2030 Regional Development FRAMEWORK

— Adopted January 14, 2004 —

Metropolitan Council

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Foreword

In the mid-1960s, the Twin Cities metropolitan area faced a host of serious urban challenges. Inadequately treated sewage was being released into public waters and contaminating groundwater supplies. The region's privately owned bus system was rapidly deteriorating – a victim of rising fares, declining ridership and an aging fleet. Development was threatening vital open spaces, a central feature of this region's prized quality of life. And growing fiscal disparities among communities were making it difficult for some cities to provide essential public services.

With some 272 separate local units of government – including seven counties and 188 cities and townships – the region was ill equipped to deal with problems that transcended local boundaries.

The Minnesota Legislature responded in 1967 by creating the Metropolitan Council to plan and coordinate the orderly development of the seven-county area. In quick order, the Legislature also created regional wastewater and transit systems, strengthened the region's land-use planning process and enacted a unique tax-base sharing law to reduce fiscal disparities among communities.

More than three decades later, this region is confronted with a new set of challenges revolving around growth, transportation, housing and resource protection. While the Legislature has provided important tools and resources to meet these challenges, the Twin Cities metropolitan area will need the same kind of unity, commitment and spirit of innovation that led to the creation of the Council and our regional systems.

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Chapter 1/Opportunities and Challenges

Our Region

During the 1990s, the Twin Cities metropolitan area gained more population – 353,000 people – than in any previous decade in its history. With this growth has come increased prosperity – new jobs, rising incomes, added tax revenue, higher property values and the highest rate of home ownership in the nation.

But, as many Twin Citians have already discovered, accommodating growth is not always easy. Traffic congestion and commuting times have increased. Prices for new and existing housing have risen faster than incomes. And new development has meant increased demand for costly urban services and increased pressure on vital natural resources.

And the Twin Cities will keep growing. By the year 2030, we expect the region to add nearly 1 million people – the equivalent of two Denvers plunked down within the boundaries of the seven-county metro area.

From Woodbury to Waconia and Lino Lakes to Lakeville, this growth will bring opportunities and challenges. How do we accommodate growth while maintaining the quality of life for the 2.6 million people who already live and work here? How do we preserve and revitalize the communities and neighborhoods we prize – the buildings, parks, shared spaces and streets that tell us we're "home" – while building new communities with their own character and sense of place? How do we capitalize on our opportunities for economic development while preserving our vital natural assets and abundant opportunities for outdoor recreation?

The purpose of this *2030 Regional Development Framework* is to provide a plan for how the Metropolitan Council and its regional partners can address these challenges. The Framework is prepared under the authority of state statutes, which direct the Council to:

...prepare and adopt...a comprehensive development guide for the metropolitan area. It shall consist of a compilation of policy statements, goals, standards, programs, and maps prescribing guides for the orderly and economical development, public and private, of the metropolitan area. The comprehensive development guide shall recognize and encompass physical, social, or economic needs of the metropolitan area and those future developments which will have an impact on the entire area including but not limited to such matters as land use, parks and open space land needs, the necessity for and location of airports, highways, transit facilities, public hospitals, libraries, schools, and other public buildings.... (Minnesota Statutes, section 473.145)

The Development Framework is the initial "chapter" and the unifying theme of the Council's Metropolitan Development Guide. It is the umbrella statement of regional policies, goals and strategies that will inform the Council's metropolitan system plans for airports, transportation, regional parks and wastewater service, as well as other policy plans adopted by the Council.

Under state law, each city and township in the seven-country metropolitan area is required at least every 10 years to prepare and submit to the Metropolitan Council a local comprehensive plan that is consistent with the Council's metropolitan system plans (Minn. Stat. 473.864). The next round of updated plans will be due in 2008.

Our Forecast

During the last three decades, the Twin Cities metropolitan area grew by nearly 800,000 people. By the year 2030, we forecast that the region will add another 966,000 people and 471,000 households. However, we expect to see a slower rate of job growth as large numbers of Baby Boomers retire.

Metropolitan Area Growth, 1970-2030

	1970	2000	2030	1970–2000 Increase	2000–2030 Projected Increase
Households	573,634	1,021,454	1,492,000	448,000	471,000
Population	1,874,612	2,642,056	3,608,000	767,000	966,000
Jobs	779,000	1,563,245	2,126,000	784,000	563,000

This growth will mean further changes in the demographic makeup of the metropolitan area. The number of people per household, which has been shrinking since 1950, will continue to drop. The average, which was 2.75 in 1980 and 2.59 in 2000, is expected to dip to 2.41 by 2030. The region's population also will continue to age. Between 2000 and 2030, the population under age 55 is expected to increase by 19 percent while the number ages 55 and over is expected to grow by 111 percent. Finally, the population is likely to grow more diverse. In the 1990s, the minority population in the region grew from 9.2 percent to about 16 percent and accounted for about 60 percent of the region's total population growth.

While such growth and demographic changes will bring challenges, this metropolitan area – with its well-established system of regional and local planning – is better prepared than many regions to meet these challenges.

Our Goals

The Metropolitan Council was created in 1967 to help ensure the "coordinated, orderly and economical development" of the seven-county Twin Cities metropolitan area – consisting of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties (1967 Minnesota Laws, chapter 896). Our goals are very much in keeping with that legislative directive:

- **Working collaboratively with regional partners to accommodate growth within the metropolitan area.** This Framework recognizes that "one size does not fit all" –

that different communities have different opportunities, needs and aspirations. But it also is grounded in the belief that all communities have a shared responsibility to help accommodate the region's growth, use market forces to help expand housing choices and ensure connected, efficient land-use patterns.

- **Maximizing the effectiveness and value of regional services, infrastructure investments and incentives.** We must take full advantage of the enormous investment we have made in regional systems – transportation, airports, wastewater treatment and regional parks – as well as ensure that future resources are used in a cost-effective manner.

- **Enhancing transportation choices and improving the ability of Minnesotans to travel safely and efficiently throughout the region.** Traffic congestion is worsening at a disturbing rate, affecting all modes of travel, making it more difficult for workers to get to their jobs and more costly to get goods to market. Meanwhile, highway and transit funding are falling far short of the needs. We need to make the most of available resources to improve mobility and avoid gridlock.

- **Preserving vital natural areas and resources for future generations.** This metropolitan area boasts a unique combination of assets: three majestic rivers, 950 lakes, rolling hills, extensive wetlands, native prairies and woodlands, aggregate and a multi-layered aquifer system – assets that are essential to our region's quality of life and continued economic well-being. Maintaining compliance with federal air quality standards will ensure that citizens will benefit from cleaner air and avoid costly federal pollution control requirements.

New Directions

Our region cannot rely solely on what has made it a success in the past. We need new approaches that are shaped by emerging trends, market forces, community values and current, accurate regional data – all integrated into an overall, comprehensive strategy.

This effort means:

- **Focusing attention on the pattern of land uses.** Previously, the regional growth strategy focused on *how much* development occurred in growing communities at the region's developing edge. This Development Framework pays more attention to *how* development occurs — such as the mix of land uses, the number of housing units per acre, the integration of transit and the connection of local streets.

- **Recognizing that transportation and land use influence each other.** The Framework emphasizes the need for intensified development in centers with convenient access to transportation corridors and in rural centers that want to grow and that lie along major highways. Regional investments can create a transportation system that includes transit solutions that support attractive, walkable neighborhoods with homes, green space, public places and other amenities.

- **Offering greater flexibility in the location of new development in growing communities.** This Framework will provide growing cities the flexibility to decide where development occurs within broader areas that are planned and staged for development, consistent with regional perspectives. It is vital that these cities will make efficient use of infrastructure and develop in a manner that conserves natural features and provides transportation options. This is intended to help local officials build communities in a more strategic and holistic way.

- **Emphasizing reinvestment in older areas throughout the region.** By reinvesting in underused land and maintaining existing infrastructure, the region can accommodate growth on a smaller urban "footprint," slow the rate of increase in traffic congestion, ease development pressures on rural land, save billions of dollars in local sewer, water and road construction costs, maintain the housing stock and strengthen the vitality of older areas.

- **Encouraging increased market-based housing production that reflects shifting demographics, employment locations and a diversity of incomes.** New home construction has been skewed in favor of single-family housing over such alternatives as townhomes and condominiums. But the oldest baby-boomers are now in their 50s, and newcomers to the metropolitan area are likely to expect a variety of housing types and prices. The market demand for single-family detached housing is expected to decline in the next 30 years, even as the overall demand for housing remains strong. A mix of housing types and prices enables more people to work, raise a family and retire in the same community, attracts jobs and improves local economic competitiveness. Affordable units, incorporated into attractive market-rate developments, can expand housing opportunities for lower-income families and households.

- **Encouraging the use of the metro-wide natural resources inventory and assessment to foster development that is more sensitive to the environment**. An inventory and assessment of the region's natural resources, now documented in overlays of computerized maps, can help local governments plan development that respects the integrity of natural areas and incorporates environmental features into development projects. Conserving and restoring natural resources of regional or local importance contributes to a healthy natural environment and enhances our quality of life. Connecting regional and local features by natural-resource corridors helps sustain wildlife and plant habitat and shapes how development looks on the ground.

Learning from Our Partners

The Metropolitan Council doesn't have a monopoly on new ideas for guiding growth and development. Many of the policies and strategies contained in this Framework grew out of efforts already underway in communities throughout the region – many of which the Council has participated in through the Livable Communities grants program.

Cities such as Brooklyn Park, Burnsville, Maple Grove, Plymouth, Ramsey and St. Louis Park are working to create town centers with a mix of housing, commercial and civic uses to provide a gathering place and focal point for their community. Meanwhile,

older suburbs such as Chaska, Hopkins, New Brighton, Robbinsdale and White Bear Lake have brought new life to their more traditional downtowns through similar development efforts.

St. Paul and Minneapolis both have been working aggressively to reclaim their riverfronts, protect a prized natural asset and respond to market demands for a range of housing types located near job, entertainment and recreational opportunities. Similarly, both the Phalen corridor project in St. Paul and the Heritage Park project in Minneapolis are restoring natural features – a wetlands area and a creek – as essential components of redevelopment projects that also include housing, infrastructure improvements and other revitalization efforts.

And coalitions of communities along the Interstate 494 and 35W corridors have been actively exploring the connections between transportation and land use as part of their efforts to deal with traffic concerns.

The Metropolitan Council is learning from such initiatives, and will share that information with other communities in the region and provide technical assistance as local officials respond to the opportunities and challenges posed by the growth that is taking place in our region.

Working with Our Neighbors

Partnerships with neighboring communities and counties will be crucial to the region's future success. The Twin Cities are part of a larger regional economy, one that extends well beyond the seven-county metropolitan area.

While the seven-county share of households within the larger 19-county region has remained around 85 percent since 1970, there have been some notable changes. Much of the growth in the adjacent counties can be attributed to their proximity to the Twin Cities area. For example, 39 percent of respondents to a Council survey of residents in Chisago, Isanti, Sherburne and Wright Counties reported that they worked near or inside of the I-494/I-694 beltway. Most of the growth in adjacent counties has occurred in areas just outside the borders of the seven metro counties. For example, Elk River, St. Michael and Hudson are the three fastest growing cities in the adjacent counties.

The Metropolitan Council and regional partners must build closer relationships with local governments and their associations in the adjacent counties. We need to be sensitive to mutual impacts of decisions relating to development, transportation, water quality and other natural resources.

Chapter 2/Policy Directions and Strategies

Decisions relating to transportation, sewers, housing, natural resources and other land uses cannot be made in isolation from one another. Transportation and sewers help shape growth patterns; housing location and types affect mobility options and travel patterns; unplanned growth can put a strain on natural areas, groundwater quality and other resources.

This Framework seeks to carefully integrate growth, transportation, housing and natural resource policies – to achieve regional goals in each area and avoid working at cross-purposes. Our policies also acknowledge the partnerships that will be essential to our success and continued economic vitality.

Policy 1: Work with local communities to accommodate growth in a flexible, connected and efficient manner.

Strategies for all communities

- Support land-use patterns that efficiently connect housing, jobs, retail centers and civic uses within and among neighborhoods.
- Encourage growth and reinvestment in adequately sewered urban and rural centers with convenient access to transportation corridors.
- Promote development strategies that help protect and sustain the regional water supply.

Discussion

The full potential of investments in transportation, housing, natural resource preservation and other factors is best realized when they are considered together in well-conceived land use patterns. For example, if more communities have mixed uses—retail and commercial, as well as residential—more people have the option of working in the same community in which they live.

If the land use patterns cluster housing, businesses, retail and services in walkable, transit-oriented centers along transportation corridors, the benefits increase: Improved access to jobs, open space, cultural amenities and other services and opportunities. Fewer—and shorter—auto trips, more housing options and more choices for reaching local and regional destinations. A significant reduction in the number of vehicle trips and vehicle miles traveled, slower growth in traffic congestion, improved air quality and a healthier environment compared with a more spread-out, single-use pattern of development. There are personal benefits as well—shorter daily commutes provide more time for personal or family activities. Transit connections among home, work and other destinations mean cost savings for many households.

There is also a hard-edged practical aspect to these land use strategies—they will save public money. For the metropolitan transit and transportation system, putting growth

where the infrastructure to support it already exists means roads that *don't have to be built*. Providing transportation options that include fast, convenient transit services means freeway lanes that *don't have to be added.* And, where new infrastructure is necessary, investments in more connected land-use patterns will be the most fiscally responsible use of limited public resources for transportation.

Efficient use of capacity in the metropolitan wastewater disposal system, which provides wastewater treatment services to 90% of the region's population and most of its commerce and industry, will ensure the most cost-effective operation of both the current wastewater system and the service provided to future urban areas. The system is an essential ingredient for urban development.

An adequate supply of water is another essential ingredient for growth. The region currently uses 400 million gallons of water per day for drinking and other personal uses, irrigation, commercial and industrial needs, as well as other miscellaneous purposes. An additional 774 million gallons per day are used for cooling power plants. (The water used for cooling power plants is considered a non-consumptive use, since most of the water is returned directly to the source at a slightly higher temperature.) The regional groundwater aquifer system and the Mississippi River provide a relatively abundant water supply, but there are questions about the ability of that supply to meet increasing demands. Both the Council and all communities with a municipal water supply system are required to develop plans to address those concerns (Minn. Stat. 473.156-.157; 473.859). Cities must consider the implications of their water supply for future growth and indicate how they will protect the current and planned supply source that provides the community with water. Land use patterns affect water supply. For instance, incorporating natural areas in the mix of land uses will help reduce surface water runoff and recharge aquifers for water supply.

While the above strategies for accommodating growth apply to all of the region's communities, implementing the *Regional Development Framework* is not a one-size-fits-all process. The Council has tailored growth strategies for different community types – Developed Communities, Developing Communities and four types of communities within Rural Areas (see further detail in the chapter "Strategies for Geographic Planning Areas," beginning on page 16).

Strategies for Developed Communities

- Work in partnership with developed communities to encourage reinvestment and revitalization.
- Provide grants and other incentives to cities and businesses to reclaim, infill and redevelop underutilized lands and structures.

Discussion

The Developed Communities are the cities where more than 85% of the land is developed, infrastructure is well established and efforts must go toward keeping it in good repair. These communities have the greatest opportunities to adapt or replace

obsolete buildings, improve community amenities, and remodel or replace infrastructure to increase their economic competitiveness and enhance their quality of life.

Developed Communities are taking advantage of their assets. New households and jobs are being added in Minneapolis, St. Paul and adjacent older suburbs, and these communities are identifying opportunities to attract more such investment. Their plans indicate potential sites, they have proven market interest and they concur with—and, in some instances, have requested increases in—Council forecasts for continued growth. Developed Communities are now the expected locations for approximately 30 percent of new households and about half of new jobs through 2030. It makes economic sense for the Council to make investments in and offer incentives for reinvestment and infill to these communities to assist them with their efforts.

Strategies for Developing Communities

- Invest in regional systems (wastewater treatment, transportation, parks and open space, and airports) to help ensure adequate services to communities as they grow.
- Implement standards for extending urban services to help local governments plan for and stage development within a rolling 20-year land supply (local plan evaluation to be based on inclusion of measures that address transportation connections, housing production, surface water management and natural resource conservation).
- Encourage communities to plan for post-2030 areas for future urban services.
- Use natural resource conservation strategies to help protect environmentally sensitive areas and shape development.

Discussion

Developing Communities are the cities where the most substantial amount of new growth—about 60 percent of new households and 40 percent of new jobs—will occur. The amount of infill and redevelopment and the way in which new areas are developed directly influence when and how much additional land in Developing Communities will need urban services—services that will call for substantial new regional and local investments.

Local comprehensive plans for Developing Communities already designate sufficient land to accommodate forecasted growth through 2020. Within the 20-year land supply, the Council will support flexible staging of growth, recognizing that development opportunities do not always occur in a contiguous manner. The community must demonstrate that the development will support a connected land use pattern and can be served in an efficient and economical manner.

When a change in urban service area staging is requested, the Council will expedite the review through a comprehensive plan amendment. Standards for changing the staging of urban services will be identified in the Council's Local Planning Handbook.

The 2020 metropolitan urban service area was established through the 1998 comprehensive plan review process. During the next comprehensive plan update process, the Council will work with local communities to ensure there is enough land to accommodate forecasted 2030 growth, developing plans that extend staging to continue

to maintain a 20-year land supply over time. Developing Communities should consider their entire jurisdiction when proposing long-term staging and development patterns, protecting land for post-2030 urbanization.

The Council will determine its ability to provide needed regional services such as interceptor and treatment plant capacity. Each city, in turn, will need to consider how it will locally serve the planned-for growth.

The flexibility to stage growth locally also offers Developing Communities the opportunity to incorporate natural resources into their local plans. They can build on the regional Natural Resource Inventory and Assessment by identifying additional locally important resources. Then staging plans can incorporate these regional and local resources, developing local infrastructure (wastewater systems, roads, parks and open space, and airports) in a way that conserves natural resources and avoids or protects sensitive natural areas.

Strategies for Rural Areas

- Support rural growth centers in their efforts to concentrate growth as a way to relieve development pressure in rural parts of the metropolitan area.
- Provide technical and/or financial support for wastewater services in rural growth centers where feasible.
- Support development in rural areas in clusters or at low densities to preserve these areas for future growth and to protect the natural environment.

Discussion

Roughly half of the 3,000 square miles in the seven-county Twin Cities area are rural. That includes cultivated farmland, nurseries, tree farms, orchards and vineyards, scattered individual home sites or clusters of houses, hobby farms, small towns, gravel mines, woodlands, and many of the region's remaining important natural resources. About 5% to 8% of new growth is forecast for the rural area—most of it in Rural Growth Centers. To acknowledge its diversity, the rural area is categorized into four geographic planning areas:

- **Rural Centers** are the small towns, like Belle Plaine and St. Francis, located throughout the rural area. **Rural Growth Centers** are those Rural Centers both interested in and showing a potential for growth.

  Growth in Rural Centers offers the opportunity to take advantage of existing infrastructure, provides municipal services as an alternative to individual wells and septic systems whose continued proliferation causes environmental concerns, and provides more households with the opportunity for small-town living.

- **Rural Residential Areas** are those places in Ham Lake, Andover, Inver Grove Heights and Credit River Township that are currently developed at one unit per 2 to 2 ½ acres or less, with no plans to provide urban infrastructure such as centralized wastewater treatment.

  Additional development of this type will increase the potential for damage to the environment from many individual sewage treatment systems located close together, and will preclude providing urban infrastructure in efficient ways. It should be limited to infill or carefully considered expansion only within the boundaries of communities where it already exists.

- **Diversified Rural Communities** are the sparsely developed parts of the region, such as Burns Township and Stillwater Township, that host the widest variety of farm and non-farm land uses. They include a mix of a limited amount of large-lot residential and clustered housing, agriculture, and facilities and services requiring a rural location.

  Continuing the diversified rural land use pattern in the region saves the costs of extending infrastructure, protects the natural environment and provides groundwater aquifer recharge areas. Currently, lands in the Diversified Rural Communities are not needed for urban development, but should be preserved for post-2030 development. Therefore, only limited growth is forecast for this planning area. Wastewater services to these areas will be reviewed on a case-by-case basis to determine feasibility.

