minneapolis 2040

Minneapolis 2040 — The City's Draft Comprehensive Plan

Done right, growth can help our city become a healthy, sustainable, and thriving place for all.



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The Minneapolis 2040 Plan was developed by the City of Minneapolis Department of Community Planning and Economic Development. Should you require a reasonable accommodation in order to fully participate, or information in an alternative format, please contact 612-673-3000. Para asistencia 612-

673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500.

For more information, contact:

Department of Community Planning and Economic Development

105 Fifth Avenue South, Ste 200 Minneapolis, MN 55401

(612) 673-3000 2040@minneapolismn.gov

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Plan Overview

Minneapolis is growing, and will continue to grow. Done right, this new growth can help our city become a healthy, sustainable, and thriving place for everyone.

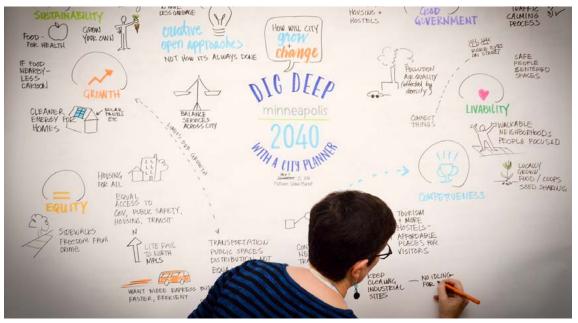
Minneapolis 2040 is a draft Comprehensive Plan that shapes how the city will grow and change. The draft covers topics such as housing, job access, the design of new buildings, and how we use our streets. Over the past two years, the people of Minneapolis have told us a lot about their vision and hopes for the future of our city. A main theme we heard is that as the city grows, everyone must benefit from that growth. Historically, not everyone has. This draft plan is one opportunity to undo barriers and overcome inequities created by a history of policies in our city that have prevented equitable access to housing, jobs, and investments.

The draft plan reflects the result of two years of engagement with the people of Minneapolis, including over 50 meetings and conversations with thousands of residents, business owners and others. Your feedback directly helped us establish priorities and inform the content of the draft plan. For more details about the process and what we've heard so far, see the Planning Process section.

The Metropolitan Land Planning Act requires municipalities in the Twin Cities area to provide the Metropolitan Council with an updated Comprehensive Plan every ten years. The Comprehensive Plan must be consistent with the Metropolitan Council's regional development guide, Thrive MSP 2040, that sets the direction for the region's growth and development. Local communities are served by regional systems planned by the Metropolitan Council, including housing, transportation, wastewater collection and treatment, and regional parks.

The plan will be adopted by the City Council and provided to the Metropolitan Council for their review by December 31, 2018. While Minneapolis 2040 is intended to meet the requirements of state statute and the Metropolitan Council, the plan also has particular significance for Minneapolis in a time of population and employment growth. The City will use this plan to guide decision-making that affects the long-term future of our city as it relates to the built, natural, and economic environment.

From March 22 through July 22, 2018, the City will be engaging with the public to discuss this draft plan and to encourage review and feedback. To comment on the plan please visit www.Minneapolis2040.com or send an email to 2040@minneapolismn.gov. Following the close of the public comment period on July 22, City staff will make revisions to the plan based on public feedback and present a final draft to the City Planning Commission and City Council in Fall 2018.



An artist transcribes comments from citizens during a public open house in October 2016 at the Midtown Global Market.

2040 Goals

The Minneapolis 2040 goals are intended to state the plan's intent as clearly as possible, so that we as a city know what we are working to accomplish through the policies of the Comprehensive Plan.

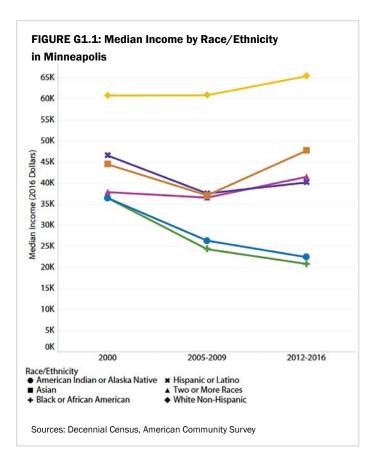
Using feedback from the public at the beginning of the planning process, the City Council adopted these goals to provide direction to staff in the development of draft Comprehensive Plan policies that guide the future of the city. Every policy in Minneapolis 2040 is intended to contribute to achieving one or more of the goals.



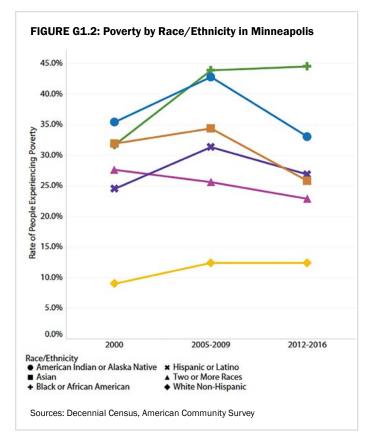
Reduced Disparities

Photo: Kids learning at the Bakken Museum in Minneapolis (Photo by Bakken Museum, via flickr. com) Goal 1: In 2040, Minneapolis will have significantly reduced economic, housing, safety, and health disparities among people of color and indigenous peoples compared with white people.

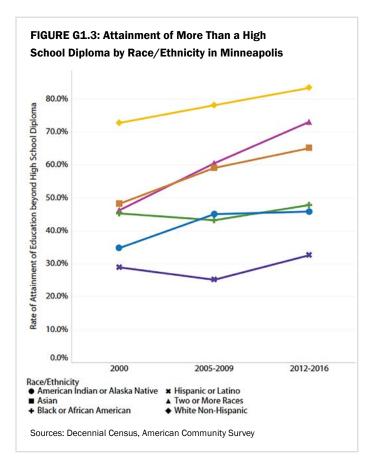
According to a report issued by the Economic Policy Institute in 2010, Minneapolis led the nation in having the widest unemployment disparity between African-American and white residents. This remains true in 2018. And disparities also exist in nearly every other measurable social aspect, including of economic, housing, safety and health outcomes, between people of color and indigenous people compared with white people. Take, for example, the income disparity: White non-Hispanic residents in Minneapolis make approximately three times the income of black and American Indian residents; the median income in 2016 for white non-Hispanics was approximately \$65,000, while the median incomes for blacks and American Indians were \$20,871 and \$22,476, respectively. And since 2000, white non-Hispanic and Asian households have seen increases in median income while black and American Indian households have experienced an approximately 40 percent reduction in median income (**Figure G1.1**).



This disparity in incomes can be seen in the poverty rate (**Figure G1.2**), which is nearly four times as high for blacks (nearly 45 percent) as for white non-Hispanics (approximately 12 percent). The poverty rate for American Indians is 33 percent and for Hispanics nearly 27 percent. And the unemployment rate in Minneapolis for blacks (17 percent) and American Indians (14 percent) is approximately three times higher than it is for white non-Hispanics (less than 5 percent).

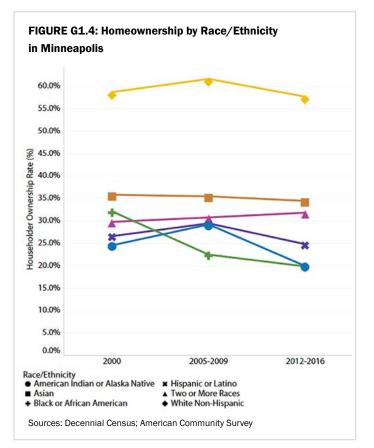


The employment and income disparities are predictable outcomes of educational disparities. Analysis by the U.S. Bureau of Labor Statistics shows higher rates of unemployment for people with lower levels of education. People with an associate's or bachelor's degree have unemployment rates of up to a percentage point less that the labor force in general. In Minneapolis, 83 percent of white non-Hispanics have more than a high school education, compared with 47 percent of black people and 45 percent of American Indians (**Figure G1.3**). Only 32 percent of Hispanics have more than a high school education. Educational disparities begin at birth and grow wider over time, suggesting that the best opportunity to close or even prevent these achievement gaps is by focusing investment toward the earliest stages of life.



Income significantly impacts housing access, and for a growing number of residents, especially people of color, incomes are not keeping up with rising housing costs. This results in fewer housing units in fewer neighborhoods that are affordable. For households of color that are renting this means there are few, if any, housing units that are affordable. The loss of affordable housing units and the changes in household income have resulted in a greater number of cost-burdened households - households in which more than 30 percent of household income goes toward housing. Thirty-seven percent of all households in Minneapolis are cost-burdened, but, similar to the change in household incomes, this is not equal across racial groups. Over 50 percent of black households and over 45 percent of American Indian and Hispanic households in Minneapolis are cost-burdened, whereas one in three white households are cost-burdened.

Homeownership has given generations of Minneapolitans the opportunity for housing stability and wealth development, but inequities are apparent in this realm as well (**Figure G1.4**). There is a 36 percentage point gap between households of color that own their home versus white households. Over 59 percent of white non-Hispanic households own their home, while less than 21 percent of African-American and American Indian households own their home. Just under 25 percent of Hispanic households own their home.

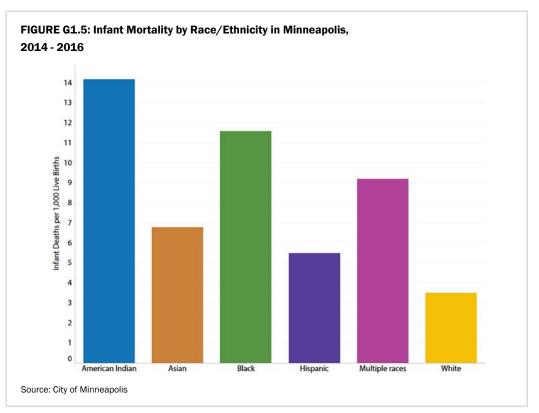


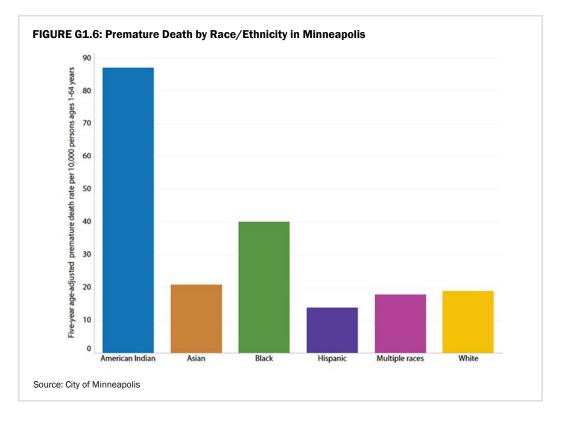
These disparities are rooted in overt and institutionalized racism that has shaped the opportunities available to multiple generations of Minneapolis residents. For example, an examination of federal housing policy starting in the 1930s reveals racially discriminatory housing practices. Following the Great Depression, in an effort to increase housing stability, improve the economy and help residents retain their homes, the federal government began to underwrite and back home mortgages, which lengthened the life of the loans and lowered the amount of down payment amount needed to purchase a home.

To reduce risk, the government adopted loan underwriting standards that steered the direction of private investment in housing. This practice prevented access to mortgages in areas with Jews, African-Americans and other minorities, as well as in the more densely populated and mixed-use parts of the city. The Federal Housing Administration (FHA) underwriting manual made the case for racially restrictive covenants, using language that described people of color as undesirable neighbors in the same vein as nuisances such as odor and high traffic: "The more important among the adverse influential factors are the ingress of undesirable racial or nationality groups; infiltration of business or commercial uses of properties; the presence of smoke, odors, fog, heavy trafficked streets and railroads."

These policies and regulations left a lasting effect on the physical characteristics of the city and the financial well-being of its residents. Areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment, in part because banks did not lend in those areas. On the outskirts of the city, a post-Depression development pattern emerged with little variation in housing types and density and with few areas for commercial development. Today, the zoning map in these areas remains largely unchanged from the era of intentional racial segregation.

The physical patterns in the way Minneapolis has developed, and will develop, shapes the health and safety outcomes of its residents. The World Health Organization describes social determinants of health as "the conditions in which people are born, grow, live, work and age. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels. The social determinants of health are mostly responsible for health inequities." Inequities related to opportunities, conditions, policies and practices don't impact just individuals in isolation. Instead, entire generations are impacted by these inequities – especially those rooted in race, place and income – in healthy development and lifestyle.The impact can be seen, for example, in infant mortality (**Figure G1.5**) and premature death rates (**Figure**





G1.6). In Minneapolis, American Indians have premature death rates that are more than four times higher than those of whites, and the premature death rate for blacks is twice the rate for whites. The disparity for infant mortality is similar: American Indians have infant mortality rates four times higher than those of whites, while blacks experience infant mortality at nearly three times the rate of whites. The City must work to close these and other disparities in health outcomes, as well as those that exist in education, employment, income and housing outcomes.

To achieve the goal of reduced disparities, the City of Minneapolis will work to undo the legacy that remains from racially discriminatory housing policies by increasing access to opportunity through a greater diversity of housing types, especially in areas that lack housing options as a result of discriminatory housing policy. The City will invest in education, skills training, small business support and other support systems to help residents access opportunities to gain and retain well-paying employment that allows them to grow as individuals. Additionally, the City will lead by example, hiring and training a diverse workforce, as well as promoting these practices through its contracts, vendors and other procurement and partnership opportunities.

Achieving this goal will mean directing City and other resources – dollars for transit, for affordable housing and business development, for education, and for health and safety programs – to the geographic areas most in need, while providing economic and housing opportunities for all Minneapolis residents. Accomplishing this will require tracking progress and outcomes; and it will require engaging with the community, especially with communities of color, around City actions.

Reduced Disparities Policies:

35 policies relate to Goal 1: Reduced Disparities.

Please refer to the pages listed below to read the content of each policy.

Policy 49: "Educational and Economic Access" on page 162

Policy 50: "Access to Technology" on page 163

Policy 51: "Healthy Pre-K Development" on page 164

Policy 52: "Human Capital and a Trained Workforce" on page 165

Policy 55: "Business Innovation and Expansion" on page 168

Policy 56: "Supporting Small Businesses" on page 169

Policy 2: "Access to Employment" on page 103

Policy 3: "Production and Processing" on page 104

Policy 58: "Business Districts and Corridors" on page 171

Policy 29: "Creative Sector Economy" on page 141

Policy 31: "Creative Workers" on page 145

Policy 1: "Access to Housing" on page 100

Policy 33: "Affordable Housing Production" on page 147

Policy 34: "Affordable Housing Preservation" on page 148

Policy 37: "Mixed Income Housing" on page 150

Policy 38: "Affordable Housing near Transit and Job Centers" on page 150

Policy 39: "Fair Housing" on page 151

Policy 40: "Homelessness" on page 152

Policy 41: "Tenant Protections" on page 153

Policy 42: "Expand Homeownership" on page 154

Policy 43: "Housing Displacement" on page 155

Policy 44: "Comprehensive Investments" on page 157

Policy 23: "Coordinated Development Strategy" on page 135

Policy 45: "Leverage Housing Programs to Benefit Community" on page 158

Policy 46: "Healthy Housing" on page 159

Policy 15: "Transportation and Equity" on page 126

Policy 16: "Environmental Impacts of Transportation" on page 127

Policy 61: "Environmental Justice" on page 174

Policy 66: "Air Quality" on page 180

Policy 62: "Contaminated Sites" on page 175

Policy 81: "Social Connectedness" on page 199

Policy 85: "Access to Health, Social and Emergency Service" on page 203

Policy 63: "Food Access" on page 176

Policy 86: "Healthy Food in Institutions" on page 204

Policy 78: "Park Design and Programming" on page 195

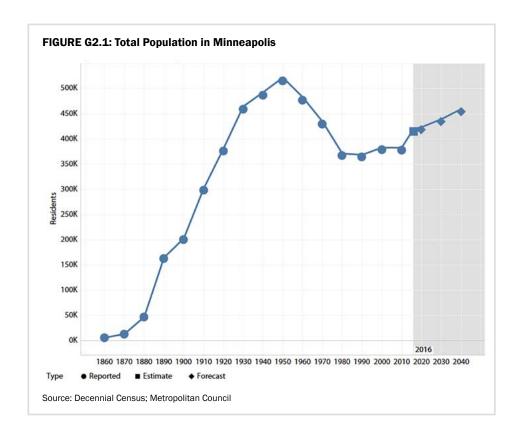


More Residents and Jobs

Photo: Buses and transit users on Marquette Avenue in downtown Minneapolis (Photo by Metro Transit)

Goal 2. In 2040, Minneapolis will have more residents and jobs, and all people will equitably benefit from that growth.

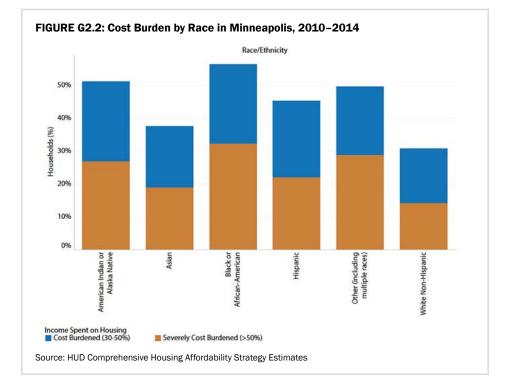
The population of Minneapolis peaked at almost 522,000 in 1950 (**Figure G2.1**). At its height, this population supported a bustling streetcar network, convenient neighborhood retail nodes and other services whose traces are still felt in the city. But by 1990, many of these advantages of urban living had faded away, and Minneapolis' population dipped to a low of 368,000. The downturn in manufacturing, discriminatory housing and lending practices, suburban growth and flight, less centralized employment centers and more encouraged this loss of population, as well as exacerbated patterns of inequity that are still apparent today.



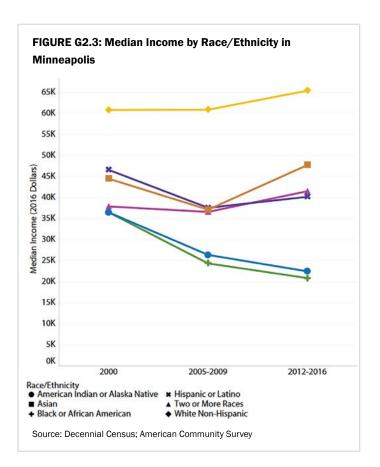
However, since 2000 Minneapolis has experienced growth that has increased demand for housing. This has prompted the creation of new housing units to help meet the needs of the dynamically changing population, new grocery stores to fulfill basic needs, renewed vitality in commercial areas, new and expanded industries, new and recapitalized parks and open spaces, and increased frequency, speed and reach of transit.

Yet this growth has not been without its challenges. The recent demand for urban living has outstripped the supply of housing available in many areas of the city, which has escalated housing prices at rates faster than wages for many people in the city. As a result, the city has seen an increase in cost-burdened households (households where more than 30 percent of household income goes toward housing) and residents who have been priced out of their neighborhoods.

Overall, 49 percent of all households in Minneapolis are cost-burdened, but this is not equal across racial groups (Figure G2.2). Over 50 percent of black and American Indian households, and over 45 percent Hispanic households in Minneapolis are cost-burdened, whereas one in three white households are costburdened. For a growing number of people, especially people of color, incomes are not keeping up with rising housing costs, resulting in fewer housing units in fewer neighborhoods that are affordable, especially for renters.

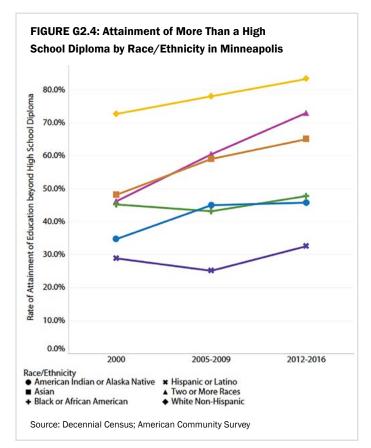


Since 2000, overall household incomes in Minneapolis have slightly decreased – but not equally across racial groups. White non-Hispanic and Asian households have seen increases in household income since 2000, while black households have experienced an approximately 40 percent decrease in income (**Figure G2.3**).



Businesses also face the stresses of rising rents and displacement. As rents rise, small retail and service businesses are often the most impacted. These small businesses tend to embody neighborhood and cultural identity, and their loss has repercussions beyond just the loss of jobs and retail or service establishments.

One of the primary factors influencing a resident's ability to afford housing is employment, and in the past 15 years Minneapolis has seen growth in many industries, resulting in refreshed economic vitality and new jobs. Educational disparities hinder the ability of residents of color to prepare for and participate in the continually evolving economy. In Minneapolis less than half of black, American Indian and Hispanic residents have more than a high school education, compared with 83 percent of white non-Hispanic residents (**Figure G2.4**). These educational disparities create barriers to finding employment that pays a living wage.



One promising avenue is production and processing businesses, which provide economic opportunities for those who may lack higher levels of education by offering living wages compared with the retail, accommodation and food service industries. Production and processing businesses in the region have average monthly starting wages for workers of color that are twice as high as retail businesses and nearly two-and-a-half times as high as accommodation and food service businesses.

A crucial element of residents' ability to access employment and of a vibrant economy generally is public transit. While transit has improved in Minneapolis, it is still far behind the level of transit accessibility and mobility the city's residents once enjoyed as they accessed jobs, services and housing.

Private investment also has helped stimulate the city's economy, but like so much else it has not been equal across the city. While some areas have benefited from new market-led investments, other areas have seen very little. Encouraging a more equitable distribution of private investment, continuing to expand and improve the transit system, and working to increase options for affordable housing and living-wage jobs are necessary to ensure that the benefits of growth are experienced by all residents.

To achieve the goal equitably benefiting from that growth, the City of Minneapolis will create new opportunities for people to live throughout the city by allowing and encouraging the development of new multifamily housing of various sizes and affordability levels, including in areas that today contain primarily single family homes. Along with creating these new opportunities, the City will take proactive steps to minimize residential displacement, including by preserving naturally occurring affordable housing and offering homeownership support.

