

Draft Mississippi River Corridor Critical Area Plan

City of Minneapolis

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Chapter 1 - Introduction

Corridor Location and History

The Mississippi River Corridor Critical Area (MRCCA) extends 72-miles through the Twin Cities Metropolitan Area, from the townships of Dayton and Ramsey in Hennepin and Anoka counties downstream to just south of Hastings in Dakota County. Governor Wendell Anderson designated the MRCCA in 1976 by Executive Order 130. It was renewed by Governor Al Quie in 1979 by Executive Order 79-19. See Figure 1-1 for the MRCCA boundaries within the City of Minneapolis.

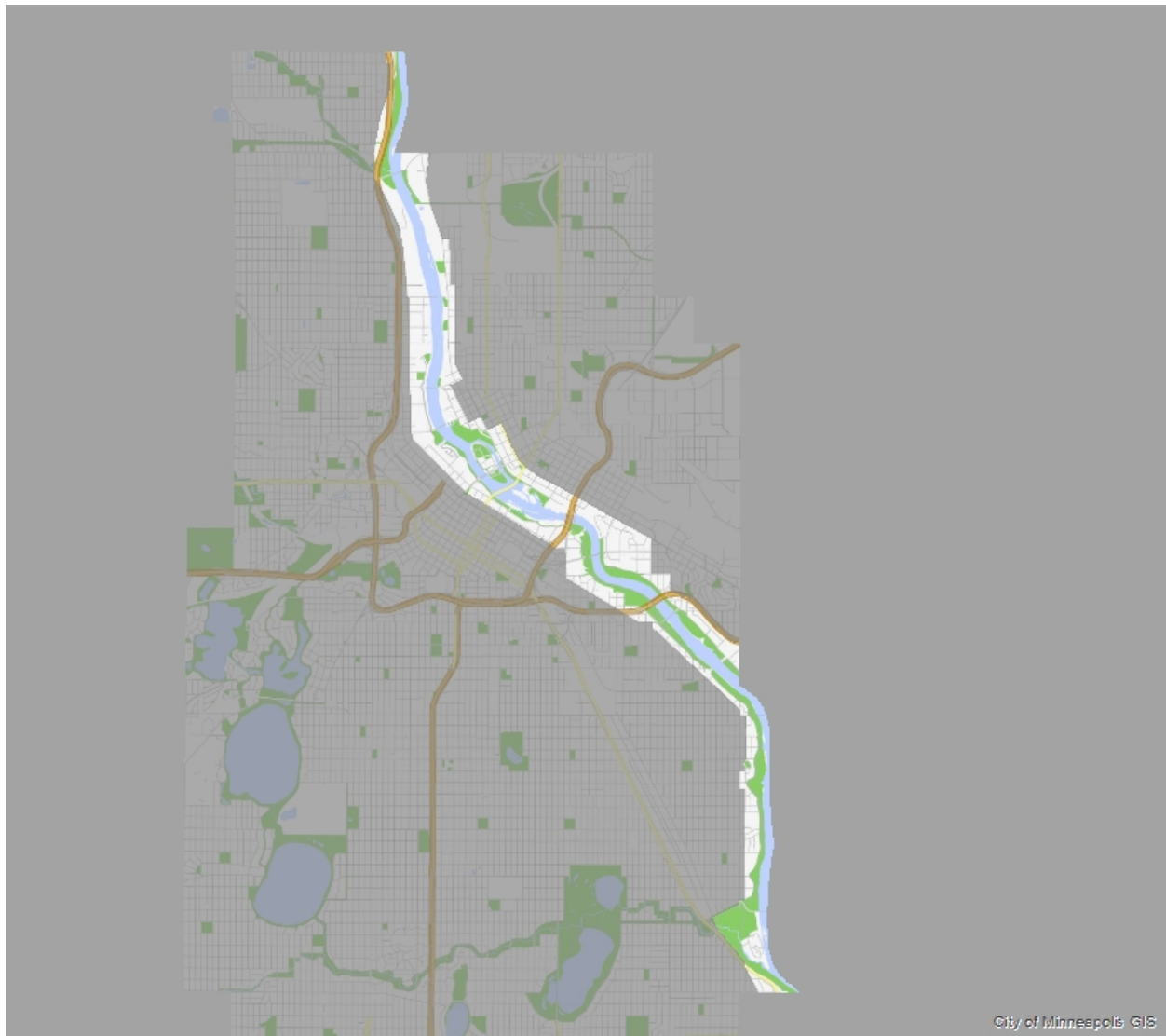


Figure 1-1: MRCCA Boundary in Minneapolis.

The MRCCA contains many significant natural and cultural resources, including: scenic views, water, navigational capabilities, geology and soils, vegetation, minerals, flora and fauna, cultural and historic resources and land and water based recreational resources. The MRCCA is home to a full range of residential neighborhoods and parks, as well as river-related commerce, industry, and transportation. Though the river corridor has been extensively developed, many intact and remnant natural areas remain, including bluffs, islands, floodplains, wetlands, riparian zones, and native aquatic and terrestrial flora and fauna.

In 1988, Congress (Public Law 100-696) established the Mississippi National River and Recreation Area (MNRRA) as a unit of the National Park Service to: (1) protect, preserve, and enhance the significant values of the Mississippi River corridor through the Twin Cities, (2) encourage coordination of federal, state, and local programs, and (3) provide a management framework to assist the State of Minnesota and units of local government in the development and implementation of integrated resource management programs and to ensure orderly public and private development in the area. The MNRRA shares the same boundaries as the MRCCA. In 1995, a Final Comprehensive Management Plan for the MNRRA was approved by the Secretary of the Interior. This plan lays out a policy-level framework for management of the river corridor. It also determined that the National Park Service would not acquire significant land holdings or establish land use regulations for the MNRRA, but would instead rely on state and local administration of Executive Order 79-19 to protect the resources.

The MRCCA is governed by special land planning requirements and land development regulations. These regulations, which are implemented through local MRCCA plans and ordinances, protect and preserve the natural, scenic, recreational, and transportation resources of this section of the Mississippi River. In response to citizens and interest groups raising concerns around the adequacy of the MRCCA regulations, the Legislature directed the Minnesota Department of Natural Resources (DNR) to establish rules for the MRCCA in 2009 and 2013. Minnesota Rules, Chapter 6106, became effective on January 4, 2017, and replace Executive Order 79-19, which previously governed land use in the MRCCA. They provide the land planning and regulatory framework that protects the MRCCA's resources.

Public Input Process

Public input was gathered through the community engagement for the city's comprehensive plan update (Minneapolis 2040) during 2016 and 2017. This engagement covered many topics relevant to the MRCCA plan including land use, open space, and environmental issues. In addition, many policy recommendations adopted small area plans, which all had significant community engagement. Finally, the document was included with the comprehensive plan update document during the public review and comment period in March of 2018.

Implementing the 2006 MRCCA Plan

Several major projects and activities have occurred in the MRCCA that implemented the goals and policies of the 2006 MRCCA plan:

- Between 2006 and the present, several developments were constructed in the MRCCA, all of which were reviewed for compliance with the MRCCA plan.
- Between 2006 and the present, the Minneapolis Park and Recreation Board (MPRB) acquired several parcels, implemented park and trail improvements, and undertook various planning processes. These include, but are not limited to, park and trail improvements on the west bank from Plymouth Avenue North to 22nd Avenue North, pollution remediation at Gluek Park, development of Water Power Park, construction of Sheridan Memorial Park, acquisition and preliminary construction of Scherer Park and Hall's Island, acquisition of several parcels on the upper river, and planning for the future Water Works Park.
- In 2008, the I-35W Bridge was replaced after the previous bridge collapsed.
- In 2009, the Xcel Riverside Plant was converted from coal to natural gas reducing emissions in the area and removing the storage of coal at the site.
- In 2012, the Lowry Avenue Bridge, which includes new overlooks and adjacent improvements, was completed.
- In 2012, the Mississippi River Watershed Management Organization offices, which includes a stormwater park and learning center, opened on the banks of the river.
- In 2012, the St. Anthony Falls Historic District Guidelines were updated to protect the integrity and character of the district.
- In 2014, the Water Resources Reform and Development Act was passed closing the Upper St. Anthony Falls Lock to navigation in June of 2015. Because of this closure there is no more commercial barge traffic on the Mississippi in Minneapolis. This allows for the Upper Harbor Terminal to convert from heavy industry to mixed-use and park land (planning process underway).
- In 2016, the C.A. Smith Lumber District was established on the west bank in the Camden Neighborhood to protect historic properties related to the lumber industry.

Plan Organization

This plan is guided by existing plans and ordinances and the MRCCA Rules. It will guide future planning and regulatory actions. For the most part, it brings together ideas from the City's comprehensive plan, the zoning ordinance, and several small area plans. In the case of overlap of plans and/or policies, the policy most protective of the Critical Area will prevail.

This document generally does not address the holdings of the University of Minnesota as the University will prepare its own Critical Area Plan. However, the Minneapolis Park and Recreation Board (MPRB) is subject to all City of Minneapolis land use policies and regulations and this plan. As a large land owner in the MRCCA, the MPRB will play a significant role in implementing the goals of this plan.

Local governments must submit their updated MRCCA plans to the Metropolitan Council and the DNR at the same time that the 2040 Comprehensive Plan update is due to the Metropolitan Council. Once a local MRCCA plan update has been approved, the DNR will notify each local government to update their MRCCA zoning ordinance. Once notified, each local government will have 12 months to update their zoning ordinances. The DNR anticipates that it will notify all affected local governments to update their zoning ordinances between 2019 and 2021 and at that time the City will update its zoning ordinance related to the MRCCA.

Geographic Areas

This document organizes the geographic area of the corridor into three general areas: Upper River, Central River, and Lower Gorge. These are not exact or regulatory boundaries, but are designed to make the information presented easier to understand. Where there are maps, they reflect these generalized geographic areas.

Upper River- The upper river area includes the corridor from the north City limits south to the area around the Plymouth Avenue Bridge. At the north end of the corridor, on the west bank, is the North Mississippi Regional Park. It extends from 53rd Avenue North (the city limits) south to the Soo Line Railroad Bridge (just south of the Camden Bridge). In this area, the river and shores are broad and flat with second-generation vegetation growing wildly along the banks. There are also mature woods. Many birds, small mammals, and deer inhabit this woodland. The MPRB has restored the river bank along the west bank from north of Broadway south to Plymouth Avenue in recent years.

Shingle Creek enters the river near the Camden Bridge. The Shingle Creek waterfall, while just outside the boundary of the MRCCA, is located just west of Lyndale Avenue North in Webber Park. This amenity was created during the construction of I-94 through the area. The project also created paths beside the creek under the freeway and enabled the uninterrupted connection of pathways along Shingle Creek to the park, river trails, and beyond.¹

1

https://www.minneapolisparcs.org/parks__destinations/parks__lakes/north_mississippi_regional_park/#group_3_17931

On the east side of the river the northern city limits start at 37th Avenue NE (roughly at the same location as 44th Avenue North in North Minneapolis). The area north of the Minneapolis City limits and opposite North Mississippi River Regional Park is the location of the Minneapolis Public Works water treatment and distribution facility in the City of Fridley.

From the Soo Line Railroad Bridge south to the Plymouth Avenue Bridge, only a few vestiges of the original natural features remain. Even the naturally low slopes have been re-contoured in many locations to accommodate shoreline development; only minor bluffs exist above the falls. Development is largely industrial and commercial, built near the water in many cases with fill and retaining walls. Although vegetation is minimal, it helps screen many uses unrelated to the river. River edge parks, where present, provide naturalistic relief along a part of the river. Along the east bank, there are stands of trees along St. Anthony Parkway and in the Marshall Terrace, Edgewater, and Gluek Parks. A new park has been established at the former Scherer Lumber site just north of and adjacent to Plymouth Avenue on the east side of the river. Remnant trees are present along the shoreline in many other locations where urban development has cleared the rest of the site.

Several small islands are untouched except for the flooding and scouring action of the river. A heron rookery once occupied an island just downstream from the visitor center at the North Mississippi River Regional Park, but it was devastated by a tornado that also hit north Minneapolis in May of 2011. The surviving herons moved downstream to other islands near Marshall Terrace Park while others moved upstream to an existing rookery at Coon Rapids Dam Regional Park. The MPRB is currently recreating Hall's Island adjacent to the former Scherer Lumber site. This will restore the channel between the island and the shoreline that was filled in 1966. Restoration of the channel and island is currently underway and is expected to be completed in the summer of 2018.

Central River – the central river area is generally between the Plymouth and Franklin Avenue Bridges. From Plymouth Avenue to the 10th Avenue Bridge, linear parks have created an attractive wooded stream valley. The river edge includes natural woods, manicured parks, hard plazas, rocky bluffs, and man-made structures. St. Anthony Falls is the dominant natural and visual feature here (other than the river itself) and is a major tourist and resident attraction. The steep bluff line begins to rise below the falls. Bassett Creek enters the river just downstream of the Plymouth Avenue Bridge. Park improvements at Boom Island and the mouth of Bassett Creek have enhanced the natural setting near Plymouth Avenue.

The central river area is a visually interesting and varied segment of the corridor. This area hums with activity and dramatic views are available in every direction. The former mills, the arching bridges, the river cascading over dam aprons, the transmission line towers, the high-rise housing, the smoke stacks of the power plants, and the locks all contribute to the dramatic

visual setting. The urban plazas, overlooks, promenades, and bridges provide many vantage points. Downtown and the Main Street development provide an active and varied backdrop. In contrast, areas like the Father Hennepin Bluffs and Nicollet Island's east channel provide secluded, wildly vegetated retreats. The central river area is also home to the University of Minnesota Campus.

St. Anthony Falls is the birthplace of Minneapolis and is of primary importance to the City's history and its future. St. Anthony Falls has cultural and spiritual significance to the Dakota. As the only natural waterfall on the Mississippi River (now altered), St. Anthony Falls provided the power source that nurtured the growth of the City of Minneapolis. St. Anthony Falls is now the core of the City's central riverfront redevelopment efforts to enable people to live nearby and to enjoy the vitality of the urban setting and its natural resources. St. Anthony Falls is the center of a 150-acre regional park and is a contributing resource in the state-designated St. Anthony Falls Heritage District. It lies between a national engineering landmark (James J. Hill's Stone Arch Bridge) and the site of the first public bridge across the Mississippi River. St. Anthony Falls was a major tourist attraction in the 1850s, and both state and local governments have invested heavily in making the area a major attraction again. It is also adjacent to the last lock constructed on the Mississippi at the former head of navigation for the river. St. Anthony Falls has cultural, historic, economic, scenic, and recreational significance to the nation, the state, the region, and the City, and should be treated with the utmost respect. Accordingly, the City will continue to participate on the St. Anthony Falls Heritage Board as established by the State legislature in 1988.

Lower Gorge - The physical gorge is generally located between St. Anthony Falls in Minneapolis and the High Bridge in St. Paul. The lower gorge geographic area in this plan is generally between the Franklin Avenue Bridge and the southern city limits. The lower gorge is the least-changed section of the river. Its steep, heavily wooded bluffs retain much of their original character. In fact, from the water it is difficult in some places to recognize that there is a major city just beyond view. Access to the water is difficult here, but people have worn paths down the slopes, causing some problems. Shoreline sandbars are a recreational attraction for hikers and sunbathers. Various watercraft use the river in this area. The West River Parkway runs along the river down to Minnehaha Park, and from there, a bicycle and pedestrian path extends along and below the bluff to Historic Fort Snelling State Park. Bridal Veil Creek cascades from the bluff near the Franklin Avenue Bridge. The Ford Dam and Lock and its associated activity of barges, motorboats, fishermen, and visitors, draw attention away from the surrounding gorge.

Chapter 2 - Districts

Executive Order 79-19 originally established four land use districts based on generalized land use patterns and natural resources within the corridor (Rural Open Space, Urban Open Space, Urban Developed, and Urban Diversified). Over time, these four districts became less consistent with actual development within their boundaries. Therefore, the Legislatures directed the DNR to establish new districts within the MRCCA that considered the protection of public recreational and interpretive resources; drinking water supply functions of the Mississippi River; the protection of resources identified in the MNRRA plan and local comprehensive plans; management of the corridor consistent with natural characteristics, existing development and the potential for new development; and protection of scenic, geologic and ecological resources.²

After receiving input from work groups, local governments, and other interests, six districts were created through the rulemaking process. The City of Minneapolis participated in the rulemaking process to facilitate the rules conformance with adopted City land use policy as well as advancing the goals of the MRCCA. The MRCCA rules established the following districts:

- Rural and Open Space (CA-ROS)
- River Neighborhood (CA-RN)
- River Towns and Crossings (CA-RTC)
- Separated from River (CA-SR)
- Urban Mixed (CA-UM)
- Urban Core (CA-UC)

The intent and level of protection for each of the six districts is based on the natural resource values within the district, with the greatest levels of protection in those areas that abut the river and still retain natural features. Greater flexibility is provided in those districts that contain areas with more limited resource values, areas that are separated from the river, and fully developed areas of the two major cities – downtown Minneapolis and downtown St. Paul. This array of districts is intended to more accurately reflect the different land uses existing within the MRCCA, current development patterns, and proposed future development.³

² Minn. Stat. § 116G.15, subd. 3 (2015).

³ State of Minnesota Department of Natural Resources Division of Ecological and Water Resources; Statement of Need and Reasonableness (SONAR); December 1, 2015; p 42-43.

All six districts are geographically present in Minneapolis. The following section provides a description of each district and its purpose as provided by State of Minnesota Administrative Rules MR 6106.001. See Figures 1-1 through 1-3 for maps of actual district locations and boundaries.

Rural and Open Space District (CA-ROS)

Description: The rural and open space district (CA-ROS) is characterized by rural and low-density development patterns and land uses, and includes land that is riparian or visible from the river, as well as large, undeveloped tracts of high ecological and scenic value, floodplain, and undeveloped islands. Many primary conservation areas exist in the district.

Purpose: The CA-ROS district must be managed to sustain and restore the rural and natural character of the corridor and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas.

River Neighborhood District (CA-RN)

Description: The river neighborhood district (CA-RN) is characterized by primarily residential neighborhoods that are riparian or readily visible from the river or that abut riparian parkland. The district includes parks and open space, limited commercial development, marinas, and related land uses.

Purpose: The CA-RN district must be managed to maintain the character of the river corridor within the context of existing residential and related neighborhood development, and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and the flow of untreated storm water into the river and enhancing habitat and shoreline vegetation are priorities in the district.

River Towns and Crossings District (CA-RTC)

Description: The river towns and crossings district (CA-RTC) is characterized by historic downtown areas and limited nodes of intense development at specific river crossings, as well as institutional campuses that predate designation of the MRCCA and that include taller buildings.

Purpose: The CA-RTC district must be managed in a manner that allows continued growth and redevelopment in historic downtowns and more intensive redevelopment in limited areas at river crossings to accommodate compact walkable development patterns and connections to the river. Minimizing erosion and the flow of untreated storm water into the river, providing public access to and public views of the river, and restoring natural vegetation in riparian areas and tree canopy are priorities in the district.

Separated from River District (CA-SR)

Description: The separated from river district (CA-SR) is characterized by its physical and visual distance from the Mississippi River. The district includes land separated from the river by distance, topography, development, or a transportation corridor. The land in this district is not readily visible from the Mississippi River.

Purpose: The CA-SR district provides flexibility in managing development without negatively affecting the key resources and features of the river corridor. Minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the Mississippi River are priorities in the district.

Urban Mixed District (CA-UM)

Description: The urban mixed district (CA-UM) includes large areas of highly urbanized mixed use that are a part of the urban fabric of the river corridor, including institutional, commercial, industrial, and residential areas and parks and open space.

Purpose: The CA-UM district must be managed in a manner that allows for future growth and potential transition of intensely developed areas that does not negatively affect public river corridor views and that protects bluffs and floodplains. Restoring and enhancing bluff and shoreline habitat, minimizing erosion and flow of untreated storm water into the river, and providing public access to and public views of the river are priorities in the district.

Urban Core District (CA-UC)

Description: The urban core district (CA-UC) includes the urban cores of Minneapolis and St. Paul.

Purpose: The CA-UC district must be managed with the greatest flexibility to protect commercial, industrial, and other high-intensity urban uses, while minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the river. Providing public access to and public views of the river are priorities in the district.

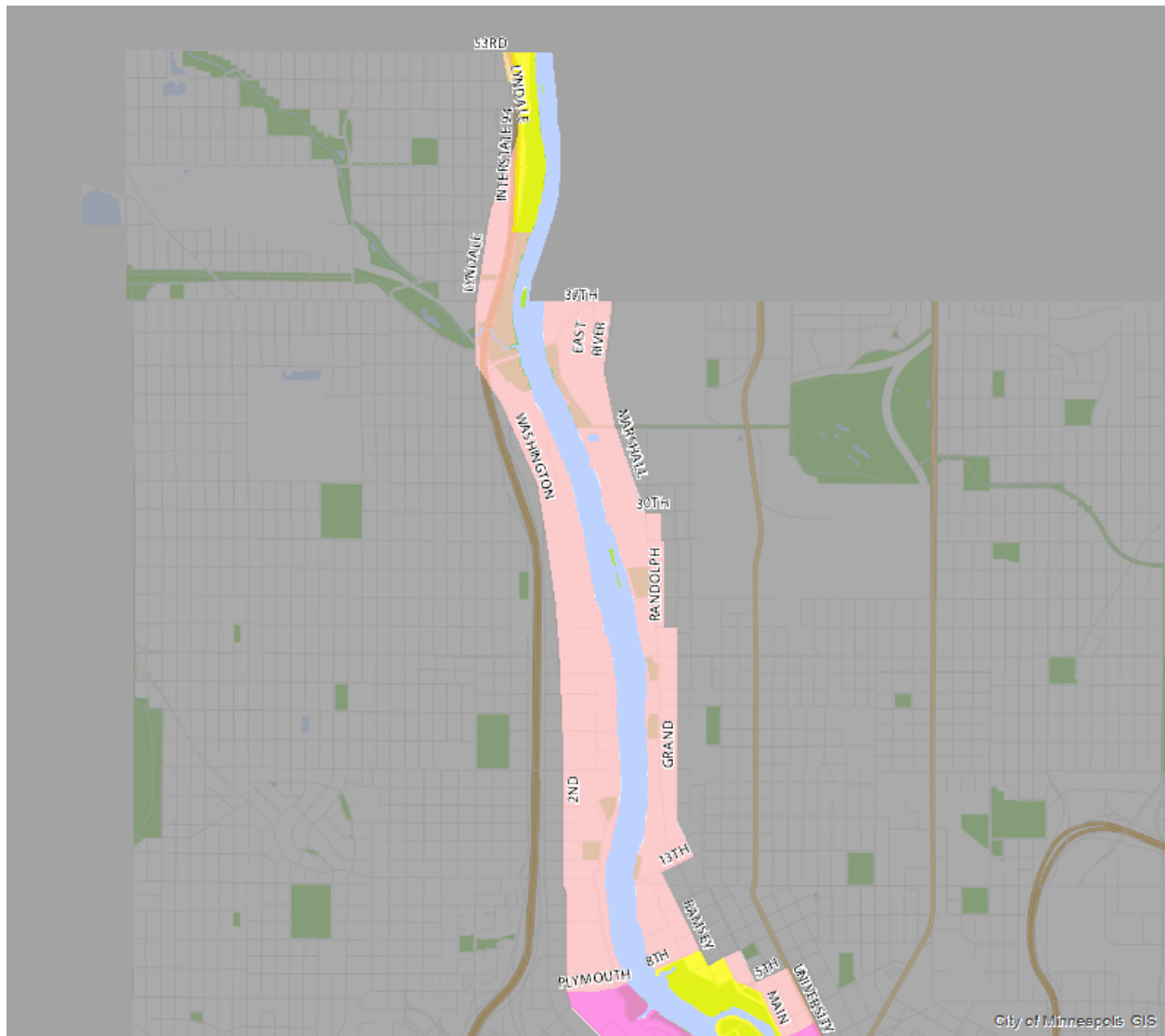


Figure 2-1: Upper River MRCCA Districts.

Legend of MRCCA Districts

CA-RN	CA-RTC	CA-UC
CA-ROS	CA-SR	CA-UM

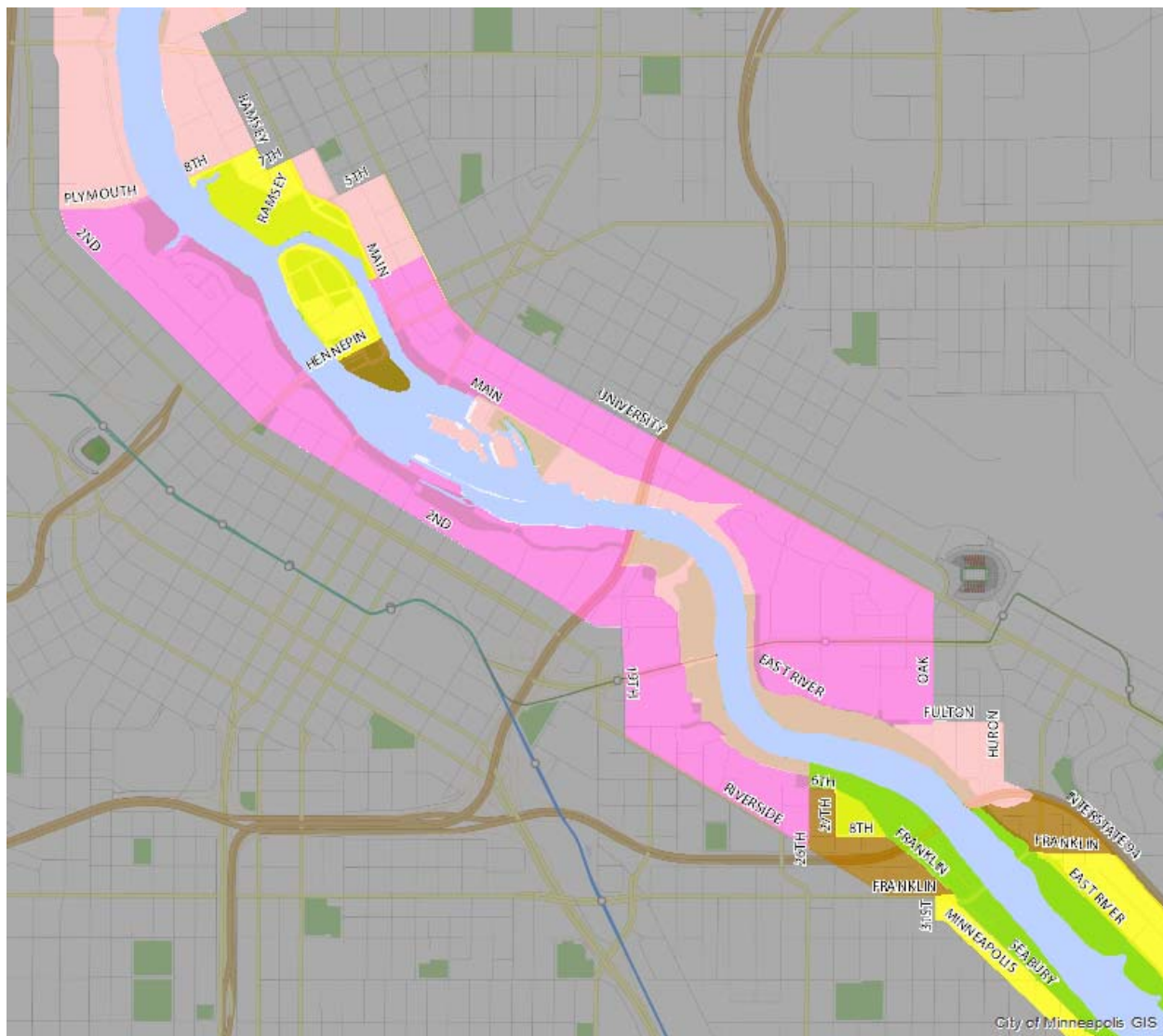


Figure 2-2: Central River MRCCA Districts.

Legend of MRCCA Districts

CA-RN	CA-RTC	CA-UC
CA-ROS	CA-SR	CA-UM

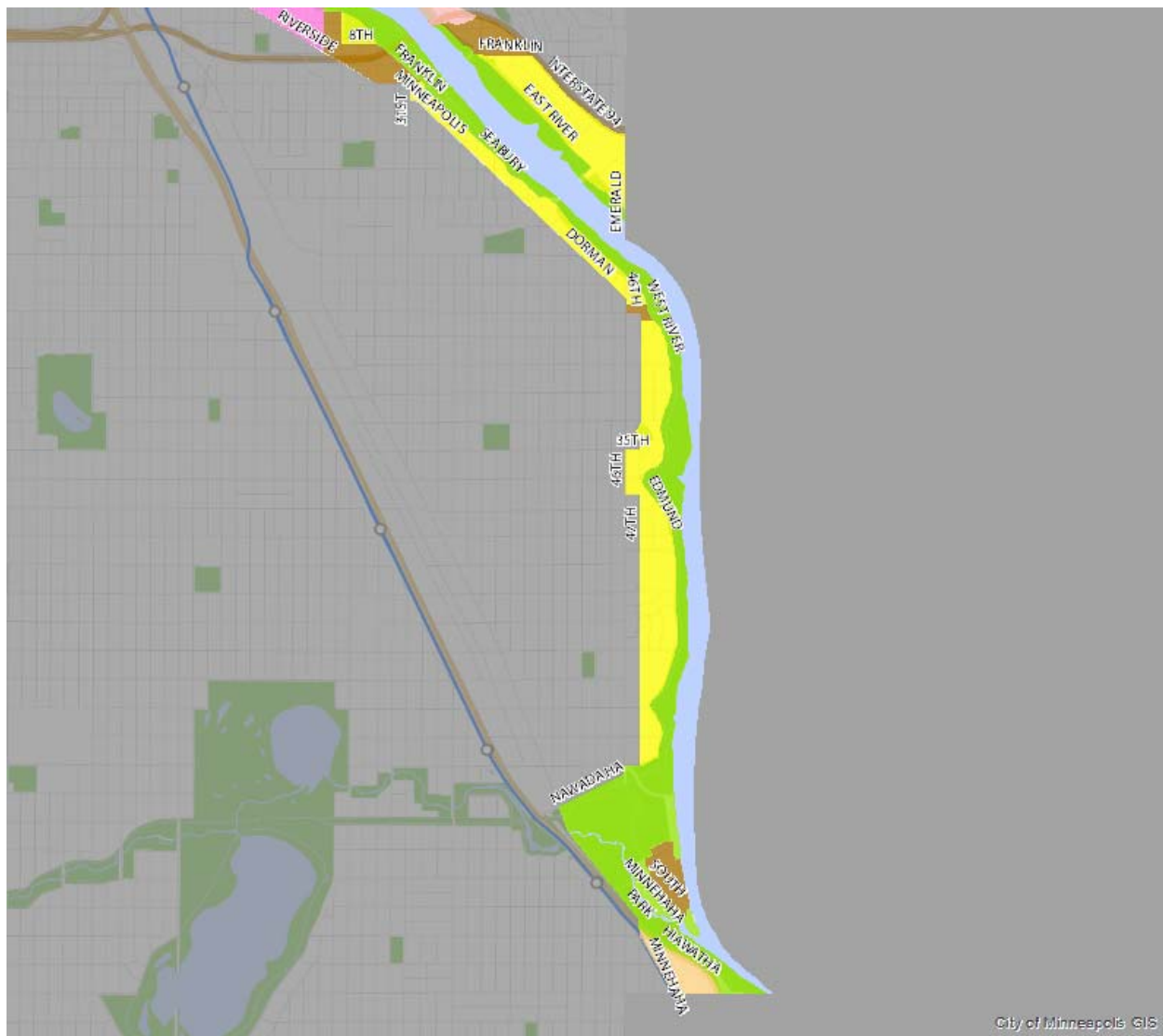


Figure 2-3: Lower Gorge MRCCA Districts.

Legend of MRCCA Districts

CA-RN	CA-RTC	CA-UC
CA-ROS	CA-SR	CA-UM

The individual MRCCA districts have requirements related to setbacks from the water and bluffs, structure height, and open space dedications for new subdivisions. In addition, the shore impact zone (discussed in Chapter 3) has structure and impervious surface requirements based on distance from the river and the applicable MRCCA district and/or underlying zoning district. There are further regulations that apply corridor wide. Figure 2-7 shows the height and river and bluff setback requirements for each MRCCA district. It is provided for general context. It is not intended to be a comprehensive list of all the MRCCA district and rule requirements. Please consult the MRCCA rules and the Minneapolis Zoning Ordinance for the specific MRCCA district and zoning ordinance regulations.

	CA-ROS	CA-RN	CA-RTC	CA-SR	CA-UM	CA-UC
Height	35'	35'	48'*	Underlying zoning	65'*	Underlying zoning
River Setback	200'	100'	75'	NA	50'	Underlying zoning
Bluff Setback	100'	40'	40'	40'	40'	40'

*Greater height may be allowed with a local Conditional Use Permit.

Figure 2-4: General MRCCA District Height and Setback Requirements.

Minneapolis 2040 Future Built Form Guidance

The Built Form categories of the comprehensive plan guide the scale of development for every parcel in the city, independent of the uses allowed on the site. The built form of all new and remodeled buildings must be consistent with the guidance of the Built Form Map. The built form districts are describe below and are mapped in Figures 2-5 through 2-7. They are consistent with the MRCCA Districts in the MRCCA.

Interior 1

The Interior 1 district is typically applied in parts of the city farthest from downtown, in the areas between transit routes.

Built Form Guidance: New buildings in the Interior 1 district should be primarily small-scale residential structures on traditional size city lots with up to four dwelling units, including single-family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types. Building heights should be 1 to 2.5 stories.

Interior 2

The Interior 2 district is typically applied in parts of the city that developed during the era when streetcars were a primary mode of transportation, in the areas in between transit routes.

Built Form Guidance: New buildings in the Interior 2 district should be primarily small-scale residential structures on traditional size city lots, as well as townhomes, 3-unit, and 4-unit structures on combined lots. Building heights should be 1 to 2.5 stories.

Interior 3

The Interior 3 district is typically applied in parts of the city closest to downtown, in the areas in between transit routes. It is also applied adjacent to the Corridor 4 and 6 districts, serving as a transition to lower intensity residential areas.

Built Form Guidance: New development in the Interior 3 district should reflect a variety of building types on traditional size city lots, along with limited combining of parcels for redevelopment. As the lot size increases, allowable building bulk should also increase. Building height should be 1 to 3 stories.

Corridor 4

The Corridor 4 district is typically applied along high frequency transit routes that are on narrower rights of way as well as select streets with local transit service. It is also applied near downtown in areas between transit routes, and serves as a transition between lower intensity residential areas and areas immediately surrounding METRO stations.

Built Form Guidance: New development in the Corridor 4 district should reflect a variety of building types on both small and moderate-sized lots, including on combined lots. The length of buildings along the street should be limited in order to support a comfortable pedestrian environment. As the lot size increases in this district, allowable building bulk should also increase. Building heights should be 1 to 4 stories. Requests to exceed 4 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

Corridor 6

The Corridor 6 district is typically applied along high frequency transit routes as well as in areas near METRO stations.

Built Form Guidance: New development in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. As the lot size increases in this district, allowable building bulk should also increase. The length of buildings along the street should be

limited in order to support a comfortable pedestrian environment. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district. Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

Transit 10

The Transit 10 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.

Built Form Guidance: New development in the Transit 10 district should reflect a variety of building types on both moderate and large sized lots. As the lot size increases in this district, allowable building bulk should also increase. The length of buildings along the street should be limited in order to support a comfortable pedestrian environment. Building heights should be 2 to 10 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 10 district. Requests to exceed 10 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

Transit 15

The Transit 15 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.

Built Form Guidance: New development in the Transit 15 district should reflect a variety of building types on both moderate and large sized lots. As the lot size increases in this district, allowable building bulk should also increase. The length of buildings along the street should be limited in order to support a comfortable pedestrian environment. Building heights should be 4 to 15 stories. Building heights should be at least 4 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 15 district. Requests to exceed 15 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

Transit 20

The Transit 20 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.

