

**METROPOLITAN COUNCIL  
390 N. Robert St., St. Paul, MN 55101**

**MEETING OF  
LAND USE ADVISORY COMMITTEE  
December 16, 2010**

**COMMITTEE MEMBERS PRESENT:** Tony Pistilli, Tami Diehm, Deborah Haugh, Karl Drotning, Barbara Thomas, Andy Hestness, Dave Beaudet, Marvin Johnson, Bob Shaffer, Bob Kermes, Jon Ulrich, Terry Schneider, Steve Elkins, Jerry McDonald

**ABSENT:** Nancy Schouweiler, Duane Arens, David Elvig, Michael Noonan, Jon Ulrich

**CALL TO ORDER**

Chair Pistilli called the meeting of the Land Use Advisory Committee to order at 4:03 p.m. on Thursday, December 16, 2010.

**APPROVAL OF AGENDA AND MINUTES**

Thomas requested an amendment to the minutes noting that listed as both present and absent. She was, in fact, absent. Johnson motioned and it was seconded by Beaudet to approve the December 16, 2010 agenda and the September 16, 2010 amended minutes. **The motion carried.**

**BUSINESS:**

**Looking to the Future: Trends from 2030 Planned Land Use from 2008 Local Comprehensive Plan Composite - John Kari**

Beckman noted the draft discussed at the last meeting was submitted, however, since that time there was an election which may change the way it is looked at. She stated that at today's meeting we're going to look at what we learned from the comp plan reports and also discuss hypothetical scenarios and how they could affect land use changes and air pollution impacts.

Kari talked about what we learned from the local comprehensive plans. He noted that he and staff have looked at the land uses that specifically relate to comprehensive plans – where the jobs are, where the activities are, and where people live.

Kari discussed a generalized land use composite. He discussed looking at what the expected changes in land use will be. He stated that studies show that changes are expected to take place more in commercial and industrial and less in housing, which tends to last for a long, long time. Kermes asked if there is any indication as to where the new housing will take place. Kari stated that communities decide where growth will go but noted that the market will have a lot to do with this.

Thomas asked how much is structure change and how much is land use change. Kari stated he is only talking about structure changes as communities do the allocation of the land uses. Elkins noted that they are seeing some conversion of land from commercial/industrial use to residential uses in Bloomington.

Kari noted that commercial, industrial and institutional are becoming 'blurred' into a category called mixed use. The biggest change is in the area of mixed use. He stated that mixed use is growing primarily in nodes along highway and transit corridors.

Kari stated that a lot of the mixed use we're seeing is from re-guided commercial, industrial, institutional and higher density housing land use categories.

Pistilli asked if mixed use zoning really does what zoning is intended to do – to provide some certainty to the land use component. Kari stated that this information is taken from the plans, not necessarily from the zoning because zoning is implemented according to what is in the plans.

Elkins stated that for his city, mixed use is a ‘node’ where you can expect to live, work, shop, etc all within a relatively compact area.

Schneider discussed artificial zoning, where it’s really just a ‘placeholder’ and there’s not a reality of ever achieving the high densities they’re zoned for. He asked if this has been considered (real vs. artificial). Kari stated not really however this is where communities are seeing flexibility in planning for development.

Elkins noted a lot of it is driven by the value of the land, which is driven by transit.

Kari stated that one of the abilities we have with our GIS system is the ability to correlate land use, structures and value. Elkins stated when you collect land value data you should be able to predict where higher density development is most likely occur.

Thomas asked how well does land value figure in things like brownfields clean up, etc. Kari stated that higher density development allows you to do some of these things and also noted that there are funds to assist with clean up.

Kari discussed low and medium density housing and stated that it is the largest land use category (almost 70% of the land area) and it is growing. Elkins gave examples of patterns they are seeing in Bloomington.

Pistilli asked if multi-family housing is going to be saturated. Elkins stated that he believes when the market improves we’ll see an increase in multi-family housing. Thomas stated that they are seeing that as well.

Kari stated that the location of higher density is in nodes along transitway corridors, particularly the ones that are likely to be built in the next decade and also along the highway corridors.

Kari discussed looking at generalized land use, generalized planned land use, and looking at what ‘for a project area’ is the next phase that communities are involved in. He discussed connectivity and local street systems that will show you the amount of density that can be supported.

Kari made a final point on the land use section that when you look at transitways and station areas, there are some that will be predominately transfer points that are serving residential areas and may have modest mixed use. He stated that you have to look at what is existing, what communities are planning, and then ask what types of changes are going to take place. Beckman stated that one of the points staff is making is that they understand that it’s not just density.