The City will also support the growth of existing businesses and the creation of new businesses, while helping prepare Minneapolis residents for the jobs that result. This includes maintaining and expanding areas of the city for production, processing and distribution of products, services and ideas.

Achieving the above will require the City to support, build and maintain a multimodal transportation system that promotes growth in a sustainable manner. And it will require the City to coordinate the development of housing, businesses and infrastructure in geographic areas where a district-wide approach has the greatest opportunity to achieve growth that can benefit everyone.



24 policies relate to Goal 2: More Residents and Jobs.

Please refer to the pages listed below to read the content of each policy.

Policy 1: "Access to Housing" on page 100

Policy 33: "Affordable Housing Production" on page 147

Policy 35: "Innovative Housing Types" on page 149

Policy 36: "Innovative Housing Strategies" on page 149

Policy 37: "Mixed Income Housing" on page 150

Policy 43: "Housing Displacement" on page 155

Policy 38: "Affordable Housing near Transit and Job Centers" on page 150

Policy 80: "Development Near METRO Stations" on page 197

Policy 23: "Coordinated Development Strategy" on page 135

Policy 2: "Access to Employment" on page 103

Policy 3: "Production and Processing" on page 104

Policy 49: "Educational and Economic Access" on page 162

Policy 51: "Healthy Pre-K Development" on page 164

Policy 52: "Human Capital and a Trained Workforce" on page 165

Policy 54: "Supporting Economic Growth" on page 167

Policy 55: "Business Innovation and Expansion" on page 168]

Policy 56: "Supporting Small Businesses" on page 169

Policy 57: "Cluster Strategy" on page 170

Policy 90: "Technology in the Economy" on page 207

Policy 58: "Business Districts and Corridors" on page 171

Policy 59: "Downtown" on page 172

Policy 62: "Contaminated Sites" on page 175

Policy 76: "New Parks" on page 193

Policy 20: "Transit" on page 132



Affordable and Accessible Housing

Photo: Backyard gathering (Photo by Tela Chhe, via flickr.com) Goal 3. In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city.

Minneapolis is growing faster than it has since 1950. The Metropolitan Council estimates that between 2010 and 2016 the city added over 12,000 housing units and more than 37,000 residents. With this growth comes increased demand for housing and an associated increase in housing costs and rents. As a result, housing units that were once affordable no longer are, and less housing is available for low-income residents of Minneapolis.

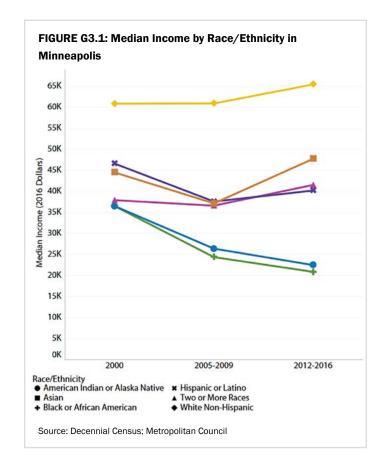
Since 2000, Minneapolis has lost roughly 15,000 housing units that are considered affordable for those earning 50 percent of the area median income. These units generally still exist, but they cost more to own or rent, making them unaffordable to this demographic. In 2017, for the 13-county metropolitan region, the U.S. Department of Housing and Urban Development (HUD) calculated a median family income of \$90,400. Based on this, 50 percent of the area median income for a single-person household is \$31,650 annually (or an hourly wage of \$15.22 for a standard workweek and year), and for a family of four it's \$45,200 annually (or a household hourly wage of \$21.73 for a standard workweek and year).

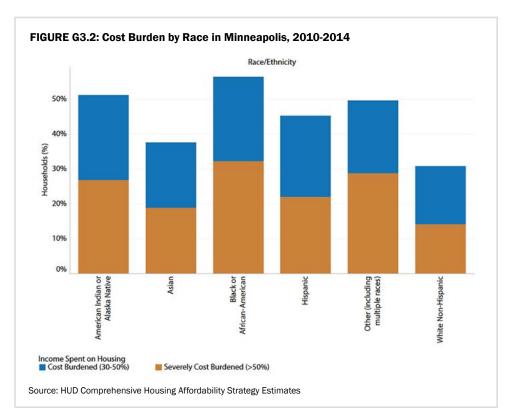
Also since 2000, overall household incomes in Minneapolis have slightly decreased – but not equally across racial groups. White non-Hispanic and Asian households have seen increases in household income since 2000, while black households have experienced an approximately 40 percent decrease in income (**Figure G3.1**).

For a growing number of residents, especially residents of color, incomes are not keeping up with rising housing costs. This results in fewer housing units in fewer neighborhoods that are affordable to renters. For households of color that are renting this means there are few, if any, housing units that are affordable.

These trends have resulted in a greater number of cost-burdened households - households in which more than 30 percent of household income goes toward housing. Fortynine percent of all households in Minneapolis are cost-burdened, but, similar to the change in household incomes, this is not equal across racial groups. Over 50 percent of black and American Indian households, and over 45 percent Hispanic households in Minneapolis are cost-burdened, whereas one in three white households are costburdened (Figure G3.2).

In addition to the lack of sufficient affordable housing, many areas of Minneapolis lack diversity in housing

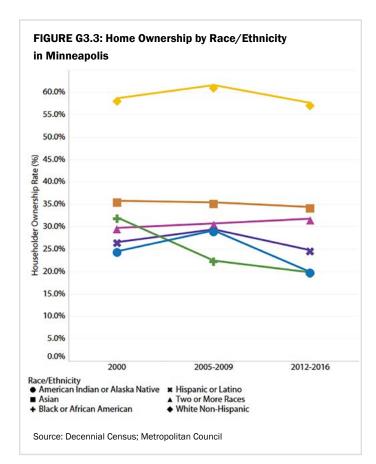




type and size. This specifically limits the opportunity for multifamily housing, which impacts the availability of both affordable and life-cycle housing options – options that allow for aging in one's community and staying connected to social support networks. This further restricts access to single family homes for households with growing families that desire that housing type and would prefer to stay in the city.

Areas of our city that lack housing choice today were built that way intentionally. In the first half of the 20th century, zoning regulations and racist federal housing policies worked together to determine who could live where and in what type of housing. This shaped the opportunities available to multiple generations of Minneapolis residents (**Figure G3.3**).

Following the Great Depression, redlining and other loan underwriting guidance from the federal government steered the direction of private investment in housing. This



practice prevented access to mortgages in areas with Jews, African-Americans and other minorities, as well as in the more densely populated and mixed-use parts of the city. Related guidance in Federal Housing Administration (FHA) underwriting manuals encouraged the segregation of land uses in order to reduce the financial risk of backing single family home loans near land uses deemed undesirable, such as factories and even multifamily housing. This guidance, from 1934, reinforced the approach that Minneapolis and other cities in the United States began years earlier through the introduction of zoning ordinances.

The FHA promoted zoning as an effective tool for assuring a "homogenous and harmonious neighborhood." In the view of the FHA, however, zoning was not enough to accomplish the segregation of the races as a means of protecting property values. The FHA underwriting manual made the case for racially restrictive covenants, using language that described people of color as undesirable neighbors in the same vein as nuisances such as odor and high traffic: "The more important among the adverse influential factors are the ingress of undesirable racial or nationality groups; infiltration of business or commercial uses of properties; the presence of smoke, odors, fog, heavy trafficked streets and railroads."

These policies and regulations left a lasting effect on the physical characteristics of the city and the financial well-being of its residents. Areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment, in part because banks did not lend in those areas. On the outskirts of the city, a post-Depression development pattern emerged with little variation in housing types and density and with few areas for commercial development. Today, the zoning map in these areas remains largely unchanged from the era of intentional racial segregation. The City wishes to reverse the effects of these historical policies and create a more diverse, equitable and affordable housing supply for all residents, including residents of color and indigenous residents. To achieve the goal of residents affordable and accessible housing, the City of Minneapolis will expand opportunities to increase the housing supply to meet changing needs and desires. This means allowing more housing options, especially in areas that lack choice and areas with access to frequent and fast transit, employment, and goods and services. It also means expanding resources and tools to create and preserve affordable housing and minimize the displacement of existing residents, and to ensure housing is maintained to promote health and safety. The City will also need to invest in its residents, especially residents of color and indigenous residents, to ensure that barriers to housing are identified and removed.

E Affordable and Accessible Housing Policies:

19 policies relate to Goal 3: Affordable and Accessible Housing.

Please refer to the pages listed below to read the content of each policy.

Policy 1: "Access to Housing" on page 100

Policy 33: "Affordable Housing Production" on page 147

Policy 34: "Affordable Housing Preservation" on page 148

Policy 35: "Innovative Housing Types" on page 149

Policy 36: "Innovative Housing Strategies" on page 149

Policy 37: "Mixed Income Housing" on page 150

Policy 38: "Affordable Housing near Transit and Job Centers" on page 150

Policy 80: "Development Near METRO Stations" on page 197

Policy 39: "Fair Housing" on page 151

Policy 40: "Homelessness" on page 152

Policy 41: "Tenant Protections" on page 153

Policy 42: "Expand Homeownership" on page 154

Policy 43: "Housing Displacement" on page 155

Policy 44: "Comprehensive Investments" on page 157

Policy 23: "Coordinated Development Strategy" on page 135

Policy 45: "Leverage Housing Programs to Benefit Community" on page 158

Policy 46: "Healthy Housing" on page 159

Policy 47: "Housing Maintenance" on page 160

Policy 48: "Data-Driven Decisions" on page 161



Living-Wage Jobs

Photo: Construction workers on site

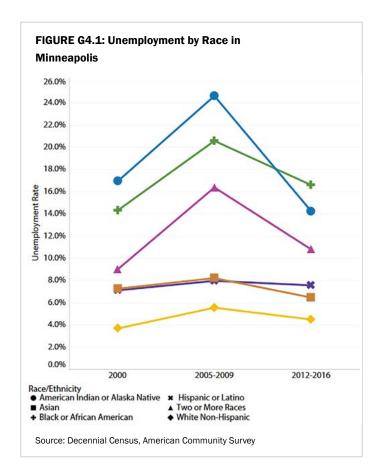
Goal 4. In 2040, all Minneapolis residents will have the training and skills necessary to participate in the economy and will have access to a living-wage job.

The Twin Cities region is predicted to have a shortfall of more than 114,000 workers by 2020. A knowledge-based economy, heightened competition in globalized markets, and the quickening pace of change make continual innovation, commercialization, and business creation imperative for economic success. To ensure the growth of the region's and the city's economy, all businesses must have access to employees who can easily fill growing job demand, and small business owners and entrepreneurs need access to resources that help them start and grow their businesses.

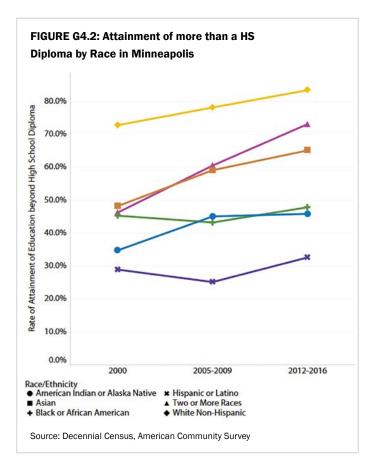
It is also necessary to promote a city in which residents from all backgrounds have opportunities to gain and retain well-paying employment and a city where ethnic diversity in all fields of entrepreneurship is supported and promoted. This will help amend past inequities, as people of color and indigenous people historically have not had equal access to education, employment and entrepreneurial resources. These barriers to access start in youth and continue throughout a lifetime. They range from not having a parent or adult present during childhood to not having access to preschool education, and from educational inequities in schools to employment inequities in job training and access.

Educational inequities in Minneapolis are apparent in the significant disparities that exist in high school graduation. Approximately 22 percent of American Indian students graduate, slightly over 34 percent of Hispanic students graduate, and 36 percent of black students graduate. Thirty-eight percent of all low-income students, regardless of race, graduate. It is foolish to ignore the fact that these trends show up long before graduation; disparities begin at birth and grow wider over time. Income-based achievement gaps open up between the ages of 0 and 5 and stay stable or shrink during K-12, while race-based gaps are very apparent at age 5 and grow modestly at later ages. This suggests that the best opportunity to close or even prevent these achievement gaps is by focusing investment toward the earliest stages of life.

Doing this can help close not only the educational gap, but also the employment gap, as educational disparities routinely become barriers to finding employment in the changing economy and are evident in unemployment and poverty rates. In Minneapolis, the unemployment rate for blacks and American Indians is approximately three times higher than it is for white non-Hispanics. The unemployment rate is 17 percent for blacks and 14 percent for American Indians, compared with less than 5 percent for white non-Hispanics (**Figure G4.1**).



This relationship between education and employment levels is borne out by national level analysis by the U.S. Bureau of Labor Statistics, which shows higher rates of unemployment for people with lower levels of education. People with an associate's or bachelor's degree have unemployment rates of up to a percentage point less that the median unemployment rate, while those with a high school degree have unemployment rates over a percentage point higher than the median unemployment rate. In Minneapolis, 83 percent of white non-Hispanics have more than a high school education, compared with 47 percent of black people and 45 percent of American Indians. Only 32 percent of Hispanics have more than a high school education (**Figure G4.2**).



To achieve the goal of ensuring residents access to a livingwage job, the City of Minneapolis will invest in education and skills training so residents, especially low-income residents, residents of color and indigenous residents, have opportunities to prepare for and participate in Minneapolis' growing economy. This also means increasing job readiness by investing in employment training, placement and education for both youth and adults; as well as serving as a model employer by increasing the diversity of the City's workforce. The City will support business innovation and invest in capacity building for entrepreneurs and small businesses. The City will support businesses in providing fair wages and worker protections.



15 policies relate to Goal 4: Living-Wage Jobs.

Please refer to the pages listed below to read the content of each policy.

Policy 49: "Educational and Economic Access" on page 162

Policy 50: "Access to Technology" on page 163

Policy 51: "Healthy Pre-K Development" on page 164

Policy 52: "Human Capital and a Trained Workforce" on page 165

Policy 55: "Business Innovation and Expansion" on page 168

Policy 56: "Supporting Small Businesses" on page 169

Policy 57: "Cluster Strategy" on page 170

Policy 90: "Technology in the Economy" on page 207

Policy 2: "Access to Employment" on page 103

Policy 3: "Production and Processing" on page 104

Policy 58: ""Business Districts and Corridors" on page 171

Policy 20: "Transit" on page 132

Policy 22: "Downtown Transportation" on page 134

Policy 31: "Creative Workers" on page 145

Policy 64: "Food Businesses" on page 178



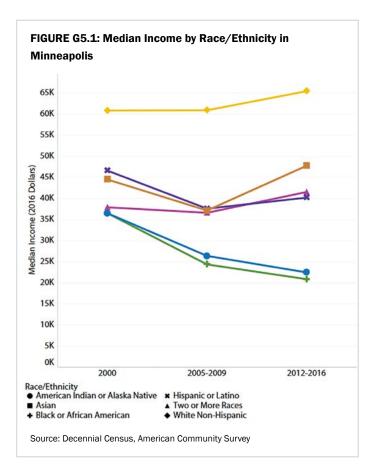
Healthy, Safe, and Connected People

Photo: Open Streets on Nicollet Avenue (Photo by Fibonacci Blue, via flickr. com). Goal 5. In 2040, the people of Minneapolis will be socially connected, healthy, and safe.

The physical patterns in the way Minneapolis has developed, and will develop, shapes the health and safety outcomes of its residents. The World Health Organization describes social determinants of health as "the conditions in which people are born, grow, live, work and age. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels. The social determinants of health are mostly responsible for health inequities." Inequities related to opportunities, conditions, policies and practices don't impact just individuals in isolation. Instead, entire generations are impacted by these inequities – especially those rooted in race, place and income – in healthy development and lifestyle.

Minneapolis is among the areas of the nation with the largest disparities between people of color and indigenous peoples and white people in level of education, employment and poverty rates. White non-Hispanic residents in Minneapolis make approximately three times the income of black and American Indian residents; the median income in 2016 for white non-Hispanics was approximately \$65,000, while the median incomes for blacks and American Indians were \$20,871 and \$22,476, respectively. And since 2000, white non-Hispanic and Asian households have seen increases in median income, while black and American Indian households have experienced an approximately 40 percent reduction in median income (Figure G5.1).

Inequities in social and economic factors are key contributors to health disparities; ultimately, these gaps need to close if equity in health outcomes is to advance. Social and economic disparities underpin health disparities from premature death rates to access to healthy food and from healthy youth development to housing stability. In Minneapolis, American Indians have premature death rates that are more than four times higher than those of whites, and the premature death rate for blacks is twice the rate for whites (Figure G5.2).



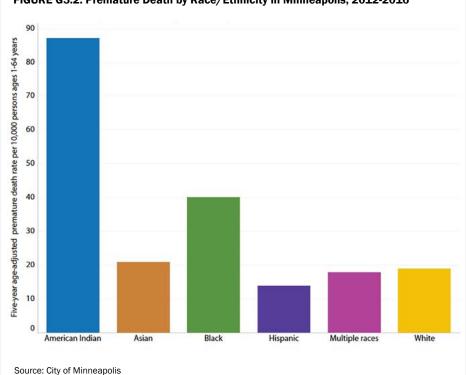
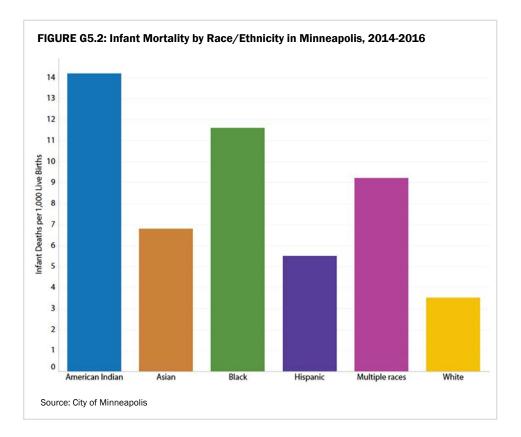


FIGURE G5.2: Premature Death by Race/Ethnicity in Minneapolis, 2012-2016



The disparity for infant mortality is similar: American Indians have infant mortality rates four times higher than those of whites, while blacks experience infant mortality at nearly three times the rate of whites (**Figure G5.3**).

The link between economic and social inequities and health disparities is also clearly evident in the issue of access to healthy food. Insufficient income is one of two primary barriers to healthy food access. (The other is lack of proximity to stores that sell healthy food, which is also affected by income.) Residents living at 185 percent of the federal poverty level (in 2016, the equivalent of household income for a family of four was \$44,955, or \$21.61 an hour) are more likely to experience food insecurity, which is associated with obesity and inadequate nutrition.

Psychological resiliency can also be impacted by social and economic disparities. For example, a lack of stable and affordable housing can negatively impact community cohesiveness by forcing people to move often in search of housing they can afford. This kind of neighborhood mobility breaks up social networks, impacts school success, and places stresses on families forced to adjust to new environments. The lack of diversity in housing type and size impacts not only affordability (and thus stability), but also options for Minneapolitans who are aging or disabled and need housing alternatives that allow them to stay in their community and remain connected to their social networks.

Social connectivity is incredibly important in creating and retaining the relationships that make our communities stronger and more resilient. Through programs and the design of community spaces, including parks, community and youth centers, new buildings and city streets, Minneapolis can foster environments to increase social connectedness. The design of these spaces can also improve safety and the perception of safety, making people more likely to use the spaces.

A multisector public health approach to public safety that is informed by and responsive to the community will ultimately lead to a city that is safer, stronger, more connected and more resilient. Enforcement is essential to public safety, but it's only one of other equally essential components that together comprise a holistic approach. In the pursuit of safer communities it is essential to consider not just individual actors, but also the relationships between individuals, the communities in which those relationships exist, and societal factors that influence the climate and conditions of the city. Influential societal factors include conditions, policies and practices that create and sustain disparities.

To achieve the goal of a connected, healthy, and safe people, the City of Minneapolis will ensure healthy outcomes for all Minneapolis residents, including youth and seniors, regardless of where in the city they live and regardless of their income, the City of Minneapolis will continue healthy-living and disease-prevention activities, including the promotion of equitable access to and distribution of healthy food sources.

In addition, the City will support social connectedness through the creation, retention and programming of gathering spaces for people of all ages. This includes ensuring independent living opportunities, meaningful engagement and resources for older Minneapolis residents so they can be a vital part of the fabric of the community, and it includes ensuring people with disabilities and their families are visible, active and valued members of the community. The City will also work to ensure public safety through collaborative multisector, community-inclusive approaches.



23 policies relate to Goal 5: Healthy, Safe, and Connected People.

Please refer to the pages listed below to read the content of each policy.

Policy 81: "Social Connectedness" on page 199

Policy 82: "Aging" on page 200 Policy 83: "People with Disabilities" on page 201 Policy 51: "Healthy Pre-K Development" on page 164 Policy 79: "Healthy Youth Development" on page 196 Policy 61: "Environmental Justice" on page 174 Policy 66: "Air Quality" on page 180 Policy 62: "Contaminated Sites" on page 175 Policy 46: "Healthy Housing" on page 159 Policy 63: "Food Access" on page 176 Policy 64: "Food Businesses" on page 178 Policy 86: "Healthy Food in Institutions" on page 204 Policy 65: "Urban Agriculture and Food Production" on page 179 Policy 85: "Access to Health, Social and Emergency Service" on page 203 Policy 84: "Public Safety" on page 202 Policy 8: "Public Safety Through Environmental Design" on page 115 Policy 6: "Pedestrian-Oriented Building and Site Design" on page **111 Policy 9: "Open Spaces in New Development" on page** 118 Policy 78: "Park Design and Programming" on page 195 Policy 12: "Lighting" on page 122 Policy 26: "Vision Zero" on page 138 Policy 18: "Walking" on page 130 Policy 19: "Bicycling" on page 131



High-Quality Physical Environment

Photo: New Nicollet Mall (Photo by Metro Transit)

Goal 6. In 2040, Minneapolis will enjoy a high-quality and distinctive physical environment in all parts of the city.

