

2040



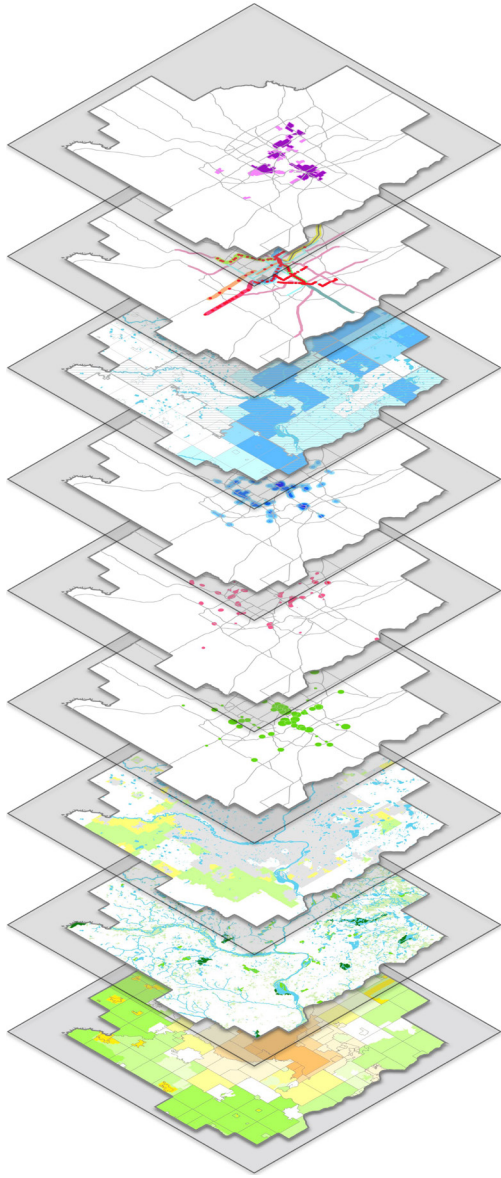


Special Features

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

The previous sections outlined the outcomes and principles that describe the Thrive MSP 2040 vision for the Twin Cities area. Within our region, communities are growing, developing, and redeveloping in different ways as they respond to their unique histories and local aspirations. The Council recognizes that one size does not fit all and has identified several place-based features that have special policy implications.

These Special Features show fine-grained variation within jurisdictions or shared characteristics across borders. Special Features allow the Council to apply policy consistently to similar places, such as where there are specific levels of infrastructure or service, certain demographic traits, similar urban form, or particular geological or topographical characteristics.



Understanding Special Features

Some Special Features are static, describing fixed topographical characteristics; others are dynamic, reflecting changing infrastructure or socioeconomic characteristics. The Council’s policies will be stable over the lifetime of this plan while the geographies that they affect are expected to change.

Maps in this section illustrate the general locations of each Special Feature. Details, including current maps and GIS layers, are available from the definitive sources identified in the text.

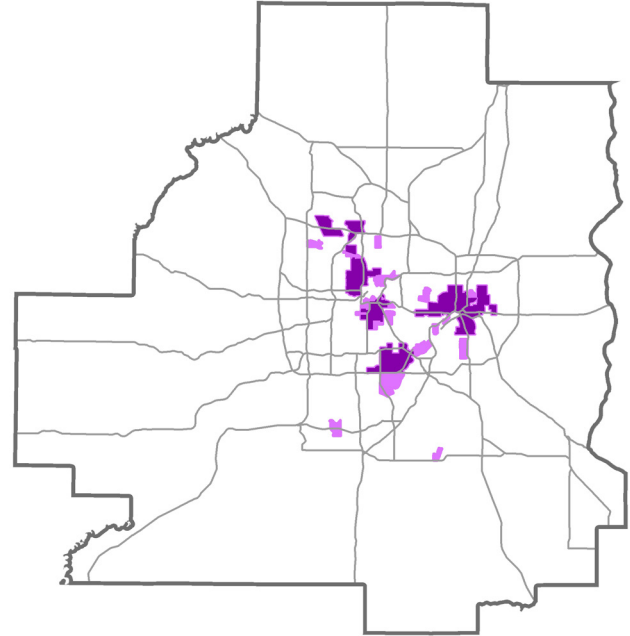
The Special Features discussed in this section collectively shape how the region is growing and developing. Local comprehensive planning will address the cumulative impact of Special Features on each community; for clarity, this section discusses each Special Feature independently.

