equity into your planning equation?	See updated language in Equity.
James Gagne	7	Transportation	Mention of using more "managed lanes to provide congestion free option." This is one of the most ridiculous things that you continue to push. Please show me a Independent source of data that is not connected to the managed lane industry that can prove that these lanes make any sense?	See Transportation Policy Plan update for details
James Gagne	8	Transit	So the obsession with building more LRT seems way overblown, what seems to make more sense to more and better bus service.	Regular-route bus service will continue to be the backbone of transit in the region. Expansion of this service is a primary part of the upcoming Transportation Policy Plan approach to transit. Transitways receive more attention in Thrive because of the need to align these investments with other things such as land use.
James Gagne	9	Transportation	Your contention that MnPass lanes provide more capacity" for larger trucks in the general highway lanes" is NOT TRUE	Noted. See Transportation Policy Plan for more information. Thrive has been revised to more clearly explain managed lanes.
James Gagne	10	Infill	I agree with encouraging redevelopment to infill sites.	Noted.
James Gagne	11	Equity	"Equity" you need to remove this is not your job and you are not equipped to and or is your mission to focus on this.	Noted. See shared response on role of Council.
James Gagne	12	Housing	You are making a lot of assumptions about the Millennial generation.	Noted. The Housing Policy Plan work group is discussing the housing needs of the region's residents.
James Gagne	13	Park And Ride	I love the idea of more Park and Ride lots they really get used from what I see around the metro area and THEY will actually reduce congestion by having convenient and flexible transit options.	Noted.
James Gagne	14	Bike/Ped	...don't see the need to take away traffic lanes to make room for more bike lanes.	Noted.
James Gagne	15	Water Supply	Now the Council is going to have a Water Supply Master Plan, when was the Council told to address this issue?	See shared response on water supply and Water Resources Policy Plan.
James Gagne	16	Climate Change	Same thing with Climate Change??? It seems like the Council is going to solve all the worlds issues.	Noted. See shared responses on role of Council and climate change.
James Gagne	17	Climate Change	Your example's of Climate Change are really really	Noted.

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James Gagne	18	Outline	laughable and completely not proven. Thrive: Principles= Integration, collaboration and accountability, really who makes this up and how much of our money are you spending thinking this up????	Thrive has been developed with the direct participation of more than 2000 residents over the past 2 years. Thrive reflects the priorities and concerns expressed in these discussions.
James Gagne	19	Role of Council	In my opinion the Met Council is trying to creep into every aspect of our lives and its mission, budget and the 2040 plan is really outrageous in its scope and complexity.	The Council believes that the roles outlined in Thrive are consistent with its mission to oversee the orderly and economical development of the region.
Jason Bennett	1	Role of Council	reflective of grander global zoning policies as outlined by the United Nations and organizations like the "International Council on Local Environmental Initiatives".	Thrive has been developed with the direct participation of more than 2000 residents over the past 2 years. Thrive reflects the priorities and concerns expressed in these discussions.
Jason Bennett	2	Transit	the Light Rail project is a part of this "sustainability"	Light rail is one of many modes in the intermodal movement system that the region manages.
Jason Bennett	3	Transit	apparently the Metro Council cares not the amount of federal grants and tax payer money that will be thrown into such a financial black hole of which the ridership will never end up paying for its maintenance costs and general funds	See shared response on stewardship.
Jason Bennett	4	Regional Parks	The eminent domain land grab up in Dakota County along the Mississippi river for more park area and bike paths infringing upon people's private property rights for pennies on the dollar no doubt fit into the Metro Council's "vision" of the future!	Noted.
Jason Bennett	5	Land Use	Denials of applications to build single family homes in favor of other insider developers who will build condos and apartment buildings will also be a part of this crony vision of yours.	Thrive has been revised to more clearly explain the demographic and infrastructure drivers of the Council's forecasts.
Jason Bennett	6	Housing	The lack of living choices for individuals and families that will come out of this "vision" will become apparent as more of this is implemented	One of Thrive's themes is the increase of living and travel choices available to people throughout the region.
Jason Bennett	7	Other	Metro Council's department and their rising personal wealth due to kick-backs received through the implementation of this vision will also become very apparent and those like myself will be sure to show it to the public with painstaking detail!	Noted.
Jennifer	1	Stewardship	Residents care about how the region grows—because	See shared response on stewardship.

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Harmening Thiede			this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	
Jennifer Harmening Thiede	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Jennifer Harmening Thiede	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted. See Land Use policies and updated Job Concentration section.
Jennifer Harmening Thiede	4	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Jennifer Harmening Thiede	5	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Jonathan Ahn	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Jonathan Ahn	2	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Jonathan Ahn	3	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Jonathan Ahn	4	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for



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Julia Singer	1	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	further details. Noted See Land Use policies and updated Job Concentration section.
Julia Singer	2	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Julia Singer	3	Transit	Please do more with mass transit, to get it moving. We need a strong voice and commitment to LRT, especially SWLRT, and we need to include everyone in this. Kenwood will be under-served if the 21st Station is not built. I realize that some of my neighbors are doing everything they can to keep this train from running at all, (LRT Done Right is really LRT not done at all) but we have to look at the bigger picture, the future of Minneapolis, and this neighborhood, and come up with ways to make it work. i.e., a high-line styled bikeway. Trains are the priority, or should be, in this corridor. it is and has been a train corridor for at least a hundred years. And seriously, how cool would a high-line be in the tree-tops?	See the revisions to Thrive and the upcoming Transportation Policy Plan for details on the approach to transit.
Julie Nelson	1	Food Access	Include topic of food topics when discussing transportation, land use, economic development policies. Transportation access to fresh and healthy food; city ordinances to support growth of urban agriculture, food systems/supply chains, local food industry businesses; food forests on public park land and community gardens on vacant lots.	Staff agrees. This is an emerging area for the Council and collaboration with many partners will be necessary. See changes to Livability section.
Kathleen Murphy	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Kathleen Murphy	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Kathleen Murphy	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a	Noted See Land Use policies and updated Job Concentration section.

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			high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	
Kathleen Murphy	4	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Kathleen Murphy	5	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Kathleen Murphy	6	Transit	Transit that gives riders flexibility	Agreed. See updated language in Thrive.
Kennedy Willis	1	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Kennedy Willis	2	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Kennedy Willis	3	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Kennedy Willis	4	Accountability	Set strong goals and measures so that accountability can be enforced.	Noted. See updated language in Accountability.
Kennedy Willis	5	Equity	Support for actions toward equity in race and class, especially to give choices to stay or move, decrease concentration of poverty OR wealth, encourage mixed-income communities, mixed-use spaces, mixed background; create accessibility and mobility between communities, classes, races, and ethnicity when making development and city planning decisions	Noted.
Kevin Thompson	1	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a	Noted See Land Use policies and updated Job Concentration section.

Name / Organization	Comment Number	Category	Comment	Response
			high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	
Kevin Thompson	2	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities. Particularly in the Bassett Creek Valley, which is wide open for development along the SWLRT alignment	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Linwood Township	1	Community Designations	The Town Board Requests The Community Designation For Linwood Township Be Changed From Diversified Rural To Rural Residential. If Not, The Metropolitan Council Should Consider Flexible Density Standards For Communities That Are Rural Residential In Nature But Not So Designated.	Staff does not support the change in designation from “Diversified Rural” to “Rural Residential.” Council staff believe that future development consistent with the Township’s adopted plan and the township’s groundwater will be best protected in the Diversified Rural designation. The soils of Linwood Township allow for infiltration of surface water; protecting groundwater supplies for future Linwood residents can be best achieved by the densities and development patterns allowed in “Diversified Residential.” The Township’s letter suggests the Council consider flexible density standards for communities that are Rural Residential in nature, but not so designated. The Council’s recent review of the Township plan (February 2014) noted that the comp plan was consistent with Flexible Residential Development Guidelines for Diversified Rural areas, which was adopted in 2008. The Council encourages the Township to consider implementing clustering, conservation subdivision, or other similar ordinance measures, consistent with the above Guidelines.
Margaret Beegle	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Margaret Beegle	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section

Name / Organization	Comment Number	Category	Comment	Response
Margaret Beegle	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Margaret Beegle	4	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Margaret Beegle	5	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Margaret Beegle	6	Climate Change	Climate instability must be factored into the equation.	Noted. See updated language in Sustainability.
Margaret Beegle	7	Sustainability	Support renewable energies	Noted.
Margaret Beegle	8	Livability	Get perennials into the ground and cars off the road.	Noted.
Margaret Beegle	9	Transit	Test and implement Personal Rapid Transit to marginalize automobile traffic.	Noted.
Mark Snyder	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Mark Snyder	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Mark Snyder	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Mark Snyder	4	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for

Name / Organization	Comment Number	Category	Comment	Response
Mary Bjornkjeld	1	Equity	Racial Equity is paramount. With 43% of the region expected to be people of color by 2040, we cannot hope to achieve livability, sustainability or prosperity without equity being prioritized.	further details. Noted. See updated language in Equity section
Mary Bjornkjeld	2	Housing	Effect of housing and transportation policy on schools	Noted.
Mary Bjornkjeld	3	Livability	Community gardens, community schools	
Mary Bjornkjeld	4	Regional Balance	Reinvesting in our core cities and inner ring suburbs must also be a top priority, but the current draft does not represent a significant shift from the status quo.	Reinvestment in developed areas is a major theme of Thrive.
Mary Bjornkjeld	5	Regional Parks	Parks funding - city and regional	Noted
Mary Bjornkjeld	6	Transit	We must grow our transit system.	Thrive includes a strong vision of how growth in our region can be coordinated with growth of the transit system. See especially refinements to the Stewardship section and the Transportation Policy Plan update for more detail.
Meghan Grossman	1	Equity	We must prioritize investment in communities that have been systematically cut off from opportunity.	See Equity section.
Meghan Grossman	2	Regional Balance	We cannot continue to subsidize sprawl at the expense of our urban core.	The various costs of different development patterns are a concern under the Stewardship and Equity outcomes of Thrive, are intertwined with many systems at the Council and beyond, and will continue to be at the center of discussions through implementation.
Meghan Grossman	3	Regional Balance	Reinvesting in our core cities and inner ring suburbs must also be a top priority, but the current draft does not represent a significant shift from the status quo.	Reinvestment in developed areas is a major theme of Thrive.
Meghan Grossman	4	Role of Council	Achieving this vision requires bold leadership from the Met Council.	See shared response on role of Council.
Meghan Grossman	5	Transit	We must grow our transit system.	Thrive includes a strong vision of how growth in our region can be coordinated with growth of the transit system. See especially refinements to the Stewardship section and the Transportation Policy Plan update for more detail.
Meghan Grossman	6	Equity	Racial Equity is paramount. With 43% of the region expected to be people of color by 2040, we cannot hope to achieve livability, sustainability or prosperity without equity being prioritized.	Noted. See updated language in Equity section
Metro Cities	1	Process	Metro Cities commends the Metropolitan Council for	Noted.

