

**City of East Bethel
Planning Commission Agenda
7:00 PM
Tuesday, August 25, 2015**



Agenda

	<u>Item</u>
7:00 PM	1.0 Call to Order
7:02 PM pg. 1	2.0 Adopt Agenda
7:03 PM pg. 2-7	3.0 Approval of Meeting Minutes July 28 th , 2015 – Regular Meeting
7:05 PM pg. 8-15	4.0 Joseph & Amanda Pikala – IUP, Farm Animals 4423 Viking Blvd NE, PID# 25-33-23-24-0016, Rural Residential
7:15 PM pg. 16-35	5.0 Updates <ul style="list-style-type: none">- Comprehensive Plan- Business Retention and Expansion program
7:45 PM	6.0 City Council
7:55 PM	7.0 Other Business

EAST BETHEL PLANNING COMMISSION MEETING

July 28, 2015

The East Bethel Planning Commission met on June 23rd, 2015 at 7:00 PM for their regular meeting at City Hall.

MEMBERS PRESENT: Glenn Terry* Randy Plaisance Lorraine Bonin
* Chairperson Sherry Allenspach Lou Cornicelli Tanner Balfany

MEMBERS EXCUSED: Eldon Holmes

ALSO PRESENT: Colleen Winter, Community Development Director
Brian Mundle, City Council Member

1.0 Call to Order Mr Terry called the East Bethel Planning Commission meeting to order at 7:00 PM.

2.0 Adopt Agenda Ms Bonin noted that she had requested a discussion of flag lots be on the agenda for this meeting. Members agreed to add it to the Other Business Item. **Mr Terry motioned to adopt the agenda as written with the addition of “Flag lots Discussion under Other Business. Ms Allenspach seconded the motion. All members were in favor; motion carried.**

3.0 Public Hearing Interim Use Permit (IUP) to keep a Farm Animal

Owner/Property Location:

Elizabeth Erickson
22790 Jewell St NE
Bethel, MN 55005
PIN 01-33-23-21-0011

Elizabeth Erickson is requesting an IUP for a farm animal for the keeping of one (1) miniature pot-bellied pig on the 4.98 acre parcel she owns. She is working with the Martin County Humane Society in Fairmont, MN to rescue this animal. The pig will be kept as a pet and housed in the home and in an existing pasture area that is currently fenced in. This property is part of Deer Haven subdivision where over 80% of the lots are 3 acres or larger in size therefore meeting the requirement of allowing Farm Animals.

Zoning Code Sections:

Chapter 10. Article V – Farm Animals

Recommendation(s):

City Staff is requesting the Planning Commission recommend approval to the City Council of an IUP for keeping a single miniature pot-bellied pig for Ms. Erickson, located at 22790 Jewell St NE, Bethel, MN 55005, PIN 01-33-23-21-0011 with the following conditions:

1. An Interim Use Permit Agreement must be signed and executed by the applicants and the City.
2. Applicants must comply with City Code Section 10. Article V. Farm Animals.
3. Permit shall expire when:
 - a. The property is sold, or

- b. Non-compliance of IUP conditions
- 4. Property owner shall have thirty (30) days to remove the approved domestic farm animals upon expiration of the IUP.
- 5. Conditions of the IUP must be met no later than September 1, 2015. IUP will not be issued until all conditions are met. Failure to meet conditions will result in the null and void of the IUP.
- 6. The IUP shall be for a term of three (3) years at which time the applicant will be required to re-apply for an IUP.
- 7. Property will be inspected and evaluated annually by city staff.

The Public Hearing was opened at 7:03 pm.
 No members of the public were present to speak.
 The Public Hearing was closed at 7:04 pm.

Members were shown a Location Map and Site Plan for the property. The fenced in area is chain link and some boards. Mr Cornicelli questioned if there may be requests for additional animals in the future. Ms Winter stated she had brought this up with the owner and understood that this was just a rescue of this particular pig and the IUP was written for only one animal.

Mr Terry made a motion to recommend approval of the Interim Use Permit with the stated conditions for Elizabeth Erickson to keep a Farm Animal to the City Council. Ms Allenspach seconded the motion. All members were in favor; motion carried. This item will go to the City Council in August for approval.

**4.0 Andrew Nelson –
 Variance Request**

Property Owner/Property Location:

Andrew Nelson
 4640 East Front Blvd NE
 East Bethel, MN 55092
 PIN 25-33-23-42-0017
 Lot 12, Block 1, Edwards Beach

The applicant, Andrew Nelson is requesting two different variances (both side yard setbacks) to construct a 22ft. x 26 ft. detached garage on his property. Because this property is located in the Shore land Management District, he is required to construct the detached garage 75 feet from the ordinary high water mark on Coon Lake and 25 ft. from the property line on East Front Blvd. NE.

Mr. Nelson is complying with both the OHW and street setback. However, due to the need to meet those standards, and due to the location of his septic system, well and drain field, the proposal to locate the garage as shown on the site plan is the only option that Mr. Nelson has for this property. Normal side yard setback requirements are 10 feet and the proposed garage will be located 1 foot from the east property line and 1 foot from the west property line.

Mr. Nelson has spoken to his neighbor to the east and they are fine with allowing the garage to be located at that location. Mr. Nelson has provided a letter to the City from his neighbor stating this is ok.

On the west side, the proposed garage will be located 1 foot from the unused city street known as Sylvan Street. This property has a long complicated history with the City due to the need to put in a new septic system and well. This history is explained by Mr. Nelson in documentation as part of the variance request. Ms Winter also asked the City Attorney to review this request. This lot is very narrow and long, and

due to the unique geography and the location of the existing septic, drain field and well there is no other appropriate location on the lot for the garage, so therefore the following are the variance requests:

- 9 feet variance from the normal side yard setback of 10 feet on the west side of the property for construction of a detached accessory structure
- 9 feet variance from the normal side yard setback of 10 feet on the east side of the property for the construction of a detached accessory structure.