- **Agricultural Areas** are large contiguous land areas planned and zoned to maintain agriculture as the primary land use. They are found mostly in Dakota, Scott and Carver Counties in communities such as Greenvale Township and San Francisco Township and total about a half-million acres of the region's best soils. Many of these communities have taken additional steps to preserve agricultural lands. The Council supports local efforts by forecasting only very small amounts of household and employment growth for agricultural areas and by strictly limiting its investments in regional infrastructure in those areas, focusing instead on investing in efficient and fiscally prudent urban growth.

Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.

Strategies

- Focus highway investments on maintaining and managing the existing system, removing bottlenecks and adding capacity.
- Make more efficient use of the regional transportation system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts, and by employing a variety of pricing techniques such as FAST lanes and HOT lanes.
- Expand the transit system, add bus-only lanes on highway shoulders, provide more park-and-ride lots and develop a network of transitways.

- Encourage local governments to implement a system of fully interconnected arterial and local streets, pathways and bikeways.
- Promote the development and preservation of various freight modes and modal connections to adequately serve the movement of freight within the region and provide effective linkages that serve statewide, national and international markets.
- Support airport facilities investments to keep pace with market needs and maintain the region's economic vitality.

Discussion

To a growing number of metropolitan area residents, highway congestion ranks as the region's No. 1 concern. The average daily commute in the 1990s grew from 21 minutes to 23 minutes, with a 62 percent increase in commutes requiring 40 minutes or longer. The portion of peak-period travel occurring under congested conditions increased more than fivefold between 1982 and 2000 – an increase that tied with Atlanta's for the second fastest rate of congestion growth in the nation. In 2000, traffic tieups cost the average Twin Cities commuter more than $1,000 a year in wasted fuel and lost time, and cost the business community more than $300 million in comparable penalties for distribution of goods.

The region's congestion problems will continue to worsen in the coming decades. The nearly 1 million new residents projected by 2030 are expected to generate an additional 4 million daily trips, and the number of congested highway miles is expected to double during the same period.

The enormous costs associated with building new transportation facilities mean that the region will have to make targeted investments, recognizing that "one size does not fit all" and carefully weighing the options in every corridor. The first priority for highway improvements must be to maintain the existing metro highway and roadway system, reducing the dozens of bottlenecks that impede travel, implementing new strategies to improve the efficiency of the system and adding capacity where possible.

But the region also must look for new ways to make more effective use of the existing system. This means stretching out peak-period travel through flexible work hours, exploring pricing strategies that discourage unnecessary freeway travel in peak periods, providing greater incentives for transit use, and reducing travel demand through expanded ridesharing, telecommuting and other measures. Various pricing techniques recently employed around the world have been successful in maximizing the use of the existing highway capacity, adding capacity and raising revenue to pay for implementation and operations. These strategies also can be a new source of revenue for transit, as well as help make transit more cost-competitive and more efficient if operating in mixed traffic conditions.

Transit will continue to play a critical role in many individuals' daily lives, and can significantly relieve the need to expand highways and local streets. By investing in improved transit, the region can provide more people with realistic alternatives to traveling by car. This requires expanding the existing system of regular-route and express bus service, adding more bus-only lanes on highway shoulders and park-and-ride lots, supporting more local circulator bus service, and continuing the effort to develop a

network of transitways in heavily traveled corridors. This network should include a range of possibilities – light rail, commuter rail and exclusive busways – making mode selections based on a thorough cost-benefit analysis. In making transit investment decisions, the Council will evaluate the cost-effectiveness of LRT, commuter rail and busways, using data from the operation of the Hiawatha LRT line and the cost-effectiveness index developed by the Federal Transit Administration.

In the longer term, the region also can slow the growth in congestion by encouraging development and reinvestment in urban and rural centers that combine transit, housing, offices, retail, services, open space and connected streets that support walking and bicycle use. Such development enables those who wish to reduce their automobile use to meet their daily needs and makes it possible for those who are unable to drive to live more independently.

We also must pay greater attention to the challenges of moving resources and goods within and through the region to North American and world markets. The importance of a coordinated regional and state system is key for increasing the economic competitiveness of businesses, industries and their customers. Regional transportation investments – coordinated with investments by local governments and the private sector where feasible – must provide sufficient access to freight facilities, business and industrial concentrations, and distribution centers.

The aviation industry is suffering from the lingering effects of a poor economy, the 9/11 attacks, the SARS scare and structural changes within the industry. To remain economically competitive, our region must continue to implement the MSP 2010 improvement plan to increase runway and terminal capacity at Minneapolis-St. Paul International Airport, as well as maintain, improve and expand our system of reliever airports. At the same time, we must carefully monitor changes within the industry to ensure that adequate airport capacity is available in the years ahead. In addition, we must work with local communities to mitigate the adverse impacts of airports and ensure compatible land uses in adjacent areas.

Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.

Strategies

- Work to ensure an adequate supply of serviced, developable land to meet regional needs and respond to demographic trends.
- Work with regional partners to increase housing options that meet changing market preferences.
- Support the production and preservation of lifecycle and affordable housing with links to jobs, services and amenities accessible by auto, transit, biking and walking.

Discussion

The challenge of maintaining a sufficient supply of urban-serviced land is to balance the costs of providing services to new development while not unduly restricting available

land supply. Achieving this balance means that the region needs to monitor its land supply, make the best use of existing infrastructure as it develops, and increase the supply to accommodate efficient development. The public and the private sectors are committed to regularly monitoring available land supply and comparing actual land uses with those indicated in regional and local plans—including designation of urban reserve lands for development post-2030—to respond appropriately to changing markets. New housing developments will need transportation, sewers and water supply; and providing these services requires continued coordination of planning and implementation between regional and local governments.

The marketplace, supplemented by public-private partnerships, is key to this effort. Since the year 2000, the market has produced both rental and ownership units in response to heavy consumer demand, boosted by changes in state tax policy. At the same time, the expansion of low-income housing tax credits and increased state authority to issue housing revenue bonds has eased the market squeeze on affordable rental units. Somewhat fewer renter households now bear an inordinate housing-cost burden than in 1990, even though the region saw a large increase in total households. But the situation for lower-income households has improved little — eight out of 10 continue to pay more than they can afford for housing costs, while the 2003 study *The Next Decade of Housing* presents data suggesting the affordability problem for many of the region's lower income households may not be resolved during this decade.

The region will, of course, need much more housing in the next 30 years, but population changes are shifting consumer preferences for various types of units. During the 1990s, the leading edge of the baby-boom generation moved into the 45-to-54-year-old age group, producing the biggest gain in any age category.

The new-housing market, which has historically favored single-family housing, is responding with a shift toward attached homes, such as townhouses and condominiums. The trend will strengthen in future years as baby-boomers grow older. The growing share of attached housing—attractive to singles, young couples without children, "empty nesters" and others—enriches the stock of available housing, makes available single-family homes to first-time and "move-up" buyers, and offers opportunities to improve connections with work places, retail, services and entertainment.

A growing number of employers – including Best Buy, Medtronic, Wells Fargo and US Bank – have demonstrated that they recognize the benefits of linking job sites and housing by easily accessible transportation options. Cities are seeing the economic advantages of encouraging a mix of housing that provides choices for a range of ages and incomes. Many cities are planning for mixed-use areas in their comprehensive plans and making changes to local ordinances and official controls to encourage those types of land uses. The result can be shorter daily commutes, reduced business costs related to congestion delays and less strain on the transportation system during peak-travel periods.

Coalitions of interested organizations, public agencies, businesses and foundations continue to strive to expand housing choices. Promising approaches include streamlining approval processes for new construction techniques, residential re-use and rehabilitation; providing cities with more information about land trusts and other ways of preserving housing affordability; creating more local options for funding affordable housing;

supporting information-sharing among cities; and encouraging them to review land use controls and regulations, zoning policies and practices, and approval processes to foster development, preservation and rehabilitation of more affordable housing.

For its part, the Council will use its programs and resources—including negotiated housing goals, planning and technical assistance, regional investments, and incentive programs—to encourage communities to provide for a diversity of housing types and costs. In addition, the Council will give funding priority to communities and community projects that increase the variety of housing types and costs, appropriately mix land uses, increase transportation choices and leverage private investment.

Policy 4: Work with local and regional partners to reclaim, conserve, protect and enhance the region's vital natural resources.

Strategies

- Encourage the integration of natural-resource conservation strategies in regional and local land-use planning decisions.
- Work with other regional partners to protect regionally important natural resources identified as unprotected in the Natural Resources Inventory and Assessment.
- Work to preserve the quality of the region's water resources.
- Work with our regional partners to remain in compliance with federal air quality standards for carbon monoxide, ground level ozone and fine particulate pollution.
- Designate additional areas for the regional park system that enhance outdoor recreation opportunities and serve important natural-resource functions.

Discussion

Our region is endowed with rich natural assets that enhance its quality of life and provide significant economic benefits. Natural areas recharge aquifers for water supply. They clean stormwater runoff and slow its flow, reducing flood damage and improving the quality of rivers, lakes and streams. They clean the air by "filtering" it through tree and vegetative cover.

Taking advantage of natural air- and water-filtration systems is far less expensive than replacing lost natural functions with costly technology. Natural areas also increase the local tax base by providing amenities that raise the value of nearby properties, and they boost the economic attractiveness of the area.

The 2002 Twin Cities Area Survey reported that 92 percent of those polled agreed or strongly agreed with the statement, "As areas develop, governments should do more to protect natural features, such as wetlands, woodlands, lakes and streams." Making natural resources an integral part of the planning and development process will help protect highly prized natural features for current and future generations.

The Council and the Minnesota Department of Natural Resources have completed an initial inventory and assessment of regionally important natural resources—the Natural Resources Inventory and Assessment (NRI/A). Local governments can use this large database as a starting point to identify locally important resources and then take

appropriate conservation measures. New development can be located and designed in a way that preserves and benefits from the natural environment.

The regional parks and open space system represents a major, well-established conservation effort for land and water resources. The system includes about 55,000 acres within park boundaries, drawing more than 30 million visits a year (2002). But the area's growing population will need additional large-scale park and open space lands in the future. The region needs to identify natural areas that could be added to the regional park system and plan for their acquisition before the opportunity is lost.

Although the region is a water-rich area, the quality of its rivers, lakes and streams is affected by stormwater runoff containing phosphorus, other nutrients, oils, road salt and other pollutants. Loss of natural areas contributes to increased runoff and lowered water quality. Best management practices are needed to keep pollutants out of the region's surface- and groundwater. Proper management of on-site septic systems is needed to minimize impacts on groundwater.

Air quality is a key indicator of the quality of life in the region. Maintaining and improving air quality will enhance the region's ability to continue growing economically.

Aggregate—sand, gravel and crushed rock—is another resource vital to the area. The regional transportation systems and the building industry need large volumes of aggregate for construction and maintenance. But the metropolitan area is losing access to its aggregate resources and rapidly depleting the supply. Development located on or near aggregate deposits has shut off access to about 45% of the aggregate originally available in the metropolitan area.

To deal with this issue, the Minnesota Legislature directed each local unit of government in the metropolitan area to amend its local comprehensive plan to address issues related to aggregate, when such resources are present in the community (Minn. Stat. 473.859). This is a step toward preserving sources of aggregate for the future, but additional protections and incentives are needed to ensure their continued availability.

Prime agricultural soils are important not only to farming communities but also to the region as a whole. They have been identified in the Natural Resources Inventory. About a half-million acres in the region are planned and zoned to maintain agriculture as the primary long-term land use, most of it located in a crescent-shaped arc through the region's southern and southwestern counties—Dakota, Scott and Carver. For many rural communities, these soils are an important natural resource. The Council supports local communities in their determination of how best to use this land. (Minn. Stat. 473.859).

Chapter 3/Strategies for Geographic Planning Areas

Implementing the *Regional Development Framework* is not a one-size-fits-all process. There are different strategies for communities based on the types of growth that are expected. These variations are reflected in "Geographic Planning Areas" designated by the Council and illustrated on the Regional Growth Strategy Map (attached at the end of this document).

This map, which incorporates the current land use plans of the region's communities, also will serve as the foundation for the next round of comprehensive plan updates. It identifies an urban area and a rural area, each of which occupies approximately half of the region. The urban area is divided into two specific geographic planning areas: the Developing Communities and the Developed Communities. The rural area is divided into four specific geographic planning areas: Rural Centers/Rural Growth Centers, the Diversified Rural Communities, the Rural Residential Areas and the Agricultural Areas.

One of the primary differences among these planning areas is the density at which they develop. The Council has established benchmarks indicating the overall densities that planned development patterns in each of the geographic planning areas can be expected to achieve. The Council negotiates a share of the regional forecasts with each community based on its geographic planning area designation(s), development trends, expected densities, available land, local interests and Council policies. The cumulative results of the community-accepted distribution of the forecasts among planning areas becomes the basis for determining the required land supply, and for the Council's plans for and investments in regional systems such as highways and wastewater service.

Approximately 91% to 95% of new growth is forecast to be located in the urban area—in land use patterns that make efficient use of regional infrastructure—with the rest, 5% to 9%, in the rural area, particularly in small towns to be designated as Rural Growth Centers.

The Regional Growth Strategy Map – together with the overall strategies in Table 1 and the Geographic Planning Area Table specific to each planning area shown on the map – outlines the roles of individual communities and strategies for accommodating expected growth. At times, planning area designations may change. The Council will work with communities through the comprehensive planning process and within the parameters of the Framework to implement such changes.

Each community will determine how to implement the strategies in the geographic planning area tables. The range of choices provides considerable local flexibility. For example, a Developed Community could—as the table for Developed Communities states—accommodate growth forecasts through reinvestment at appropriate densities by adopting innovative zoning techniques for compatible mixed-use development or shaping new projects at an appropriate scale. In addition, a community in any part of the region may choose to develop and/or expand centers that work for their city. Centers vary in scale – from the downtowns of the region's two central cities to small centers that provide services to neighborhoods or rural areas. Centers integrate land-use patterns, mixing jobs, housing, retail, services and – potentially – open space and connect them

with streets, sidewalks and trails. They can be planned as part of new development or created incrementally by adding the "missing pieces" – be they housing, jobs, services or street connections-to existing places in all parts of the region.

The Council will provide technical assistance, such as the Local Planning Handbook, to help local governments implement community-appropriate practices like these to achieve regional objectives rather than using a checklist of expectations every community must meet.

Many of the Council's tools for helping communities accommodate growth apply to all communities. For example, the Council works with all communities to plan and stage regional services. The regional infrastructure becomes the framework upon which communities add local services. The Natural Resource Inventory and Assessment provides a valuable database of natural resources of regional importance across the metro area. Every community can use the information as a starting point from which to build more detailed maps of local resources. The first table in this chapter summarizes the strategies that apply to all the region's communities. Table 2 addresses the Developed Communities, Table 3 the Developing Communities and Tables 4-7 the Rural Areas.

Table 1: Growth Accommodation in All Communities

Policy 1: Work with communities to accommodate growth in a flexible, connected and efficient manner.

Council Role

- Invest Council resources—infrastructure improvements, grant programs and technical assistance – to accommodate regional growth while using regional systems and land efficiently.
- Conserve natural resources—particularly water resources--and protect vital natural areas when planning and constructing regional infrastructure (wastewater systems, roads, transit, parks and open space, and airports).
- Update regional plan for water supply and coordinate with public and private entities on regional water supply issues, source protection and conservation practices.
- Pursue environmentally sound and cooperative water use practices, conservation initiatives, and joint planning and implementation efforts to maximize surface water infiltration to recharge groundwater supplies.
- Maintain or replace regional wastewater facilities as they age or become obsolete.
- Promote the inclusion of best practices for stormwater management, habitat restoration, and natural resource conservation in development plans and projects.
- Promote proper management of individual sewage treatment systems (consistent with Minnesota Rules Chapter 7080).

Community Role

- Plan for development that accommodates growth forecasts at appropriate densities.
- Adopt and implement a Council-approved comprehensive plan.
- Maintain, replace or expand local facilities and infrastructure to meet growth and development needs.
- Conserve natural resources—particularly water resources— and protect vital natural areas when designing and constructing local infrastructure and planning land use patterns.
- Prepare local water supply and wellhead protection plans as required by the MLPA.
- Develop and implement environmentally sound and cooperative water use practices, conservation initiatives, and joint planning and implementation efforts, including wellhead protection plans, designed to protect and ensure an adequate supply of water for the region.
- Incorporate innovative stormwater management techniques, natural resources conservation practices, and habitat restoration projects into development plans and projects.
- Adopt Individual Sewage Treatment System (ISTS) management ordinances and implement a maintenance program (consistent with Minnesota Rules Chapter 7080).

Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.

Council Role

- Plan a multi-modal, interconnected transportation system in cooperation with state agencies, counties and local governments.
- Expand the capacity of the regional transportation system to slow the growth of congestion. Support improvements to principal arterials and A-minor arterials, including county roads. Expand the regional trails system.
- Support implementation of the most appropriate and cost effective techologies to manage and optimize the use of both the highway and transit systems (examples: HOT lanes, ramp metering).
- Support a variety of freight transport modes to link the region with state, national and international markets.
- Help communities comply with MN/DOT's access management guidelines.
- Coordinate with communities, the Metropolitan Airports Commission, and the Federal Aviation Administration to ensure planned land uses in areas surrounding airports are compatible with *Land Use Compatibility Guidelines for Aircraft Noise.*

Community Role

- Plan and develop an interconnected local transportation system that is integrated with the regional system.
- Develop local land uses linked to the local and regional transportation systems.
- Plan for connections between housing and centers of employment, education, retail and recreation uses.
- Coordinate with business and other public agencies congestion-reduction measures such as collaboration with employers, provision of information or incentives to minimize or decrease peak-period impacts.
- Adopt improved design principles to support better access and traffic management.
- Use MN/DOT's access management guidelines to prepare local plans and ordinances.
- Use *Land Use Compatibility Guidelines for Aircraft Noise* to plan appropriate land uses for areas surrounding airports.

Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.

Council Role

- Provide guidance and negotiate lifecycle and affordable housing goals in implementing the Livable Communities Act (LCA) and Metropolitan Land Planning Act (MLPA).
- Invest Council resources to assist communities and community projects that increase the variety of housing types and costs, appropriately mix land uses, increase transportation choices, and leverage private investment.

Community Role

- Develop and implement comprehensive plans that provide land appropriate for a variety of affordable and life-cycle housing options.
- Adopt local housing goals and implementation plans.
- Use local official controls and resources to facilitate development of a range of housing densities, types and costs.
- Approve and permit proposed housing developments in light of population forecasts, existing housing stock, and current and future community and regional needs, as appropriate.

Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.
Council Role • Partner with state agencies, counties, communities, builders and developers, and non-profits to conserve, maintain and restore natural resources identified in regional and local natural resource inventories. Integrate natural resource conservation strategies into regional system plans for infrastructure improvements and development and to restore degraded natural resources of regional importance to support an interconnected network of natural resources. • Coordinate and provide technical assistance to communities as they develop local stormwater management plans consistent with Minnesota Rules Chapter 8410 and the MLPA. • Expand the regional park system, as appropriate, to conserve, maintain and connect natural resources identified as high quality or of regional importance. Invest in acquisition and development of land for the regional park system. • Develop and promote the use of best management practices for abating, preventing and removing point and nonpoint source pollution; reducing soil erosion; protecting and improving water quality; and maximizing groundwater recharge. • Provide technical assistance to communities regarding the adoption and enforcement of environmental preservation and conservation techniques and ordinances. • Work with public and private entities to maintain the quality of regional water resources.
Community Role • Complete local natural resource inventories as they deem appropriate. Give strong consideration to integrating natural resources, including aggregate, identified in regional and local natural resources inventories into local land use decision-making. • Adopt and enforce erosion control ordinances and other environmental preservation and conservation techniques and ordinances. • Prepare and implement local stormwater management plans consistent with Minnesota Rules Chapter 8410 and the MLPA. • Include as a part of local park systems natural resources that are identified as high quality or of local and regional importance. • Implement surface water management practices geared to protecting and maintaining the quality of local water resources. • Adopt and implement best management practices for abating, preventing and removing point and nonpoint source pollution; reducing soil erosion; protecting and improving water quality; and maximizing groundwater recharge through surface water infiltration.