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			this approach (shared vision) Cities appreciates the work by Metropolitan Council members and staff on the draft, and the outreach performed by the Council over the last two years	
Metro Cities	2	Role of Council	encouraged by the underpinning in Thrive to strengthen collaboration with local governments,	See shared response on role of Council.
Metro Cities	3	Role of Council	acknowledgement of the Council's role as a 'convener'	See shared response on role of Council.
Metro Cities	4	Role of Council	and enhancing assistance to local communities	See shared response on role of Council.
Metro Cities	5	Role of Council	areas not historically under the Council's purview, namely around climate change, equity, and economic competitiveness`.	See shared response on role of Council.
Metro Cities	6	Implementation	resources needed	Noted.
Metro Cities	7	Implementation	...how the outcomes will translate into policies, statements, and accountability measures.	See additional language in Accountability section.
Metro Cities	9	Implementation	...will require consistent efforts by the Council that aim for balance, transparency, adherence to the Council's core mission, and engagement with partners at every step of its implementation.	Agreed. See Collaboration section for additional language.
Metro Cities	10	Implementation	Metro Cities appreciates the tone of collaboration	Noted.
Metro Cities	11	Implementation	Encouraged by statements to balancing regional issues and concerns with local goals and circumstances	Noted.
Metro Cities	12	Implementation	Council work closely in collaboration with local governments	Noted. See Collaboration section for more detail.
Metro Cities	13	Implementation	Council balance its attention and resources on all areas of the region	Noted. Thrive uses "Regional Balance" to refer to this concept. See Prosperity section.
Metro Cities	14	Implementation	Lacking an analysis of fiscal costs that will be required	System and policy plans will contain greater detail on fiscal dimensions.
Metro Cities	15	Implementation	Concerned that broadly defined goals may translate to unfunded mandates	See shared response on role of Council.
Metro Cities	16	Implementation	Concerned that (some) uses of resources that potentially compromise their integrity around statutory requirements, stability of the source, and proportionality to the goods and services they provide.	Noted. See Accountability section for additional language.
Metro Cities	17	Implementation	cautious around using existing fund/fee structures to advance particular Thrive goals (e.g. 2013 SAC workgroup)	Noted.
Metro Cities	18	Implementation	..how outcomes will translate into regional/local responsibilities	Application of policies to local circumstances will take place during comprehensive plan updates.

Name / Organization	Comment Number	Category	Comment	Response
Metro Cities	19	Implementation	...the absence of identified strategies and measurements call into question how the Council will know when or if they have been achieved...	See systems and policy plans which will include more detail on implementation.
Metro Cities	20	Role of Council	underfunded infrastructure...more directly delineating the consequences associated with the lack of resources for meeting these regional goals and priorities.	See shared response on role of Council.
Metro Cities	21	Equity	Equity outcome and expectations for achieving it must be more clearly defined	See text updates.
Metro Cities	22	Equity	Equity statement "engaging a full cross section of the community" should be primary	Noted.
Metro Cities	23	Livable Communities	Metro Cities opposes questions on Livable Communities grant forms that require applicants to define how local projects would advance equity, particularly without linked measurable goals.	Noted. See edits to text describing working with partners to identify equity indicators for future consideration.
Metro Cities	24	Ecological Resources	Metro Cities supports efforts to advance natural resource and environmental protection and to protect water supply and quality, and adequate funding and incentives for local governments to comply with state and regional efforts around protections and policies.	Noted.
Metro Cities	25	Water Supply	Water : policies oppose an overlapping regulatory role for the Council around this locally provided utility	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
Metro Cities	26	Collaboration	continue enhancing awareness and collaboration with local governments and other partners	Noted.
Metro Cities	27	MAWSAC	more fully utilize the Water Supply Advisory Committee in this work, and continue to address statutorily identified goals for the committee.	Noted and referred to Water Resources Policy Plan staff.
Metro Cities	28	Water Supply	does not stipulate a specific "management" role for the Council around water supply as the document currently states.	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
Metro Cities	29	Waste Water	supports the Council's goals for continuing to reduce inflow-infiltration	Noted. The Water Resources Policy Plan will contain more detail on this topic.
Metro Cities	30	Climate Change	'soft' approach that the document takes, but notes the lack of specifics	
Metro Cities	31	Climate Change	an issue for which the Council would do best to lead by example, to be focused in promoting best practices, and to collaboratively engage with communities, and organizations such as Green Steps Cities, that can	Noted.

Name / Organization	Comment Number	Category	Comment	Response
Metro Cities	32	Integration	provide examples around practices and results most Council functions are tied to resource streams with clear statutory and/or policy requirements - care to carefully navigate goals with funding constraints and requirements	Noted.
Metro Cities	33	Process	Ensure that local land use authority is not usurped in alignments of regional goals and functions	Noted. See shared response on role of Council.
Metro Cities	34	Integration	On-going, in-depth analysis and active engagement with local government partners will be required as the Council's work is guided by this principle.	Agreed.
Metro Cities	35	Accountability	indicators and measures should be to the extent possible identified, transparent and understandable to local governments and others that will be instrumental in implementing the goals	
Metro Cities	36	Land Use	Metro Cities appreciates the more layered approach the designations provide	Noted.
Metro Cities	37	Land Use	Concerns about required density levels as they intersect with a lack of existing tools for redevelopment, market-based realities, natural resource considerations, and fiscal constraints.	Reinvestment in developed areas is a major theme of Thrive, and Thrive has been revised to add reference to collaborative work to identify tools to enhance redevelopment.
Metro Cities	38	Community Designations	Designations need to better acknowledge a community's growth and development and that an understatement of these factors could delay needed future infrastructure investments	The Council encourages communities to plan and build towards the development patterns of the Community Designation they aspire to be. As a community's character changes through new or redevelopment, the Council will review and re-designate Community Designations as appropriate.
Metro Cities	39	Economic Competitiveness	Metro Cities commends the Council for recognizing the importance of regional economic competitiveness	Noted.
Metro Cities	40	Economic Competitiveness	most important and appropriate role for the Council is the performance of its core functions of regional level planning and infrastructure in a cost effective, strategic, and appropriately scaled manner that will promote economic growth in the region	See shared response on stewardship. See shared response on role of Council.
Metro Cities	41	Economic Competitiveness	also maximally operate programs that enhance regional tax base, spur private investment, and increase community livability, which foster additional prosperity and growth that benefits the entire region	See shared response on role of Council.
Metro Cities	42	Economic	work in concert with local partners to help secure state	See shared response on role of Council.



Name / Organization	Comment Number	Category	Comment	Response
Metro Cities	43	Competitiveness Economic Competitiveness	and federal tools and resources The Council's interests along these lines should be more general than specific; vigilance must be exercised at the intersection of regional expectations and community priorities;	Noted.
Metro Cities	44	Economic Competitiveness	Economic development is largely a local issue	The Council's approach recognizes that economic development is a local issue.
Metro Cities	45	Transportation	The need for resources is a compelling concern for our state and region that should be more clearly identified in Thrive.	Thrive has been revised to acknowledge the need for resources in multiple systems.
Metro Cities	46	Transportation	a stronger leadership role by the Council to help secure state and federal level resources for transportation	Thrive has been revised to acknowledge the need for resources in multiple systems, including transportation.
Metro Cities	47	Transportation	Thrive does not sufficiently address the need for regional transportation plans and investments to be tailored at a sub-regional and community level. Concern that plan focuses more on communities that are better positioned for transit	Responders had many overlapping comments on highways. See the shared response in the previous section.
Metro Cities	48	Transportation	many areas of the region whose transportation infrastructure leaves them simply, unserved, or at best, underserved These communities must be included in the regional strategy for enhancing our transportation/transit and other infrastructure and investments	Responders had many overlapping comments on highways. See the shared response in the previous section.
Metro Cities	49	Housing	Metro Cities supports the tone and content of Thrive with respect to identified Council and local roles to ensure adequate housing affordability and choice	Noted. See Housing Policy Plan Work Group for further details.
Metro Cities	50	Housing	Metro Cities appreciates the work of the Council with its local government partners to address issues associated with the allocation and planning for future need	Noted. See Housing Policy Plan Work Group for further details.
Metro Cities	51	Housing	support the inclusion of local government partners and other stakeholders to assist the development of a regional housing policy	Noted. See Housing Policy Plan Work Group for further details.
Metro Cities	52	Housing	support a housing policy that has as its underpinning collaboration, guidance, and best practices for local communities to meet wide ranging housing needs that account for various local demographics, circumstances and market conditions	Noted. See Housing Policy Plan Work Group for further details.
Metro Cities	53	Process	the comp plan process is expensive and labor intensive.	With the adoption of Thrive and the system plans, the

Name / Organization	Comment Number	Category	Comment	Response
			Metro Cities' policies support a review and potential streamlining of these processes.	Council is about to begin an effort to streamline the comprehensive plan process and looks forward to collaborating with MetroCities on this.
Metro Cities	54	Process	We urge the Council to consider specifically how this can be achieved,	Systems and Policy Plans will include more detail on implementation.
Metro Cities	55	Process	support resources in assisting cities with the preparation of comprehensive plans	Noted. As noted toward the end of Thrive, the Council is in the early stages of planning for planning assistance grants.
Metro Cities	56	Process	Metro Cities is pleased to see the emphasis on working collaboratively with local governments	Noted.
Metro Cities	57	Process	The unique role of the Council as a "convener."	Noted.
Metro Cities	58	Process	Metro Cities has also appreciated the transparent process under which Thrive has been developed, and the outreach by the Council and its staff.	Noted.
Metro Cities	60	Role of Council	appears to be moving the Council toward a new and expanded purview in certain policy areas as well as potentially adding new requirements for local governments.	See shared response on role of Council.
Metro Cities	61	Role of Council	As well as potentially adding new requirements for local governments.	See shared response on role of Council.
Metro Cities	62	Role of Council	supports the role of the Council in setting broad regional goals, managing the overall growth of the region, and providing services that cannot be provided as efficiently or cost effectively at the local level.	See shared response on role of Council.
Metro Cities	63	Role of Council	the region will be best served with a consistent focus and priority by the Council on advancing its core mission and functions.	The Council believes that the roles outlined in Thrive are consistent with its mission to oversee the orderly and economical development of the region.
Metro Cities	64	Collaboration	Metro Cities stands ready to work with the Council as it incorporates the new development guide into its mission, planning and operations.	Noted.
MICAH	1	Implementation	Please include the Implementation Plan and the Engagement Plan of how all members of the community will be involved in all decisions in the final THRIVE Document.	See additional language in Collaboration section.
MICAH	2	Implementation	Please describe the accountabilities that will be in place to ensure that disparities are eliminated and equitable opportunities are in provided throughout the region for decent, safe, accessible and affordable rental and	See additional language in Accountability section.