Per the following MN State Statute 394.27.7

a. To hear requests for variances from the literal provisions of the ordinance in instances where their strict enforcement would cause undue hardship because of circumstances unique to the individual property under consideration, and to grant such variances only when it is demonstrated that such actions will be in keeping with the spirit and intent of the ordinance. "Undue hardship" as used in conjunction with the granting of a variance means the property in question cannot be put to a reasonable use if used under conditions allowed by the official controls, the plight of the landowner is due to circumstances unique to the property not created by the landowner, and the variance, if granted, will not alter the essential character of the locality. Economic considerations alone shall not constitute an undue hardship if reasonable use for the property exists under the terms of the ordinance. Undue hardship also includes, but is not limited to, inadequate access to direct sunlight for solar energy systems.

Members discussed the City owned property adjacent to Mr Nelson's property. Several requests have been made in the past to purchase the land from the City but this was not possible due to MN state law. Mr Nelson does have an agreement with the City to use the property and he maintains much of the landscape as well. He also noted that the neighbor on the other side of the City's property uses it as well. Mr Plaisance asked about liability if anything were to occur on the City land. Ms Winter stated that the liability issue is also covered in the agreement between Mr Nelson and the City.

Mr Plaisance also asked about the buried sewer supply line in relation to the well location. Mr Nelson stated that the City Building Official had told them how far away the garage had to be from the ends of the tubes. They will continue to work with the regulations to ensure the structure meets all requirements for placement. Mr Nelson also stated that he is avoiding the need to cut down a 200 year old tree by placing the garage in this location.

Mr Plaisance made a motion to recommend approval of the variance requests for Andrew Nelson to the City Council. Mr Terry seconded the motion. All members were in favor; motion carried. This item will go to the City Council in August for approval.

5.0 Park Dedication Fees

Our Current Residential Park Dedication Fee is:

- Up to 6 units/acre: 10% of land or cash = to market value of land;
- 6 or more units/acre: 10% of land = 1% for each unit over 6 units per acre or cash = to market value of land.
- In no event shall the cash in lieu of land payment exceed \$6,000.00 per residential unit.

Residential Park Dedication Fees for neighboring Cities are as follows:

Cambridge	Oak Grove	St. Francis	Isanti	Columbus	Ham Lake
\$1,600/lot	\$2,000/lot	\$2,500/lot	\$1,500/lot	\$1,525/lot	\$2,500/lot*

*Ham Lake does utilize percentages of land value, but their maximum costs are \$2,500/lot

In relation to the Residential Park Dedication Fees of other surrounding Cities, Council may wish to consider amending our fees for this requirement.

Another consideration that may be appropriate for review would be the charge for residential Park Dedication Fees for Metes and Bounds Subdivisions. Our current schedule does not differentiate this type of subdivision of land from platted developments. Metes and Bounds subdivisions involve only two lots and the cost per lot for these fees becomes disproportionate to platted divisions of land in which there are a larger number of lots over which to spread the costs. This may be another issue that Council may desire to consider.

Members discussed the current fees and how they are calculated. Mr Balfany noted that our fees are much higher than other communities as noted. Several members commented that they felt it was important to bring our fees more in line with the nearby communities. A suggestion was made for \$2,000-\$2,500.

Members discussed having different fees for residential and commercial. Ms Winter explained that for large developments, there is an ability to negotiate reductions to the fees if there are trails or sidewalks that the builders pay for and this is taken off of the fees. Members agreed overall that it seemed to make sense to keep the fee scale simple.

Mr Plaisance asked if there had been any known people who chose to go somewhere else based on the current fees. Ms Winter stated she was not aware of any.

Mr Plaisance made a motion to recommend Park Dedication Fees be changed to reflect a \$2,000/lot fee for both commercial and residential developments to the City Council. Ms Bonin seconded the motion. All members were in favor; motion carried.

6.0 Approval of June 23, 2015 Meeting Minutes

Mr Balfany motioned to approve the minutes as written. Ms Allenspach seconded; all others in favor. Motion carried.

7.0 City Council Report

Mr Mundle reported that Booster Days went very well with a good turnout. Fall Recycling Day will be Sept 26th.

City staff have been working on the MET Council MCS Wastewater Service Agreement through many negotiations over the last year and a half. The Council has endorsed MCS staff modifications to the Agreement but has not approved it overall. The Agreement now goes back to MET Council.

Mr Mundle attended the League of MN Cities Conference. He related one of the most interesting sessions he attended was "Attracting and Retaining the Next Generation in Your

Community” presented by the Mayor of Duluth. Topics highlighted were housing, activities and a young professionals group.

8.0 Other Business

Ms Bonin had questioned why it seemed that flag lots (refers to the shape of the lot) are not usually approved. Ms Winter stated that these lots tend not to be attractive to buyers and can be somewhat of a concern for emergency access.

Ms Bonin stated that her concern related to a property she knows of that may have been able to be separated into a flag lot but since it was not allowed, the whole property seems to have fallen into disrepair. She also noted that she has a neighbor who has what seems to be a flag lot that looks very nice from the road. Her point was that sometimes flag lots can be good for people if they are done right.

Mr Terry asked what the City codes say about flag lots. Ms Winter stated that there must be 200-300 feet of road frontage to meet current code requirements. If a decision was made to allow flag lots, a large number of ordinances would have to be changed to allow for this. He asked if a variance would allow for a flag lot. Ms Winter stated that there would have to be a “hardship” that meets the requirements for a variance and geography alone cannot be a hardship.

Ms Allenspach suggested it might be something that could be addressed on a case by case basis. Ms Winter agreed this might be possible.

Mr Plaisance wondered how much more development might be available if flag lots were allowed. Ms Winter felt that the amount of additional development would probably not be worth the effort of changing multiple ordinances. Mr Terry agreed with this assessment.