Built Form Guidance: New development in the Transit 20 district should reflect a variety of building types on both moderate and large sized lots. As the lot size increases in this district, allowable building bulk should also increase. The length of buildings along the street should be

limited in order to support a comfortable pedestrian environment. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 6 to 20 stories. Building heights should be at least 6 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 20 district. Requests to exceed 20 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

Transit 30

The Transit 30 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and adjacent to the downtown office core.

Built Form Guidance: New development in the Transit 30 district should reflect a variety of building types on both moderate and large sized lots. As the lot size increases in this district, allowable building bulk should also increase. The length of buildings along the street should be limited in order to support a comfortable pedestrian environment. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 8 to 30 stories. Building heights should be at least 8 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 30 district. Requests to exceed 30 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

Core 50

The Core 50 district is applied in the downtown central business district. The district supports the office core as the center of the region's economy by allowing the largest building types in the city.

Built Form Guidance: New development in the Core 50 district should reflect a variety of building types on both moderate and large sized lots, with multiple buildings per block. The length of buildings along the street should be limited in order to support a comfortable pedestrian environment. The Core 50 district supports the office core as the center of the region's economy, with the largest building types in the city. Building heights should be at least 8 stories, with no maximum.

Production

The Production district is typically applied in areas of the city that are intended for the long term preservation of production, transportation, and job generating uses.

Built Form Guidance: New development in the Production built form district should reflect a variety of building types, usually on large sized lots. Building heights should be 1 to 10 stories, with heights above 10 stories as context permits.

Parks

The Parks district is typically applied in areas with the Parks and Open Space future land use designation.

Built Form Guidance: New buildings in the Parks built form district should be designed to support typical parks activities such as shelters, amphitheaters, food service, and equipment rental. Building heights should be 1 to 2.5 stories, with heights above 2.5 stories as context permits.

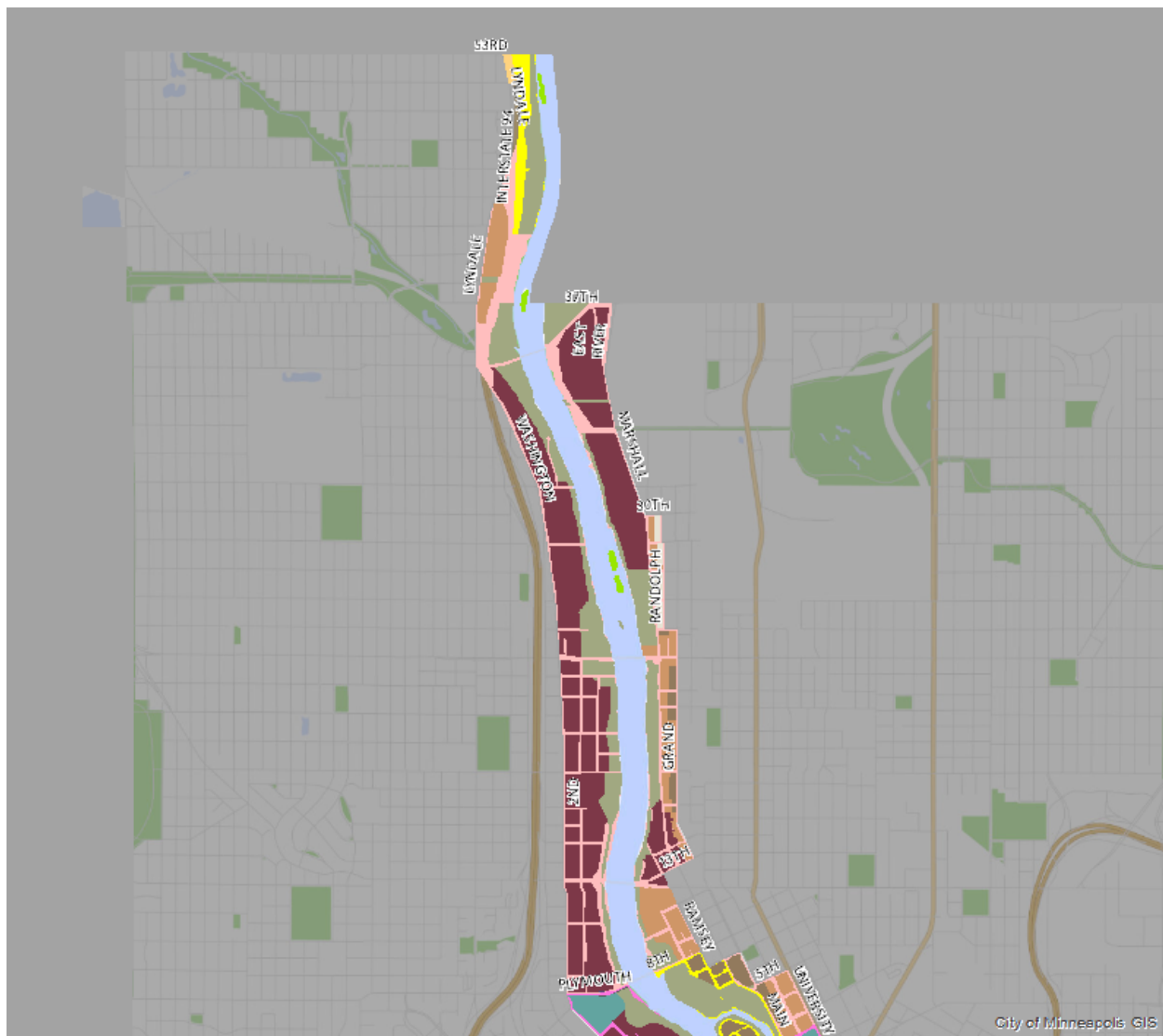


Figure 2-5: Upper River - Minneapolis Built For Guidance over MRCCA Districts.

Legend of Minneapolis 2040 Built Form Guidance over MRCCA Districts

Interior 1 (2.5 Stories)	Corridor 6 (6 Stories)	Transit 30 (30 Stories)	CA-RN
Interior 2 (2.5 Stories)	Transit 10 (10 Stories)	Transit 50 (50 Stories)	CA-ROS
Interior 3 (3 Stories)	Transit 15 (15 Stories)	Production (10 Stories)	CA-RTC
Corridor 4 (4 Stories)	Transit 20 (20 Stories)	Parks	CA-SR
	Transportation		CA-UC
			CA-UM

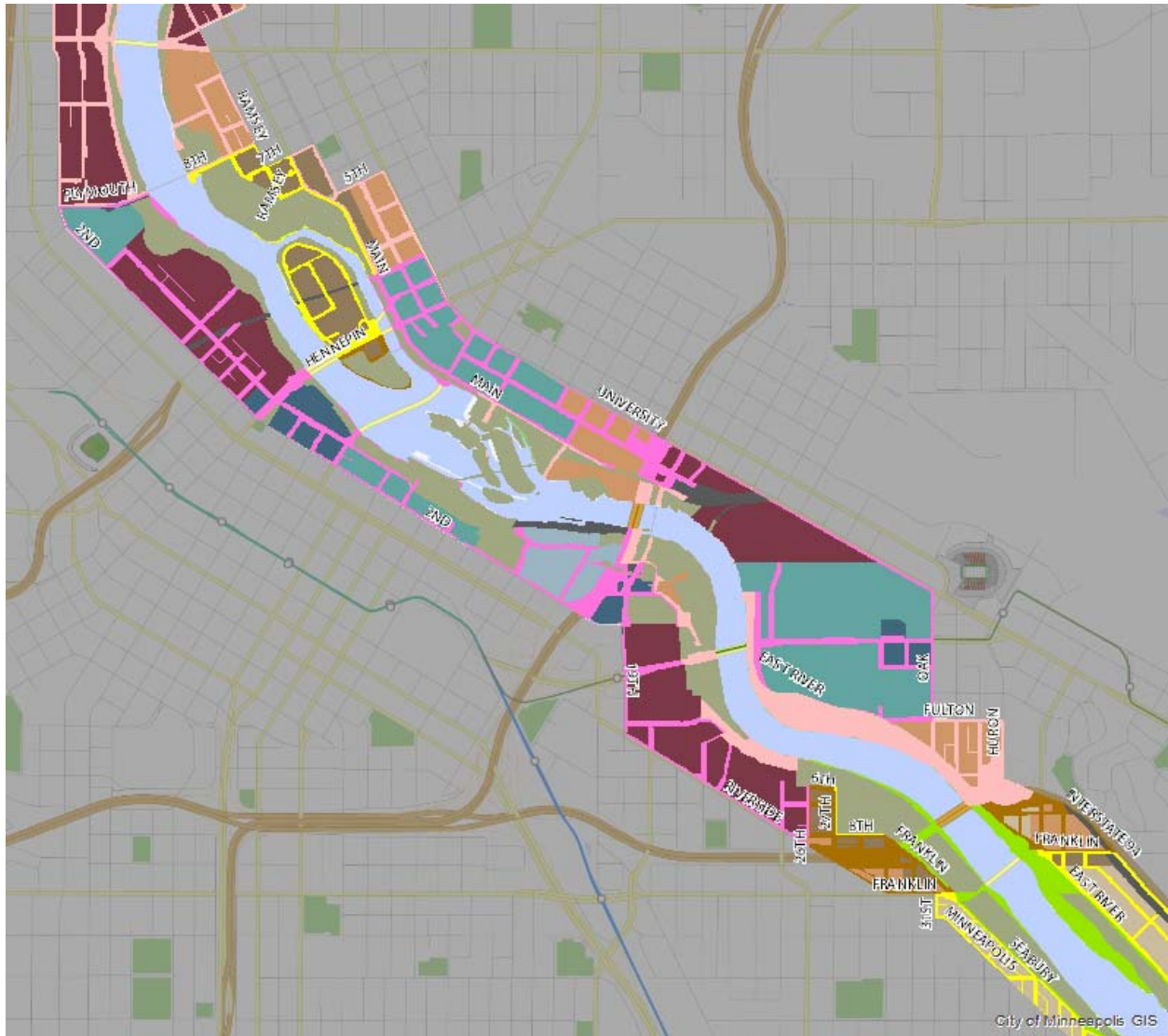


Figure 2-6: Central River - Minneapolis Built For Guidance over MRCCA Districts.

Legend of Minneapolis 2040 Built Form Guidance over MRCCA Districts

Interior 1 (2.5 Stories)	Corridor 6 (6 Stories)	Transit 30 (30 Stories)	CA-RN
Interior 2 (2.5 Stories)	Transit 10 (10 Stories)	Transit 50 (50 Stories)	CA-ROS
Interior 3 (3 Stories)	Transit 15 (15 Stories)	Production (10 Stories)	CA-RTC
Corridor 4 (4 Stories)	Transit 20 (20 Stories)	Parks	CA-SR
	Transportation		CA-UC
			CA-UM

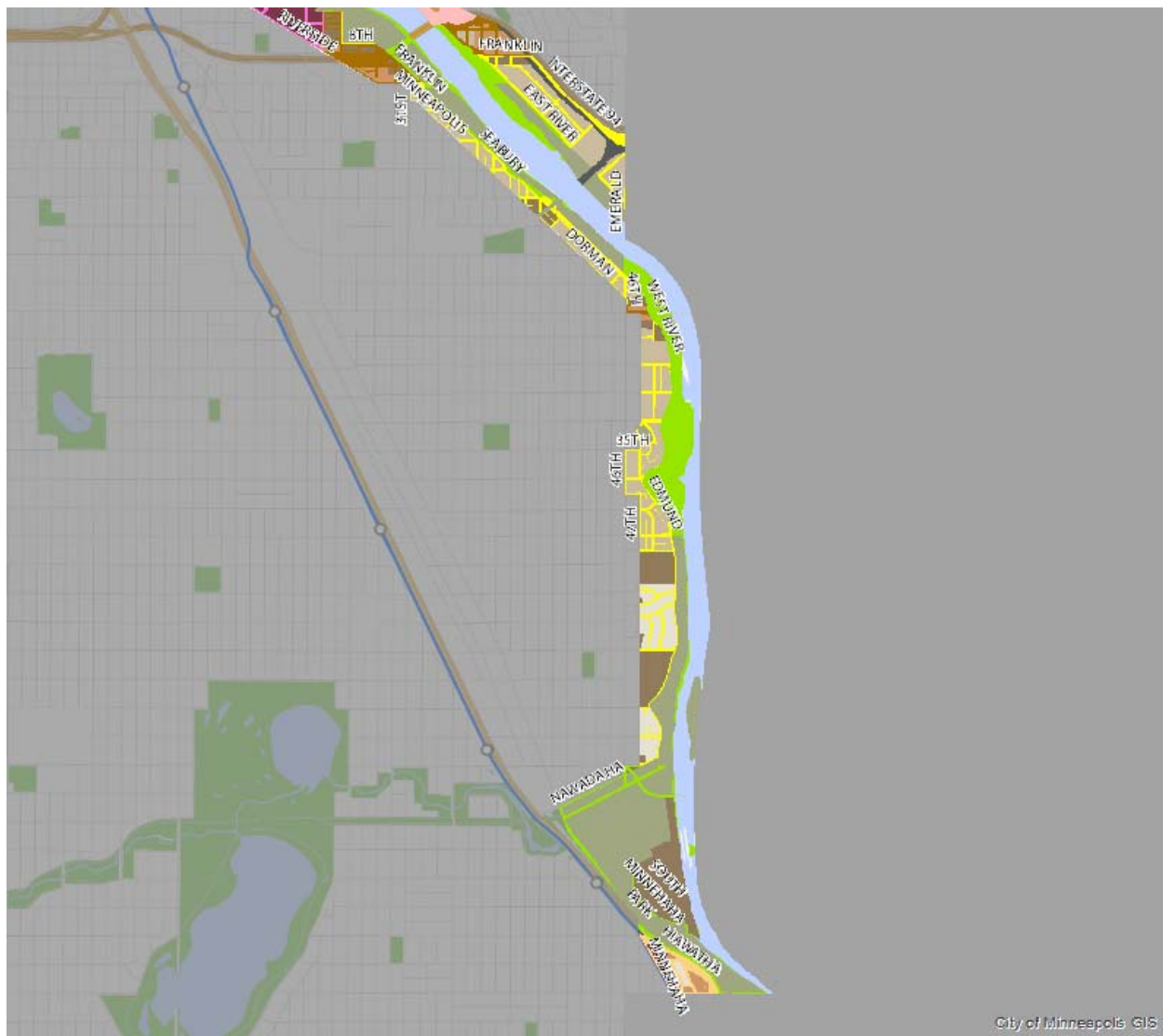


Figure 2-7: Lower Gorge - Minneapolis Built For Guidance over MRCCA Districts.

Legend of Minneapolis 2040 Built Form Guidance over MRCCA Districts

Interior 1 (2.5 Stories)	Corridor 6 (6 Stories)	Transit 30 (30 Stories)	CA-RN
Interior 2 (2.5 Stories)	Transit 10 (10 Stories)	Transit 50 (50 Stories)	CA-ROS
Interior 3 (3 Stories)	Transit 15 (15 Stories)	Production (10 Stories)	CA-RTC
Corridor 4 (4 Stories)	Transit 20 (20 Stories)	Parks	CA-SR
	Transportation		CA-UC
			CA-UM

Chapter 3 - Primary Conservation Areas

General Overview

Primary Conservation Areas (PCAs) are defined in the MRCCA rules (6106.0050, Subp. 53) as key resources and features, including shore impact zones, bluff impact zones, floodplains, wetlands, gorges, areas of confluence with tributaries, natural drainage routes, unstable soils and bedrock, native plant communities, cultural and historic properties, significant existing vegetative stands, tree canopies and “other resources” identified in local government MRCCA plans.

Shore Impact Zone

"Shore impact zone" means land located between the ordinary high water level of public waters and a line parallel to it at a setback of 50 percent of the required MRCCA district structure setback (or underlying zoning district in CA-SR or CA-UC districts) or, for areas in agricultural use, 50 feet landward of the ordinary high water level (MRCCA Rules 6106.0050, Subp. 68). See Figures 3-1 through 3-4.

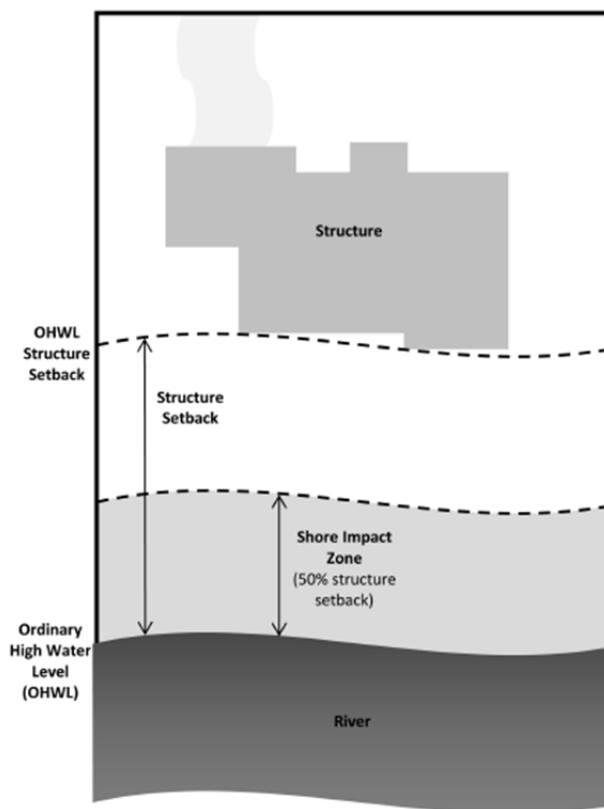


Figure 3-1: Shore Impact Zone.

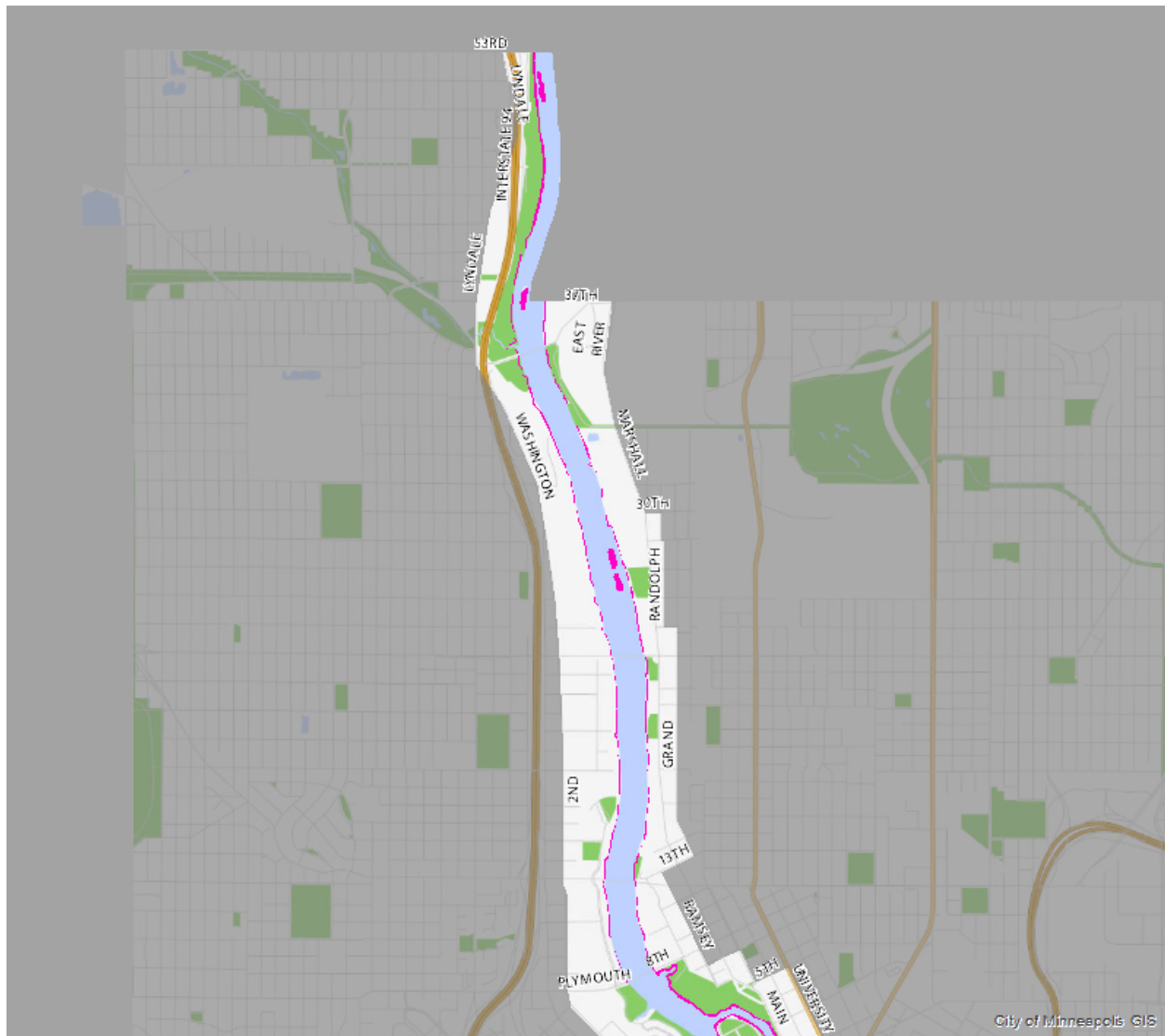


Figure 3-2: Upper River - Shore Impact Zone.

Legend of Shore Impact Zones

Shore Impact Zone

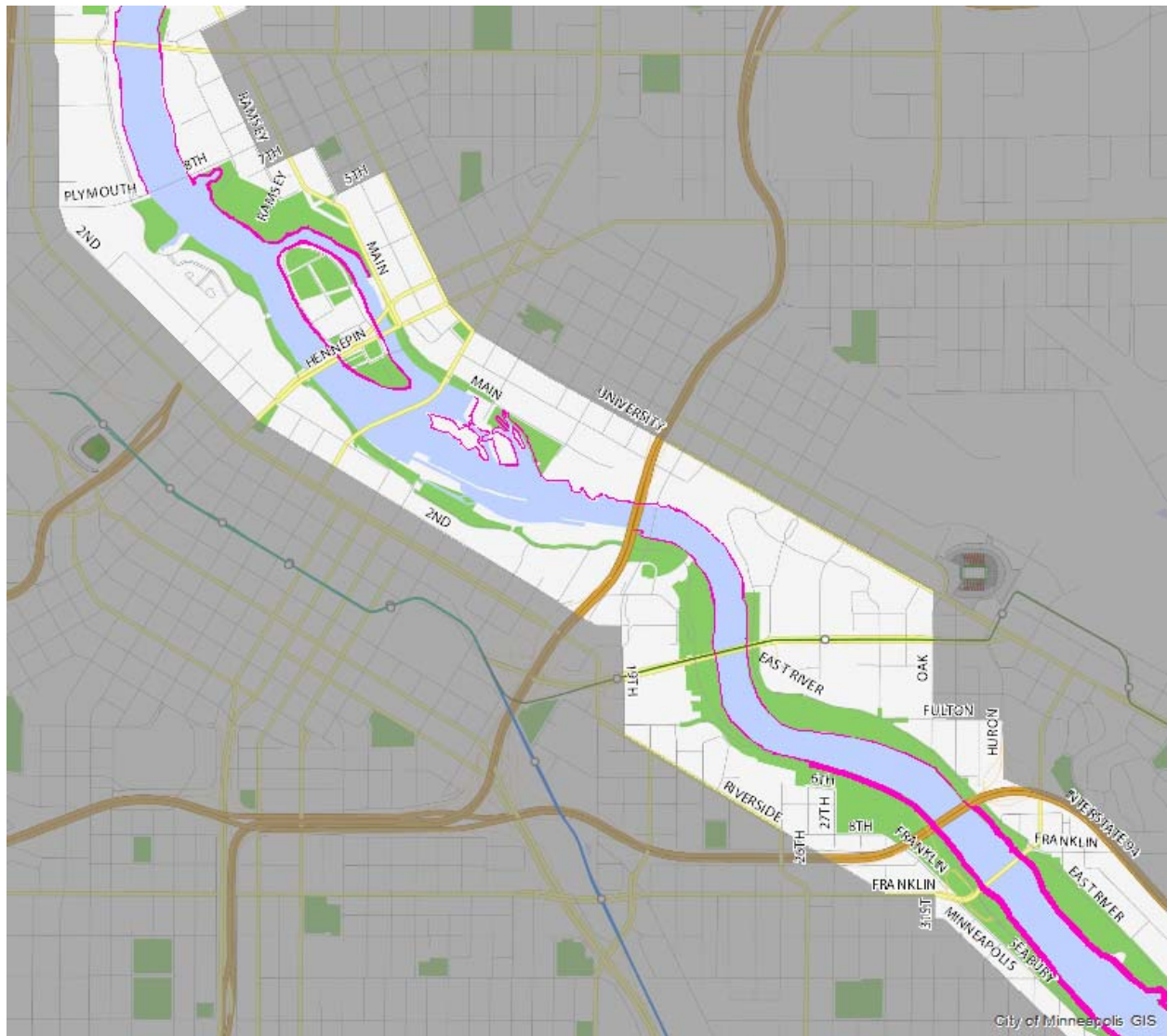


Figure 3-3: Central River - Shore Impact Zone.

Legend of Shore Impact Zones

Shore Impact Zone

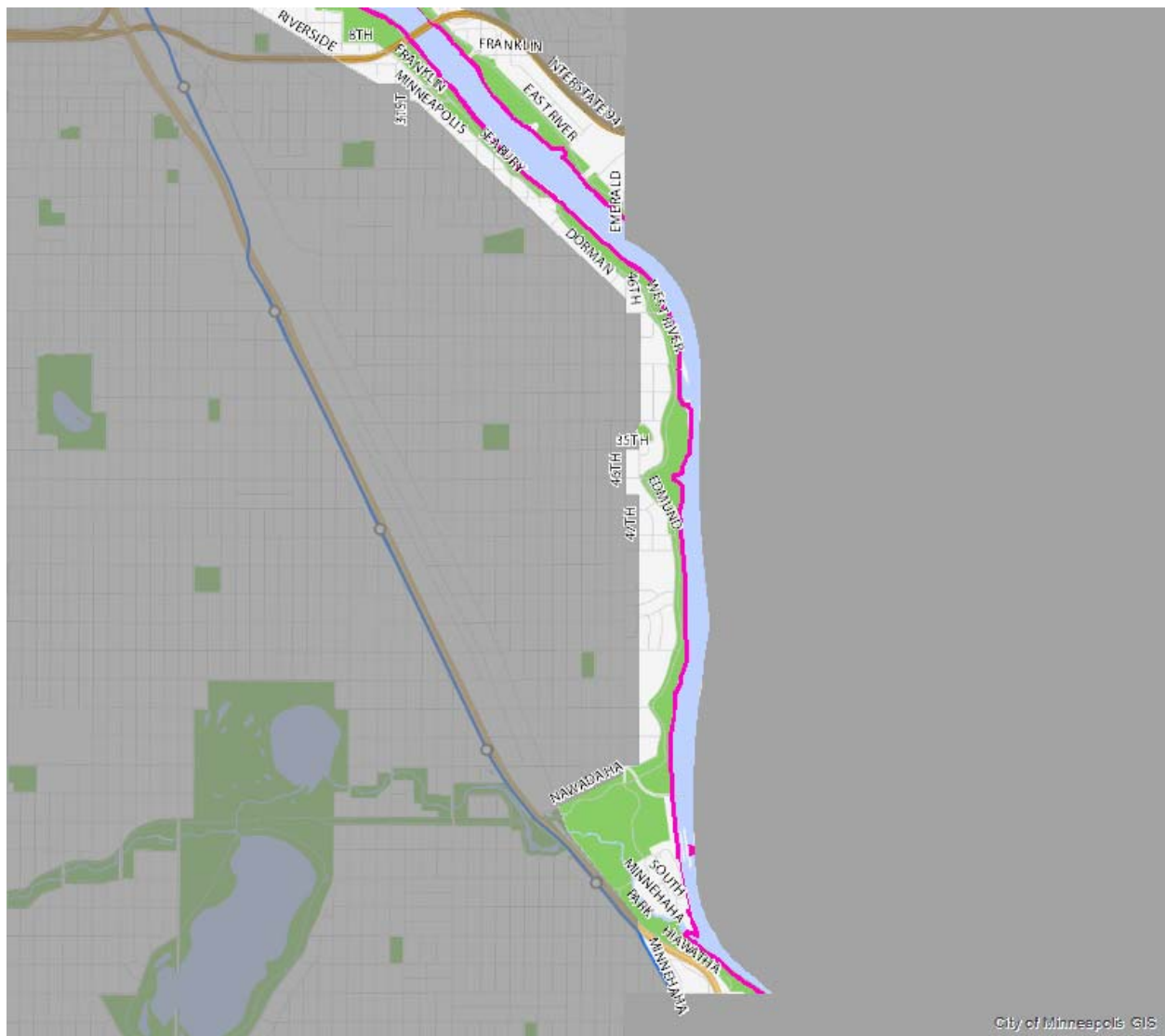


Figure 3-4: Lower Gorge - Shore Impact Zone.

Legend of Shore Impact Zones

— Shore Impact Zone

Floodplains and Wetlands

The floodplain is the riverbed and the area adjoining a wetland, lake or watercourse which has been or hereafter may be covered by the regional flood (1% annual chance). Wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season. The approximate location of the floodplain and wetlands are included on the maps in Figures 3-5 through 3-7 for context. The City's Zoning Ordinance and Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps should be consulted for further detail on boundaries and requirements.

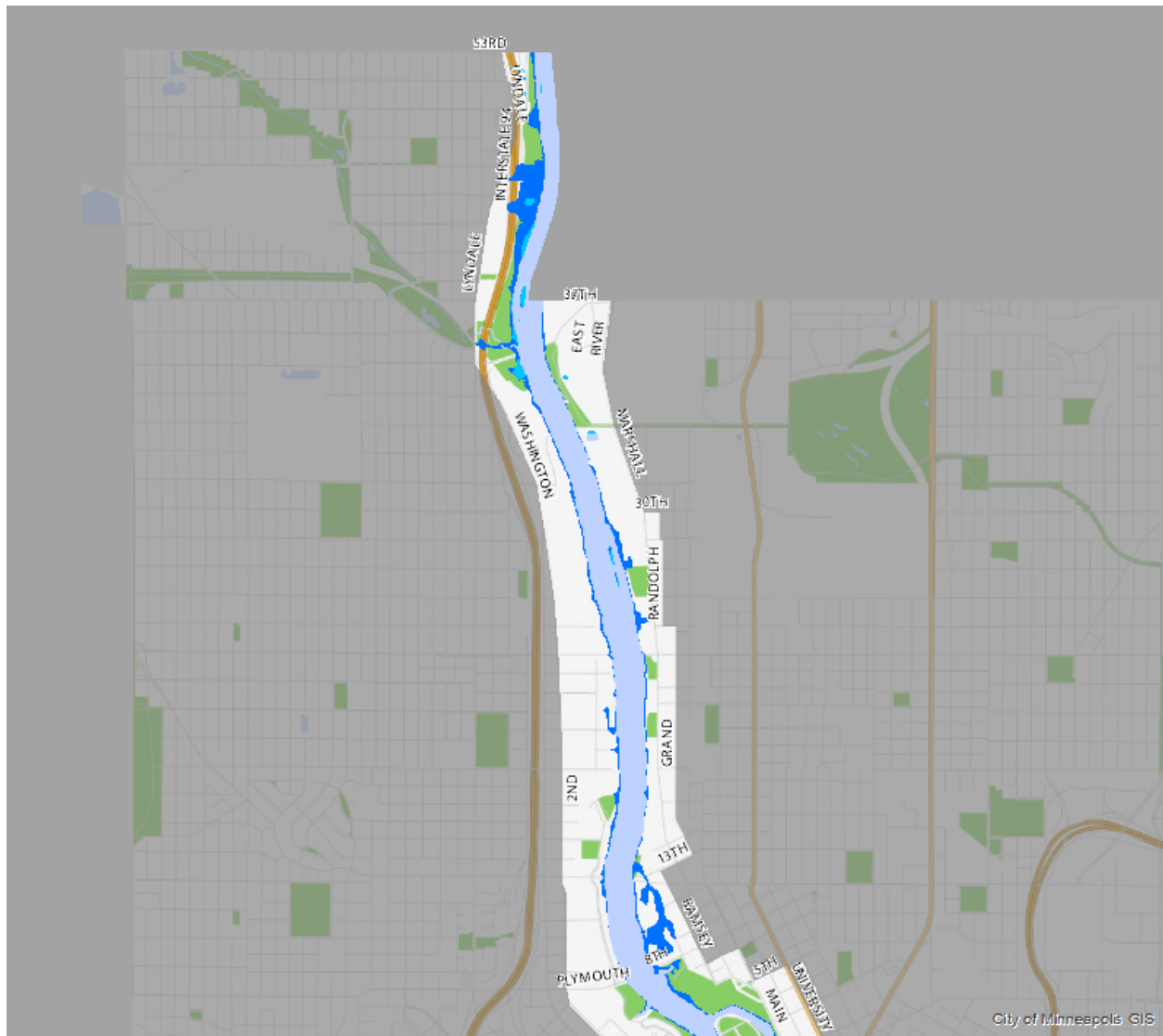


Figure 3-5: Upper River – Wetlands and Floodplains.

Legend of Wetlands and Floodplains

- Wetland
- Flood Plain

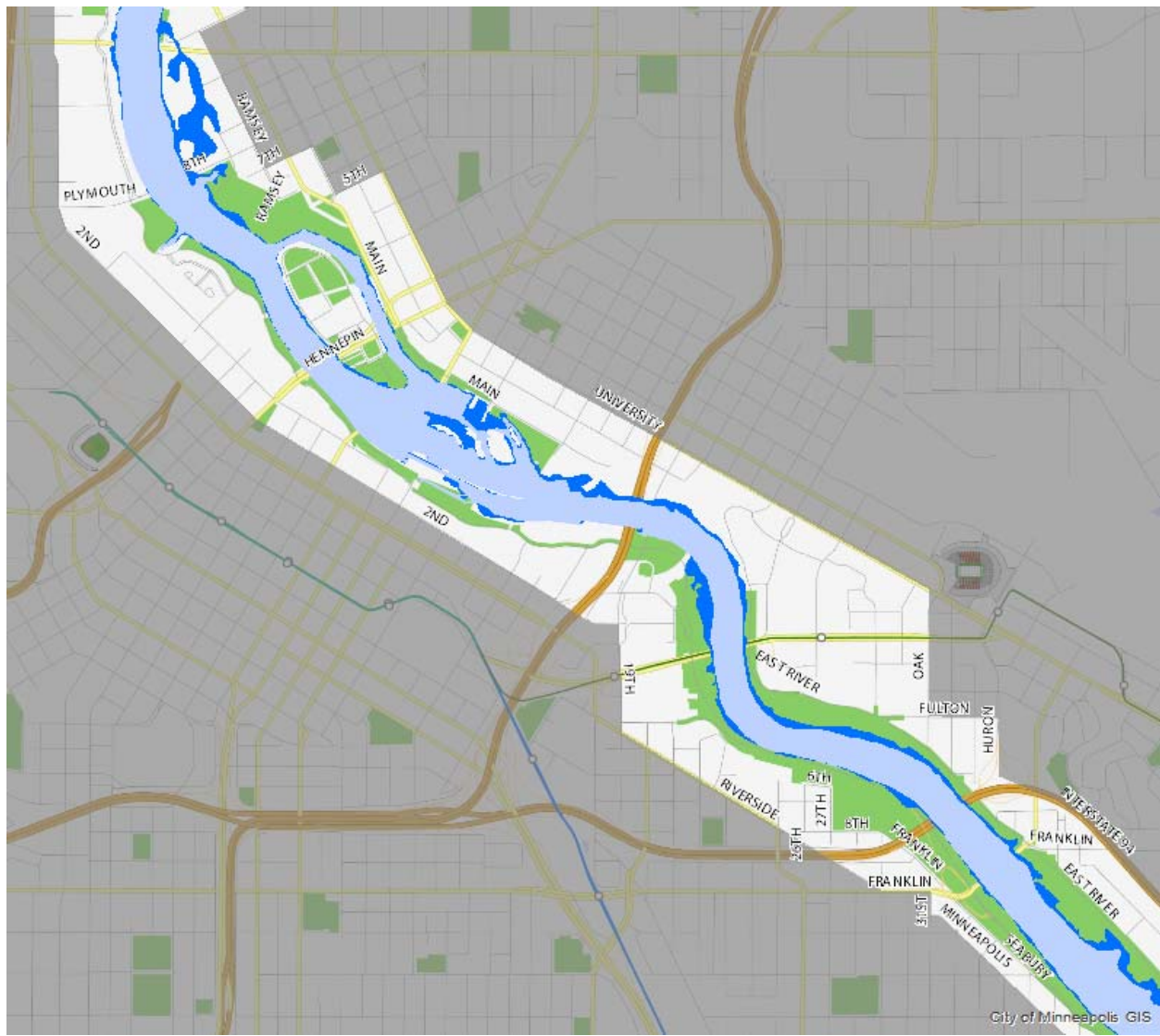


Figure 3-6: Central River – Wetlands and Floodplains.