Special Features combine to affect each community in unique ways.

Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty

Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty are neighborhoods characterized by private disinvestment, falling property values, and lower socioeconomic outcomes for their residents. These neighborhood conditions may limit the economic mobility of their residents and discourage private investment.

Areas of Concentrated Poverty (in lighter purple) are contiguous areas of one or more census tracts in which at least 40% of the residents live in households with incomes below 185% of the federal poverty line (\$42,589 in annual income for a four-person household in 2011). Racially Concentrated Areas of Poverty (in darker purple) are Areas of Concentrated Poverty where at least 50% of the residents are people of color.



Census tracts with concentrated poverty

In 2010, one in nine of our region's residents lived in an Area of Concentrated Poverty, and one in 11 of our region's residents lived specifically in a Racially Concentrated Area of Poverty. While their borders—shaped by census tracts and specific thresholds—are artificial and imprecise, Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty depict neighborhoods with persistent high poverty. Racially Concentrated Areas of Poverty are particularly entrenched as they do not rebound as quickly with improved economic conditions as other Areas of Concentrated Poverty.

The Council will work with partners and use its investments and actions to improve opportunity for residents in these areas, increasing their access to success, prosperity, and quality of life. By using public resources to catalyze investment in these areas, the Council will help the region grow and prosper more equitably.

The image above illustrates general locations of Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty. Visit the Council's website for the most current delineation of Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty. For specific approaches, policies, and additional analysis, see:

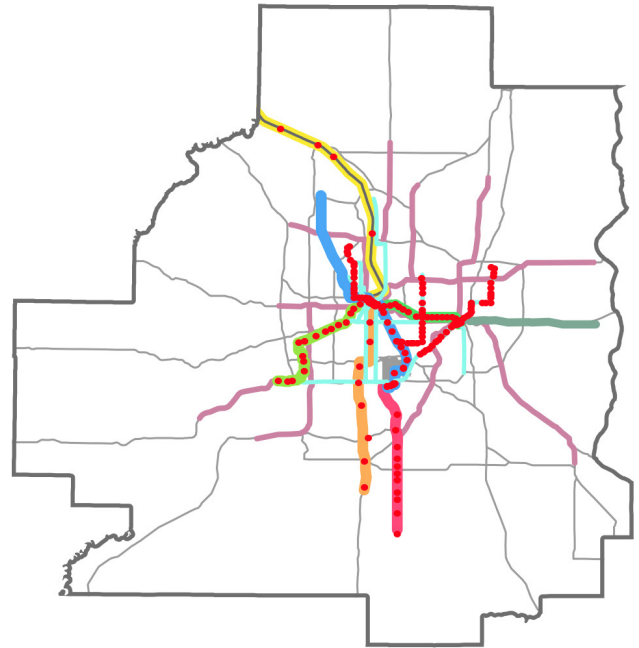
- The Equity section of the *Thrive* "Outcomes"
- [Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region](#)

Station Areas on Existing and Planned Transitways

Transitways are major investments that provide frequent, reliable transit service in high-demand corridors, improve the transit rider experience, and offer permanence and attraction to developers, residents, and businesses to support new high-density development with a variety of uses. Based on policy in the *2040 Transportation Policy Plan*, transitways can be commuter rail, light rail transit, bus rapid transit, arterial bus rapid transit, or potentially streetcars. The land around transitway stations can support regional growth; offer expanded living, working and shopping choices; increase the efficiency of existing infrastructure; and contribute to climate change mitigation and resiliency.

Because the investment required to construct transitways is both significant and long term, good stewardship requires that the region maximize their value, cost-effectiveness, and performance by clearly outlining land use expectations. The *2040 Transportation Policy Plan* is defining expectations for transit-supportive land use near stations, including higher levels of residential density, a healthy mix of housing affordability, and well-connected development patterns. These land use patterns will create and strengthen the transit-orientation and pedestrian friendliness of these areas. The Council will provide technical assistance and grant opportunities to support transit-oriented development in station areas.