Mr Plaisance suggested that the subject might be tabled at this time as there does not seem to be a demand for flag lots. If and when it becomes a higher priority it can be addressed again. Other members agreed with this suggestion.

Mr Balfany noted that at most meetings in other organizations, the approval of the previous meeting minutes always occurs at the beginning of the meeting. Mr Tanner explained that his reason for moving the minutes to the end of the meeting was to allow for public hearings to occur as soon as possible and not make people wait for the members to approve the minutes.

Mr Plaisance suggested that if the minutes were reviewed at the beginning of the meeting and there is a concern with the minutes, the discussion could be tabled until the end of the meeting. Mr Balfany explained that it seems it should be important to approve the previous minutes and clarify any discrepancies before any further discussion occurs that might relate to information in the previous minutes.

It was noted that all other East Bethel committees follow the standard agenda template with the minutes approved at the beginning of the meeting. Ms Winter stated that she had also received guidance that meeting documentation/processes should follow the same format as other committees.

Members discussed the issue of setting specific times for the agenda items but not having the meeting follow the designated times. Ms Winter explained that the times were another part of standardizing the documentation across all committees and are mostly a guideline for how long each item is expected to take for discussion. There was some concern that if a public hearing started several minutes before it was scheduled to on the agenda, it would be

possible for the comments to be completed and the hearing closed before some members of the public even arrived for the hearing. Ms Winter stated that when the notices go out for public hearings, they state the date of the meeting and when it starts. They do not give a specific time when the topic is expected to be addressed.

Members agreed and Ms Winter stated the next agenda will follow the same format as the rest of the committees with the approval of minutes at the beginning of the meeting.

9.0 Adjournment

Mr Plaisance moved to adjourn the meeting at 8:10 PM. Mr Cornicelli seconded; all in favor, motion carried.

Submitted by:
Susan Lori Irons
Recording Secretary

DRAFT



City of East Bethel Planning Commission Agenda Information

Date:

August 25, 2015

Agenda Item Number:

4.0

Agenda Item:

Public Hearing: Interim Use Permit to keep Farm Animals

Requested Action:

Consider Granting an Interim Use Permit (IUP) for Joseph & Amanda Pikala to keep Farm Animals

Background Information:

Owner/Property Location:

Joseph & Amanda Pikala
4423 Viking Blvd NE
East Bethel, MN 55092
PIN 25-33-23-24-0016

Joseph and Amanda Pikala are requesting an IUP for farm animals for the keeping of six (6) chickens on the 2.48 acre parcel they own. The chickens will be housed in a chicken coop (4 ft. x 8 ft.) and have an 8 ft. x 24 ft. run which will be located 25 feet from the property line. The City of East Bethel recently passed an ordinance related to chickens on properties between .5 and 3 acres in size. This property is zoned Rural Residential

Zoning Code Sections:

Chapter 10. Article V – Farm Animals and Amendments as attached.

Recommendation(s):

City Staff is requesting the Planning Commission recommend approval to the City Council of an IUP for keeping six chickens for Mr. and Mrs. Pikala, located at 4423 Viking Blvd NE, East Bethel, MN 55092, PIN 25-33-23-24-0016 with the following conditions:

1. An Interim Use Permit Agreement must be signed and executed by the applicants and the City.
2. Applicants must comply with City Code Section 10. Article V. Farm Animals and related amendments.
3. Permit shall expire when:
 - a. The property is sold, or
 - b. Non-compliance of IUP conditions
4. Property owner shall have thirty (30) days to remove approved domestic farm animals upon expiration of the IUP.

5. Conditions of the IUP must be met no later than October 1, 2015. IUP will not be issued until all conditions are met. Failure to meet conditions will result in the null and void of the IUP.
6. The IUP shall be for a term of three (3) years at which time the applicant will be required to re-apply for an IUP.
7. Property will be inspected and evaluated annually by city staff.

Attachments:

1. Location Map
2. Site Plan
3. Draft IUP
4. Additional requirements for chickens

Planning Commission Action:

Motion by: _____

Second by: _____

Vote Yes: _____

Vote No: _____

No Action Required: _____



Parcel Information

1 in = 376 ft

PIN: 253323240016

Acres: 2.48

Owner Name: PIKALA AMANDA & JOSEPH M

Address1: 4423 VIKING BLVD NE

Address 2: EAST BETHEL, MN 55011

Site Address1: 4423 VIKING BLVD NE

Site Address 2: EAST BETHEL, MN 55011-9523

Zoning: RR

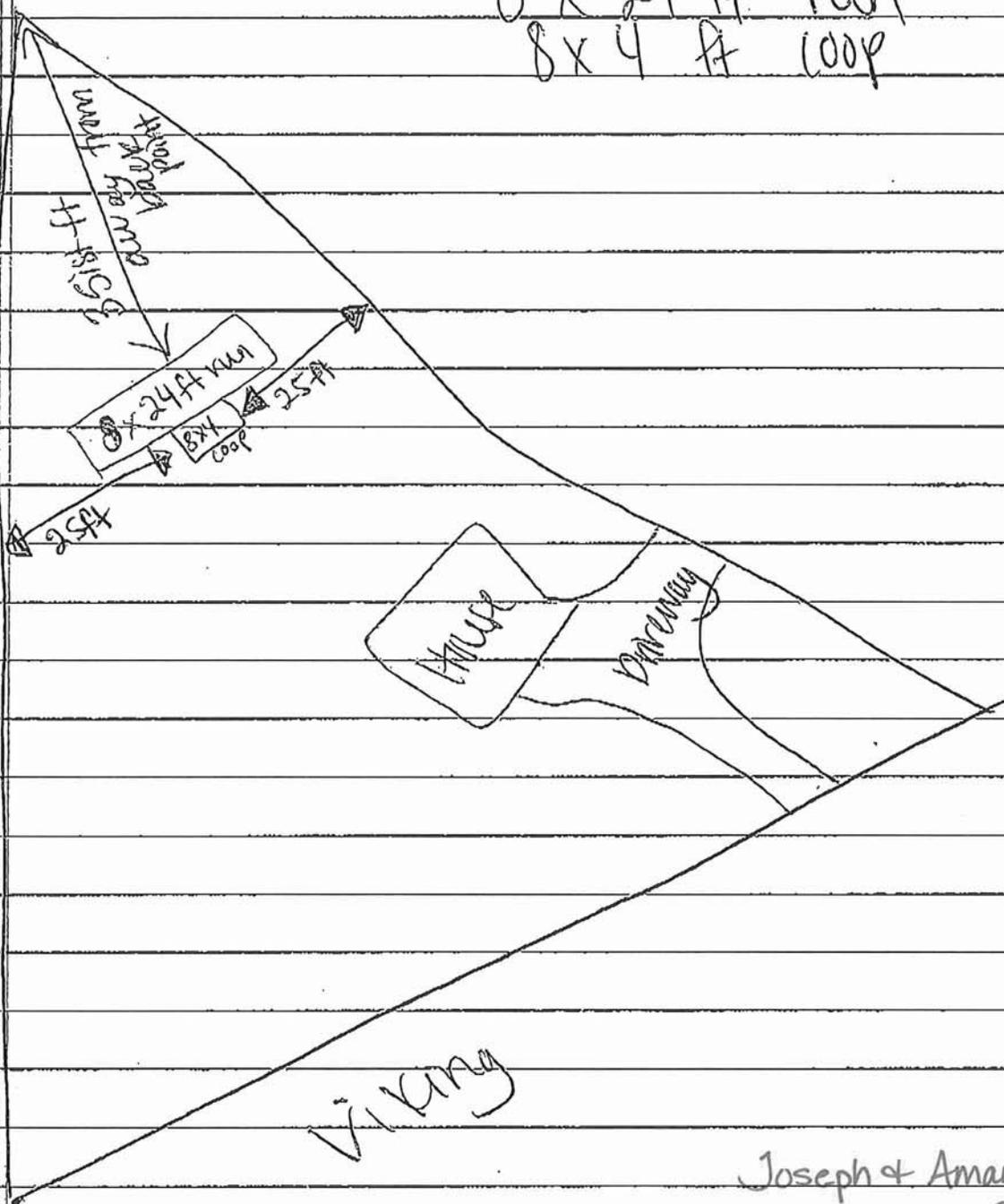
Shoreland: null

Legal: LOT 1 BLOCK 1 GOOSE LAKE EST



Lake

8 x 24 ft run
8 x 4 ft coop



Joseph & Amanda Pikala
 4423 Viking Blvd
 25-33-23-24-0016
 IUP - Chickens

CITY OF EAST BETHEL
ANOKA COUNTY, MINNESOTA
INTERIM USE PERMIT (IUP) AGREEMENT

Dated: September 2, 2015

Property Owner: Joseph and Amanda Pikala

Applicant: Joseph and Amanda Pikala

Parcel Location: 4423 Viking Blvd NE
Anoka County
East Bethel, MN 55092

Parcel Number: 25-33-23-24-0016

Present Zoning District: RR-Rural Residential

IUP REQUEST: to allow for an interim use permit for the purpose of owning and caring for no more than 6 chickens at 4423 Viking Blvd NE, East Bethel, Minnesota 55092.

PLANNING COMMISSION ACTION

A public hearing was held by the Planning Commission of the City of East Bethel on August 25, 2015, at which all persons interested were given an opportunity to be heard. The Planning Commission recommended approval of the IUP with conditions.

CITY COUNCIL ACTION

The City Council considered the matter at its meeting on September 2, 2015 and approved the IUP with conditions.

CONDITIONS AND REQUIREMENTS

The granting of this IUP is subject to the following conditions and requirements:

1. The use of the property shall be single-family residential;
2. The property shall contain one (1) detached single-family structure. Chickens shall not be permitted on vacant properties or those containing multi-family residential buildings including duplexes, townhomes and apartments;
3. Chickens shall not be kept inside the principal structure;
4. No person shall slaughter chickens on-site except when in an area of the property not visible to the public or adjoining properties;
5. Chicken coops and attached exercise pens shall be provided for all chickens;

6. Coops and pens shall be fully enclosed and constructed of durable weather resistant materials;
7. The floor area of the coop shall be a minimum of 2 sq/ft in area per chicken;
8. The floor area of the attached pen shall be a minimum of 6 sq/ft in area per chicken;
9. Coops and pens shall meet all setback requirements required of accessory structures;
10. Coops and pens shall be located in rear yards only;
11. Coops larger than 200 sq/ft in area shall meet all accessory structure requirements of the City Code including those pertaining to location, size, number, height, use and design.
12. Chickens shall be kept in coops and/or pens at all times unless in fully fenced-in back yards while under supervision;
13. All food stored for chickens shall be kept in rodent proof containers stored inside coops or other buildings; All premises in which chickens are kept or maintained, including coops and pens, shall be kept reasonably clean from filth, garbage and any substances which attract rodents. All feces shall be collected and properly disposed of on a regular basis;
14. Chickens shall not be kept in such a manner as to constitute a public nuisance as defined by the City Code of City of East Bethel
15. The City may enter and inspect any property, including the coop and back yard, at any reasonable time for the purpose of investigating either an actual or suspected violation or to ascertain compliance or noncompliance with the Certificate of Compliance and the City Code.
16. No more than 6 chickens can be kept on lots between 0.5 acre and 3 acres in size.
17. No roosters shall be allowed on lots between 0.5 acre and 3 acres in size.
18. No chickens will be permitted on lots less 0.5 acres
19. An Interim Use Permit is required for this use unless the property complies with Section 10-151, (j), (2)
20. All chickens shall be of the subspecies Gallus gallus domesticus and tolerant of local climate conditions

ACCEPTANCE

The undersigned property owners hereby accept the foregoing conditions and agreed to be bound thereby.