Name / Organization	Comment Number	Category	Comment	Response
MICAH	3	Implementation	homeownership. Please describe how Jobs and Contracts will be awarded and provided to that community's businesses and residents. The percentage of minority/women owned businesses receiving contracts and people of Color obtaining jobs through THRIVE initiatives should be at least equal to the percentage of people of color in the region or in community impacted (whichever is higher). Corridor stops should be designed by the local community residents to meet their needs	See Accountability section for revised language and forthcoming Council work to operationalize Equity.
MICAH	4	Implementation	Please describe how you will insure Full Accessibility for people with disabilities, poor credit and/or rental histories and/ or criminal histories to obtaining decent, safe, accessible and affordable housing, livable incomes, affordable and accessible health, human services and transit, excellent education, environmentally safe and where their civil rights are respected and protected throughout the region.	See forthcoming system and Policy plans for more information.
MICAH	5	Implementation	Please describe how you will use Rule 39 stop school districts from drawing their school boundaries around low income housing developments.	Noted. The Housing Policy Plan work group is discussing the topic.
MICAH	6	Implementation	Please describe how you will use Rule 39 to ensure communities are developing affordable housing for everyone in the community especially in communities creating or expanding business opportunities/jobs	The Housing Policy Plan work group is discussing the topic.
Michael North	1	Ecological Resources	...guilds of avian species have already been affected by urbanization, especially _____ that merit special attention	Noted.
Michael Tracy	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Michael Tracy	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Michael Tracy	3	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.

Name / Organization	Comment Number	Category	Comment	Response
Michael Tracy	4	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Michael Tracy	5	Stewardship	Do more to target or concentrate new jobs and housing into so-called "activity centers" (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Mid-Minnesota Legal Aid	1	Equity	disappointing that a staff proposal before the Community Development Committee, also on March 17, which incorporated equity considerations into the draft 2014 LCA fund distribution plan was met with some push-back from Metro Cities and by some members of the Committee	Noted. See edits to text describing working with partners to identify equity indicators for future consideration.
Mid-Minnesota Legal Aid	2	Equity	keep promoting the equity agenda through all aspects of the Council's reach, but most especially in the housing and community development field	Noted.
Mid-Minnesota Legal Aid	3	Equity	please make sure that the inclusive approach to addressing equity and reducing RCAPs that you have championed filters down to work-groups like the one proposed for specifying how equity outcomes will be measured and achieved in the LCA plan.	Noted.
Minneapolis Park and Recreation Board	1		Park roles in achieving outcomes, especially livability, active living, health and wellness	Staff agrees. This is an emerging area for the Council and collaboration with many partners will be necessary. See changes to Livability section.
Minneapolis Park and Recreation Board	2		"Changes and challenges that lie ahead for the region" section should reflect how the changes and challenges will impact regional parks.	Regional Parks Policy Plan update will include more detail on this topic.
Minneapolis Park and Recreation Board	3		Thrive should encourage local governments to conserve, protect, and interconnect more open space, not just regional parks.	Agreed. See community roles text
Minneapolis Park and Recreation Board	4		Redevelopment of industrial land, especially along the Mississippi River, should consider parks and open space as a viable development option for local agencies and be	Application of policies to local circumstances will take place during the city's comprehensive plan update.

Name / Organization	Comment Number	Category	Comment	Response
			in balance, not contrary to, the other types of assets serving region- wide needs.	
Minneapolis Park and Recreation Board	5		More directly articulate the valuable ecological services provided by regional parks in combination with other open spaces. This includes such things as groundwater recharge, climate change mitigation, wildlife habitat and movement, and carbon sequestration.	Agreed. Thrive has been revised.
Minnesota Center for Environmental Advocacy	1	Process	Have appreciated the opportunities I have had to make one of the stakeholder presentations, attend the meetings of the Committee of the Whole and listen to the Council's deliberations, and engage with a number of the members of the Council	Noted.
Minnesota Center for Environmental Advocacy	2	Process	I applaud the Council for considering and taking to heart information it heard about major shifts in some of the most basic assumptions about the region.	Noted
Minnesota Center for Environmental Advocacy	3	Outline	MCEA supports the Council's specific direction on regional equity, the affordability of housing, water sustainability, natural resource protection, and climate change.	Noted.
Minnesota Center for Environmental Advocacy	4	Role of Council	The Council is also right that it should make use of all of its authorities and investments in a coordinated fashion to deal with these challenges.	Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Minnesota Center for Environmental Advocacy	5	Role of Council	The Council repeatedly states it will use all of its authorities and investments ...It almost immediately retreats from these statements by relying substantially on the Council's collaboration, coordination, and convening functions	Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Minnesota Center for Environmental Advocacy	6	Role of Council		Noted. See updated language in implementation.

Name / Organization	Comment Number	Category	Comment	Response
			Except for some passing references, Thrive does not set out an explanation of the Council's authority to review comprehensive plans until almost its very end	
Minnesota Center for Environmental Advocacy	7	Role of Council	e.g. If the Council is serious about using all of its authorities, it should state in the water resources and transportation plans that it does not support growth in groundwater recharge areas and regionally significant natural areas.	The Water Resources Policy Plan will contain more detail on this topic. The Council also has to balance these goals against responsibilities in other areas and previous commitments.
Minnesota Center for Environmental Advocacy	8	Climate Change	The Council's climate discussion in Thrive more than adequately lays the base for taking action under the Metropolitan Land Planning Act	Noted.
Minnesota Center for Environmental Advocacy	9	Climate Change	the climate plan would provide the context for the regional collaboration the Council seeks and would set expectations and identify resources for communities to make use of in their own planning.	
MN Department of Agriculture	1	Agriculture	Minnesota Department of Agriculture (MDA) would like to applaud the Metropolitan Council's "Thrive MSP 2040" report on its support for agriculture. As you know, agriculture is an important part of Minnesota's economy. (multiple examples)	Noted. See final text.
MN Department of Agriculture	2	Agriculture	The report also does a good job recognizing the availability and types of land that can be used for	Noted. See final text.

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			agriculture within the metropolitan area, which varies widely between municipalities, as does the type of agriculture appropriate to each area.	
MN Department of Health	1	Outline	The Minnesota Department of Health (MDH) Climate & Health Program commends the Metropolitan Council for this progressive document, particularly for the discussion of Equity, Livability and Sustainability outcomes.	Staff concurs.
MN Department of Health	2	Livability	Impacts on health can be a persuasive argument for protecting natural assets, often more compelling for some people than arguing for nature simply for nature's sake.	Noted. See updates in Livability section.
MN Department of Health	3	Livability	Tree canopies shade our buildings and absorb carbon dioxide and pollutants." MDH recommends that this statement be followed with language about how lower levels of pollutants will positively impacts human health, especially for children, older adults, and persons with respiratory illness, such as asthma.	Thrive has been revised to include similar language.
MN Department of Health	4	Livability	arguments for parks, in addition to increased property values, include the physical activity and mental health benefits that people experience	Thrive has been revised to include similar language.
MN Department of Health	5	Implementation	Thrive could include dollar figures associated with these health burdens	Noted. As the Council explores its role in health topics further, more will be done along these lines.
MN Department of Health	6	Wastewater	The statement "Proper management of subsurface sewage treatment systems is needed to minimize impacts on surface water, groundwater and public health" begs for more context.	This is a long-standing area of responsibility of the Council's Environmental Services division. Further description will be included in the Water Resources Policy Plan.
MN Department of Health	7	Ecological Resources	Thrive could take a fiscal-conservation lens to make the argument for Met Council's actions to protect natural resources	Agreed. Thrive's Stewardship principle hints at the fiscal lens on natural resource protection; limited text revisions in this area.
MN Department of Health	8	Prosperity	Please clarify the statement "The issue of regional balance has several multiple dimensions..."	Noted. Thrive has been revised to include more specific examples of regional balance.
MN Department of Health	9	Equity	The discussion on "engaging a full cross-section of the community in decision making" is critical	Staff concurs.
MN Department of Health	10	Livability	...please consider expanding the scope of the Regional Parks and Open Space system to include additional types of parks and natural spaces	The Regional Parks Policy Plan update process is including explicit discussion around equity and other issues mentioned. See RPPP for further detail.
MN Department of Health	11	Climate Change	MDH-Climate & Health is supportive of the inclusion of climate change in the Sustainability	Noted.

Name / Organization	Comment Number	Category	Comment	Response
MN Pollution Control Agency	1	Livability	outcome section, specifically how Thrive addresses climate change mitigation, adaptation and resilience, and identifies policies and strategies throughout the report that support these actions.	Avoiding air quality alert days should be mentioned in Thrive. The section on protecting natural resources that are the foundation of prosperity (compliance with the Clean Air Act) and the livability chapter are proper place. Many of the air quality comments related to mobile source emissions, such as VMT reduction and attainment of national ambient air quality standards, is addressed in detail in the Transportation Policy plan and no additional changes are recommended in the Thrive text
Minnesota Pollution Control Agency	2		Lack of information on environmental justice.	The federal executive order on Environmental Justice and the US DOT process to implement the order applies specifically to federally funded activities; it is addressed in the Transportation Policy Plan and other Council documents such as the TIP which deal with federally funded transportation activities that are undertaken by the Council. MPCA staff is involved in preparation and review of those documents, which is the appropriate location for specific Environmental Justice language, and their assistance is appreciated.
MN State Council on Disability	1	Equity	There are disparities that exist beyond race, like disability. expand transportation choices for transit dependent households and low-income areas. While both of these categories may include people with disabilities, they are not mentioned as other populations are in this section	Thrive has been revised to more clearly reference housing and transportation choices for people with disabilities.
MN State Council on Disability	2	Equity	More research must be done to expand the equity outcome beyond race.	Thrive has been revised to more clearly reference housing and transportation choices for people with disabilities.
Pam Brushaber	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Pam Brushaber	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Pam Brushaber	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a	Noted See Land Use policies and updated Job Concentration section.