Legend of Wetlands and Floodplains

- Wetland
- Flood Plain

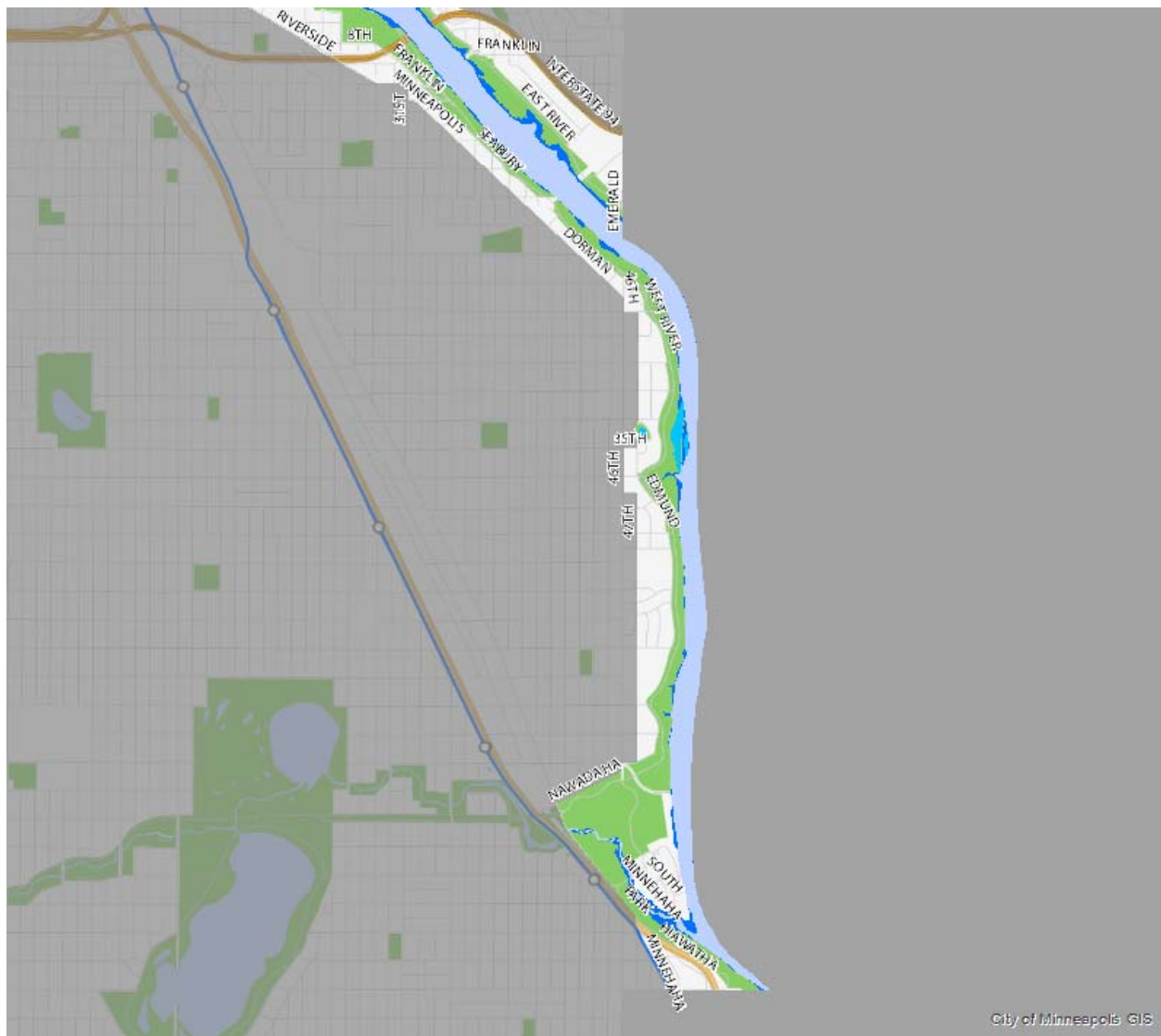


Figure 3-7: Lower Gorge – Wetlands and Floodplains.

Legend of Wetlands and Floodplains:

- Wetland
- Flood Plain

Natural Drainage Ways

Natural Drainage Ways in Minneapolis include Shingle Creek and Minnehaha Creek. Bassett Creek is conveyed to the river in a tunnel and Bridal Veil Creek in a pipe, exiting as a falls. They are included in this map, but are not day-lighted drainage ways.



Figure 3-9: Upper River – Natural Drainage Ways.

Legend of Natural Drainage Routes

— Natural Drainage Route



Figure 3-10: Central River – Natural Drainage Ways.

Legend of Natural Drainage Routes

— Natural Drainage Route

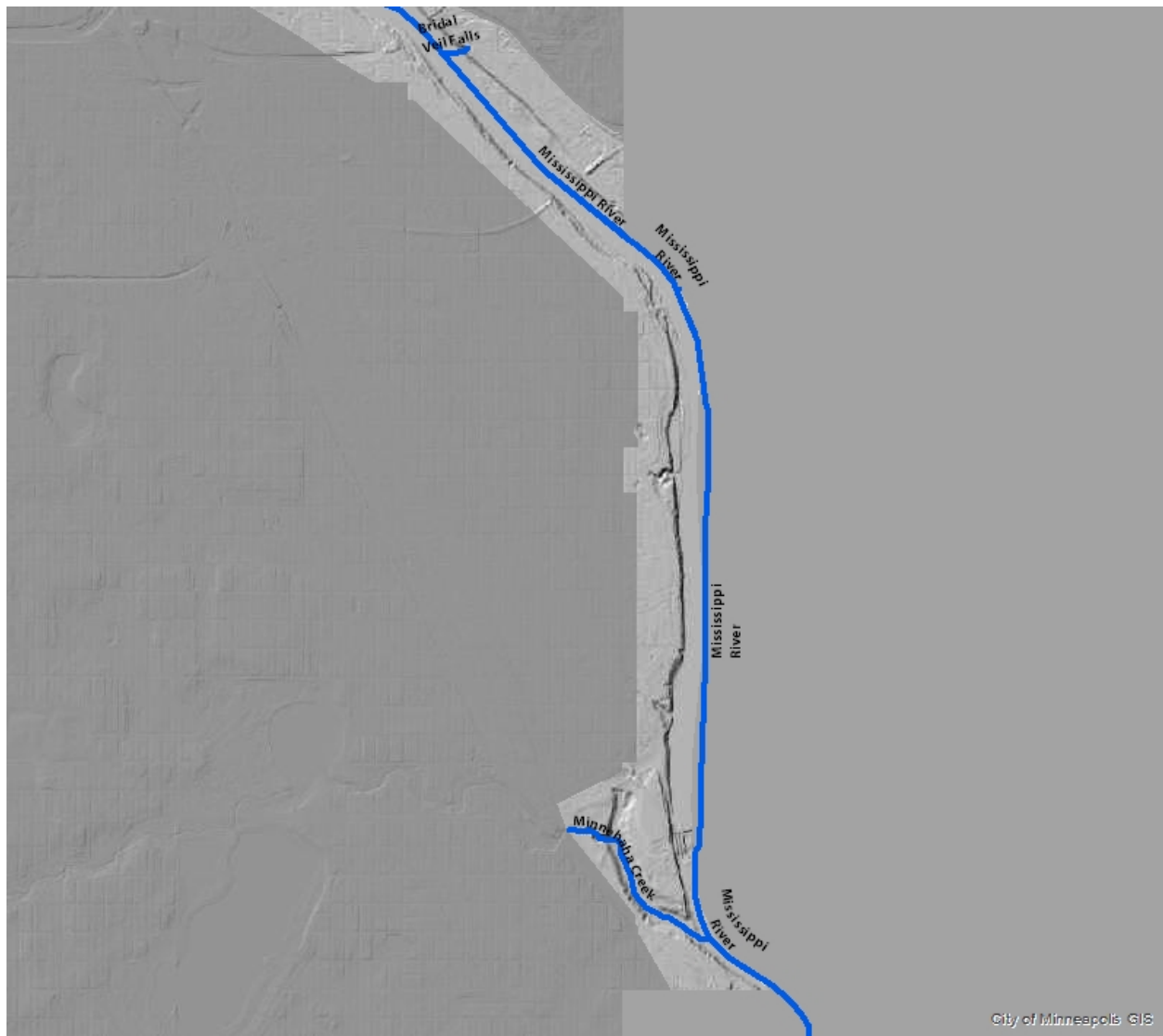


Figure 3-11: Lower Gorge – Natural Drainage Ways.

Legend of Natural Drainage Routes

— Natural Drainage Route

Bluff and Bluff Impact Zones

MRCCA rules 6106.0050, Subp. 8 defines "Bluff" as a natural topographic feature having:

A. a slope that rises at least 25 feet and the grade of the slope averages 18 percent or greater, measured over a horizontal distance of 25 feet, as follows:

(1) where the slope begins above the ordinary high water level, from the toe of the slope to the top of the slope; or

(2) where the slope begins below the ordinary high water level, from the ordinary high water level to the top of the slope. See Figure 3-12; or

B. a natural escarpment or cliff with a slope that rises at least ten feet above the ordinary high water level or toe of the slope, whichever is applicable, to the top of the slope, with a slope of 75 degrees or greater.

MRCCA rules 6106.0050, Subp. 9 defines the "Bluff Impact Zone" (BIZ) as the bluff and land within 20 feet of the bluff. See figure 3-12.

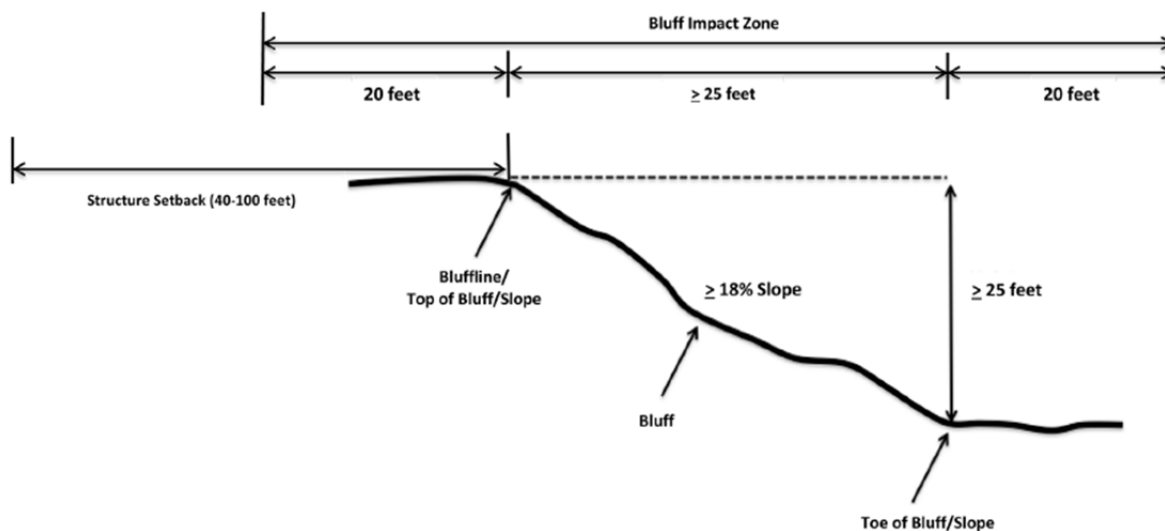


Figure 3-12 Bluffs and Bluff Impact Zones.

See Figures 3-13 through 3-15 for bluff locations in Minneapolis. The identification and protection of steep slopes and bluffs is regulated by the SH Shoreland Overlay District and the MR Mississippi River Critical Overlay District in the Minneapolis Zoning Ordinance.

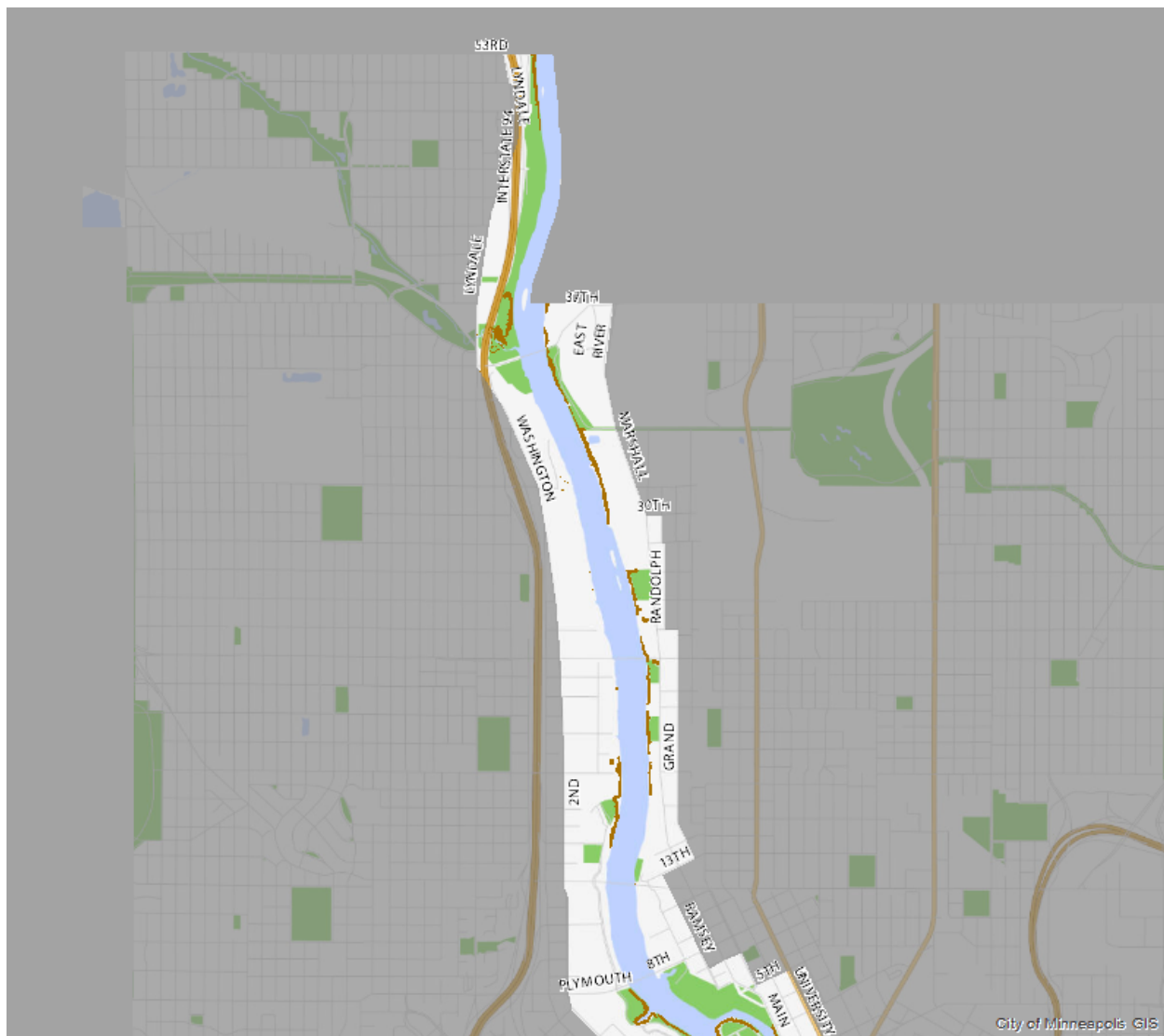


Figure 3-13: Upper River – Bluff Impact Zone.

Legend of Bluff Impact Zones

Bluff Impact Zone

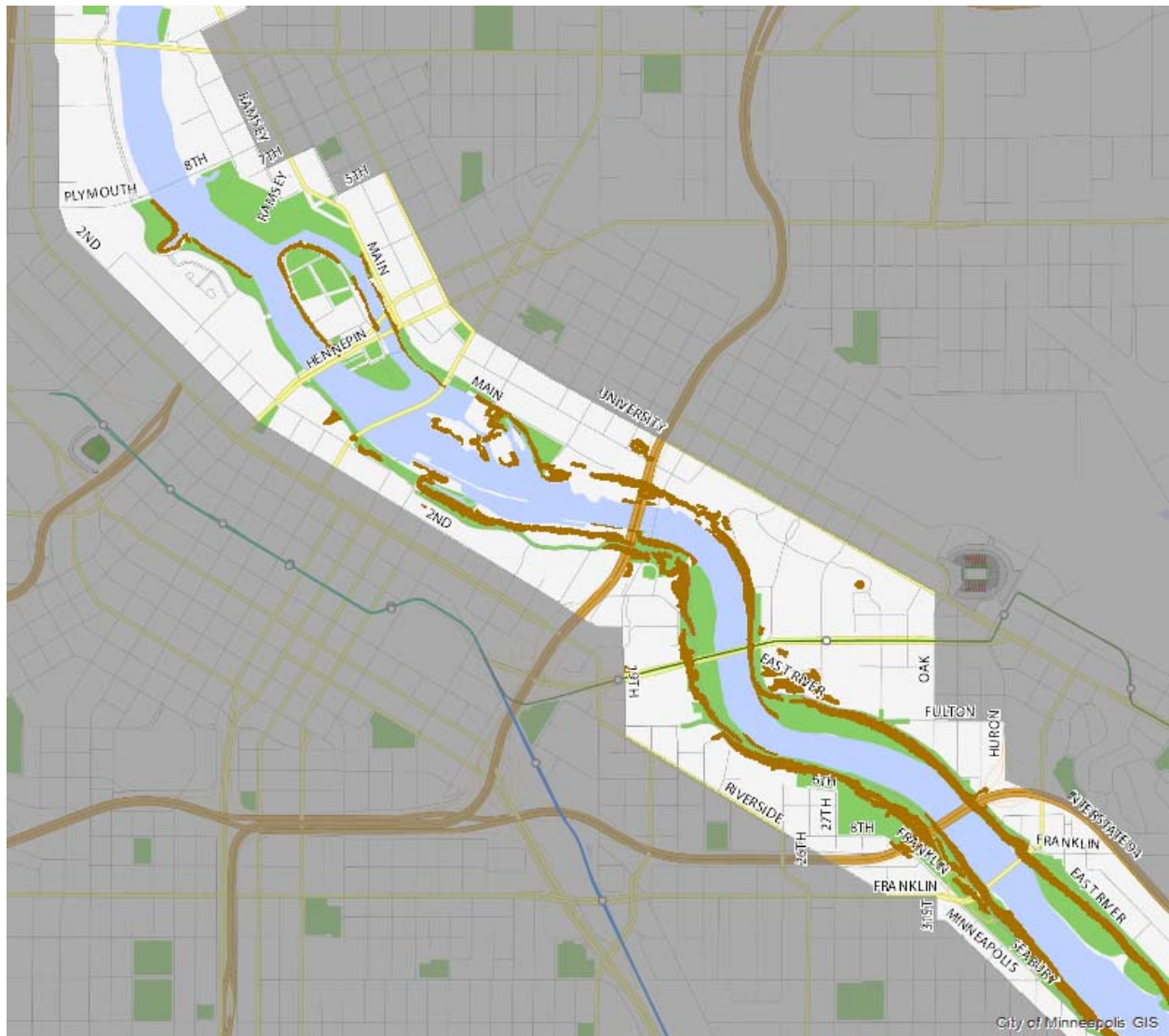


Figure 3-14: Central River – Bluff Impact Zone.

Legend of Bluff Impact Zones

Bluff Impact Zone

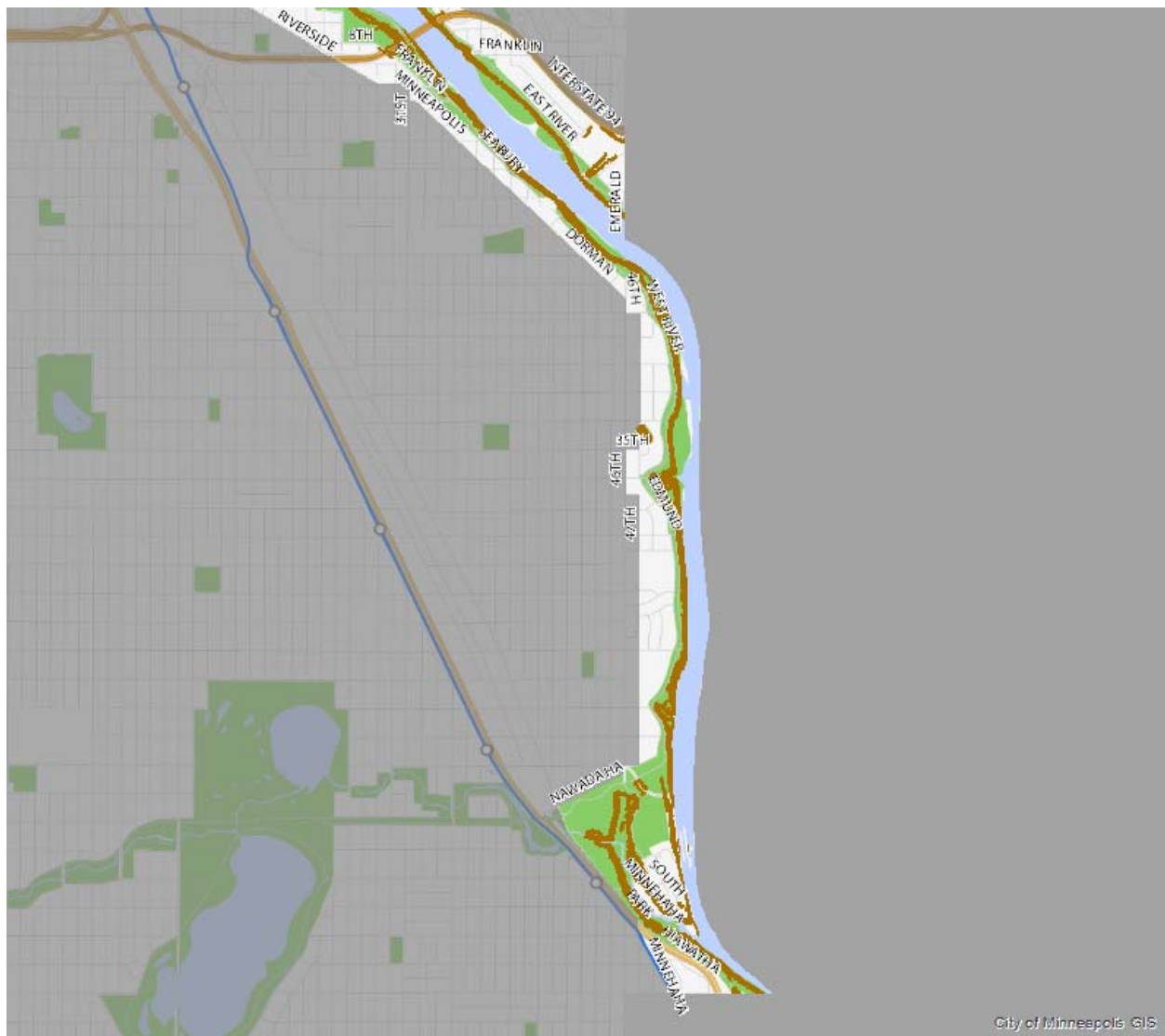


Figure 3-15: Lower Gorge – Bluff Impact Zone.

Legend of Bluff Impact Zones

Bluff Impact Zone

Native Plant Communities & Significant Existing Vegetative Stands

Native Plant Communities: Native plant communities are mapped by the DNR Minnesota Biological Survey (MBS) and identify sites that are 5 acres or greater and meet the criteria established by the MBS to qualify as a native plant community. The DNR describes native plant communities as follows:

“A native plant community is a group of native plants that interact with each other and with their environment in ways not greatly altered by modern human activity or by introduced organisms. These groups of native plant species form recognizable units, such as oak savannas, pine forests, or marshes, that tend to repeat over space and time. Native plant communities are classified and described by considering vegetation, hydrology, landforms, soils, and natural disturbance regimes. Examples of natural disturbances include wildfires, severe droughts, windstorms, and floods.

Sometimes referred to as native habitats or natural communities, native plant communities are named for the characteristic plant species within them or for characteristic environmental features.

There are many kinds of vegetated areas that are not native plant communities. These include places where native species have largely been replaced by exotic or invasive species such as smooth brome grass, buckthorn, and purple loosestrife, and planted areas such as orchards, pine plantations, golf courses, and lawns. Other areas not considered to be native plant communities include areas where modern human activities such as farming, overgrazing, non-sustainable logging, and development have destroyed or greatly altered the vegetation.”⁴

According to the DNR, native plant communities are important because:

“Native plant communities provide a range of ecological functions that are increasingly recognized as valuable for the quality of life in Minnesota and even for human health and safety. Among these functions are water filtration, flood moderation, carbon storage, moderation of water-table level, local temperature moderation, erosion control, and development and enrichment of soil.” In addition, they provide habitat for several thousand plant and animal species. They also played an important role in the development of Minnesota’s cultural history and heritage.”⁵

Appendix B, MRCCA Native Plant Communities, provides more detailed information on the identified Native Plant Communities.

⁴ <http://www.dnr.state.mn.us/npc/index.html>

⁵ <http://www.dnr.state.mn.us/npc/whyimportant.html>

Significant Existing Vegetative Stands: The DNR identified a set of vegetation classes that were deemed significant for the purposes of the Mississippi River Corridor Critical Area (MRCCA), which shares the same boundaries as the Mississippi National River and Recreation Area. The Metropolitan Council describes significant existing vegetative stands as important because:

“This vegetation provides high ecological value in addition to the water quality and scenic values of “natural vegetation.” Ecologically, this vegetation provides species diversity, habitat for endangered and threatened plants (supporting 19 state-listed rare plant species and 15 state-listed rare animal species in the MRCCA), and a continuous corridor where plants and animals can naturally spread and disperse. This latter characteristic is especially important as habitat becomes more fragmented, climate change accelerates, and invasive species increase. In addition, these vegetation areas serve as living remnants of the original native communities that existed in the corridor, even though they do not meet the size and quality criteria to be classified as a Native Plant Community by the MBS.”⁶

The DNR created mapping layers of significant areas based on a National Park Service inventory. Plant communities were considered significant when they were largely intact and connected and contain sufficient representation of the original native plant community to be identifiable as a distinct class.⁷

The following classes are considered significant:⁸

- Central Great Plains Tallgrass Prairie,
- Central Riverine Wetland Vegetation,
- Eastern North American Freshwater Aquatic Vegetation,
- Eastern North American Freshwater Marsh,
- Eastern North American Temperate Cliff,
- Eastern Temperate Wet Shoreline Vegetation,
- Laurentian & Acadian Pine - Oak Forest & Woodland,
- Laurentian-Acadian-Allegheny Alkaline Swamp,
- Midwest Wet Prairie & Wet Meadow,
- North-Central Beech - Maple - Basswood Forest,
- North-Central Oak - Hickory Forest & Woodland,
- Northern & Central Native Ruderal Flooded & Swamp Forest,
- Northern & Central Native Ruderal Forest,

⁶ <https://metro council.org/Handbook/Plan-Elements/Land-Use/MRCCA/Files/PCAs.aspx>

⁷ <https://metro council.org/Handbook/Plan-Elements/Land-Use/MRCCA/Files/PCAs.aspx>

⁸ <https://gisdata.mn.gov/dataset/biota-mrcca-vegetation>

- Northern & Central Ruderal Wet Meadow & Marsh,
- Riverine Mosaic Vegetation,
- Sand & Gravel Tallgrass Prairie,
- Silver Maple - Green Ash - Sycamore Floodplain Forest

The following classes are not considered significant:⁹

- Herbaceous & Woody Developed Vegetation,
- Herbaceous Agricultural Vegetation,
- Northern & Central Ruderal Meadow & Shrubland, Open Water (Non-USNVC), Woody Agricultural Vegetation

⁹ <https://gisdata.mn.gov/dataset/biota-mrcca-vegetation>

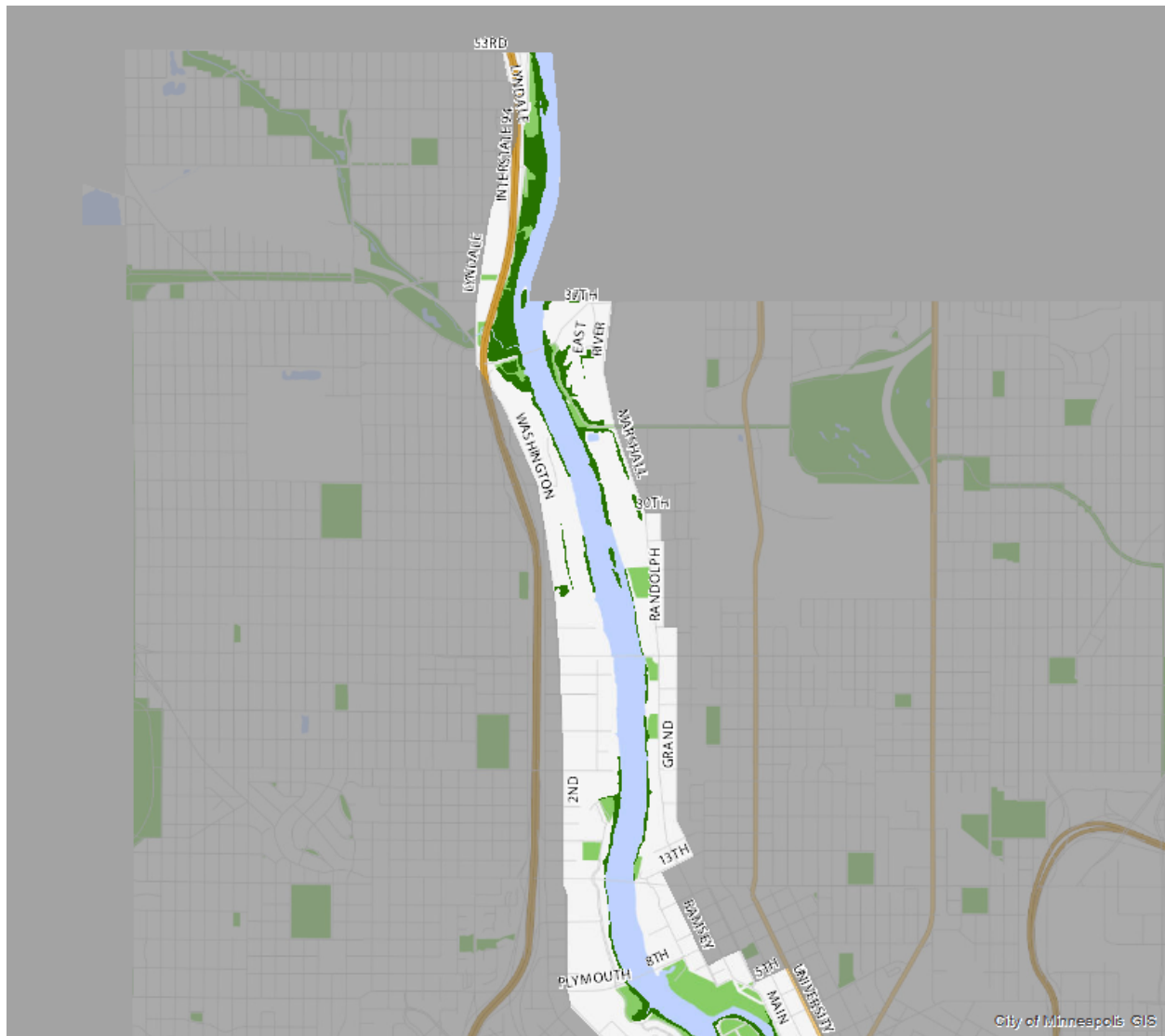



Figure 3-16: Upper River - Native Plant Communities and Significant Existing Vegetative Stands.

Legend of Native Plants and Significant Vegetation

- Native Plants
 Significant Vegetation

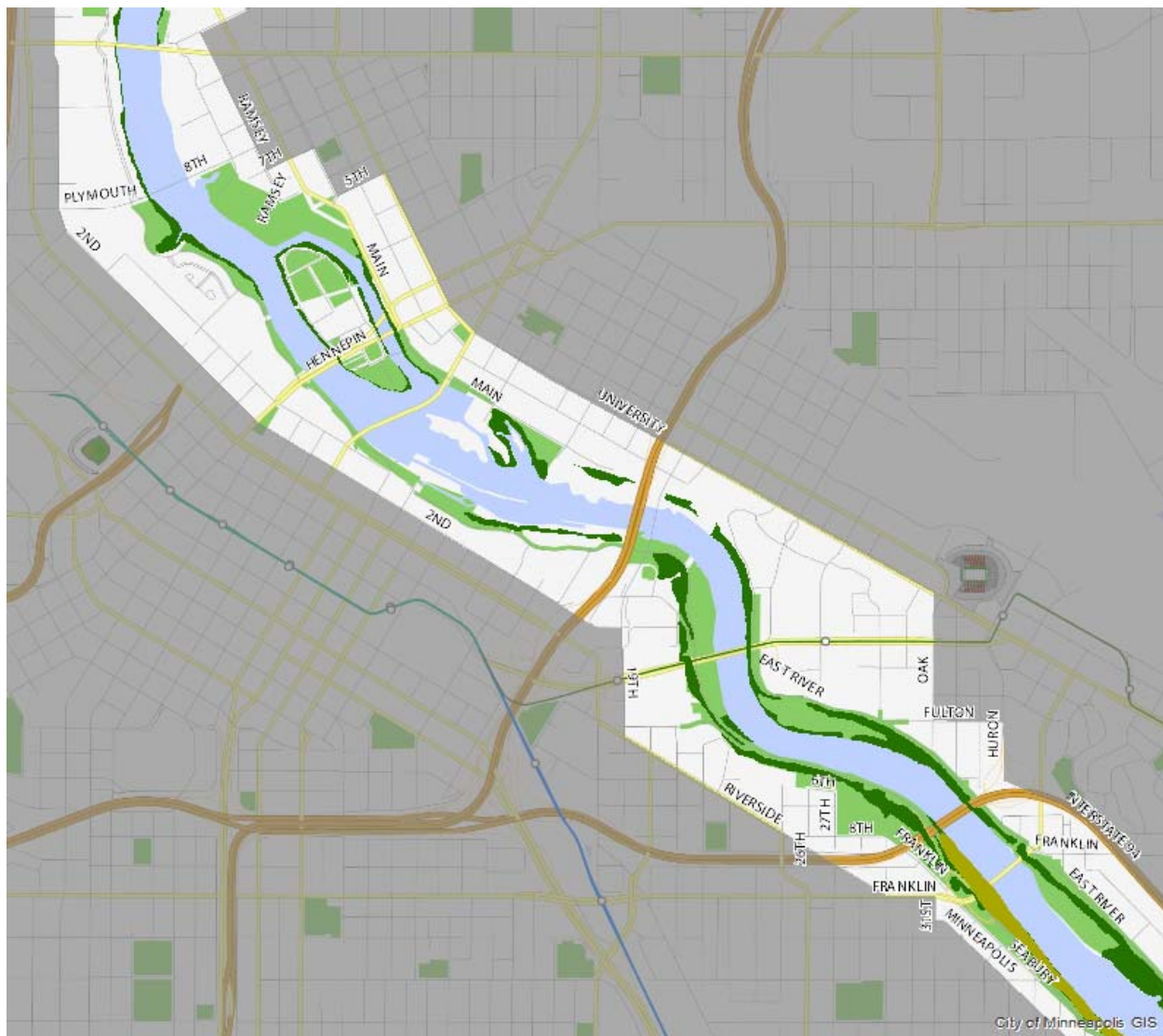


Figure 3-17: Central River - Native Plant Communities and Significant Existing Vegetative Stands.