PROPERTY OWNERS:

Joseph Pikala

Amanda Pikala

STATE OF MINNESOTA)
) ss.
COUNTY OF)

On this ____ day of _____, 2015, before me a notary public, personally appeared Joseph Pikala and Amanda Pikala who signed the foregoing instrument and acknowledged said instrument to be the free act and deed of the City.

Notary Public

THIS INSTRUMENT WAS DRAFTED BY:
COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF EAST BETHEL
2241 – 221ST AVENUE NE
EAST BETHEL, MN 55011
763-367-7840

DRAFT



Requirements for the Keeping of Chickens

1. The use of the property shall be single-family residential;
2. The property shall contain one (1) detached single-family structure. Chickens shall not be permitted on vacant properties or those containing multi-family residential buildings including duplexes, townhomes and apartments;
3. Chickens shall not be kept inside the principal structure;
4. No person shall slaughter chickens on-site except when in an area of the property not visible to the public or adjoining properties;
5. Chicken coops and attached exercise pens shall be provided for all chickens;
6. Coops and pens shall be fully enclosed and constructed of durable weather resistant materials;
7. The floor area of the coop shall be a minimum of 2 sq/ft in area per chicken;
8. The floor area of the attached pen shall be a minimum of 6 sq/ft in area per chicken;
9. Coops and pens shall meet all setback requirements required of accessory structures;
10. Coops and pens shall be located in rear yards only;
11. Coops larger than 200 sq/ft in area shall meet all accessory structure requirements of the City Code including those pertaining to location, size, number, height, use and design.
12. Chickens shall be kept in coops and/or pens at all times unless in fully fenced-in back yards while under supervision;
13. All food stored for chickens shall be kept in rodent proof containers stored inside coops or other buildings; All premises in which chickens are kept or maintained, including coops and pens, shall be kept reasonably clean from filth, garbage and any substances which attract rodents. All feces shall be collected and properly disposed of on a regular basis;
14. Chickens shall not be kept in such a manner as to constitute a public nuisance as defined by the City Code of City of East Bethel
15. The City may enter and inspect any property, including the coop and back yard, at any reasonable time for the purpose of investigating either an actual or suspected violation or to ascertain compliance or noncompliance with the Certificate of Compliance and the City Code.
16. No more than 6 chickens can be kept on lots between 0.5 acre and 3 acres in size.
17. No roosters shall be allowed on lots between 0.5 acre and 3 acres in size.
18. No chickens will be permitted on lots less 0.5 acres
19. An Interim Use Permit is required for this use unless the property complies with Section 10-151, (j), (2)
20. All chickens shall be of the subspecies *Gallus gallus domesticus* and tolerant of local climate conditions



City of East Bethel Planning Commission Agenda Information

Date:

August 25, 2015

Agenda Item Number:

5.0

Agenda Item:

Comprehensive Plan
Business Retention and Expansion program

Requested Action:

For information only

Background Information:

Comprehensive Plan Update –

The City of East Bethel is required to complete a Comprehensive Plan by 2018. The City has already begun discussions on the updates to the Comprehensive Plan and we will be applying for planning funds through the Metropolitan Council to complete this very important planning document. In future Planning meetings we will be discussing the Comprehensive Planning process in greater detail, this is simply for your information.

1. Attachment – MSP thrive document

Business Retention and Expansion program - Expansion of and retention of existing business is a major component of the City of East Bethel’s economic development activities. In order to facilitate this goal, the City is sponsoring a Business Retention and Expansion Program. The Goals of the Business Retention and Expansion (BR&E) are to:

- Demonstrate to local businesses that the City recognizes and appreciates their contribution and importance to the local economy
- Assist existing businesses in solving problems and utilize programs and resources that enable them to become more competitive in local and regional markets
- Develop additional means to assist local business

As part of the BR&E Program, a visitation program is the first phase of contact with local businesses. The BR&E Visitation program is a joint effort by citizens living and/or working in East Bethel. The University of Minnesota, in association with the City of East Bethel, Connexus Energy and the East Bethel Chamber of Commerce are sponsoring this effort.

Volunteers representing businesses, non-profits, and city staff will conduct the business interviews from mid-September through mid-October, with the preliminary survey results scheduled to be compiled by November 30, 2015. It is the goal of the BR&E Leadership Team to interview 80 – 100 businesses.



Thrive MSP

ONE VISION, ONE METROPOLITAN REGION



2040

Thrive MSP 2040 is the 30-year vision for our region.



Thrive MSP

ONE VISION, ONE METROPOLITAN REGION

2040





Thrive MSP

Thrive MSP 2040 is the vision for our region over the next 30 years. It reflects our concerns and aspirations, anticipates future needs in the region, and addresses our responsibility to future generations.





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Our region is a great place to live,
work, and do business.



2040



A Thriving Region



Our region is anchored by three great rivers, dotted by hundreds of lakes, and endowed with wide expanses of green space, giving our residents beautiful landscapes that inspire and renew. Its largest river—the Mississippi—gave birth to two frontier settlements—Minneapolis and Saint Paul. From this base, our region has grown and prospered, and is now well known for its high quality of life, strong economy, and many assets:

- A resilient economy
- Vibrant arts, music and theatre communities, and professional sports teams
- Rich cultural diversity
- Abundant parks, recreational trails, conserved open space, fertile agricultural land, and natural resources
- A civic tradition of shared action

Today, the Twin Cities metropolitan area—the jurisdiction of the Metropolitan Council—is a thriving region of nearly three million people living in 186 communities across the seven counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. The region has emerged as a world-class metropolitan area—a great place to live, work, and do business.