Name / Organization	Comment Number	Category	Comment	Response
			high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	
Pam Brushaber	4	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Pam Brushaber	5	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Paul Douglas	1	Accountability	Future generations will judge us on our willingness to acknowledge the science, respect the trends we're seeing in the data, and rise to the occasion with thoughtful, effective policy.	Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Paul Douglas	2	Collaboration	Climate change touches all aspects of our communities, from public health and transportation to infrastructure, storm readiness, building codes and insurance.	Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Paul Douglas	3	Economic Competitiveness	We need to be ready. Smart growth and economic success will require new strategies that factor a more volatile climate. What worked in 1940 certainly won't work in 2040.	Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
Paul Douglas	4	Role of Council	I would suggest the Council's role might be one of coordinating the region's achievement of greenhouse gas emission goals adopted by the State in 2007.	The Council will be examining its role and actions in addressing climate over the next several months. See updated language in the Sustainability outcome.
Paul Douglas	5	Role of Council	The role described for the Metropolitan Council and the communities in the region require further strengthening if we are to successfully address this fundamental shift	Thrive has been revised to remove the reference to softer approaches and more clearly define the Council's next steps on addressing Climate Change.
PJ MacGillis	1	Forecasts	Forecast is not taking enough consideration into the role of oil and gas prices over the next 30 years...the idea of expansion into the exurbs is predicated on the availability of relatively cheap gasoline. This is not a likely outcome for the next 10, much less the next 30 years.	See shared response on forecasts.
PJ MacGillis	2	Implementation	More resources should be devoted to the urban cores of St. Paul and Minneapolis rather than places utterly dependent on cheap oil	Noted.
Ramsey and	1	Transitway	...Ramsey County and Washington County agree with	The Transportation Policy Plan will contain more detail

Name / Organization	Comment Number	Category	Comment	Response
Washington Counties (joint)			MSP Thrive 2040's vision to more intentionally align future public infrastructure investments with land use plans across the region.	on this topic.
Ramsey and Washington Counties (joint)	1	Transitway	All three of the issues listed above demonstrate that principles must transition into practices for MSP Thrive 2040 to achieve its stated objective of supporting a high quality of life throughout the region for all residents of future generations.	Noted.
Ramsey and Washington Counties (joint)	1	Transitway	In order to counter this dynamic and ensure that all workers can fill all of the available jobs in all parts of the region, the Metropolitan Council must move away from historical implementation practices regarding affordable housing toward the new vision--outlined in Choice, Place and Opportunity-- that is fully committed to building mixed income communities throughout the entire region.	Noted.
Ramsey and Washington Counties (joint)	1	Transitway	Ramsey County and Washington County encourage the Metropolitan Council to consider that regional investments like transit should be quantified for value either as a reinforcing investment (building off an already strong foundation) within an area or a catalytic investment (used to broker equity and generate a strong future foundation) within an area.	The Transportation Policy Plan will contain more detail on this topic.
Ramsey and Washington Counties (joint)	1	Transitway	The planning and opportunities for transit and economic development in this important corridor, along with other east metro corridors, should not be constrained by the current funding limitations.	The Council is very interested in finding a solution that balances transit investment with local development patterns that can lead to continued efficient stewardship of public dollars. The Transportation Policy Plan will include details on this balance and on criteria for funding transitways.
Raymond Bissonette	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Raymond Bissonette	2	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.

Name / Organization	Comment Number	Category	Comment	Response
Raymond Bissonette	3	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Raymond Bissonette	4	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Representative Diane Loeffler	1	Transit	Regarding improvements to local route bus stop amenities	Bus stop improvements/amenities will be covered within the Transportation Policy Plan. Thrive has been revised to more clearly reference both transitway investment and regular route bus service.
Representative Diane Loeffler	2	Livability	Avoiding air quality alert days should be mentioned in Thrive.	The section on protecting natural resources that are the foundation of prosperity (compliance with the Clean Air Act) and the livability chapter are proper place. Many of the air quality comments related to mobile source emissions, such as VMT reduction and attainment of national ambient air quality standards, is addressed in detail in the Transportation Policy plan.
Representative Diane Loeffler	3	Transportation	I would like a more serious discussion of the need for and risks of railroad services.	The Transportation Policy Plan will include more discussion of railroads, including rail safety, and the Council's authority regarding freight railroads.
Rich Nymoen	1	Equity	Racial Equity is paramount. With 43% of the region expected to be people of color by 2040, we cannot hope to achieve livability, sustainability or prosperity without equity being prioritized.	Noted. See updated language in Equity section
Rich Nymoen	2	Equity	We must prioritize investment in communities that have been systematically cut off from opportunity.	See Equity section.
Rich Nymoen	3	Regional Balance	We cannot continue to subsidize sprawl at the expense of our urban core.	The various costs of different development patterns are a concern under the Stewardship and Equity outcomes of Thrive, are intertwined with many systems at the Council and beyond, and will continue to be at the center of discussions through implementation.
Rich Nymoen	4	Regional Balance	Reinvesting in our core cities and inner ring suburbs must also be a top priority, but the current draft does not represent a significant shift from the status quo.	Reinvestment in developed areas is a major theme of Thrive.
Rich Nymoen	5	Role of Council	Achieving this vision requires bold leadership from the	See shared response on role of Council.

Name / Organization	Comment Number	Category	Comment	Response
Rich Nymoen	6	Transit	Met Council. We must grow our transit system.	Thrive includes a strong vision of how growth in our region can be coordinated with growth of the transit system. See especially refinements to the Stewardship section and the Transportation Policy Plan update for more detail.
Rick Harrison	1	Land Use	Your 2040 plan seems to assume more of the same patterns of the past for 2040, whereas that is simply not true.	Changes in demographics, movement networks and preferences are expected to create demand for new choices to live, work and play in the region. Council does not assume that "more of the same" is the only desirable future.
Rick Harrison	2	Density	The density goals of the MET Council 2040 plan are both unrealistic and in my opinion as someone who has designed much of the past growth of this region, disturbing.	Thank you for your comments. As described in the Orderly and Efficient Land Use section of the Land Use Policy, density expectations are based on a number of factors including: future regional growth, market demand in different parts of the region, existing development patterns, redevelopment opportunities, planned land uses in local comprehensive plans, and policies to ensure efficient use of regional investments. The Metropolitan Council shares concerns about topics mentioned in your video, including sustainable development, walkability and open space. The Metropolitan Council, however, does not review or decide local issues, such as zoning or the specific aspects of site plans.
Rick Harrison	3	Land Use	The past efforts to fix this area, in projects like Clover Ridge...Ramsey Town Center...Excelsior & Grand...West End failed in urban....failed to reach objectives	Noted.
Rick Harrison	4	Economic Competitiveness	our small firm has planned 900 developments in 46 States and 18 countries...(later) busy creating new sustainable developments worldwide and growing the technology side of my business...	Noted.
Rod Wolff	1	Transportation	Too much emphasis on LRT and other forced mass transit options.	Noted.
Rod Wolff	2	Transportation	Accommodate more cars and buses, improve existing roads and bridges and add more lanes.	Noted. See Transportation Policy Plan update for more detail.
Rod Wolff	3	Land Use	Too much emphasis on increasing housing density in the suburbs, which no one but the Met Council wants.	Demographic shifts are likely to increase the desirability of denser housing throughout the metropolitan area in

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				the coming years. Inserting denser housing in the suburbs requires a high degree of skill and attention to detail to be successful, and is the responsibility of the local community.
Rod Wolff	4	Equity	Too much emphasis on guaranteeing equal outcomes for all, rather than guaranteeing equal opportunity for all. Too much emphasis on "fairness" and redistribution of income.	Thrive does not guarantee equal outcomes for all but notes that disparities in outcomes are a risk to the region's continued economic prosperity.
Rod Wolff	5	Sustainability	Too much emphasis on the narrow concerns of extreme environmentalists.	Thrive has been developed with the direct participation of over 2000 residents over the past 2 years.
Saint Paul Port Authority		Economic Competitiveness	We are pleased that this document includes a discussion of global and regional competitiveness; racial disparity; jobs; freight and multi-modal components of transportation and competitiveness; and the intersection of Economic, Community, and Workforce Development. These and other related components add a rich texture and also very important business growth and competitiveness elements to this document. (with multiple specific suggestions)	Noted. Specific suggestions are being forwarded to Economic Competitiveness team.
Saint Paul Port Authority		Freight	We are pleased to see the reference to the multi-modal freight system in this draft, a good explanation of its existence and benefits, and the relationship to our Harbor operations. Very good addition, and fundamentally important to address this part of economic development.	Noted.
Saint Paul Port Authority		Implementation	The Council should, through this document, provide a very clear commitment to local economic development efforts, both in policy and in its Fund Distribution Plan. A balance needs to be struck with the Council's commitment to housing efforts; it should bring its economic development policies and activities up to parity with those in the housing arena. We strongly suggest that the Council take this opportunity afforded by this process to amend its Administrative practices regarding funding decisions through the Livable Communities program, which is a very fine program in statute.	Noted and referred to Livable Communities Program staff.