Legend of Native Plants and Significant Vegeration

- Native Plants
- Significant Vegetation

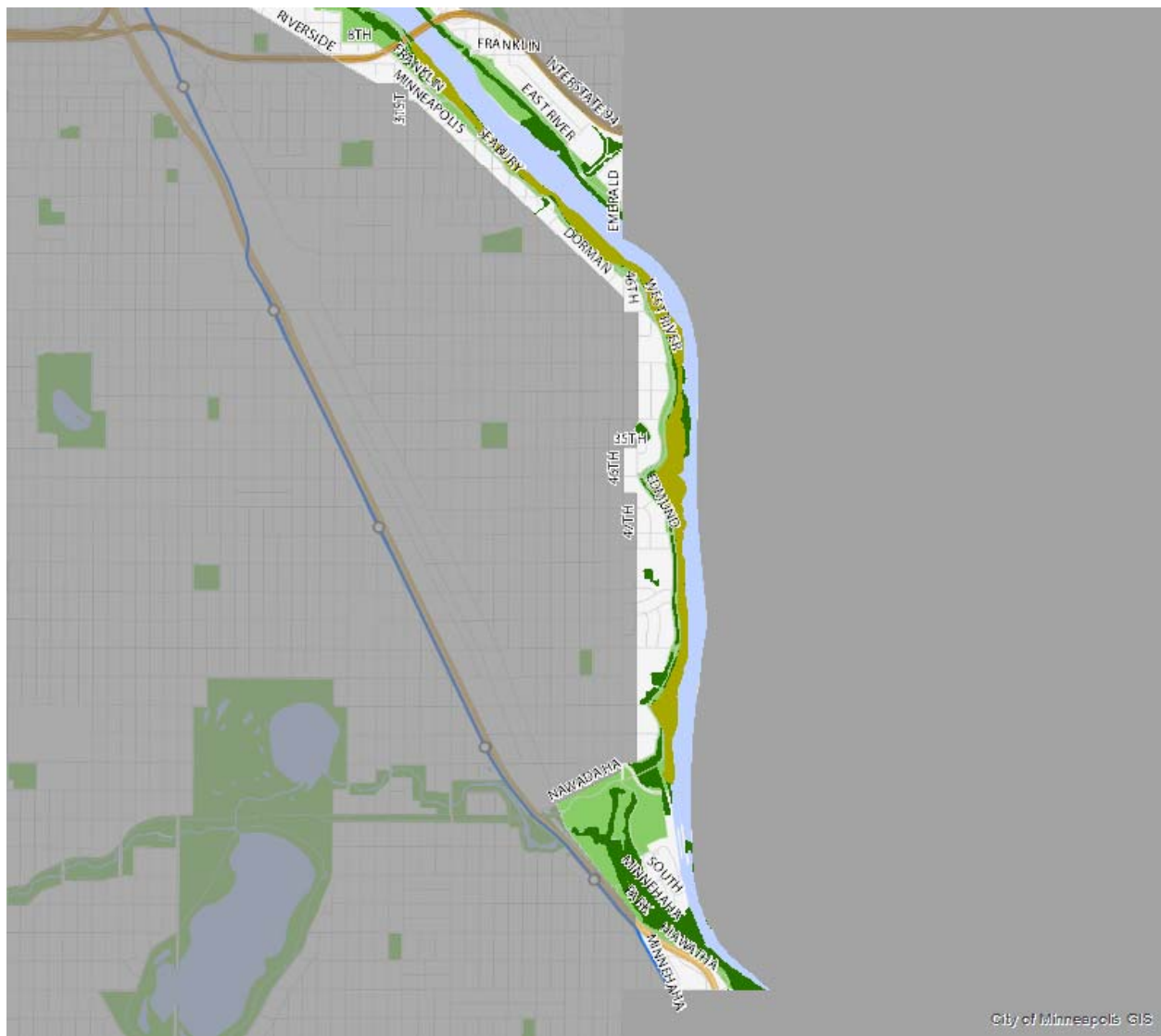


Figure 3-18: Lower Gorge - Native Plant Communities and Significant Existing Vegetative Stands.

Legend of Native Plants and Significant Vegetation

- Native Plants
- Significant Vegetation

Cultural and Historic Properties

St. Anthony Falls has cultural and spiritual significance to the Dakota.¹⁰ Near the banks of the Mississippi River are also many reminders of the settlement of Minneapolis. The river and falls had an important role in transportation and water power and they enabled the important lumber and flour milling industries. Thus, many historically-designated properties are located in the Central Riverfront.

National Historic Landmarks

- Pillsbury A Mill, 301 Main St. S.E.
- Washburn Mill Complex, S. 1st St. & Park Ave.

National Register of Historic Places

- Capellen Memorial Bridge (Franklin Ave. over the Mississippi River)
- Cedar Avenue Bridge (10th Ave. S.E. over the Mississippi River)
- Grace Evangelic Lutheran Church (234 Harvard St. S.E.)
- Grain Belt Beer Sign (4 Island Avenue West)
- Intercity Bridge (Ford Pkwy. over the Mississippi River)
- Lock & Dam No. 2 (Mississippi River north of Lake St.)
- Minneapolis (Grain Belt) Brewing Company (vicinity of Marshall St. & 13th Ave. N.E.)
- Minneapolis Fire Department Repair Shop (24 University Ave. N.E.)
- Minneapolis Warehouse Historic District (roughly bounded by River St., 1st Ave. N., 6th St. N., 2nd Ave. N., 5th St N., 5th Ave. N., 3rd St. N., & 10th Ave. N.)
- Minnehaha Historic District (roughly bounded by Nawadaha Blvd., Hiawatha Ave., Minnehaha Ave., W. 49th St., Minnehaha Creek & the Mississippi River)

¹⁰ <http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/wcmsp-186155.pdf>

- Minnesota Soldiers Home Historic District (roughly bounded by Minnehaha Pkwy., Minnehaha Creek & the Mississippi River)
- St. Anthony Falls Historic District (roughly bounded by 2nd St., 10th Ave. S., 6th Ave. S.E., University Ave., 3rd Ave. N.E., Main St. N.E., & Plymouth Ave.)
- Twin City Rapid Transit Company Steam Plant (12-20 6th Ave. S.E.)
- University of Minnesota Old Campus Historic District (roughly bounded by University Ave. S.E., East River Rd., Pillsbury Dr. S.E. & Church St. S.E.)

Local Landmarks and Historic Districts

- Capellen Memorial Bridge (Franklin Ave. over the Mississippi River)
- Florence Court (1022 University Ave. S.E.)
- Minneapolis (Grain Belt) Brewing Company (vicinity of Marshall St. & 13th Ave. N.E.)
- C.A. Smith Lumber Historic District (4401 and 4400-4430 Lyndale Ave. N.)
- Dinkytown Commercial Historic District (vicinity of 14th Ave. S.E. and 4th St. S.E.)
- Minnehaha Historic District (roughly bounded by Nawadaha Blvd., Hiawatha Ave., Minnehaha Ave., W. 49th St., Minnehaha Creek & the Mississippi River)
- St. Anthony Falls Historic District (roughly bounded by 2nd St., 10th Ave. S., 6th Ave. S.E., University Ave., 3rd Ave. N.E., Main St. N.E., & Plymouth Ave.)
- Warehouse Historic District (roughly bounded by 1st Ave. N., 2nd St. N., 4th Ave. N., 2nd Ave. N. & 6th St. N.)
- University of Minnesota Greek Letter Chapter House Historic District (roughly bounded by University Ave. S.E., 5th St. S.E., 10th Ave. S.E., Harvard St. S.E. & Delaware St. S.E.)

National Civil Engineer Landmarks

- Stone Arch Bridge of the Great Northern Railway (Mississippi River, south of St. Anthony Falls)

Potential Historic Resources

There are also other properties identified as potentially eligible for the NRHP or local designation within various environmental reviews, City files, small area plans, and historic studies or surveys of the City. Some properties that are not considered eligible at the time of writing of this document may be potential resources based on the passage of time or the identification of new information. As a part of the demolition and development review processes, buildings and sites are reviewed to determine if potential historic resources are present before any demolition or redevelopment.

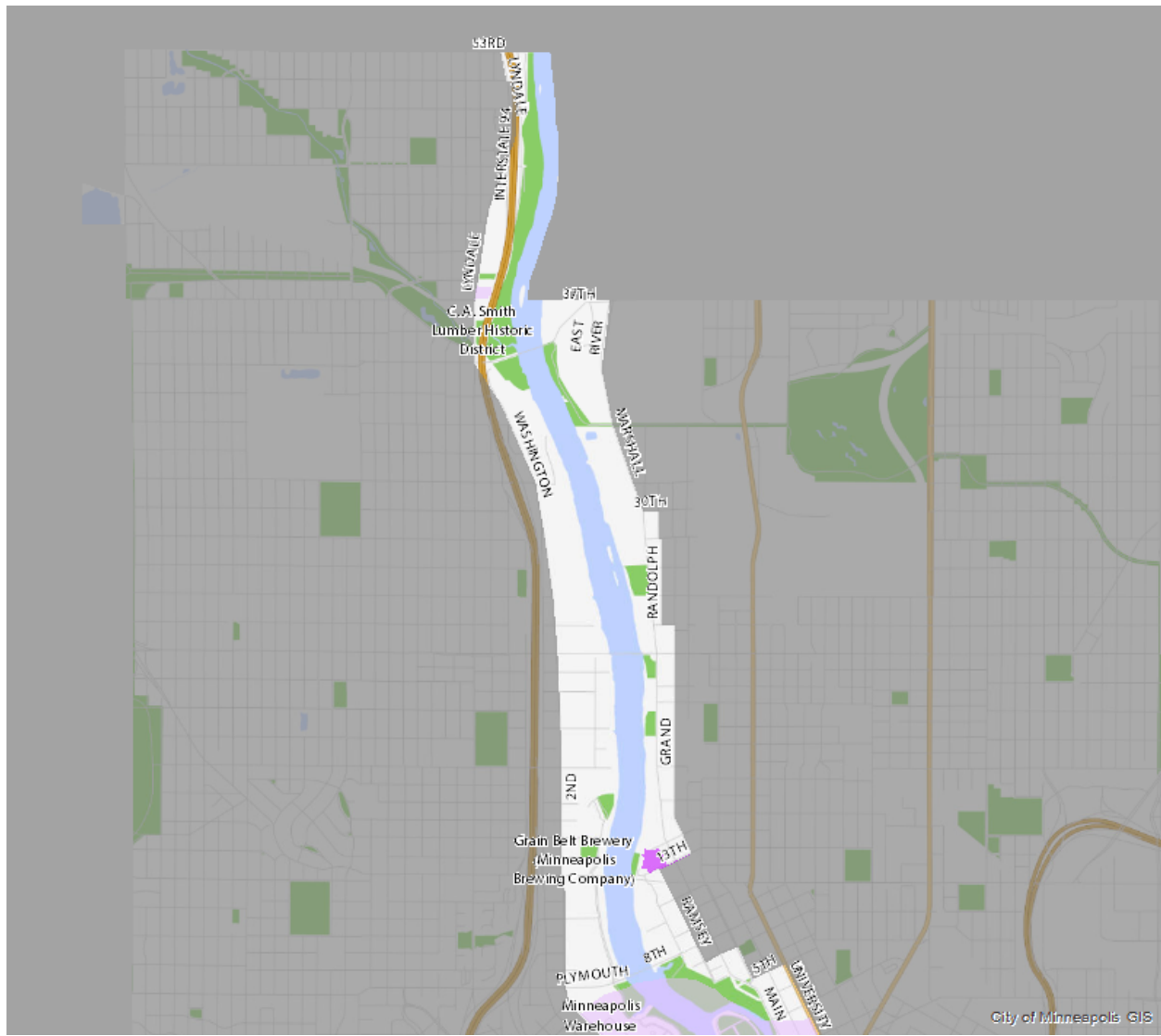


Figure 3-19: Upper River – Historic Districts and Landmarks.

Legend of Locally Designated Historic Landmarks and District:

- Locally Designated Historic Landmark
- Locally Designated Historic District

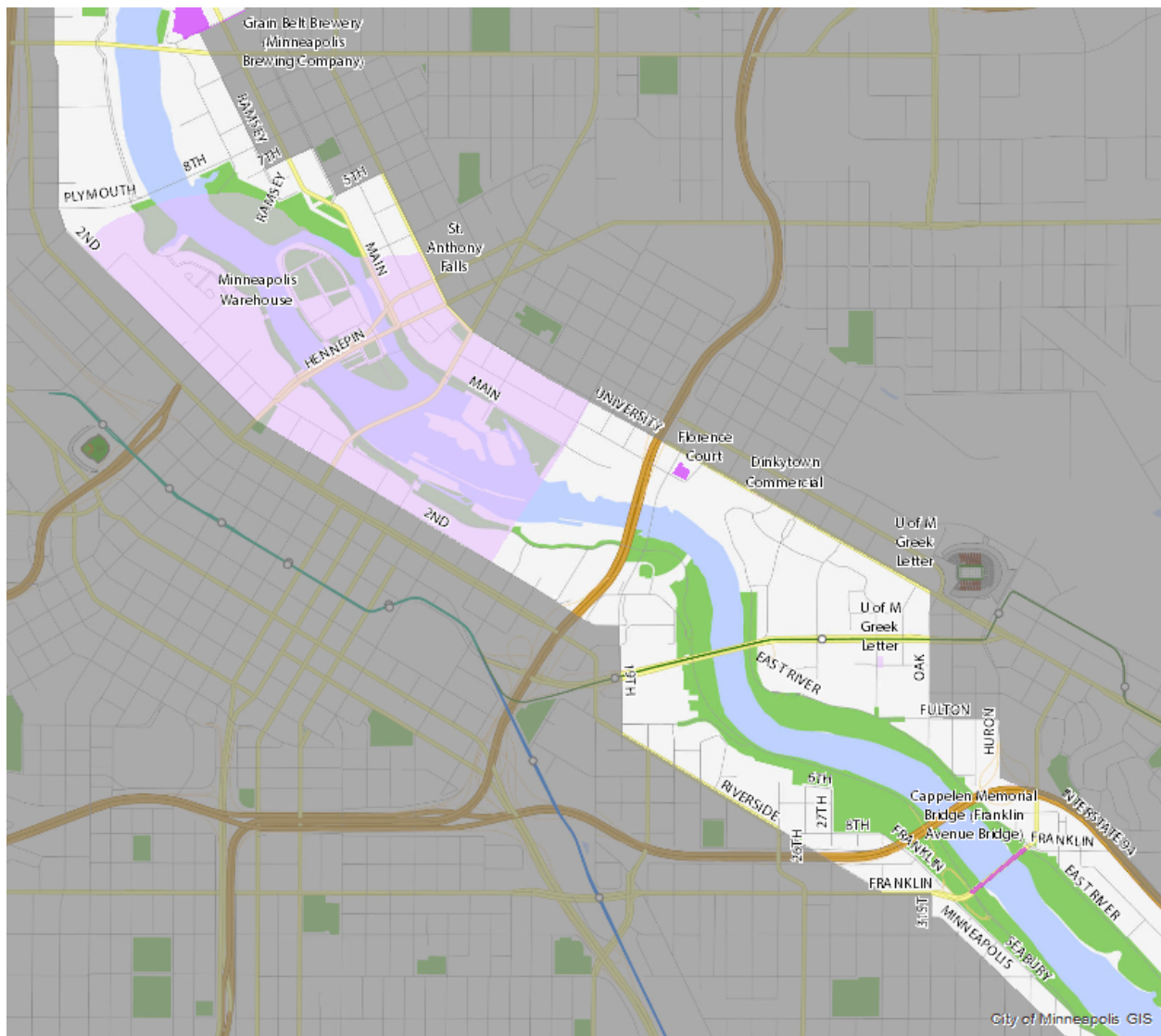


Figure 3-20: Central River – Historic Districts and Landmarks.

Legend of Locally Designated Historic Landmarks and District:

- Locally Designated Historic Landmark
- Locally Designated Historic District

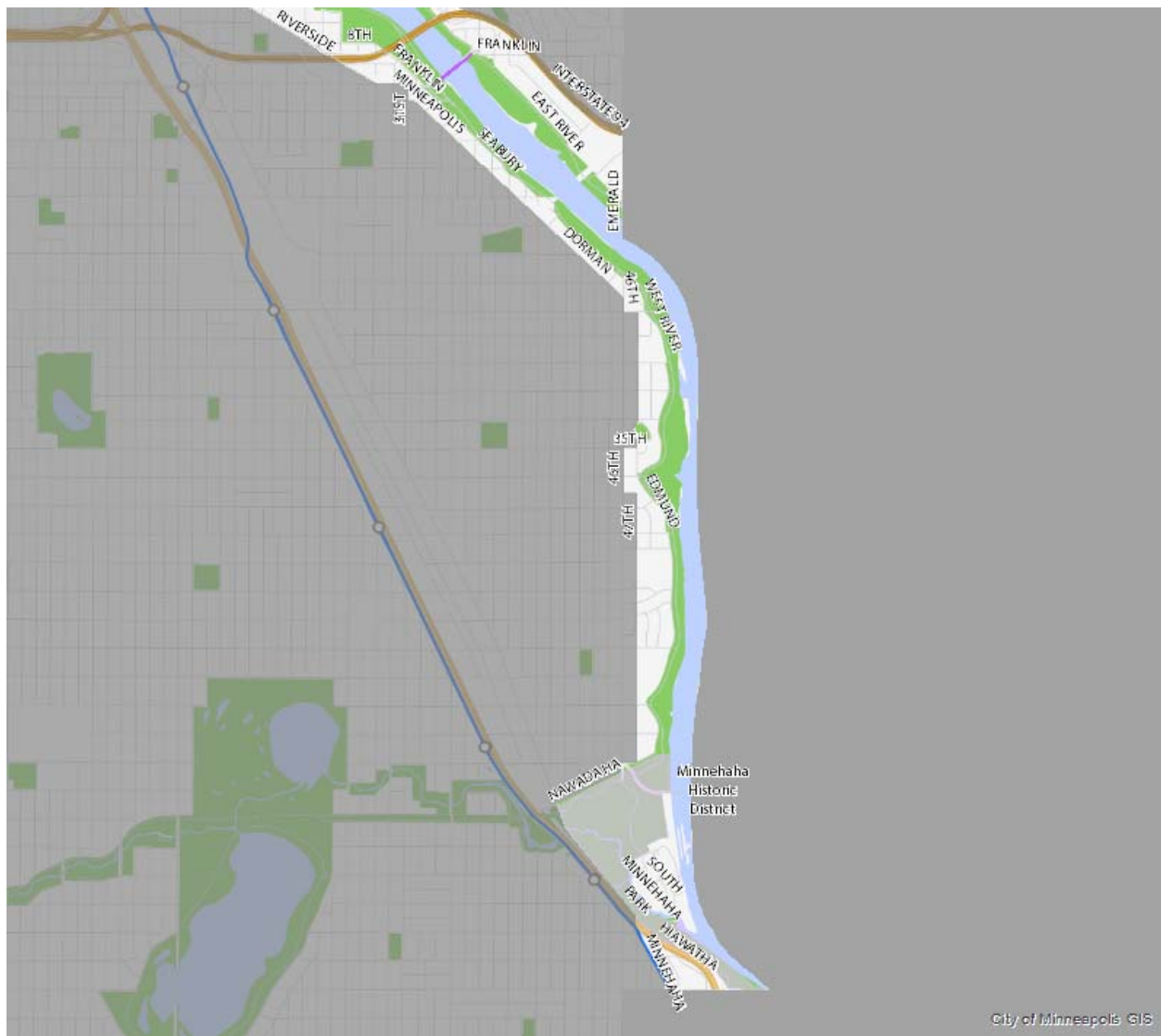


Figure 3-21: Lower Gorge – Historic Districts and Landmarks.

Legend of Locally Designated Historic Landmarks and District:

- Locally Designated Historic Landmark
- Locally Designated Historic District

Gorges

The gorge can be generally described as a valley between the steep hills of the river. The Lower Gorge is generally located between St. Anthony Falls in Minneapolis and the High Bridge in St. Paul. The Lower Gorge is the least-changed section of the river. Its steep, heavily wooded bluffs retain much of their original character. From the water it is difficult in some places to recognize that there is a major city just beyond view. Access to the water is difficult here, but people have worn paths down the slopes, causing some problems. West River Parkway runs along the river down to Minnehaha Park, and from there, a bicycle and pedestrian path extends along and below the bluff to Historic Fort Snelling State Park. Bridal Veil Creek cascades from the bluff near the Franklin Avenue Bridge.

Unstable Soils & Bedrock

Currently there is not an inventory of unstable soils and bedrock in Minneapolis. However, it is reasonable to assume that areas with steep slopes could be unstable. For example, in June of 2014, there was a major landslide on the West River Parkway between Franklin Avenue and 4th Street South. This landslide required a major repair and closed the parkway until September of 2016. Therefore, development or alteration of terrain in or near those areas of steep slopes should be evaluated with regard to the possibility of unstable soils or bedrock. Hennepin County has commissioned an atlas to identify known landslides. When this atlas is completed it will be a resource for the MRCCA in Minneapolis regarding unstable soils and bedrock.

Chapter 4 - Public River Corridor Views

Protecting views of and from the river is an objective of the Critical Area Act. In addition, preserving or improving the appearance of urban development within the Critical Area will also enhance the experience of using the corridor and enjoying the river. Changes in the river corridor should complement the visual characteristics of the river. The first aspect of providing for visual quality along the river is to control and guide actions which might have adverse visual impact. However, this is not intended to prevent development in the MRCCA where shown as appropriate by adopted City plans. Development is not prohibited if it can be seen from the river or if it is in a view corridor, if the development is implemented in conformance with the goals of this and other adopted plans.

Public View Impacts

Each of the three river sections has its own unique built and natural environments that feature prominently in its views. New development should support and highlight these characteristics, while minimizing negative impacts.

Upper Riverfront - The relatively low and gentle slopes that characterize the upper riverfront gave rise to the heavy industrial land uses on both banks. Views along this stretch (St. Anthony Parkway to Boom Island Park) are characterized by easy access to the river's edge and long views to downtown. As land uses diversify into residential and mixed uses, supportive and parallel uses specific to the river access, such as recreation and habitat restoration will complement the existing views and allow for new ones. Existing views could also be improved with overlook structures, stairways, piers, or shoreline walkways. Shoreline edges should focus on reducing erosion and restoring native habitat while occasionally allowing hard edges for direct water access at key locations. New development should improve views by providing a striking background to the river's shoreline; care should be taken that views of downtown from prime locations are not significantly obstructed by larger buildings.

Central Riverfront - The central riverfront in downtown Minneapolis is a dramatic showcase of history, culture, infrastructure, architecture, and geology. Views here (Hennepin Avenue Bridge to East River Flats Park) often offer 360 degrees of breath-taking sights, drawing tourists and locals alike in all seasons. The current river edge conditions vary a great degree from a formal, European-style edge along West River Parkway near the Hennepin Avenue Bridge to the wild, untidy ruins at Father Hennepin Park. It is very difficult to access the river's edge in this area, which is especially unfortunate given its unique potential for seeing and experiencing the power of the river. The central riverfront could be greatly improved with more and better access to the water, which could be accomplished through structured river edges and new

locations for unique downtown experiences along the riverfront, such as outdoor dining, strolling, boating, and places to sit and enjoy the views. Both the built and natural environments here offer a substantial degree of enclosure along the riverfront with tall buildings atop bluffs. New development should respond to this context with a height, bulk, and form that is in keeping with a major metropolitan downtown and historic district, as this will reinforce and enhance the strengths of existing views.

Lower Gorge - The lower gorge's steep bluffs, wooded river bottoms, hidden sand beaches, and picturesque bridges offer a strong and quiet refuge in the heart of a major metropolitan area. The most dramatic views are from its bridges (Franklin Bridge to Ford Bridge), but there are also notable views from the river edges at the base of the bluffs, though access here is difficult. In order to accentuate its existing natural environment -- which contributes so prominently to the views -- native plant communities and bluffs should continue to be preserved and restored. Existing stairs and trails that access the river edge and existing overlooks should be maintained and improved for accessibility. Certain views would benefit from the thoughtful trimming of overgrown vegetation at key locations. Given the gorge's unique qualities, tall buildings situated close to the bluffs that tower over the tree line and feature prominently in identified views would negatively impact the area.

Public View Corridor Identification

The public view corridors in this plan include those identified in City adopted plans and historic district guidelines. In addition, further view corridors toward the river were identified from public property, historic properties, and bridge overlooks. Also, views toward bluffs from the ordinary high water level of the opposite shore and from public parks and bridge overlooks were included. There may be other view corridors that individuals deem important or enjoy that may not be able to be included in this plan for various policy reasons. See Figures 4-1 through 4-3 for locations of public river corridor views. A narrative, map and pictures are provided in Figure 4-4, MRCCA Public River View Corridors.

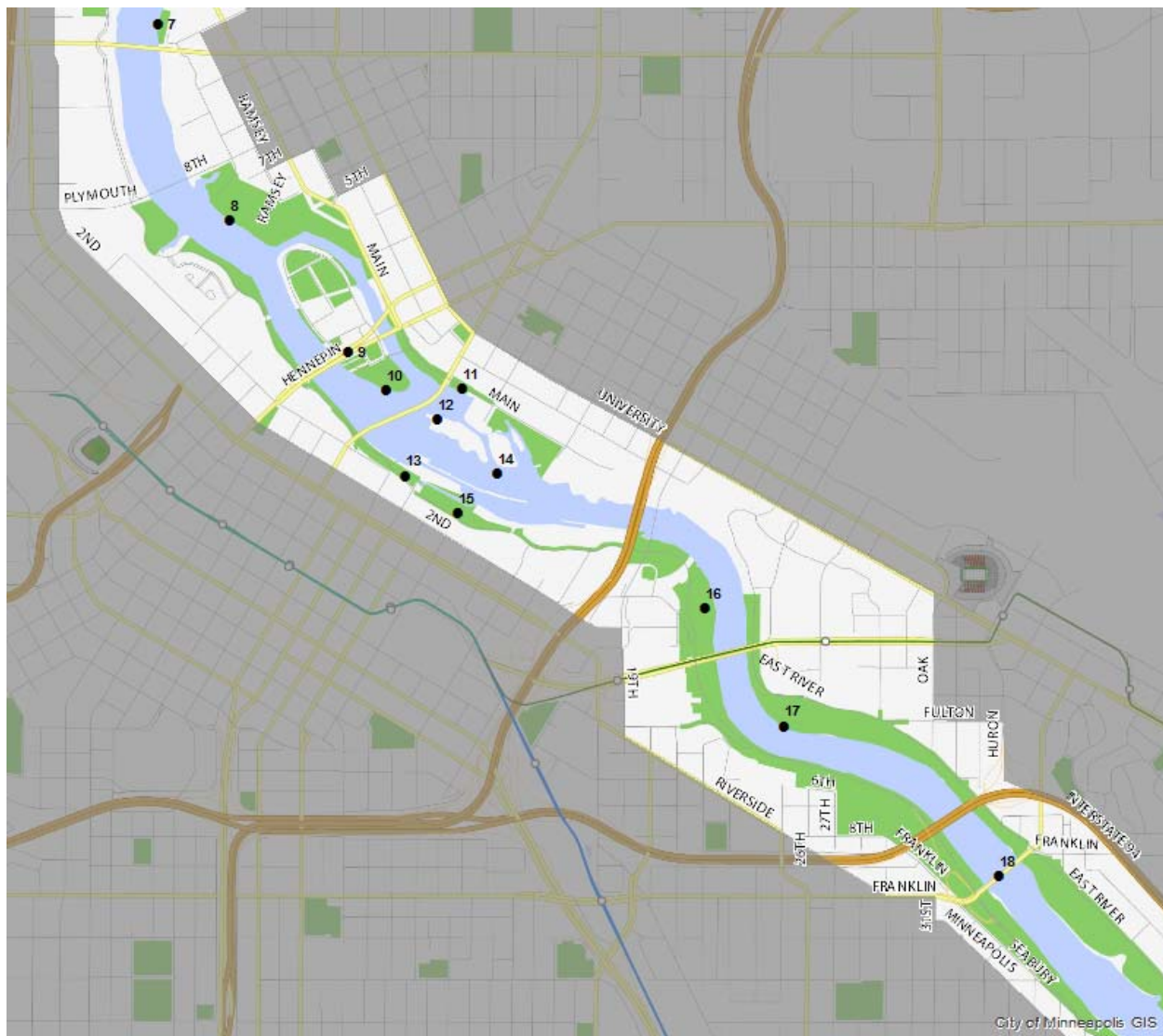


Figure 4-2: Central River - Public River Corridor Views

Legend of Public River Corridor Views

- Identified View

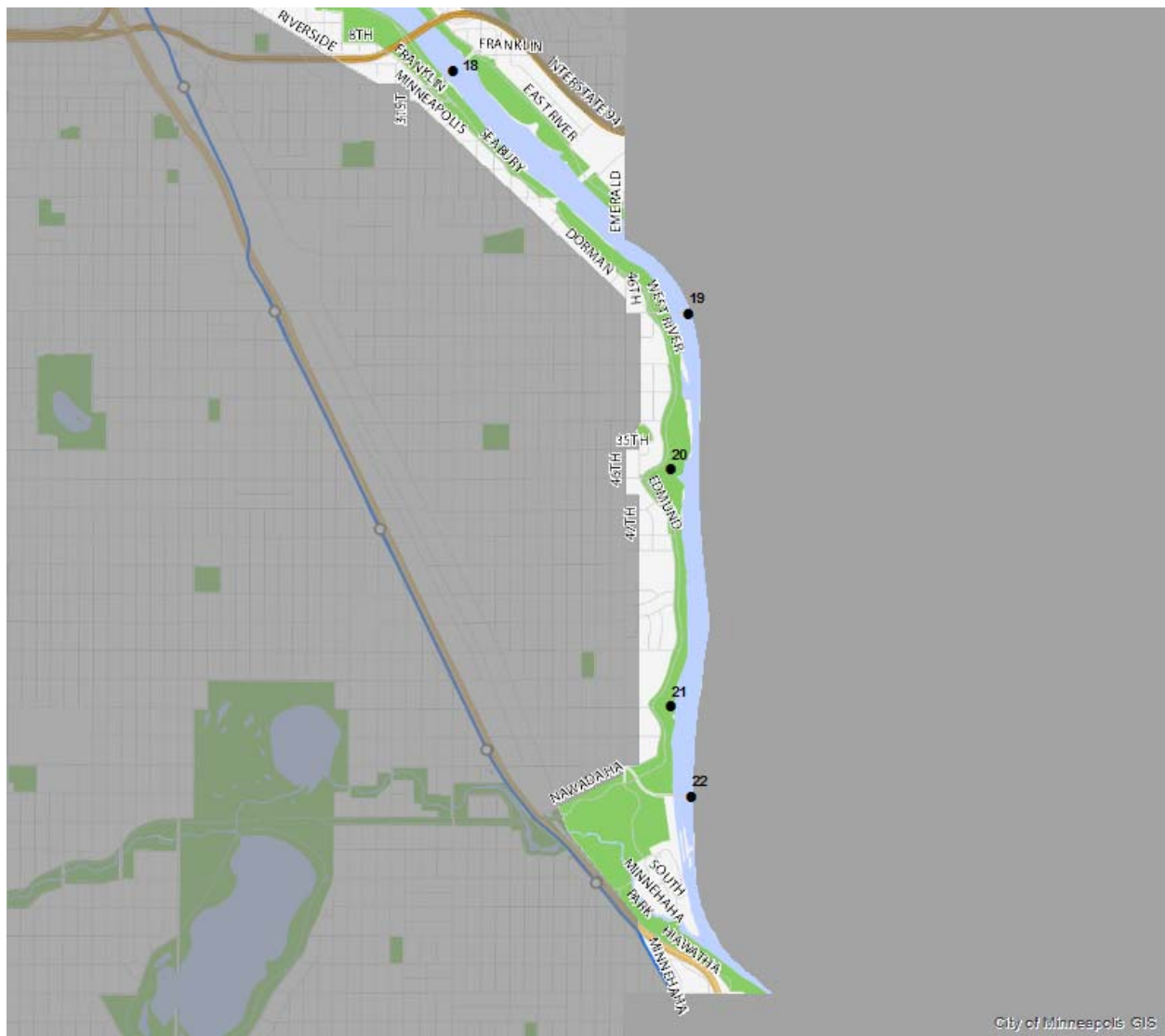


Figure 4-3: Lower Gorge - Public River Corridor Views

Legend of Public River Corridor Views

- Identified View

Figure 4-4: MRCCA Public River Corridor Views

1. St. Anthony Parkway

The Grand Rounds Trail along St. Anthony Parkway provides a scenic view of the river's west bank. Upstream is a view of an historic railroad bridge, while downstream is a unique scene which contains the downtown skyline, Lowry Bridge and visually-interesting structures at Upper Harbor Terminal. In warmer seasons these views may be hindered by the shoreline vegetation. The riverbank offers several locations for a prospective overlook or promenade along the river for public access.



2. Marshall Terrace Park

Views from Marshall Terrace Park were identified in the Above the Falls: Upper River Master Plan for Minneapolis due to its high banks and good observation points. The western border of the park offers expansive views, to the south is the downtown skyline and Lowry Bridge and to the north are views of the upstream islands. The islands are home to Blue Herons, Sandpipers and Peregrine Falcons adding an ecological element to the views. Marshall Terrace Park has existing infrastructure allowing the public access to the riverbank to enjoy the views and marking the park as a destination for birdwatchers.



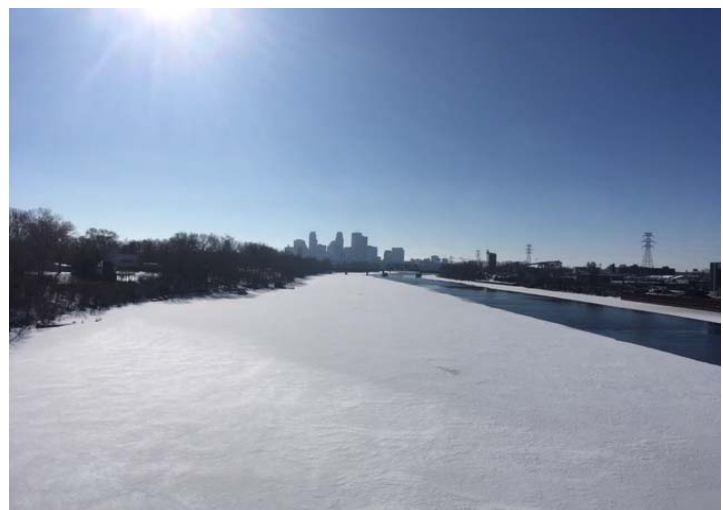
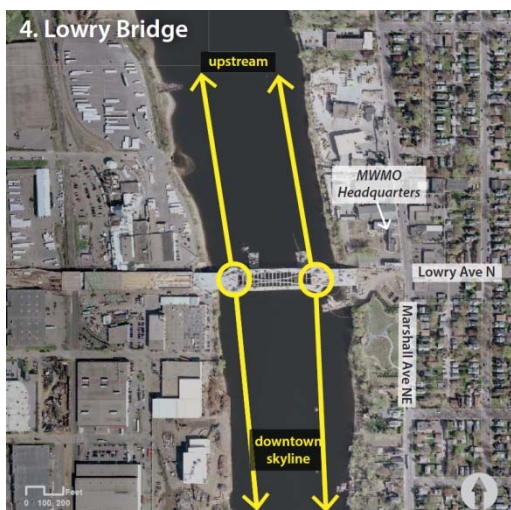
3. Mississippi Watershed Management Organization (MWMO)

The Mississippi Watershed Management Organization (MWMO) provides the public a wonderful opportunity to learn about the health of the Mississippi River while accessing views of river. This location gives the public an up close and personal view of the Lowry Bridge, especially when the bridge is lit at night. A section of the downtown skyline can be viewed underneath the bridge while standing on the riverbank.