A well-designed physical environment in Minneapolis can facilitate positive human interactions and promote commerce, pedestrian activity, safety, and health. The city achieves this through urban design, which is the process of shaping and locating buildings, parks and open spaces, landscapes, streets and public art to make up the physical form, function, and feel of a city.

The urban design of Minneapolis influences the city's quality of life. A well-integrated building and public realm can encourage street-level activity that supports public safety, facilitates foot traffic to support local retail businesses, and forms comfortable and appealing places that naturally become destinations for both Minneapolis residents and visitors from the region and beyond. To achieve the goal of a high-quality physical environment, the City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.



High-Quality Physical Environment Policies:

20 policies relate to Goal 6: High-Quality Physical Environment.

Please refer to the pages listed below to read the content of each policy.

Policy 5: "Visual Quality of New Development" on page 109

Policy 6: "Pedestrian-Oriented Building and Site Design" on page 111

Policy 7: "Public Realm" on page 114

Policy 80: "Development Near METRO Stations" on page 197

Policy 8: "Public Safety Through Environmental Design" on page 115

Policy 9: "Open Spaces in New Development" on page 118

Policy 78: "Park Design and Programming" on page 195

Policy 10: "Street Grid" on page 119

Policy 12: "Lighting" on page 122

Policy 13: "Landscaping" on page 124

Policy 14: "Tree Canopy and Urban Forest" on page 125

Policy 74: "Integration of Water Management into Development" on page 191

Policy 15: "Transportation and Equity" on page 126

Policy 58: "Business Districts and Corridors" on page 171

Policy 11: "Skyways" on page 120

Policy 47: "Housing Maintenance" on page 160

Policy 60: "Intrinsic Value of Properties" on page 173

Policy 93: "Stewarding Historic Properties" on page 211

Policy 91: "Heritage Preservation Outreach" on page 208

Policy 92: "Identify and Evaluate Historic Resources" on page 209



History and Culture

Photo: Midtown Global Market (Photo by Fibonacci Blue)

Goal 7. In 2040, the physical attributes of Minneapolis will reflect the city's history and cultures.

Minneapolis is filled with buildings and landscapes that are important to its heritage and integral to defining and framing the character of the city's place and culture. These properties may be a collection of commercial buildings or industrial buildings, old railroad infrastructure or a set of rowhomes. Some may be local or national historically designated properties, while many are not. The value of some may be more universally recognized – for example, the Foshay Tower; while the value of others may not be as universally recognized – for example, early 20th century commercial buildings along West Broadway. In either case, the properties have intrinsic value in helping define and frame the character of an area and present opportunities to support economic and business development and, more broadly, community development and investment. Minneapolis has been experiencing change since its early settlement and will continue to experience change well into the future. It's essential to manage this change and evolution so the physical attributes of the city reflect Minneapolis' history and cultures and all residents have a sense of belonging and access to a cultural anchor. Preservation can not only celebrate who has lived in the city in the past, but also reflect who lives here today. The City can accomplish this only through proactive engagement with residents, business owners, and property owners, especially those from communities of color and indigenous and low-income communities who have not typically participated in heritage preservation activities or other city activities.

To achieve the goal of having physical attributes that reflect its history and culture, the City of Minneapolis will broaden its understanding of important places through engagement with cultural communities, communities of color and indigenous communities. The City will use the feedback from this engagement to help identify and preserve buildings, landscapes and other places important to the city's heritage. Additionally, the City will recognize and actively promote the intrinsic value of historic places as integral to the city's evolving environment and will support thriving business districts and corridors that build on cultural assets.



11 policies relate to Goal 7: History and Culture.

Please refer to the pages listed below to read the content of each policy.

Policy 91: "Heritage Preservation Outreach" on page 208

Policy 92: "Identify and Evaluate Historic Resources" on page 209

Policy 60: "Intrinsic Value of Properties" on page 173

Policy 93: "Stewarding Historic Properties" on page 211

Policy 94: "Heritage Preservation Regulation" on page 213

Policy 95: "Heritage Preservation Financial Incentives" on page 214

Policy 96: "Heritage Preservation Recognition" on page 214

Policy 97: "Heritage Preservation Legislative Advocacy" on page 215

Policy 58: ""Business Districts and Corridors" on page 171

Policy 7: "Public Realm" on page 114

Policy 53: "Quality of Life" on page 166



Creative, Cultural, and Natural Amenities

Photo: Native dance at the Commons Goal 8. In 2040, Minneapolis will have the creative, cultural, and natural amenities that make the city a great place to live.

Minneapolis' creative, cultural and natural amenities shape the city and its economy and attract residents, businesses and visitors. In 2017, Minneapolis had the repeat honor of being recognized as the Nation's Best Park System by the Trust for Public Land; Minneapolis' parks encompass the city's defining lakes and river banks and include features of astonishing beauty, historical significance and ecological wonder, all within a thriving urban setting.

Not only that, but Minneapolis has a national park running right through it – the Mississippi National River and Recreation Area, which follows the Mississippi River through the city. Its pinnacle, St. Anthony Falls, the only major waterfall on the Mississippi River, generated the power that created Minneapolis. St. Anthony Falls has been the anchor in the rebirth of Minneapolis' central riverfront, an area that provides an incredible opportunity to increase access to natural and cultural amenities for Minneapolis residents and expand the city as a regional and national destination.

In addition to its parks and natural attractions, Minneapolis' creative sector is often cited as an important factor in promoting the city on a global scale. In 2015, creative sector sales contributed \$4.5 billion to Minneapolis' economy - nearly eight times the revenues of Minneapolis' sports sector. That said, the value of the creative and cultural amenities tied to the creative sector goes far beyond money. It's much deeper, rooted in individual and group expression and learning, as well as in growing, exploring and forging deeper connections between Minneapolis residents. A 2014 survey conducted through the City's Creative City Road Map planning process demonstrated that Minneapolis residents and artists think it's important to offer arts and cultural programs to bridge differences between people and to make tangible the values and identities of local communities. The City will continue to encourage this creative - and natural vibrancy that makes Minneapolis a welcoming attractive community.

To achieve the goal of creative, cultural, and natural amenities, the City of Minneapolis will steward, support, and strengthen its creative, cultural, and natural amenities. This means strengthening the ecosystem to support the creative sector and reducing disparities among creative sector workers to give people of color and indigenous people opportunities to participate and succeed. It means connecting cultural institutions and creative workers with the resources and dynamic spaces they need to thrive.

Minneapolis will continue to maintain, promote and expand upon the unparalleled beauty and recreational opportunities of the city's parks and open spaces. The City will strive to fill gaps where residents do not have equal access to parks and open spaces and to connect residents to natural amenities. And the City will work to ensure that improvements to parks and park programs better serve Minneapolis' changing population.

Creative, Cultural, and Natural Amenities Policies:

13 policies relate to Goal 8: Creative, Cultural, and Natural Amenities.

Please refer to the pages listed below to read the content of each policy.

Policy 30: "Arts and Cultural Assets" on page 143

Policy 29: "Creative Sector Economy" on page 141

Policy 31: "Creative Workers" on page 145

Policy 53: "Quality of Life" on page 166

Policy 58: ""Business Districts and Corridors" on page 171

Policy 93: "Stewarding Historic Properties" on page 211

Policy 59: "Downtown" on page 172

Policy 76: "New Parks" on page 193

Policy 78: "Park Design and Programming" on page 195

Policy 9: "Open Spaces in New Development" on page 118

Policy 7: "Public Realm" on page 114

Policy 14: "Tree Canopy and Urban Forest" on page 125

Policy 72: "Sustainable Water System Management" on page 188

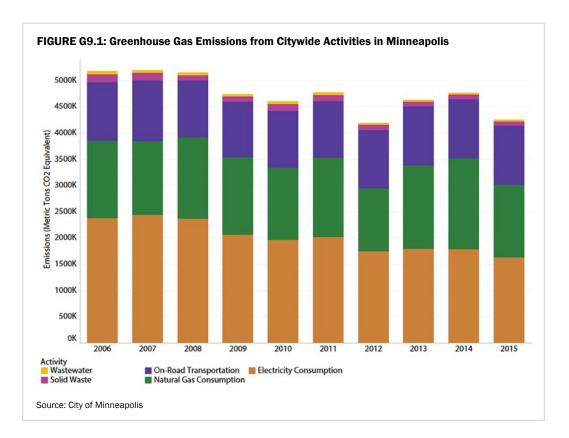


Complete Neighborhoods

Photo: Washington Avenue in downtown Minneapolis Goal 9. In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

The Minneapolis Climate Action Plan adopted in 2013 provides a road map toward reducing greenhouse gas emissions, with targets of 15 percent by 2015 and 30 percent by 2025 compared with 2006 levels. In 2014, Minneapolis adopted a vital long-term goal to reduce greenhouse gas emissions by 80 percent by 2050.

In 2015, on-road transportation accounted for 26 percent of the city's greenhouse gas emissions. Today, over nine out of 10 trips in Minneapolis are taken in personal automobiles. Even with the adoption of electric cars, a 37 percent reduction in automobile trips is needed to achieve



the 80 percent reduction of greenhouse gas emissions by 2050 (**Figure G9.1**).

Nationally, 45 percent of daily trips are taken for shopping and errands. Residents in many parts of the city have no choice but to drive long distances to access regular daily goods and services such as grocery stores. In most of the city, demand for retail is much higher than supply, indicating an opportunity to make retail more convenient for everyone and thereby reduce car trips and greenhouse gas emissions. The city also has 11 low-income census tracts in which residents live more than a mile from a fullservice grocery store.

Currently 97 percent of Minneapolis residents live within a 10-minute walk of a park, but small pockets of the city still lack easy access to such a critical component of a livable urban environment. Some of these gaps are in places where new residential neighborhoods are emerging. As the city's population grows, it will be important to continue evaluating park access and to build new parks in underserved areas. To achieve the goal of access to daily needs via walking, biking and public transit, the City of Minneapolis will allow more housing to be built in places close to transit, retail services and employment areas. The City will designate additional areas for commercial uses in parts of the city that are well-served by public transportation and where demand for retail goods and services exceeds supply. The City will support thriving business districts and corridors that build on cultural assets and serve the daily needs of Minneapolis residents. And the City will work to build parks in underserved areas to ensure that all residents live within a 10-minute walk of a park.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.



17 policies relate to Goal 9: Complete Neighborhood	ds.
Please refer to the pages listed below to read the cont	tent
of each policy.	
Policy 1: "Access to Housing" on page 100	
Policy 80: "Development Near METRO Stations" on 197	page
Policy 38: "Affordable Housing near Transit and Job Centers" on page 150	
Policy 2: "Access to Employment" on page 103	
Policy 4: "Access to Commercial Goods	
and Services" on page 107	
Policy 58: "Business Districts and Corridors" on pag 171	;e
Policy 64: "Food Businesses" on page 178	
Policy 63: "Food Access" on page 176	
Policy 76: "New Parks" on page 193	
Policy 77: "Park Access" on page 194	
Policy 17: "Complete Streets" on page 129	
Policy 18: "Walking" on page 130	
Policy 19: "Bicycling" on page 131	
Policy 20: "Transit" on page 132	
Policy 24: "Shared Mobility" on page 136	
Policy 25: "Innovations in Transportation and	
Infrastructure" on page 137	

Policy 11: "Skyways" on page 120



Climate Change Resilience

Photo: Community members planting the street median (Photo by Ted Eytan, via flickr.com) Goal 10. In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050.

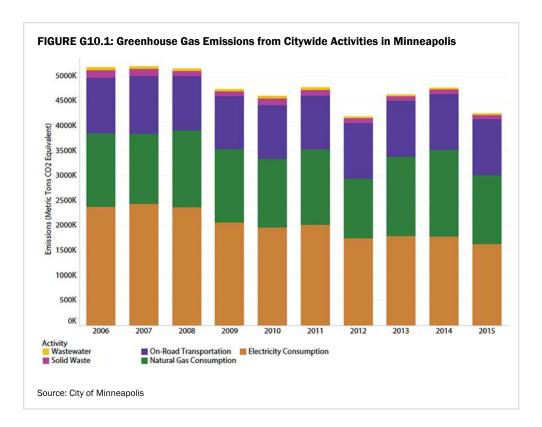
Climate change is a defining challenge of this decade and even this century. The overwhelming scientific consensus holds that increasing concentrations of greenhouse gases in our atmosphere are destabilizing the earth's climate and that human activity is the primary driver of these emissions. Without rapid action to reduce these emissions, we will face threats to our economic livelihood, public health, and supplies of food, fresh water and power.

These impacts will not be felt equally across the globe, nor in Minneapolis; low-income and vulnerable citizens face disproportionate impacts from climate change. Simply paying for energy takes a disproportionate share of income for low-income residents. Energy bills constitute 19 percent of income for households with income between 75 and 100 percent of the federal poverty level, but even households with incomes between 150 and 185 percent of the federal poverty level have energy bills higher than is considered affordable. Older adults, children and people with disabilities or certain medical conditions are at great risk of the effects of climate change, including hotter summer days and nights, higher levels of humidity, extreme storm events and rising rates of insect-borne illnesses.

To be resilient to the effects of climate change and diminishing natural resources, the city's residents, communities, businesses and systems must be able to survive, adapt and thrive despite the stresses and shocks caused by climate change. Accomplishing this requires supporting and fostering an environment where residents of Minneapolis are well-connected to their neighbors and have social support systems in times of stress and shock. It requires a physical environment, such as trees and landscaping, that helps provide shade and passive cooling opportunities in the summer and reduces the impact of extreme cold in the winter. It requires stormwater infrastructure that can handle larger storm events, and it requires water resources sufficient to last through periods of drought. It requires energy systems that can efficiently handle periods of high demand and buildings that rely less on electricity and natural gas. It requires a transportation system that functions throughout extreme weather events, and it requires areas housing and employment capable of accommodating population shifts due to climate migration. The worst impacts of climate change are not inevitable. Moving to a more energy-efficient economy, renewable and reliable energy sources for buildings and transportation, and a less wasteful system has the potential not only to reduce greenhouse gas emissions, but to improve public health, clean the air and water, and keep more dollars in the local economy.

The Minneapolis Climate Action Plan adopted in 2013 provides a road map toward reducing greenhouse gas emissions, with targets of 15 percent by 2015 and 30 percent by 2025 compared with 2006 levels. In 2014, Minneapolis adopted a vital long-term goal to reduce greenhouse gas emissions by 80 percent by 2050.

In 2015, buildings accounted for 71 percent of the city's greenhouse gas emissions (Figure G10.1); commercial and industrial buildings accounted for nearly two-thirds of that and residential buildings accounted for the rest. Despite an increase in the number of buildings in the city of nearly 8 percent since 2006, electricity consumption has declined 6 percent during the same period and continues on a downward trajectory. Furthermore, emissions from electricity consumption are down 31 percent from 2006, accounting for 81 percent of the city's total greenhouse gas reductions in that time. Improved energy efficiency and cleaner electricity (more renewables and fewer coal power plants) are driving this change. Emissions from electricity consumption still comprise the largest share of the city's total greenhouse gas emissions, but this is expected to be eclipsed by emissions from natural gas in the coming years as more clean, renewable electricity is added to Xcel Energy's portfolio. To achieve the 80 percent reduction in greenhouse gas emissions by 2050 the city will need to drastically cut greenhouse gas emissions from buildings, and this will require a transition from relying solely on fossil fuel-derived natural gas for heating.



In 2015, on-road transportation accounted for 26 percent of the city's greenhouse gas emissions. Today, over nine out of 10 trips in Minneapolis are taken in personal automobiles. Even with the adoption of electric cars, a 37 percent reduction in automobile trips is needed to achieve the 80 percent reduction of greenhouse gas emissions by 2050. Achieving this goal requires changes to both transportation infrastructure and land use to make it easier to walk, bike or take transit to access jobs, goods and services. This means more people living close to transit, jobs, goods and services, as well as improved pedestrian, bicycle and transit systems.

In 2015, solid waste and wastewater accounted for 3 percent of the city's greenhouse gas emissions. While this is low compared with emissions from buildings and transportation, opportunity exists to reduce it further, including by increasing recycling and organics collections as well as through water conservation.

To achieve the goal of climate change resilience, the City of Minneapolis will strive to substantially increase the energy efficiency of buildings by retrofitting existing buildings and improving the design of new buildings. It will also work to accelerate the transition to renewable energy in buildings and transportation. Minneapolis will establish a pattern of development and a transportation network that prioritizes pedestrians, bicyclers and transit users. At the same time, the City will prepare for the consequences of climate change by investing in improved stormwater management, urban heat island reduction and energy system resilience.



19 policies relate to Goal 10: Climate Change Resilience. Please refer to the pages listed below to read the content of each policy.

Policy 68: "Energy Efficient Buildings" on page 183

Policy 16: "Environmental Impacts of Transportation" on page 127

Policy 17: "Complete Streets" on page 129

Policy 18: "Walking" on page 130

Policy 20: "Transit" on page 132

Policy 19: "Bicycling" on page 131

Policy 4: "Access to Commercial Goods and Services" on page 107

Policy 22: "Downtown Transportation" on page 134

Policy 80: "Development Near METRO Stations" on page 197

Policy 7: "Public Realm" on page 114

Policy 9: "Open Spaces in New Development" on page 118

Policy 13: "Landscaping" on page 124

Policy 14: "Tree Canopy and Urban Forest" on page 125

Policy 66: "Air Quality" on page 180

Policy 67: "Climate Resilient Communities" on page 182

Policy 69: "Renewable and Carbon-Free Energy" on page 185

Policy 72: "Sustainable Water System Management" on page 188

Policy 73: "Stormwater Management" on page 189

Policy 74: "Integration of Water Management into Development" on page 191



Clean environment:

Photo: Woman canoeing on the Mississippi River

Goal 11. In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem.

Minneapolis is annually ranked as one of the healthiest cities in the nation. In these rankings, the city's park system, clean air and water, and quality of life are often cited as contributing to its high standing. Yet despite being acknowledged for these beneficial assets and its efforts to make the city cleaner and healthier, the City must persist in improving the quality of the air and surface waters and continue to improve the ecosystem. Minneapolis' environmental system is an intricate network of living, engineered and climatic features working together. The health of the city is directly correlated to the strength of this ecosystem and how well these systems can thrive despite the pressures of climate change.

Minneapolis' lakes received excellent and good scores using Minneapolis Park and Recreation Board measures that assess conditions affecting the public use of lakes. The measures look at public health, water quality, habitat quality, aesthetics and recreational access. However, measurements established by the federal Clean Water Act list many of Minneapolis' lakes and rivers as having multiple impairments ranging from chemicals and metals in fish to other water quality issues that impact aquatic life and recreation. Past City and state regulations and programs have made progress in improving the water quality of Minneapolis' lakes and rivers, but more can be done locally.

The City will succeed in meeting this goal only if everyone is able to benefit from the outcomes, meaning all residents have access to clean air, quality water and plenty of recreational spaces in flourishing natural environments. Unfortunately, many of the city's most vulnerable communities - low-income and indigenous communities and communities of color - experience more exposure to poor-quality air and other environmental pollutants. According to the EPA's National Center for Environmental Assessment, people of color are much more likely to live near pollution sources and breathe polluted air. These air pollutants - construction dust, auto fumes, smog, soot,

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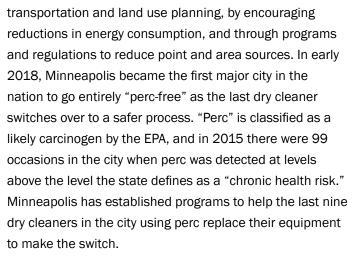
TREE CANOPY

& SOIL HEALTH

AIR QUALITY

SYSTEMS





RENEWABLE ENERGY WASTE MANAGEMENT ENERGY EFFEICIENCY

WATER SYSTEMS

oil smoke, ash - are linked to serious health problems such as heart attacks, asthma, high blood pressure, lung conditions and low birth weights.

CLEAN **ENVIRONMENT**

The City of Minneapolis strives to achieve environmental justice for its residents, which is the fair treatment and meaningful involvement of all people, regardless of race, color, national origin or income, in the development, implementation and enforcement of environmental laws, regulations and policies. Fair treatment means no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental or commercial operations or

policies. This requires meaningful involvement from all communities, especially those disproportionately affected and previously disenfranchised, and intentional action by the City to protect the health of residents and guests of the city into 2040. In 2017, the City established Green Zones as a place-based policy initiative aimed at improving health and supporting economic development using environmentally conscious efforts in communities that face the cumulative effects of environmental pollution, as well as social, political and economic vulnerability. These efforts toward environmental justice, as well as for cleaner air and water overall, will continue to be a priority for the City.

To achieve the goal of a clean environment, the City of Minneapolis will meet and exceed the air quality standards recommended by the EPA by eliminating the use of some of the most common industrial volatile organic compounds (VOCs) and by reducing industrial sources of other harmful pollutants. The City will also pair investments with regulatory changes to achieve equity in areas of environmental injustice.

The City will protect and manage its water resources sustainably while preventing contaminants from polluting its water systems. Achieving this means maximizing waste reduction to meet the City's zero-waste goals, supporting healthy ecosystems in and around surface waters, and increasing biodiversity to restore ecological habitats. It also means promoting large and small developments that enhance air, soil and water quality.



15 policies relate to Goal 11: Clean Environment.

Please refer to the pages listed below to read the content of each policy.

Policy 66: "Air Quality" on page 180

Policy 69: "Renewable and Carbon-Free Energy" on page 185

Policy 68: "Energy Efficient Buildings" on page 183

Policy 16: "Environmental Impacts of Transportation" on page 127

Policy 61: "Environmental Justice" on page 174

Policy 3: "Production and Processing" on page 104

Policy 62: "Contaminated Sites" on page 175

Policy 14: "Tree Canopy and Urban Forest" on page 125

Policy 70: "Ecology and Habitat" on page 186

Policy 71: "Soil Health" on page 187

Policy 65: "Urban Agriculture and Food Production" on page 179

Policy 72: "Sustainable Water System Management" on page 188

Policy 73: "Stormwater Management" on page 189

Policy 74: "Integration of Water Management into Development" on page 191

Policy 75: "Waste Reduction" on page 192



Healthy, Sustainable, and Diverse Economy

Photo: Local brewery (Photo by smcgee, via flickr.com)

Goal 12. In 2040, Minneapolis will remain the economic center of the region with a healthy, sustainable, and diverse economy.