Name / Organization	Comment Number	Category	Comment	Response
Saint Paul Port Authority		Process	Kudos to you and your staff for developing this document---a truly herculean task---and for providing a good length of time for public review and comment.	Noted.
Saint Paul Port Authority		Transit	The connection of land use with transit infrastructure use is a positive. And the specific reference under Prosperity to development of infill across the region is widely accepted among economic development practitioners and provides, we believe, a more efficient way for people (especially important for lower income persons) who depend on transit to commute to their jobs.	Noted.
Saint Paul Port Authority		Transportation	We are pleased to see language in the draft that indicates that a multi-modal transportation system safely and reliably connects people and freight with destinations in the region and beyond.	Noted
Scott County Association for Leadership and Efficiency	1	Forecasts	SCALE does not see this job growth potential appropriately reflected in the Thrive. plan, particularly into specific sections.	See shared response on forecasts.
Scott County Association for Leadership and Efficiency	2	Forecasts	The preliminary employment forecast for Scott County in 2040 is 62,680 - well below the target goal set for 2030, and	See shared response on forecasts.
Scott County Association for Leadership and Efficiency	3	Special Features	Excluding Scott County altogether on the map of Job and Activity Centers in the region.	See additional text in the revised Job Concentrations and Manufacturing Locations in Special Features.
Scott County Association for Leadership and Efficiency	4	Forecasts	Council should respond to those communities that will demonstrate in more detail their potential for job center concentrations and overall employment growth.	See shared response on forecasts.
Scott County Association for Leadership and Efficiency	5	Stewardship	One size does not fit all is contradictory with halting wastewater and highway infrastructure.	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways. Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service

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Scott County Association for Leadership and Efficiency	6	Stewardship	Halting could harm public health and safety	Area. Thrive has been revised to more clearly explain the Council's intention to honor existing commitments to provide regional sewer service to land within the 2030 Metropolitan Urban Service Area.
Scott County Association for Leadership and Efficiency	7	Stewardship	Inappropriate development patterns may result from lack of infrastructure investment	Cities, through comp plans, are responsible for planning responsible land use and growth. In conformance with Council policies.
Scott County Association for Leadership and Efficiency	8	Forecasts	Council should respond to those communities that will demonstrate in more detail their potential for continued expansion.	See changes to text in community designation introduction.
Scott County Association for Leadership and Efficiency	9	Highways	Growth and investment should Be Focused on All Transportation Corridors, Not Just Transitways.	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways.
Scott County Association for Leadership and Efficiency	10	Community Designations	Council should respond to those communities that will demonstrate in more detail their potential for continued expansion.	Noted.
Scott County Association for Leadership and Efficiency	11	Special Features	The TH 169 corridor from Shakopee to Maple Grove...contains some of the highest concentration of employment in the state.	See additional text in the revised Job Concentrations and Manufacturing Locations Special Features.
Scott County Association for Leadership and Efficiency	12	Forecasts	Council should respond to those communities that will demonstrate in more detail their vision for growth along key transportation corridors.	See shared response on forecasts.
Scott County Association for Leadership and Efficiency	13	Community Designations	It is "difficult to understand the distinctions between these planning areas and to understand how some community designations were established."	The Council has received feedback on the Framework's Community Designation structure for many years. Communities indicated that the designations had been aggregated too much. For a year and a half, the Council worked with the Land Use Advisory Committee (LUAC) to identify different geographic planning areas based on specific community characteristics. The analysis included intersection density (an indicator of interconnected street networks), existing development

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				patterns, land uses and density of development, age of housing, existing regional infrastructure (especially wastewater and transportation networks), transit availability, and remaining land capacity for development. The Community Designations portion of Thrive has been revised to include a summary of the analysis that went into developing the Community Designations.
Scott County Association for Leadership and Efficiency	14	Community Designations	Community categories should reflect the desired region in 2040, not (the condition) today.	The Council encourages communities to plan and build towards the development patterns of the Community Designation they aspire to be.
Scott County Association for Leadership and Efficiency	15	Community Designations	SCALE also notes that the Council's role in economic competitiveness in Suburban communities is different than the other categories	Thrive has been revised to be more consistent about the Council's role in economic competitiveness across Community Designations
Scott County Association for Leadership and Efficiency	16	Community Designations	SCALE encourages the Council to respond to those communities requesting a different community designation.	As a community's character changes through new development or redevelopment, the Council will review and re-designate Community Designations as appropriate.
Scott County	1	Stewardship	Support for NOT using a One Size Fits All approach.	Agreed.
Scott County	2	Process	Encouragement for finding new areas to streamline toward stewardship of public resources. Scott County supports and encourages streamlining of processes around comprehensive plan amendments, TIP amendments and the regional solicitation to reduce cost and save time.	The Council and the Transportation Advisory Board are finalizing the project to redo the Regional Solicitation process. With the adoption of Thrive and the system plans, the Council is about to begin an effort to streamline the comprehensive plan process.
Scott County	3	Land Use	Need a strong vision for parts of the region not highly served by transit. Thrive seems to focus on growth and investment following transitways; ignoring places where existing homes, jobs and businesses may make transportation and redevelopment costs to the region less.	See shared response on stewardship. Additionally, the Transportation Policy Plan will contain detail on highways.
Scott County	4	Special Features	How engaged has private sector been in identifying job and activity centers?	See additional text in the revised Job Concentrations and Manufacturing Locations Special Features.
Scott County	5	Community Designations	The many suburban community designations may have unintended consequences.	
Scott County	6	Role of Council	Concerns about broad-brush statements about natural	See shared response on water supply.



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			resources and groundwater protection - see technical comments.	
Scott County	7	Community Designations	How communities were designated is unclear.	The Council has received feedback on the Framework's Community Designation structure for many years. Communities indicated that the designations had been aggregated too much. For a year and a half, the Council worked with the Land Use Advisory Committee (LUAC) to identify different geographic planning areas based on specific community characteristics. The analysis included intersection density (an indicator of interconnected street networks), existing development patterns, land uses and density of development, age of housing, existing regional infrastructure (especially wastewater and transportation networks), transit availability, and remaining land capacity for development. The Community Designations portion of Thrive has been revised to include a summary of the analysis that went into developing the Community Designations. There are opportunities and challenges with any clustering of communities into a common Community Designation. Each jurisdiction has a distinct history, is unique unto itself, and has a specific local vision for their community. In order to move away from a "one size fits all" approach, the Council used the analysis to identify similar characteristics for five urban and suburban designations. This allows for different strategies for different types of communities.
Scott County	8	Community Designations	There should be one designation for suburban communities.	Noted
Scott County	9	Community Designations	Prior Lake, Savage and Shakopee all fit the "Suburban" designation.	See final designations
Scott County	11	Community Designations	Jackson, Louisville and a portion of Credit River Townships should be redesignated because there is planned sewer expansion.	The Townships of Jackson and Louisville are currently designated as Diversified Rural. Credit River Township is designated as Diversified Rural and Rural Residential. While Agreements may be in place to annex portions of these townships to nearby cities on a development-driven basis, there are not currently Orderly Annexation Agreements (OAAs) in place which include timed, staged,

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				<p>or phased annexations or utility extensions. Designating a Township as a Suburban Edge or Emerging Suburban Edge community without an OAA, without known timing of service extension, or without a staged annexation plan is inconsistent with Council policy. As these OAAs are executed between jurisdictions, community designations will be reviewed and updated as necessary.</p> <p>Jackson, Louisville and the northern portion of Credit River Townships are currently identified as Diversified Rural areas (1 unit per 10 acres). This places land use in direct support for future economical sewer development. The Council's Long Term Wastewater Service Area includes all three mentioned townships in addition to other Diversified Rural and agricultural (except Blakeley Township) areas within the County. This will be defined in the Council's Water Resources Policy Plan.</p>
Scott County	12	Highway Communities	Council should promote appropriate growth and investment equally in alignment with the regional vision for their community designation: investing in existing corridors such as TH 169.	See shared response on stewardship.
Scott County	14	Special Features	Scott County would like to know what analysis and methodology will be needed to formally designate its major job center as a "job concentration" area on the map.	See additional text in the revised Job Concentrations and Manufacturing Locations Special Features.
Scott County	15	Stewardship	Policy of throttling back on expansion of regional highways and wastewater is at odds with the statement that communities are growing, developing and redeveloping in different ways.	See shared responses on Stewardship and highways.
Scott County	16	Stewardship	Public health and safety could be harmed by halting wastewater and highway infrastructure expansion. Septic systems will need to remain in place, and local access to Principal and A-minor Arterials will remain.	<p>See shared response on highways.</p> <p>The Council is not advocating "halting" wastewater infrastructure expansions. The Council has in its regional wastewater capital Improvement Plan new future wastewater treatment plants in Rogers, Hastings, and western Scott County, as well as small system extensions throughout the region to provide additional service for</p>

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				growth. The Council's existing wastewater collection and treatment system is adequate to provide service to the 2040 forecasts with little additional system capacity expansions
Scott County	17	Highway	Disagree with statement that the region's highway network is essentially complete. Several Scott County minor arterials will need regional investment to serve the growing population.	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways.
Scott County	18	Ecological Resources	Disagree with statement that urban development protects environment best - this is at odds with statement "one size does not fit all."	Agreed. See updated text in Thrive
Scott County	19	Water Supply	Insinuation that new development is creating issues with ground water supplies, when conservation in existing development is not named as a cause or a solution.	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
Scott County	20	Water Supply	Use of term "drinking water" is too limiting...lawn irrigation is another huge user of water.	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
Scott County	21	Water Supply	Met Council should analyze the effect of centralized vs. decentralized wastewater systems when looking at impacts. Removing local water from its area may exacerbate groundwater draw-down. Full accounting of water reuse or injection may change investment decisions.	Under the Sustainability and Integration principles of Thrive, wastewater reuse opportunities were identified and will be further explored in the Water Resources Policy Plan. These principles may offer new considerations in the centralization vs. de-centralization debate. The new East Bethel wastewater reclamation facility is one current example of the Council's effort to reuse wastewater for groundwater recharge.
Scott County	23	Special Features		Thrive has been revised to indicate that the Regionally Significant Ecological Areas are a useful tool to guide agencies, local government, and private land owners in coordinating their conservation and protection.
Scott County	24	Special Features	desire to have northern Scott County designated as a job and activity center...with the entertainment attractions in Scott County we serve nearly twice as many tourists per year as the Wisconsin Dells	See additional text in the revised Job Concentrations and Manufacturing Locations Special Features.
Scott Halstead	1	Process	The Metropolitan Council developed the "Thrive MSP 2040" comprehensive plan without seeking extensive input of the citizens of the Metro area	Thrive has been developed with the direct participation of over 2000 residents over the past 2 years.
Scott Halstead	2	Process	the draft report reflects the lack of broad participation.	Thrive has been developed with the direct participation of over 2000 residents over the past 2 years.

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Scott Halstead	3	Transportation	The entire regions needs are not being considered and a small area is receiving the majority of LRT projects without considering highway congestion, total financial resources and extension and connection to transit	Noted.
Scott Halstead	4	Transit	Council has not set and maintained transit project priorities	The Transportation Policy Plan will contain more detail on this topic.
Scott Halstead	5	Transit	The Metropolitan Council has a record of ineffective, high cost LRT (\$1.784 billion for 21 miles) of slow service that functions as a bus replacement, rather than rapid transit that would benefit a much larger segment of the metro area.	Light rail is one of many modes in the intermodal movement system that the region manages. Efficiency is a key concern and criteria for the Council.
Scott Halstead	6	Role of Council	...stop the Thrive 2040 MSP planning process, dismiss the Metropolitan Council and elect a representative Council that reflects the total population, business and government including a few by the Governor and Legislature based upon qualifications to perform the functions	See shared response on role of Council.
Scott Halstead	7	Process	There must be frequent conventional media and broad participation in surveys and planning throughout the region.	Thrive has been developed with the direct participation of over 2000 residents over the past 2 years. The Council regularly conduct survey work in the region.
Scott Halstead	8	Transit	It is past time to have a vision that is followed without regard to changes in Minnesota political leadership (staff note: attachment from Legislative Auditor report is referenced here)	Noted.
Sean Gosiewski	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Sean Gosiewski	2	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Sean Gosiewski	3	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Sean Gosiewski	4	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater	The Transportation Policy Plan will include further detail on density and urban form in transitway station areas.