4. Lowry Avenue Bridge Lookout

The Lowry Avenue Bridge has four lookout spaces - two facing north and two facing south - which offer unobstructed elevated view corridors of the Mississippi River in both directions. Upstream are views of multiple bridges, parkland, Upper Harbor Terminal, the “bird sanctuary” islands and Betty Danger’s famous Ferris wheel to the east. Downstream has a wide and central view of the entire downtown skyline. The banks on both sides of the river present opportunities for visual enhancements.



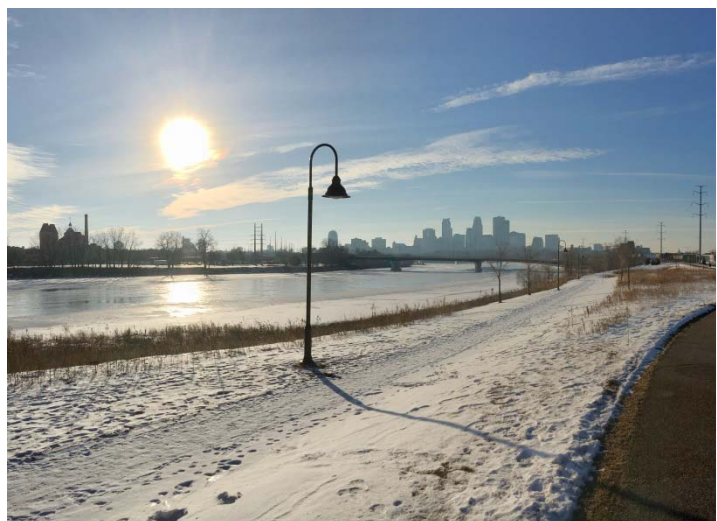
5. Edgewater Park

Adjacent to the Lowry Avenue Bridge, Edgewater Park grants the public clear views of the bridge and a slight view of downtown from its high bank outlook. In warmer seasons views of downtown are hindered by the overgrown shoreline vegetation. Pruning measures could improve the view shed in the future. Across the river, on the west bank are possible opportunities to create landscapes which add visual interest to the shoreline and enhance the view.



6. Orvin "Ole" Olson Park

Orvin "Ole" Olson Park has an expansive unobstructed view downstream of the entire downtown skyline. On the east bank the public has views of the shoreline, the landmark sculpture in Sheridan Memorial Park and the historic Grain Belt Towers in the distance. Although the view upstream is hindered, there is a direct view of the historic railroad bridge. The park's low elevation allows the public to hear the sounds of the river and feel close to the water. In the *RiverFirst* report, the potential Great Northern Greenway River Link along the west riverbank could possibly extend access of these views further upstream.



7. Sheridan Memorial Park

Sheridan Memorial Park is home to a marvelous tribute to our city's fallen soldiers and lovely views of Mississippi River from the east bank. Serene views of the historical railroad bridge to the north, Orvin "Ole" Olson Park and the shoreline to the west and the West Broadway Bridge and downtown's skyline to the south are visible from this location. Sheridan Memorial Park's proximity and openness to the river allows visitors and its adjacent commerce community to connect to the river.



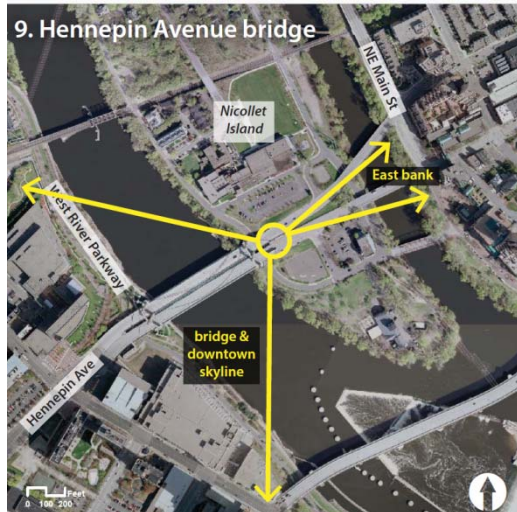
8. Boom Island Park

Boom Island Park was identified in the St. Anthony Falls Historic District Design Guidelines due to its expansive unhindered views of downtown Minneapolis. As with Sheridan Memorial Park, Boom Island also has close proximity and openness to the riverbank allowing visitors to fish or take photos from the outlooks. Boom Island is even home to a lighthouse at the northern portion of the park. To the north the public can view upstream, the lighthouse and Plymouth Avenue Bridge. To the west are views of the shoreline's floodplain forest and to the south is the entire downtown skyline with a railroad bridge in the background. The variety of visual features adds to the sightseeing experience at this location.



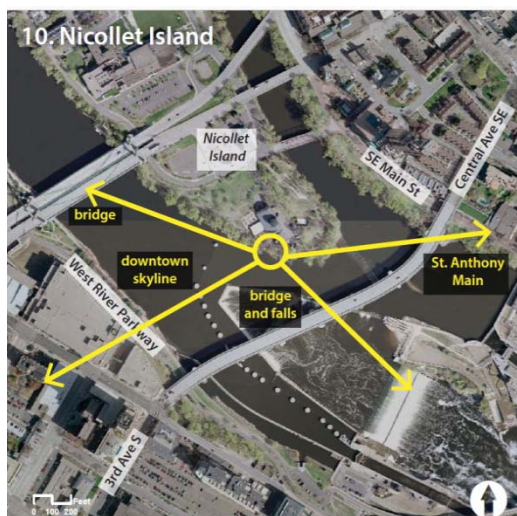
9. Hennepin Avenue Bridge

The Hennepin Avenue Bridge provides clear elevated views of the river's east and west banks, as noted in the St. Anthony Falls Historic District Design Guidelines. Upstream are views of Nicollet Island, the architectural frame of an old railroad bridge, natural vegetation along West River Parkway and the historic Grain Belt Beer sign towering over the natural riparian buffer. Downstream is a wide view of the entire downtown sector including the US Bank Stadium, the Guthrie Theater, the Horseshoe portion of St. Anthony Falls and 3rd Avenue Bridge.



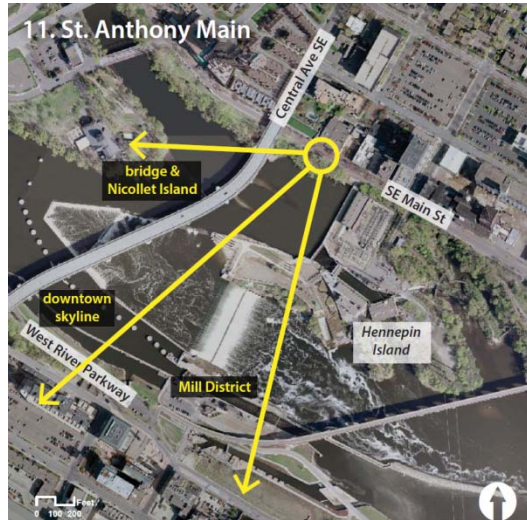
10. Nicollet Island

The southern tip of Nicollet Island was noted in the St. Anthony Falls Historic District Design Guidelines being a key view opportunity along the river. Located in the center of the Mississippi above St. Anthony Falls, this site provides a one of a kind experience to view the city and the Mississippi from the river itself. The public will get a human scale perspective of the Hennepin Avenue Bridge, the downtown skyline, St. Anthony Falls and commerce on St. Anthony Main. Likewise, looking south, the public will get an up close view of the architectural arches and details of the 3rd Avenue Bridge.



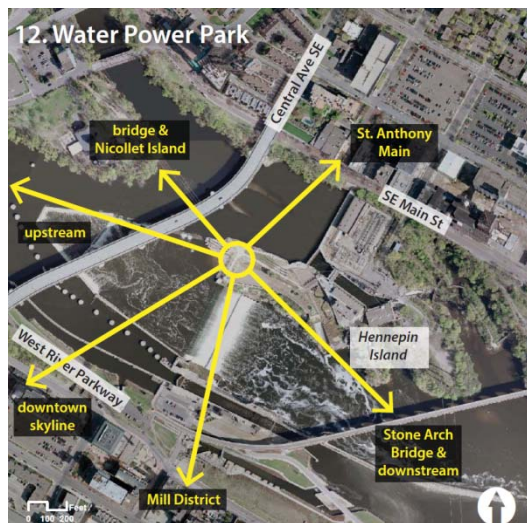
11. St. Anthony Main

The St. Anthony Falls Historic District Design Guidelines selected St. Anthony Main on the east riverbank as a key viewpoint site. Its openness to the river gives people strolling or dining on Southeast Main Street a tranquil scene of the west riverbank, filled with views of the downtown skyline, Water Power Park, Nicollet Island, Mill District, 3rd Avenue Bridge and the landmark Stone Arch Bridge.



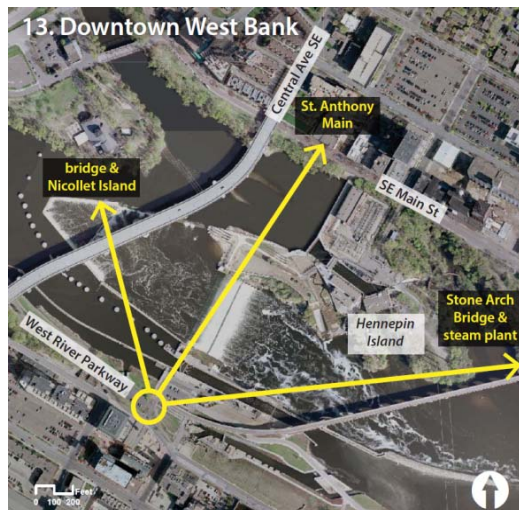
12. Water Power Park

Water Power Park was identified in the St. Anthony Falls Historic District Design Guidelines due to views from Hennepin Island in all directions. The northern tip of Water Power Park provides the public with a rare, unobstructed, 360-degree views of the core of the city while located in the middle of the Mighty Mississippi River. The view highlights both the east and west banks of the river consisting of the downtown skyline, Mill District, the University of Minnesota campus, Stone Arch Bridge and St. Anthony Falls, the only natural waterfall on the Mississippi River.



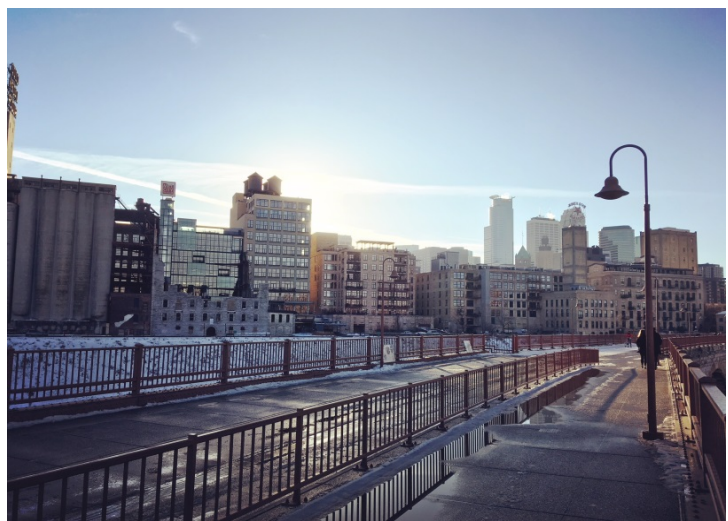
13. Downtown West Bank

The St. Anthony Falls Historic District Design Guidelines and *RiverFirst* Report acknowledged the Downtown West Bank as a critical location for river views. The future home of Water Works Park has a view shed of Nicollet Island, 3rd Avenue Bridge, St. Anthony Falls and Water Power Park, the east riverbank by St. Anthony Main, Hennepin Island, Stone Arch Bridge and the steam plant.



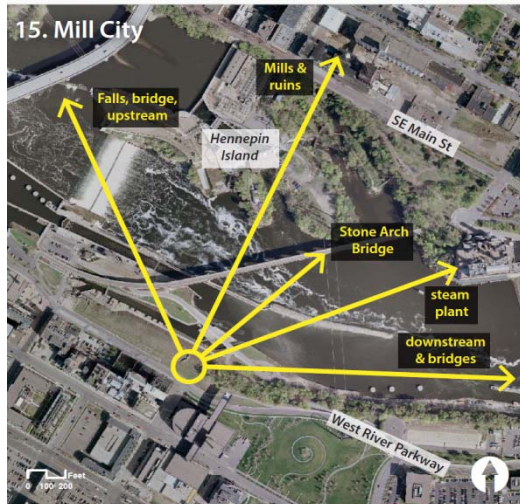
14. Stone Arch Bridge

The Stone Arch Bridge is a historic landmark in Minneapolis and its views were noted in the St. Anthony Falls Historic District Design Guidelines. The Stone Arch Bridge gives its visitors an elevated unobstructed view of the river from all angles, branding it as a city destination. It is the best place in the city to encounter the power of St. Anthony Falls and to see the natural beauty of Father Hennepin Bluff Park in one location. The river views of both the east and west banks consist of the Hennepin Avenue Bridge, the downtown skyline, Mill City District, Mills Ruins Park, the University of Minnesota campus, Water Power Park, Hennepin Island, Interstate 35 Bridge, Gold Medal Park, the steam plant and as noted St. Anthony Falls. In addition to an intimate view of the massive St. Anthony Falls' Lock and Dam which gives visitors a historic perspective of how the river has been altered over time.



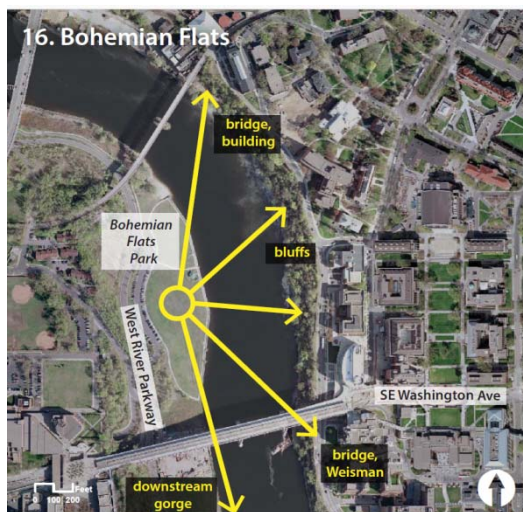
15. Mill City District

The Mill City District was identified in the St. Anthony Falls Historic District Design Guidelines due to its view shed of the river. In addition, there are views of the Stone Arch Bridge, St. Anthony Falls' Lock and Dam, Hennepin Island, and the University of Minnesota campus on the east riverbank. The site has a first-hand view of Mill Ruins Park which allows visitors to experience river history through the preservation an old mill site.



16. Bohemian Flats

Bohemian Flats Park offers the public an upfront and clear view of the towering bluffs on the east bank. The naturally vegetated landscape is crowned with the skyline of the University of Minnesota Medical Center East Bank campus. Upstream is the Northern Pacific Pedestrian Bridge and views of the campus. Downstream are views of the iconic Fredrick R. Weisman Art Museum, the gorge and the Washington Avenue Bridge. The park's location on the river- south of the falls and dams- allows for docking large boats which adds a unique element to the overall view.



17. East River Flats Park

East River Flats Park is one of the few places in which the public has direct access to the river itself. Home to the University of Minnesota's Boathouse, the riverbank serves as a public launching spot for canoes, kayaks and rowboats. The park is surrounded by stunning vegetated bluffs to its east and across the river to the west. An expansive view shed includes multiple bridges and the gorge up and downstream.



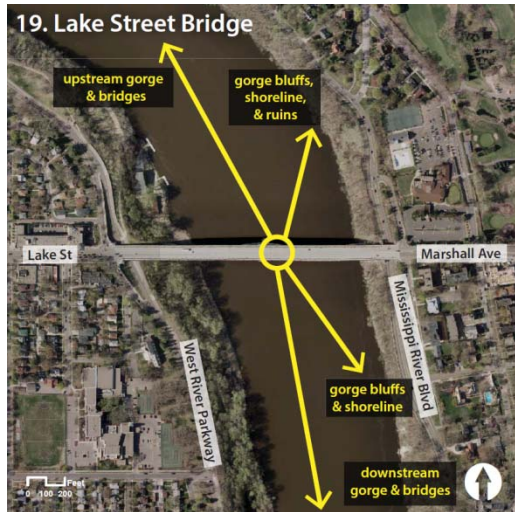
18. Franklin Avenue Bridge

The Franklin Avenue Bridge marks the transition of the riverbanks shifting from a predominantly urban landscape to a natural intact character heading downstream. The divergent panorama includes an expansive view upstream of the city's bustling downtown and the University of Minnesota's campuses located on both sides of the river. Downstream reveals a peaceful view of the vegetated bluffs, exposed riverbanks and hiking trails.



19. Lake Street Bridge

The Lake Street Bridge provides a broad 360-degree view of the vegetated shoreline and bluffs along the Mississippi River. Longfellow Beach, Ford Bridge and the depths of the Mississippi Gorge are seen downstream. Upstream views take in the architectural features of Franklin Avenue Bridge and the Minneapolis Rowing Club Building. Upon a closer look at the east bank, ruins of the old Meeker's Island Lock and Dam can be seen.



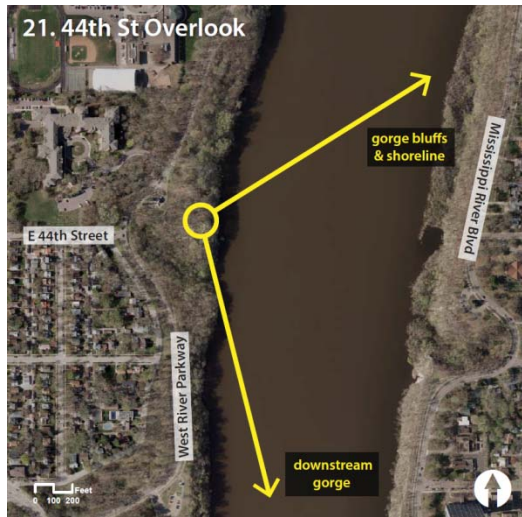
20. 36th Street Overlook

The 36th Street Overlook is a rare view due to its position to look down upon the concealed Mississippi Gorge. The views consist of gorge, bluffs and shorelines up and downstream along the east riverbank. Unlike further upstream the entire view across the river is intact vegetated landscape growing on the bluffs.



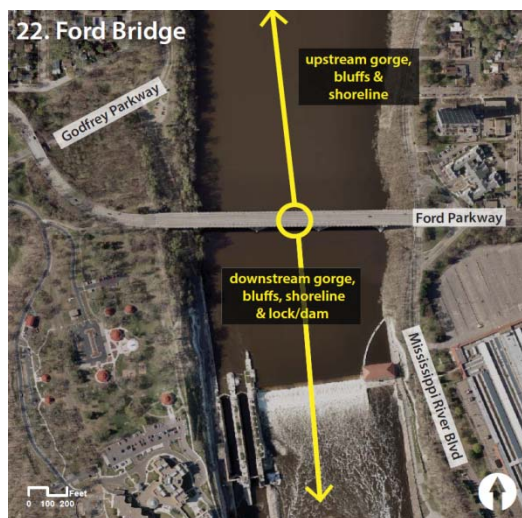
21. 44th Street Overlook

The 44th Street Overlook at Winchell Trail is an elevated outlook on top of the bluffs on the west riverbank. Similar to the 36th Street overlook, the viewer will see the gorge, bluffs and shoreline up and downstream along the east bank. Most of the landscape is unaltered and minimal views of development can be seen from this location. In warmer seasons these views maybe hindered by the bluff's vegetated canopy.



22. Ford Bridge

The Ford Parkway Bridge towers over the river showing wide and clear views downstream of the lock and dam, Minnehaha Regional Park, the Minnesota Veterans Home campus and the Ford steam plant. The vegetated bluffs are punctuated throughout with sights of rooftops and church steeples. Upstream is a charming view of unscathed and natural landscape on both sides of the riverbank, from the bluffs to shoreline.



Chapter 5 - Restoration Priorities

Framework to Identify Vegetation Restoration Activities

Restoration priorities include restoration of natural vegetation, erosion prevention, bank and slope stabilization, or other restoration activities. Development and redevelopment activities represent opportunities to restore natural vegetation, prevent erosion, and stabilize slopes. These actions will maintain and improve resource integrity and water quality.

During any development process it is important to protect existing vegetation and to restore it where it is removed. Where vegetation does not exist, development activities should seek to restore vegetation. The protection, replacement, or restoration of vegetation does not prohibit development, but assumes those restoration activities occur in conjunction with the development and in conformance with the policies of this plan.

The maps in Figures 5-1 through 5-3 provide a starting point for determining where and what types of restoration activities may be appropriate. However, they are not an exact study of the corridor, so development activities on individual sites should be evaluated for conformance with the goals of this plan and other adopted plans and ordinances as a part of the development review process.

Existing native plants and areas of significant vegetation are represented by the color green on the maps. Where native plants and significant vegetation is mapped (or actually present) it will be important to protect those areas during development activities, or restore them if removed. Shore impact zones, bluff impact zones, wetlands, and floodplains, where native plants and significant vegetation are not present, are represented by the color yellow on the maps. They are candidates for the restoration of natural vegetation. However, a site specific evaluation is necessary to determine where on a specific site protection or restoration activities should occur.

Identified Vegetation Restoration Opportunity

Based on guidance from the Metropolitan Council and DNR for preparing the MRCCA Plan, a mapping exercise was completed to identify specific vegetation restoration priorities. First it identified areas located in the flood hazard, bluff impact zone, and shore impact zone that do not have native plant communities. Second, areas with existing development, existing or proposed public access infrastructure (boardwalk, dock or outlook platform), existing or proposed view corridors, or that are candidates for development were excluded. The focus was then narrowed to public land where the health of the river could be greatly improved if native vegetation was restored. This exercise identified an area at Boom Island and BF Nelson Park as

a priority for native plant restoration and is represented by the color pink on the map in Figure 5-2 and as described in the following paragraphs.

The southern edge of Boom Island Park and adjacent BF Nelson Park is a portion of the outside river bend, which flows around the northern and eastern edge of Nicollet Island. Due to higher velocity in water flows, strong winds and ice, this outside bend is prone to erosion and deeper water levels. Vegetation restoration such as a riparian buffer or wetland can reduce erosion by protecting and stabilizing the riverbank. The riparian buffer would also serve as a retention basin to mitigate floodwater.

The site was formerly used for manufacturing and does contain buried industrial waste. Currently the riverbank is within the floodplain and a part of the shore impact zone. The landscape has existing vegetation, but no signs of native plant communities. Topographically, the site is among the lowest lying land within the Mississippi Watershed causing it to be a discharge location for excess runoff moving towards the river. Restoring native vegetation would reestablish an ecosystem that cleans and improve the quality of water before it is deposited into the river; along with remediating contaminated soils on the site.

A unique feature of the site is its seemingly remote scenery due to its location between Nicollet Island, the Mississippi River and acres of parkland. From the pathways and trails glimpses of urban life can be spotted beyond the tree line looking down river. The site's seclusion provides a rare opportunity to support a diverse habitat of plant, insect and animal species within the city's core that would ultimately function without any major interference from the public.

Other Restoration Activities

Erosion control, bank and slope stabilization, or other restoration activities are necessary to protect resources in the corridor. A specific city wide inventory has not been developed to identify where these activities will be necessary. Therefore, when development occurs sites should be evaluated to consider these items. Other restoration candidates have been identified in adopted MPRB plans (discussed in Chapter 6 of this plan) that would be implemented when park development or improvements occur.

In general, when redevelopment occurs restoration activities should be completed in conjunction with development. All development in the City is required to comply with the City's stormwater management and erosion control ordinances. Hennepin County has commissioned an atlas to identify known landslides. When this atlas is completed it will be a resource for the MRCCA in Minneapolis regarding unstable soils and bedrock. Where the river edge has been altered, river bank restoration should occur. However, there are areas in the central riverfront, or Upper Harbor Terminal, where an existing hard edge to the river can be maintained.

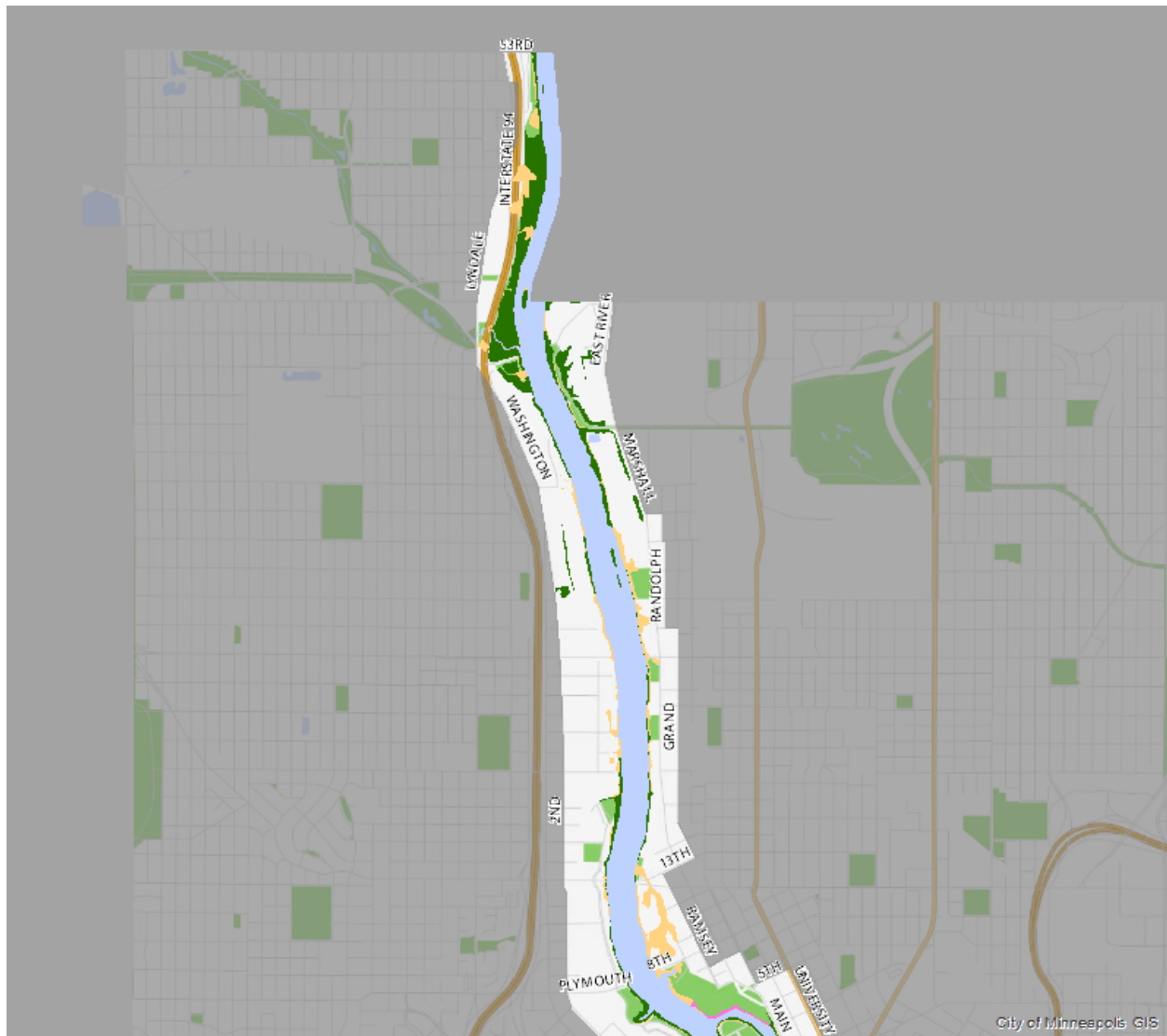


Figure 5-1: Upper River – Restoration Priorities.

Legend of Vegetation Restoration Priorities

- Native Plants and Significant Vegetation
- Shore and Bluff Impact Zones, Floodplains, and Wetlands
- Identified Restoration Priority

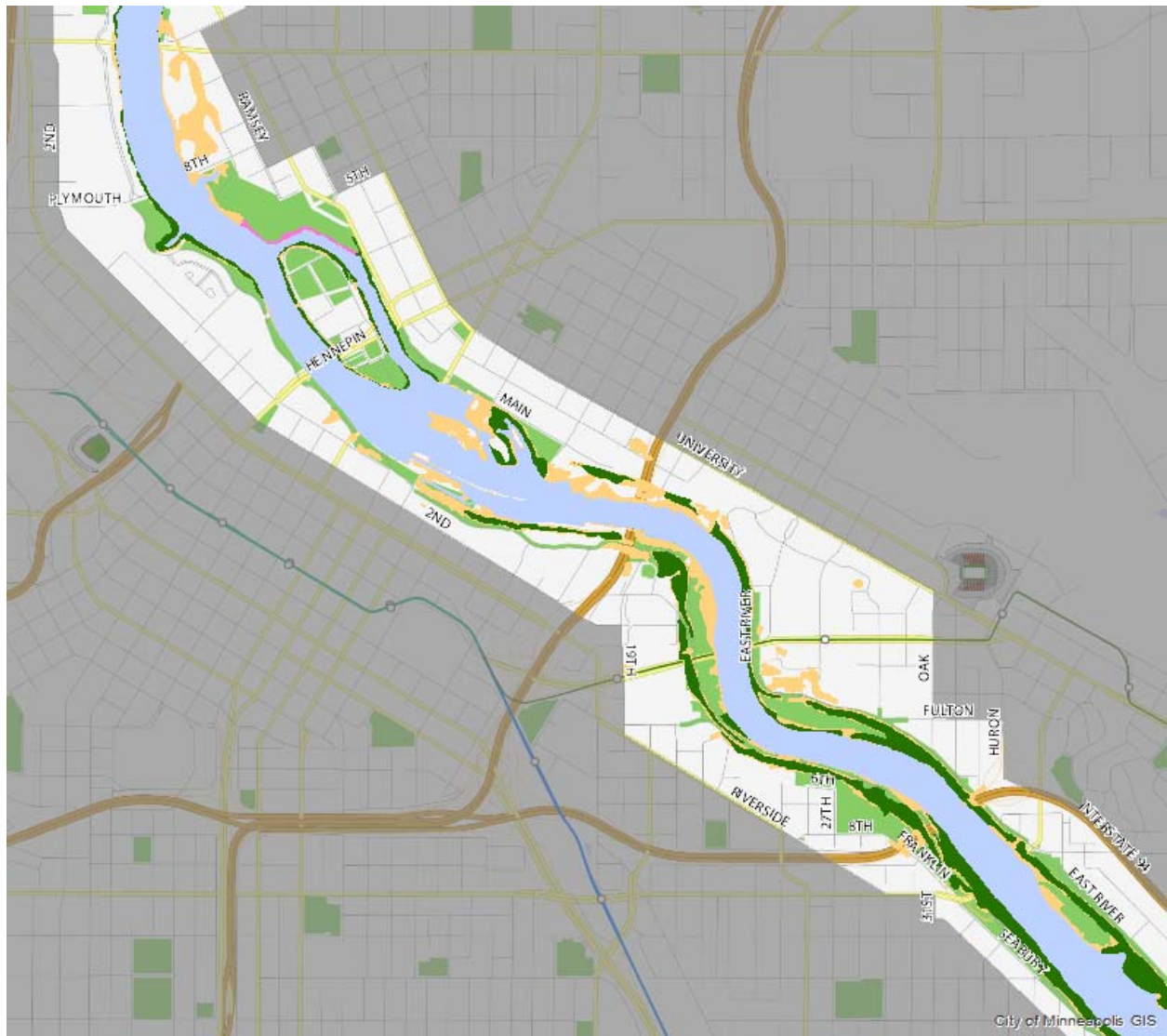


Figure 5-2: Central River – Restoration Priorities.

Legend of Vegetation Restoration Priorities

- Native Plants and Significant Vegetation
- Shore and Bluff Impact Zones, Floodplains, and Wetlands
- Identified Restoration Priority

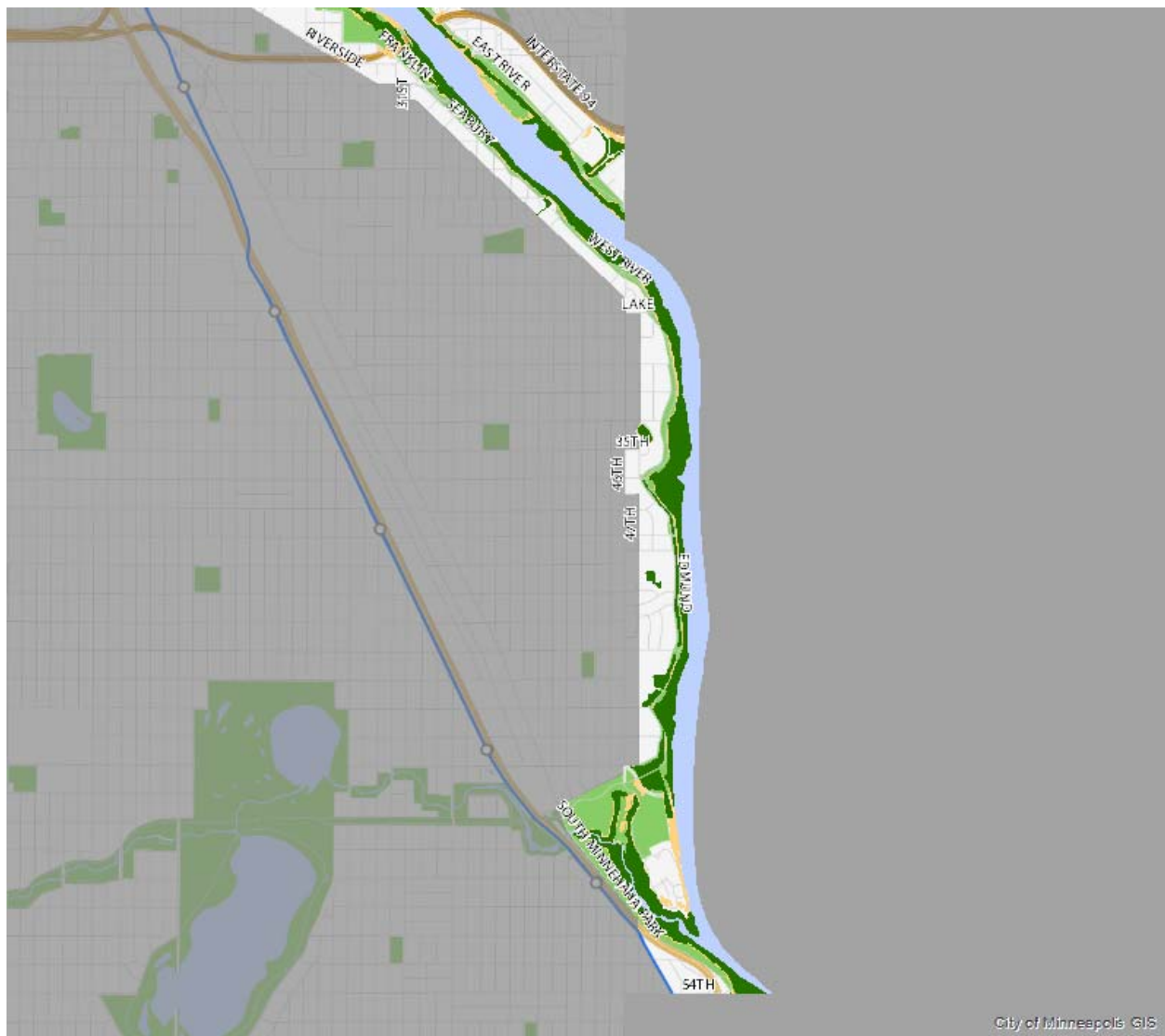


Figure 5-3: Lower Gorge – Restoration Priorities.

Legend of Vegetation Restoration Priorities

- Native Plants and Significant Vegetation
- Shore and Bluff Impact Zones, Floodplains, and Wetlands
- Identified Restoration Priority

Chapter 6 - Open Space and Recreational Facilities

The potential of the Mississippi River in Minneapolis as a recreational resource was recognized early with the acquisition of Riverside Park in 1885, East River Road to Franklin Avenue in 1893, Minnehaha Park in 1887, and 455 acres for the Lower Gorge in 1905. Public land acquisition has continued, and parkways and linear parks have been built from Minnehaha Park all the way to Plymouth Avenue. North of Plymouth Avenue the linear park system has not yet been fully completed, but significant parkland exists that includes the North Mississippi Regional, Marshall Terrace, Edgewater, Gluek, Sheridan Memorial, and Olson parks.