Developed Communities

Council investments in regional systems and incentives for the Developed Communities are to maintain current infrastructure; renew and improve infrastructure, buildings and land to provide for additional growth, particularly at centers along transit corridors; and support developments that integrate land uses.

Developed Communities

Anoka County: Anoka, Circle Pines, Columbia Heights, Coon Rapids, Fridley, Hilltop, Lexington, Spring Lake Park
Dakota County: Apple Valley, Burnsville, Lilydale, Mendota, Mendota Heights, South St. Paul, West St. Paul
Hennepin County: Bloomington, Brooklyn Center, Champlin, Crystal, Deephaven, Edina, Excelsior, Fort Snelling, Golden Valley, Greenwood, Hopkins, Long Lake, Loretto, Medicine Lake, Minneapolis, Minnetonka, Minnetonka Beach, Mound, New Hope, Osseo, Richfield, Robbinsdale, St. Anthony, St. Louis Park, Spring Park, Tonka Bay, Wayzata, Woodland
Ramsey County: Arden Hills, Falcon Heights, Gem Lake, Lauderdale, Little Canada, Maplewood, Mounds View, New Brighton, North St. Paul, Roseville, Saint Paul, Shoreview, Vadnais Heights, White Bear Lake , White Bear Township
Washington County: Birchwood, Landfall, Mahtomedi, Newport, St. Paul Park, Stillwater, Willernie

Table 2: Growth Accommodation in Developed Communities
Policy 1: Work with communities to accommodate growth in a flexible, connected and efficient manner.
Council Role • Invest Council resources to facilitate reinvestment (infill, adaptive reuse and redevelopment). • Maintain and expand existing regional infrastructure to adequately support reinvestment as identified in local comprehensive plans. • Reduce infiltration and inflow into the regional wastewater treatment system.
Community Role • Accommodate growth forecasts through reinvestment at appropriate densities (5 units plus in developed areas and target higher density in locations with convenient access to transportation corridors and with adequate sewer capacity). • Approve and permit reinvestment projects that make cost effective use of infrastructure and increase density. • Adopt ordinances to accommodate growth and use land and infrastructure efficiently (examples: innovative zoning techniques for mixed use development, transit oriented development, overlay districts, planned unit development provisions, and traditional neighborhood development overlay zones.) • Support the conversion or reuse of underutilized lands in order to accommodate growth forecasts, ensure efficient utilization of existing infrastructure investments and meet community needs. • Reduce infiltration and inflow into the local and regional wastewater treatment system.
Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
Council Role • Plan regional highway and transit systems, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities to accommodate growth and reinvestment. • Plan to complete 6-lane ring route, eliminate bottlenecks, make select capacity improvements and improve system management. • Provide and improve transit connections by coordinating planning for infill and redevelopment projects with state agencies, counties and local communities. • Implement, maintain and operate (along with the opt-outs) transitways, transit stations and transit service; plan appropriate station-area land uses with local governments and business.
Community Role • Make local transportation, transit, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities. • Identify opportunities to improve transportation connections and address transportation issues such as travel demand management, access management, safety and mobility when planning infill and redevelopment projects. • Plan land use patterns that support transit service and development. • Adopt ordinances to support integrated land use (examples: ordinances encouraging or allowing shared parking; centers, transit oriented developments). • Coordinate with business and other public agencies congestion-reduction measures such as collaboration with employers, provision of information or incentives to minimize or decrease peak-period impacts.

Table 2: Growth Accommodation in Developed Communities
Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.
Council Role • Use regional system investments and incentives to help developed communities maintain and preserve the existing housing stock and to add new higher density housing that responds to changing demographic and market trends. • Maintain and expand existing regional infrastructure to adequately support reinvestment.
Community Role • Plan for and guide infill development, redevelopment, and adaptive reuse of structures to diversify housing, connect housing and jobs, and integrate new development into existing neighborhoods. • Adopt and pursue reinvestment strategies to achieve MLPA/LCA housing goals. • Encourage the preservation of existing neighborhoods and expansion of housing choices within the city.. • Adopt ordinances to increase lifecycle and affordable housing (examples: increased multi-family use, reduced front and interior setback requirements; cluster development ordinances).
Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.
Council Role • Support the reclamation of contaminated lands for redevelopment and restore natural resources. • Work with communities to implement best management practices to control and treat stormwater as redevelopment opportunities arise.
Community Role • Approve and permit projects designed to reclaim contaminated lands and restore natural resources where appropriate. • Implement best management practices to control and treat stormwater as redevelopment opportunities arise.

Developing Communities

Council investments in regional systems and incentives for the Developing Communities focus on accommodating growth, supporting centers along corridors, encouraging connected land use patterns for new development and encouraging the development of communities where shopping, jobs and a variety of housing choices co-exist by design.

Local 2020 comprehensive plans already designate sufficient land to accommodate this growth through 2020. However, to accommodate household growth projected to 2030, assuming 30% of regional residential growth will occur in the Developed Communities, the region will need to add 15,000 residential acres. Further, the Natural Resource Inventory and Assessment identifies approximately 5,000 acres of unprotected natural resources of regional importance in areas planned for development. Protection of these natural resource lands would require the designation of additional acres for residential development. Finally, the region will also need to provide urban services to an estimated 14,000 acres (about 40% of the total land demand) to accommodate other land uses such as commercial and industrial development. Based on these numbers, the Council must plan regional infrastructure to provide services to 35,000 acres, in addition to the existing 2020 staged development as shown in local plans.

Additional Land Needed for 2030 Metropolitan Urban Service Area

Assumptions	Residential		Commercial, Industrial, Other	Total
	Residential Not Affected by Natural Resource Areas	Replacement Residential for Natural Resource Areas Needing Protection		
Expected housing mix, land patterns, reinvestment achieved	15,000 acres	Up to 5,000 acres	14,000 acres	34,000 acres

Flexibility will be a hallmark of the Council and Developing Communities' long-term growth planning and staging. Achieving connected land use patterns that can be served efficiently and economically with urban services will be more important than adherence to regulatory requirements such as making new growth contiguous with existing development. Decisions to extend regional infrastructure for Developing Communities will be made based on evidence of efforts to mix and connect land use patterns at appropriate densities. Communities can choose among a variety of actions to do that. For instance, they could adopt innovative zoning techniques (e.g. overlay districts or planned unit development provisions), implement context sensitive designs or adopt conservation subdivision ordinances.

Many Developing Communities contain older, developed areas where strategies listed for the Developed Communities are more appropriate to address land use changes. In addition, Developing Communities are encouraged to plan for the entire communities and, as appropriate, use strategies to preserve areas for Diversified Rural or Agricultural to maintain areas for post-2030 urbanization. (Appropriate additional geographic planning areas and strategies are shown in parenthesis after each community name.)

Developing Communities

Anoka County: Andover (urban reserve, Rural Residential), Blaine, Centerville (urban reserve),Lino Lakes (urban reserve), Ramsey (urban reserve)

Carver County: Chanhassen, Chaska, Laketown Township (urban reserve, Diversified Rural), Victoria (urban reserve), Waconia

Dakota County: Coates (Agricultural Preservation), Eagan, Empire Township ,(urban reserve, Agricultural Area), Farmington (urban reserve), Hastings (urban reserve), Inver Grove Heights (Rural Residential), Lakeville (urban reserve), Rosemount (urban reserve, Agricultural Area), Sunfish Lake

Hennepin County: Brooklyn Park, Corcoran (urban reserve, Diversified Rural), Dayton (urban reserve), Eden Prairie, Hassan Township (urban reserve, Diversified Rural), Maple Grove, Maple Plain, Medina (urban reserve, Diversified Rural), Minnetrista (urban reserve, Agricultural Area, Diversified Rural), Orono (urban reserve, Diversified Rural), Plymouth (urban reserve), Rogers (urban reserve), St. Bonifacius, Shorewood

Ramsey County: North Oaks

Scott County: Prior Lake (urban reserve), Savage, Shakopee (urban reserve)

Washington County: Bayport, Cottage Grove (urban reserve, Agricultural Area), Forest Lake (Diversified Rural), Grey Cloud Township (Diversified Rural), Hugo (urban reserve, Diversified Rural), Lake Elmo (urban reserve, Diversified Rural), Oakdale, Oak Park Heights, Woodbury (urban reserve)

Table 3: Growth Accommodation in Developing Communities
Policy 1: Work with communities to accommodate growth in a flexible, connected and efficient manner.
Council Role • Plan, coordinate and invest in regional infrastructure (roads, transit, wastewater treatment, airports, and parks and open space) and resources to support staged development, and centers with convenient access to transportation and transit corridors. • Commit to provide regional system infrastructure to support local development consistent with approved local comprehensive plans. • Reduce infiltration and inflow into the regional wastewater treatment system. • Promote development practices and patterns that protect natural resource areas and the integrity of the region's water supply. • Work with communities to identify and protect an adequate supply of land within the region to accommodate urban development that will occur after 2030. • Provide technical assistance to developing communities to establish and implement strategies to protect lands for future urban development.
Community Role • Plan and stage development that accommodates the forecasts for local growth through 2030 at appropriate densities (3-5 units plus per acre overall in developing communities for areas outside the current staged development as shown in local plans and target higher density in locations with convenient access to transportation corridors and with adequate sewer capacity). • Stage local infrastructure and development plans to accommodate 20 years worth of forecasted growth. • Select and implement local controls and tools for timing and staging of development throughout the community. • Reduce infiltration and inflow into the local and regional wastewater treatment system. • Adopt ordinances to accommodate growth and use land and infrastructure efficiently (examples: innovative zoning techniques for mixed use development, transit oriented development, overlay districts, planned unit development provisions, adequate public facilities ordinances, community impact statements and traditional neighborhood development overlay zones.) • Plan for the conversion or reuse of declining or underutilized lands in order to accommodate growth forecasts, ensure efficient utilization of infrastructure investments and meet community needs. • Plan for the entire community and consider the need for additional serviceable land for growth beyond 2030. • Identify areas reserved for future urban development and develop strategies to minimize development in those areas that could preclude future urban development. • Plan land use patterns that will facilitate groundwater recharge to protect the region's water supply. • Plan for necessary infrastructure improvements including, as appropriate, executing orderly annexation agreements.
Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
Council Role • Plan for regional highway and transit systems, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities and to accommodate growth. • Work with the Transportation Advisory Board to ensure the efforts of cities and counties that coordinate their development and transportation planning are recognized in the competition for federal transportation funds.

Table 3: Growth Accommodation in Developing Communities
Community Role • Make local transportation, transit, pedestrian and bicycle investments to build connections between workplaces, residences, retail, services and entertainment activities and to support the transportation needs of the planned build out of the community. • Identify opportunities to improve transportation connections and address transportation issues such as commuting (park and rides, express bus service), access management, safety and mobility when planning new development. • Coordinate development planning with the county to ensure highway capacity is available when and where needed. • Plan land use patterns to support transit development and service expansion. • Adopt ordinances to support integrated land use (examples: ordinances encouraging or allowing shared parking; centers; transit oriented developments).
Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.
Council Role • Provide technical assistance to assist developing communities to devise ordinances and projects for lifecycle and affordable housing that respond to changing market and demographic trends.
Community Role • Evaluate proposed housing developments in light of population forecasts, existing housing stock, and current and future community and regional needs; approve and permit developments as appropriate. • Adopt ordinances designed to encourage lifecycle and affordable housing (examples: increased multi-family zoning, reduced front and interior setback requirements; cluster development ordinances).
Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.
See Table 1.

Rural Area: Rural Centers and Rural Growth Centers

Rural Centers are the small towns located throughout the Rural Area. The 16 Rural Centers include residential neighborhoods surrounding a center that provides basic consumer services and community activities. These are older communities, many of them established more than a century ago to serve surrounding farms. Rural Centers that are interested in growing are identified as Rural Growth Centers. Council will use regional investments and incentives to help Rural Growth Centers accommodate growth as an alternative to scattered development in the rural area. (Appropriate additional geographic planning areas are shown in parenthesis after each community name.)

Rural Centers
Anoka County: Bethel (Diversified Rural), St. Francis (Diversified Rural)
Carver County: Carver (Agricultural Area), Cologne, Hamburg, Mayer (Agricultural Area), New Germany, Norwood Young America, Watertown
Dakota County: Hampton (Agricultural Area), Vermillion (Agricultural Area)
Scott County: Belle Plaine, Elko, Jordan, New Market
Washington County: Marine on St. Croix (Diversified Rural)

Table 4: Growth Accommodation in Rural Centers and Rural Growth Centers
Policy 1: Work with communities to accommodate growth in a flexible, connected and efficient manner.
Council Role **Rural Growth Centers** • Work with Rural Growth Centers, surrounding townships and counties to provide for the orderly expansion of these cities and to preserve low densities in the surrounding rural areas (e.g., not to exceed 1 unit per 40 acres in agricultural areas and 1 unit per 10 acres in diversified rural areas. • Plan for improvements to regional infrastructure to support expected growth at residential densities of 3-5 plus units per acre; for wastewater services consider acquiring and operating the plant if doing so would be more efficient and cost effective, and provide other regional benefits. **Rural Centers** • Provide technical assistance to Rural Centers to preserve and maintain existing development.
Community Role **Rural Growth Centers** • Request the Council to consider acquiring and operating its wastewater treatment plant if doing so would be more efficient and cost effective, and provide other regional benefits. • Execute orderly annexation agreements. • Identify areas that will accommodate post-2030 growth forecasts and implement strategies to preserve these areas for future growth (e.g. clustered development not to exceed 1 unit per 10 acres in Diversified Rural Areas and clustered development not to exceed 1 unit per 40 acres in agricultural preservation areas). Plan for necessary infrastructure improvements. • Adopt ordinances that time development with infrastructure availability. **Rural Centers** • Plan for the preservation and maintenance of the community.
Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
Council Role **Rural Growth Centers** • Provide park-and-pool or park-and-ride and express-bus links to urban areas based on demand and the availability of resources. **Community Role** • Plan for an interconnected system of local streets, pedestrian and bicycle facilities.
Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.
See Table 1.
Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.
See Table 1.

Rural Area: Rural Residential Areas

Rural Residential Areas are immediately adjacent to Developing Areas and have large numbers of individual sewage treatment systems at densities of 2.5 acres or less. Rural Residential Areas face challenges in making the transition from rural unsewered development to sewered development. As the Council updates its system plans, the feasibility of providing regional wastewater services, in conjunction with local water supply and transportation system improvements, will be examined. The Council will partner with each community to explore strategies that would allow some or all existing Rural Residential Areas to make the transition to densities that can be served efficiently with public services.

Four communities have areas designated as the Rural Residential Area. As the four communities consider providing for current and future residents, they should focus on protecting the environment and natural resources, ensuring sufficient public infrastructure, and discouraging this type of land use pattern. Infill development should be carefully considered.

Rural Residential AreasAnoka County: Ham Lake
Scott County: Credit River Township
Portions of Andover and Inver Grove Heights are designated Rural Residential.

Table 5: Growth Accommodation in Rural Residential Areas
Policy 1: Work with communities to accommodate growth in a flexible, connected and efficient manner.
Council Role • Within available resources, provide technical assistance to communities to plan for adequate infrastructure to address current needs and to accommodate forecast growth using development practices that protect the integrity of the region's water supply and natural resources identified in regional or local inventories. • Discourage rural residential patterns (unsewered areas of 2 ½ acre lots) elsewhere in the region. • Within available resources, provide technical assistance about alternative wastewater treatment systems and share specific information, as it becomes available, about the performance of such systems in the region. • Support the MPCA's regulatory approach to community treatment systems, which requires permits for systems that generate at least 10,000 gallons per day of wastewater (about 35 homes) on a case-by-case basis. • Advocate that the local government should be the permit holder for alternative wastewater treatment systems to ensure accountability for the proper functioning and maintenance of the systems.
Community Role • Plan and develop interconnected local streets, adequate water supply, and properly managed individual sewage treatment systems to accommodate local growth forecasts. • Plan land use patterns that will facilitate groundwater recharge to protect the region's water supply. • Protect the rural environment. Locally oversee the management and maintenance of alternative wastewater treatment systems such as community drainfields to avoid the environmental and economic costs from failed systems. • Ensure financial and environmental accountability for installation, maintenance, remediation and management of any permitted private wastewater treatment systems.
Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion.
Council Role • Plan for regional transportation infrastructure consistent with a rural level of service. • Support the limiting of access points to state and county roads systems (consistent with state and county access management policies) and emphasize construction of an interconnected local public street system.
Community Role • Plan for and construct local transportation infrastructure sufficient to serve local needs. • Construct an interconnected local public street system. • Adopt improved design techniques for access management.
Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.
See Table 1.
Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.
Council Role See Table 1.
Community Role • Adopt conservation subdivision ordinances, cluster development ordinances, or environmental protection provisions in land use ordinances.

Rural Area: Diversified Rural Communities

The Diversified Rural Communities host the widest variety of farm and non-farm land uses in patterns that include a mix of a limited amount of large-lot residential and clustered housing with agriculture and other uses, including facilities and services requiring a rural location. Regional infrastructure investments in the Diversified Rural Communities will consist of expenditures for parks, open spaces and green corridor connections—including acquisition and development of regional parkland to serve the residents of the region. Investments in wastewater treatment and transportation infrastructure will be consistent with the Council's intent to limit the amount of development occurring in the Diversified Rural Communities and serve broader regional needs. Growth in Diversified Rural Communities should be consistent with regional forecasts.

Diversified Rural Communities
Anoka County: Burns Township, Columbus Township (Developing Community), East Bethel, Linwood Township, Oak Grove
Dakota County: Miesville (Agricultural Area), New Trier (Agricultural Area), Randolph (Agricultural Area), Ravenna Township (Agricultural Area)
Hennepin County: Greenfield, Independence (Agricultural Area),
Scott County: Cedar Lake Township, Helena Township (urban reserve, Agricultural Area), Jackson Township (urban reserve), Louisville Township (urban reserve), New Market Township. (urban reserve), St. Lawrence Township (urban reserve, Agricultural Area), Sand Creek Township (urban reserve, Agricultural Area), Spring Lake Township (urban reserve)
Washington County: Afton (Agricultural Area), Baytown Township, Dellwood, Denmark Township (Agricultural Area), Grant (Agricultural Area), Lakeland, Lakeland Shores, Lake St. Croix Beach, May Township (Agricultural Area), New Scandia Township, Pine Springs, St. Mary's Point, Stillwater Township, West Lakeland Township

Table 6: Comprehensive Planning Strategies for Diversified Rural Areas
Policy 1: Work with communities to accommodate growth in a flexible, connected and efficient manner.
Council Role • Work with communities to plan development patterns that will: protect natural resources; preserve areas where post-2030 growth can be provided with cost-effective and efficient urban infrastructure; and accommodate forecasted growth through 2030 without requiring the provision of regional urban services. • Within available resources, provide technical assistance about alternative wastewater treatment systems and share specific information, as it becomes available, about the performance of such systems in the region. • Support the MPCA's regulatory approach to community treatment systems, which requires permits for systems that generate at least 10,000 gallons per day of wastewater (about 35 homes) on a case-by-case basis. • Advocate that the local government should be the permit holder for alternative wastewater treatment systems to ensure accountability for the proper functioning and maintenance of the systems. • Promote development practices and patterns that protect the integrity of the region's water supply

Table 6: Comprehensive Planning Strategies for Diversified Rural Areas
Policy 1: Work with communities to accommodate growth in a flexible, connected and efficient manner.
Community Role • Accommodate growth not to exceed forecasts at clustered development not to exceed 1 unit per 10 acres. • Plan development patterns that will protect natural resources. Preserve areas where post-2030 growth can be provided with cost-effective and efficient urban infrastructure and accommodate growth without requiring the provision of regional urban services. • Protect the rural environment. Locally oversee the management and maintenance of alternative wastewater treatment systems such as community drainfields to avoid the environmental and economic costs from failed systems. • Ensure financial and environmental accountability for installation, maintenance, remediation and management of any permitted private wastewater treatment systems. • Adopt conservation subdivision ordinances, cluster development ordinances, or environmental protection provisions in land use ordinances
Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion.
Council Role • Plan regional transportation infrastructure consistent with a rural level of service.
Community Role • Plan for and construct local transportation infrastructure including trails sufficient to serve local needs.
Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.
See Table 1.
Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.
Council Role • Partner with state agencies, counties and communities to conserve, maintain and restore natural resources identified in regional and local natural resource inventories. Integrate natural resource conservation strategies into plans for infrastructure improvements and development • Develop additional tools for resource protection including model conservation easements.
Community Role • Conserve, maintain and restore natural resources identified in regional and local natural resource inventories. Integrate natural resource conservation strategies into development plans.