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Sierra Club	1	Outline	than 10-20 units per acre are needed for pedestrian and transit-friendly communities. In general, we appreciate the Council's regional land use planning focus on building healthy, more equitable communities with an emphasis on infill, rather than sprawling development	Noted.
Sierra Club	2	Climate Change	Our greatest concern is how climate change is addressed...much stronger tools need to be identified and implemented - instead of the passive initiatives to reduce greenhouse gas emissions. A principal example: Greater emphasis is needed on Vehicle Miles travelled (VMT) reduction.	Thrive has been revised to more clearly define the Council's next steps on addressing Climate Change, including reducing VMT.
Sierra Club	3	Bike/Ped	The Council needs to do its part to ensure that land use policies and programs make it easier for people to bike and walk to destinations	Agreed. See Livability section for updates to this language and the Transportation Policy Plan for more information.
Sierra Club	4	Leadership	Council must commit to securing dedicated funding to build out transit, bicycle, and walking infrastructure.	See shared response on role of Council.
Southwest Corridor Transportation Coalition	1	Highway	extremely concerned about future plans for the transportation system and land use in the region.	Responders had many overlapping comments on highways. See the shared response in the previous section. Additionally, the Transportation Policy Plan will contain detail on highways.
Southwest Corridor Transportation Coalition	2	Highway	Defining progress in these areas may look very different in some communities than in others	Noted.
Southwest Corridor Transportation Coalition	3	Highway	investments in major corridors should be maximized by making needed improvements to close gaps	Noted. More information will be in the Transportation Policy Plan.
Southwest Corridor Transportation Coalition	4	Highway	target dollars to areas with clear safety problems and high growth rates.	Noted. Transportation Policy Plan will include detail on Highway policy and strategies for matching available funding with needs such as safety.
Southwest Corridor Transportation Coalition	5	Highway	completing 212 corridor to a four-lane facility from Chaska to Norwood Young America remaining two-lane gaps)	Noted. More information will be in the Transportation Policy Plan.
Southwest	6	Highway	improve economic development and prosperity in the	Noted. More information will be in the Transportation

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Corridor Transportation Coalition			region	Policy Plan.
Southwest Corridor Transportation Coalition	7	Highway	leveraging previous investments to maximize their impact on the region	Noted. More information will be in the Transportation Policy Plan.
Southwest Corridor Transportation Coalition	8	Highway	plan now for highway and transit expansion that will maintain mobility, safety and a high quality of life	Noted. More information will be in the Transportation Policy Plan.
Southwest Corridor Transportation Coalition	9	Highway	How the Council plans to improve freight movement on US Highway 212 or other interregional corridors.	Noted. Transportation Policy Plan will include detail on Highway policy and strategies for freight movement.
Southwest Corridor Transportation Coalition	10	Highway	Thrive 2040 plan does not mention the Corridors of Commerce program	More information will be in the Transportation Policy Plan.
Southwest Corridor Transportation Coalition	11	Highway	Long-range plans like Thrive 2040 need to recognize the role of the legislature in guiding development policies so that legislative directives are not in conflict with the principles and plans developed by the agency.	Noted.
Southwest Corridor Transportation Coalition	12	Highway	Safety on our roadways is another area that should receive more attention in this plan	Noted. Language in Thrive revised. See Transportation Policy Plan update for more details.
Southwest Corridor Transportation Coalition	13	Highway	Improvements to interregional corridors like US Highway 212 and TH5 for: <ul style="list-style-type: none"> <li>- stewardship of the system that has been developed with previous investments,</li> <li>- improving prosperity with investments that attract new businesses and living wage jobs,</li> <li>- equity for people of all income levels to live throughout the region</li> <li>- livability with critical safety improvements</li> <li>- sustainability by making investments that will meet the region's transportation needs for many years to come.</li> </ul>	Noted.

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Stefan Pomrenke, MD, MPH, MATS	1	Collaboration	need greater interdisciplinary work than what you have described	Implementing the ideas in Thrive will require more collaboration (including interdisciplinary work) than is possible to include in one document. Thrive describes the overall principle of Collaboration and provides some examples.
Stefan Pomrenke, MD, MPH, MATS	2	Transportation	place bike travel as the primary mode of transportation, then trains, then buses, then cars, Increase the economic strengths of neighborhoods, decrease sprawl and increase wellness	Noted.
Stefan Pomrenke, MD, MPH, MATS	3	Land Use	depressed economic areas need greater density to improve our overall wellness	Noted. See updated language in Livability.
Stefan Pomrenke, MD, MPH, MATS	4	Food Access	depressed economic areas need improved food access to local foods to improve our overall wellness	Noted. See updated language in Livability.
Stefan Pomrenke, MD, MPH, MATS	5	Sustainability	Need metrowide solar plans to create neighborhood solar co-ops toward energy independence and cleaner air	Noted.
Susanna Patterson	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that best provide access to opportunity for all and protect our air, water, and land.	See shared response on stewardship.
Susanna Patterson	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Susanna Patterson	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Susanna Patterson	4	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Susanna Patterson	5	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Noted. See shared response on density.
Thomas Kottke	1	Stewardship	Residents care about how the region grows—because this is all about using our limited resources in ways that	See shared response on stewardship.

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			best provide access to opportunity for all and protect our air, water, and land.	
Thomas Kottke	2	Accountability	Thank the Council for making equity a key priority, but set stronger goals to guide planning and investment for transportation and housing to reduce poverty in our region.	See updated language in Accountability section
Thomas Kottke	3	Stewardship	Do more to target or concentrate new jobs and housing into so-called “activity centers” (basically areas with a high concentration of jobs and/or housing), so that these destinations can be served affordably by transit, walking, and bicycling.	Noted See Land Use policies and updated Job Concentration section.
Thomas Kottke	4	Transportation	Embrace a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. See Stewardship and the Transportation Policy Plan which will contain more detail on this topic.
Thomas Kottke	5	Land Use	Increase the density targets especially for suburban, urban, and urban center areas and to set higher density expectations for transit station areas. Densities greater than 10-20 units per acre are needed for pedestrian and transit-friendly communities.	Density targets listed are a balance of what can be built in the market today and the advantages and challenges of higher density. In areas where significant Council investment is being considered around transitways, additional levels of density and connectivity will be required. See the Transportation Policy Plan update for further details.
Thomas Kottke	6	Bicycle	I ride my bike to and I can say that the road surfaces are terrible.	Noted.
Thomas Kottke	7	Livability	Transit, walking and biking are all important promoters of health.	Agreed. See additional language in Thrive, Livability section.
Three Rivers Park District	1	Bike/Ped	Direct the Council to lead exploration of regional funding mechanisms/structures for development, operations and maintenance of the RBTN.	The Transportation Policy Plan will contain more detail on this topic.
Three Rivers Park District	2	Collaboration	Thrive would benefit from additional introspective assessments of past Council practices, and through provision of more specific directives on how to improve the integration and collaboration process across systems and agencies.	Noted. Regional Parks Policy Plan update will include more detail on this topic.
Three Rivers Park District	3	Equity	Coordinate region-level actions that address equity in the regional parks system.	Regional Parks Policy Plan update will include more detail on this topic.
Three Rivers Park District	4	Equity	Show the Council’s commitment to equity in the regional park system by providing new funding for development of facilities and programs to meet the needs of underrepresented populations.	Regional Parks Policy Plan update will include more detail on this topic.



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Three Rivers Park District	5	Implementation	Provide flexibility in the updated Regional Parks Policy Plan to be able to try new ideas.	Regional Parks Policy Plan update will include more detail on this topic.
Three Rivers Park District	6	Outline	The plan would benefit from an Executive Summary.	See final version.
Three Rivers Park District	7	Outline	Thrive MSP 2040 presents a progressive plan that will help move the region towards economic, environmental and social sustainability.	Noted.
Tim O'Connor	1	Role of Council	What should happen is you are all thrown in prison for the rest of your lives. You are criminals representing the UN whether you realize it or not.	Thrive has been developed with the direct participation of more than 2000 residents over the past 2 years. Thrive reflects the priorities and concerns expressed in these discussions.
Tim O'Connor	2	Role of Council	Thrive 2040 means we cannot build our homes where and how we wish.	Thrive promotes housing choices for all residents.
Tim O'Connor	3	Role of Council	It means we cannot operate our motor vehicles at a reasonable cost, or possibly at all.	See shared response on role of Council.
Tim O'Connor	4	Role of Council	It means rising costs for energy, gasoline, housing, food, water, and taxes which will be exacerbated by a decrease in the quality of life as underemployment, joblessness, and infrastructure deteriorate along with the tax base as people flee our inflicted area.	See shared response on role of Council.
Tim O'Connor	5	Forecasts	They will not come in droves as predicted.	See shared response on forecasts.
Tim O'Connor	6	Role of Council	Thrive 2040 violates what America stands for - it cedes control of our personal prosperity and autonomy and gives it to a body of central planners.	Demographic shifts are likely to increase the desirability of denser housing throughout the metropolitan area in the coming years. Inserting denser housing in the suburbs requires a high degree of skill and attention to detail to be successful, and is the responsibility of the local community.
Tim O'Connor	7	Outline	Thrive 2040 is a socialist plan, developed by the UN, in 1992, and called Agenda 21. The goals of Agenda 21 and Thrive 2040 are the same: create regions in the United States of low mobility, high density, welfare-based social control centers, with the intent of destroying all sovereignty from the local level to the national level and calling it stewardship, prosperity, equity, livability, and sustainability.	Demographic shifts are likely to increase the desirability of denser housing throughout the metropolitan area in the coming years. Inserting denser housing in the suburbs requires a high degree of skill and attention to detail to be successful, and is the responsibility of the local community.
Tim O'Connor	8	Role of Council	The Council has a legitimate role in coordinating public works when they operate for the People. Thrive 2040 has nothing to do with the People, it has to do with what	Thrive has been developed with the direct participation of more than 2000 residents over the past 2 years. Thrive reflects the priorities and concerns expressed in