Adopted MPRB plans and planning processes currently underway for parks that are located in the MRCCA include:

- *Above The Falls Regional Park Master Plan (not adopted 2013)* – The Above the Falls (ATF) Regional Park was established in 2000 with the Above the Falls: A Master Plan for the Upper River in Minneapolis (2000 ATF Plan). The plan encompasses the area bordered by Plymouth Avenue North on the south end and 42nd Avenue North on its north end. See figure 6-4 for park boundaries. In 2007, MPRB implemented ATF Phase I on the west bank from Plymouth Avenue North to 22nd Avenue North.

In 2012, MPRB approved the parks vision in *RiverFirst*, a 20-year vision for the upper river. The 2013 ATF Park Plan was created to reflect these plans and other evolving opportunities and priorities. The 2013 ATF Park Plan renews the vision of the original 2000 ATF Plan and integrates elements of ATF Phase I and *RiverFirst*, both of which share the original plan's focus on "developing the Mississippi riverfront into a regional park amenity." The revised plan includes long-term parks goals centered on an exceptional recreational and environmental resource – the Mississippi River. The ATF Regional Park will be a catalyst for the revitalization of the upper river area by creating a framework of recreation and restored ecological function. Eventually, the regional park boundary will encompass continuous public parks and trails, an extended West River Parkway, riverfront access points, significant park components and habitat and water-quality enhancements.

Please note that the boundary shown in Figure 6-4 is from the Above the Falls Master Plan Update and is not the same as the regional park boundary. The City and MPRB are working cooperatively to resolve this difference.

- *Central Mississippi Riverfront Regional Park Master Plan (adopted by the MPRB and submitted to the Metropolitan Council August 30, 2016)* - The Central Mississippi River Riverfront Regional Park Master Plan (CMRRP) encompasses approximately 350 acres and 1.75 miles of riverfront along the Mississippi River in Minneapolis. It is part of a larger continuous regional park system along the river, abutted by the Above the Falls Regional Park to the north and the Mississippi Gorge Regional Park to the south. It is bordered by Plymouth Avenue North on its northern edge and the I-35W Bridge on its southern edge. See figure 6-5 for park boundary.
- *Mississippi Gorge Regional Park Master Plan (pending)* – the Mississippi River Regional Park is approximately 132 acres of land area flanking both the east and west banks of the Mississippi River, from just south of Bridge No. 9 to the north edge of Minnehaha Regional Park. As of 2018 the MPRB is researching and developing a proposal for a master plan to map management strategies befitting this river-adjacent, ecologically rich regional park with the potential to see two very different river futures based on the future of the lock and dam structures nearby on the Mississippi River. See figure 6-6 for park boundary. The purpose of the CMRRP Master Plan is to provide guidance on the redevelopment and enhancement of existing facilities and resources, as well as the acquisition of additional property and expansion of the regional park boundary.

There are several other MPRB planning and implementation processes underway that are relevant to MRCCA. Due to the comprehensive and changing nature of these projects, a complete listing is not provided in this chapter, but further information can be found at: https://www.minneapolisiparks.org/park_care_improvements/park_projects/

The MPRB plans are used to guide their planning of existing facilities and to identify proposed acquisitions and can inform the use of park dedications (fees or land). They should also be used to inform development of private property in the MRCCA, so that it can facilitate MPRB planning goals, where possible.

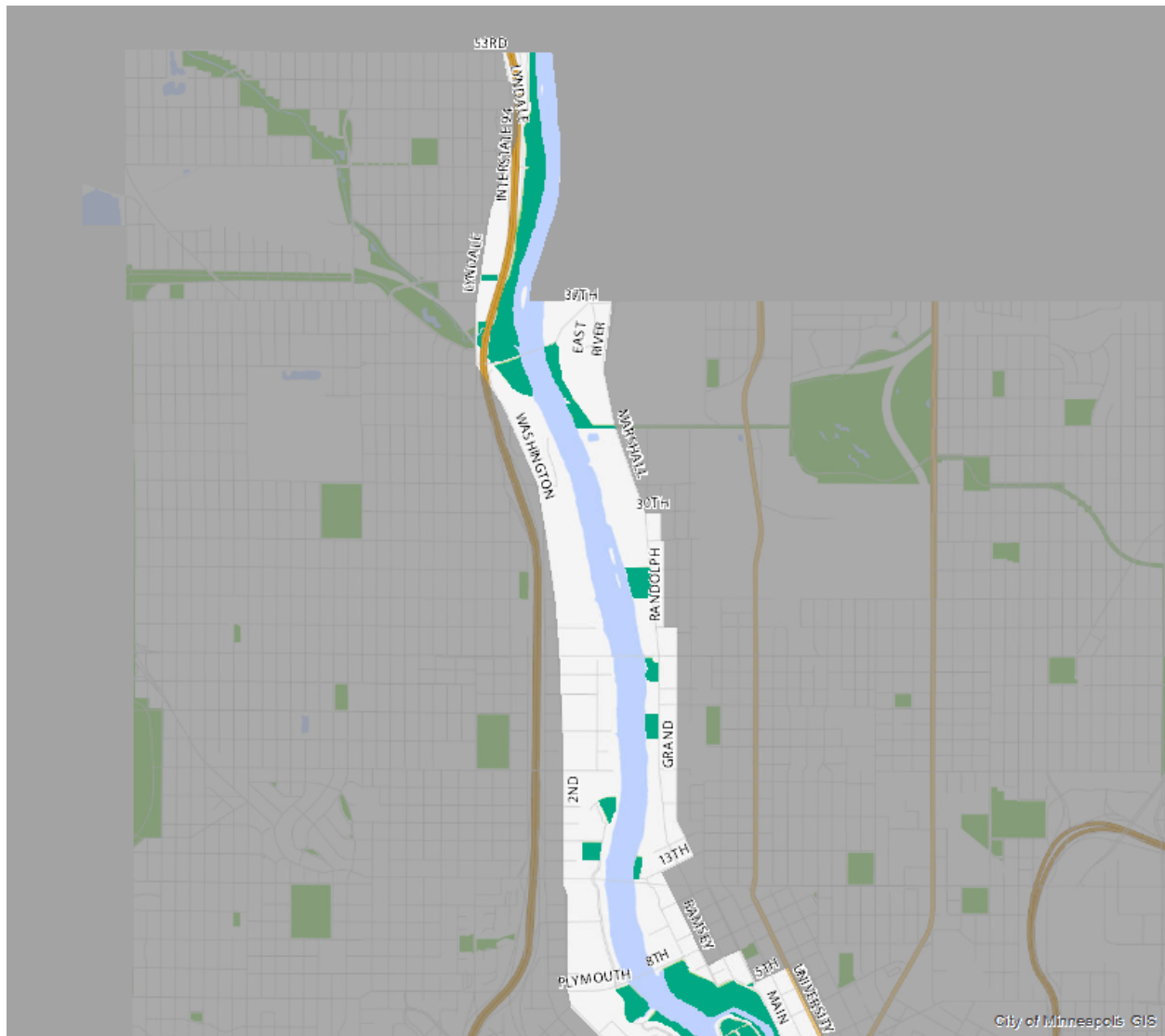


Figure 6-1: Upper River - Existing Open Space and Recreational Facilities.

Legend of Existing Open Space and Recreational Facilities

Existing Facility

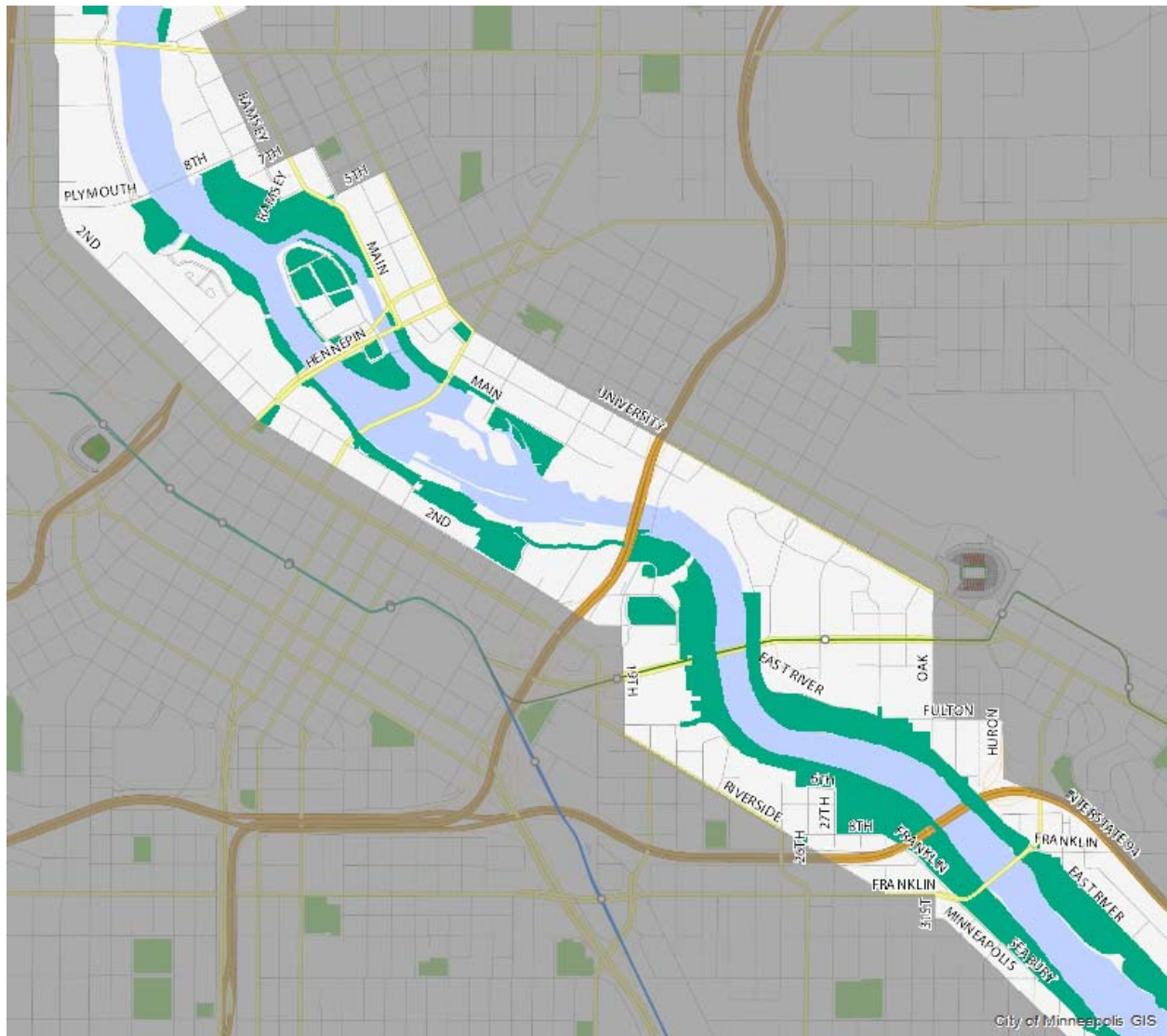


Figure 6-2: Central River - Existing Open Space and Recreational Facilities.

Legend of Existing Open Space and Recreational Facilities

Existing Facility

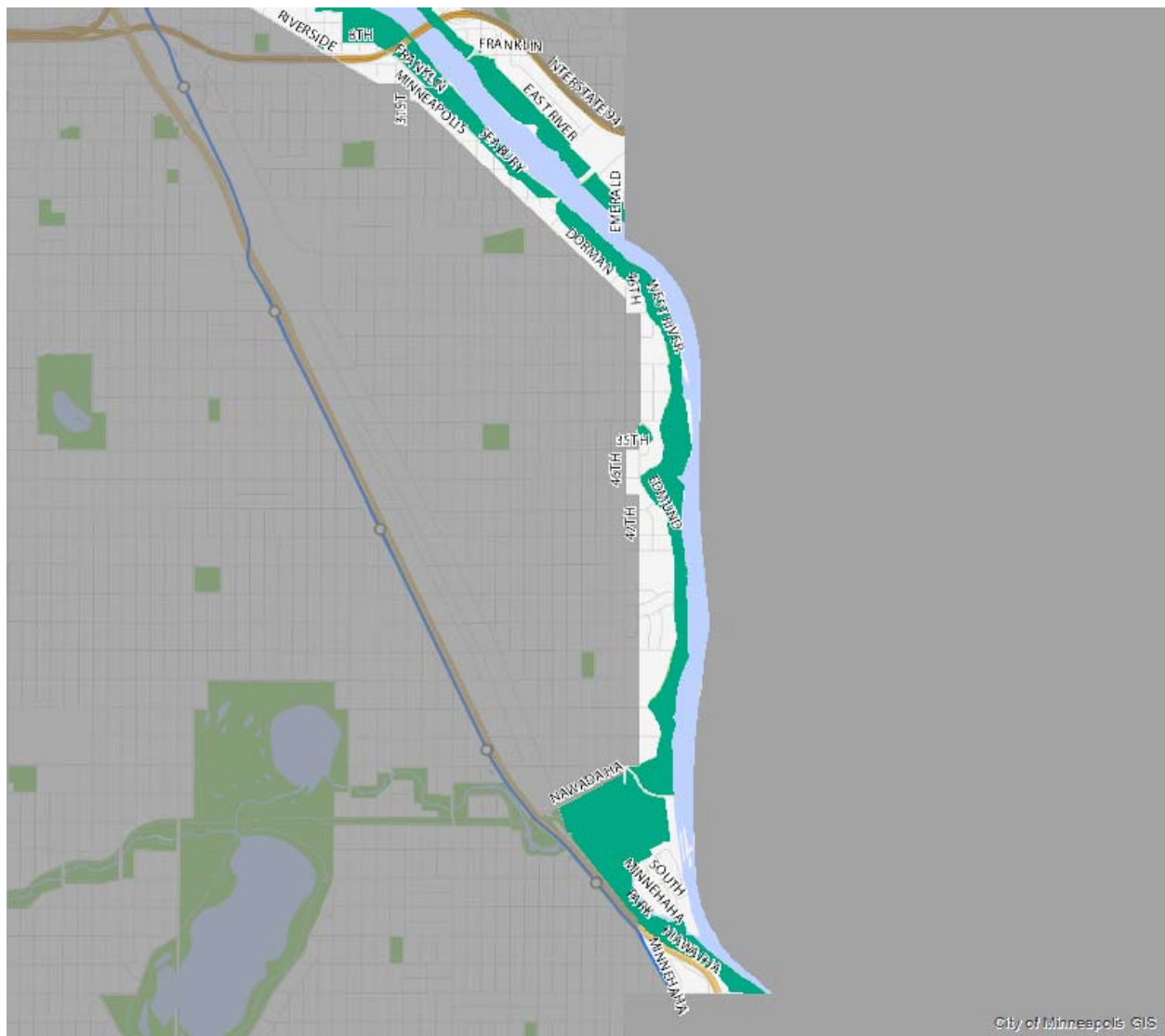


Figure 6-3: Lower Gorge - Existing Open Space and Recreational Facilities.

Legend of Existing Open Space and Recreational Facilities

Existing Facility

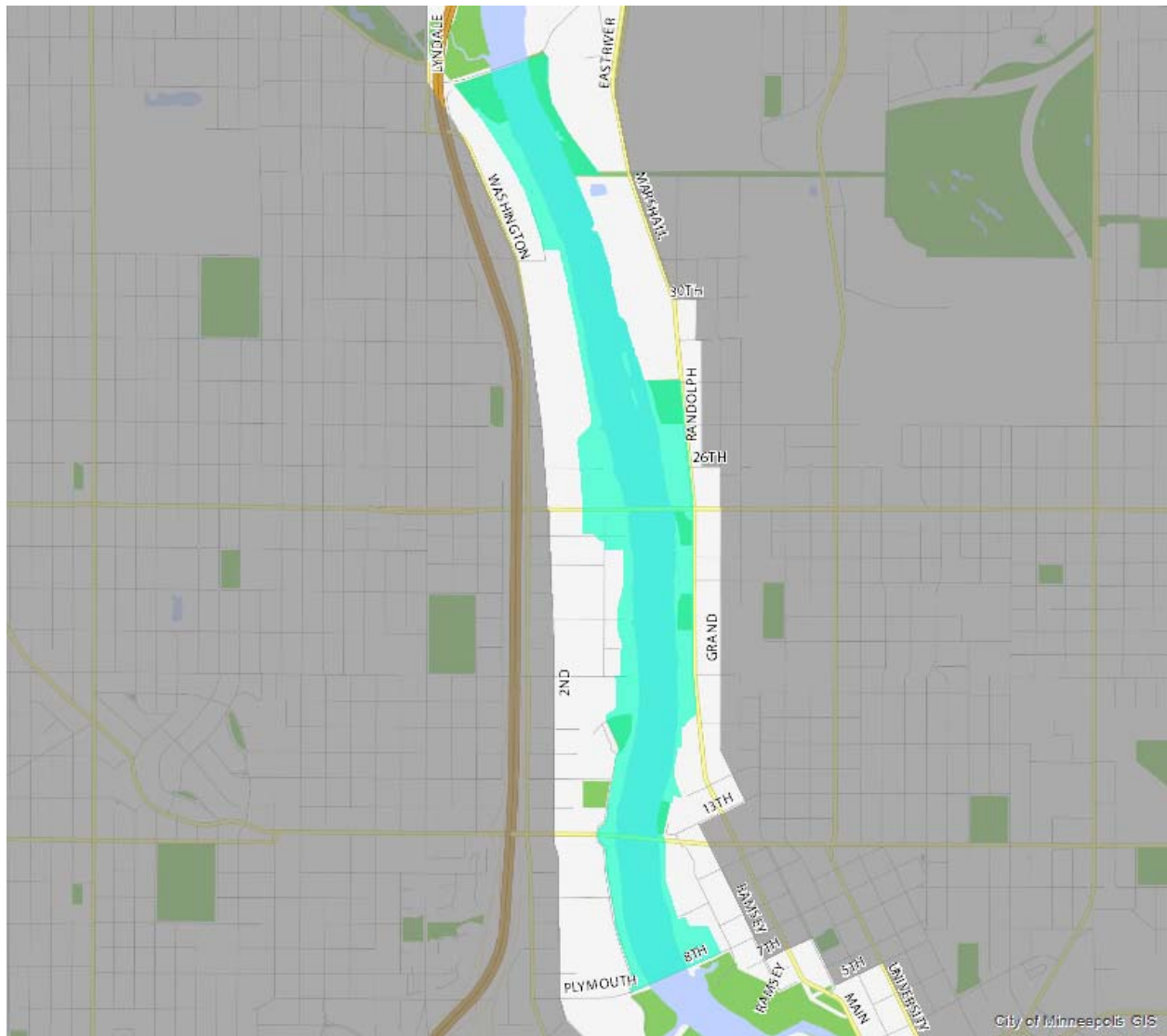


Figure 6-4: Above the Falls Regional Park Master Plan Proposed Park Boundary.

Legend of Proposed Future Open Space

■ Above the Falls Master Plan Update Proposed Park Boundary

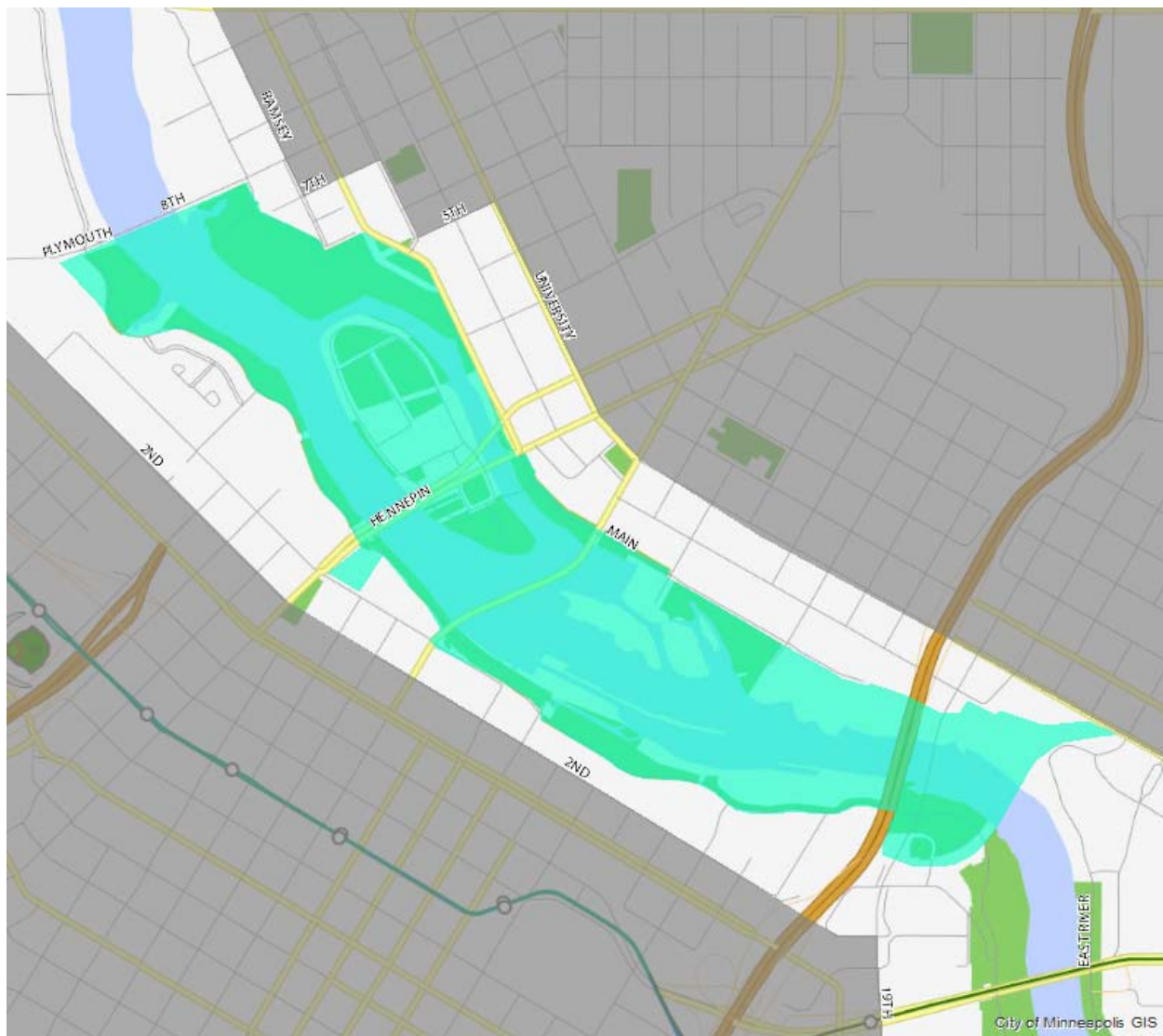


Figure 6-5: Central Mississippi Riverfront Regional Park Master Plan Study Area.

Legend of Proposed Future Open Space

 Central Mississippi Riverfront Regional Park Master Plan Proposed Area

Chapter 7 - Transportation and Public Utilities

Transportation

The city's transportation network intersects with the boundary of the MRCCA as shown in the maps on the following pages. Existing roadways are mapped on Figures 7-1 through 7-3. New streets will be built in conjunction with redevelopment of the Upper Harbor Terminal (Figure 7-4), with alignments and layouts to be determined. Planned additions to the city's bicycle network are shown alongside existing bicycle facilities in Figures 7-5 through 7-7, consistent with the City's Bicycle Master Plan. Existing and planned transit facilities are in Figures 7-8 through 7-10. The planned Orange Line BRT will terminate in downtown Minneapolis, just inside the MCCRA boundary. The Nicollet-Central streetcar is planned to cross the river on the 3rd Avenue bridge. And the Lake Street BRT line will cross the river on the Lake Street/Marshall Avenue bridge.

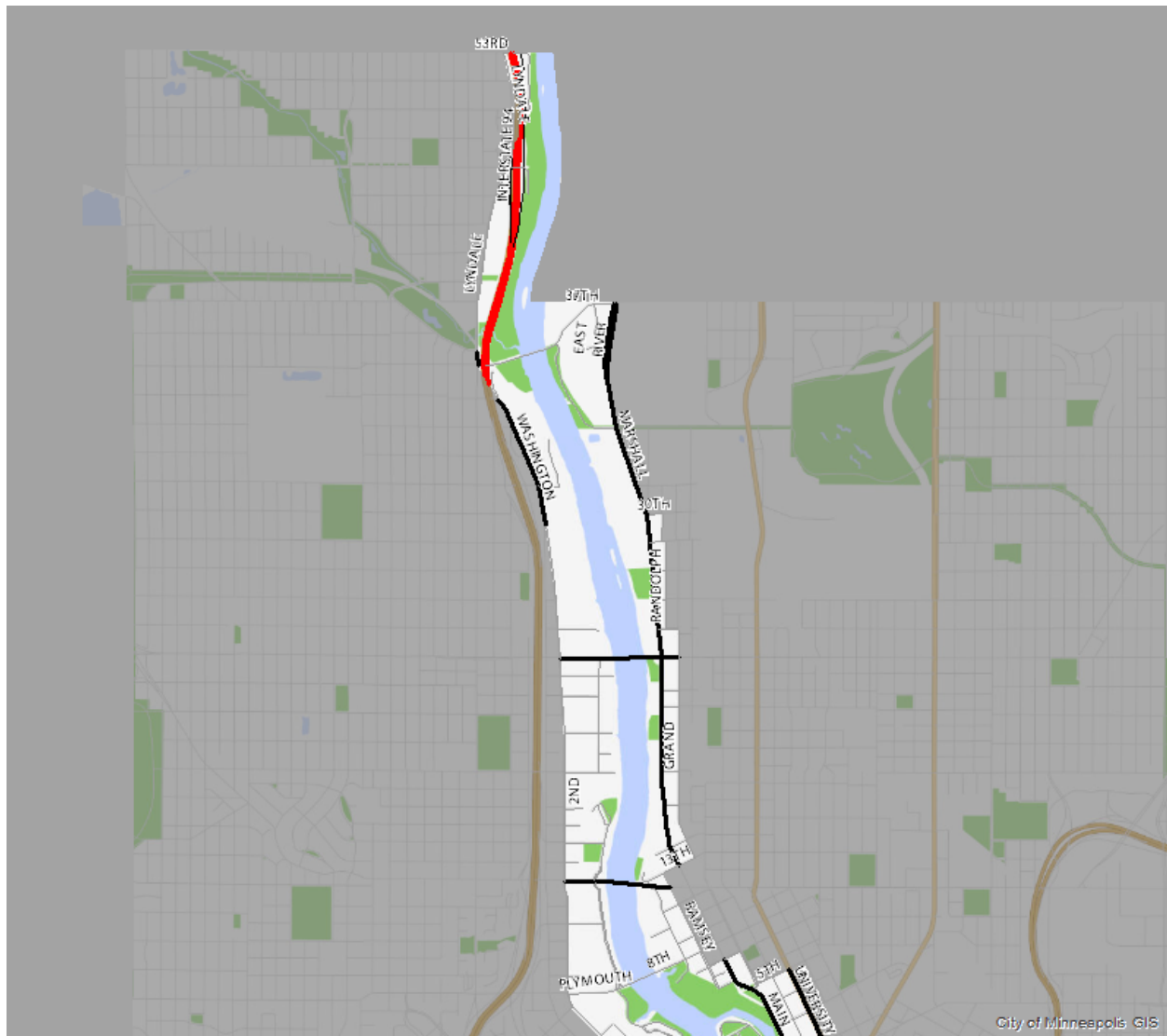


Figure 7-1: Upper River - Existing Interstate, Roads, and Streets.

Legend of Existing Roadways

- Interstate
- Major Road
- Residential Street
- Ramp

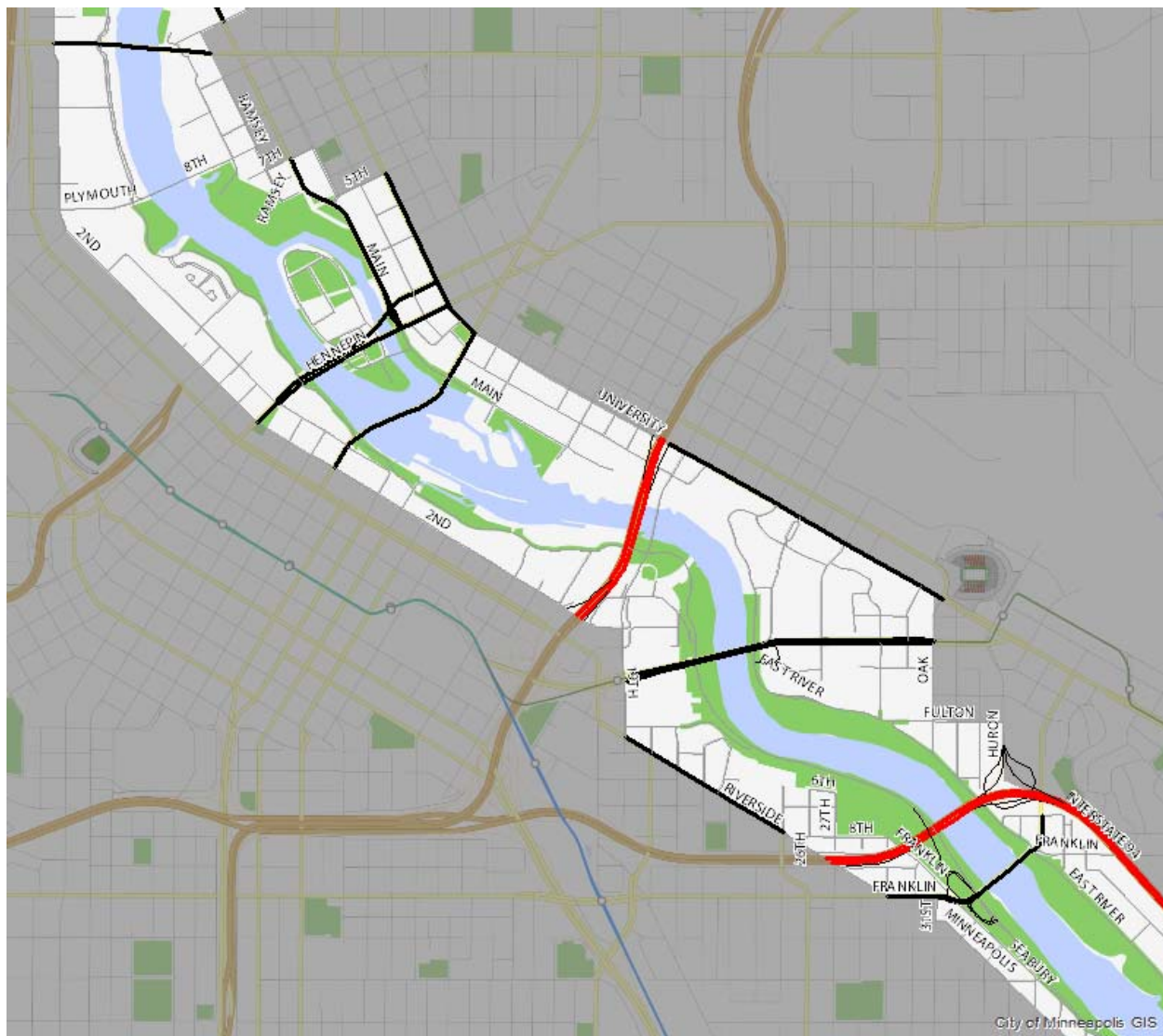


Figure 7-2: Central River - Existing Interstate, Roads, and Streets.

Legend of Existing Roadways

- Interstate
- Major Road
- Residential Street
- Ramp

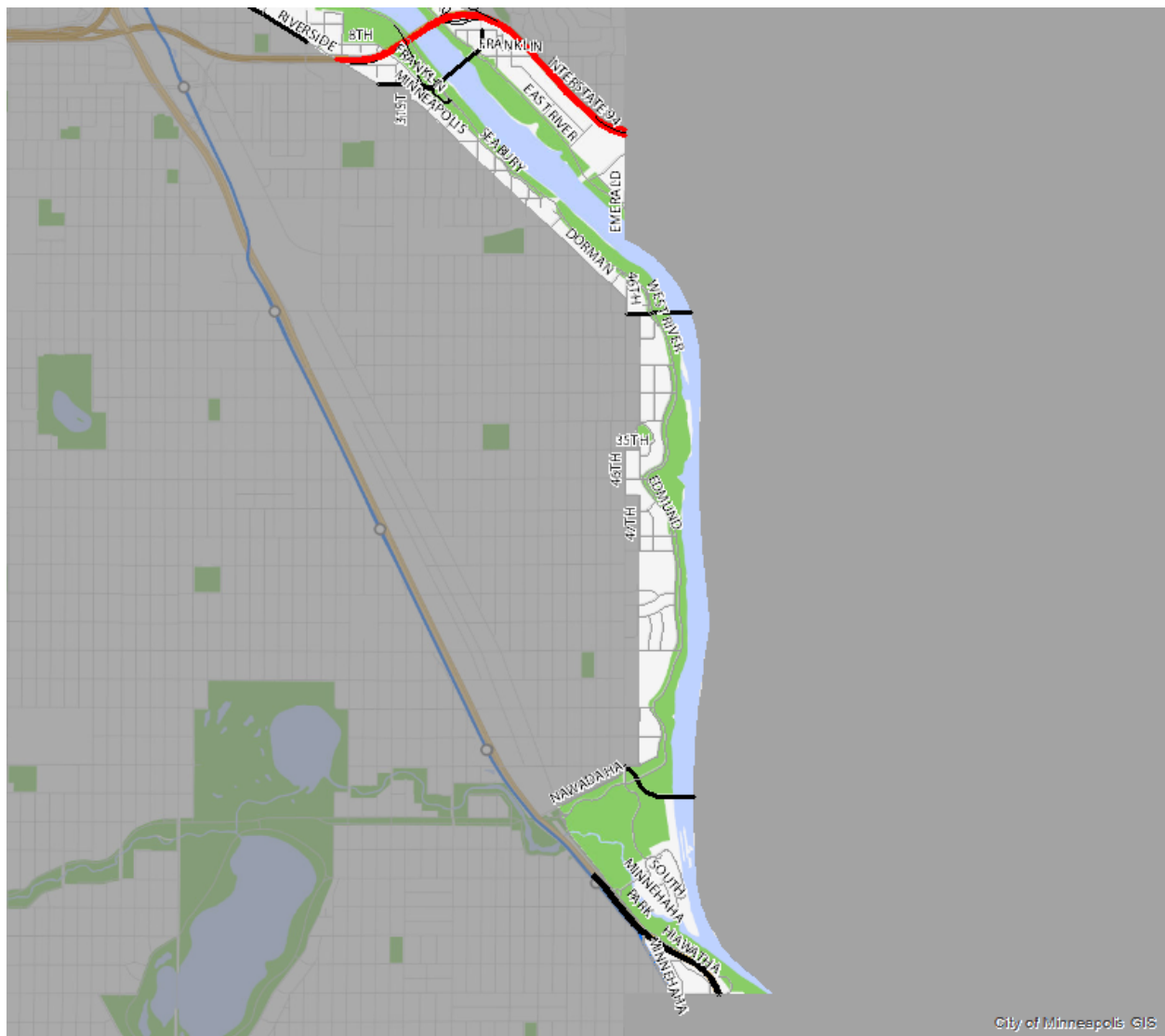


Figure 7-3: Lower Gorge- Existing Interstate, Roads, and Streets.