Minneapolis is operating from a rich base of local assets that generate business and expand industries. Minneapolis and the surrounding region are home to 17 Fortune 500 companies and seven of the top 225 private companies. Minneapolis' regional creative economy continues to be ranked in the top six in the Creative Vitality Index, with a score nearly four times higher than the national average. The University of Minnesota, ranked fourth in the nation for patent creation and the ninth-best U.S. public research institution, continues to lead in the development and creation of new technology, ideas and business. The state of Minnesota ranks first in the nation in the number of jobs per capita related to medical technology. And Forbes has called Minnesota the fastest-growing state for tech jobs

Minneapolis' economy needs to continue to grow and innovate, and people of color and indigenous people must have physical, personal and institutional access to this growth. This means developing and supporting an economic climate that helps sustain and nourish businesses through targeted outreach to business sectors that demonstrate growth and support other Industries. It means addressing the growing racial disparities in Minneapolis' economy by identifying barriers that have reduced access to economic opportunities and by developing strategies and programs that ensure people of color can participate, compete in and succeed in the economy – ultimately ensuring that the growth of Minneapolis benefits everyone.

The Metropolitan Council estimates that Minneapolis was home to 315,300 jobs in 2015, and it projects that the city will add 33,054 jobs by 2040. Much of this job growth will happen in downtown Minneapolis, the central business district that is the economic and transportation hub of the region. Downtown continues to attract and retain companies, employees, residents, commercial options and regional destinations. This growth can be attributed to a variety of investments, but ultimately downtown offers an experience and a bundle of goods and services that give it a competitive advantage over other areas in the region. Downtown is not the only driver of Minneapolis' economic growth; numerous large employers such as hospitals, universities and cultural institutions are located outside of downtown and will continue to generate economic growth and opportunity.

Minneapolis' neighborhood business districts and corridors also serve a vital economic role. Residents visit them for daily goods and services, they provide opportunities for small business and employment, they offer community gathering places, and together the buildings and businesses provide an identity for the surrounding community. These places bring vital energy and diversity to the city and region, and they should be supported.

Production and processing businesses are also an important element of a healthy local and regional economy. These types of businesses include but are not limited to medical device and electronic instrument manufacturing, breweries and distilleries, food production, metal fabrication, and distribution and fulfillment. Production and processing businesses provide economic opportunities for people without a college degree, especially those of color, by offering higher wages than comparable jobs in the retail, accommodation and food service industries. In Minneapolis less than half of black. American Indian and Hispanic residents have more than a high school education, compared with 83 percent of white non-Hispanic residents. These educational disparities create barriers to finding employment that pays a living wage but production and processing businesses in the region have average monthly starting wages for workers of color that are twice as high as retail businesses and nearly twoand-a-half times that of accommodation and food service businesses. The City will work to ensure these and other economic opportunities are available to all residents.

To achieve this goal, the City of Minneapolis will support existing businesses and help them grow. Additionally, the City will foster innovation and entrepreneurship in business sectors that show promise for growth and give Minneapolis a competitive advantage. This means supporting new business creation with a focus on creating opportunity for people of color and indigenous people.

Minneapolis will maintain and expand opportunities to start and grow businesses. This means strengthening downtown's position as the region's business, commercial, cultural and entertainment center. It also means supporting neighborhood business districts and corridors. And it means ensuring the physical space necessary for the production, processing, and distribution of products, which also helps provide quality living-wage jobs to residents.



21 policies relate to Goal 12: Healthy, Sustainable, and Diverse Economy.

Please refer to the pages listed below to read the content of each policy.

Policy 56: "Supporting Small Businesses" on page 169

Policy 55: "Business Innovation and Expansion" on page 168

Policy 54: "Supporting Economic Growth" on page 167

Policy 57: "Cluster Strategy" on page 170

Policy 59: "Downtown" on page 172

Policy 22: "Downtown Transportation" on page 134

Policy 11: "Skyways" on page 120

Policy 53: "Quality of Life" on page 166

Policy 30: "Arts and Cultural Assets" on page 143

Policy 28: "MSP Airport" on page 140

Policy 21: "Freight" on page 133

Policy 58: "Business Districts and Corridors" on page 171

Policy 2: "Access to Employment" on page 103

Policy 3: "Production and Processing" on page 104

Policy 23: "Coordinated Development Strategy" on page 135

Policy 52: "Human Capital and a Trained Workforce" on page 165

Policy 51: "Healthy Pre-K Development" on page 164

Policy 49: "Educational and Economic Access" on page 162

Policy 29: "Creative Sector Economy" on page 141

Policy 31: "Creative Workers" on page 145

Policy 90: "Technology in the Economy" on page 207



Proactive, Accessible, and Sustainable Government

Photo: Citizen speaking at Minneapolis City Council hearing (Photo by Tony Webster) Goal 13. In 2040, Minneapolis City government will be proactive, accessible, and fiscally sustainable.

When the City develops policies, enacts ordinances, creates programs or deploys resources, its activities have a direct effect on residents, businesses and visitors. To be effective, the City needs to continually explore refinements and new tools to ensure it provides services in a streamlined, accessible, and equitable manner.

This includes committing to meaningful engagement with residents and businesses when making decisions. It means improving the accessibility of engagement activities and intentionally seeking out engagement with populations that have been underrepresented – specifically communities of color and indigenous peoples. Pairing public feedback with empirical research and data will lead to better-informed decisions and increased transparency. The City should also improve engagement by expanding the racial and ethnic diversity of its workforce, supply chain and vendors.

Like all cities, Minneapolis often faces fiscal uncertainty as a result of actions at the federal and state levels. This makes City government more reliant on the local tax base for support and requires the City to make diligent, prudent fiscal decisions and seek opportunities to leverage City resources with external funding sources.

To achieve the goal of being a proactive, accessible, and fiscally sustainable government, the City of Minneapolis will provide services that benefit residents, workers, visitors and businesses in a streamlined, accessible and equitable manner. This means improving services and using data and research to guide decision-making and plan for the future. It also means planning effectively for municipally owned facilities to serve a growing city.

Minneapolis will manage existing physical assets and work to implement the right improvements at the optimal time; and will use those improvements to cumulatively progress multiple City goals. This means creating and seizing opportunities to leverage funding with internal and regional partners or other entities that invest in the city. The City will also serve as a model employer by increasing the diversity of its workforce and providing employment opportunities for youth.

Proactive, Accessible, and Sustainable Government Policies:

7 policies relate to Goal 13: Proactive, Accessible, and Sustainable Government.

Please refer to the pages listed below to read the content of each policy.

Policy 88: "Public Services Policy" on page 205

Policy 89: "Technology in the City Enterprise" on page 206

Policy 48: "Data-Driven Decisions" on page 161

Policy 54: "Supporting Economic Growth" on page 167

Policy 84: "Public Safety" on page 202

Policy 85: "Access to Health, Social and Emergency Service" on page 203

Policy 27: "Transportation Partnerships" on page 139



Equitable Civic Participation System

Photo: Citizens engaging at an open house event

Goal 14. In 2040, Minneapolis will have an equitable civic participation system that enfranchises everyone, recognizes the core and vital service neighborhood organizations provide to the City of Minneapolis, and builds people's long term capacity to organize to improve their lives and neighborhoods.

In 2016 Minneapolis conducted a survey of its residents. Nearly half of the respondents indicated they do not feel they can influence decisions made in the City of Minneapolis. Approximately 30 percent of respondents felt they did not have a voice about issues important to them when interacting with the City. For Minneapolis to successfully implement the policies in this plan and work toward achieving its goals, it's important to give stakeholders a voice and the capacity to influence decisions.

This plan strives to significantly reduce disparities among people of color and indigenous peoples compared with white people. This includes differences in rates of civic participation such as representation on neighborhood organization boards and City boards and commissions, and levels of engagement on issues, policies, regulations, programs and other City efforts. Implementing many of the policies of this plan requires a greater understanding of Minneapolis' diverse communities to identify and remove barriers to participation. It also requires deeper and ongoing engagement, specifically with a focus on people of color, indigenous people and vulnerable populations such as low-income households, the elderly and people with disabilities. This means continuing to explore new methods and techniques to not only engage with underrepresented populations but to build trust and strengthen connections. And it means partnering with organizations such as cultural groups and neighborhood organizations that already have connections in the community and can help proactively engage residents on City activities.

To achieve the goal of an equitable civic participation system, the City of Minneapolis will actively build the community's capacity to strengthen authentic engagement through neighborhood associations and City advisory committees and to facilitate meaningful resident input into City policies, programs and procedures; and it will work to maximize the involvement of renters, people with disabilities, people of color, indigenous people and others who have been historically underrepresented in civic life. This requires deepening an understanding among City staff of Minneapolis' diverse communities, their histories, and how the government has impacted them over time The City will track the progress of engagement improvements as well as ensure that City staff reflects the diversity of Minneapolis' residents.

The City will also help foster the kinds of social connections that encourage and promote civic participation by ensuring safe and welcoming community spaces for all to connect with each other, including parks, community and youth centers, and city streets and rights of way.

Equitable Civic Participation System Policies:

6 policies relate to Goal 14: Equitable Civic Participation System.

Please refer to the pages listed below to read the content of each policy.

Policy 81: "Social Connectedness" on page 199

Policy 79: "Healthy Youth Development" on page 196

Policy 88: "Public Services Policy" on page 205

Policy 89: "Technology in the City Enterprise" on page 206

Policy 32: "Arts in Community Development" on page 146

Policy 91: "Heritage Preservation Outreach" on page 208

2040 Topics

The draft Comprehensive Plan policies are sorted by eleven topics. Each topic contains policies that relate to the built, natural, and economic environment of the city with background information about the importance of each topic to the future of our city.



Land Use & Built Form

Photo: Stone Arch Bridge and downtown Minneapolis (Photo by Dan Anderson, Courtesy of Meet Minneapolis) The Minneapolis 2040 goals describe a future for Minneapolis that is equitable, healthy, and sustainable. The policies of this plan are intended to provide an overarching structure for achieving those goals as they relate to the built, natural, and economic environment of our city.

Among the goals of this plan is to ensure that all Minneapolis residents will be able to afford and access quality housing throughout the city, that all Minneapolis residents will have access to a living wage job, and that all Minneapolis residents will have access to daily needs via walking, biking, and public transit. Policies associated with the topics of Housing, Economic Competitiveness, and Transportation describe proactive steps the City will take to achieve these goals. This section, Land Use and Built Form, describes where new housing, workplaces, and retail establishments may locate in the city in order to achieve the plan goals. This guidance is communicated through a combination of policies and maps. The first four policies that appear below – Access to Housing, Access to Employment, Production and Processing, and Access to Commercial Goods and Services – form the basis for the Future Land Use Map and the Built Form Map that guide the location and characteristics of new buildings.

The Access to Housing policy outlines the role of the Future Land Use and Built Form maps in increasing housing choice throughout the city, acknowledging the contribution of zoning to racially-restrictive housing policies of the first half of the 20th century, and the lasting effect those policies had on people of color and indigenous peoples. The policy also reinforces the practice of developing multifamily housing on transit routes, providing people the opportunity to live without a car, or with fewer cars in each household, helping to work toward the City's greenhouse gas reduction goal. This policy, and the resultant housing guidance on the future land use and built form maps, ensures that we have places throughout the city to increase housing supply and choice. The remaining Housing policies of the plan communicate a commitment to proactively meeting the housing needs of Minneapolis residents, including the production of affordable housing and expanding the City's inclusionary housing policies and tools.

Together, the Access to Employment and Production and Processing policies outline the role of the Future Land Use and Built Form maps in supporting employment growth and ensuring that land is available for living-wage jobs in areas close to where people live. These policies work in conjunction with the Economic Competitiveness policies of this plan, which communicate a commitment to ensuring that Minneapolis residents have job training and skills necessary to participate in the economy, and will have access to living-wage jobs. The Access to Commercial Goods and Services policy outlines the role of the Future Land Use and Built Form maps in providing the opportunity for Minneapolis residents to access daily needs without using a car. This is especially important because achieving the City's goals of an 80% reduction in greenhouse gas emissions requires reducing the number of car trips in Minneapolis by 37%. People take more trips running errands than going to work, so it is critical to give people to opportunity to meet their daily needs closer to home.

The remaining policies inform the design of buildings and the spaces in between, and support the goals of a highquality and distinctive environment, a clean environment, and a city that is resilient to climate change.

Land Use and Built Form Policies:

17 policies relate to Land Use and Built Form.

Please refer to the pages listed below to read the content of each policy.

Policy 1: "Access to Housing" on page 100 Policy 2: "Access to Employment" on page 103 Policy 3: "Production and Processing" on page 104 Policy 4: "Access to Commercial Goods and Services" on page 107 Policy 80: "Development Near METRO Stations" on page 197 Policy 6: "Pedestrian-Oriented Building and Site Design" on page 111 Policy 5: "Visual Quality of New Development" on page 109 Policy 7: "Public Realm" on page 114 Policy 8: "Public Safety Through Environmental Design" on page 115 Policy 68: "Energy Efficient Buildings" on page 183

Policy 9: "Open Spaces in New Development" on page 118

Policy 10	D: "Street Grid" on page 119
Policy 1	L: "Skyways" on page 120
Policy 12	2: "Lighting" on page 122
Policy 1	3: "Landscaping" on page 124
Policy 14	4: "Tree Canopy and Urban Forest" on page 125
Policy 74	: "Integration of Water Management into
Develop	ment" on page 191



Maps: Future Land Use and Built Form

The Future Land Use and Built Form Maps are the primary tools for implementing the Land Use and Built Form policies of the Comprehensive Plan. They also embody and implement policies found throughout this plan, as well as the fourteen Comprehensive Plan Goals.

The Future Land Use Map guides land use for every parcel in the city. Any changes to the use of land must be consistent with the guidance of the Future Land Use Map. The Built Form Map guides the scale of development for every parcel in the city through a menu of building types organized into Built Form Districts. The built form of all

new and remodeled buildings must be consistent with the guidance of the Built Form Map. Following adoption of Minneapolis 2040, the City of Minneapolis will update its Zoning Code and Zoning map to reflect the guidance of the Future Land Use and Built Form Maps.

FUTURE LAND USE MAP

The future land use map identifies the types of uses allowed on a given parcel according to the categories described below. The map guides use only. The Future Land Use map works in tandem with the Built Form Map to provide a complete set of guidance for each parcel.

Future Land Use Categories

There are 12 Future Land Use Categories.

Urban Neighborhood

Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include smallscale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout

Neighborhood Mixed Use

Neighborhood Mixed Use includes individual commercial uses and small collections of commercial uses, located

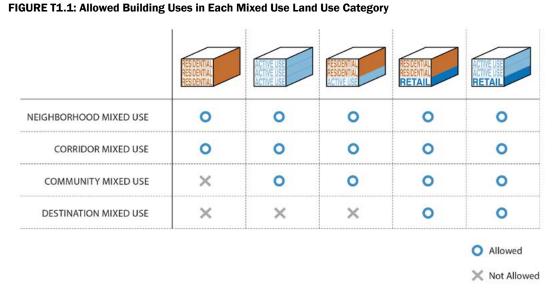


FIGURE T1.1: Allowed Building Uses in Each Mixed Use Land Use Category

primarily away from major streets, that should continue to serve their existing commercial function. Commercial zoning is appropriate, while expansion of commercial uses and zoning into surrounding areas is not encouraged. Semipermanent or temporary commercial retail establishments such as farmer's markets are also appropriate in this category (**Figure T1.1**).

Corridor Mixed Use

Corridor Mixed Use serves a larger market area than Neighborhood Mixed Use, and may have multiple competing uses of the same type. Commercial zoning is appropriate, mixed use multi story development is encouraged (**Figure T1.1**), and contiguous expansion of commercial zoning is allowed.

Community Mixed Use

Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted (**Figure T1.1**). Multi-story development is required. Contiguous expansion of commercial zoning is allowed.

Destination Mixed Use

Commercial retail is required at the street level of all development in this category (**Figure T1.1**). Multi-story development is required. Contiguous expansion of commercial zoning is allowed.

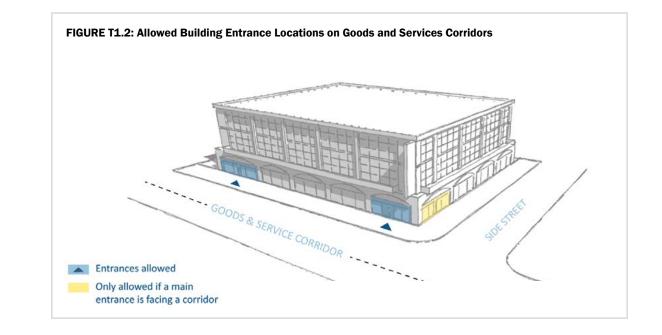
Goods and Services Corridor (Figure T1.2)

Goods and Services Corridors serve two purposes:

- To indicate where commercial uses should front in relation to properties guided for commercial future land uses.
- To show where expansion of commercial districts can be considered.

Neighborhood Office and Services

In addition to the uses allowed in Urban Neighborhood, allows for greater flexibility in locating low impact commercial activity. Dental and medical services and offices, small scale lodging, and small scale retail are appropriate.



Public, Office, and Institutional

Accommodates major office centers, public and semi-public uses, including museums, hospitals, civic uses, stadiums, airport-related uses, and college and university campuses. Multi-story residential uses are permitted in this category, with mixed-use encouraged – particularly fronting major corridors.

Parks and Open Space

Applies to land or water areas generally free from development. Primarily used for park and recreation purposes, natural resource conservation, or historic or scenic purposes. Park related uses such as amphitheaters, food service, and equipment rental are permitted. This generally does not capture privately-owned and operated open spaces and plazas.

Production and Processing

Production and Processing areas are suitable for a wide range of employment-focused development. These areas are designated with the intent of protecting them from encroaching non-industrial uses that could erode the diverse job base that these uses provide. Residential uses are strictly prohibited.

Production Mixed Use

Production Mixed Use is a land use designation that allows both production and non-production uses, recognizing that many buildings in these areas are no longer viable for modern production industries. Residential uses are allowed. Adaptive re-use of older industrial property is encouraged.

Transportation

The Transportation land use designation allow for Production and Processing uses, but are typically utilized for transportation intensive uses that support Commercial and Production uses throughout the City.