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Tim O'Connor	9	Climate Change	the COUNCIL wants. We need a rational evidence-based discussion about global warming, and climate change in general because global warming is certainly not caused by man, as the evidence from any real scientific endeavor regarding it shows.	these discussions. Noted.
Tim O'Connor	10	Outline	The goal is compliance through fear to get us to accept regulations for efficiency and lose our freedoms at the same time.	Noted. See the Introduction for more information.
Tim O'Connor	11	Stewardship	We don't want our future generations to be born into bondage for the reckless spending practices you social idealists are proposing in Thrive 2040.	Noted.
Tim O'Connor	12	Transit	We don't need 90 million dollar a mile trains.	Noted.
Tim O'Connor	13	Housing	We don't need subsidized housing.	Noted.
Tim O'Connor	14	Role of Council	We don't need this MET Council dictating where, how, and when we can do what we want to do.	See shared response on role of Council.
Tim O'Connor	15	Outline	We don't need this Thrive 2040 plan. In order to thrive we need LIBERTY and FREEDOM.	Noted.
Tom Spitznagle	1	Forecasts	...plans for the future should be cautious not to assume the same level of significance that central cities have had in the past without considering the dramatic impacts of rapidly evolving new technologies on lifestyle preferences.	See shared response on forecasts.
Tom Spitznagle	2	Forecasts	Many people do not want to live in them and prefer to live and work in suburban (and beyond) communities	Demographic shifts are likely to increase the desirability of denser housing throughout the metropolitan area in the coming years. Inserting denser housing in the suburbs requires a high degree of skill and attention to detail to be successful, and is the responsibility of the local community.
Tom Spitznagle	3	Forecasts	national security is associated with concentrating too many key assets (such as people, business and public infrastructure) together in (such as people, business and public infrastructure) together in close proximity to each other.	Noted.
Tom Spitznagle	4	Climate Change	The notion of what climate change is going to cause in terms of future weather impacts still seems open to debate at this point.	Thrive has been revised to more clearly define the Council's next steps on addressing Climate Change.
Transit for Livable	1	Land Use	Targeting new growth in jobs and housing to activity	The revised document describes Job Concentrations and

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Communities			centers identified in the draft, and prioritizing those centers and the racially concentrated areas of poverty as locations of investment, reinvestment, and new transit service.	Manufacturing Areas to provide growth of various kinds. Job Concentrations match closely with the Centers identified in the draft document.
Transit for Livable Communities	2	Stewardship	Stating a focus on road repair and complete streets rather than greater investment in highway expansion.	Noted. The Transportation Policy Plan will contain more detail on this topic.
Transit for Livable Communities	3	Land Use	Increasing the density targets especially for Suburban, Urban, and Urban Center areas and setting higher density expectations for transit station areas.	The Transportation Policy Plan update will include density targets for station areas that are transit-supportive and higher than the base densities listed in the land use policies.
Transit for Livable Communities	4	Accountability	Setting measureable goals and measuring progress on an annual basis toward meeting those goals.	Noted.
Transit for Livable Communities	5	Water Supply	support A Council role in comprehensive regional planning for water management;	Noted.
Transit for Livable Communities	6	Transit	Focusing transit expansion on connections to existing and emerging high-density job and activity centers	The process for identifying transitway locations and alignments will receive significant attention in the Transportation Policy Plan update.
Transit for Livable Communities	7	Agriculture	preservation of the remaining agricultural land	Noted.
Transit for Livable Communities	8	Implementation	specific strategies to reduce the region's racially concentrated areas of poverty (RCAPs), GOOD	Noted
Transit for Livable Communities	9	Equity	The plan should provide more detail about how to improve access from RCAPs to the job and activity centers noted above	Noted.
Transit for Livable Communities	10	Land Use	Requiring zoning in transit corridors, especially in LRT/BRT station areas, to be commensurate with the level of transit investment	The Transportation Policy Plan will contain more detail on this topic.
Transit for Livable Communities	11	Active Living	We ask for greater detail and specificity on strategies to encourage active lifestyles	Thrive has been revised to provide additional language on active lifestyles. This is a new area for the Council.
Transit for Livable Communities	12	Food Access	How will the Council support the important goal of access to safe and healthy food (LCA?)	Food access is a new area for the Council and will be approached with a Health in All Policies viewpoint.
Transit for Livable Communities	13	Implementation	Aligning resources to support transit-oriented development and walkable places as explained; more detail on what resources are being aligned would be helpful	Besides initiating a new Office of TOD in Metro Transit that will both support and, when appropriate, lead in local and regional efforts to foster TOD, the Council will continue to facilitate TOD through Livable Communities Act grants to local government in support of projects and proposals that promote or are TOD. The Council will also explore the expanded use of local planning assistance

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				grants and loans for local station area planning efforts in support of TOD.
Transit for Livable Communities	14	Implementation	Expanding the amount of technical assistance provided by the Met. Council and playing a greater role as regional convener	Staff is currently exploring ways to support cities in these roles.
Transit for Livable Communities	15	Accountability	Creating a set of indicators	Thrive has been revised to more clearly delineate the process for developing Thrive indicators.
Transit for Livable Communities	16	Transit	Defining transitway to include streetcar and arterial rapid bus as well as LRT, highway BRT, and commuter rail, and using Transit Market Areas to prioritize investments	Thrive includes arterial BRT as a transitway and acknowledges that streetcars may be part of the transitway network. The Transportation Policy Plan will refine regional streetcar policy further.
Transit for Livable Communities	17	Land Use	Establishment of overall density expectations, except that we recommend much higher density expectations than those listed in the plan for Suburban, Urban, and Urban Center areas	The Transportation Policy Plan will include further detail on density and urban form in transitway station areas.
Transit for Livable Communities	18	Land Use	Density expectations should also be established for LRT and BRT station areas and for Rapid Bus corridors. Investment should not be made in LRT corridors/station areas in communities that do not rezone for density levels commensurate with the level of transit service planned. Please explain more clearly what these density expectations mean.	Refined language in Special Features, Transitway Station Areas to include this concept. The Transportation Policy Plan will include further detail on density and urban form in transitway station areas.
Transit for Livable Communities	19	Housing	Increasing the variety and type of housing choices and development/preservation of affordable housing	Housing choice is a theme in Thrive, and the Housing Policy Plan work group is discussing the topic.
Transit for Livable Communities	20	Highway	Lack of money for highway expansion” but does not lament the lack of money to build out the transit system	Thrive has been revised to acknowledge the lack of money to support transit.
Transit for Livable Communities	21	Highway	Thrive MSP should not cite “having only \$59 million annually for highway expansion”	Noted.
Transit for Livable Communities	22	Highway	document should mention that this region’s large highway system has contributed to the low-density development patterns	Noted.
Transit for Livable Communities	23	Highway	The entire highway system does not need to be fully rebuilt; much of it needs to be better maintained	Noted.
Transit for Livable Communities	24	Bike/Ped	Make a commitment to prioritizing planning for and investment in pedestrian infrastructure and street connectivity	This topic is woven throughout Council policies; see especially Livability and the Transportation Policy Plan update.
Transit for Livable Communities	25	Health	The plan should use MPCA and national data about the impact on health of air pollution along high traffic	See additional language in Thrive addressing this topic.

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Transit for Livable Communities	26	Outline	corridors. What of the 215 things identified as the Council role are different from past Council priorities.	Much policy continues from past plans; a listing of new items has not been compiled.
Transit for Livable Communities	27	Sustainability	vehicle miles travelled (VMT) reduction	Noted.
Transit for Livable Communities	28	Forecasts	More of the region's population growth should be targeted to communities that have infrastructure in place today—including water, roads, and schools	See shared response on forecasts.
Transit for Livable Communities	29	Land Use	Growth should be targeted more specifically within the nine types of communities identified in this plan (Urban, Agricultural, etc.) to centers and to main street corridors when transit or walking could be viable modes of transportation.	Noted.
Transit for Livable Communities	30	Sprawl	specifically identify the acres of land that are currently farm land, open space, or large lot development and that would be converted to residential and employment uses if this plan is approved as currently written	This compilation has not been done.
Transit for Livable Communities	31	Land Use	Land use policies should specifically endorse compact development at higher densities and incentivize this type of development	Noted. The Council intends to pursue this through funding programs and systems and policy plans.
Transit for Livable Communities	32		The Council's approach to climate change should not just include "softer approaches" but should include using Council-administered regional and federal funding to support strategies that reduce climate change emissions and withholding funding for projects that increase greenhouse gas emissions, such as new interchanges and road widening not associated with job centers	Noted. See new language outlining a more active effort to address climate change issues in Sustainability.
Transit for Livable Communities	33	Transportation	The system is very inefficient if one is traveling to work in an off-peak period or on the weekend or in the many areas of the region with limited transit	Noted.
Transit for Livable Communities	34	Highway	"maintain our highway system." "Highway" should be replaced with "roadway."	Noted.
Transit for Livable Communities	35	Highway	This section is about preservation and this bullet is about expansion. This language should be deleted or language about the poor state of repair on state, county, and especially local roads should be noted.	Noted.
Transit for Livable Communities	36	Council Role	"Thrive addresses issues greater than any one neighborhood, city or single county can tackle alone to	Noted. See the Transportation Policy Plan update for more information.

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			build and maintain a thriving metropolitan region.” We recommend supporting that statement by noting that 38 percent of metro commuters leave their county to go to work, and that a majority leave their county to go to work in 5 of the 7 metro counties (i.e. all but Hennepin and Ramsey	
Transit for Livable Communities	37	Ecological Resources	Replace “costly” with “impossible” in this sentence: “National resources would be costly to replace.”	Noted. Staff appreciates the difference but no change recommended.
Transit for Livable Communities	38	Maps	The maps are too small and have too few labels and identifiers to have much value. Please make them full page maps unless they are only illustrative.	Images are for illustrative purposes only; see revised images and language. References to appropriate sources are included.
Transit for Livable Communities	39	Surface Water	Please add a statement, as other regions do in their plans, that low- density development contributes to degradation of the region’s surface water.	Noted.
Transit for Livable Communities	40	Transit	Thrive should note that people without access to a car can’t get to many of our beautiful regional parks and then list the number that have no transit service.	Noted. The Regional Parks Policy Plan update will include more detail on this topic.
Transit for Livable Communities	41	Active Living	The plan should say more specifically what land use decisions will make it easier for people to walk to destinations: more compact development and higher densities.	Noted.
Transit for Livable Communities	42	Complete Streets	Replace the word “support” with “require” in this sentence: “Support complete streets approaches to enhance transportation choices.” Also add “and improve safety for all users.”	The Council encourages Complete Streets approaches where appropriate. Since cities hold this authority, "support" is the correct word choice here. Council funding and related policies will emphasize the benefits of Complete Streets approaches. Safety is an intrinsic factor in all transportation funding. Comment referred to Transportation Policy Plan staff for discussion.
Transit for Livable Communities	43	Livability	Revise sentence to read, “Work with partners to plan, construct ... to regional systems (such as transit stations and high frequency bus corridors, major, regional and sub-regional job/activity centers, and regional parks).”	Noted.
Transit for Livable Communities	44	Bike/Ped	The statement on about interconnected streets and the existence of sidewalks in the urban core is correct for Minneapolis, but not Saint Paul. A large portion of the City of Saint Paul does not have sidewalks	Thrive has been revised to reflect this.
Transit for Livable Communities	45	Community Designations	Please identify the number of acres in each of the nine development types (Urban Center, Suburban, etc.).	Noted.