Legend of Existing Roadways

- Interstate
- Major Road
- Residential Street
- Ramp

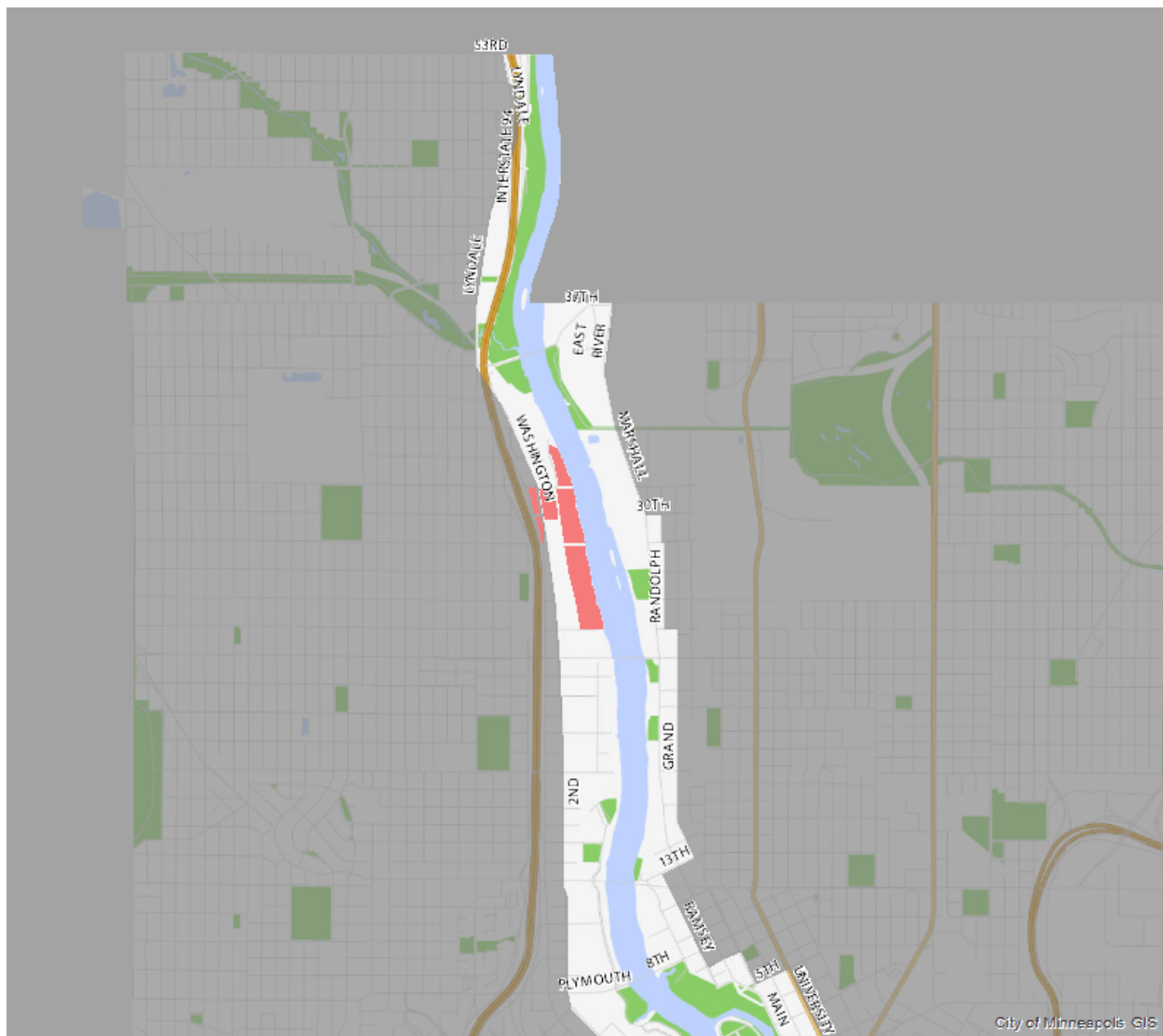


Figure 7-4: Upper River- Future Planned Roadways.

Legend of Future Planned Roadways

Upper Harbor Terminal Site

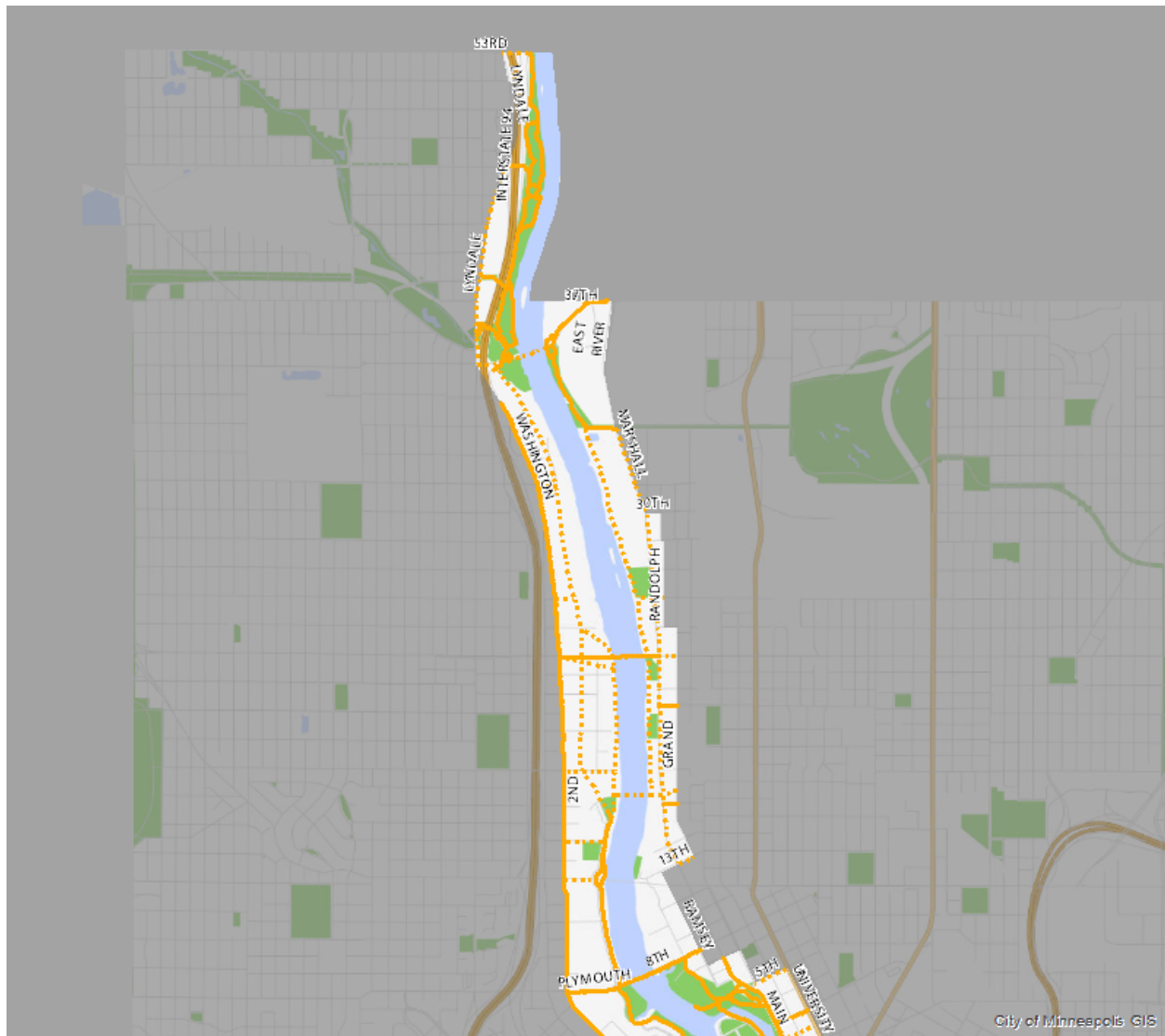


Figure 7-5: Upper River- Existing and Planned Bike Facilities.

Legend of Existing and Planned Bike Facilities

- Planned Bike Facility
- Existing Bike Facility

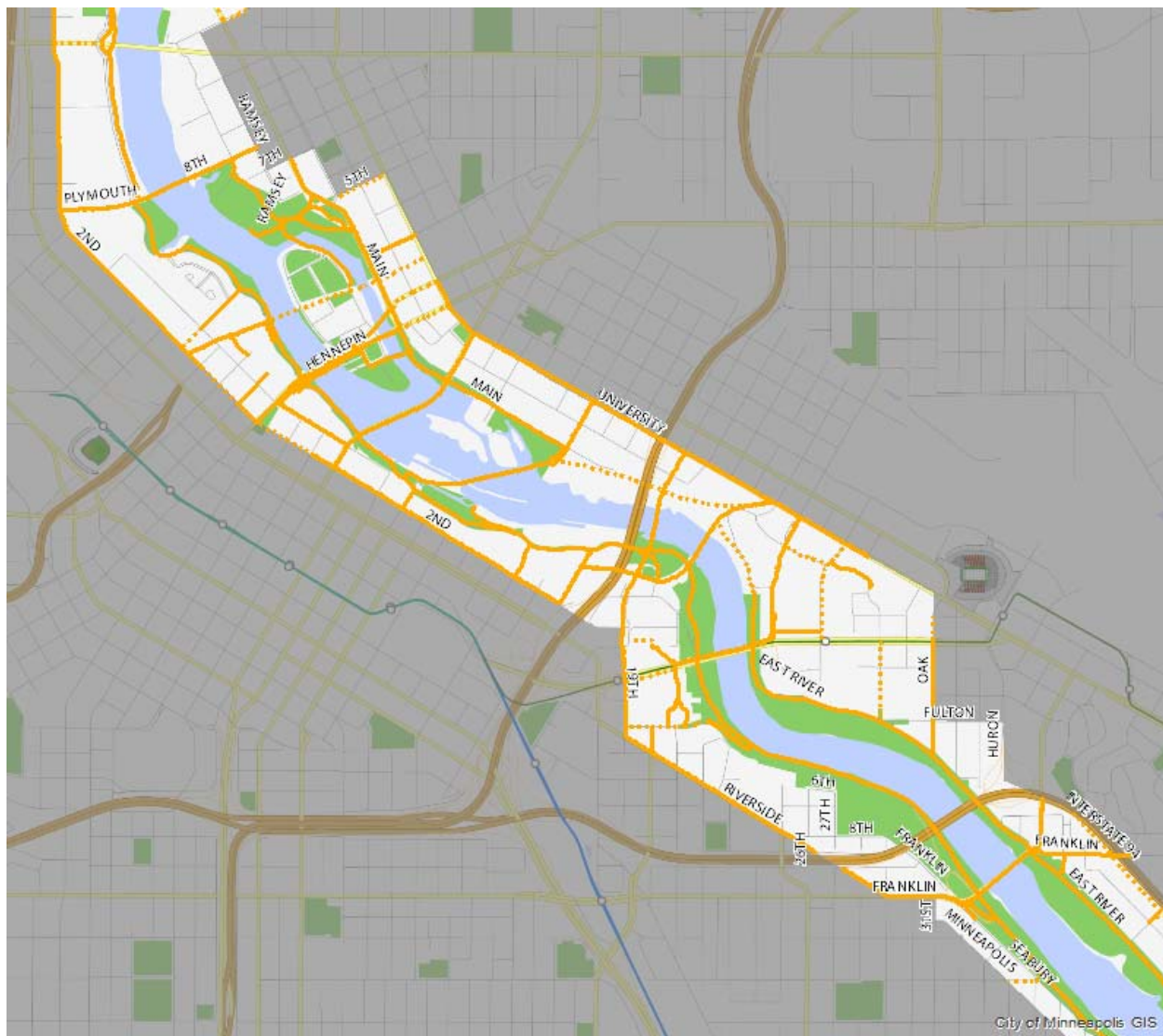


Figure 7-6: Central River – Existing and Planned Bike Facilities.

Legend of Existing and Planned Bike Facilities

- Planned Bike Facility
- Existing Bike Facility

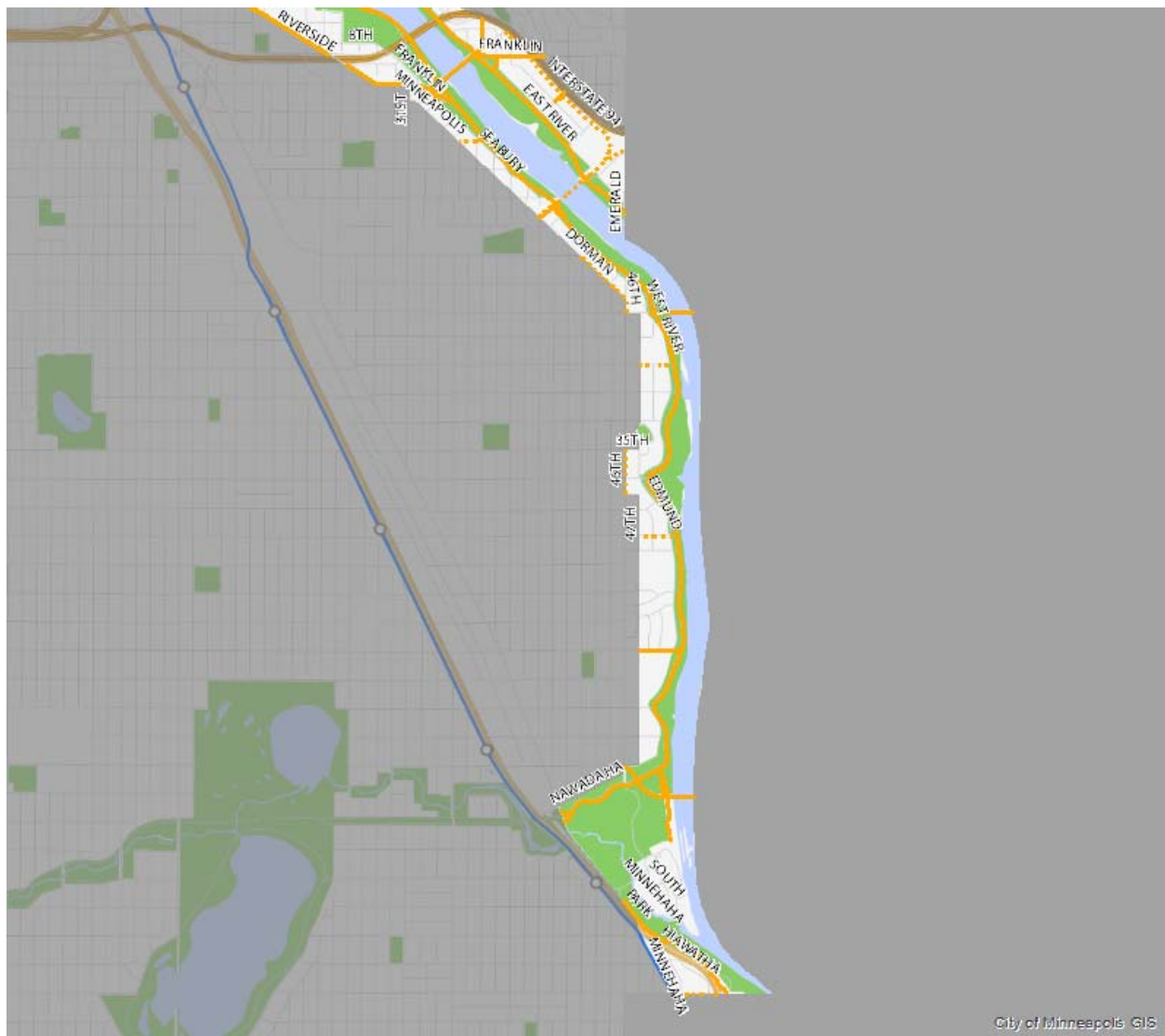


Figure 7-7: Lower Gorge – Existing and Planned Bike Facilities.

Legend of Existing and Planned Bike Facilities

- Planned Bike Facility
- Existing Bike Facility

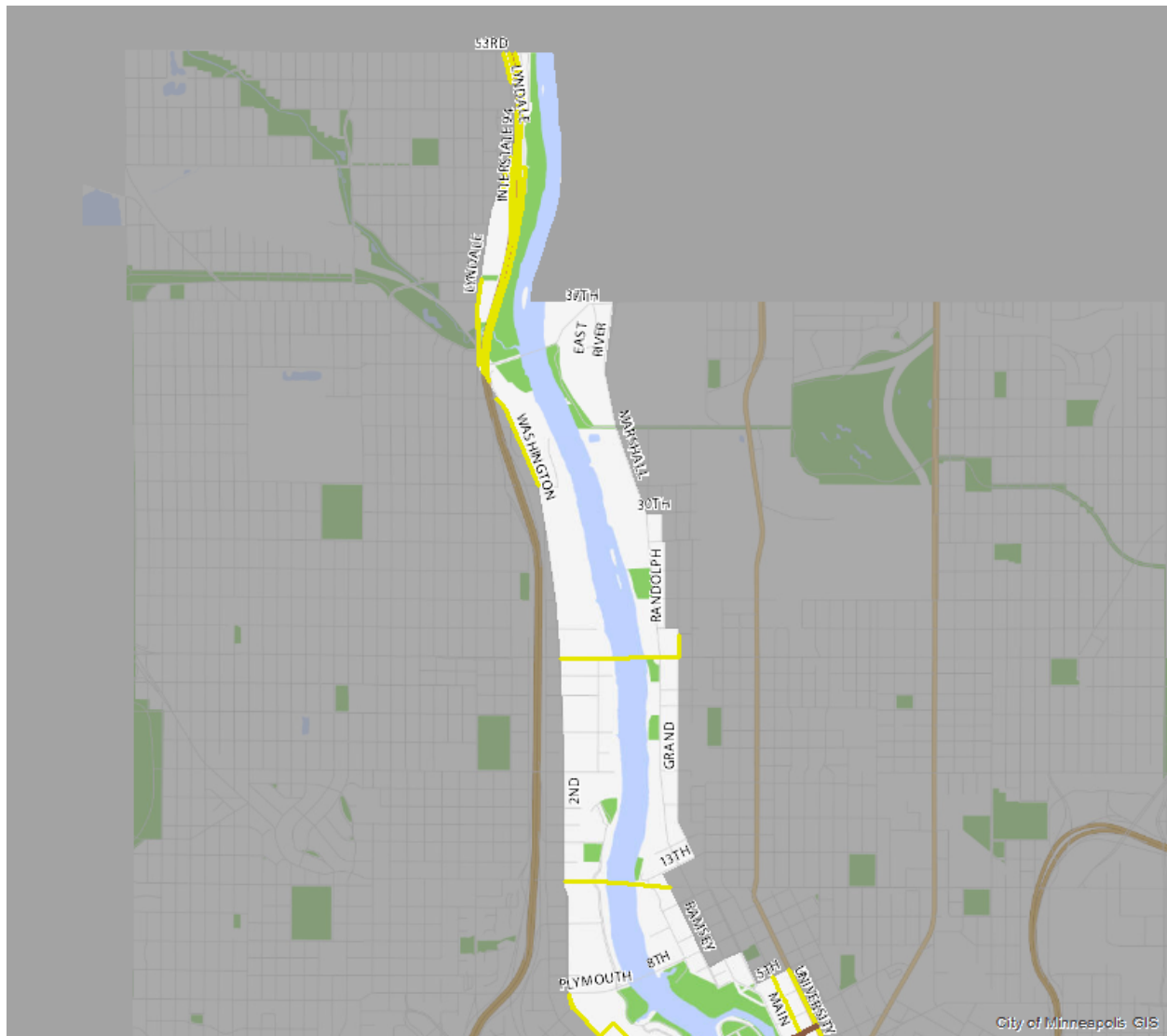


Figure 7-8: Upper River- Existing and Planned Transit Facilities.

Legend

Planned Transitways	Existing Transitways	• Transitway Station
<ul style="list-style-type: none"> Nicollet Central Streetcar Orange Line BRT Lake Street Corridor 	<ul style="list-style-type: none"> Green Line LRT Blue Line LRT Northstar Line A Line BRT 	<ul style="list-style-type: none"> Bus Route

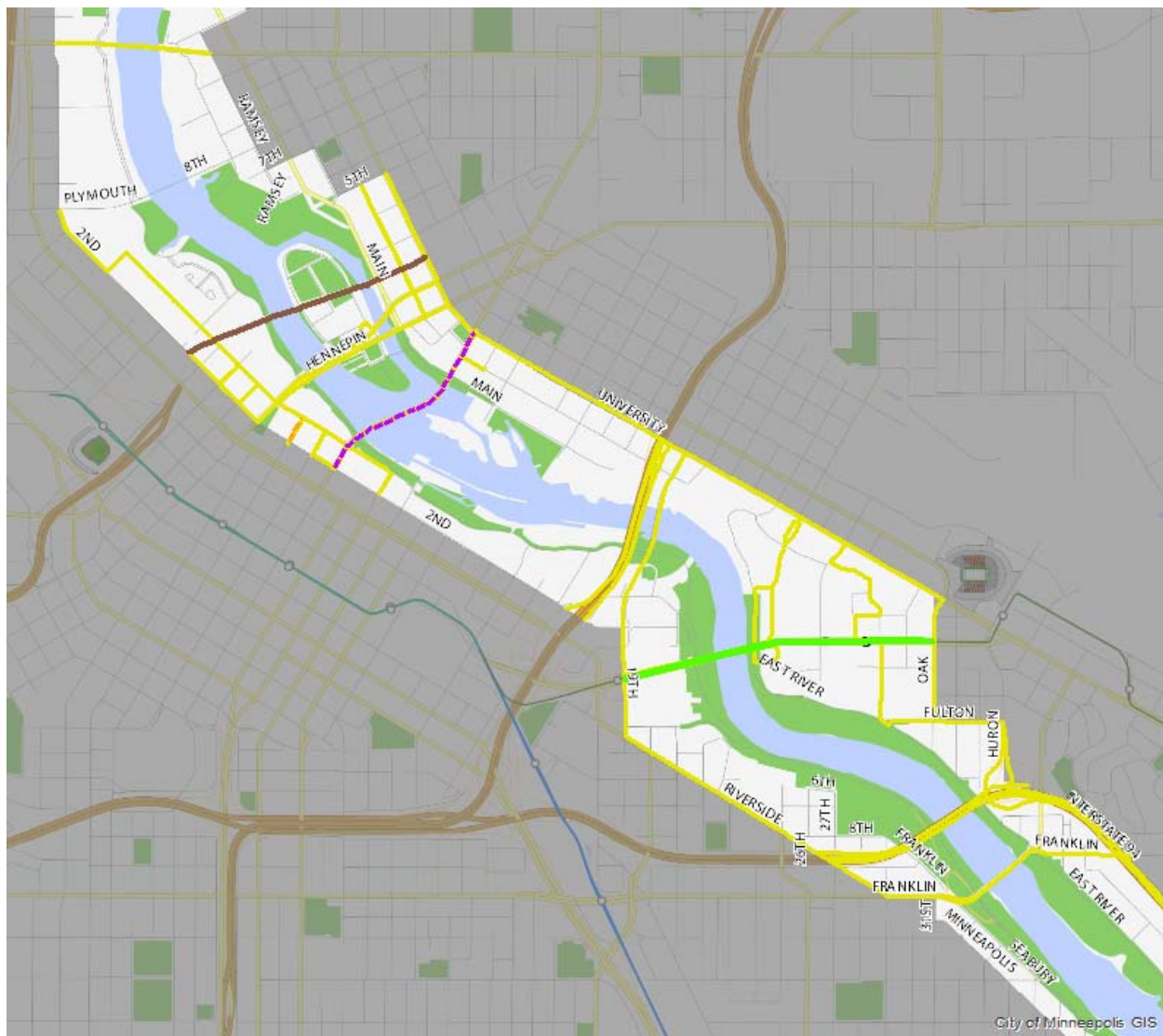


Figure 7-9: Central River- Existing and Planned Transit Facilities.

Legend

Planned Transitways	Existing Transitways	• Transitway Station
Nicollet Central Streetcar	Green Line LRT	Bus Route
Orange Line BRT	Blue Line LRT	
Lake Street Corridor	Northstar Line	
	A Line BRT	

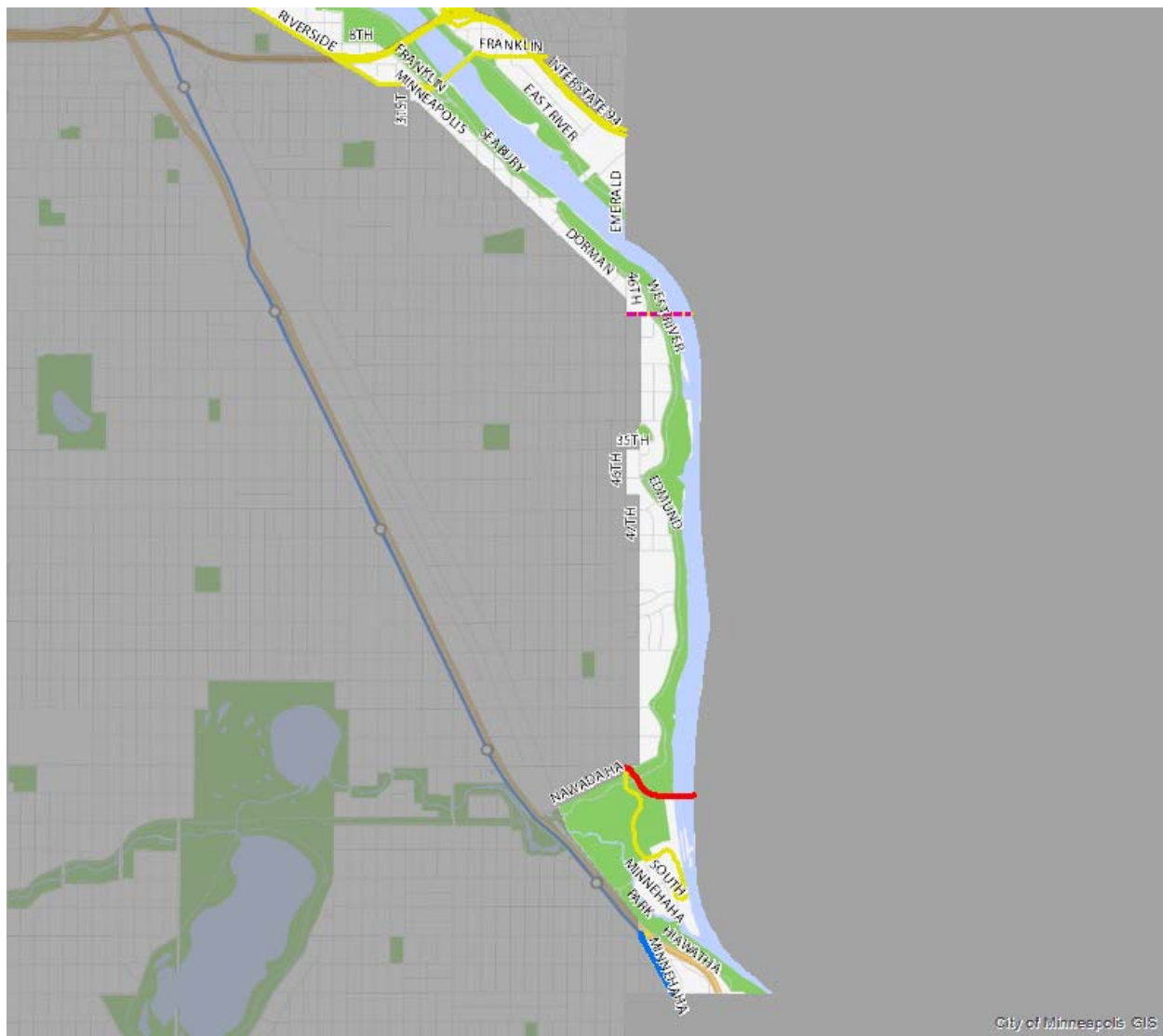


Figure 7-10: Lower Gorge- Existing and Planned Transit Facilities.

Legend

Planned Transitways	Existing Transitways	• Transitway Station
<ul style="list-style-type: none"> Nicollet Central Streetcar Orange Line BRT Lake Street Corridor 	<ul style="list-style-type: none"> Green Line LRT Blue Line LRT Northstar Line A Line BRT 	<ul style="list-style-type: none"> Bus Route

Utilities

Utilities are defined as electric power facilities, essential services, and transmissions services. They are further defined in the MRCCA rules.

Utilities

Major utilities in the upper river include the Xcel Energy Riverside Generation, the CenterPoint Energy facility, and an Xcel Energy substation. Major utilities in the central river area include Xcel Energy St. Anthony Hydro, Center Point Energy, A Mill Hydro, and SAF Hydropower. See Figures 7-11 and 7-12.

Drinking Water System

The City uses the Mississippi River as the primary drinking water supply source. The Minneapolis Public Works water treatment and distribution facility is located in the City of Fridley on the east bank adjacent and north of the Minneapolis city limits.

Sanitary Sewer System

The City's sewer system was originally built as a combined system, to carry both sanitary sewage and storm water runoff. As the community grew, the normal volume of sewage also increased. The Minneapolis system conveys wastewater to the sewer interceptor pipes owned and operated by the Metropolitan Council. Minneapolis has worked for many years to separate its sanitary and storm sewer systems so that during periods of heavy rain, sewage is no longer discharged into the river. The City of Minneapolis and the Metropolitan Council continue to work on removing clear water (inflow/infiltration) from their systems. The Water Resources Management Plan is an appendix to the Comprehensive Plan.

Future Land Use

Figures 7-13 and 7-14 show where the *Minneapolis 2040* production and distribution land uses category is mapped in the MRCCA. Although the zoning code has not yet been updated to reflect Minneapolis 2040, it is anticipated that these are areas that would allow major public service and utility uses.

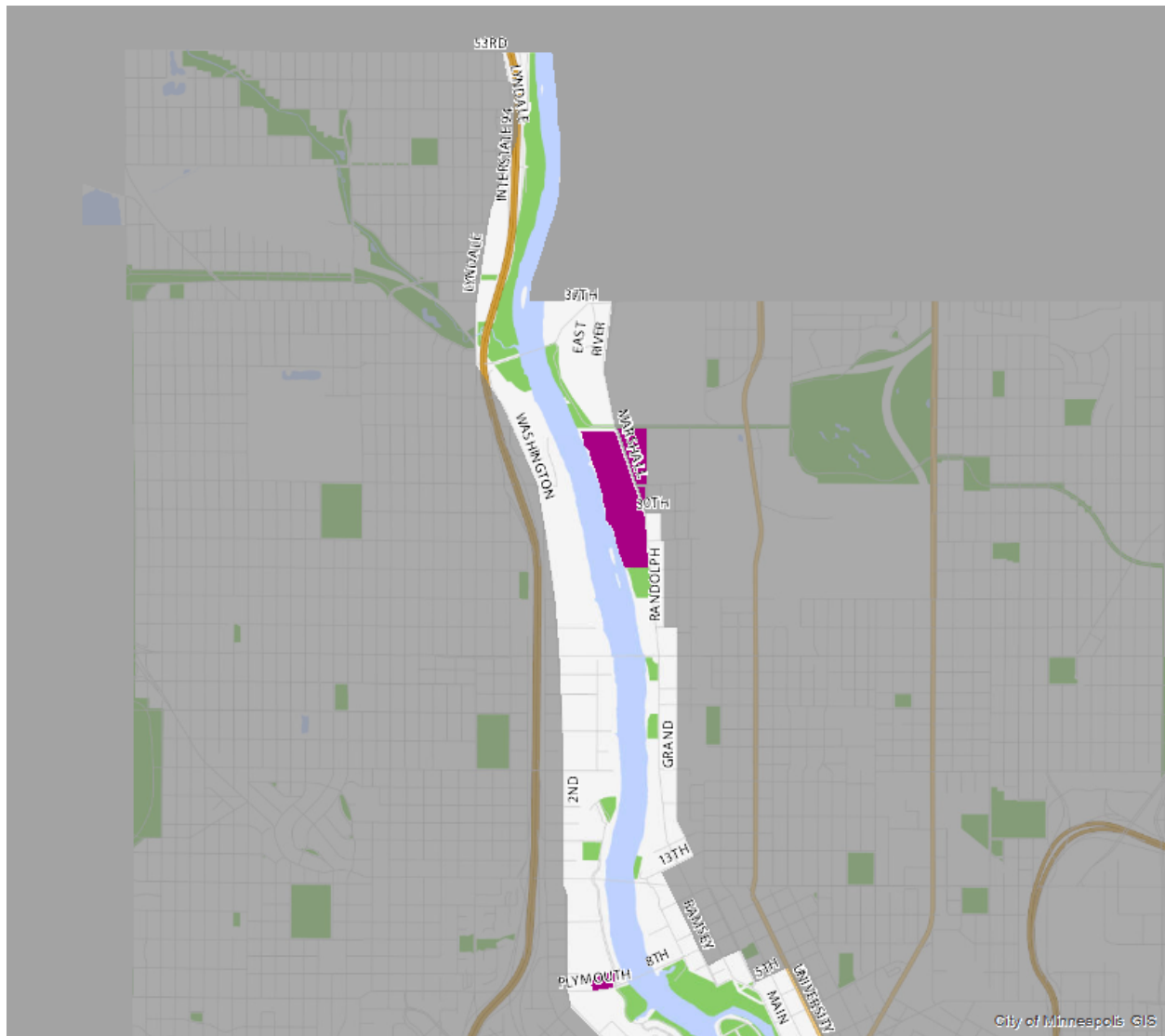


Figure 7-11: Upper River - Existing Utilities.

Legend of Existing Utilities

Existing Utility Facility

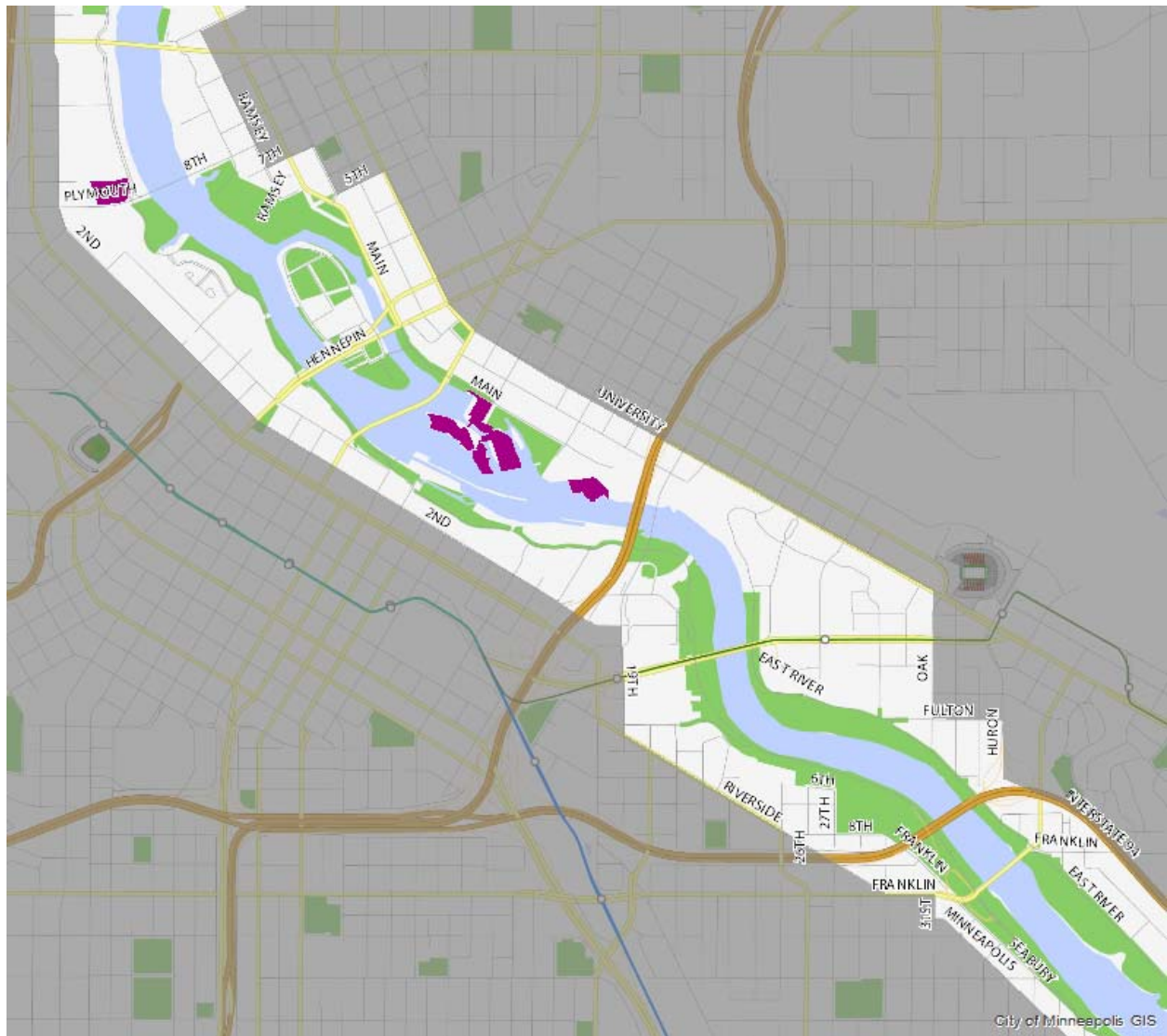


Figure 7-12: Central River - Existing Utilities.