FIGURE T1.3: FUTURE LAND USE MAP Citywide

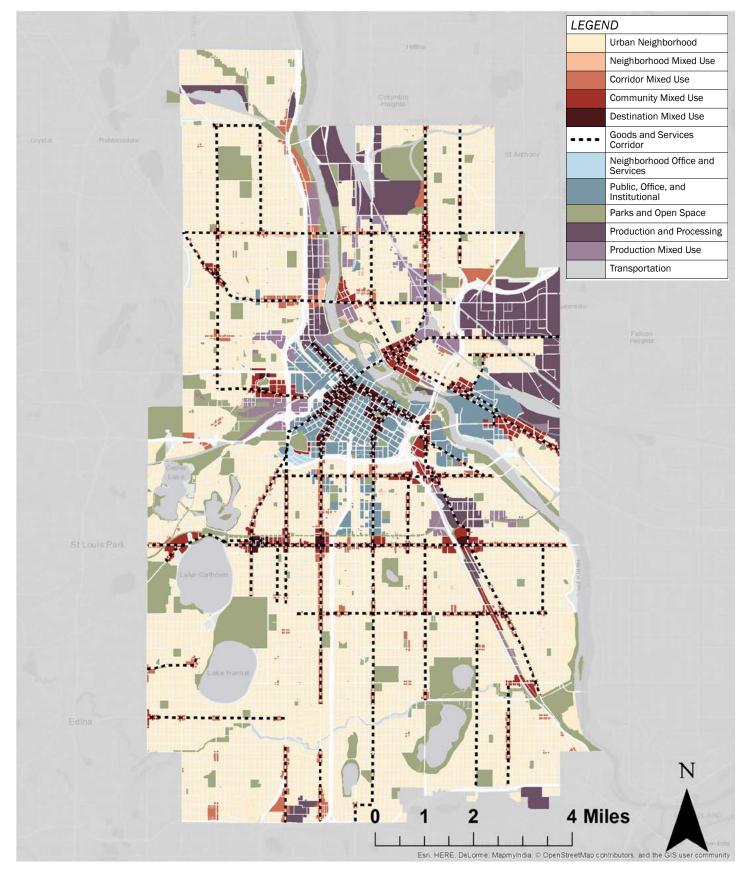


FIGURE T1.3a: FUTURE LAND USE MAP Downtown Sector

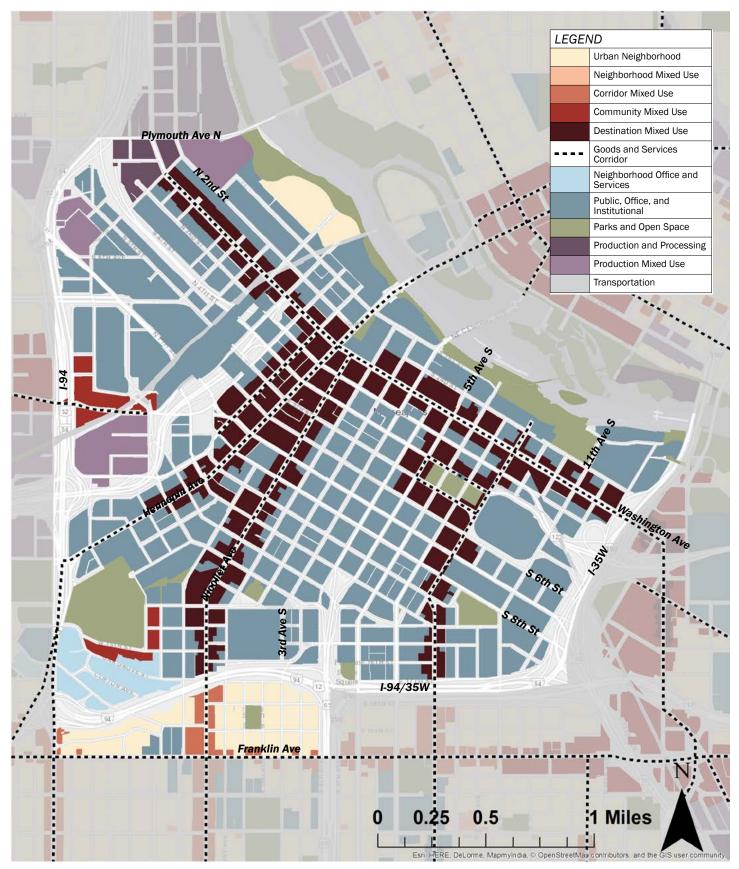


FIGURE T1.3b: FUTURE LAND USE MAP North Sector

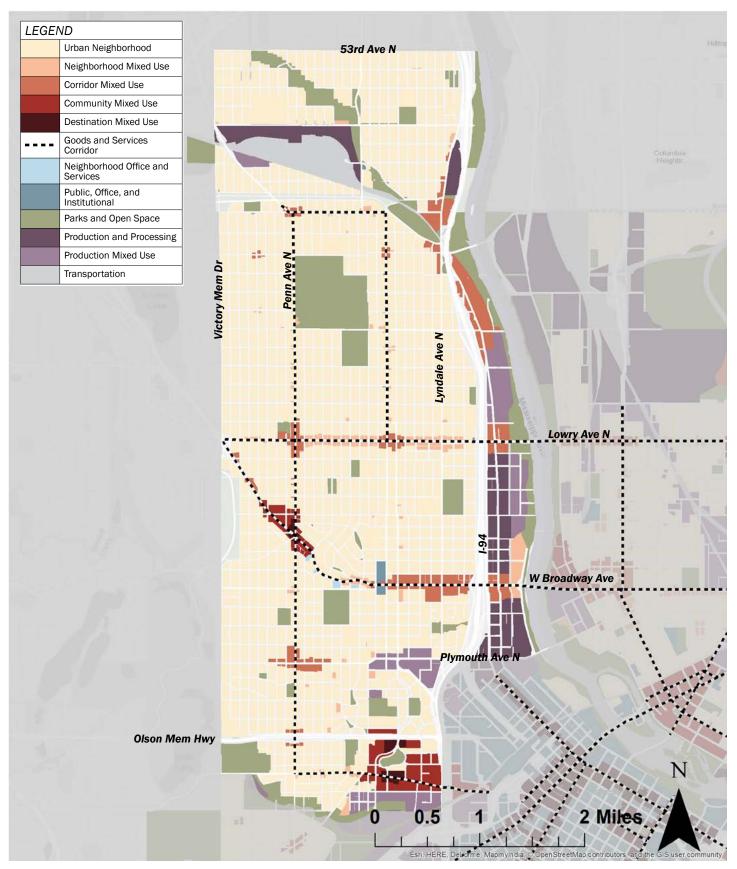


FIGURE T1.3c: FUTURE LAND USE MAP East Sector

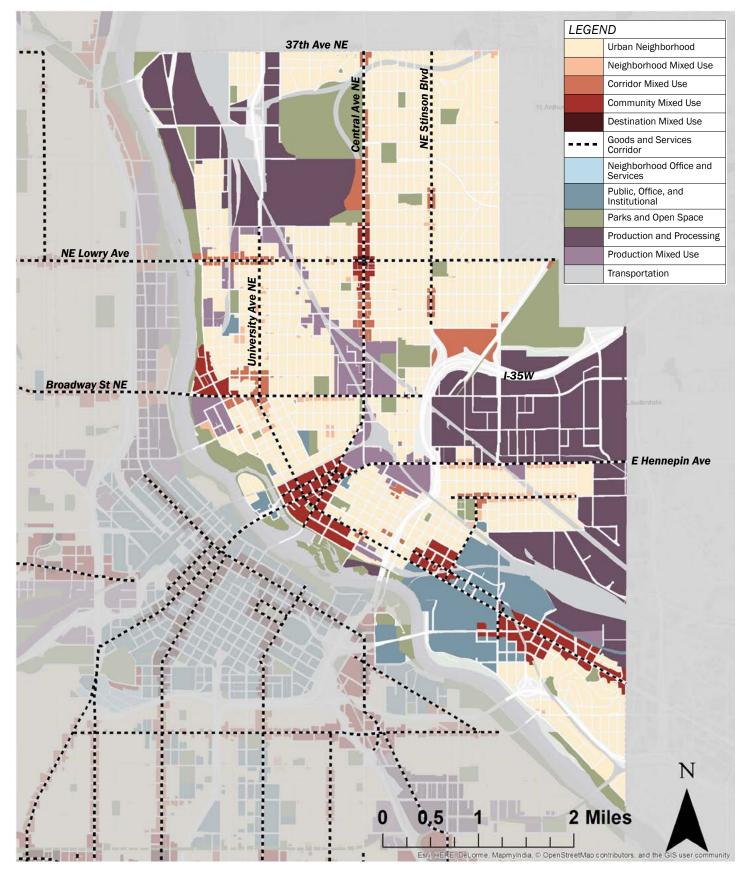


FIGURE T1.3d: FUTURE LAND USE MAP South Sector

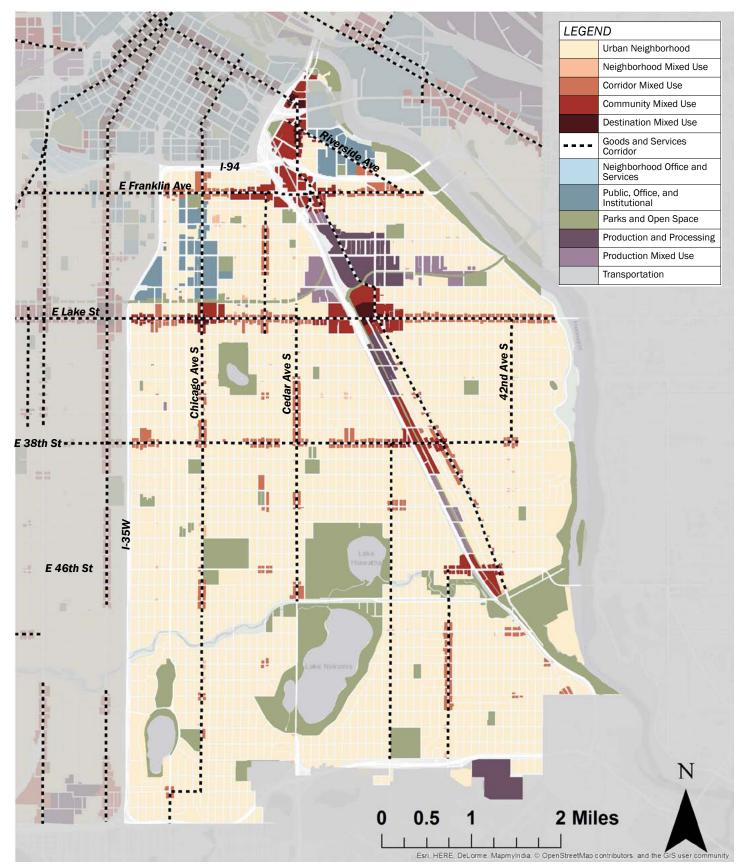
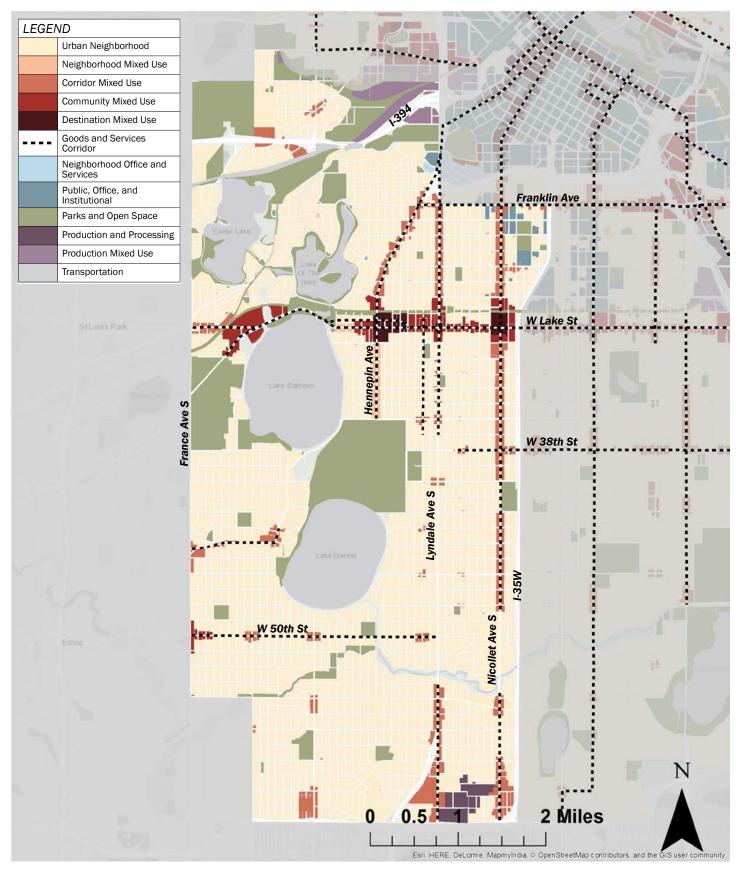


FIGURE T1.3e: FUTURE LAND USE MAP Southwest Sector



BUILT FORM MAP

The Built Form Map guides 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.

Built Form Districts

There are 12 Built Form districts.

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 small-scale residential structures on traditional size city lots with up to four dwelling units, as well as multifamily buildings on a limited number of 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 combining of parcels for multifamily buildings. 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. 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.

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. Requests to exceed 2.5 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

Transportation

The Transportation district is typically applied in areas with the Transportation future land use designation.

Built Form Guidance: New buildings in the Transportation built form district should generally conform to the districts adjacent to it on the map.

FIGURE T1.4: BUILT FORM MAP Citywide

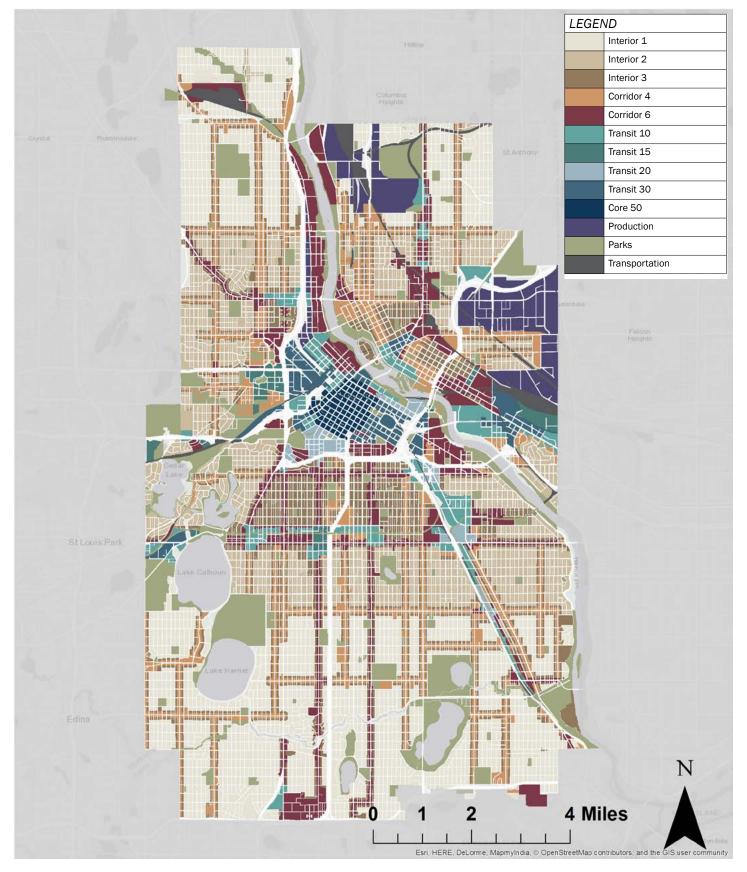


FIGURE T1.4a: BUILT FORM MAP Downtown Sector

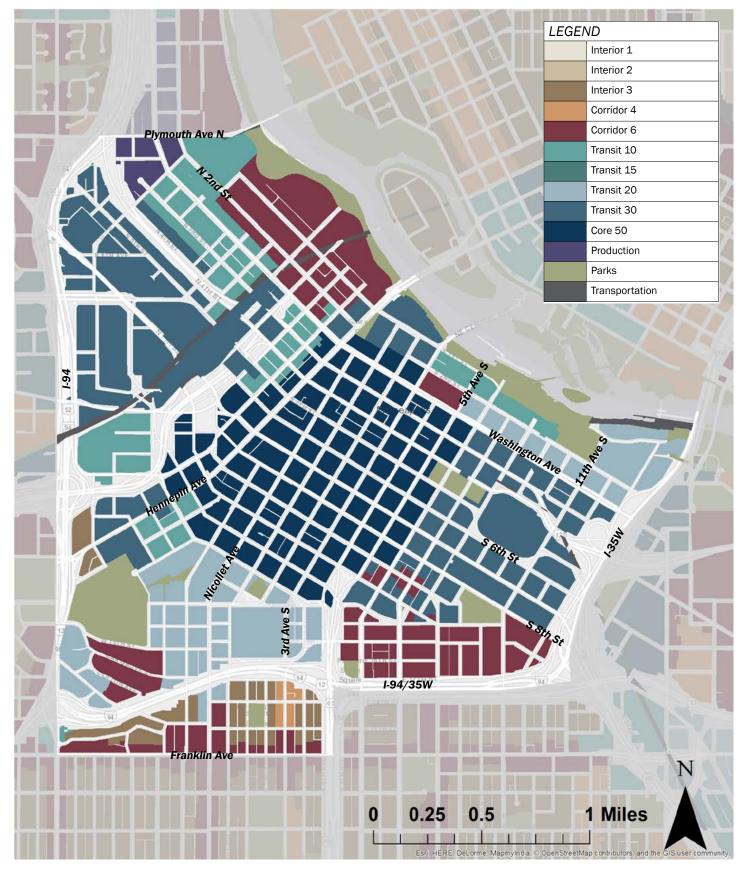


FIGURE T1.4b: BUILT FORM MAP North Sector

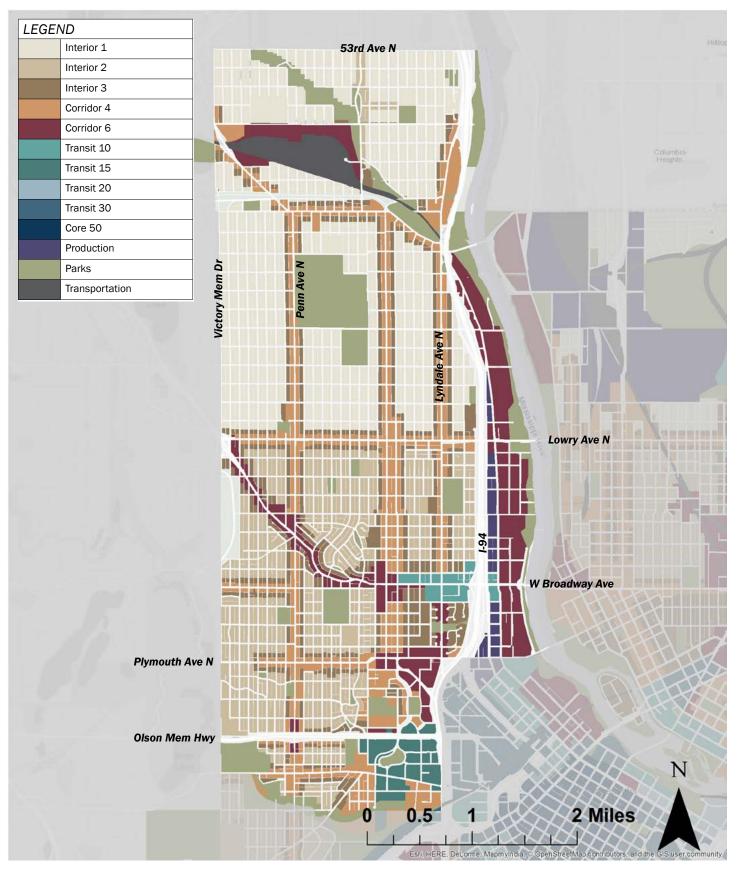


FIGURE T1.4c: BUILT FORM MAP East Sector

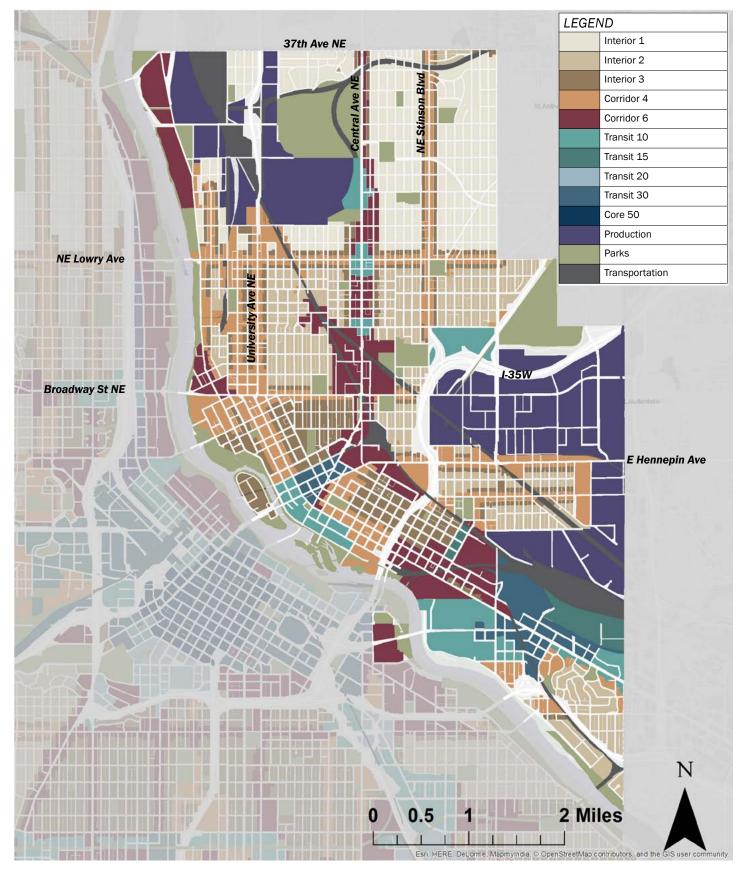


FIGURE T1.4d: BUILT FORM MAP South Sector

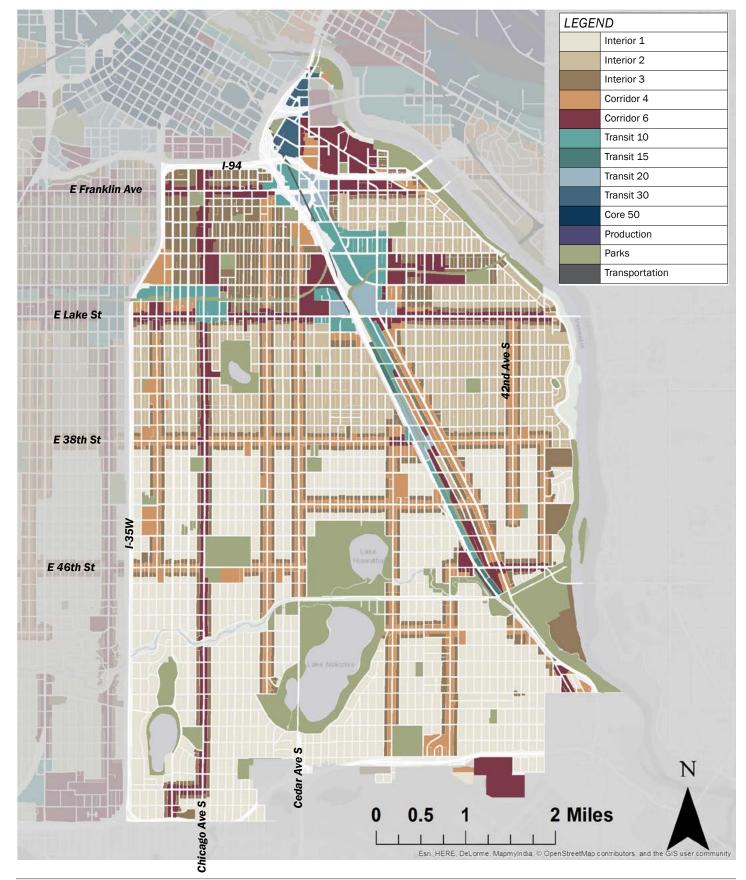
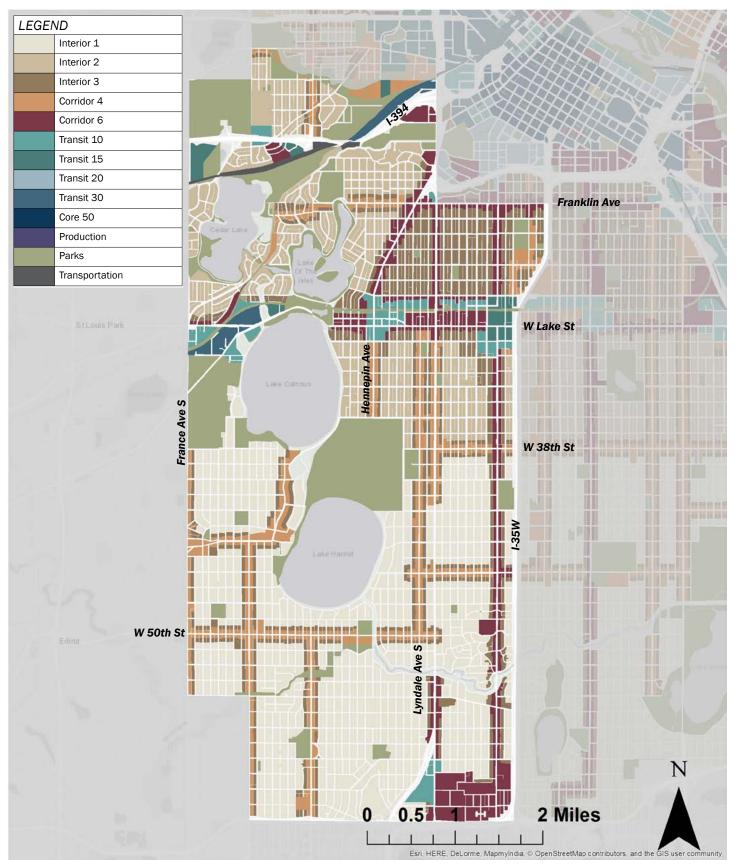
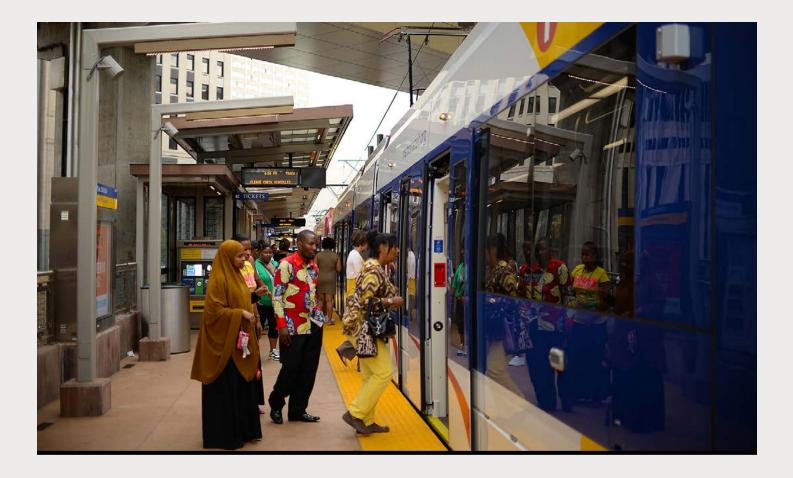


FIGURE T1.4e: BUILT FORM MAP Southwest Sector





Transportation

The Transportation policies of this plan support a multimodal network that prioritizes walking, biking and transit.