Kari next discussed influencing travel behavior and talked about the following principals:

1. Access to activity/job centers along corridors is most important when deciding travel mode. Density of jobs at destinations is more important than housing density at origination.
2. Street design and connectivity of local transportation networks affect mode choice.
3. Mixed land uses influence travel behavior.
4. High-quality transit builds ridership.
5. Density linked to other strategies.
6. Travel demand management and parking influence on travel patterns.

The group discussed the safety aspects of different types of transit.

Kari discussed the Air Quality Assessment Tool including its purpose, methodology and hypothetical's. He stated that, one project at a time, if you come up with things that fit the six principals (aforementioned) you end up with a net benefit to the region in overall air quality. He stated that this is particularly true with CO<sub>2</sub>, because you don't get rid of it.

Kari talked about quantifying the air quality piece but stated it's also a way of looking at, from a regional standpoint, the cumulative impact of different development patterns. Pistilli asked if it would be enough to really matter. Kari stated that over time/overall as you do more and more of these development, the region would see an improved overall air quality.

Thomas asked about unexpected or unintended side effects of a tool like this. Kari stated that the issue is that the impacts are so small (modest) however there are other benefits.

Elkins stated that anything that we can do that prevents us from becoming a non-attainment area has tangible benefits for us as a region attracting economic development.

Drotning stated that his fear is that this tool becomes the 'mile long razorblade' without having local benefits.

**Update on the Final Report of the Land Use Planning Resources Report to the Legislature – Deb Detrick**  
Detrick gave an update on the final report of the Land Use Planning Resources (LUPR) report to the Legislature. She stated that she will be discussing the part of the LUPR report that deals with assessment. She pointed out a handout that briefly describes expected changes (major and minor) in the report and asked if there were any questions. She noted that comments from this group as well as the letter from BATC, providing comments, will be reflected in the collaboration section. There were none.

Detrick discussed the assessment summary including the approach, sources, and organization of findings.

Johnson asked if there is a good study/report on infrastructure costs. Detrick stated that there is information in the Transportation Policy Plan (TPP) that looks at where money may be spent in the future. Managing transportation with high costs/low benefit projects will be in this assessment summary. She noted that she has not identified a source that relates that to transit in the sense of integrating cost of subsidies of transit with how much of the infrastructure is part of the highway assessments. Kozlak argued that the highway is there anyway, whether you have transit or not.

Detrick noted that the TPP strategizes to make more efficient use of what highways we have with bus only shoulders, managed lanes with existing roads to move more people (with transit or other means).

McDonald asked if there is anything in the report that discusses new highways. Pistilli stated that no new highways are identified.

Detrick stated that we've acknowledged that there is no money to build more highways so we have to look at other means of improving congestion.

Pistilli noted that if the general population was asked, should we build more roads or build more trains, he felt they would not answer to build more trains. Elected officials tend to say, we need more trains.

Detrick stated that part of the studies that went into the TPP are performance measures (i.e., person through counts) that will be doing monitoring, however we don't have these in time for this report.

Elkins stated that there was a study done at the U of M that looked at where the funds come from to pay for the regional highway system and they found that the typical twin cities home owner pays more in property taxes to fund county roads and city streets than they pay to MnDOT to maintain the regional highway system. His point was that the 'gas tax' is not funding out highways system.

Beaudet discussed unintended consequences. He asked if there have been studies done in areas where there is a lot of rail in terms of energy efficiency. Elkins stated that New York is by far the most energy efficient city. Beaudet stated it will be interesting to see the future when the cost of oil is very, very high.

Schneider discussed a major paradigm shift in where you work, how you work, how you interact that will be coming in the future and what affect that will have on our overall infrastructure system. Kermes agreed and stated that this may include working at home, etc. and stated who knows what will be 20-30 years from now.

Detrick stated that this type of thing is looked at with transportation demand management including projects working with large employers - looking at ways to change the demand for travel or change peak demands, etc.

Beckman stated that it has been very helpful to get LUAC input. She noted that since this process began, the area has been awarded the Sustainable Communities Grant – the Living Cities Initiative. She stated this work will be helpful with the Regional Framework and also the System Statements that will be going out soon.

Beaudet thanked Council staff for their work in this process.

Thomas stated that we've learned most what information doesn't exist that we assumed would and found that it would be valuable.

Drotning summarized we can provide this report with all these different tools and strategies to try to help achieve goals, but to be honest, we cannot provide a definitive tool to measure those outcomes. He emphasized that we can say 'if we do all these things, it's going to be good, but we can't tell you how good'.

Schneider felt that raising awareness of issues has been beneficial.

Pistilli felt that the communication has been good and thanked staff and the group for a tremendous level of participation and engagement providing a significant contribution to the region's work.

Beckman stated the decision of where to go from here will be up to the new Administration.

#### **NEXT MEETING**

To be determined.

#### **ADJOURNMENT**

The meeting adjourned at 5:53 pm.

Respectfully submitted,  
Sandi Dingle, Executive Secretary