Rural Area: Agricultural Areas

The Agricultural Areas—found mostly in Dakota, Scott and Carver Counties—contains about half a million acres planned and zoned by local communities to maintain agriculture as the primary long-term land use. In the Agricultural Areas, the Council will focus existing regional incentives and assist with local initiatives to preserve high-quality soils for existing or future agricultural use. Investments in regional infrastructure such as roads, wastewater treatment, and parks and open space will be for rural levels of service consistent with the intent to maintain agriculture. Growth in the Agricultural Areas should be consistent with regional forecasts.

As the Council updates its system plans, the feasibility of providing regional services in response to potential development of agricultural areas post-2030 will be examined. The Council will partner with these communities to ensure that the feasibility analysis meets community and regional needs.

Agricultural Areas
Carver County: Benton Township, Camden Township, Chaska Township, Dahlgren Township (urban reserve), Hancock Township, Hollywood Township, San Francisco Township, Waconia Township, Watertown Township (urban reserve), Young America Township (urban reserve)
Dakota County: Castle Rock Township, Douglas Township, Eureka Township, Greenvale Township, Hampton Township, Marshan Township, Nininger Township, Randolph Township (Diversified Rural), Sciota Township, Vermillion Township, Waterford Township
Scott County: Belle Plaine Township (urban reserve, Diversified Rural), Blakeley Township (urban reserve, Diversified Rural)

Table 7: Comprehensive Planning Strategies for the Agricultural Areas
Policy 1: Work with communities to accommodate growth in a flexible, connected and efficient manner.
Council Role • Support local efforts to preserve prime agricultural soils and land uses by supporting township and county activities that maintain agricultural land uses through at least 2030. Should post-2030 growth forecasts indicate a need to develop some agricultural lands at urban densities, agricultural land uses will enable the efficient expansion of regional urban infrastructure. Wastewater services to these areas will be reviewed on a case-by-case basis to determine feasibility. • Promote agricultural practices that protect the integrity of the region's water supply.
Community Role • Maintain agricultural land uses through at least 2030 to preserve prime agricultural lands and to preserve land for efficient expansion of post-2030 regional urban infrastructure, limit residential development. • Promote best management practices for agricultural activities in order to protect the integrity of the region's water supply. • Adopt zoning ordinances and/or other official controls to maintain densities of no more than 1 housing unit per 40 acres in areas designated for agricultural use. • Develop and implement strategies for protecting farmlands, such as exclusive agricultural zoning, agricultural security districts, and lower densities such as 1 housing unit per 80 acres. • Minimize conflicts between agricultural and non-farm land uses through local ordinances and official controls.
Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
Council Role • Plan regional transportation infrastructure consistent with market access and the agribusiness needs of the area.
Community Role • Plan for and construct local transportation infrastructure sufficient to serve local and agricultural needs.
Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.
See Table 1.
Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.
Council Role • Promote agricultural practices that protect the quality of the region's water resources. • Partner with state agencies, counties and communities to conserve, maintain and restore natural resources identified in regional and local natural resource inventories. Integrate natural resource conservation strategies into plans for infrastructure improvements and development. • Provide information to communities about how to incorporate environmentally sensitive development techniques into farm-related construction.
Community Role • Promote best management practices for agricultural activities in order to protect the quality of the local and regional water resources. • Conserve, maintain and restore natural resources identified in regional and local natural resource inventories. Integrate natural resource conservation strategies into development plans. • Encourage the use of environmentally sensitive development techniques in farm-related construction, such as surface water management that includes using natural systems to drain, filter and retain stormwater.

Chapter 4/Implementation

The Metropolitan Council has a number of important tools to help shape the future growth of the seven-county metropolitan area and pursue the goals established in this *Regional Development Framework.* These tools include:

- The comprehensive planning process. Under the Metropolitan Land Planning Act, local communities are required to adopt comprehensive plans that are consistent with the Council's Development Framework and its four metropolitan system plans – for transportation, aviation, wastewater treatment and regional parks (Minn. Stat. 473.858-.859; 473.864).

- The technical assistance the Council offers to local communities through our forecasts, local planning handbook, comprehensive plan reviews, sector representatives and various targeted programs (Minn. Stat. 473.175; 473.854; 473.867).

- The Council's responsibilities for guiding capital investments in the four regional systems (Minn. Stat. 473.146), which are supplemented by federally mandated integrated planning for wastewater and stormwater (33 U.S.C. 1288) and transportation and air quality (42 U.S.C 7408).

- The Council's incentive programs that provide grants to communities seeking to expand housing choices, promote connected development and clean up contaminated land for redevelopment (Minn. Stat. 473.25-.255).

But the success of these efforts hinges on the Council's partnerships – with local communities, the Metropolitan Airports Commission, the Minnesota Department of Transportation, other state and federal agencies, and stakeholder groups such as builders, environmentalists, housing advocates and philanthropic organizations.

Insofar as state law permits, the Council also will strive to build closer working relationships with local officials in the counties immediately surrounding the metropolitan area, working with them on a voluntary basis to share information about plans and projects of mutual concern. The Council will invite the participation of policy and technical representatives from the adjacent counties in advisory committees, and seek other opportunities to work in partnership with representatives of the adjacent counties and the region.

The Council can play a key role as a convenor on regional issues in support of Development Framework policies. But local governments hold the key to land use decisions that make the difference "on the ground." And state and federal resources and participation are essential in a wide range of areas – from highways and transit to park land acquisition and groundwater protection.

Local Planning Process

Metropolitan Land Planning Act

As communities in the Twin Cities area plan for their future, they are guided by the Development Framework and related plans and policies for regional systems. In this process, the Council and communities share responsibilities under the Metropolitan Land Planning Act.

The Council prepares forecasts of regional growth based on such information as U.S. Census data, regional growth trends and demographics (Minn. Stat. 473.146). With each community, the Council negotiates the share of growth for which that community will plan, taking into account Council policies, local land-use patterns, developable land supply and the community's current comprehensive plan.

The Council then revises its Development Framework to include regional policies and plans to accommodate the forecasted growth, with the participation of local governments, area organizations and citizens. The Framework sets the parameters for plans that guide the future development of the metropolitan systems—transportation, wastewater, airports and parks. Each local government is provided with a summary of how those regional plans will affect that individual community. The local government, in turn, takes responsibility for meeting local needs within the regional framework. If changes to the local plan are needed, the community undertakes a process to make those changes (Minn. Stat. 473.856-.857; 473.864-.865).

Once it revises its local plan, the community sends its plan to adjacent municipalities for them to consider the plan's impact and to the Council for its review based on requirements of the Land Planning Act and other state and federal guidelines, such as those dealing with transportation and the environment (Minn. Stat. 473.858). The Land Planning Act requires the Council to consider a plan's compatibility with the plans of other communities and its consistency with adopted Council policy plans, as well as its conformity with metropolitan system plans (Minn. Stat. 473.175). If the Council finds that a community's plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans, the Council can require the community to modify its local plan to assure conformance with the metropolitan system plans (Minn. Stat. 473.175).

Once a community adopts its comprehensive plan, state law does not allow it to adopt any zoning ordinance, fiscal device or other official control that conflicts with its comprehensive plan or which permits activity in conflict with metropolitan system plans (Minn. Stat. 473.858; 473.865). Any local zoning ordinance or other local control that conflicts with the community's local comprehensive plan or metropolitan system plans must be brought into conformance with the plan within nine months (Minn. Stat. 473.865).

Metropolitan Significance

Sometimes a single development proposal might be large enough to cause a substantial impact on one or more regional systems or on an existing or planned land use of another local government. In such cases, the Metropolitan Significance Review process, established by state statute, can be initiated to review issues and consider possible solutions. A local unit of government, a state agency, a regional commission or a citizen petition can request the Council to undertake a review of the project. The Council itself may also initiate a review (Minn. Stat. 473.173).

If the process determines that the proposed project is of metropolitan significance, the Council is authorized to suspend the proposed project for up to one year. But the Council may also consider whether an amendment to a regional policy or a modification of proposed project will eliminate the determination of metropolitan significance (Minn. Rules part 5800.0130).

Technical Assistance

The Council offers assistance to communities as they update, amend and implement their local comprehensive plans:

Sector Representative Program. This program is staffed by experienced and knowledgeable planners familiar with the Council and its various programs. They provide communities with planning and technical assistance as communities update, amend and implement their local comprehensive plans. These Council planners also help foster cooperative relationships with governmental units and other organizations in the metropolitan area (Minn. Stat. 473.191; 473.867).

Watershed Coordinator Program. This program is staffed by experienced and knowledgeable environmental planners. They provide communities, watershed organizations, and state agencies with planning and technical assistance related to watershed issues such as stormwater management. They work with local governments and watershed organizations during the development phase of their local surface water management plans and watershed plans (Minn. Stat. 473.191).

Handbooks and Information Materials. The Council's *Local Planning Handbook* guides communities through the Council's comprehensive plan review process. The Council's *Urban Small Sites Best Management Practices Manual* offers specific examples of how to develop and maintain various land uses to limit adverse effects such as soil erosion on the natural environment. *Planning More Livable Communities with Transit-Oriented Development* is a guidebook that shows how development can be organized around transit hubs (Minn. Stat. 473.854; 473.867).

Model Ordinances. Local ordinances are a primary means by which local governments implement their plans. Council staff can share information with communities about successful ordinances used elsewhere and provide copies of model ordinances prepared by the Council (Minn. Stat. 473.867).

Workshops and Practicums. The Council cosponsors workshops based on the theme of "learning by experience" that bring together local government representatives and others to discuss success stories around the region. The sessions have highlighted successful mixed-use developments, models of redeveloped retail strips, projects using innovative stormwater management and design of "livable streets." The Council also holds workshops providing information to local officials on how to apply for grants under the Livable Communities program (Minn. Stat. 473.191; 473.867).

Data from the Natural Resources Inventory and Assessment. The Council and the Minnesota Department of Natural Resources gathered and assessed data about land and water resources of regional importance in the seven-county area. The information is compiled into maps that are available to assist local governments with their plans to preserve natural resources while accommodating growth (Minn. Stat. 473.191).

Geographic Information System Data. The Geographic Information System (GIS) department of the Council facilitates the sharing of GIS data among government agencies in the region. GIS is a computerized system for creating and analyzing maps using digital data. The GIS department produces web-based maps, graphs, and tables to assist local communities with land use planning and implementation. It also provides staff support for the MetroGIS initiative, created to promote data-sharing among government organizations in the region (Minn. Stat. 473.191).

Regional Investments

The Council's responsibilities vary for the four regional systems—wastewater, transportation, regional parks and open space, and airports.

The Council has the most direct control over the wastewater treatment and transit systems. Through the Transportation Advisory Board process, the Council works closely with MnDOT and local communities in planning the regional highway system. The Council plans the regional recreation open space system, approves park master plans by the 10 regional park implementing agencies, seeks funds from the Legislature to support capital and operating needs for the parks, and awards Council bond funds for regional park capital needs. The Council provides long-term planning for the regional airports system and approves major capital projects proposed by the Metropolitan Airports Commission, which owns and operates most of the system.

The following table indicates the funding currently anticipated for the next 10 years for each of these systems:

Regional System Capital Investments: 10-Year Plan

Regional Systems Development Programs	Current Planned 10-Year Funding
Regional wastewater system	$1,150M
Transit	$1,400 M
Regional highways	$4,210 M
Parks and open space	$135 M
Airports	$1,076 M

Table Notes:
Regional wastewater system – Most recent Council Capital Improvement Program
Transit – Most recent Council Capital Improvement Program, extrapolated to 10 years.
Highways – 2003-2006 Transportation Improvement Program, extrapolated to 10 years (includes prinicipal and A minor roads).
Parks – Most recent Council Capital Improvement Program, extrapolated to 10 years.
Airports – Estimates based on Metropolitan Airports Commission (preliminary) 2004-2010 Capital Improvement Program, extrapolated to 10 years.

Wastewater. The region is in a strong position to keep pace with its needs in the areas of wastewater collection and treatment. The Metropolitan Council owns and maintains 600 miles of regional sewers and eight regional plants that collect and treat up to 300 million gallons of wastewater per day from 103 communities. The system is funded entirely through user fees, with 78% of the revenues coming from municipal treatment charges (passed on by communities to homeowners and businesses), 16% from sewer availablity charges paid by all new connections or businesses requiring increased capacity, and the remainder from other sources.

At present, our sewer rates are lower than 83 percent of other U.S. cities with similar-sized treatment systems, according to industry figures published in 2002.

For the decade 2004-2013, the Council plans a capital improvement program totaling slightly more than $1.1 billion to accommodate the region's projected growth, meet more stringent wastewater treatment requirements, and rehabilitate and repair facilities as they age. In addition, the Council is working with local communities to reduce the amount of infiltration and inflow of stormwater and ground water into the sanitary sewer system. Removal of excessive infiltration and inflow is necessary to avoid capacity problems in the regional waterwater system.

Highways. Over the next decade, the region is expected to receive about $4.2 billion to preserve the existing metro highway system, improve the management of the system with the goal of moving more people on it, reduce the number of bottlenecks and fund modest expansions. Of the total highway revenues, about 60% comes from the federal government and 40% from the state, most of it from taxes dedicated to highway purposes.

These projected revenues fall far short of the region's highway needs. Just to keep pace with these needs would add $4.7 billion to current plans for the next decade. Looking out 25 years, the region lacks funding for improvements that will be needed to alleviate anticipated congestion on such principal arterial highways as I-94 both east and west of the beltway, I-35W south of I-494, I-35E north of I-694, Highway 13 in Dakota and Scott Counties, and Highways 10, 65 and 242 in Anoka County.

In addition, the region will need about approximately $50 million annually, or $500 million over 10 years, for improvements to the "A" minor arterial system.

Transit. In previous transportation plans, the Council set a goal of doubling the bus system by 2020, expanding its capacity by 3.5% a year. Since then, the base ridership has declined due to service cuts and a weak economy. As a result, the goal of doubling the bus system must be pushed back to 2030. Previous plans also envisioned developing a network of transitways – busways, LRT lines and commuter rail lines. Corridors identified as possible candidates for busways included Riverview, Minneapolis Northwest, St. Paul Northeast and Minneapolis East, and Cedar Avenue. Potential corridors for LRT included Central or any transitway with enough ridership to justify LRT. Potential corridors for commuter rail included Northstar and Red Rock. The Minneapolis Southwest/Midtown Greenway corridor also is identified as a potential transitway with vehicle technology unspecified. (These goals and objectives are subject to review and change when the Transportation System Plan is revised following the adoption of this Framework.)

Over the next decade, the Council anticipates having $1.4 billion available for transit capital investments. This would be sufficient to maintain the existing bus system, begin to purchase the vehicles needed expand the bus system and complete the construction of the LRT line in the Hiawatha corridor. Additional federal, state and local resources would be needed to undertake the construction of any new transitways. However, the operating funds currently provided for transit would not be adequate to expand the system.

Currently, state resources fund about 62% of all regional transit operating costs, with 26 percent coming from fare box revenues, 9% from the federal government and 3% from other sources.

Both the transit and highway systems suffer from the lack of an adequate, consistent source of funding to meet the needs of a growing region. The Council will work with the Governor, Legislature, business groups and other stakeholders in an effort to define adequate funding levels and develop funding solutions to help keep pace with these needs and achieve the benchmarks contained in the Framework.

Regional Parks. Over the next decade, the regional park system is expected to receive $135 million in funding for its Capital Improvements Program (CIP). Of that amount, 40% ($54 million) would be funded through Council bonds, and the remaining 60% ($81 million) would be funded through a combination of state and federal funds. The CIP funds land acquisition of in-holdings and planned park lands, new development and rehabilitation of existing facilities and natural resources.

The Council distributes funds to the 10 implementing agencies based on park visitation and other factors to help rank the funding priorities. While the Council and the state will provide significant support for the regional park system, the 10 implementing agencies have indicated that their actual capital improvement funding need is about $400 million over the next decade. Their need estimate includes $44 million for acquisition, $164 million for development, and $192 million for rehabilitation. Some of the additional projects will be funded through the implementing agencies themselves, and/or through public/private partnerships. Other projects will be delayed beyond the 10-year time frame until funding is available.

Looking to the future, the Natural Resources Inventory and Assessment has identified resources of regional importance. As funding and opportunities become available, the Council and the implementing agencies will seek to incorporate some of these lands in the regional parks and trails.

Airports. The Metropolitan Airports Commission is in the process of implementing its $3.1 billion MSP 2010 plan, which includes major improvements to terminal, runway and other facilities at Minneapolis-St. Paul International Airport. Projects now underway include the addition of a new north/south runway, cargo facilities, a fire station, tunnels and a new tower. The timing of additional improvements could change depending upon developments in the airline industry, which is struggling to recover from a poor economy, 9/11, the SARS scare and other factors.

Funding for airport operations and improvements comes entirely from user fees and federal grants. In 2003, about 42 percent of revenues came from airline rates and charges, 40 percent from parking and concessions, and 18 percent from other sources, such as building and ground rents and utilities. These revenue sources may not be adequate to help the MAC keep pace with its capital investment program, estimated at $1.076 billion for the next 10 years. Some projects have been delayed at MSP while others have benefited from current low interest rates for bonding. Substantial changes in the airline industry and poor economy, however, have resulted in the need for cost reduction and reallocation of resources. Funding for reliever airport development needs is being questioned; funding philosophy and rates-and-charges at MAC airports are being re-examined, and potential system effects will be reviewed further as part of the update in the Council's transportation policy plan.

Regional Grants

The programs authorized under the state Livable Communities Act are the Council's primary tool to support local communities in their efforts to grow efficiently and to reinvest to keep themselves vital.

Working in partnership with cities, counties and municipal development authorities, the Council awards grants to projects that (1) clean up contaminated land for redevelopment; (2) promote efficient, connected development; and (3) support the development and preservation of affordable and lifecyle housing (Minn. Stat. 473.25-.255). It's estimated that, since the launch of the program in 1996, Council grants totaling about $100 million (as of July 2003) have resulted in commitments of $3 billion in

private and other public investment. The source of funds is a state-authorized levy on the region's tax base (Minn. Stat. 473.252-.254).

Communities that apply for funding through the program must first agree to participate in the Livable Communities housing incentives program and must work toward housing goals negotiated with the Council (Minn. Stat. 473.252-.255). As of 2003, 106 metropolitan area communities are participating in the local housing incentives program.

The programs and their annual funding levels are listed in the following table:

Livable Communities Programs	Annual Funding Levels
Tax-Base Revitalization Account	$5,000,000*
Livable Communities Demonstration Account	$8,200,000✦
Local Housing Incentive Account	$1,500,000*

* Does not include dollars carried over year to year.
✦Total for 2003. Amount varies annually.

Tax-Base Revitalization Account. This program helps cities clean up contaminated urban land and buildings for subsequent redevelopment. Since 1996, the Council has awarded 127 grants from this fund that total $44.5 million to help clean up and redevelop 996 acres of contaminated land. These projects, in 26 communities, are expected to leverage an additional $1.5 billion in private investment, potentially include more than 12,000 new and retained jobs, and increase net tax capacity in the region by an estimated $29 million. Requests for well-qualified projects total roughly twice the available amount, and have been growing about nine percent each year.

