“Comprehensive Planning, it’s not the same old, same old”
• **Moderator** – John Shardlow, FAICP, Stantec Consulting Inc.

• **Panelists:**
  – Julie Farnahm, AICP, City of Bloomington
  – Karl Batalden, AICP City of Woodbury
  – Julie Wischnack, AICP City of Minnetonka
Introduction, Overview

• Nearly 200 local governments within the Twin Cities Metropolitan Area are mandated to prepare and adopt a Comprehensive Plan by December of 2018

• This will be the fifth decennial round of comprehensive planning since the passage of the Metropolitan Land Planning Act of 1976
Introduction (cont.)

• Many of those communities have not experienced significant growth due to the recent Great Recession and
• Many may perceive that as a reason to treat this next round of planning as a simple update
Over-arching theme for today’s discussion:

• Just because your community didn’t experience growth in recent years doesn’t mean it hasn’t changed
  • There are compelling issues facing all of our communities
  • These issues demand a different focus and tools than any of your previous comprehensive plans
Brief Historical Perspective

• It is easy to forget the conditions that led the Legislature to pass the Metropolitan Land Planning Act in the first place
• And how the focus shifted with each of the past four rounds of planning
A Need for Regional Coordination

1959: MDH determines that approximately 50% of home wells in 39 Minnesota communities were polluted by septic residue.

Early 1960s: The FHA threatened to stop issuing mortgages to homes not tied to sewer.

1960s: Rapid population growth in new second and third ring suburbs.

Fridley’s population grew by 300%.

Minneapolis’ population declined by 12%.
1967

The Establishment of the Metropolitan Council

Agency founded by MN State Legislature with the following authorities in the Twin Cities Region:

- Policy Setting
- Policy Control
- Direct Administration
- Advice and Technical Assistance
Data Source: Met Council, MN DNR, USGS
1970s

1976: Metropolitan Land Planning Act

This act requires the submission of plans from each municipality within the 7 county Metro Area.

Local Comprehensive Plans must coordinate with Met Council systems including:
- Airports
- Sewers
- Transportation
- Housing

This process is completed through the Council’s policy control authority.

Data Source: Met Council, MN DNR, USGS
1970s Metropolitan Development Framework

“The Metropolitan Council shall use its authority to promote a pattern of urbanization within the Urban Service Area that allows the efficient, orderly, and economic expansion of metropolitan systems for future growth and avoids premature and scattered urbanization of rural areas.”
1988 Metropolitan Development and Investment Framework

“The Council urges local, state, and federal agencies to support urban development and redevelopment in the Urban Service Area.”

Data Source: Met Council, MN DNR
Regional Changes

Governance: The 1994 Metropolitan Reorganization Act grew the Met Council from a small policy agency, to a regional government system with authority over regional sewer, transit and planning.

Development Patterns: 131,488 acres were receiving sewer service but were undeveloped.

Population: More than 70% of the Twin Cities population lived in the suburbs.

Data Source: Met Council, MN DNR
The Council will provide regional services for urban-scale development only within the urban area consistent with staged local comprehensive plans and metropolitan systems plans.”

This included:
• Focusing development within the Interstate Beltway
• Setting housing density benchmarks
Major Transportation Investment

Transportation: $830 million was dedicated to highway construction projects in the SW metro. This was about 75% of all transportation funds.

Source: Met Council, MN DNR, Myron Orfield
2004 Regional Development Framework

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

Data Source: Met Council, MN DNR
New Directions for Growth

Pattern of Land Uses: not only concerned with how much development, but the types of development that occur.

Transportation: Integrating transportation and land use planning is critical for organized development.

Reinvestment: A shift to redevelopment of older areas including Minneapolis, St. Paul and the first ring suburbs.

Data Source: Met Council, MN DNR
“Policy 1: Work with local communities to accommodate growth in a flexible, connected and efficient manner.”
Today

Critical Changes in our Region

Transportation: A focus on mass rapid transit such as LRT and BRT

Infrastructure: A need to maintain existing, aging infrastructure

Population: Growing racial and ethnic diversity as well as growing elderly population

Environment: Sustainability is critical in the face of climate change and local groundwater issues

Data Source: Met Council, MN DNR
Summary

• There were compelling issues facing the Twin Cities region when the Metropolitan Land Planning Act was passed

• It has always been focused on growth management – coordinating regional and local investment
The growth of the fixed-route transit system

Hiawatha Light Rail Transit (2004)
The growth of the fixed-route transit system

Northstar Commuter Rail (2009)
The growth of the fixed-route transit system

Red Line Bus Rapid Transit (2013)
The growth of the fixed-route transit system
The growth of the fixed-route transit system

Blue Line LRT Extension (2021?)

Green Line LRT Extension (2020?)

Orange Line Bus Rail Transit (2019?)

A Line arterial BRT (2016)

Gold Line Bus Rail Transit (20??)
Arterial Bus Rapid Transit

- 20 enhanced stations
- Special vehicles
- Pre-boarding fare payment
- Transit signal priority
- Faster trip
The growth of the fixed-route transit system by 2040
Successful transit needs supportive land use

Minimum net density for land use in LRT / dedicated BRT station areas:

- Urban Center: 50 units / acre (target: 75-150+)
- Urban: 25 units / acre (target: 50-100+)
- Suburban: 20 units / acre (target: 40-75+)
- Suburban Edge: 15 units / acre (target: 40-75+)
2018 Planning Issues

- Demographics – aging, growing diversity
- Housing – new choices, affordability, accessibility
- Energy – conservation, alternatives
- Water resources
- Climate – frequency and severity of weather events
- Sustainability, resilience
- Race, ethnicity, religion – building community
What will 2040 look like?
# Roseville Area Schools District Enrollment by Ethnicity

**based on September 29 MARSS Report**

<table>
<thead>
<tr>
<th>Year</th>
<th>American Indian #</th>
<th>American Indian %</th>
<th>Asian/Pacific Islander #</th>
<th>Asian/Pacific Islander %</th>
<th>Hispanic #</th>
<th>Hispanic %</th>
<th>Black #</th>
<th>Black %</th>
<th>White #</th>
<th>White %</th>
<th>Students of Color #</th>
<th>Total</th>
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<td>2.3%</td>
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<td>3,934</td>
<td>52.1%</td>
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*Includes Harambee Elementary
Roseville Area Schools: Languages

All 7,547 Students

61 Languages other than English spoken at home: 2,201 students (29%)

1,230 EL Students served (16%)

MARSS Data 9-29-15
Roseville Area Schools: Free & Reduced Priced Meals District Trend
Planning Resources

• Metropolitan Council Website
• ULI Advisory Services
  – Navigating Your Competitive Future
  – (Re) Development Ready Guide
  – HousingCounts.org
  – Regional Indicators
Panel Discussion

• A sampling of examples and perspectives from veteran planners from three different Metro communities:
  – Karl Batalden – Woodbury
  – Julie Farnham – Bloomington
  – Julie Wischnack - Minnetonka