In addition to attracting growth and development, the prospect of future transitway corridors also provides an incentive for communities to cooperate and collaborate across jurisdictional borders.



Existing and planned transitways

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

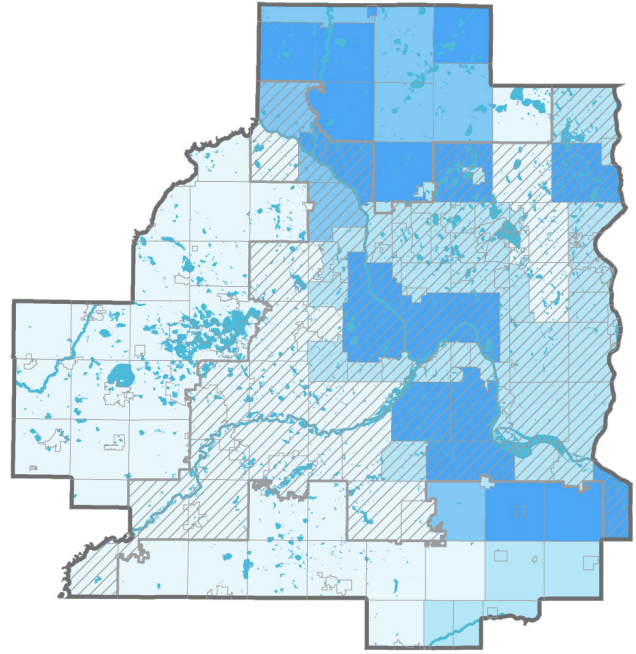
- The Stewardship section of the *Thrive “Outcomes”*
- The Orderly and Efficient Land Use Policy
- The Access, Mobility, and Transportation Choice Land Use Policy
- The *Transit Oriented Development Strategic Action Plan*
- The *2040 Transportation Policy Plan* and its technical appendices

Water Supply Considerations

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

In 2005, the Minnesota State Legislature authorized the Metropolitan Council to take on planning activities to address regional water supply resources. The Council's goal, articulated in the *Master Water Supply Plan*, is a sustainable water supply for current and future generations. Three important issues shape how this goal is achieved: the increased use of groundwater to meet regional demand versus other water sources (especially surface water); the unplanned modification of important groundwater recharge areas; and the efficiency of water use at the individual, business, and community levels. The image above identifies communities where more sustainable water use can be re-established through a better balance of groundwater and surface water supply (hatched areas) and where source water can be protected and enhanced through better management of vulnerable recharge areas (darker blues have more potential).

Cities are responsible for planning their land use and local water supply and for obtaining permits from state agencies. Agencies which protect the state's water resources and ensure safe drinking water include the Minnesota Department of Natural Resources (DNR) and the Minnesota Department of Health. Because of the Metropolitan Council's ongoing work completing and periodically updating the *Master*



Water supply issues and opportunities

Water Supply Plan, the region now has a better understanding of the impact of development and water use on aquifers, as well as potential solutions to long-term sustainability. As communities plan for the future, they should consider both the implications of their water supply for future growth and how their land use patterns affect water supply.

The image above illustrates general locations of water supply considerations. See the Council's website and the *Master Water Supply Plan* for up-to-date maps of groundwater recharge potential. For specific approaches, policies, and additional analysis related to groundwater, visit:

- The Sustainability section of the *Thrive "Outcomes"*
- The Orderly and Efficient Land Use Policy
- The Water Sustainability Land Use Policy
- The *2040 Water Resources Policy Plan*
- The *Master Water Supply Plan*

Job Concentrations

Job Concentrations are focused areas of employment defined as having:

- at least 7,000 jobs; and
- at least 10 jobs per acre.