Livable Communities Demonstration Account. This account funds grants for development and redevelopment projects that link housing, jobs and services. The Council has awarded 92 grants totaling $42 million to projects in 36 cities and three multi-city coalitions since 1996. The grants are expected to leverage more than $994 million in private investment and $396 million in other public investment. It's anticipated that the projects will include 6,860 new and 400 rehabilitated housing units. Under the Demonstration Account, the Council awards Development Grants, which account for most of the funds in this account, and Opportunity Grants, which make up a fraction of the total. Development Grants are awarded to cities to support construction of projects that cities have planned. Opportunity Grants help cities prepare projects in the predevelopment phase that could evolve into development projects. The number of well-qualified applications, which is growing at 20 percent per year, far exceeds the available funds.

Local Housing Incentives Account. This account provides grants that help expand lifecycle rental and ownership housing development and preservation. The Council has awarded 70 grants totaling $11 million to help 45 communities foster the construction or rehabilitation of affordable housing. The grants are expected to leverage $284 million in total investments, with an estimated 1,414 new rental units, including 995 affordable to households with low incomes and 195 public housing units for people with very low

incomes. Other expected accomplishments include rehabilitation of 539 affordable rental units, development of up to 434 new affordable ownership units, rehabilitation of between 219 and 237 affordable ownership units, and home improvement loans to 1,100-plus homeowners.

Annual funds in the Local Housing Incentive Account are the Council's contribution to the larger overall funding pool made available by the Metropolitan Housing Implementation Group. There are always more qualified projects than available funds to support them.

Measuring Our Progress

Many of the goals and objectives established in the *Regional Development Framework* are ambitious. Our success will hinge on the efforts not only of the Metropolitan Council, but also those of local communities and our other regional partners. They also will require the commitment of additional resources – particularly in the areas of highways and transit – in the coming years.

Nonetheless, the Council is committed to tracking and measuring our progress toward the achievement of our goals relating to shaping development patterns, improving transportation and slowing the growth of congestion, expanding the housing supply and choices, and preserving vital natural resources. The Council intends to refine the benchmarks and issue annual updates on our progress.

Regional Benchmarks

Accommodating Growth

- Housing Unit Production

  2000 Baseline: 1,047,240 housing units
  2030 Target: 1,537,000 housing units
  Annual Indicator: 16,000-18,000 units per year

- Housing Unit Location – 2030 Growth Targets

  Developed Area: 133,000 units
  Annual Indicator: 4,400 per year

  Developing Area: 285,000 units
  Annual Indicator: 9,500 per year

  Rural Growth Centers: 27,000 units
  Annual Indicator: 900 per year

  Remaining Rural Area: 40,000 units
  Annual Indicator: 1,300 per year

- Land Planned for Urban Services

  2000 Baseline: 668,000 acres in 2020 urban service area
  2030 Target: No more than 702,000 acres in 2030 urban service area
  Annual Indicator: Acres added to MUSA (updated comprehensive plans)

Transportation

- Highway Capacity

2000 Baseline:	1,485 lane-miles of freeway
2030 Trend Line:	300 additional lane-miles of freeway
2030 Target:	1,786 lane miles of freeway
Annual Indicator:	10 lane-miles constructed per year.

- Roadway Usage

2000 Baseline:	23.1 vehicle miles per capita per day
2030 Trend Line:	25.15 vehicle miles
2030 Target:	24.55 vehicle miles
Annual Indicator:	Less than .02% growth per year

- Highway Congestion

2001 Baseline:	28 hours spent in congestion per year
2030 Trend Line:	40 hours
2030 Target:	37 hours
Annual Indicator:	1% growth per year

- Transit Service

2002 Baseline:	42.4 million vehicle revenue miles per year
2030 Trend Line:	42 million miles (assuming no growth)
2030 Target:	89 million miles
Annual Indicator:	3% growth per year (starting in 2006)

- Peak Hour Transit Capacity

2002 Baseline:	2.34 million peak-hour seat miles
2030 Trend Line:	2.34 million peak-hour seat miles (assuming no growth)
2030 Target:	4.68 million peak-hour seat miles
Annual Indicator:	3% growth per year (starting in 2006)

- Transit Ridership

2002 Baseline:	74.9 million riders per year
2030 Trend Line:	75 million riders (assuming no growth)
2030 Target:	150 million riders
Annual Indicator:	3% annual ridership growth (starting in 2006)

- MSP Airport Runway Congestion

2002 Baseline:	7 minutes average annual aircraft delay
2030 Trend Line:	3.2% average annual increase
2030 Target:	2 minutes average annual aircraft delay
Annual Indicator:	—

Housing Choices

- Housing Units by Type – 2030 Growth Target

Single Family:	242,500 units
Annual Indicator:	8,000 to 9,000 per year
Townhouse/Multi-family:	242,500 units
Annual Indicator:	8,000 to 9,000 per year

- Affordable Housing – 2010 Goals (negotiated with local communties)

Affordable Owner:	60,000 units added
Annual Indicator:	4,000 per year
Affordable Renter:	12,000 units added
Annual Indicator:	800 per year

Environment

Water Quality: The water quality leaving the metro area is as good as the water quality entering the metro area, and in compliance with federal and state regulations. .

Our benchmark indicators are determined by taking the sum of the loads from the Minnesota River at Jordan, the Rum River in Anoka, the Mississippi River in Anoka, and the St. Croix River in Stillwater and comparing them to the load at the Mississippi River at Red Wing. The indicators are based on a rolling 10-year median annual load and acknowledge sampling variability and the effects of natural processes, such as solids settling upstream of dams.

- Total Phosphorus

2000 Baseline Input:	4,380 tons per year
2000 Baseline Output:	3,840 tons per year
2000 Baseline Difference:	-540 tons (-12%)
2030 Target:	Output relative to inputs consistent with 2000 Baseline.
Annual Indicator:	Council will measure the rolling 10-year median annual load for total phosphorus to determine where we are at in relation to our target.

- Total Nitrogen

2000 Baseline Input:	80,800 tons per year
2000 Baseline Output:	80,900 tons per year
2000 Baseline Difference:	100 tons per year (0%)
2030 Target:	Output relative to inputs consistent with 2000 Baseline.
Annual Indicator:	Council will measure the rolling 10-year median annual load for total nitrogen to determine where we are at in relation to our target.

- Total Suspended Solids

  2000 Baseline Input: 1,320,000 tons per year
  2000 Baseline Output: 956,000 tons per year
  2000 Baseline Difference: -364,000 tons per year (-28%)
  2030 Target: Output relative to inputs consistent with 2000 Baseline.

  Annual Indicator: Council will measure the rolling 10-year median annual load for total suspended solids to determine where we are at in relation to our target.

- Water Supply: The metropolitan area's water resources are adequate to supply future water demands without adverse impacts.

  Baseline Input: Past water use information will be used to project future demand and assess the ability of the resource to supply that demand.

  Water Needs: Assessment of water supplies available to each community has been initiated for parts of the region and needs to be completed for the entire region.
  - Assessment of the volume of water available to meet the long-term demands without adverse impacts to the aquifer system, surface water bodies or other users of the supply.
  - Assessment of alternatives for meeting water demands in areas where there is a potential for adverse impact from future withdrawals.
  - Assessment of long-term impact of increasing impervious surface on reducing recharge to the ground water system.
  - Development of an institutional framework for coordinated regional and subregional water supply planning and management.
  - Continuation of regional planning for drought and emergency conditions.

  Annual Indicator: The Council will assess water usage annually to measure progress on achieving the benchmark. In addition, the Council will assess progress on the work efforts identified above and determine additional work needed to address the adequacy of the region's water supply to meet future water use demands.

- Air Quality: Maintain federal ambient air quality standards for carbon monoxide, ground-level ozone and fine particulates.

  2002 Baseline: Zero violations
  2030 Target: Zero violations

Next Steps

Adoption of the *Regional Development Framework* concludes a significant regional policy development effort. However, because regional and local land use planning is cyclical, completion of the Framework is just one milestone in a process repeated at least once every 10 years.

Following the adoption of the Framework in January 2004, the Council will revise systems plans for the transportation and aviation, wastewater, and parks and open space systems. These plans will be adopted in the late 2004 to mid 2005 timeframe. Systems statements, based upon the revised systems plans, will be issued to local communities in mid 2005 to assist them in preparing their 2008 comprehensive plans.

Comprehensive plans and amendments are reviewed by the Council for consistency with the Framework's policies, as well as the systems plans. Since the development of new systems plans follows adoption of the Framework, there will be a "transition period" during which the new 2030 Framework will apply, but the previous systems plans will still be in place. During the transition, the Council will review comprehensive plans and plan amendments for conformity with the existing system plans and their consistency with the adopted 2030 Framework, as provided for under Minn. Stat. 473.175. Any inconsistencies between the existing systems plans and the 2030 Framework can be resolved by amending the systems plans to conform with the policies of the Framework. The Council will narrowly focus any system plan amendments to deal with the needs of specific communities and avoid triggering another round of comprehensive plan updates before 2008.

Other steps in the process will include:

- Revising the *Local Planning Handbook* to assist communities with the preparation of local comprehensive plan amendments and the updates due in 2008.
- Providing each community in the region with specific information about how the new Development Framework and revised metropolitan system plans will affect that community.
- Offering technical assistance to communities as they review, revise and implement their local comprehensive plans and their plan updates.
- Continuing Council incentives, such as Livable Communities Act funding, to support local projects to expand affordable and lifecycle housing choices, clean up contaminated land for redevelopment, and implement projects that efficiently connect housing, jobs, services and amenities.

Glossary

adaptive reuse – rehabilitation or renovation of existing buildings or structures for uses other than the current ones.

adjacent counties – counties bordering or lying near the seven-county metropolitan area: Chisago, Isanti, Sherburne, Wright, McLeod, Sibley, Le Sueur, Rice, Goodhue, Polk, St. Croix and Pierce.

affordable housing – housing that a **low-** or **moderate-income** household can occupy without spending more than 30% of **household** income. Also incorporates the idea of quality (safe and decent dwelling), choice of location, and an adequate supply.

aggregate – hard inert materials (such as sand, gravel, or crushed rock) used for mixing with cement to form concrete.

aquifer – a water-bearing underground formation that yields a sufficient quantity of water to serve as a private or public water supply.

benchmark – an indicator that shows progress toward meeting *Framework* goals.

best management practices – recommendations pertaining to the development and maintenance of varied land uses aimed at limiting the effects of development, such as soil erosion and stormwater runoff, on the natural environment. See the Council's ***Urban Small Sites Best Management Practices Manual*** for specific examples of best management practices.

brownfield – a piece of industrial or commercial property that is abandoned or underused and environmentally contaminated, especially one considered as a potential site for **redevelopment**.

center – a place of sufficient scale, **density** and mix of uses, where there is convenient access to housing, jobs, daily services, shopping and recreation. (See **transit-oriented development.**)

clustering – a technique to allow a reasonable amount of land for development while conserving rural character, such as farmland, natural areas, and open views.

commuter rail – a mode of public transportation that uses passenger-type trains operating on railroad right-of-way. Generally, commuter rail systems are integrated with other regional transit providers to permit transfers throughout the metropolitan region.

context sensitive design – roadway standards and development practices that are flexible and sensitiveto community values, balancing economic, social, aesthetic and environmental objectives.

density – the number of dwelling units per net **residential acre** of land.

FAST (Freeing Alternatives for Speedy Transportation) lanes – New, publicly owned highway lanes built by private entities, which are repaid by motorists who opt to drive on them.

groundwater – the supply of freshwater in an **aquifer**.

HOT (High Occupancy Toll) lanes – Underutilized bus and carpool lanes that single-occupant vehicles can use by paying a fee.

household – the group that consists of all the people who occupy a housing unit.

individual sewage treatment system (ISTS), on-site septic treatment system – a system for disposing and treating human and domestic waste, such as a septic tank and soil absorption system or other system allowed by the state and city. This includes community drainfields, where a common on-site system serves several properties.

infill – development or redevelopment of land that has been bypassed, remained vacant, and/or is underused.

infiltration – the seepage of groundwater and into sewers pipes through cracks or joints.

inflow – typically flow from a single point into sewer pipes, such as discharges from sump pumps and foundation drains, or stormwater that enters openings in sewer access covers.

infrastructure – fixed facilities such as sewer lines and roadways that serve existing and new development and redevelopment.

Land Planning Act, Metropolitan Land Planning Act – the sections of Minnesota Statutes directing the Council to adopt long-range, comprehensive policy plans for transportation, airports, wastewater services, and parks and open space. It authorizes the Council to review the comprehensive plans of local governments.

lifecycle housing – varied housing options that meet people's preferences and circumstances at all of life's stages, providing a balance of single-family homes, apartments, condominiums, townhomes, and senior housing for independent living or with a range of assisted-living services.

local comprehensive plan – plans prepared by cities, townships and, in some cases, counties, for local land use and infrastructure.

low income – household income that is 50% or less ($38,350 for 2003, adjusted for family size) of the area **median income**, as defined by the U.S. Dept. of Housing and Urban Development.

median income, area median income – an income measure used by the U.S. Dept. of Housing and Urban Development to define income categories. The 2003 area median income for the Twin Cities metropolitan area is $75,300.

Metropolitan Development Guide – the collection of regional plans that includes the **Regional Development Framework** and the plans for the four regional systems: transportation, wastewater service, airports, and parks and open space.

Metropolitan Urban Service Area, MUSA – the area, in which the Metropolitan Council ensures that regional services and facilities under its jurisdiction are provided.

"A" minor arterials – roadways within the metropolitan area that supplement the major highways in the region.

mixed use – a single building containing more than one type of land use or a single development of more than one building and use, where the different land uses are in close proximity, planned as a unified, complementary whole, and functionally integrated with transit, pedestrian access and parking areas.

moderate income – household income that is 80% ($61,360 for 2003, adjusted for family size) of the area **median income**, as defined by the U.S. Dept. of Housing and Urban Development.

Natural Resources Inventory and Assessment, NRI/A – a database that catalogs natural **resources of regional importance**, such as major water bodies, habitat areas, regional parks and **aquifers**.

natural resources of regional importance – resources identified by the **NRI/A** that are particularly important in sustaining the region's ecology, providing area residents with nature-based experiences, or supplying essential materials such as **aggregate** and water.

park and ride – an arrangement whereby people can drive an automobile to a transit hub, transfer station or terminal, park in the designated lot, and use a transit vehicle for their ultimate destinations.

principal arterial – the high-capacity highways, including freeways and expressways, that make up the metropolitan highway system. (See the appendix of the Council's *Transportation Policy Plan* for functional classification criteria and characteristics.)

redevelopment – the process by which an existing building, structure or developed area is **adaptively reused**, rehabilitated, restored, renovated and/or expanded.

regional systems – systems for which the Metropolitan Council is the responsible planning and/or operating authority. Consist of wastewater services, transportation, parks and open space, and airports.

reinvestment – an investment in **redevelopment**, **infill** or **adaptive reuse**.

residential acre – an acre of residential land that includes local streets, alleys, parks and locally protected natural resources. Does not major transportation rights-of-way, major parks and open space, wetlands identified in the National Wetlands Inventory, and steep slopes steeper than an 18% grade.

stormwater – surplus surface water generated by rainfall and snow melt that does not seep into the earth but flows overland to rivers, lakes or streams.

system plans – long-range comprehensive plans for the regional systems—transportation, airports, wastewater services, and parks and open space.

transit-oriented development – the concentration of jobs and housing around transit hubs and daily conveniences. (Additional information about transit-oriented development can be found in the handbook published by the Council, *Planning More Livable Communities with Transit-Oriented Development.*)

transitway – corridors or lanes dedicated exclusively for transit use, such as bus-only shoulders on highways, high-occupancy vehicle lanes, exclusive busways, light rail transit, or commuter rail.

Urban Area – the area consisting of two *Framework*-defined planning areas—Developed Communities and Developing Communities—occupying about 50% of the region's land area.

urban reserve – a transition area beyond the current **MUSA** line identified in a **local comprehensive plan** that is being held in a rural condition until it is included in the urban area.

very low income – **household** income that is 30% or less ($23,010 for 2003, adjusted for family size) of the area **median income**, as defined by the U.S. Dept. of Housing and Urban Development.

wastewater – water carrying waste from homes and commercial and industrial facilities.

Appendix A/
Forecasts of Population, Households and Employment

FORECAST METHODOLOGY

The Metropolitan Council's forecast methodology can be divided into two parts. One is developing the overall regional forecasts of population, households and jobs; the other is allocating these regional forecasts to cities and townships within the region.

Methodology for Regional Forecast Totals
The Council projects future population using a standard cohort-survival model. This model takes the existing population by age and sex and projects it forward using assumptions about rates of births, deaths and migration for five-year age groups, by gender. Past trends for these age-specific rates are analyzed and future assumptions regarding these rates provide input to the model.

Recent birth, death and migration rates are given the greatest weight in developing assumptions about the future. This process provides very accurate results, unless there are major social or economic changes that affect demographic behavior. The model produces a future age distribution of the population for any desired future year. These data are invaluable for planning purposes, including the forecast of future households.

As a check on these demographically based forecasts, national forecasts are consulted to determine whether they are consistent with national assumptions. The Census Bureau has not yet revised its forecasts for the nation since the 2000 census, but the current Council forecasts appear to be consistent with past national forecasts.

Employment forecasts have historically been done by calculating the region's share of national forecast totals, and then comparing the results to labor-force projections generated by the demographic model from the age forecasts. In the past, the two methods have resulted in comparable figures. For the current forecasts, this process could not be used because there are no current national employment forecasts. The labor-force conversion was thus used, but when national forecasts are available, the current regional employment forecasts will be reviewed. The Council's regional forecasts have never been viewed as a goal, but as a picture of what we can expect to occur—one that regional and local planning needs to address to best accommodate expected growth.

Methodology for Subregional Forecasts
Regional forecasts of households (produced from the age-specific population forecasts) and jobs are allocated to cities and townships within the seven-county metro area through a multi-step process.

- The first step is to analyze broader geographic trends for concentric rings and quadrants. These trends have historically been fairly stable and provide a check on city-level forecasts.
- The next step entails analyzing city-level growth trends and projecting them into the future.
- These forecasts are then adjusted to reflect the land supply and how it is expected to be developed in terms of the share of land used for residential and nonresidential uses, and the mix and densities of single-family and multifamily land uses. These assumptions are based on local input, Council policy and emerging market forces.

Local governments review the forecasts as well as the land-use and development assumptions behind the forecasts. In turn, the Council makes appropriate adjustments consistent with *Framework* policy. The current forecasts also reflected the location of major transportation corridors and stronger efforts to protect key natural resources.

- A final step in the process is to convert the household forecasts to population.

FORECAST TABLES

This section contains a summary table showing forecasts of population, households and employment for the region as a whole between 2000 and 2030 and additional tables showing the same information for individual cities and townships in each of the seven metropolitan counties.

The forecast numbers in the tables beginning on page A-3 were reviewed by the respective cities and townships in 2002 and again in 2003 to ensure that the numbers are fully up to date. The result is that the regional forecast totals in this *Regional Development Framework* are somewhat higher than those developed by the Council in 2002. The 2030 household numbers increased about 12,000 (0.8%); the population total went up 41,500 (1.1%); and the employment number increased 10,000 (0.5%). The Council will continue to work with cities and other regional partners to further refine these forecasts and to clarify land-use issues before issuing system statements to local units of government in 2005.

In addition, the Council's forecasts reflect minor changes made by the U.S. Census Bureau to the population and housing-unit counts of 12 cities in the region. These revised Census Bureau numbers are the official 2000 figures for those communities. None of the changes were large enough to alter the forecasts. The cities are Blaine, Dayton, Hopkins, Lexington, Maplewood, Minneapolis, Minnetonka, Oak Park Heights, Richfield, St. Louis Park, St. Paul and Stillwater.