The polices are intended to achieve outcomes that increase equity in our transportation system, address climate change and reduce carbon emissions, improve human health through improved air quality and increases in active travel, and enable the movement of people, goods, and services across the city.

Photo: Transit riders boarding a light rail train (Photo by Metro Transit)



Transportation Policies:

20 policies relate to Transportation.

Please refer to the pages listed below to read the content of each policy.

Policy 15: "Transportation and Equity" on page 126 Policy 16: "Environmental Impacts of Transportation" on page 127 Policy 17: "Complete Streets" on page 129 Policy 18: "Walking" on page 130 Policy 19: "Bicycling" on page 131 Policy 20: "Transit" on page 132 Policy 7: "Public Realm" on page 114 Policy 6: "Pedestrian-Oriented Building and Site Design" on page 111 Policy 11: "Skyways" on page 120 Policy 10: "Street Grid" on page 119 Policy 21: "Freight" on page 133 Policy 22: "Downtown Transportation" on page 134 Policy 80: "Development Near METRO Stations" on page 197 Policy 23: "Coordinated Development Strategy" on page **135** Policy 24: "Shared Mobility" on page 136 **Policy 25: "Innovations in Transportation and** Infrastructure" on page 137 Policy 27: "Transportation Partnerships" on page 139 Policy 28: "MSP Airport" on page 140

Policy 26: "Vision Zero" on page 138

Policy 38: "Affordable Housing near Transit and Job Centers" on page 150



Housing

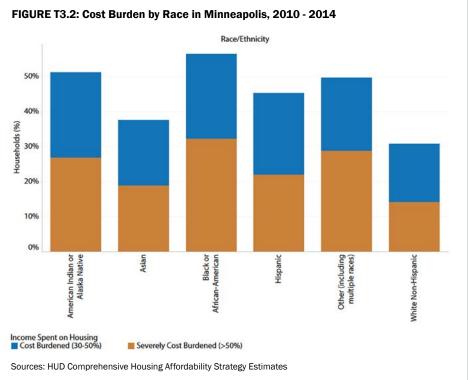
Photo: Bungalow court in northeast Minneapolis

Minneapolis is growing faster than it has since 1950. The Metropolitan Council estimates that between 2010 and 2016 the city added over 12,000 housing units and more than 37,000 residents. With this growth comes increased demand for housing and an associated increase in housing costs and rents. As a result, housing units that were once affordable no longer are, and less housing is available for low-income residents of Minneapolis.

Since 2000, Minneapolis has lost roughly 15,000 housing units that are considered affordable for those earning 50 percent of the area median income. These units generally still exist, but they cost more to own or rent, making them unaffordable to this demographic. In 2017, for the 13-county

metropolitan region, the U.S. Department of Housing and Urban Development (HUD) calculated a median family income of \$90,400. Based on this, 50 percent of the area median income for a single-person household is \$31,650 annually (or an hourly wage of \$15.22 for a standard workweek and year), and for a family of four it's \$45,200 annually (or a household hourly wage of \$21.73 for a standard workweek and year).

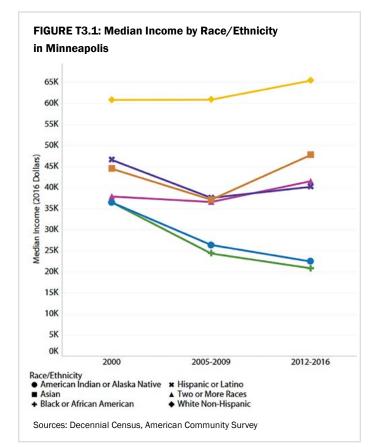
Also since 2000, overall household incomes in Minneapolis have slightly decreased - but not equally across racial groups (Figure T3.1). White non-Hispanic and Asian households have seen increases in household



income since 2000, while black households have experienced an approximately 40 percent decrease in income

For a growing number of residents, especially residents of color, incomes are not keeping up with rising housing costs. This results in fewer housing units in fewer neighborhoods that are affordable to renters. For households of color that are renters that means there are few, if any, housing units that are affordable.

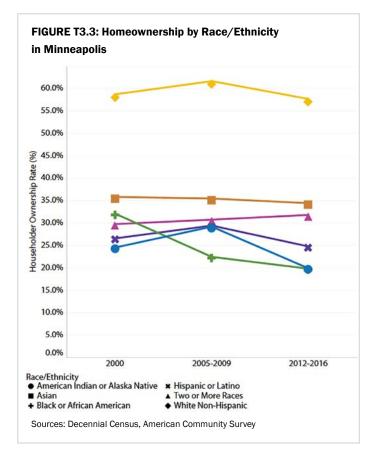
The loss of affordable housing units and the changes in household income have resulted in a greater number of cost-burdened households - households in which more than 30 percent of household income goes toward housing. 37 percent of all households in Minneapolis are costburdened, but, similar to the change in household incomes, this is not equal across racial groups. Over 50 percent of black households and over 45 percent of American Indian and Hispanic households in Minneapolis are cost-



burdened, whereas one in three white households are costburdened (**Figure T3.2**).

Racial disparities persist in all aspects of housing. The disparities that Minneapolis residents experience are intertwined with the city's development due to racially discriminatory housing practices and federal housing policy. In the first half of the 20th century, zoning regulations and racist federal housing policies worked together to determine who could live where and in what type of housing. This shaped the opportunities available to multiple generations of Minneapolis residents (**Figure T3.3**).

Following the Great Depression, redlining and other loan underwriting guidance from the federal government steered where private investment in housing were made. This practice prevented access to mortgages in areas



with Jews, African-Americans and other minorities, as well as in the more densely populated and mixed-use parts of the city. Related guidance in Federal Housing Administration (FHA) underwriting manuals encouraged the segregation of land uses in order to reduce the financial risk of backing single-family home loans near land uses deemed undesirable, such as factories and even multifamily housing. This guidance, from 1934, reinforced the approach that Minneapolis and other cities in the United States began years earlier through the introduction of zoning ordinances.

The FHA promoted zoning as an effective tool for assuring a "homogenous and harmonious neighborhood." In the view of the FHA, however, zoning was not enough to accomplish the segregation of the races as a means of protecting property values. The FHA underwriting manual made the case for racially restrictive covenants, using language that described people of color as undesirable neighbors in the same vein as nuisances such as odor and high traffic: "The more important among the adverse influential factors are the ingress of undesirable racial or nationality groups; infiltration of business or commercial uses of properties; the presence of smoke, odors, fog, heavy trafficked streets and railroads."

These policies and regulations left a lasting effect on the physical characteristics of the city and the financial well-being of its residents. Areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment, in part because banks did not lend in those areas. On the outskirts of the city, a post-Depression development pattern emerged with little variation in housing types and density and with few areas for commercial development. Today, the zoning map in these areas remains largely unchanged from the era of intentional racial segregation. This has shaped the opportunities available to multiple generations of Minneapolis residents and significantly contributed to many of the disparities people of color and indigenous people experienced and continue to experience. To address these issues, the City of Minneapolis will expand opportunities to increase the housing supply in a way that meets changing needs and desires. This means allowing more housing options, especially in areas that currently lack housing choice and in areas with access to frequent and fast transit employment, and goods and services. It also means creating and expanding new resources and tools to produce and preserve affordable housing, to minimize the displacement of existing residents, and to ensure housing is maintained to promote health and safety. The City will also need to invest in its residents, to ensure that it identifies and removes barriers to accessing and retaining housing.



19 policies relate to Housing.

Please refer to the pages listed below to read the content of each policy.

Policy 1: "Access to Housing" on page 100

Policy 33: "Affordable Housing Production" on page 147

Policy 34: "Affordable Housing Preservation" on page 148

Policy 35: "Innovative Housing Types" on page 149

Policy 36: "Innovative Housing Strategies" on page 149

Policy 37: "Mixed Income Housing" on page 150

Policy 38: "Affordable Housing near Transit and Job Centers" on page 150

Policy 80: "Development Near METRO Stations" on page 197

Policy 39: "Fair Housing" on page 151

Policy 40: "Homelessness" on page 152

Policy 41: "Tenant Protections" on page 153

Policy 42: "Expand Homeownership" on page 154

Policy 43: "Housing Displacement" on page 155

Policy 44: "Comprehensive Investments" on page 157

Policy 23: "Coordinated Development Strategy" on page 135

Policy 45: "Leverage Housing Programs to Benefit Community" on page 158

Policy 46: "Healthy Housing" on page 159

Policy 47: "Housing Maintenance" on page 160

Policy 48: "Data-Driven Decisions" on page 161



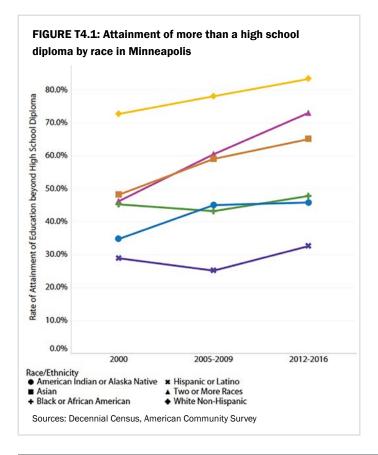
Economic Competitiveness

Local artisan painting tiles in northeast Minneapolis studio (Photo Courtesy of Clay Squared to Infinity) The global and national economy is experiencing fundamental changes, including technological advances, manufacturing sector shifts, changes in the distribution and sale of goods, the movement toward a knowledge-based economy, and evolving resource limitations. This ever-changing economy creates opportunities and challenges that impact the residents and businesses of Minneapolis and the surrounding region.

Minneapolis is operating from a rich base of local assets that generate business and expand

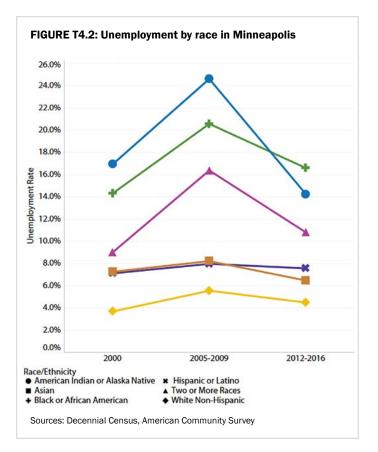
industries. Minneapolis and the surrounding region are home to 17 Fortune 500 companies and seven of the top 225 private companies. Minneapolis' regional creative economy continues to be ranked in the top six in the Creative Vitality Index, with a score nearly four times higher than the national average. The University of Minnesota, ranked fourth in the nation for patent creation and the ninth-best U.S. public research institution, continues to lead in the development and creation of new technology, ideas and business. The state of Minnesota ranks first in the nation in the number of jobs per capita related to medical technology. And Forbes has called Minnesota the fastest-growing state for tech jobs.

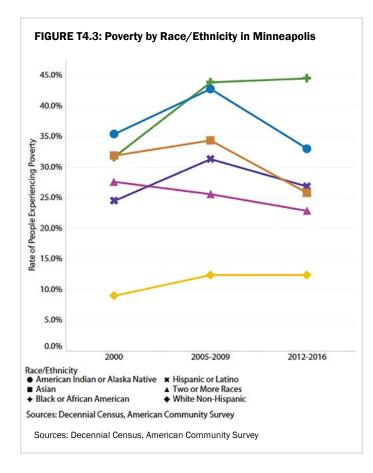
Despite this vibrancy throughout the city and region, not everyone is benefiting, accessing or participating in this growth. Minneapolis is among the areas of the nation with the largest disparities between people of color and indigenous peoples and white people in level of education, employment and poverty rates. In Minneapolis, 83 percent of white non-Hispanics have more than a high school



education, compared with 47 percent of black people and 45 percent of American Indians. Only 32 percent of Hispanics have more than a high school education (**Figure T4.1**).

Educational disparities become barriers to finding employment opportunities in the changing economy and are evident in unemployment and poverty rates. In Minneapolis, the unemployment rate for blacks and American Indians is approximately three times higher than it is for white non-Hispanics. The unemployment rate is 17 percent for blacks and 14 percent for American Indians, compared with fewer than 5 percent for white non-Hispanics (Figure T4.2). The poverty rate in Minneapolis for blacks is nearly 45 percent, 33 percent for American Indians, nearly 27 percent for Hispanics and approximately 12 percent for white non-Hispanics. The changing economy, particularly the loss of production and processing jobs, has meant a decrease in jobs available to those with a high school education or below that pay a living wage (Figure T4.3).





The economy in Minneapolis needs to continue to grow and innovate, and people of color and indigenous people must have physical, personal and institutional access to this growth. This means developing and supporting an economic climate that helps sustain and nourish businesses. It means addressing the growing racial disparities in Minneapolis' economy by identifying barriers that have reduced access to economic opportunities and by developing strategies and programs that ensure people of color can participate, compete in and succeed in the economy – ultimately ensuring that the growth of Minneapolis benefits everyone.

Economic Competitiveness Policies:

29 policies relate to Economic Competitiveness.

Please refer to the pages listed below to read the content of each policy.

Policy 49: "Educational and Economic Access" on page 162

Policy 50: "Access to Technology" on page 163

Policy 51: "Healthy Pre-K Development" on page 164

Policy 52: "Human Capital and a Trained Workforce" on page 165

Policy 53: "Quality of Life" on page 166

Policy 54: "Supporting Economic Growth" on page 167

Policy 55: "Business Innovation and Expansion" on page 168

Policy 56: "Supporting Small Businesses" on page 169

Policy 57: "Cluster Strategy" on page 170

Policy 80: "Development Near METRO Stations" on page 197

Policy 23: "Coordinated Development Strategy" on page 135

Policy 2: "Access to Employment" on page 103

Policy 3: "Production and Processing" on page 104

Policy 58: "Business Districts and Corridors" on page 171

Policy 59: "Downtown" on page 172

Policy 60: "Intrinsic Value of Properties" on page 173

Policy 61: "Environmental Justice" on page 174

Policy 62: "Contaminated Sites" on page 175

Policy 20: "Transit" on page 132

Policy 21: "Freight" on page 133

Policy 28: "MSP Airport" on page 140

Policy 22: "Downtown Transportation" on page 134

Policy 29: "Creative Sector Economy" on page 141

Policy 30: "Arts and Cultural Assets" on page 143

Policy 31: "Creative Workers" on page 145

Policy 63: "Food Access" on page 176

Policy 64: "Food Businesses" on page 178

Policy 65: "Urban Agriculture and Food Production" on page 179

Policy 90: "Technology in the Economy" on page 207



Environmental Systems

Photo: Stormwater conveyance system at Heritage Park (Photo Courtesy of Mississippi Watershed Management Organization) Minneapolis' environmental system is an intricate network of living, engineered and climatic features working together. The health of the city is directly correlated to the strength of this ecosystem and how well these systems can thrive despite the pressures of climate change. As Minneapolis changes, the City has an excellent opportunity to improve the management, efficiency and equity of environmental systems to ensure that all people have a healthy and vibrant city to call home.

Minneapolis is among the top cities in the nation for cleanliness, health and fitness, and quality of life. To

continue this legacy, the City must sustainably manage and protect water resources while preventing contaminants from polluting the water systems. Achieving this means maximizing waste reduction to meet the City's zero-waste goals, supporting healthy ecosystems in and around surface waters, and increasing biodiversity to restore ecological habitats. It also means promoting large and small developments that enhance air, soil and water quality.

To sustain a high-quality and climate-resilient Minneapolis, the City must also aim for greater energy performance from the city's physical structures and environmental systems. This means ensuring all buildings, infrastructure and modes of transportation significantly reduce energy consumption and carbon production. In addition, the City must ensure that all residents and businesses can access cost savings from energy efficiency and can enjoy the health and ecological benefits of a rich tree canopy and renewable energy sources.

As the environmental system evolves, the City must work urgently to support communities that experience hazardous and disparate environmental conditions. Of priority is the creation and implementation of environmental justice policies that eliminate stationary pollution sources, remediate contaminated brownfield sites, improve access to healthy foods, and address health hazards in housing. It's important to have significant involvement from disenfranchised communities in this endeavor.

Environmental Systems Policies:

17 policies relate to Environmental Systems.

Please refer to the pages listed below to read the content of each policy.

Policy 66: "Air Quality" on page 180

Policy 16: "Environmental Impacts of Transportation" on page 127

Policy 67: "Climate Resilient Communities" on page 182

Policy 68: "Energy Efficient Buildings" on page 183

Policy 69: "Renewable and Carbon-Free Energy" on page 185

Policy 61: "Environmental Justice" on page 174

Policy 46: "Healthy Housing" on page 159

Policy 71: "Soil Health" on page 187

Policy 62: "Contaminated Sites" on page 175

Policy 14: "Tree Canopy and Urban Forest" on page 125

Policy 13: "Landscaping" on page 124

Policy 70: "Ecology and Habitat" on page 186

Policy 65: "Urban Agriculture and Food Production" on page 179

Policy 72: "Sustainable Water System Management" on page 188

Policy 73: "Stormwater Management" on page 189

Policy 74: "Integration of Water Management into Development" on page 191

Policy 75: "Waste Reduction" on page 192



Public Health

Photo: Farmers Market on Nicollet Avenue (Photo Courtesy of Meet Minneapolis) To remain a world-class city of healthy people and thriving communities, the City of Minneapolis must provide all residents with equitable opportunities for healthy development and lifestyles. Healthy development is impacted by a myriad of social determinants and has considerable long-term ramifications.

Inequities related to opportunities, conditions, policies and practices don't impact just individuals in isolation. Instead, entire generations are impacted by these inequities – especially those rooted in race, place and income – in healthy development and lifestyle. Inequities in social and economic factors are key contributors to health disparities; ultimately, these gaps need to close if equity in health outcomes is to advance. Social and economic disparities underpin health disparities from premature death rates to access to healthy food and from healthy youth development to housing stability.

E Public Health Policies:

22 policies relate to Public Health.

Please refer to the pages listed below to read the content of each policy.

Policy 61: "Environmental Justice" on page 174

Policy 3: "Production and Processing" on page 104

Policy 66: "Air Quality" on page 180

Policy 62: "Contaminated Sites" on page 175

Policy 67: "Climate Resilient Communities" on page 182

Policy 46: "Healthy Housing" on page 159

Policy 44: "Comprehensive Investments" on page 157

Policy 51: "Healthy Pre-K Development" on page 164

Policy 79: "Healthy Youth Development" on page 196

Policy 49: "Educational and Economic Access" on page 162

Policy 81: "Social Connectedness" on page 199

Policy 82: "Aging" on page 200

Policy 83: "People with Disabilities" on page 201

Policy 84: "Public Safety" on page 202

Policy 85: "Access to Health, Social and Emergency Service" on page 203

Policy 63: "Food Access" on page 176

Policy 86: "Healthy Food in Institutions" on page 204

Policy 64: "Food Businesses" on page 178

Policy 65: "Urban Agriculture and Food Production" on page 179

Policy 18: "Walking" on page 130

Policy 19: "Bicycling" on page 131

Policy 26: "Vision Zero" on page 138



Heritage Preservation

Photo: Stone Arch Bridge and Mill City District (Photo by Krivit Photography, Courtesy of Meet Minneapolis) Heritage preservation seeks to protect noteworthy buildings, structures, objects, and landscapes ("historic resources") that together form the built environment. Protecting buildings in a city that is always changing can be challenging – and the City of Minneapolis has been experiencing change since its early settlement and will continue to experience change well into the future.

These changes occur as part of the natural evolution of a city and as responses to property owners' needs, economic booms or busts, and community desires, among other reasons. An essential task of heritage preservation in Minneapolis is to manage this change so the physical attributes of the city reflect its history and cultures, and so all residents have a sense of belonging and access to a cultural anchor. Preservation can not only celebrate who has lived in Minneapolis in the past, but also reflect who lives here today.