Legend of Existing Utilities

Existing Utility Facility

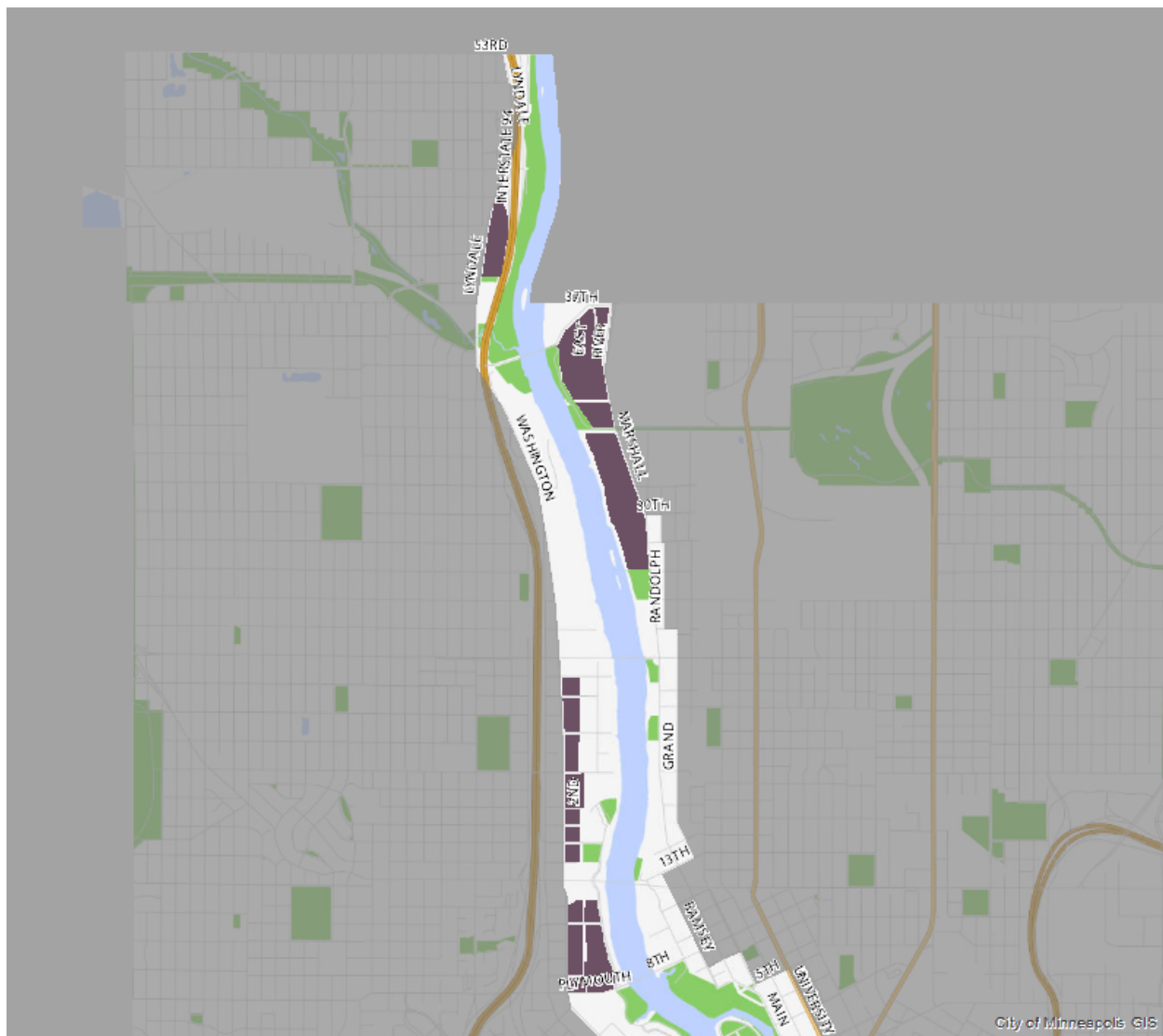


Figure 7-13: Upper River - Minneapolis 2040 Production and Distribution Guided Land.

Legend of Production and Distribution Guidance

Minneapolis 2040 Production and Distribution Guided Land

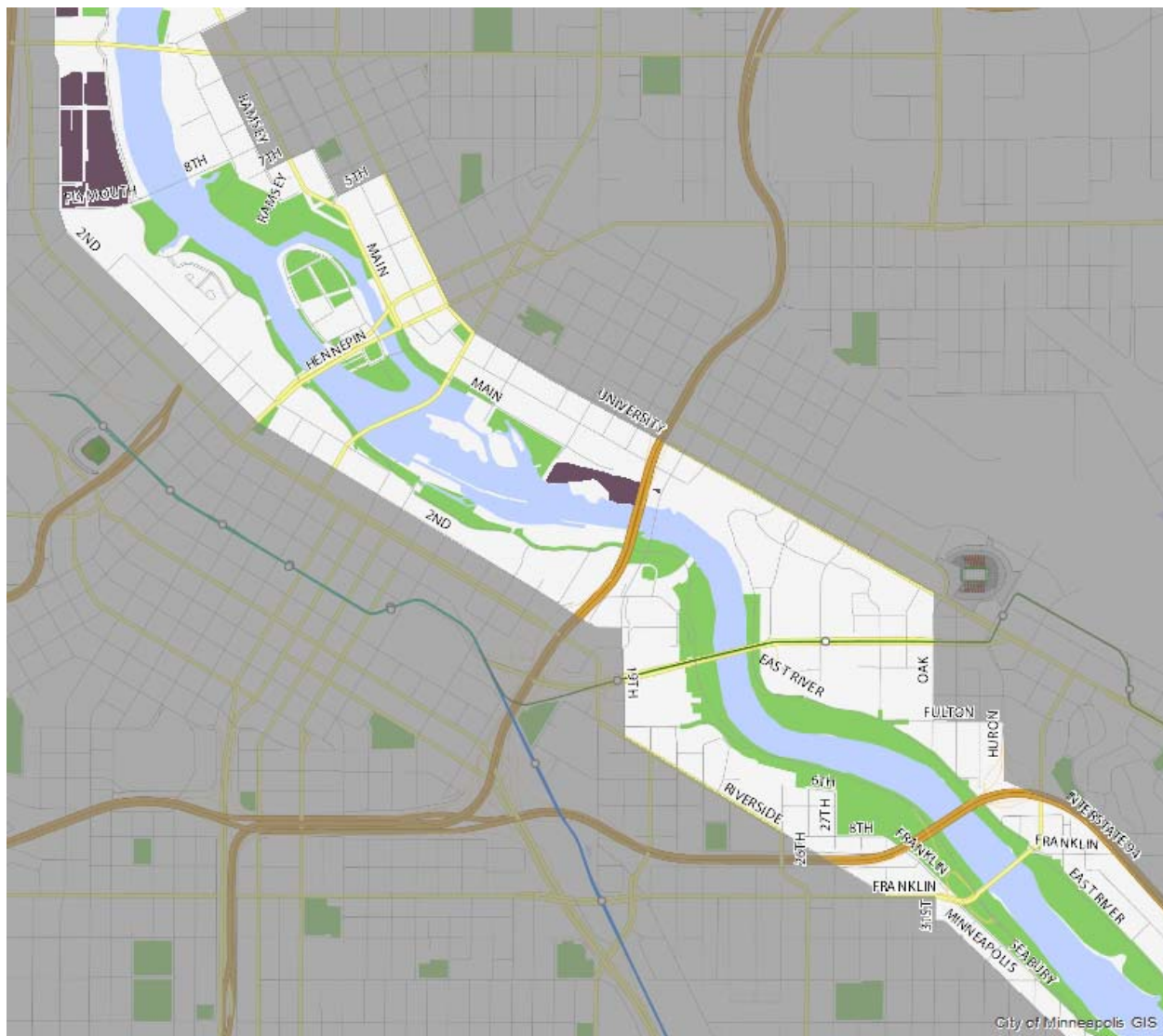


Figure 7-14: Central River - Minneapolis 2040 Production and Distribution Guided Land.

Legend of Production and Distribution Guidance

Minneapolis 2040 Production and Distribution Guided Land

Chapter 8 - Surface Water and Water Oriented Uses

Surface water uses include recreational boat traffic, barge fleeting and commercial riverboat tours. Water-oriented uses include parks, scenic overlooks, observation platforms, docks, fishing piers, water access ramps, marinas, and boathouses. Surface water and water oriented uses have economic benefits, but may cause negative impacts such as riverbank erosion. In addition, there could also be noise or visual impacts depending on the scale of the use. There could also be conflicts between motorized and non-motorized craft or other river uses.

The Water Resources Reform and Development Act of 2014 closed the Upper St. Anthony Falls Lock to navigation in June of 2015. Because of this closure commercial barge traffic no longer occurs on the Mississippi in Minneapolis. Larger recreational craft or river tour boats can still utilize the Lower St. Anthony Falls Lock to access the central river area, but can no longer reach the upper river. Smaller recreational craft can still operate on the upper and lower areas of the river in Minneapolis, but cannot pass between those two areas.

Currently the city does not have a good inventory of surface water uses or an ordinance specific to surface water uses. The City of Minneapolis will cooperate and work with St. Paul, other affected municipalities, Hennepin County, the Minnesota Department of Natural Resources, and the U.S. Government in developing regulations for watercraft surface uses on the Mississippi River. Water-oriented uses are regulated by the zoning ordinance.

Chapter 9 - Key Issues and Opportunities

Heavy Industry

In the 1800's the central river developed with industries that utilized power from the falls. Lumber and flour milling were the predominant industries; both dependent on the falls for power. In later years as the lumber milling industry grew, it moved northward into North Minneapolis along the river and was supplanted by flour milling in the central river area. However, by 1919 the last sawmill on the river closed. Scrap yards became a predominant land use in parts of the upper river starting in the 1920s. Gravel storage and other industrial uses located in the central river as flour milling declined. The Lower St Anthony Falls Lock and Dam was completed in 1956, the Upper Lock in 1963 (moving the head of commercial navigation on the Mississippi River to the upper river), and the City opened the Upper Harbor Terminal in 1968.

Despite the efforts to move commercial navigation and industrial development to the upper river, Minneapolis historically has played a limited role in complex manufacturing. Rather, the City's original purpose was bulk materials processing – sawing logs and milling wheat. The capital accumulated by these early industries was subsequently reinvested, transforming the City's economy away from industry to other uses including office and high-technology businesses. The heavy industrial role of the river has diminished greatly with the advent of transportation alternatives, the loss of grain and lumber milling, the abandonment of direct water power, and the elimination of barge traffic.

Many millions of dollars of private and public investment have been invested in the central and upper river areas since industrial uses have declined. City of Minneapolis policies reflect recognition of the river's changing role and seek further benefits by improving it as a natural, cultural, and recreational resource. Consequently, many plans prepared by the City and the MPRB over the past four decades have emphasized the reclaimed river as an economic catalyst for economic development.

While non-residential uses are still appropriate in areas of the upper river (as directed by the comprehensive plan and other small area plans) the trend will continue to move away from heavy industrial to cleaner job intensive production and processing uses, housing, mixed-use development, or parkland.

Upper Harbor Terminal Opportunity

Located along the Mississippi River in North Minneapolis, generally between the Lowry Avenue and Camden bridges, the Upper Harbor Terminal (UHT) site is the largest remaining single-owner development opportunity along the River in Minneapolis. It is an approximately 48-acre parcel of land owned by the City of Minneapolis. It operated since the 1960s as an inter-modal barge shipping terminal, but ceased operating as a barge terminal after the closure of the locks at St. Anthony Falls in 2014. The redevelopment goal is to transform the site from its historic use as a barge shipping terminal to a combination of riverfront park amenities and private development. Further, the UHT project also provides the opportunity to implement many of the goals of the MRCCA plan.

To facilitate this goal, the City of Minneapolis and Minneapolis Park & Recreation Board (MPRB) have completed a request for qualification process and selected a development team to work with them to pursue redevelopment of the City-owned Upper Harbor Terminal (UHT) site in North Minneapolis. Details regarding this process can be found at: <http://upperharbormpls.com>



Figure 9-1: Upper Harbor Terminal viewed from the north.

Chapter 10 – Policies

The following policies are intended to guide development and other activities in the MRCCA. They are not a comprehensive list of every regulation, policy, plan or study that would be applicable in the MRCCA.

General

- Maximize public access to and enjoyment of the river corridor, public appreciation of the river's many resources, and protection and enhancement of the river corridor's natural, scenic, and cultural resources.
- Protect and preserve a unique and valuable state and regional resource to benefit the health, safety, and welfare of the residents for the state, region, and nation.
- Prevent and mitigate irreversible damage to this state, regional, and national resource.
- Preserve and enhance its natural, aesthetic, cultural, and historic values for the public use.
- Protect and preserve the river as an essential element in the national, state, and regional transportation, water, and recreational systems.
- Protect and preserve the biological and ecological functions of the corridor.
- Work with the MPRB to create a continuous parkway system (or open space) along both sides of the river.

Districts and Land Use

- Appropriate land use is as guided by the comprehensive plan.
- Land uses should relate to their riverfront location in a manner that enhances the river environment.
- Land use or activities which would have detrimental effects on a high quality river environment should not be allowed to locate or expand within the MRCCA.

- Physical development is regulated by the Minneapolis Zoning Ordinance to implement this plan and in accordance with the MRCCA rules.

Primary Conservation Areas

General

- Protect Primary Conservation Areas (PCAs) and minimize impact to PCAs from public and private development and land use activities.
- Support mitigation of impacts to PCAs through the City's development review process (conditional use permits, site plan review, subdivisions, PUDs, variances, and other permits).
- Restoration of removed Native Plant Communities and natural vegetation in riparian areas is a high priority during development.
- Support alternative design standards that protect the identified PCAs, such as conservation design, transfer of development density, or other zoning and site design techniques that achieve better protections or restoration of primary conservation areas.
- Use permanent protection measures (such as public acquisition, conservation easement, deed restrictions, etc.) to protect PCAs.

Shore Impact Zone (SIZ)

- Structures and impervious surfaces must not be located in the SIZ and must meet the setback requirement from the ordinary high water level of the Mississippi River as specified for each district, except as otherwise allowed by the MRCCA Rules and the Minneapolis Zoning Ordinance.
- Where construction is allowed by the MRCCA rules and Minneapolis Zoning Ordinance, the activity should limit disturbance to minor grading and selective tree removal to the extent possible. New construction should appear as natural as possible through the use of design treatments, landscape treatments, and vegetative screening.
- Shoreline and native plants restoration is encouraged.

Floodplains and Wetlands

- The City will continue to implement its floodplain ordinance to guide development and redevelopment.
- The exact boundaries of any floodway or flood fringe will be determined by consulting the Federal Emergency Management Agency Flood Boundary (FEMA) and Floodway Map and comparing it to a topographic survey prepared by the applicant and submitted to the City.
- Where the City or Watershed Management Organizations have flood elevation data or other relevant information that is more current than the adopted FEMA maps, it should be utilized to guide development decisions by comparing it to a topographic survey prepared by the applicant and submitted to the City.
- Wetlands will be protected by adherence to state and federal wetland rules and procedures

Natural Drainage Ways

- Natural drainage ways that empty into the Mississippi River will be protected through the City's Shoreland Overlay Ordinance, Stormwater Management Ordinance, Erosion Control Ordinance, and other relevant regulations and policies.

Bluffs and Bluff Impact Zones (BIZ)

- Structures and impervious surfaces must not be located in the BIZ and must meet the setback requirement from the ordinary high water level of the Mississippi River as specified for each district, except as otherwise allowed by the MRCCA Rules and the Minneapolis Zoning Ordinance.
- The BIZ should be protected in its natural state (or restored with natural vegetation) New land disturbance along the bluff face is prohibited, except as otherwise allowed by the MRCCA Rules and the Minneapolis Zoning Ordinance.
- Where construction is allowed by the MRCCA rules and Minneapolis Zoning Ordinance, the activity should limit disturbance to minor grading and selective tree removal to the extent possible. New construction should appear as natural as possible through the use of design treatments, landscape treatments, and vegetative screening. Development shall comply with the Stormwater and Erosion Control Ordinances.

- Renovation or maintenance of existing parkways or trails or short connections of existing parkways and existing roads running down the bluff to the river (all of which are public) may be maintained in conformance with the MRCCA rules and Minneapolis Zoning Ordinance.
- Construction of new parkway segments which connect existing parkways may be permitted within the BIZ when no other alternative exists.
- The degree of slope on any proposed development site in the MRCCA will be determined through a topographic survey prepared by the applicant and submitted to the City.

Native Plant Communities and Significant Vegetative Stands

- Removal of native plant communities or significant vegetative stands (See Chapter 3, Figures 3-15 through 3-17 and Appendix B for locations) in the Critical Area Corridor is prohibited, except as otherwise allowed by the MRCCA Rules and the Minneapolis Zoning Ordinance and shall be done in conformance with the policies of this plan.
- Removal of vegetation, where allowed, shall expose the smallest practical area of soil for the least practical amount of time and protective erosion and sediment control measures shall be used.
- Development should be located in such a manner as to minimize the removal of vegetation and the alteration of natural topography.
- Development shall be located to preserve the natural features of the site and to preserve significant trees or plant communities (including remnant stands of native trees or prairie grasses or plant communities that are rare to the area or of particular value). To the extent possible, trees with a diameter at breast height of 12 inches or larger shall be preserved.
- Clear cutting, the removal of an entire stand of trees, shrubs, and other vegetation, is prohibited except as necessary for native plant restoration, removal of invasive species, or for development allowed by the MRCCA Rules and the Minneapolis Zoning Ordinance, and when consistent with policies of this plan.
- Cutting of noxious, invasive, and exotic plants is allowed.

- Selective removal of natural vegetation may be allowed, provided that sufficient vegetative cover remains to screen cars, dwellings, and other structures when viewed from the water.
- Where there is no feasible or prudent alternative to cutting trees on a site, tree density and ground cover should be restored to native vegetation appropriate to the ecology of the site.
- After any construction project is completed, natural vegetation shall be restored to the extent feasible to minimize surface runoff, soil erosion, and to provide screening.
- Adequate erosion protection measures such as trees and vegetation plantings on slopes shall be used to ensure that soil loss levels do not degrade the receiving water body.
- Where appropriate, trees and other native vegetation appropriate to the ecology of the site should be used to improve the appearance of the river corridor.
- Where appropriate, vegetation may be selectively pruned to increase visual contact with the river and to open up key scenic views except that such pruning shall not significantly alter the character or massing of the vegetation.
- Significant or unique vegetation such as native plant communities or remnant plant communities should be identified and preserved for educational, historic, and scenic values.
- The MRPB will continue to improve natural habitat and native vegetation along the shoreline, reduce soil erosion, and implement practices on its lands that minimize stormwater runoff and protect surface waters.
- The City will protect, manage, and maintain City-owned vegetated lands in the Critical Area, including publicly-owned embankments.

Cultural and Historic Properties

- The City will continue to implement its heritage preservation plans, policies, and ordinance.
- The City will continue to coordinate with the St. Anthony Falls Heritage Board on interpretation of the history of the St. Anthony Falls Heritage Zone.

Lower Gorge

- In the Lower Gorge the predominant visual feature should be trees and bluffs. That district should continue to be managed to preserve and enhance those natural scenic qualities.
- In the Lower Gorge, the natural character of the wooded bluffs and shoreline will be preserved and enhanced while the public recreational experience is improved.

Land Disturbance Including Unstable Soils and Bedrock

- The City will work to control erosion through use of its regulatory tools including the zoning ordinance, erosion control and stormwater management ordinances, as well as other applicable ordinances and regulations. Compliance with all City ordinances and regulations are required for any improvements made by the MRPB.
- Development should be suited to the site and to the soil conditions.
- Erosion protection measures should make maximum use of natural in-place vegetation and additional planting of new native vegetation rather than the use of artificial devices on site as erosion control measures.
- Development shall minimize runoff and should not cause erosion, increase the net surface runoff rate, or decrease the net rate of storm water absorption on the site.
- The rate of runoff from parking lots, roads, bridges and trails near the bluffline will be minimized and controlled to prevent erosion. Techniques may include detaining water in a parking lot or creating a detention or retention facilities.

- Required erosion control measures should be maintained before, during, and after construction to ensure that gross soil loss levels do not degrade adjacent water bodies or water courses. Construction shall be sequenced to minimize the exposure of slopes to runoff and potential erosion. Implement phased erosion/sedimentation BMPs as needed. Disturbed areas shall be stabilized within 14 days. The MPCA Stormwater Manual shall be used as a guide for construction site best management practices.
- Artificial devices such as retaining walls should be allowed only as a last resort after consideration of all other best management practices such as native vegetative or bioengineering solutions for the sake of minimizing slope and erosion problems.

Public River View Corridors

- Protect and minimize impacts to public river view corridors from public and private development activities.
- Protect and minimize impacts to public river view corridors from public and private vegetation management activities.
- River corridor development should be located and designed to minimize adverse effects on the natural or scenic views of the river. This does not mean that development is prohibited where it can be viewed from the river, if it is implemented in compliance with the goals and policies of the MRCCA plan.
- The City will prevent development that blocks or has a significant negative impact on key scenic views and encourages design which preserves, enhances, or creates key scenic views. This does not mean that all development is prohibited everywhere in a view corridor, if it is implemented in compliance with the goals and policies of the MRCCA plan.
- Development along the river should encourage reconnections of the traditional street grid pattern (some of the connections may be only pedestrian and bike connections) where that would enhance visual and physical connections to and from the river.
- The scenic quality of the shorelines should be improved by high quality urban design and site planning.

- The scenic quality of the shorelines should be improved by minimizing parking and outdoor storage of materials.
- Encourage and facilitate the rehabilitation or removal of obsolete and visually blighted structures.
- The City will strive to maintain views to and from the river by providing overlooks, river corridor parks, and view corridors between river corridor buildings. View should favor up or downstream vistas whenever possible for longer views of the river.
- Scenic overlooks and the associated improvements (signs, kiosks, etc.,) should be chosen and located so that they do not interfere with or obstruct key scenic views.
- Existing scenic overlooks should be marked and maintained by pruning for the health of the vegetation, removal of noxious exotic species, addition of native species that have mature heights which are below the sight line of the overlooks and as a last resort, selective cutting of vegetation to maintain views of the river.

Restoration Priorities

- Protect native and existing vegetation during the development process, and require restoration if any is removed by development. Priorities for restoration shall include stabilization of erodible soils and riparian buffers and bluffs or steep slopes visible from the river.
- Seek opportunities to restore vegetation to protect and enhance public river view corridors identified in this plan.
- Seek opportunities to restore vegetation in restoration priority areas identified in this plan.
- Sustain and enhance ecological functions (habitat value) during vegetation restorations.
- Evaluate proposed development sites for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.

Open Space and Recreational Facilities

General

- Encourage creation, connection, and maintenance of open space and recreational facilities, including public access to the river.
- Identify and encourage connection of CA-SR district land to existing and planned parks and trails.
- Encourage that land dedication requirements be used where appropriate to acquire land suitable for public river access.
- The Central Mississippi Riverfront Regional Park should continue to improve its open space appropriate to an urban setting.
- In the Lower Gorge, the natural character of the wooded bluffs and shoreline will be preserved and enhanced while the public recreational experience is improved.
- Recreational activities on and along the Mississippi River should capitalize on the recreational opportunities that are river-oriented and compatible with the surrounding environment. Current recreation includes biking, walking, canoeing, boating, sight-seeing, historic interpretation, eating and drinking, picnicking and bird-watching.
- Active sports, especially those requiring highly delineated spaces and hard surfaces in which participants are not aware of the surrounding environment, should not be encouraged along the river's edge.
- Because of conflicts with boat traffic, river currents, and the fact that more appropriate water facilities are available, swimming, sailing, and ice skating are discouraged.
- Fishing should be encouraged along the river in designated areas which do not conflict with other recreation or transportation uses and when state water quality standards permit.
- Sculling, rowing, kayaking, and canoeing are encouraged everywhere in the River. Between Hennepin Avenue and I-35W consideration should be given to the activities can be done safely, due the falls and the lower lock and dam, before they are allowed.

Parkways

- A continuous parkway and trail corridor parallel to and along both sides of the Mississippi River should continue to be completed where possible to provide recreational opportunities for pedestrians, bicyclists, and motorists.
- Although the parkway may vary in distance from the riverbank in some areas, it should provide clear site lines to the river and river-related activities whenever feasible.
- In the upper river, the parkway should be extended along the west side from Plymouth Avenue to Webber Parkway near the Camden Bridge. This parkway may weave away from the riverfront where it is impractical to build near the river, or where guided by adopted plans.
- In the upper river, on the east side, Marshall Street NE may be improved with greatly improved sidewalks and bicycle lanes. Since Marshall Street NE would not be an element of the parkway system, it would continue to carry truck traffic.
- Redevelopment of the Upper Harbor Terminal may also result in a shared road or parkway that may allow truck traffic.

Trails

- Park and Trail Land Acquisition - As funding becomes available, the MPRB will acquire land for new river corridor parks or trails through purchase or dedication based on a comprehensive park system plan. Easements for public movement along the river's edge or from neighborhoods to the riverfront will be negotiated on a case-by-case basis. Public ownership of river corridor park land is preferred over an easement. When property is subdivided, the City may require the subdivider to dedicate to the City either land (if the location is at a planned park) or cash in lieu of land, as provided by adopted ordinances.
- Regional trails in the City will serve transportation and recreation by providing access to major parks, linking those parks, and offering multipurpose trail activities such as bicycling, hiking, and cross country skiing. The bicycle paths along the Mississippi River should be linked to the regional system at the northern and southern ends, and via the Bassett Creek Trail, St. Anthony Parkway, the Franklin and 46th Street bridges, the

Midtown Greenway, Minnehaha Parkway, and other lateral connections. They should be connected to the street network where appropriate.

- Trail routing should take advantage of natural features such as rivers, streams, and creeks or man-made features such as utility easements or railroad rights-of-way.
- Pedestrian, bicycle, and motor routes should be separated wherever feasible with the pedestrian path located nearest to the river, then the bicycle path, then the road.
- "Points of particular interest" or "nodes" should be developed along the river at points where adjacent neighborhoods have lateral entry to the river, to provide focal points or interesting stopping points along the way, and to provide parklands for recreation purposes.
- Wherever feasible, lateral access routes to the river should be developed in the upper river and central river areas to provide adjacent neighborhoods with physical and visual access. Vacation of public right-of-way that has the potential to provide, connect, or enhance these lateral routes is discouraged.
- There should be continuous bicyclist and pedestrian paths along both sides of the Upper River across parkland or, in limited instances, public easements.
- Access also should be added on the east bank to connect existing Main Street to East River Parkway at the University of Minnesota.
- In the lower gorge, pedestrian and bicycle trails should generally follow the East and West River Parkways with looped pedestrian trails at East River Flats, East and West Sand Flats, and Riverside Park to connect the upper bluffs with the lower shoreline.

Transportation and Public Utilities

- Minimize impacts to PCAs and PRCVs from solar and wind generation facilities, public transportation facilities, and public utilities.
- New or modified transportation facilities shall complement the planned land and water uses and shall not stimulate development incompatible with river uses. In planning and designing construction or reconstruction of public transportation facilities in the

corridor, consideration shall be given to safe pedestrian crossings and facilities along the corridor, access to the riverfront in public ownership, provision of scenic overlooks, and reasonable use of land between the river and the transportation facility.

- Streets and Roads- The City and the MPRB will minimize creating roads, including parkways, that would be visible from the river surface or that would interfere with enjoyment of the river. Any road improvements will observe the policies of this plan for protection of vegetation, water quality, wildlife habitat, views to and from the river, public access to the riverfront, erosion control, and public open space.
- Bridges - Bridges are the most highly visible structures along the river. Additional river bridges should be discouraged. Historic bridge structures should be retained. Any changes to existing river bridges or streets near the river should be designed to enhance the scenic and historic qualities of the river corridor. The City will support replacement bridge designs that add to the aesthetic environment of the river. Bridge improvements should improve multi-modal access across the bridges, as there are limited opportunities for pedestrians and bicyclists to cross the river.
- Pedestrian and Bicycle Facilities - The City will continue to improve pedestrian and bicyclist movement to and along the river.
- Vacations of City right-of-way are discouraged as they may be used for future pedestrian and bicycle facilities to and along the river.
- Railroad Lines - The City will encourage duplicative or unneeded lines to be consolidated whenever possible. When tracks are abandoned, the MRPB will acquire (to the extent funding is available) for public trails or other public open space needs those it has targeted for possible acquisition through a system plan, particularly river bridges. The City will continue to monitor track abandonment and work with the Minnesota Department of Transportation to acquire targeted corridors.
- Railroad and Truck Terminal Locations - The City will continue to encourage the relocation of major freight shipping facilities out of the MRCCA to reduce conflict with other activities in the river corridor.
- Drinking Water Source - The City will continue to use the Mississippi River as the primary drinking water supply source.

- Upstream Treatment - The City will protect the quality of the raw water supply by supporting local and state efforts to improve the water quality of any point and non-point discharges.
- Water Conservation and Supply Plans - The City will continue to implement its plan for water conservation and alternative supply sources so as to reduce the need for treatment plant expansion and to guard against low river water flows during droughts.
- Sewer Separation - The City will continue to work to entirely separate sanitary sewers and surface water drainage sewers.
- Infiltration and Inflow - The City will maintain its sanitary sewers in such a condition so as to minimize infiltration of groundwater.
- Water Quality Management - The City will take measures to protect the quality of water flowing into the Mississippi River. At a minimum, the City's Stormwater Management and Erosion Control Ordinances will be used to regulate site development and watershed management. The City will continue to work with the Mississippi Watershed Management Organization to study the need for additional or different regulations.
- Flood Control - The City will implement floodplain controls so that new construction does not occur in areas of the City subject to periodic, localized flooding.
- High Voltage Transmission Lines - The City, in conjunction with Xcel Energy, will strongly discourage any new corridors for high voltage transmission lines to run parallel to or, especially, across the river. Necessary river crossings should be designed and located to minimize their visual impact. For instance, towers for transmission lines in the Central Riverfront were previously designed as large-scale pieces of art and actually add to the urban visual interest of that area. The City will evaluate and, if feasible, pursue relocation away from the river any high voltage transmission line that exists along the river. All electrical, telephone, and cable television lines in the Critical Area should eventually be located underground when technically feasible.
- It is recognized that power plants and electric lines provide a necessary service; while existing plants should be allowed to continue to operate, significant expansion should be discouraged.

- Electrical lines under 220 kilovolts will continue to be regulated under existing ordinances. Those regulations identify a number of considerations that must be taken into account in locating electrical lines including the potential for erosion and decreased water quality, visual impact (including the potential for locating them underground), ability to consolidate crossings, and limiting the chemical control of vegetation in the utility right-of-way.

Surface Water Uses and Water Oriented Uses

- The City of Minneapolis will cooperate and work with Saint Paul, other affected municipalities, Hennepin County, Ramsey County, the Minnesota Department of Natural Resources, and the U.S. Government in developing regulations for watercraft surface uses on the Mississippi River.
- Water-oriented uses will be regulated by the MRCCA Rules and the Minneapolis Zoning Ordinance in conformance with the goals of this plan, the comprehensive plan, and other adopted plans.
- The City and the MPRB will continue to evaluate opportunities to create boat launches, docks, and marinas on the Mississippi River.

Other Environmental

- Developments are required to comply with the city's Stormwater Management Ordinance and are encouraged to make environmentally friendly steps on their properties to reduce their stormwater management fees.
- The City will continue to work with the Minnesota Pollution Control Agency to achieve federal and state water quality standards. The City will continue to enforce along the river corridor as well as the balance of the community its adopted standards for the National Urban Runoff Program and the National Pollutant Discharge Elimination System Program.
- The City will continue to license underground oil and chemical tanks and continue its efforts to remediate contaminated sites throughout the City. In addition, the City will continue to require the reporting of oil and chemical spills and to clean up spills and assist with the disposal of waste which might pollute ground and surface waters. Existing control and review mechanisms to prevent contamination of public waters and erosion by surface runoff will continue.

- Dredge Material - Dredged material may be placed on the beaches along the river only in an emergency dredging situation or in response to development by the Corps of Engineers of a recreation beach management plan that is approved by its partner agencies.

St. Anthony Falls

- Every effort should be made to maintain St. Anthony Falls for aesthetic, recreation, and historical appreciation, after minimum flow requirements for public water supplies are met.
- Future alterations may be allowed which enhance aesthetic and recreational potential while being respectful of historic import.
- Prior to approval, proposals which would affect water flow should be reviewed and approved as applicable by the Metropolitan Council, Minneapolis City Council, MRPB, the Department of Natural Resources Public Waters and Appropriations Permits Program, and the U.S. Army Corps of Engineers.

Chapter 11 - Implementation Actions

The implementations steps listed below, including permitting requirements, are required by the MRCCA Rules, Metropolitan Council, and DNR.

General

- Submit the updated MRCCA plan to the Metropolitan Council and the DNR at the same time that the 2040 Comprehensive Plan update is due to the Metropolitan Council.
- Update the Zoning Ordinance, including the Shoreland and Critical Area Overlay Districts, to reflect goals and policies of this plan as well as any relevant requirements of federal and state legislation.
- Ensure that information on the new MRCCA districts, zoning requirements, PCAs, PRVCs, and restoration priorities, are available to property owners to help them understand which ordinance requirements apply to their property for project planning and permitting.

Districts

- Amend the MR Mississippi River Critical Area Overlay District compliant with the goals and policies of the MRCCA plan and with Minnesota Rules, part 6106.0070, Subp. 5 - Content of Ordinances.
- Update the zoning map to reflect new MRCCA districts.

Primary Conservation Areas

Establish procedures and criteria for processing applications with potential impacts to PCAs, including identification of the information that must be submitted and how it will be evaluated, determining the appropriate mitigation procedures and methods for variances and CUPs, and establishing evaluation criteria for protecting PCAs when a development site contains multiple types of PCAs and the total area of those PCAs exceed the required set aside percentages.

- Develop administrative procedures for integrating DNR and local permitting of riprap, walls and other hard armoring.

Public River View Corridors (PRVCs)

- Establish procedures for processing applications with potential impacts to PRCVs, including the identification of the information that must be submitted and how it will be evaluated and developing standards for conditional use permits for additional height where allowed by the MRCCA rules and the Minneapolis Zoning Ordinance.

Restoration Priorities

- Establish a vegetation permitting process that includes permit review procedures to ensure consideration of restoration priorities identified in this plan in permit issuance, as well as standard conditions requiring vegetation restoration for those priority areas. (
- Establish a process for evaluating priorities for natural vegetation restoration, erosion prevention and bank and slope stabilization, or other restoration priorities identified in this plan for the development review processes.

Open Space and Recreation Facilities

- Continue system for reviewing, tracking, and monitoring open space dedication required as part of the subdivision process.
https://www.minneapolisarks.org/park_care_improvements/park_dedication/

Transportation and Public Utilities

- Incorporate specific design and placement conditions that minimize impacts to PCAs and PRCVs into local permits for solar and wind generation facilities and essential and transmission services.

Surface Water and Water Oriented Uses

- Evaluate the need for adoption of surface water use regulations authorized under Minn. Statute, Chapter 86B (MR 6110.3000 – 6110.3800).
- Provide for water-oriented uses in the zoning ordinance.

Appendix A – Minnesota Rules, Chapter 6106 (MRCCA Rules)

Appendix B – MRCCA Native Plant Communities