Metropolitan Area Forecast Summary

	1990	2000	2010	2020	2030
Population	2,288,729*	2,642,062*	3,005,000	3,334,000	3,608,000
Households	875,504*	1,021,459*	1,198,000	1,362,000	1,492,000
Employment	1,272,773**	1,563,245**	1,816,000	1,990,000	2,126,000

Sources:
* U.S. Census Bureau
** Minnesota Department of Employment and Economic Development

In the tables that follow, the forecasts for cities and townships reflect their current boundaries, not proposed or possible future annexations. There are a number of areas where orderly annexation agreements exist and future growth in those areas is very likely. When these areas are annexed, the Council will adjust the forecasts. For a few cities, this has resulted in a noticeable change in their 2030 forecasts from previously published numbers.

Affected communities include Carver, Chaska, Dahlgren Twp., Elko, Grey Cloud Island Twp., Hassan Twp., Jackson Twp., Laketown Twp., New Market, New Market Twp., Prior Lake, Rogers, St. Paul Park, Shakopee, Spring Lake Twp., Victoria, Waconia, Waconia Twp., Watertown and Watertown Twp. The Council will continue to work with these communities on forecast issues, particularly on the implications for land supply.

Population Forecasts

ANOKA COUNTY
Metropolitan Council Population Forecasts

City or Township	1990	2000	2010	2020	2030
Andover	15,216	26,588	33,000	39,000	40,500
Anoka	17,192	18,076	19,000	19,800	20,800
Bethel	394	443	450	460	510
Blaine (pt.)	38,975	45,014	65,000	72,000	76,000
Burns Twp.	2,401	3,557	4,400	5,200	6,300
Centerville	1,633	3,202	3,700	4,100	4,700
Circle Pines	4,704	4,663	5,400	5,300	5,400
Columbia Hgts.	18,910	18,520	20,000	21,400	21,700
Columbus Twp.	3,690	3,957	4,000	4,100	4,500
Coon Rapids	52,978	61,607	65,000	66,000	65,000
East Bethel	8,050	10,941	12,300	13,200	14,300
Fridley	28,335	27,449	27,000	26,900	27,500
Ham Lake	8,924	12,710	16,100	18,100	19,000
Hilltop	749	766	770	770	770
Lexington	2,279	2,142	2,250	2,250	2,300
Lino Lakes	8,807	16,791	22,500	25,900	29,700
Linwood Twp.	3,588	4,668	5,000	5,400	5,900
Oak Grove	5,488	6,903	7,400	7,600	8,100
Ramsey	12,408	18,510	30,000	43,000	45,000
St. Francis	2,538	4,910	7,700	10,400	12,800
Spring Lake Park (pt.)	6,429	6,667	6,700	6,700	6,800
NOKA COUNTY TOTAL	243,688	298,084	357,670	397,580	417,580

CARVER COUNTY
Metropolitan Council Population Forecasts

City or Township	1990	2000	2010	2020	2030
Benton Twp.	895	939	940	940	940
Camden Twp.	910	955	960	980	1,030
Carver	744	1,266	2,900	4,000	5,600
Chanhassen (pt.)	11,732	20,321	27,500	34,500	38,000
Chaska	11,339	17,449	23,800	24,200	24,500
Chaska Twp.	174	154	2,700	7,800	10,000
Cologne	563	1,012	1,800	2,500	3,200
Dahlgren Twp.	1,296	1,453	2,000	5,700	9,400
Hamburg	492	538	600	750	1,000
Hancock Twp.	364	367	390	420	440
Hollywood Twp.	1,060	1,102	1,100	1,150	1,300
Laketown Twp.	2,232	2,331	5,000	9,700	15,000
Mayer	471	554	1,600	2,550	3,500
New Germany	353	346	420	570	830
Norwood Young America	2,705	3,108	4,500	6,700	8,800
San Francisco Twp.	773	888	980	1,100	1,200
Victoria	2,354	4,025	6,500	7,700	8,300
Waconia	3,498	6,814	7,500	8,000	8,200
Waconia Twp.	1,287	1,284	1,380	2,100	2,800
Watertown	2,408	3,029	4,700	5,800	6,200
Watertown Twp.	1,349	1,432	1,500	2,100	3,100
Young America Twp.	916	838	870	950	1,200
CARVER COUNTY TOTAL	47,915	70,205	99,640	130,210	154,540

DAKOTA COUNTY
Metropolitan Council Population Forecasts

City or Township	1990	2000	2010	2020	2030
Apple Valley	34,598	45,527	54,000	63,000	66,000
Burnsville	51,288	60,220	61,500	63,000	64,000
Castle Rock Twp.	1,480	1,495	1,500	1,550	1,650
Coates	186	163	170	190	200
Douglas Twp.	670	760	820	850	880
Eagan	47,409	63,557	67,000	68,000	69,000
Empire Twp.	1,340	1,638	2,050	4,400	4,900
Eureka Twp.	1,405	1,490	1,500	1,650	1,800
Farmington	5,940	12,365	20,500	27,100	32,000
Greenvale Twp.	685	684	730	790	880
Hampton	363	434	690	730	740
Hampton Twp.	866	986	1,000	1,050	1,200
Hastings (pt.)	15,473	18,201	23,000	27,500	30,000
Inver Grove Hgts.	22,477	29,751	35,300	40,900	41,900
Lakeville	24,854	43,128	58,000	77,000	86,000
Lilydale	553	552	860	860	860
Marshan Twp.	1,215	1,263	1,300	1,350	1,400
Mendota	164	197	210	230	270
Mendota Hgts.	9,381	11,434	12,000	12,000	12,100
Miesville	135	135	150	150	150
New Trier	96	116	120	120	120
Nininger Twp.	805	865	940	990	1,050
Northfield (pt.)	170	557	740	940	1,150
Randolph	331	318	420	530	630
Randolph Twp.	448	536	620	630	670
Ravenna Twp.	1,926	2,355	2,500	2,600	2,800
Rosemount	8,622	14,619	22,700	30,100	35,700
Sciota Twp.	252	285	370	430	500
South St. Paul	20,197	20,167	19,900	20,000	20,700
Sunfish Lake	413	504	510	520	530
Vermillion	510	437	520	600	720
Vermillion Twp.	1,201	1,243	1,250	1,350	1,500
Waterford Twp.	485	517	540	560	570
West St. Paul	19,248	19,405	20,100	21,100	21,700
DAKOTA COUNTY TOTAL	275,186	355,904	413,510	472,770	504,270

HENNEPIN COUNTY
Metropolitan Council Population Forecasts

City or Township	1990	2000	2010	2020	2030
Bloomington	86,335	85,172	87,500	90,500	93,000
Brooklyn Center	28,887	29,172	29,500	29,500	29,500
Brooklyn Park	56,381	67,388	74,500	80,500	85,000
Champlin	16,849	22,193	23,700	24,500	25,800
Chanhassen (pt.)	-	-	-	-	-
Corcoran	5,199	5,630	11,600	19,300	23,000
Crystal	23,788	22,698	22,700	22,800	23,500
Dayton (pt.)	4,392	4,693	5,600	17,000	28,700
Deephaven	3,653	3,853	3,900	3,900	3,900
Eden Prairie	39,311	54,901	60,000	62,500	63,000
Edina	46,070	47,425	49,000	50,000	51,500
Excelsior	2,367	2,393	2,500	2,700	2,800
Fort Snelling	97	442	-	-	-
Golden Valley	20,971	20,281	20,500	20,600	21,300
Greenfield	1,450	2,544	2,900	3,500	4,300
Greenwood	614	729	760	770	780
Hanover (pt.)	269	332	410	510	630
Hassan Twp.	1,951	2,463	2,900	11,000	19,100
Hopkins	16,534	17,367	17,800	18,500	18,900
Independence	2,822	3,236	4,000	4,400	4,800
Long Lake	1,984	1,842	2,100	2,250	2,450
Loretto	404	570	690	700	700
Maple Grove	38,736	50,365	64,500	75,000	84,000
Maple Plain	2,005	2,088	2,250	2,350	2,400
Medicine Lake	385	368	390	440	470
Medina	3,096	4,005	5,800	7,200	10,500
Minneapolis	368,383	382,747	402,000	423,000	435,000
Minnetonka	48,370	51,102	51,500	51,500	53,500
Minnetonka Beach	573	614	640	640	630
Minnetrista	3,439	4,358	5,600	7,500	10,000
Mound	9,634	9,435	10,400	11,000	11,400
New Hope	21,853	20,873	21,500	22,000	22,500
Orono	7,285	7,538	8,300	9,200	9,800
Osseo	2,704	2,434	2,600	2,750	3,300
Plymouth	50,889	65,894	73,000	76,000	78,500
Richfield	35,710	34,310	37,700	41,300	45,000
Robbinsdale	14,396	14,123	15,000	16,000	16,500
Rockford (pt.)	440	144	240	470	700
Rogers	698	3,588	6,400	7,000	7,800
St. Anthony (pt.)	5,278	5,664	6,200	6,700	7,100
St. Bonifacius	1,180	1,873	2,850	2,750	2,900
St. Louis Park	43,787	44,102	47,000	49,300	51,500
Shorewood	5,917	7,400	7,500	7,600	8,100
Spring Park	1,571	1,717	1,850	2,000	2,100
Tonka Bay	1,472	1,547	1,700	1,800	1,800
Wayzata	3,806	4,113	4,200	4,400	4,700
Woodland	496	480	480	510	490
HENNEPIN COUNTY TOTAL	1,032,431	1,116,206	1,202,160	1,293,840	1,373,350

RAMSEY COUNTY
Metropolitan Council Population Forecasts

City or Township	1990	2000	2010	2020	2030
Arden Hills	9,199	9,652	10,800	13,000	22,500
Blaine (pt.)	-	-	-	-	-
Falcon Hgts.	5,380	5,572	6,100	6,100	6,100
Gem Lake	439	419	440	450	490
Lauderdale	2,700	2,364	2,400	2,450	2,500
Little Canada	8,971	9,771	10,900	11,900	12,800
Maplewood	30,954	35,258	37,500	38,100	39,300
Mounds View	12,541	12,738	12,900	13,000	13,400
New Brighton	22,207	22,206	22,700	22,500	22,800
North Oaks	3,386	3,883	4,400	5,500	5,900
North St. Paul	12,376	11,929	11,900	12,500	13,400
Roseville	33,485	33,690	36,000	37,000	38,300
St. Anthony (pt.)	2,449	2,348	2,450	2,700	2,900
St. Paul	272,235	286,840	305,000	320,000	331,000
Shoreview	24,587	25,924	26,000	25,200	25,300
Spring Lake Park (pt.)	103	105	110	110	110
Vadnais Hgts.	11,041	13,069	13,800	14,300	16,800
White Bear Twp.	9,424	11,293	12,200	11,700	12,100
White Bear Lake (pt.)	24,306	23,974	25,000	26,000	27,000
RAMSEY COUNTY TOTAL	485,783	511,035	540,600	562,510	592,700

SCOTT COUNTY
Metropolitan Council Population Forecasts

City or Township	1990	2000	2010	2020	2030
Belle Plaine	3,149	3,789	6,450	8,300	10,800
Belle Plaine Twp.	691	806	950	1,050	1,300
Blakeley Twp.	456	496	520	570	640
Cedar Lake Twp.	1,688	2,197	2,800	3,200	3,700
Credit River Twp.	2,854	3,895	4,900	6,800	8,600
Elko	223	472	2,100	4,200	5,700
Helena Twp.	1,107	1,440	1,600	1,800	2,200
Jackson Twp.	1,359	1,361	1,400	3,900	10,300
Jordan	2,909	3,833	5,800	7,600	10,700
Louisville Twp.	910	1,359	1,450	1,500	1,700
New Market	227	332	2,600	5,200	7,200
New Market Twp.	2,008	3,057	4,100	5,300	7,200
New Prague (pt.)	2,356	3,157	4,700	6,200	7,200
Prior Lake	11,482	15,917	27,500	30,000	30,500
St. Lawrence Twp.	418	472	600	800	1,400
Sand Creek Twp.	1,511	1,551	1,800	2,130	2,500
Savage	9,906	21,115	31,400	39,000	42,700
Shakopee	11,739	20,568	39,500	48,500	52,000
Spring Lake Twp.	2,853	3,681	5,600	9,300	14,600
SCOTT COUNTY TOTAL	57,846	89,498	145,770	185,350	220,940

WASHINGTON COUNTY
Metropolitan Council Population Forecasts

City or Township	1990	2000	2010	2020	2030
Afton	2,645	2,839	2,900	3,000	3,100
Bayport	3,200	3,162	3,400	4,100	6,000
Baytown Twp.	939	1,533	1,900	2,300	3,400
Birchwood	1,042	968	930	900	880
Cottage Grove	22,935	30,582	37,000	43,900	53,000
Dellwood	887	1,033	1,050	1,000	1,000
Denmark Twp.	1,172	1,348	1,750	2,150	2,550
Forest Lake	12,523	14,440	17,700	21,800	28,000
Grant	3,778	4,026	4,500	4,800	5,000
Grey Cloud Island Twp.	414	307	4,900	6,800	6,800
Hastings (pt.)	5	3	-	-	-
Hugo	4,417	6,363	11,800	18,200	25,800
Lake Elmo	5,903	6,863	9,400	15,200	24,000
Lakeland	2,000	1,917	1,930	1,850	1,800
Lakeland Shores	291	355	350	320	320
Lake St. Croix Beach	1,078	1,140	1,150	1,150	1,150
Landfall	685	700	700	700	700
Mahtomedi	5,633	7,563	8,300	8,900	9,200
Marine on St. Croix	602	602	760	880	1,000
May Twp.	2,535	2,928	3,200	3,600	4,000
Newport	3,720	3,715	3,850	4,350	5,050
New Scandia Twp.	3,197	3,692	3,900	4,200	4,700
Oakdale	18,374	26,653	28,000	28,400	30,000
Oak Park Hgts.	3,486	3,777	4,900	5,400	5,700
Pine Springs	436	421	400	380	360
St. Mary's Point	339	344	370	380	390
St. Paul Park	4,965	5,070	5,800	6,400	7,100
Stillwater	13,882	15,323	17,200	18,300	19,200
Stillwater Twp.	2,066	2,553	2,800	3,700	4,500
West Lakeland Twp.	1,736	3,547	3,900	4,100	4,300
White Bear Lake (pt.)	336	351	630	690	710
Willernie	584	549	550	550	570
Woodbury	20,075	46,463	60,000	73,500	84,000
WASHINGTON COUNTY TOTAL	145,880	201,130	245,920	291,900	344,280

HOUSEHOLD FORECASTS

ANOKA COUNTY
Metropolitan Council Household Forecasts

City or Township	1990	2000	2010	2020	2030
Andover	4,430	8,107	12,100	14,600	15,500
Anoka	6,394	7,262	7,900	8,500	9,000
Bethel	130	149	160	180	200
Blaine (pt.)	12,825	15,926	24,800	29,300	31,200
Burns Twp.	754	1,123	1,500	1,900	2,300
Centerville	519	1,077	1,340	1,600	1,850
Circle Pines	1,562	1,697	2,050	2,100	2,200
Columbia Hgts.	7,766	8,033	8,600	9,200	9,300
Columbus Twp.	1,129	1,328	1,450	1,600	1,750
Coon Rapids	17,449	22,578	25,000	26,500	27,000
East Bethel	2,542	3,607	4,400	5,000	5,500
Fridley	10,909	11,328	11,600	11,900	12,300
Ham Lake	2,720	4,139	5,700	6,800	7,200
Hilltop	410	400	400	400	400
Lexington	829	820	900	950	1,000
Lino Lakes	2,603	4,857	7,100	8,600	10,100
Linwood Twp.	1,146	1,578	1,850	2,100	2,300
Oak Grove	1,638	2,200	2,600	2,800	3,000
Ramsey	3,620	5,906	10,300	15,500	16,500
St. Francis	760	1,638	2,800	4,000	5,000
Spring Lake Park (pt.)	2,302	2,676	2,750	2,800	3,000
ANOKA COUNTY TOTAL	82,437	106,429	135,300	156,330	166,600

CARVER COUNTY
Metropolitan Council Household Forecasts

City or Township	1990	2000	2010	2020	2030
Benton Twp.	276	307	320	330	340
Camden Twp.	287	316	340	370	400
Carver	262	458	1,100	1,600	2,300
Chanhassen (pt.)	4,016	6,914	9,900	13,000	15,000
Chaska	4,212	6,104	9,000	9,500	10,000
Chaska Twp.	60	65	1,000	3,000	4,000
Cologne	216	385	700	1,000	1,300
Dahlgren Twp.	394	479	700	2,100	3,600
Hamburg	184	206	240	300	400
Hancock Twp.	110	121	140	160	170
Hollywood Twp.	327	371	410	450	500
Laketown Twp.	601	637	1,700	3,500	5,500
Mayer	166	199	600	1,000	1,400
New Germany	138	143	180	250	370
Norwood Young America	972	1,171	1,800	2,800	3,800
San Francisco Twp.	244	293	350	410	460
Victoria	756	1,367	2,400	3,000	3,300
Waconia	1,401	2,568	3,000	3,300	3,500
Waconia Twp.	407	429	500	800	1,100
Watertown	848	1,078	1,800	2,300	2,500
Watertown Twp.	439	478	550	800	1,200
Young America Twp.	285	267	300	350	450
CARVER COUNTY TOTAL	16,601	24,356	37,030	50,320	61,590

DAKOTA COUNTY
Metropolitan Council Household Forecasts

City or Township	1990	2000	2010	2020	2030
Apple Valley	11,145	16,344	21,000	26,000	27,500
Burnsville	19,127	23,687	25,300	27,100	28,500
Castle Rock Twp.	460	514	550	600	650
Coates	66	64	70	80	90
Douglas Twp.	192	235	270	300	320
Eagan	17,427	23,773	26,500	28,000	29,000
Empire Twp.	426	515	700	1,600	1,800
Eureka Twp.	447	496	550	630	700
Farmington	2,064	4,169	7,500	10,500	12,500
Greenvale Twp.	228	227	260	300	340
Hampton	118	156	260	290	300
Hampton Twp.	260	320	360	400	450
Hastings (pt.)	5,401	6,640	8,800	11,000	12,500
Inver Grove Hgts.	7,803	11,257	14,000	17,000	18,000
Lakeville	7,851	13,609	20,200	28,000	33,500
Lilydale	297	338	480	490	490
Marshan Twp.	373	404	450	490	520
Mendota	69	80	90	100	120
Mendota Hgts.	3,302	4,178	4,600	4,800	5,000
Miesville	47	52	60	60	60
New Trier	29	31	30	30	30
Nininger Twp.	241	280	330	370	400
Northfield (pt.)	54	216	300	400	500
Randolph	111	117	160	210	260
Randolph Twp.	158	192	240	260	280
Ravenna Twp.	546	734	840	920	1,000
Rosemount	2,779	4,742	8,000	11,200	13,500
Sciota Twp.	86	92	130	160	190
South St. Paul	7,914	8,123	8,300	8,600	9,000
Sunfish Lake	138	173	190	200	210
Vermillion	157	160	200	240	300
Vermillion Twp.	354	395	430	500	550
Waterford Twp.	182	193	210	230	240
West St. Paul	8,441	8,645	8,900	9,300	9,600
DAKOTA COUNTY TOTAL	98,293	131,151	160,260	190,360	208,400