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Transit for Livable Communities	46	Council Role	Council mission should ensure cost efficient growth, not just orderly growth.	The mission of the Council in state statute is the orderly and economical development of the region.
Transit for Livable Communities	47	Streets	Street patterns should be well-connected, not just interconnected. You could say that any street is interconnected if it connects to another street.	Thrive has been revised to use both well-connected and interconnected.
Transit for Livable Communities	48	Economic Competitiveness	Much of the plan emphasizes growth in the 42 centers. However, the Council's role is defined as being to: "prioritize regional investments in places that are drivers of economic innovation and growth for the region." Thrive should either define where these "places" are, or stick to the 42 centers.	See updated language in Job Concentrations and Manufacturing Locations. Thrive has been revised to remove the confusing language.
Transit for Livable Communities	49	Outline	Finally, we found the organization of the document difficult.	Noted.
Trust for Public Land	1	Equity	Support the commitment in Thrive MSP 2040 to include equity as one of five desired outcomes...We hope Met Council will be equally committed to moving from adoption of this principle to putting equity into practice across the range of its regional park and trails activities, and to codify the principle through policies to be adopted into the Regional Parks & Trails Policy Plan.	This effort is underway in the Regional Parks Policy Plan
Trust for Public Land	2	Equity	We support, and would strengthen, the commitment to increase livability through increasing access to nature and outdoor recreation through regional parks and trails	Thrive has been revised to more clearly connect livability and regional parks.
Trust for Public Land	3	Equity	Met Council will promote equitable multi-modal access by encouraging the region's residents, including low income and people of color who live in the region's urban center communities, to travel to regional parks and trails	This effort is underway in the Regional Parks Policy Plan
Trust for Public Land	4	Equity	Met Council should also focus on ensuring there are culturally specific regional park opportunities located nearby where residents live	Noted.
Trust for Public Land	5	Equity	There will be concurrent growing demand for regional parks in high-density communities.	Noted.
Trust for Public Land	6	Equity	These 13 policy ideas (proposed to MPOSC ) are bold and should move forward with input from the Park Implementing Agencies as well as input from stakeholders and advocacy voices.	This effort is underway in the Regional Parks Policy Plan
Trust for Public	7	Climate Change	Strengthen the language: Use Council investments and	Noted. Thrive has been revised to more clearly define

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Land			policies to reduce vehicle miles traveled (VMT) and carbon per unit of fuel, which are key drivers of the region's generation of greenhouse gas emissions	the Council's next steps on addressing Climate Change.
Trust for Public Land	8	Climate Change	We support Use the Council's investments and planning authorities to contribute toward meeting statutory goals; ...Develop, collect, and disseminate information about climate change	Noted. Thrive has been revised to more clearly define the Council's next steps on addressing Climate Change.
Trust for Public Land	9	Climate Change	Retain Community Roles: 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.	Noted.
Trust for Public Land	10	Water Supply	We support a strong Met Council role in comprehensive regional planning for water management	Noted.
Trust for Public Land	11	Water Supply	What is not described in this draft of the Thrive MSP 2040 plan, and language should be included, is the interrelationship of groundwater and surface water supplies with land use decisions.	
Trust for Public Land	12	Land Use	support of these Met Council roles: Leveraging transit infrastructure investments with higher expectations of land use; Encouraging redevelopment and infill development across the region; Supporting the region's bicycle and pedestrian facilities to promote bicycling for transportation	Noted.
Val Escher	1	Transit	Give greater priority to transit	Noted.
Val Escher	2	Transit	Increase our transit projects to allow the elderly, the disabled and the poor greater access and independence	Noted. Thrive has been revised to more clearly reference how transit supports people with disabilities.
Val Escher	3	Transit	Make transit attractive so everyone uses transit and keeps transit financially feasible	Noted.
Val Escher	4	Bike/Ped	Bike and walking paths are critical, not an extra	Noted.
Val Escher	5	Bike/Ped	Bike tourism and recreation is a huge part of our local economy.	Noted.
Val Escher	6	Transit	You are doing a great thing for business in the southwest suburbs and alleviating the twice daily traffic jams on 35W by putting the SW-LRT in place	Noted. Thrive includes a strong vision of how growth in our region can be coordinated with growth of the transit system. See especially refinements to the Stewardship section and the Transportation Policy Plan update for more detail.
Val Escher	7	Maps	publish its maps in a larger and/or interactive web	The Council is developing an interactive web application



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Washington County HRA	1	Housing	format (Communities that are) unsewered and directed not to "attract or promote new affordable housing development"... this position does not recognize the need to diversify the existing housing stock to enable seniors to remain in the community as their housing needs change and the need to attract new families to regenerate the community.	to share the maps included in Thrive. Thrive has been revised to note the opportunities for affordable housing in rural areas. The Housing Policy Plan will contain more information.
Washington County HRA	2	Housing	Economic Competitiveness, Workforce Housing, and Housing Policy Plan (3 sub-points)	The Housing Policy Plan Work Group is discussing the topic; see Housing Policy Plan for further information
Washington County HRA	3	Housing	The Council should support communities like Newport who must address the negative impacts from regional infrastructure with technical assistance, priority in funding applications, or other mean to assist local redevelopment efforts. Further, any community undertaking redevelopment efforts should receive additional consideration in the Livable Communities Demonstration Account program or Housing Performance Scores for its local investment, subsidy, and/or holding costs associated with long term redevelopment efforts	Noted. The Housing Policy Plan Work Group is addressing the update to the Housing Performance Scores. Thrive has been revised to add reference to collaborative work to identify tools to enhance redevelopment. See programs for more information. See Systems and Policy Plans will include more detail on implementation.
Washington County Thrive Comments	1	Regional Trails	Identifying critical relationships between regional trail, transit, and highway systems and fostering closer planning and implementation.	See updated text
Washington County Thrive Comments	2		The County role in SSTS should be recognized and supported in Thrive MSP.	The Council agrees that the counties in the region play an important role in the oversight and management of subsurface sewage treatment systems. The Council has revised language in the Land Use Policy section under Water Sustainability to reflect the roles of counties.
Washington County Thrive Comments	3	Water Supply	The County strongly encourages the Council to work closely with communities, especially public water suppliers, as this option is explored. In addition, the County encourages the Council to closely examine its role in water supply, before expanding it, to ensure it's not duplicative of existing regulatory powers and burdensome.	Language regarding water supply has been clarified in many locations; see description in section one, water supply.
Washington County Thrive	4	Water Supply	roles	Language regarding water supply has been clarified in many locations; see description in section one, water

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Comments				supply.
Washington County Thrive Comments	5	Active Living	Encourages active community and health in all policy approaches to activating livability outcome.	Staff agrees. This is an emerging area for the Council and collaboration with many partners will be necessary. See changes to Livability section.
Washington County Thrive Comments	6		Thrive should address County roles that are necessary to address both the special features and community wide policies put forth in Thrive.	"Community Roles" articulated in Thrive are intended primarily for cities and townships, but many have strong implications for counties as well. Counties also play unique roles in addressing Special Features. More details will be outlined in systems and policy plans, systems statements and the local planning handbook in the coming months.
Washington County Thrive Comments	7	Implementation	Thrive should address how regional outcomes and principles relate to these already established local objectives.	The relationships between regional Outcomes and Principles, and specific local objectives will need to be established as each comprehensive plan update is undertaken. System and policy plans, the local planning hand book and system statements will provide more specific detail in the coming months.
Washington County Thrive Comments	8		Thrive should reference CTIB's role in transitway planning and project development and the Metropolitan Council's partnership with counties through CTIB should be highlighted in the Integration and Collaboration principals put forth by Thrive.	The collaboration between all the regional transit partners is highly valued by the Council. Thrive has been revised to include specific references to the Counties Transit Improvement Board. Additional details will be in the Transportation Policy Plan.
Washington County Thrive Comments	9	Transit	There is a lack of information regarding community transportation in Thrive, especially for the disability populations that require a door-to-door level of service.	Language on transit beyond regular-route bus service has been added in the Equity section.
West Side Community Organization, et al	1	Food Access	There is a shining, synergistic opportunity for the Metropolitan Council to begin to use its convening powers and the ThriveMSP process to include equitable healthy food access in regional planning	Noted. See new language, especially in Livability.
West Side Community Organization, et al	2	Food Access	community food security is not part of the ThriveMSP's consideration of climate resilience	Noted. See new language, especially in Livability.
West Side Community Organization, et al	3	Food Access	Particularly helpful would be a focus on urban agriculture, where most of the FHEA-identified RCAPs are located	Thrive has been revised to encourage local governments to recognize opportunities for urban agriculture.
West Side Community Organization, et al	4	Livability	We commend the Met Council for prioritizing the preservation of agriculturally productive land in the rural edges of the region. However, we are surprised that	Thrive has been revised to encourage local governments to recognize opportunities for urban agriculture.

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			stewarding similarly available soil in our urban regions was not touched upon.	
West Side Community Organization, et al	5	Transit	When prioritizing transit investments, we urge the Council to explicitly connect equitable transit-oriented development with equitable food access, which includes healthy and culturally appropriate food.	Noted.
West Side Community Organization, et al	6	Implementation	We request that you work with the undersigned to convene an equitable food system advisory group	Noted. As the Council moves to address this topic, many partnerships and collaborations will be needed.
West Side Community Organization, et al	7	Implementation	...the cross-sectoral importance of food will enhance the current work of the FHEA and ThriveMSP 2040.	Noted.