Resilient economy, diverse communities, civic tradition

Our region’s economy nimbly weathers the ups and downs of national trends. A diverse mix of high-tech and high-value-added industries calls the Twin Cities home—including the headquarters of 18 Fortune 500 companies—and benefits from our highly educated workforce and numerous educational institutions. Efficient transportation systems smoothly move people and goods to their destinations, and our residents enjoy a reasonable cost of living, benefitting from lower-priced public services.

The region offers residents a wide range of communities to call home—active urban districts, city and suburban neighborhoods, small towns, and rural areas. Residents enjoy active living and year-round outdoor activities. *Sperling’s BestPlaces* has ranked the Twin Cities as “the most playful metro in America” for the health, happiness, and low stress of its residents. In survey after survey, residents have declared our metropolitan area better or much better than other regions around the country.

Above all, our region has embraced a civic tradition of shared action by government, nonprofit and philanthropic organizations, community groups, and business leaders to enhance our communities and the region as a whole. The strengths that have made our region a success will help us meet the changes and challenges of today and tomorrow.

*Our strengths
will help us meet
changes and
challenges.*



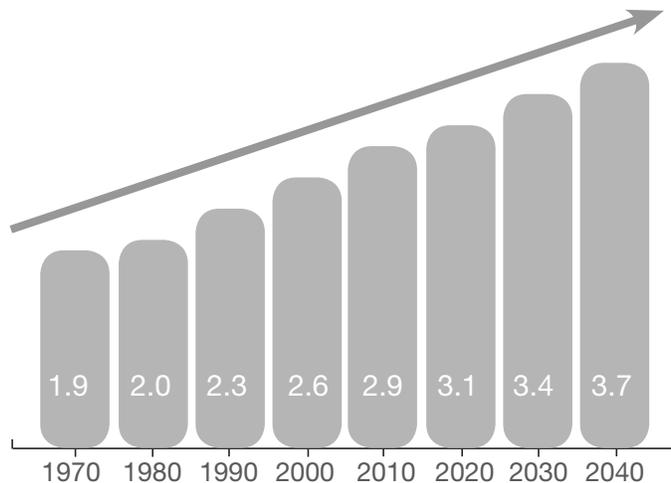
Our Twin Cities region

Continued population and job growth through 2040

More people. Over the next thirty years, our region is projected to grow by 824,000 residents, a gain of 29% more than in 2010. Two-thirds of this population growth is likely to result from natural growth—more births than deaths and longer life expectancies. The remaining one-third will come from migration as our region’s economic opportunities attract migrants from the rest of the nation and world.

More jobs and economic growth. With 1.6 million jobs, the seven-county Minneapolis-Saint Paul region is the predominant economic center for Minnesota, western Wisconsin, the Dakotas, and Montana. Between 2010 and 2040, our region is projected to add 550,000 new jobs, an increase of 36%. Having surpassed one million jobs by 1980, our region is projected to surpass two million jobs by 2040. The total value added by all industry sectors in the region—the Gross Metropolitan Product—will rise to \$400 billion in 2040. That \$400 billion represents 1.5% of the U.S. Gross Domestic Product, a major achievement considering that the region has less than 1.0% of the nation’s population. (For more information, see the Metropolitan Council’s [MetroStats: Regional Forecast to 2040](#).)

The seven-county area addressed by *Thrive MSP 2040* is the heart of the larger Minneapolis-Saint Paul-Bloomington metropolitan statistical area. Defined by the federal government, the metropolitan statistical area now adds nine additional counties—Chisago, Isanti, Le Sueur, Mille Lacs, Sherburne, Sibley, and Wright Counties in Minnesota, and Pierce and St. Croix Counties in Wisconsin—to the core seven counties that are the purview of the Metropolitan Council. According to federal estimates, the seven-county Twin Cities region is 85% of the population and 92% of the employment of the greater 16-county metropolitan statistical area. The Office of Management and Budget connects the nine additional counties to the core seven on the basis of interconnected commuting patterns; nearly six in ten workers living in the nine collar counties work in the seven-county area. As the vibrancy of the seven-county core region grows, so will the vitality of the larger metropolitan statistical area.



Twin Cities Population
(in millions)

Changes and challenges that lie ahead for our region

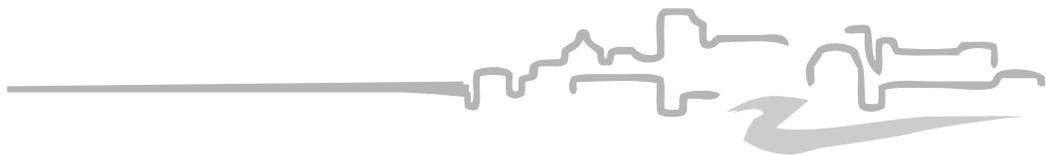
As we plan for our next 30 years, key challenges lie ahead—constrained fiscal resources, new demands stemming from demographic shifts, emerging environmental challenges, new regional planning priorities, and the increasing necessity of regional economic cooperation.

- The growing need to **preserve and maintain our aging infrastructure** is an increasing burden on limited fiscal resources. For example:
- Seventy-five years after the construction of the Metro Plant on the Mississippi River, our region’s aging wastewater infrastructure requires ongoing investments to remain effective.
- Similarly, crumbling roads and bridges demonstrate the necessity for higher levels of investment to maintain our highway system.