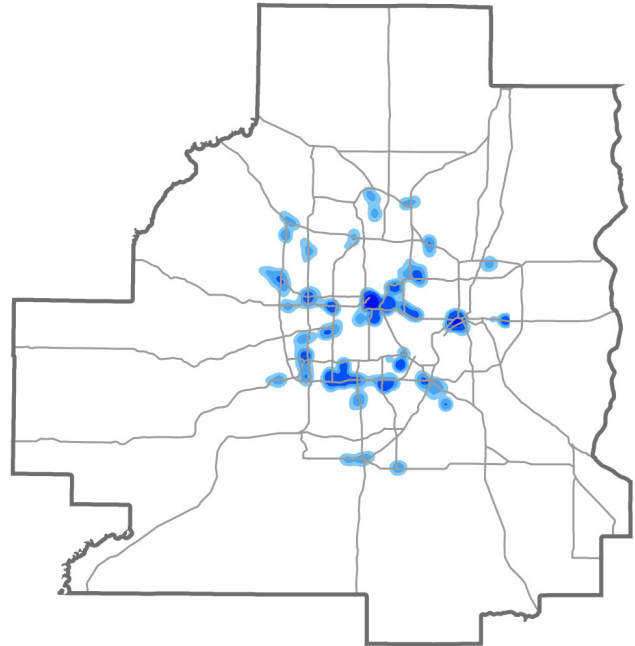
In 2010, one in six of the region’s jobs was located in one of the four largest job centers: downtown Minneapolis, downtown Saint Paul, the University of Minnesota, and the airport/ Mall of America.

Job Concentrations are more likely to attract employers that need small square footages per employee or that can benefit from proximity to similar and complementary businesses. These include but are not limited to financial services, professional and business services, some educational institutions, and larger-scale retail centers.

Job Concentrations benefit from significant existing regional and local infrastructure investments such as wastewater, highways, transit, and water. Building on opportunities to expand, adapt, reuse, or redevelop properties in Job Concentrations supports the continued orderly and economical development of the region and effective stewardship of our regional investments.

Containing half of the region’s jobs, Job Concentrations are travel and commuting destinations that support higher levels of both transit service and highway infrastructure. Employers that value transit access for their workforce should locate in Job Concentrations. Communities that aspire to higher levels of transit service for job access should build toward the thresholds of Job Concentrations.

This inventory of Job Concentrations describes current conditions. Looking ahead, the Council encourages future job growth



Jobs concentrate along transportation

in existing and future concentrated centers where appropriate to meet 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. The image above illustrates general locations of Job Concentrations. See the Council’s website for annually updated maps of Job Concentrations.

For specific approaches, policies, and additional analysis related to Job Concentrations, visit:

- The Prosperity section of the *Thrive* “Outcomes”
- The Economic Competitiveness Land Use Policy
- The *2040 Transportation Policy Plan* and its technical appendices

Manufacturing/Distribution Locations

Manufacturing/Distribution Locations are defined by densities of employment in manufacturing, distribution and warehousing of at least 2 jobs per acre.

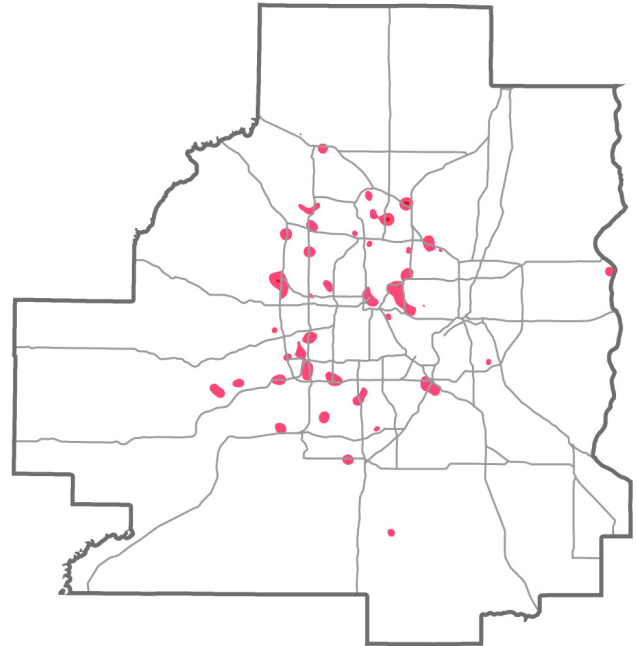
These jobs are more likely to locate in areas with access to freight-supporting facilities, especially highways, and in places with adequate and affordable land for the horizontal nature of much large-scale industry and warehousing.