The field of heritage preservation is relatively young. While preservation work has deep roots, the National Historic Preservation Act did not become law until 1966, and Minneapolis' Heritage Preservation Commission was not formed until 1972. Preservation work continues to evolve and mature. Historic buildings are no longer treated only as museum pieces, isolated from the people whose histories they embody. Today, new development projects are capitalizing on the sustainable value of reuse and successfully incorporating historic resources into their plans, ensuring the ongoing vitality of some historic structures. The identification and documentation of historic resources better reflects society and is more responsive to community concerns. However, more changes lie ahead for the work of preservation.

A function of heritage preservation that's becoming more relevant is its ability to help residents see themselves and their cultural identity within the city and empower them to more fully participate in civic life; thus, it's critical for public engagement to include all interested groups in the preservation process, especially those whose history has been marginalized and whose places suffered deliberate disinvestment and removal. Minneapolis will work to ensure that residents of all backgrounds will have access to preservation resources while experiencing the economic, sociocultural and emotional benefits of preservation.

Heritage Preservation Policies:

9 policies relate to Heritage Preservation.

Please refer to the pages listed below to read the content of each policy.

Policy 91: "Heritage Preservation Outreach" on page 208

Policy 92: "Identify and Evaluate Historic Resources" on page 209

Policy 60: "Intrinsic Value of Properties" on page 173

Policy 93: "Stewarding Historic Properties" on page 211

Policy 94: "Heritage Preservation Regulation" on page 213

Policy 47: "Housing Maintenance" on page 160

Policy 95: "Heritage Preservation Financial Incentives" on page 214

Policy 96: "Heritage Preservation Recognition" on page 214

Policy 97: "Heritage Preservation Legislative Advocacy" on page 215



Arts and Culture

Photo: Light display on Gold Medal Flour silos at Northern Spark (Photo Courtesy of Make It MSP) Research conducted for the city's Creative City Roadmap and Minneapolis Creative Index reports shows that arts and culture offerings are abundant and vibrant in Minneapolis and contribute greatly to quality of life and to the local and regional economy. Minneapolis is an arts and culture powerhouse due to the number of creative workers and economic outputs of the creative sector, giving the city a favorable competitive advantage.

The research also demonstrates, however, that not everyone is benefiting equally from this abundance. This is why it's critically important to engage creative workers and organizations in envisioning a future where all Minneapolitans can access and experience opportunities in the creative economy as well as see themselves and their communities revealed in and celebrated among the City's arts and cultural assets.

The creative sector includes workers and organizations engaged in traditional arts and cultural fields such as performance, dance, music, history and the literary and visual arts, but creative work is also represented and embedded in a broad range of industries and disciplines, such as marketing, media and communications, and design. Further, communities and the urban realm benefit from the creative sector in the City through urban design and community development practices, and creative work is becoming more integral to fields such as public health, affordable housing, and neighborhood and transportation programing. This is why arts and culture policies can be found not just in this chapter, but throughout the 2040 Comprehensive Plan.

E Arts and Culture Policies:

6 policies relate to Arts and Culture.

Please refer to the pages listed below to read the content of each policy.

Policy 29: "Creative Sector Economy" on page 141

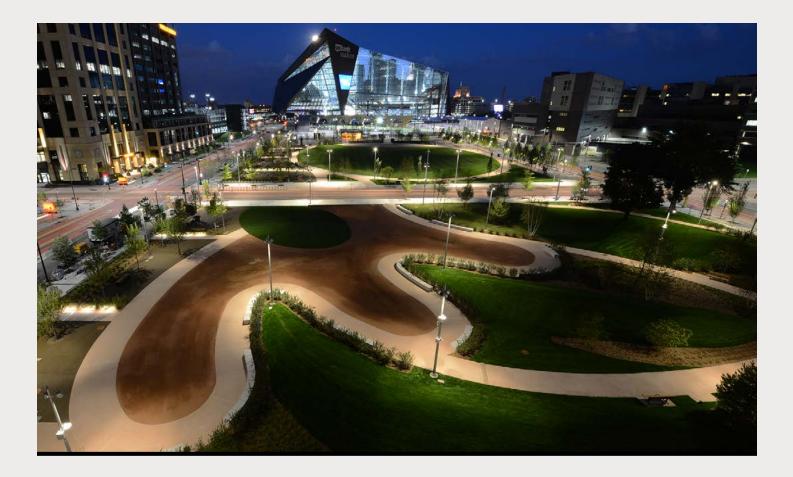
Policy 30: "Arts and Cultural Assets" on page 143

Policy 31: "Creative Workers" on page 145

Policy 32: "Arts in Community Development" on page 146

Policy 7: "Public Realm" on page 114

Policy 53: "Quality of Life" on page 166



Parks and Open Space

Photo: The Commons Park adjacent to US Bank Stadium (Photo Courtesy of Meet Minneapolis) Minneapolis is known throughout the country as a city with a high quality of life. One of the reasons for this is the abundance of open spaces and parks. Envisioned 125 years ago, the Minneapolis Park and Recreation Board (MPRB) managed park system delights Minneapolis' residents and visitors.

In 2017, Minneapolis had the repeat honor of being recognized as the Nation's Best Park System by the Trust for Public Land; Minneapolis' parks encompass the city's defining lakes and river banks and include features of astonishing beauty, historical significance and ecological wonder, all within a thriving urban setting. The Minneapolis Park System is anchored by the Grand Rounds National Scenic Byway and includes a multitude of neighborhood parks that provide important gathering and recreation space. Several parks and trails in Minneapolis are also part of the premier Regional Parks System.

Minneapolis residents also benefit from the presence of other open spaces such as school facilities, greenways, gardens, and plazas. Open spaces and parks make up a collection of formal and informal landscapes used in numerous ways by the people of Minneapolis.

The policies below address existing open spaces and parks in Minneapolis, and ones that could be created in the future to enhance quality of life and to improve accessibility to parks. As the city continues to grow, it must support the parks system while enhancing other open spaces and public gathering spots in order to ensure recreational opportunities, preserve and enhance ecological function, improve human mental and physical health, and support economic development and tourism.

Parks and Open Space Policies:

10 policies relate to Parks and Open Space.

Please refer to the pages listed below to read the content of each policy.

Policy 76: "New Parks" on page 193

Policy 78: "Park Design and Programming" on page 195

Policy 77: "Park Access" on page 194

Policy 9: "Open Spaces in New Development" on page 118

Policy 7: "Public Realm" on page 114

Policy 14: "Tree Canopy and Urban Forest" on page 125

Policy 53: "Quality of Life" on page 166

Policy 70: "Ecology and Habitat" on page 186

Policy 72: "Sustainable Water System Management" on page 188

Policy 73: "Stormwater Management" on page 189



Public Services and Facilities

Photo: City of Minneapolis Hiawatha Maintenance Facility When the City develops policies, enacts ordinances, creates programs or deploys resources, its activities have a direct effect on residents, businesses and visitors. To be effective, the City needs to continually explore refinements and new tools to ensure it provides services in a streamlined, accessible, and equitable manner.

As the City's population and employment increase, the needs for public services and buildings will evolve. Some agencies and departments will expand services, while others will be looking for new ways of using facilities that are no longer needed for their original purpose. The City of Minneapolis will plan carefully for its own facilities needs, and will play a role in encouraging public agencies to explore opportunities for sharing facilities where the community and financial benefits are apparent. In the case that a public building closes altogether or a new facility is built, the City will ensure that the re-use or establishment of that building is consistent with the land use policies of this plan and is informed by public input. The City will also use its own properties as a model for private development, demonstrating the value of environmental sustainability, an engaging public realm, and the use of high quality materials.



4 policies relate to Public Services and Facilities.

Please refer to the pages listed below to read the content of each policy.

Policy 88: "Public Services Policy" on page 205

Policy 89: "Technology in the City Enterprise" on page 206

Policy 3: "Production and Processing" on page 104

Policy 84: "Public Safety" on page 202



Technology and Innovation

Photo: New Flyer Electric Demo Bus (Photo by Metro Transit) Forbes magazine has called Minnesota the fastest-growing state for technology sector jobs. The Minnesota Department of Employment and Economic Development (MN DEED) has projected 16,000 technology sector jobs by 2022 in the state, a 15 percent increase from 2017 levels.

Minneapolis, specifically downtown, is experiencing high demand for office space for technology companies and is home to a growing number of established and new technology companies. This presents a strength to build on, and an opportunity to grow employment in a high-demand sector.

At the same time, advances in and adoption of technology are providing tools to better connect people with their government and to better inform decision-making. While these tools do not and should not replace in-person interaction, Minneapolis will embrace technology that can supplement traditional forms of interaction and make City government more proactive, accessible, and sustainable. The City will also work to ensure that residents have the technology tools and skills to participate in the economy and civic life.

Technology and Innovation Policies:

6 policies relate to Technology and Innovation.

Please refer to the pages listed below to read the content of each policy.

Policy 50: "Access to Technology" on page 163

Policy 90: "Technology in the Economy" on page 207

Policy 89: "Technology in the City Enterprise" on page 206

Policy 48: "Data-Driven Decisions" on page 161

Policy 25: "Innovations in Transportation and Infrastructure" on page 137

Policy 24: "Shared Mobility" on page 136

Plan Policies

Each policy supports one or more of the goals and topics of the plan.

POLICY 1

Access to Housing Increase the supply of housing and its diversity of location and types



The population of Minneapolis is growing. Housing demand exceeds supply in many areas of the city, resulting in rising rents and sale prices. More and more residents are experiencing the strain of spending 30% or more of their income on housing, which is the U.S. Census threshold for identifying cost-burdened households. Between 2000 and 2015, approximately 15,000 housing units in Minneapolis became unaffordable to those making 50% of the Area Median Income (AMI). More housing is needed to meet the demand and help stem rising housing costs.

The Housing policies of this plan outline the City's approach to proactively meeting the housing needs of Minneapolis residents, including the production of affordable housing. In addition to those strategies, the Future Land Use and Built Form maps are intended to reduce barriers to new housing construction in the marketplace by allowing flexibility in the location of new housing along with clear guidance on built form in order to increase the predictability of approval processes.

Increased demand for housing is accompanied by demographic changes that affect the types of housing Minneapolis residents will need between now and 2040. The people of Minneapolis and the region as a whole are becoming older and more culturally diverse. In many parts of the city, aging single-family home dwellers do not have the option to move into multifamily housing close to their established social support networks. This further restricts access to single-family homes for households with growing families who desire that housing type and would prefer to stay in the city.

Areas of our city that lack housing choice today were built that way intentionally. In the first half of the twentieth century, zoning regulations and racist federal housing policies worked together to determine who could live where, and in what type of housing. This, in turn, shaped the opportunities available to multiple generations of Minneapolis residents.

Following the Great Depression, redlining and other loan underwriting guidance from the federal government steered where private investments in housing were made. This practice prevented access to mortgages in areas with Jews, African Americans and other minorities, as well as in the more densely-populated and mixed-use parts of the city. Related guidance in Federal Housing Administration Underwriting Manuals encouraged the segregation of land uses in order to reduce the financial risk of backing singlefamily home loans near land uses deemed undesirable, such as factories and even multifamily housing. This guidance, from 1934, reinforced the approach that Minneapolis and other cities in the United States began years earlier through the introduction of zoning ordinances.

The FHA promoted zoning as an effective tool for assuring a "homogenous and harmonious neighborhood." In the view of the FHA, however, zoning was not enough to accomplish the segregation of races as a means to protecting property values. The FHA underwriting manual made the case for racially restrictive covenants, using language that described people of color as undesirable neighbors in the same vein as nuisances such as odor and high traffic: "The more important among the adverse influential factors are the ingress of undesirable racial or nationality groups;

infiltration of business or commercial uses of properties; the presence of smoke, odors, fog, heavy trafficked streets and railroads."

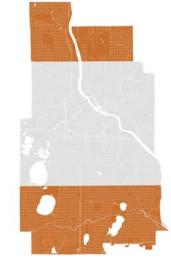
These policies and regulations left a lasting effect on the physical characteristics of the city and the financial well-being of its people. Areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment, in part because banks were not lending in these areas. On the outskirts of the city, a post-depression development pattern emerged with little variation in housing types and density, and few areas for commercial development. Today, the zoning map in these areas remains largely unchanged from the era of intentional racial segregation.

To address this, the Future land Use and Built Form maps allow a greater diversity of housing types in areas that today contain primarily single family homes through the following strategies:

• Allow multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations.



 In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing smallscale 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.



In Minneapolis, 9 out of 10 trips are taken in personal automobiles, accounting for approximately 24 percent of the annual greenhouse gas emissions in the city. Achieving the City's goal of an 80 percent reduction in greenhouse gas emissions by 2050 requires reducing the number of daily car trips by 37 percent. This ambitious goal is possible only if more people have access to employment and other



 In neighborhood interiors that contain a mix of housing types from single family homes to apartments, allow new housing within that existing range. daily needs via frequent, fast, and reliable transit. Building more housing near transit provides the opportunity for people to live without a car, or with fewer cars in each household, helping to work toward a carbon-free future.

To address this, the Future Land Use and Built Form maps allow greater development intensities in these areas that have or will have frequent and fast transit connections through the following actions:

• Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.



• Allow the highest-density housing in and near Downtown.



ACTION STEPS:

The City will seek to accomplish the following action steps to increase the supply of housing and its diversity of location and types.

- a. Allow housing to be built in all areas of the city, except in Production and Distribution areas.
- b. Allow the highest-density housing in and near Downtown.
- c. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.
- In neighborhood interiors that contain a mix of housing types from single family homes to apartments, allow new housing within that existing range.
- e. In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing 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.

POLICY 2

Access to Employment Support employment growth downtown and in places wellserved by public transportation.



The Metropolitan Council estimates that Minneapolis had 315,300 jobs in 2015, and projects that the City's employment will grow by 33,054 by 2040. Much of this job growth will happen in downtown Minneapolis, which is appropriate given the role of the central business district as the economic and transportation hub of the region. Growing employment downtown will require continued investment in the multimodal transportation system that makes downtown accessible to workers. It also means ensuring that land downtown is used as efficiently as possible.

Outside of downtown, non-production employment growth should be focused on areas well-served by public transportation. The City should continue to support large employers such as hospitals, universities, and cultural institutions, while ensuring that expansions of those facilities do not inhibit progress on other plan goals, including increasing the supply of housing.

ACTION STEPS:

The City will seek to accomplish the following action steps to support employment growth downtown and in places well-served by public transportation.

- Develop minimum development densities for downtown and areas served by regional transit lines to ensure that enough land is available to accommodate projected employment growth.
- b. Continue to allow office and institutional uses where they currently exist throughout the city.
- c. Guide new office and institutional uses to locations well-served by public transportation.
- Encourage large medical, educational, and cultural institutions to grow within their existing footprint, especially where territorial expansion would result in a reduction of housing stock.

POLICY 3

Production and Processing Expand and maintain areas for production, processing, and distribution of products, services, and ideas.



A healthy local and regional economy requires space for production and processing businesses. Examples of these types of businesses include, but are not limited to, medical device and electronic instrument manufacturing, breweries and distilleries, food production, metal fabrication, and distribution and fulfillment. Production and processing businesses provide economic opportunities for people without a college degree by offering higher wages than comparable jobs in the retail, accommodation, and food service industries. In Minneapolis, less than half of the Black, American Indian, and Hispanic population has more than a high school education, compared to 83 percent of White, non-Hispanic residents. These educational disparities create barriers for finding employment opportunities that pay a living wage. Production and processing businesses in the region have average monthly starting wages for workers of color that are twice as high as retail businesses and nearly 2.5 times that of accommodation and food service businesses.

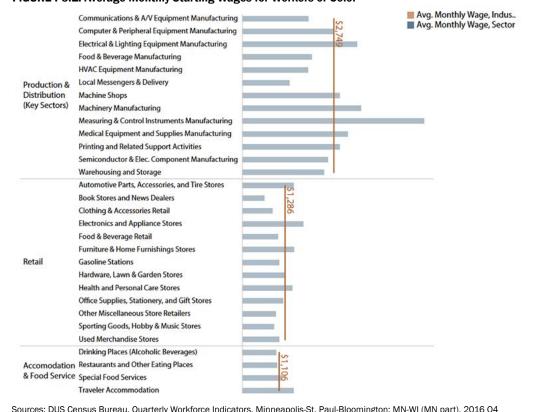


FIGURE P3.1: Average Monthly Starting Wages for Workers of Color

Setting aside space for production and processing businesses will help ensure that living-wage jobs in industries with minimal environmental impacts will be available to Minneapolis residents, especially people of color and those without a college degree. Because of high demand for other land uses, particularly housing, production and processing businesses cannot compete for land unless other uses are specifically excluded from some areas of the city. This plan designates Production and Distribution Areas on land that is well-suited to support production and processing businesses, specifically excluding housing and other non-production uses.

Some areas that have been historically industrial are not well-suited to support new production and processing businesses because the existing building stock does not meet the needs of modern production businesses, and they lack the contiguous land to make substantial redevelopment feasible. This plan designates such areas as Mixed Use Production Areas, allowing both production and non-production uses to co-exist.

ACTION STEPS

The City will seek to accomplish the following action steps to expand and maintain areas for production, processing, and distribution of products, services, and ideas.

- a. Designate Production and Processing Areas that comprise large contiguous tracts of land historically used for industrial purposes, that are well-served by transportation infrastructure for both people and freight, and that contain building stock suitable for production and processing businesses to expand access to higher wage job opportunities.
- b. Prioritize use of land in Production and Processing Areas for production, processing and last mile distribution of products and services uses that have minimal or no air, water, or noise pollution impacts, and that provide quality living-wage jobs.
- c. Identify and limit uses in Production and Processing Areas that do not provide a high concentration of high quality, low-impact production and processing jobs.
- d. Designate Production Mixed Use Areas in parts of the city that have been historically industrial, but that are not substantial opportunities for locating and growing low-impact production, processing, and distribution businesses.
- e. Allow both production and non-production land uses in Production Mixed Use Areas.
- f. Establish land use regulations to encourage the adaptive reuse of older industrial and commercial property in Production Mixed Use areas, including to non-production uses.

- g. Improve transit, bicycle and pedestrian access to areas of employment, including Production and Distribution Areas and Production Mixed Use Areas.
- h. Develop guidance for future development in Production Areas and Production Mixed Use Areas served by regional transit lines in order to ensure a minimum level of development and job intensities.
- Allow production and processing uses in Commercial Mixed Use areas while controlling for potential negative externalities through building and site design.
- Accommodate facilities needed for municipal operations in both Production and Distribution Areas and Production Mixed Use Areas.
- k. Identify and limit new heavy industrial uses that harm human health throughout the city.
- Continue and expand incentives and technical assistance to existing production and processing businesses to leverage investments in cleaner, safer, more energy efficient and sustainable technology in order to reduce pollution.
- m. Explore proactive enforcement of City regulations related to pollution and nuisance ordinances.
- n. Focus business assistance for targeted industries in low-impact industrial activities that offer new opportunities for historically unemployed and underemployed residents.
- Promote business investment and expansion through site assembly, clearance and redevelopment in strategic areas.

POLICY 4

Access to Commercial Goods and Services

Improve access to goods and services via walking, biking and transit.



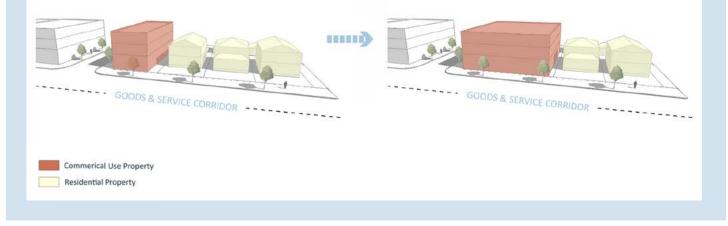
Today, 9 out of 10 trips in Minneapolis are taken in personal automobiles. While a portion of these trips are to school and work, residents in many parts of the city have no choice but to drive long distances to access regular goods and services such as grocery stores. Nationally, 45 percent of daily trips are taken for shopping and errands. In most of Minneapolis, demand for retail is much higher than supply, indicating an opportunity to make retail more convenient for everyone and thereby reduce car trips and greenhouse gas emissions. The city also has 11 lowincome census tracts in which residents live more than a mile from a full-service grocery store.

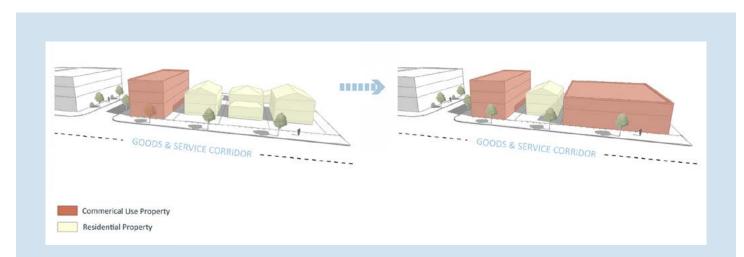
Increasing retail options close to where people live will allow people the option of accessing daily needs without using a car. This will help achieve the City's greenhouse gas reduction goal, improve health through increased physical activity, and enrich the quality of life in our communities.

ACTION STEPS

The City will seek to accomplish the following action steps to improve access to goods and services via walking, biking and transit.

- a. Allow commercial uses where they currently exist throughout the city.
- b. Designate additional areas for commercial uses in parts of the city where demand for retail goods and services exceeds the supply, and that are well-served by public transportation.
- c. Allow property owners to request further expansion of commercial areas where such expansion would improve access to goods and services via walking, biking, and transit.





- d. Require retail to be incorporated into new buildings in select areas of the city with the highest residential densities, highest pedestrian traffic, and most frequent transit service.
- e. Allow increased housing density within and adjacent to Commercial areas.
- f. Allow a full range of uses in Commercial areas intended to provide goods and services to surrounding communities.
- g. Utilize regulatory tools to minimize the impacts that commercial uses have on nearby residential uses.
- h. Develop new analytical frameworks and tools to accurately track and study the dynamics of urban retail in order to guide the development, revision, and deployment of City programs, tools, and regulations.