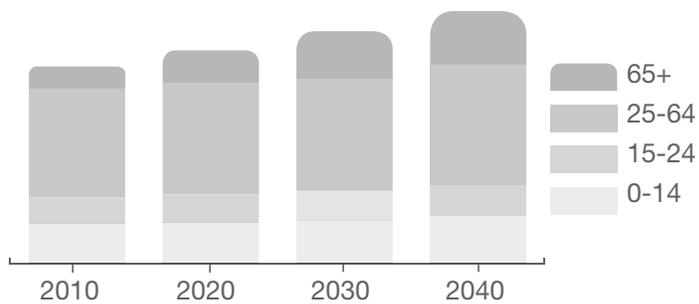
Financial resources are inadequate to fully address the region’s needs:

- The [2013 Minnesota State Highway Investment Plan](#), prepared by the Minnesota Department of Transportation, shows that, under expected funding streams, the region will have only \$52 million available annually from 2014 to 2022 for highway mobility improvements, meeting only one-quarter of the projected need. No state transportation funding is available for highway mobility improvements after 2023.
- While there is adequate funding to operate the existing bus and transitway system through 2040, there is no funding to expand bus system operations, including both new routes and increased service frequency. Capital investments necessary for bus expansion compete for limited federal resources.
- Transitway funding projections anticipate that no resources will be available to construct new transitways beyond the METRO Orange Line (I-35W South), the METRO Green Line Extension (Southwest), the METRO Blue Line Extension (Bottineau), and four Arterial BRT Projects through 2024 without local financing through the Counties Transit Improvement Board. Under current forecasts, at least 11 potential transitways and 10 Arterial BRT projects will be competing for funding for transitway construction available beyond 2024.
- The Metropolitan Council projected that the region should add 51,000 new units of affordable housing between 2011 and 2020 to meet the growth in low- and moderate-income households. Over the first two years of the decade the region added 2,272 new affordable units, meeting less than 5% of the decade-long need. From 2011 to 2013, Minnesota Housing’s “Super RFP”—the state’s largest single source for financing housing for low-income households—funded construction of less than 2,000 new affordable units in the metro area, far under the need.
- Financial constraints exist for many of the initiatives described in this plan—particularly for emerging policy issues such as regional bicycle infrastructure and surface water treatment.

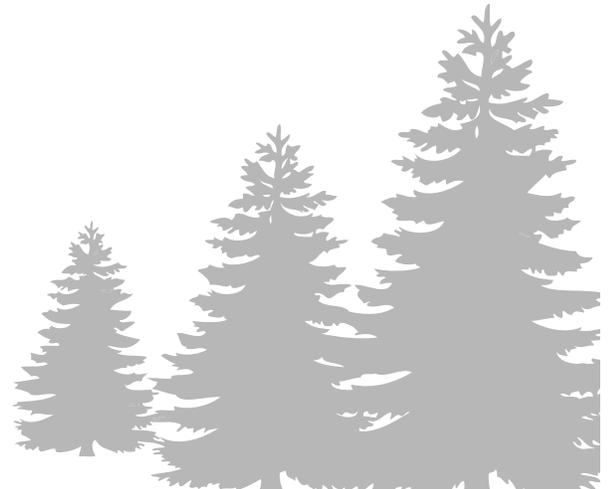


Our population is changing in ways that will influence the shape of our future growth and development:

- Our region is aging rapidly. More than one in five residents will be age 65 and older in 2040, compared to one in nine in 2010.
- By 2040, 40% of the population will be people of color, compared to 24% in 2010. This growing racial and ethnic diversity will add to the region's economic vitality.
- The region will gain 391,000 new households by 2040, requiring, on average, over 13,000 new housing units a year. With the changing demographics, these new households are likely to have different housing needs than today's households:
 - Only one in five net new households will be households with children.
 - Seniors will want housing to fit post-retirement lifestyles, with some choosing to age in place and others choosing to move to walkable and transit-served areas accessible to services and amenities.
- Significant racial disparities—in income, employment, poverty, homeownership, education—persist just as our region is becoming more racially and ethnically diverse. If today's disparities by race and ethnicity continue, our region would likely have 124,000 fewer people with jobs, 186,000 fewer homeowners, 274,000 more people in poverty, and \$31.8 billion less income compared to the outcomes if residents of color had the same socioeconomic characteristics as today's white residents. Unchallenged, these disparities jeopardize the future economic vitality of our region.



Twin Cities Population By Age



Emerging environmental challenges threaten the continued livability of our region:

- We have long assumed that our region has plenty of water, but we now recognize that our reliance on groundwater is unsustainable. Increased pumping of groundwater to support development is depleting aquifers, affecting lakes, streams, and wetlands. In some areas, groundwater levels have been dropping a foot per year since the 1970s.
- Our region is already feeling the effects of climate change as we experience more severe weather events and temperature extremes. Severe heat waves have stressed people, agriculture, and energy supplies. Increased frequency of severe weather is already increasing homeowner insurance premiums and repair costs of public facilities.



As we approach a half-century of coordinated planning across the region, new planning challenges and opportunities are emerging:

- Growth is occurring in not only new suburban subdivisions connected to the regional wastewater treatment system, but also redeveloping parts of the region. Driving this change are our aging population, new residential preferences among younger households, and increasing interest in sustainable lifestyles. This redevelopment, infill development, and intensification in the older, urbanized, and most accessible parts of the region more efficiently uses existing regional infrastructure, but can be complex and costly for developers and local units of government.
- An aging multifamily housing stock, including the large number of rental apartments built in the 1960s and 1970s, is ready for reinvestment to both retain structural integrity and meet the housing preferences of today's households. Many of these units have aged into affordability but are at risk of functional obsolescence.
- Light rail, commuter rail, and bus rapid transit lines are changing the landscape by attracting new real estate development in station areas and, along with new bicycle facilities, are creating more choices for how people move about the region.



In today’s economy, regions are the primary drivers of **economic growth**. Our region competes economically with other regions across the nation and the globe. To thrive in this competitive environment, our region’s public jurisdictions and private interests must work together:

- From 2000 to 2010, the region saw its first decade with net job loss since the Great Depression, losing 63,000 jobs. While our region was not alone losing jobs, regional leaders responded by strengthening our focus on a shared economic competitiveness strategy and creating GREATER MSP, a public-private economic development partnership focused on growing the regional economy.
- In the next 20 years, employers will face a retirement boom. Workforce turnover, skilled workforce preparedness, and succession planning will be major challenges for employers —not just for the Twin Cities, but for the nation as a whole. While the Council does not play a direct role in education, it recognizes that a skilled, educated workforce is a key factor in maintaining a competitive region.