Manufacturing/Distribution Locations benefit from significant existing regional infrastructure such as wastewater, highways, and rail. Building on opportunities to expand, adapt, reuse, or redevelop properties in Manufacturing / Distribution Locations supports the continued orderly and economical development of the region and effective stewardship of our regional investments.

As new Manufacturing/Distribution Locations emerge—whether through new development, redevelopment or job growth at specific sites—the Council will update the map. See the Council’s website for annually updated maps of Manufacturing/Distribution Locations.

The image above illustrates general locations of manufacturing and distribution centers. For specific approaches, policies, and additional analysis related to Manufacturing/Distribution Locations, visit:

- The Prosperity section of the *Thrive* “Outcomes”
- The Economic Competitiveness Land Use Policy
- The *2040 Transportation Policy Plan* and its technical appendices



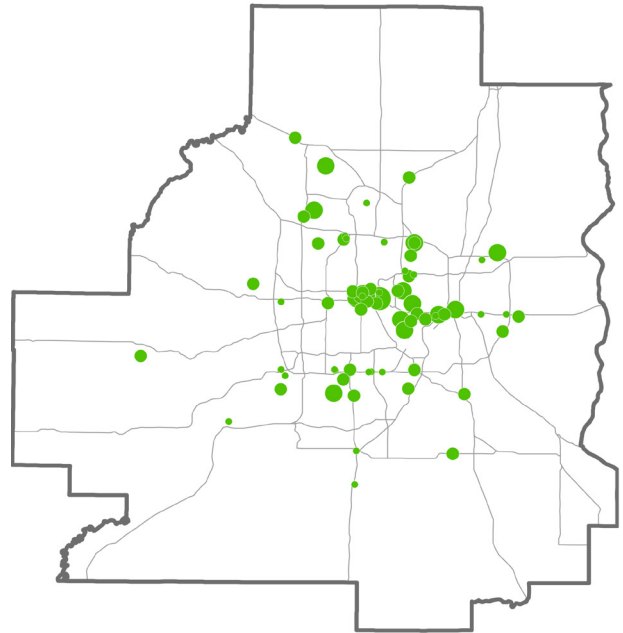
Manufacturing/Distribution Locations

Educational Institutions

Educational Institutions generate trips beyond those measured by employee counts as students regularly travel to campuses to attend class. This map portrays post-secondary educational institutions, both public and private; some high schools, not included on this map, also attract significant student travel beyond school buses.

Students attending Educational Institutions travel on the regional and local transportation infrastructure, including roads, transit, bicycle routes, trails and sidewalks. Local planning should consider each institution’s schedule of in-person classes in analyzing the impact on the transportation system.

Because of the importance of Educational Institutions as destinations, the Council will regularly update this map. The image above illustrates general locations and relative enrollments of educational institutions. See the Council’s website for annually updated maps of Educational Institutions.



Educational Institutions

Wastewater Service Areas

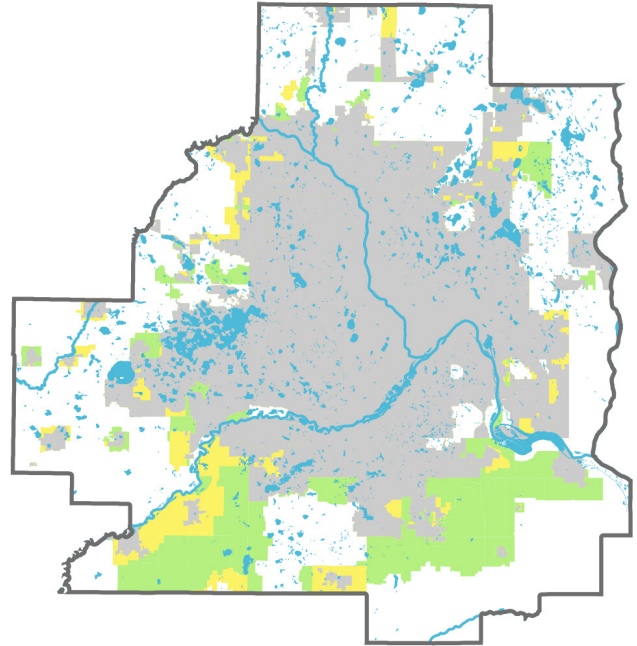
The Council has a long history of aligning land development with the staging of new connections to regional wastewater service. This helped the Council provide efficient and affordable service; create predictability for landowners, cities, and developers; and protect public health, and groundwater and surface water quality. The Council's new water sustainability approach will further align wastewater operations and investments with other water-related activities.