HENNEPIN COUNTY
Metropolitan Council Household Forecasts

City or Township	1990	2000	2010	2020	2030
Bloomington	34,488	36,400	37,700	39,200	40,000
Brooklyn Center	11,226	11,430	11,800	12,000	12,100
Brooklyn Park	20,386	24,432	28,400	32,000	35,000
Champlin	5,423	7,425	8,500	9,200	10,000
Chanhassen (pt.)	0	0	0	0	0
Corcoran	1,545	1,784	4,000	7,000	8,500
Crystal	9,272	9,389	9,700	10,100	10,500
Dayton (pt.)	1,359	1,546	2,000	6,500	11,000
Deephaven	1,324	1,373	1,450	1,450	1,450
Eden Prairie	14,447	20,457	23,500	25,500	26,500
Edina	19,860	20,996	21,600	22,000	22,500
Excelsior	1,160	1,199	1,250	1,330	1,400
Fort Snelling	7	0	0	0	0
Golden Valley	8,273	8,449	8,900	9,200	9,600
Greenfield	457	817	1,000	1,300	1,600
Greenwood	250	285	320	330	330
Hanover (pt.)	82	113	150	200	250
Hassan Twp.	585	778	1,000	4,000	7,000
Hopkins	7,973	8,358	8,500	8,800	9,000
Independence	925	1,088	1,380	1,600	1,800
Long Lake	747	756	900	1,000	1,100
Loretto	167	225	280	290	300
Maple Grove	12,531	17,532	24,500	30,000	34,000
Maple Plain	696	770	870	950	1,000
Medicine Lake	169	159	170	190	200
Medina	1,007	1,309	2,070	2,700	4,000
Minneapolis	160,682	162,352	172,000	181,000	187,000
Minnetonka	18,687	21,270	22,300	23,000	24,000
Minnetonka Beach	204	215	230	230	230
Minnetrista	1,195	1,505	2,100	3,000	4,000
Mound	3,710	3,982	4,350	4,600	4,800
New Hope	8,507	8,665	9,100	9,600	9,800
Orono	2,613	2,766	3,200	3,700	4,100
Osseo	995	1,035	1,090	1,160	1,400
Plymouth	18,361	24,820	29,000	31,500	33,500
Richfield	15,551	15,073	16,500	18,000	19,500
Robbinsdale	6,008	6,097	6,400	6,800	7,000
Rockford (pt.)	163	57	100	200	300
Rogers	259	1,195	2,300	2,700	3,000
St. Anthony (pt.)	2,208	2,402	2,600	2,800	3,000
St. Bonifacius	398	681	1,100	1,100	1,200
St. Louis Park	19,925	20,773	22,000	23,000	24,000
Shorewood	2,026	2,529	2,770	3,000	3,200
Spring Park	741	930	1,000	1,080	1,130
Tonka Bay	577	614	700	760	780
Wayzata	1,715	1,929	2,000	2,130	2,200
Woodland	176	173	180	200	200
HENNEPIN COUNTY TOTAL	419,060	456,133	500,960	546,400	583,470

RAMSEY COUNTY
Metropolitan Council Household Forecasts

City or Township	1990	2000	2010	2020	2030
Arden Hills	2,904	2,959	3,600	4,600	8,000
Blaine (pt.)	0	0	0	0	0
Falcon Hgts.	2,016	2,103	2,350	2,400	2,500
Gem Lake	140	139	160	170	190
Lauderdale	1,166	1,150	1,160	1,200	1,200
Little Canada	3,902	4,375	4,870	5,300	5,700
Maplewood	11,496	13,758	15,600	16,500	17,500
Mounds View	4,702	5,018	5,350	5,600	6,000
New Brighton	8,523	9,013	9,400	9,800	10,000
North Oaks	1,085	1,300	1,600	2,100	2,300
North St. Paul	4,447	4,703	4,900	5,400	6,000
Roseville	13,562	14,598	15,500	16,000	16,500
St. Anthony (pt.)	1,245	1,295	1,350	1,500	1,600
St. Paul	110,249	112,109	120,000	127,000	133,000
Shoreview	8,991	10,125	10,500	10,700	11,200
Spring Lake Park (pt.)	41	48	50	50	50
Vadnais Hgts.	3,924	5,064	5,600	6,100	7,400
White Bear Twp.	3,205	4,010	4,700	4,800	5,000
White Bear Lake (pt.)	8,902	9,469	10,200	11,000	11,500
RAMSEY COUNTY TOTAL	190,500	201,236	216,890	230,220	245,640

SCOTT COUNTY
Metropolitan Council Household Forecasts

City or Township	1990	2000	2010	2020	2030
Belle Plaine	1,092	1,396	2,500	3,300	4,400
Belle Plaine Twp.	211	266	340	400	500
Blakeley Twp.	140	166	190	220	250
Cedar Lake Twp.	523	719	1,000	1,200	1,400
Credit River Twp.	864	1,242	1,700	2,500	3,200
Elko	75	155	800	1,600	2,200
Helena Twp.	352	450	550	650	800
Jackson Twp.	459	461	520	1,500	4,000
Jordan	1,042	1,349	2,250	3,100	4,400
Louisville Twp.	278	410	470	520	600
New Market	82	131	1,000	2,000	2,800
New Market Twp.	627	956	1,400	1,900	2,600
New Prague (pt.)	870	1,160	1,800	2,500	3,000
Prior Lake	3,901	5,645	10,500	12,000	12,500
St. Lawrence Twp.	122	144	200	280	500
Sand Creek Twp.	412	478	600	750	900
Savage	3,255	6,807	11,000	14,500	16,000
Shakopee	4,163	7,540	15,000	19,500	21,500
Spring Lake Twp.	899	1,217	2,000	3,500	5,700
SCOTT COUNTY TOTAL	19,367	30,692	53,820	71,920	87,250

WASHINGTON COUNTY
Metropolitan Council Household Forecasts

City or Township	1990	2000	2010	2020	2030
Afton	890	996	1,100	1,200	1,250
Bayport	743	763	840	1,000	1,500
Baytown Twp.	302	492	630	800	1,200
Birchwood	364	357	360	360	360
Cottage Grove	6,856	9,932	13,000	16,500	20,000
Dellwood	301	353	380	390	400
Denmark Twp.	367	481	650	820	990
Forest Lake	4,424	5,433	7,000	9,000	12,000
Grant	1,173	1,374	1,580	1,740	1,830
Grey Cloud Island Twp.	165	117	1,800	2,500	2,500
Hastings (pt.)	2	2	0	0	0
Hugo	1,416	2,125	4,300	7,000	10,000
Lake Elmo	1,973	2,347	3,500	6,000	9,500
Lakeland	645	691	720	730	730
Lakeland Shores	101	116	120	120	120
Lake St. Croix Beach	415	462	480	500	510
Landfall	300	292	300	300	300
Mahtomedi	1,874	2,503	3,000	3,400	3,550
Marine on St. Croix	234	254	320	370	430
May Twp.	820	1,007	1,200	1,400	1,600
Newport	1,323	1,418	1,550	1,800	2,200
New Scandia Twp.	1,060	1,294	1,500	1,700	1,900
Oakdale	6,699	10,243	11,300	12,000	13,000
Oak Park Hgts.	1,322	1,528	2,000	2,300	2,500
Pine Springs	135	140	140	140	140
St. Mary's Point	126	132	150	160	170
St. Paul Park	1,749	1,829	2,200	2,500	2,900
Stillwater	4,982	5,797	6,900	7,700	8,300
Stillwater Twp.	639	833	1,000	1,400	1,700
West Lakeland Twp.	524	1,101	1,300	1,450	1,550
White Bear Lake (pt.)	168	149	270	300	300
Willernie	227	225	230	240	250
Woodbury	6,927	16,676	23,500	30,500	35,000
WASHINGTON COUNTY TOTAL	49,246	71,462	93,320	116,320	138,680

Employment Forecasts

ANOKA COUNTY
Metropolitan Council Employment Forecasts

City or Township	1990	2000	2010	2020	2030
Andover	1,200	3,062	4,200	4,800	5,200
Anoka	11,755	13,250	14,400	15,200	16,200
Bethel	193	248	330	380	440
Blaine (pt.)	11,401	16,298	19,300	20,800	22,200
Burns Twp.	259	294	350	400	450
Centerville	168	359	520	630	670
Circle Pines	861	2,057	2,250	2,400	2,450
Columbia Hgts.	4,536	6,419	6,600	6,750	7,000
Columbus Twp.	100	482	730	900	1,000
Coon Rapids	16,449	21,462	24,200	26,000	27,800
East Bethel	457	1,211	1,380	1,500	1,610
Fridley	23,821	25,957	30,200	33,000	35,300
Ham Lake	1,820	2,812	3,050	3,200	3,450
Hilltop	250	254	350	420	470
Lexington	630	631	880	1,050	1,120
Lino Lakes	1,229	2,444	2,950	3,300	3,550
Linwood Twp.	50	120	140	150	160
Oak Grove	200	354	430	530	640
Ramsey	1,941	3,587	6,700	9,100	11,300
St. Francis	793	1,226	1,630	1,900	2,220
›ring Lake Park (pt.)	3,019	4,287	4,600	4,800	4,950
ANOKA COUNTY TOTAL	81,132	106,814	125,190	137,210	148,180

CARVER COUNTY
Metropolitan Council Employment Forecasts

City or Township	1990	2000	2010	2020	2030
Benton Twp.	227	300	310	320	330
Camden Twp.	12	12	30	40	50
Carver	95	156	350	550	600
Chanhassen (pt.)	4,605	7,571	11,330	13,500	13,900
Chaska	7,833	10,185	12,400	13,900	15,100
Chaska Twp.	50	66	400	1,200	1,500
Cologne	117	212	300	400	450
Dahlgren Twp.	109	106	550	1,500	2,000
Hamburg	58	100	110	120	170
Hancock Twp.	20	35	40	40	50
Hollywood Twp.	27	130	150	160	170
Laketown Twp.	180	331	750	1,300	1,600
Mayer	40	74	210	300	400
New Germany	43	52	70	90	140
Norwood Young America	1,145	1,553	2,100	2,450	2,670
San Francisco Twp.	20	30	40	50	60
Victoria	653	836	1,020	1,150	1,240
Waconia	1,946	3,777	7,000	8,100	9,400
Waconia Twp.	100	180	300	400	450
Watertown	600	670	1,200	1,550	1,770
Watertown Twp.	76	191	220	250	280
Young America Twp.	58	90	90	90	100
CARVER COUNTY TOTAL	18,014	26,657	38,970	47,460	52,430

DAKOTA COUNTY
Metropolitan Council Employment Forecasts

City or Township	1990	2000	2010	2020	2030
Apple Valley	6,528	11,250	16,750	20,100	22,000
Burnsville	25,438	31,825	37,700	41,200	43,300
Castle Rock Twp.	100	200	230	250	270
Coates	90	254	280	300	320
Douglas Twp.	50	70	80	90	100
Eagan	26,000	42,114	48,300	52,000	54,200
Empire Twp.	167	174	250	300	340
Eureka Twp.	50	80	100	120	140
Farmington	2,342	3,833	6,600	8,400	9,900
Greenvale Twp.	50	150	160	170	190
Hampton	100	262	280	300	350
Hampton Twp.	50	88	90	100	110
Hastings (pt.)	6,982	8,317	8,700	8,950	9,400
Inver Grove Hgts.	5,724	7,018	9,250	10,900	12,100
Lakeville	6,563	9,885	11,900	13,200	14,400
Lilydale	200	461	480	500	550
Marshan Twp.	50	200	230	250	270
Mendota	100	100	130	150	170
Mendota Hgts.	5,805	8,099	9,100	9,800	10,300
Miesville	50	121	130	140	160
New Trier	50	44	50	50	60
Nininger Twp.	20	80	220	310	400
Northfield (pt.)	0	0	0	0	0
Randolph	50	97	110	120	140
Randolph Twp.	50	88	90	100	110
Ravenna Twp.	20	103	120	130	140
Rosemount	4,114	6,089	8,400	10,100	12,200
Sciota Twp.	50	50	60	70	80
South St. Paul	5,564	7,708	8,050	8,300	8,500
Sunfish Lake	0	0	0	0	0
Vermillion	167	388	420	450	480
Vermillion Twp.	50	60	80	90	100
Waterford Twp.	191	270	320	350	370
West St. Paul	9,264	8,783	10,700	12,000	13,000
DAKOTA COUNTY TOTAL	106,029	148,261	179,360	199,290	214,150

HENNEPIN COUNTY
Metropolitan Council Employment Forecasts

City or Township	1990	2000	2010	2020	2030
Bloomington	75,837	101,564	118,600	126,200	137,500
Brooklyn Center	17,006	16,693	18,150	18,550	19,000
Brooklyn Park	16,592	23,256	26,900	29,100	32,000
Champlin	1,110	2,623	3,700	5,100	6,200
Chanhassen (pt.)	1,500	930	1,700	1,700	1,700
Corcoran	467	1,542	4,000	6,500	7,150
Crystal	6,019	5,567	6,600	7,250	8,050
Dayton (pt.)	498	1,057	3,900	5,750	6,850
Deephaven	407	977	1,000	1,100	1,200
Eden Prairie	36,095	49,392	55,000	62,000	65,000
Edina	44,534	52,753	57,100	60,000	62,400
Excelsior	1,656	1,578	1,980	2,250	2,450
Fort Snelling	29,844	35,195	36,400	37,200	37,900
Golden Valley	28,589	29,467	31,650	33,100	34,500
Greenfield	50	100	1,240	2,000	2,700
Greenwood	185	200	220	230	250
Hanover (pt.)	50	59	60	70	80
Hassan Twp.	250	627	3,250	5,000	7,200
Hopkins	12,252	11,777	13,600	14,800	16,300
Independence	90	150	160	160	170
Long Lake	1,370	2,327	2,600	2,700	2,700
Loretto	212	250	280	300	350
Maple Grove	7,750	16,749	32,450	42,900	45,900
Maple Plain	1,110	1,681	2,350	2,800	3,300
Medicine Lake	50	50	60	70	70
Medina	2,155	2,928	5,500	6,700	7,900
Minneapolis	278,438	301,826	317,000	332,500	346,500
Minnetonka	35,536	50,471	53,800	56,000	58,600
Minnetonka Beach	210	210	210	210	210
Minnetrista	300	313	820	1,150	1,330
Mound	1,849	1,709	1,860	2,020	2,170
New Hope	14,149	12,900	13,850	14,500	15,100
Orono	980	951	1,230	1,420	1,500
Osseo	2,120	2,318	2,700	2,950	3,050
Plymouth	38,103	52,574	59,900	63,400	64,500
Richfield	10,844	11,602	17,100	17,600	18,100
Robbinsdale	6,813	6,988	8,100	8,800	9,600
Rockford (pt.)	240	583	680	740	840
Rogers	1,775	4,208	5,950	7,100	8,500
St. Anthony (pt.)	2,100	1,999	2,650	3,100	3,400
St. Bonifacius	247	398	520	600	700
St. Louis Park	36,791	40,714	46,200	50,500	52,500
Shorewood	490	732	990	1,160	1,180
Spring Park	842	788	1,330	1,690	1,800
Tonka Bay	100	150	200	240	280
Wayzata	5,500	5,912	6,200	6,400	6,550
Woodland	0	0	0	0	0
HENNEPIN COUNTY TOTAL	723,105	856,838	969,740	1,045,610	1,105,230

RAMSEY COUNTY
Metropolitan Council Employment Forecasts

City or Township	1990	2000	2010	2020	2030
Arden Hills	10,929	12,429	15,200	17,100	20,000
Blaine (pt.)	350	664	770	840	850
Falcon Hgts.	3,180	3,698	3,900	4,050	4,200
Gem Lake	320	548	720	840	870
Lauderdale	500	700	730	750	800
Little Canada	4,287	5,693	6,400	6,850	7,250
Maplewood	25,068	29,961	36,600	41,000	44,500
Mounds View	3,142	4,382	5,900	6,950	7,550
New Brighton	9,779	10,542	12,850	14,400	15,600
North Oaks	370	1,008	1,060	1,100	1,070
North St. Paul	3,200	3,500	5,900	7,500	8,500
Roseville	33,046	39,103	42,450	44,700	46,100
St. Anthony (pt.)	1,550	1,383	1,700	1,900	2,050
St. Paul	172,578	184,589	196,600	210,000	220,600
Shoreview	5,771	9,829	14,200	15,800	16,800
Spring Lake Park (pt.)	0	0	0	0	0
Vadnais Hgts.	3,800	7,119	7,950	8,500	9,100
White Bear Twp.	906	2,164	4,150	5,900	6,800
White Bear Lake (pt.)	8,059	11,833	13,250	14,200	14,900
RAMSEY COUNTY TOTAL	286,835	329,145	370,330	402,380	427,540

SCOTT COUNTY
Metropolitan Council Employment Forecasts

City or Township	1990	2000	2010	2020	2030
Belle Plaine	931	1,469	1,910	2,200	2,700
Belle Plaine Twp.	40	55	70	80	90
Blakeley Twp.	20	27	50	70	80
Cedar Lake Twp.	25	50	60	70	80
Credit River Twp.	100	219	270	300	340
Elko	50	74	200	550	750
Helena Twp.	50	90	100	100	110
Jackson Twp.	50	120	500	750	870
Jordan	913	1,264	1,500	1,650	1,870
Louisville Twp.	200	385	420	440	460
New Market	63	100	200	350	500
New Market Twp.	113	257	300	300	400
New Prague (pt.)	1,044	2,570	2,800	2,950	3,150
Prior Lake	3,000	7,671	12,000	15,100	17,200
St. Lawrence Twp.	100	177	200	210	220
Sand Creek Twp.	75	180	220	250	270
Savage	3,180	4,680	6,000	6,850	8,700
Shakopee	8,500	12,476	17,800	21,300	22,800
Spring Lake Twp.	100	145	210	260	300
SCOTT COUNTY TOTAL	18,554	32,009	44,810	53,780	60,890

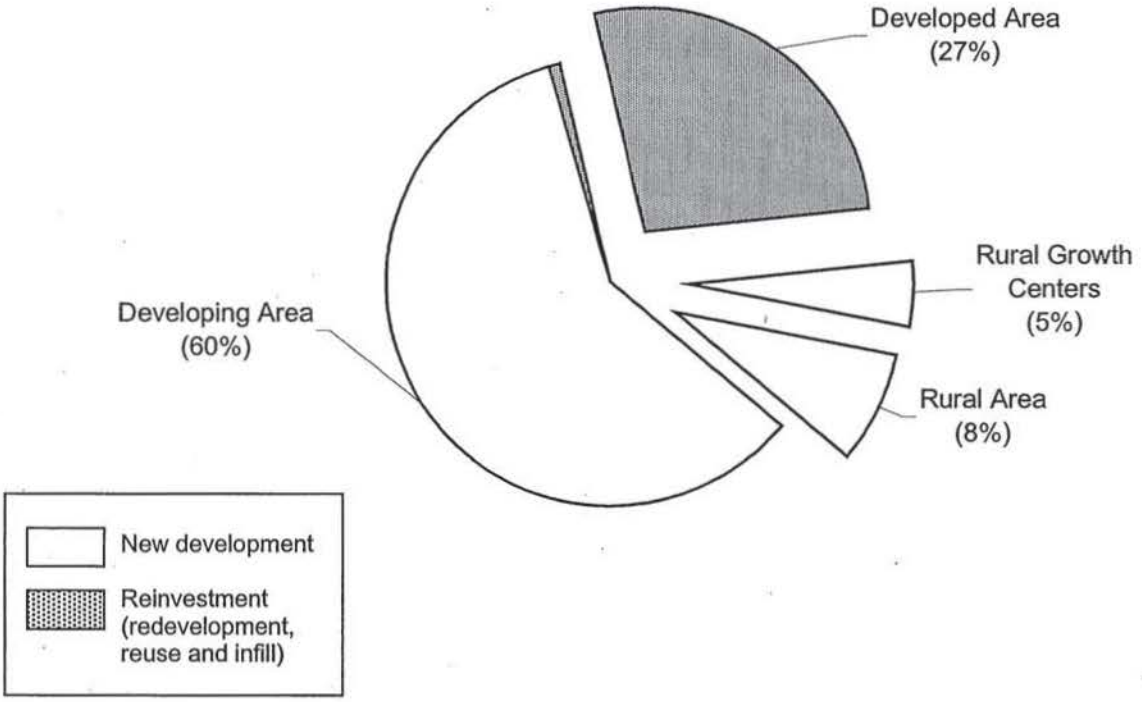
WASHINGTON COUNTY
Metropolitan Council Employment Forecasts

City or Township	1990	2000	2010	2020	2030
Afton	220	290	450	560	630
Bayport	3,200	4,478	5,200	5,700	6,300
Baytown Twp.	100	50	70	100	120
Birchwood	0	0	0	0	0
Cottage Grove	4,545	5,950	8,450	9,950	11,450
Dellwood	80	121	150	170	180
Denmark Twp.	247	300	360	400	440
Forest Lake	5,135	6,359	7,910	9,000	10,400
Grant	480	612	615	620	625
Grey Cloud Island Twp.	50	50	100	240	240
Hastings (pt.)	0	0	0	0	0
Hugo	1,012	1,768	2,050	2,270	3,350
Lake Elmo	1,011	1,636	2,250	2,650	3,050
Lakeland	167	300	420	500	600
Lakeland Shores	50	50	50	50	50
Lake St. Croix Beach	48	100	110	120	130
Landfall	50	50	60	70	90
Mahtomedi	750	1,160	1,870	2,350	2,500
Marine on St. Croix	126	224	290	330	380
May Twp.	40	37	40	45	50
Newport	1,654	2,035	3,900	5,200	6,500
New Scandia Twp.	387	255	420	520	610
)akdale	3,962	7,189	9,250	10,600	11,900
Oak Park Hgts.	2,220	3,000	3,900	4,500	5,100
Pine Springs	0	0	0	0	0
St. Mary's Point	10	10	10	10	10
St. Paul Park	1,174	1,172	1,400	1,600	1,700
Stillwater	7,040	10,169	11,550	12,500	13,600
Stillwater Twp.	136	112	120	120	120
West Lakeland Twp.	50	80	90	90	100
White Bear Lake (pt.)	60	130	140	150	170
Willernie	100	134	140	140	150
Woodbury	5,000	15,700	25,950	34,200	37,000
WASHINGTON COUNTY TOTAL	39,104	63,521	87,315	104,755	117,545

Appendix B/**Accommodating Area Growth**

Between 2000 and 2030 the region will add 471,000 new households. In order to accommodate this growth and keep a 3% vacancy rate, the region should add approximately 485,000 housing units. The *Regional Development Framework* anticipates that 139,000 (29%) of these housing units would be reinvestment (80,000 redevelopment and adaptive reuse, 59,000 infill). The chart below indicates where housing unit growth is going and what portion of each geographic planning area is reinvestment.