The opportunity of a regional approach

As a region, we can react to these challenges, or we can **plan for these challenges**. The coordinated regional planning approach underlying the Metropolitan Council and institutionalized in the Metropolitan Land Planning Act uniquely equips our region to transform challenges into opportunities to thrive.

In the late 1960s when the Metropolitan Council was created, **community leaders saw value in collaborating to solve regional issues**. At that time, the Minneapolis-Saint Paul region was facing tough challenges resulting from rapid population growth and unimpeded urban sprawl:

- Rapid growth was threatening ecosystems and natural areas better suited for preservation as parks and open space.
- Inadequately treated wastewater was emptying into lakes, rivers, and waterways.
- The Twin Cities' privately owned bus company was rapidly deteriorating, a victim of rising fares, declining ridership, and an aging bus fleet.
- Growing fiscal disparities were making it difficult for communities with inadequate tax capacity to fund essential services.

The Minnesota Legislature took unprecedented action to address these challenges. In 1967, the Legislature created the Metropolitan Council and gave it responsibilities for planning and coordinating the region's growth and setting policies to deal with regional issues. On signing the bill, then Governor Harold LeVander observed that the Council "was conceived with the idea that we will be faced with more and more problems that will pay no heed to the boundary lines which mark the end of one community and the beginning of another."



A region-wide perspective provides the opportunity to address issues that:

- Are bigger than any one community can address alone.
- Cross community boundaries to affect multiple communities.
- Could benefit from an opportunity to share best practices.
- Require resources that are most effectively used at a regional scale.

Four additional actions created today's regional organizational structure:

- 1969: The Legislature created the Metropolitan Sewer Board to consolidate sewer systems, reduce costs, and modernize the system.
- 1969: The Legislature created the Metropolitan Transit Commission to acquire the privately held transit system with the charge to overhaul the system, buy new buses, and improve signage, shelters, and bus stops.
- 1974: The Legislature designated more than 31,000 acres of existing city and county parks to be a new regional parks and open space system.
- 1994: The Legislature gave the Council operational control over transit and regional wastewater systems—consolidating planning, services, and operations into a single agency.

For nearly 50 years the Metropolitan Council has played a key role in coordinating regional growth and planning—providing essential services such as transportation and wastewater treatment, and convening partners to accomplish ambitious goals unrealistic for a single community but possible as a region. Thinking ahead—and working together—helps the region achieve a high quality of life, economies of scale, high-quality regional services, and a competitive edge envied by other metropolitan areas.





Thrive MSP 2040: Planning a prosperous, equitable, and livable region for today and generations to come

Under state law, the Council is responsible for preparing a comprehensive development guide for the seven-county metropolitan area. Thrive MSP 2040 provides a framework for a shared vision for the future of our region over the next 30 years. While the Council is responsible for developing Thrive and the plans for the three statutory regional systems—wastewater, transportation, and regional parks—the vision within Thrive can only succeed through partnerships with local governments, residents, businesses, philanthropy, and the nonprofit sector.

As a regional plan, Thrive addresses issues greater than any one neighborhood, city, or single county can tackle alone to build and maintain a thriving metropolitan region. At the same time, the future’s increasingly complex challenges demand innovative strategies and greater collaboration. Building on our region’s past planning successes, the Council will adopt more collaborative and integrative approaches to allocating limited funds and addressing the demanding challenges that lie ahead. Protecting our resources and investments, Thrive provides the foundation for a prosperous, equitable, and livable region for today and generations to come.

Thinking ahead—and working together—helps the region achieve a high quality of life, economies of scale, high-quality regional services, and a competitive edge envied by other metropolitan areas.



***Thrive MSP 2040* and the role of the Metropolitan Council**

Under state statute, the Metropolitan Council is responsible for developing the comprehensive development guide:

The Metropolitan Council shall prepare and adopt, after appropriate study and such public hearings as may be necessary, 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. (Minn. Stat. 473.145)

The Council develops a comprehensive development guide at least once a decade following the updates to the long-term forecasts that follow the Decennial Census.

This document, Thrive MSP 2040, establishes the policy foundation used to complete regional systems and policy plans, development policies, and implementation strategies that together form the comprehensive development guide. State statute defines three metropolitan systems plans:

- Transportation Policy Plan (Minn. Stat. 473.146);
- Water Resources Policy Plan (Minn. Stat. 473.146 and 473.157);
- Regional Parks Policy Plan (Minn. Stat. 473.147).

In addition to the three statutory metropolitan systems plans, the Council is also producing a Housing Policy Plan. The Housing Policy Plan will provide an expanded policy framework to inform the Council's review of the housing elements and housing implementation programs of local comprehensive plans required in statute (Minn. Stat. 473.859, subd. 2 and subd. 4).

In 2005, the Minnesota State Legislature authorized the Metropolitan Council to take on planning activities to address regional water supply issues (Minn. Stat. 473.1565). As part of its overall planning efforts, the Council is currently updating the Master Water Supply Plan.

The policy direction in Thrive—and the systems and policy plans that follow—assist local governments to create consistent, compatible, and coordinated local comprehensive plans that together strive to achieve local visions within the regional policy framework, and help ensure efficient and cost-effective regional infrastructure.

The Council reviews local comprehensive plans based on the requirements of the Metropolitan Land Planning Act, state and federal guidelines referenced in this document, and the comprehensive development guide (Thrive MSP 2040 and the metropolitan systems plans). The Council considers each local comprehensive plan's compatibility with the plans of neighboring municipalities, consistency with adopted Council policies, and conformance with metropolitan system plans. If the Council finds that a community's local comprehensive 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).