Many Council policies relate to a community's level of wastewater service:

- *Wastewater Service Area* is land currently served by the regional wastewater treatment system (in grey).
- *Planned Wastewater Service Area* includes land that is not currently served but is planned and staged to receive regional wastewater treatment service by 2040 (this area is also known as the 2040 Metropolitan Urban Services Area (in yellow)).
- *Long-term Wastewater Service Area* represents land that is planned to receive wastewater treatment service sometime after 2040 (in green).

To further the stewardship of the region's water and financial resources, the Council will continue to apply established wastewater policies. Although it has reduced 30-year population forecasts for some jurisdictions, the Council will continue to honor existing commitments for land to be included in the planned wastewater service area by 2040.

As a longstanding responsibility of the Council, wastewater service policies are woven into the next sections, "Community Designations" and "Land Use Policy." In order to ensure efficient use of regional wastewater infrastructure, the Council defines minimum residential density levels in areas planned for regional wastewater



Existing and planned Wastewater Service Areas

service by 2040. In areas planned for post-2040 regional wastewater service, the Council defines maximum residential densities.

The image above illustrates general locations of wastewater service areas. See the Council's website and adopted amendments to the *2040 Water Resources Policy Plan* for up-to-date maps of the *Long-term Wastewater Service Area* and the Metropolitan Urban Services Area. For specific approaches, policies, and additional analysis related to wastewater service policies, visit:

- The Stewardship and Sustainability sections of the *Thrive* "Outcomes"
- The Orderly and Efficient Land Use Policy
- The Water Sustainability Land Use Policy
- The *2040 Water Resources Policy Plan*

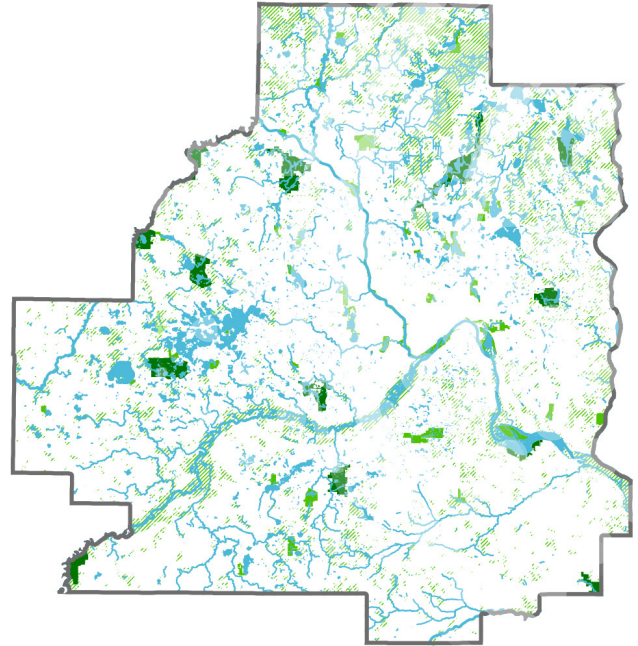
Regionally Significant Ecological Resources

An abundance of natural resources helps make our region vibrant and desirable. The Twin Cities region is home to a wide variety of natural habitats, ranging from wooded riverine areas along the Minnesota and St. Croix Rivers to large wetland complexes like that in Carlos Avery Wildlife Management Area in Anoka County to upland prairies and forests throughout the region. Ecological resources and a healthy natural environment bring the region many benefits, including economic activity, health and psychological benefits, quality of life, and valuable eco-services, such as filtering and slowing stormwater runoff, recharging groundwater, and reducing the effects of the urban heat island.