Twin Cities Metropolitan Area
Demand for Housing Units, 2030
485,000 Units



This section describes the analysis used by the Metropolitan Council to determine the amount of residential land needed in Developing Communities and Rural Growth Centers to accommodate forecasted 2030 growth. The Council reviewed data from the 2000 Land Use Inventory and information from local governments' 2020 comprehensive plans to assess the adequacy of the land supply. The analysis showed there is enough land currently planned for residential development to accommodate all of the new 2020 forecasts, plus an additional 13,000 housing units. In order to accommodate the 2030 forecasts and maintain a 20-year land supply, cities would have to add approximately 15,000 residential acres to the MUSA before 2010.

BASE DATA

The data used as a basis of the calculation included the following sources:

- **2000 Land Use.** This data was generated from aerial photographs and land parcel data provided by each of the seven metro-area counties. The data was compiled into a geographic information system (GIS) database that can be used to produce computerized maps showing the data in visual form. Each city reviewed the land use data applicable to its jurisdiction.

- **Regional Planned Land Use.** This data, also compiled into a GIS database, was developed from information contained in the 2020 comprehensive plans of the region's local governments. Each city reviewed the land use data applicable to its jurisdiction.

- **Generalized Comprehensive Planning Composite.** Because some land use categories vary from city to city, the Council examined all such categories to produce a generalized composite that reconciles these differences. The Regional Planned Land Use data, noted in the previous bullet, was the basis for creating this GIS database.

- **Regional 2030 Forecasts of Households and Employment, by City and Township.** These were developed by the Council based on corresponding 2000 Census data that were extrapolated into the future. Each city reviewed the forecast data applicable to its jurisdiction.

NET UNDEVELOPED ACRES

This calculation began with determining the number of undeveloped acres located within the Metropolitan Urban Service Area and Rural Growth Centers. This was derived from 2000 land use data (see first bulleted item). Subtracted from this number were (1) wetlands and steep slopes, (2) residential lots of 5 acres or less designated as undeveloped, and (3) 50% of the residential acres in the Developing Communities of 5 to 10 acres. Both the half of the 5 to 10 acres lots and the 10 acres or larger lots included in the undeveloped acres figure may be more difficult to develop, but, over 30 years, they will develop much like the reinvestment and infill now occurring in the central cities and fully developed suburbs. The Council examined all land uses* shown in the 2020 comprehensive plans and then measured residential acres, by city, in the following categories: Single-Family, Townhouse/Multifamily (TH/M-Family), Mixed Use, and Rural Residential.

DENSITY ASSUMPTIONS

The density assumptions vary according to type of residential land use (single-family, townhouse/multifamily, mixed use, rural residential) and geographic area (central cities, fully developed suburbs, Developing Communities, Rural Growth Centers). Existing 2000 and *Regional Development Framework* densities are in the far-right columns in Table B-2. The *Development Framework 2030* densities are based on emerging local growth trends as identified by Council staff working with cities.

2020 PLANNED HOUSING UNIT CAPACITY

Regional 2020 capacity was calculated based on the net amount of undeveloped residential land and the density assumptions shown in Table B-2. Current 2020 plans would accommodate 308,000 housing units on undeveloped land in the MUSA and Rural Growth Centers at an overall density of approximately 4 units per acre.

2030 DEMAND FOR HOUSING UNITs

Table D-1 indicates the 2030 demand for housing units by policy area based on *Regional Development Framework* 2030 forecasts. By 2030, the region needs to accommodate 365,000 housing units on undeveloped land in the MUSA or in Rural Growth Centers. See Table B-1.

Comparison of housing unit capacity and Housing unit demand

For 2020, the region has enough planned residential land to accommodate the new 2020 housing unit forecasts plus an additional 13,000 housing units (see Table B-3).

To accommodate 2030 forecasts, the region needs to plan for 60,000 more housing units than the capacity derived from the 2020 comprehensive plans.

Translating these needs into demand for undeveloped residential land (assuming an overall residential density of 4 units per acre), the region will need to add 15,000 residential acres (60,000 housing units) to the MUSA in the next round of comprehensive plans to maintain a 20-year supply. The region will have time to plan for this growth in the next round of comprehensive plans.

There are approximately 4,600 acres of land identified in the preliminary regional Natural Resource Inventory and Assessment that are currently unprotected, within the MUSA and on land planned for residential development. These areas should be inventoried at a local level to determine the actual amount of important natural resource areas. Once further delineated, then consideration of strategies for protection can best be determined.

If all 4,600 acres were protected, then the region would need to add approximately 5,000 more acres to the MUSA by 2010—resulting in total additional residential acres of 20,000.

The region will also need to provide urban services to additional land for all other uses such as commercial and industrial development (about 40% of the total demand). Therefore, the total future need for additional urban-serviced land is approximately 34,000 acres. There are approximately 670,000 acres in the currently approved 2020 MUSA. The additions needed to get to 2030 represent a 5% increase.

Finally, land designated as Urban Reserve by cities encompasses 44,000 acres that are available in or contiguous to the MUSA and an additional 25,000 outside the MUSA. These 69,000 acres represent as starting point for looking at MUSA for the next round of plans.

Table B-1
2030 Demand for Housing Units

Planning Areas	Housing Units	Housing Units on Redeveloped Land	Housing Units on Undeveloped Land	Housing Type	
				Single-Family	TH/M-Family*
Developed Communities					
Minneapolis/St. Paul	47,000	28,000	19,000	4,700	42,300
Fully Developed Area	86,000	46,000	40,000	21,500	64,500
Developing Communities	285,000	5,000	280,000	162,800	122,200
Rural Growth Centers	27,000	1,000	26,000	13,500	13,500
Subtotal	445,000	80,000	365,000	202,500	242,500
20,000	40,000	0	40,000	40,000	0
Total	485,000	80,000	405,000	242,500	242,500

Table Notes
Shaded area shows number of units representing housing reinvestment (that is, those located in the Developed Communities and on redeveloped land in the Developing Communities and Rural Growth Centers).

*Townhouse/Multifamily.

Table B-2
2020 Planned Housing Unit Capacity in MUSA and Rural Growth Centers

Central Cities	Acres	Single-Family	Townhouse/ Multifamily	Total Housing Units	Framework Density	2000 Density
Single-Family	572	2,859	-	2,859	5.0	4.8
TH/M-Family	171	-	3,421	3,421	20.0	19.8
Mixed	507	-	12,683	12,683	25.0	
Subtotal	1,250	2,859	16,104	18,963	15.2	
Fully Developed						
Single-Family	3,795	11,069	-	11,069	3.0	2.5
Rural Residential	390	195	0	195	0.5	
TH/M-Family	1,393	-	15,322	15,322	11.0	11.2
Mixed	973	556	12,507	13,063	13.4	
Subtotal	6,551	11,820	27,829	39,649	6.1	
Developing						
Single-Family	39,286	101,879	-	101,879	2.6	2.1
Rural Residential	8,175	4,087	0	4,087	0.5	
TH/M-Family	10,462	-	78,817	78,817	7.5	7.0
Mixed	6,345	13,644	34,271	47,915	7.6	
Subtotal	64,268	119,610	113,088	232,698	3.6	
Rural Growth Centers						
Single-Family	2,332	6,995	-	6,995	3.0	2.4
Rural Residential	374	187	0	187	0.5	
TH/M-Family	222	-	2,002	2,002	9.0	8.8
Mixed	699	1,749	2,624	4,373	6.3	
Subtotal	3,627	8,931	4,626	13,557	3.7	
TOTAL	75,696	143,220	161,647	304,867	4.0	

Table B-3
Surplus Capacity Planned or Additional Capacity Needed

	2020 Forecasts	2030 Forecasts
Forecasted Housing Units	350,000	485,000
Less rural housing units	-24,000	-40,000
Less redevelopment	-34,000	-80,000
Housing units to be accommodated on MUSA land	292,000	365,000
Housing unit capacity from 2020 Comprehensive Plans	305,000	305,000
Surplus Capacity Planned (+) or Additional Capacity Needed (-) (in housing units)	+13,000	-60,000

Table Note
The approved 2020 plans that communities have submitted to the Council will accommodate 305,000 housing units on MUSA land. The region needs to accommodate 292,000 housing units in the MUSA by 2020. Thus, there is extra land in the 2020 MUSA.

Appendix C/**Supplementary Maps**

A number of maps play an important role in the growth strategy of the *Development Framework.* These maps, listed below, are available at the Council's Data Center or on line at: www.metrocouncil.org

Local Comprehensive Plans

2020 Comprehensive Plans Composite - created from the comprehensive plans that local governments submitted in response to the Council's 1996 *Regional Blueprint* and reviewed by the Council between 1998 and 2003. The planning areas shown on this map are different from those shown on the current 2030 *Framework* growth strategy map. Consequently, communities may appear in different planning areas.

Draft Maps from the Atlas of the Natural Resources Inventory and Assessment

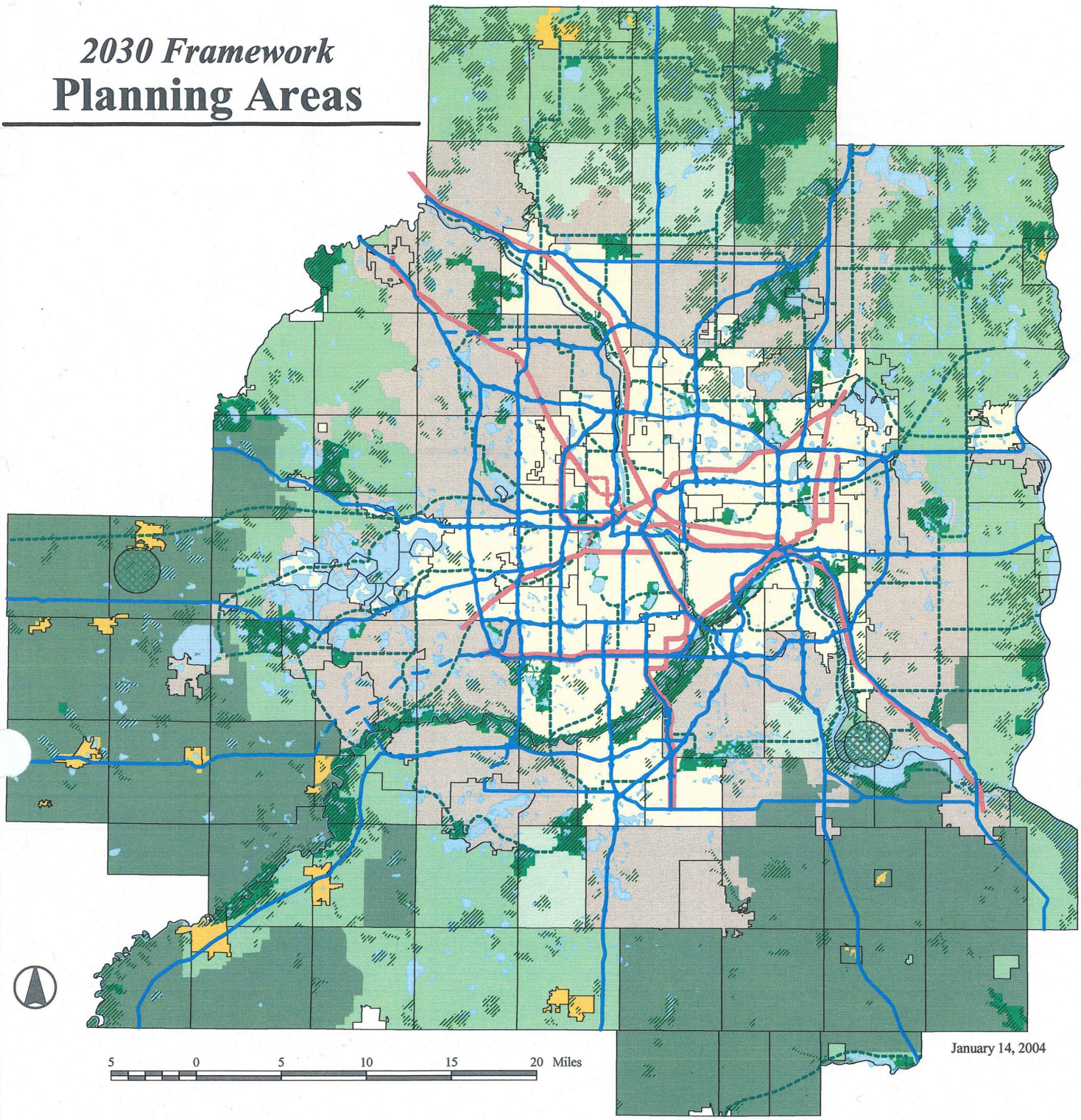
Recreational and Natural Resource Protection - shows regional and local parks, trails, water bodies, wildlife areas and steep slopes.

River and Stream Corridors - shows the corridors linking natural resources of regional importance.

Aggregate and Agricultural Resources - shows sand, gravel and dolostone deposits and categories of agricultural land.

Terrestrial and Aquatic Ecological Assessment - shows water features and land areas classified according to their potential biological and habitat quality.

2030 Framework
Planning Areas



NOTE: Please refer to the Comprehensive Plans Composite map or the Regional Systems maps for the most recent information. These maps are available at the Metropolitan Council Data Center (651) 602-1140.

Geographic Planning Areas

Urban Planning Areas

- Developing Area
- Developed Area

Rural Planning Areas

- Rural Center
- Agricultural
- Diversified Rural
- Rural Residential

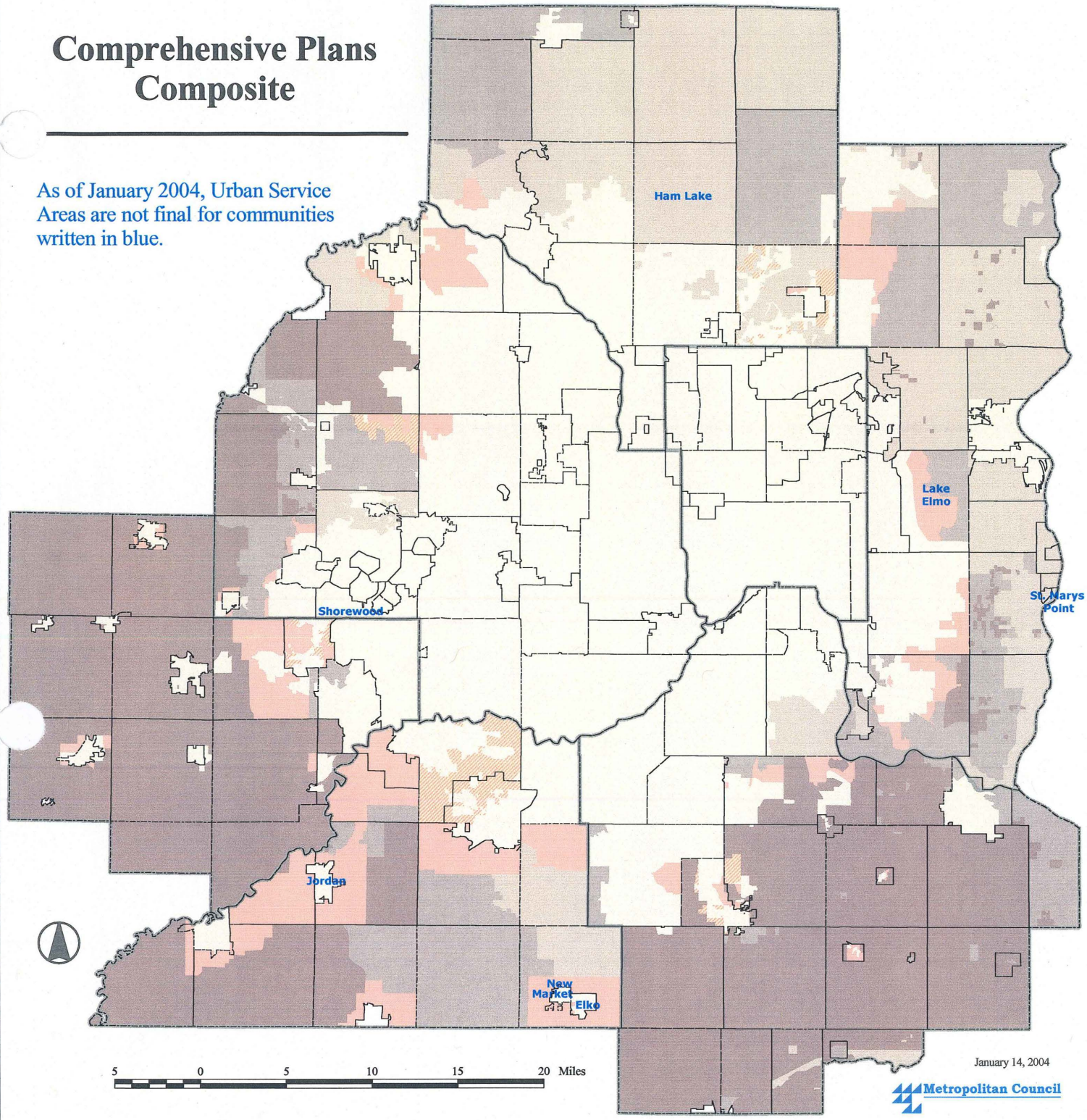
Additional Information

- Regional Natural Resource Areas (includes Terrestrial and Wetland Areas)
  SOURCE: Metro DNR in coordination with the Metropolitan Council
- Regional Park
- Proposed Regional Park
- Regional Trail
- Transit 2025 Corridor
- Principal Arterial
- Open Water

Metropolitan Council

Comprehensive Plans Composite

As of January 2004, Urban Service Areas are not final for communities written in blue.



- 2020 MUSA
- Undesignated MUSA
- 2040 Urban Reserve
- Permanent Agriculture
- Permanent Rural
- Rural Residential

NOTE: This map is not a legal document. The Metropolitan Urban Service Areas (MUSA) shown are compiled from each community's comprehensive plan. It may not include all amendments to each comprehensive plan. This map shows areas of "Undesignated MUSA" found in some communities. An agreed upon acreage within these areas are to be added to the 2020 MUSA and will be updated by the community on an annual basis. For exact MUSA information, please contact the community.