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

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

As communities embark on their comprehensive plan updates, the Council will provide technical assistance and information

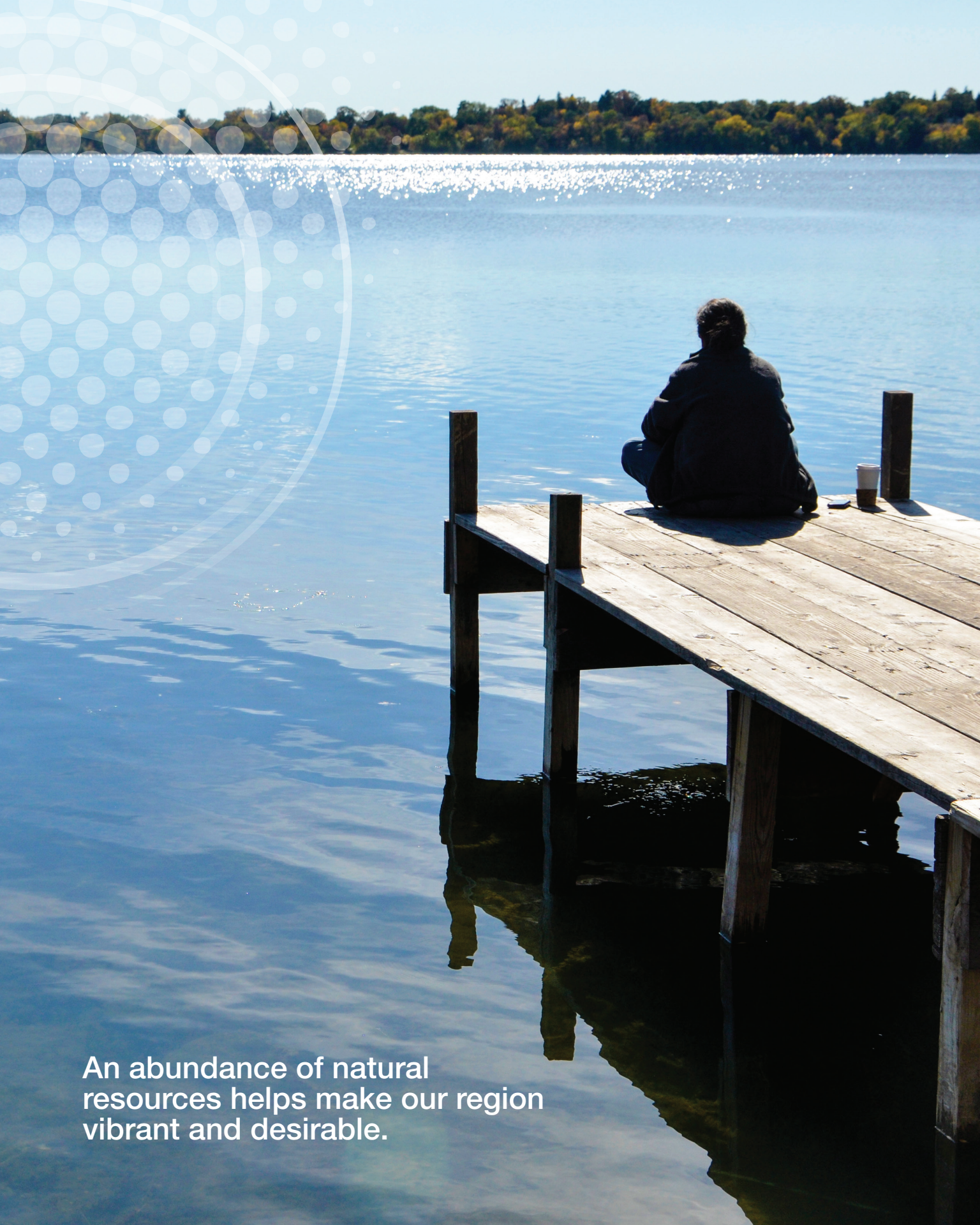


Ecological Resources

on natural resources, as well as best practices for protection and integration into development.

The image above illustrates general locations of a variety of natural features—including lakes, rivers, creeks, wetlands, and upland areas. The Council will continue to partner with agencies and stakeholders to compile and distribute such information and will assist local communities with finding and incorporating this information in their local planning processes. For specific approaches, policies, and additional analysis related to regionally significant ecological areas, visit:

- The Stewardship and Sustainability sections of the *Thrive* “Outcomes”
- The Natural Resources Protection Land Use Policy



An abundance of natural resources helps make our region vibrant and desirable.