Visual Quality of New Development Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements.



The design of new buildings is influenced by several factors, including the purpose and use of the building, its context, the architect's approach, project budget, construction type, building code requirements, land use policy and zoning regulations, and stakeholder input. The City does not dictate architectural styles for new buildings, however through thoughtful and creative distribution of building massing and transitions, coupled with the application of building materials, and building openings such as doors and windows, the City can help ensure a high-quality and distinctive physical environment that advances the Minneapolis 2040 goals.

ACTION STEPS

The City will seek to accomplish the following action steps to ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements.

- a. Allow and encourage a variety of architectural styles.
- b. On development sites encompassing most of or an entire block, encourage multiple buildings on the site to increase visual interest.
- c. Ensure that exterior building materials are durable, create a lasting addition to the built environment, and contribute positively to the public realm.



d. Require that the appearance and materials of the rear and side walls of new buildings are similar to and compatible with the front of the building.



- e. Require adequate distribution of windows and architectural features in order to create visual interest.
- f. Develop regulations and guidelines that encourage creative design solution for transitions between varying intensities of building types and land uses.
- g. Apply design standards, guidance, and regulation consistently across the city regardless of market conditions or community characteristics.

Pedestrian-Oriented Building and Site Design

Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.



The City of Minneapolis Complete Streets policy prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use. Building and site design of new development should follow this same hierarchy in order to encourage sustainable modes of transportation and improve health outcomes. The number and location of entrances, the size and distribution of windows, building setbacks from the street, along with building design elements such as lighting and awnings, all contribute to the pedestrian experience. Site layout is also important to facilitating pedestrians, cyclists, and transit users. Factors such as the building location, parking lots, driveways, open space, plazas, and pocket parks merit careful attention.

ACTION STEPS

The City will seek to accomplish the following action steps to regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings.

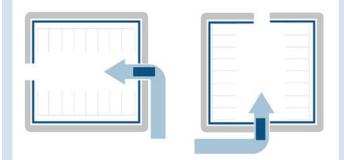


- b. Require active uses on the ground floor of new buildings, with direct connections to the sidewalk.
- c. Require windows on buildings to allow clear views into and out of the building.
- d. Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive exterior walls through provision of windows, multiple entrance doors, green walls, and architectural details.
- e. Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street.



- f. Arrange buildings within a site in order to minimize the generation of wind currents at ground level.
- g. Locate buildings and arrange massing so that shadowing on public spaces is minimized.
- h. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.

- Coordinate with Metro Transit to ensure that the design of new buildings supports transit operations.
- j. Implement and expand zoning regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.
- k. Eliminate off-street parking minimums throughout the City.
- Locate access to and egress from parking ramps mid-block and at right angles to minimize disruptions to pedestrian flow at the street level. Apply design standards, guidance, and regulation consistently across the city regardless of market conditions or community characteristics.



- Require above-grade parking structures to be designed with active uses along the street walls and with sufficient clearance on all levels to allow adaptive reuse in the future.
- n. Discourage the establishment of and minimize the size of surface parking lots.
- o. Prohibit the establishment of new drive-throughs and gas stations.

- p. Prohibit the establishment of new auto repair facilities and other auto-oriented uses in areas designated Community and Destination Mixed Use on the Future Land Use Map.
- q. Mitigate the impacts of auto repair and other auto-oriented uses on the pedestrian environment through building and site design requirements.



Public Realm

Proactively improve the public realm in order to encourage walking and support a high-quality and distinctive built environment.



The quality of the public realm—streets, sidewalks, plazas, and other publicly-accessible spaces influences our city's livability, sustainability, safety, and health. More people will choose to walk as a mode of transportation if the surrounding environment is welldesigned. A vibrant and high-performing public realm also contributes to the region's competitiveness and the image of the city, attracting people to live, work, and visit Minneapolis.

The City of Minneapolis has multiple planning processes and guidelines for designing within the public realm. The Downtown Public Realm Framework, for example, provides unified guidance to inform and coordinate the work of public and private entities that shape the public realm. This includes strategies for addressing gaps and identifying programming goals in the downtown geographic area.

Providing design guidance, Access Minneapolis contains a framework for urban street design which is rooted in the belief that the design of the street and areas adjacent to the street influence each other and that coordination between the two is necessary for successful transportation and placemaking in the City. Other programs target specific needs of users in the public realm, from providing safe and healthy environments to determining the aesthetic quality and sense of place in the City of Minneapolis. The Arts in Public Places program guides the City in integrating public art into City planning, services, design and infrastructure.

ACTION STEPS

The City will seek to accomplish the following action steps to proactively improve the public realm in order to encourage walking and support a high-quality and distinctive built environment.

- a. Develop a framework for public realm improvements citywide.
- Implement public realm improvements called for in the citywide framework in conjunction with transportation investments, such as street reconstructions and new transit lines.
- c. Require developers to implement public realm improvements called for in the citywide framework in conjunction with approvals for building construction and site modification.
- In areas not targeted for major transportation investments or new buildings, establish processes for implementing public realm improvements called for in the citywide framework according to objective criteria.
- e. Integrate public spaces that enhance the pedestrian environment through sensory experiences, public art, and placemaking.
- f. Explore and implement new ways to improve the public realm via pilot or creative projects in conjunction with public and private partnerships, including shared streets.

Public Safety Through Environmental Design Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm, including open spaces and parks, on publicly-owned and private land.



Crime Prevention Through Environmental Design (CPTED) is a commonly-used term for designing the built environment to contribute to a sense of safety. The four elements of CPTED are: natural surveillance and visibility; lighting; territorial reinforcement and space delineation, and natural access control. The City of Minneapolis requires all new development to be designed using CPTED principles. This includes development projects that are both publicly and privately owned as well as those that impact the public realm such as open spaces and parks.

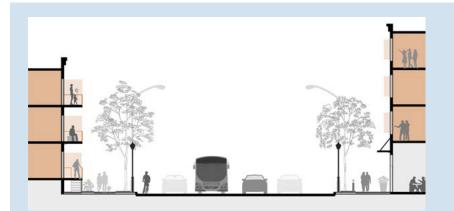
CPTED orients buildings, entrances, and circulation or movement patterns to the street to function as "eyes" that watch over street activity. The success in this approach often lies in the kind of activity that looks out over the street. For example, small scale neighborhood commercial uses located up to the sidewalk provide the most vigilant and alert security force available; owners have a vested interest in watching over their immediate surroundings. The daily presence of a manager or owner brings the stability and security of commercial activity to a neighborhood. Stores or services can turn isolated areas into hubs for local neighborhood residents.

Features of CPTED building design include incorporating lighting strategically into site and structure design, providing unobstructed views across the property and to and from the public realm, and unobstructed windows for visual surveillance. Expanses of blank walls are avoided and parking is placed behind the building, so as not separate the building from the street.

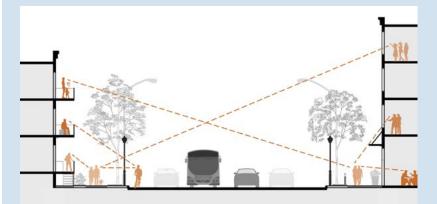
ACTION STEPS

The City will seek to accomplish the following action steps to use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm, including open spaces and parks, on publicly-owned and private land.

- a. Integrate "eyes on the street" into building design through the use of windows to foster safer and more successful commercial areas in the city.
- b. Orient new housing to the street to foster safe neighborhoods.



c. Design the site, landscaping, and buildings to promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.



d. Provide on-site lighting at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating glare or excessive lighting of the site.



e. Locate landscaping, sidewalks, lighting, fencing and building features to clearly guide pedestrian movement on or through the site and to provide clear delineation between public and private spaces.



- f. Use innovative building designs and landscaping to limit or eliminate the opportunity for graffiti tagging.
- g. Locate entrances, exits, signs, fencing, landscaping, and lighting to distinguish between public and private areas, control access, and to guide people coming to and going from the site.
- h. Involve Fire, Police, and Emergency Preparedness staff in the development review process.

Open Spaces in New Development Create new open spaces and plazas in conjunction with new development.



Well designed, accessible open spaces provide health benefits by offering amenities for exercise and peaceful areas to enjoy. They can provide environmental benefits by supporting plant and animal life and by improving natural systems. Open spaces can educate by revealing history or providing a window into understanding the natural environment.

The city contains numerous open spaces which are not official parks or recreation areas, yet are important elements in the built environment. These include plazas and open spaces that were constructed in conjunction with buildings, providing publicly-accessible outdoor amenities. The City of Minneapolis will continue to encourage open spaces to be integrated into new development.

ACTION STEPS

The City will seek to accomplish the following action steps to create new open spaces and plazas in conjunction with new development.

- a. Encourage the creation of publicly-accessible open spaces and plazas through incentives and requirements.
- Improve standards for public plazas and other nonpark open spaces that give specific guidance on scale, design and maintenance of seating, lighting, landscaping and other amenities.
- c. Ensure that the design of public plazas and open spaces utilize climate-sensitive design principles and other features that further the goals of this plan.
- Encourage design of open spaces and plazas that facilitate public access to, movement along, and views of public amenities such as the Mississippi River.

Street Grid Restore and maintain the traditional street and sidewalk grid.

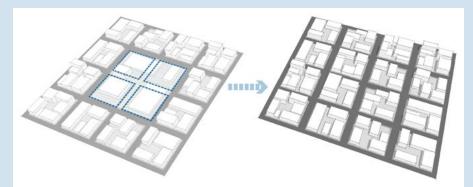
Our city's transportation system is largely based upon a traditional street grid, which provides a high degree of **connectivity.** There are natural breaks to this grid, such

as rivers, lakes and creeks, as well as human-made features such as parks and those created by land development patterns. Over time, modifications to the street grid to accommodate new development and freeway construction have resulted in reduced connectivity for all modes of travel. Minneapolis will work to rectify this by restoring the street grid as opportunities arise.

ACTION STEPS

The City will seek to accomplish the following action steps to restore and maintain the traditional street and sidewalk grid.

a. Explore options to restore the street grid or add new streets to larger blocks or tracts of land as part of new development or redevelopment.



- b. Consider gaps in the street grid when conducting development and area-wide planning.
- c. Improve local transportation across freeways, including improving pedestrian, bicycle and transit accommodations across existing bridges and promoting adequate spacing and connectivity of local streets crossing the freeways.
- d. Consider relinquishing the City's ownership over vacations as a last resort, in order to preserve the network of city streets and arterials.
- e. Continue to take advantage of opportunities to restore the street grid when appropriate in conjunction with new development and through capital projects; in some cases, this will mean full restoration for all modes of transportation, but it may mean new and restored access for people walking, bicyclists, or people riding buses only.

Skyways Use Skyways to Connect Buildings Downtown.



Downtown skyways have been the source of debate

for decades. They are beloved in extreme and inclement weather for their seamless indoor connections and are the focus of ire for their lack of navigability, their inaccessibility from the street, and their impact to street level vibrancy. Access to the skyways can be improved through improved connection points to the street, specifically at primary transit and pedestrian routes. Navigability can be improved through designs that provide transparency to the street to improve orientation with the streets. Tying skyway business activity street level business activity and limiting skyway expansion can help create opportunity to improve street level vibrancy.

ACTION STEPS

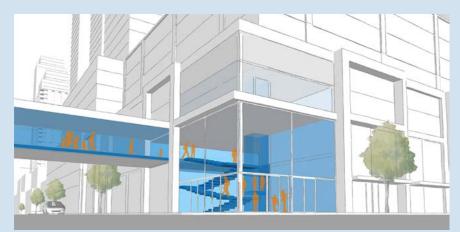
The City will seek to accomplish the following action steps to use Skyways to Connect Buildings Downtown.



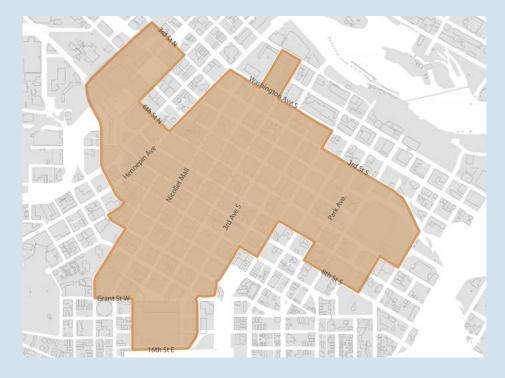
a. Direct newly-established retail uses in buildings connected by skyways to be located primarily on the ground floor with an entrance facing the street.

- b. Require maximum transparency of skyway walls in order to provide views to the outside that help users orient themselves.
- c. Maintain uniform skyway hours of operation.
- d. Provide consistent and uniform directional signage and accessible skyway system maps near skyway entrances, particularly along primary transit and pedestrian routes.

e. Provide convenient and easily accessible vertical connections between the skyway system and the public sidewalks, particularly along primary transit and pedestrian routes.



- f. Maintain functional links in the skyway system while adjoining properties undergo redevelopment or renovation.
- g. Limit skyway expansion to the downtown core and at other key sites with high-intensity uses in order to minimize lowusage skyways and maximize street-level pedestrian activity in growing downtown neighborhoods and historic areas.



Lighting

Provide sufficient lighting on development sites and in the public realm, in a manner than ensures a comfortable environment, contributes to pedestrian safety, and conserves energy.



Lighting is an important element in the urban environment. The quality and quantity of lighting affects public health, safety, comfort, productivity and economy. The City, along with other public partners, owns and maintains lighting in the public realm. Additionally, the City regulates lighting produced on private property, particularly in relation to impacts on surrounding uses. The overall goal is to create a safe, comfortable, and attractive environment for residents, businesses, and visitors.

ACTION STEPS

The City will seek to accomplish the following action steps to provide sufficient lighting on development sites and in the public realm, in a manner than ensures a comfortable environment, contributes to pedestrian safety, and conserves energy.

- Pedestrian mendy multimation, but immittee giare and dark sky conductors, and other dark
- a. Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

- b. Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.
- c. Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning and industry illumination standards.
- d. Integrate exterior building lighting design to attune with building designs and landscaping.
- e. Provide sufficient lighting for better way-finding and safe circulation within and around a development.
- f. Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts and transit station areas.
- g. Update city zoning code to reflect best available practices related to dark skies and the environmental benefits of strategic lighting management.

Landscaping Require landscaping in conjunction with new development that complements its surroundings and enhances the built environment.



A well-designed landscape will create and define spaces while softening the built environment.

Landscaping provides beauty and visual interest, shade and environmental benefits, as well as screening and buffering of uses. It is important to consider the types of plants and trees and how they will tolerate and impact their surrounding environment. Design and maintenance of the landscaped areas are important factors as well.

ACTION STEPS

The City will seek to accomplish the following action steps to require landscaping in conjunction with new development that complements its surroundings and enhances the built environment.

a. In general, larger, well-placed, contiguous planting areas that create and define public and private spaces shall be preferred to smaller, disconnected areas.

- b. Plant and tree types should complement the surrounding area and should include a variety of species throughout the site that include seasonal interest. Species should be indigenous or proven adaptable to the local climate and should not be invasive on native species.
- Landscaped areas should include plant and tree types that address ecological function, including the interception and filtration of stormwater, reduction of the urban heat island effect, and preservation and restoration of natural amenities.
- d. Landscaped areas should be maintained in accordance with Crime Prevention through Environmental Design (CPTED) principles, to allow views into and out of the site, to preserve view corridors and to maintain sight lines at vehicular and pedestrian intersections.
- e. Landscaping plans should be designed to facilitate future maintenance including the consideration of irrigation systems, drought and salt-resistant species, ongoing performance of storm water treatment practices, snow storage, access to sun, proximity to buildings, paved surfaces and overhead utilities.
- f. Green roofs, living walls, and porous pavement are encouraged but are not meant to be a substitute for ground-level landscaping of sites as landscaping provides both a natural amenity and aesthetic beauty to the urban landscape.
- g. Boulevard landscaping and improvements, in accordance with applicable city polices, are encouraged.

Tree Canopy and Urban Forest Improve the tree canopy and urban forest.



The tree canopy in Minneapolis is an asset for its aesthetic value as well as ecological and environmental benefits. According to research done by the Minneapolis Park and Recreation Board, trees on public property save each Minneapolis taxpayer approximately \$100 a year. Trees soak up rain water, meaning less runoff to rivers and creeks, which in turn results in cleaner drinking water, better wildlife habitat, and a healthier ecosystem. Trees on public property process 200 million gallons of water annually, resulting in a \$5.9M savings in storm water management costs. They provide \$5.8 million in energy savings through providing shade in summer to keep buildings cool, and blocking wind in winter to keep buildings warm. This savings is equivalent to the energy needs of 4,350 homes annually. Additionally, they absorb and hold 92 million pounds of carbon from the atmosphere each year. This is the equivalent of taking 8,936 cars off the road. And they remove the equivalent of 333,000 pounds of harmful particulates in the air, improving air quality.

Maintaining the health of the City's trees and increasing the City's tree canopy makes Minneapolis a healthier place for all its residents.

ACTION STEPS

The City will seek to accomplish the following action steps to improve the tree canopy and urban forest.

- a. Develop and implement City Strategy to increase canopy which should explore an expansion of funding, incentives to plant and retain and promote species diversity
- b. Provide education and training on tree care for private landowners.
- c. Ensure healthy tree planting in the right of way by increasing growing space and its quality and siting and relocating utilities to avoid conflicts.
- In new developments and additions to existing buildings, retain mature trees, replace lost trees, and plant more trees if none were there originally.

Transportation and Equity Ensure that the quality and function of the transportation system contributes to equitable outcomes for all people.



Achieving equity in transportation means that the quality of the transportation networks in the city creates fair and just opportunities and outcomes for all people. The City of Minneapolis ensures that the quality of the transportation system is held to the same high standard throughout the city. This is done by using quantitative analysis to prioritize street projects based on the physical condition of the streets as well as equity criteria, defined as both the demographics of the areas served by the streets as well as modal needs along each street. This process is detailed in the 20-Year Street Funding Plan, which was created in 2016 and outlines the methodology of selecting capital street projects for improvement, with a focus on racial and economic equity.

Ensuring that the transportation system functions in a manner that contributes to equitable outcomes requires measuring the success of this goal. The purpose of transportation is to access employment, to access goods and services, to access nature and recreation, and to participate in social and civic life. Increased availability of transportation and land use data can facilitate a better understanding of how access to the necessities of life varies by mode and geography and help inform decisions about transportation and land use.

ACTION STEPS

The City will seek to accomplish the following action steps to ensure that the quality and function of the transportation system contributes to equitable outcomes for all people.

- a. Prioritize equity considerations in transportation programming as outlined in the 20 Year Street
 Funding Plan, and continue to refine as necessary.
- b. Provide equitable and ample access to walking, bicycling, transit options, and a shared mobility economy.
- c. Develop ongoing measurements to track the effectiveness of the transportation system in contributing to equitable outcomes.

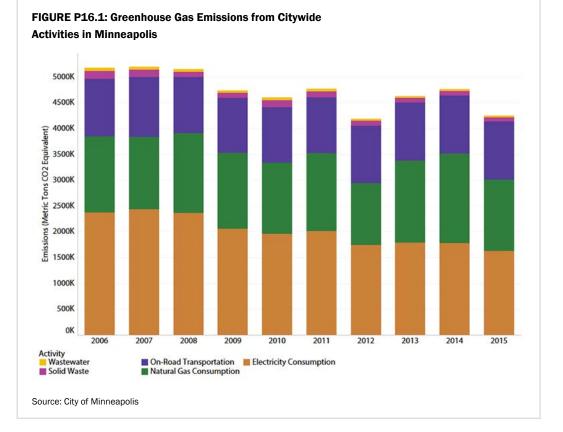
Environmental Impacts of Transportation

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.



Minneapolis is uniquely positioned, along with St. Paul, to lead the region in confronting the challenges of climate change and energy. The high concentration of people, buildings, and transportation networks create a centralized demand for fossil-fuel based energy. This intersection of people and infrastructure also creates a high level of vulnerability to the impacts of climate change, as warming temperatures, extreme weather events, and flooding can all threaten the reliability and security of the energy systems we depend on. Addressing the growing risks while reducing our impact on the climate will require unprecedented efforts to change our demands on the energy network and the way our energy system is structured.

The Minneapolis Climate Action Plan was adopted in 2013 and provides a road map toward reducing greenhouse gas emissions with targets of 15% by 2015 and 30% by



2025 from 2006 levels. In 2014, Minneapolis passed an 80% reduction goal by 2050 and formed the Clean Energy Partnership with Xcel Energy and CenterPoint Energy. In 2015, on-road transportation accounted for 26 percent of the City's greenhouse gas emissions. Today, over 9 out of 10 trips in Minneapolis are taken in personal automobiles. Even with the adoption of electric cars, a 37 percent reduction in automobile trips is needed to achieve the 80 percent reduction of greenhouse gas emissions by 2050.

In addition to impacting climate change, vehicle emissions significantly degrade air quality, especially for people living on or near busy streets and highways. These emissions lead to increases in asthma hospitalizations, cancer, and heart attacks.

A multi-pronged approach is necessary to substantially reduce vehicle emissions, including supporting environments that encourage walking as an attractive option, increased options for safe and comfortable bicycling, more reliable and attractive public transit, shared mobility options that support a car-free or car-lite lifestyle, and adoption of electric vehicles,

ACTION STEPS

The City will seek to accomplish the following action steps to reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

- Require travel demand management strategies in new development such as facilities for bicycle commuters, transit passes, and market-priced parking.
- Allow greater choice in availability and attractiveness of non-motorized modes, and continue to disincentivize driving and driving alone.

- c. Support the education and outreach efforts of transportation management organizations focused on reducing single-occupancy vehicle trips.
- d. Continue to evaluate and implement traffic control measures to manage congestion and minimize vehicle emissions.
- e. Explore the implementation of fees and incentives that encourage the use of public transportation and zero-emissions vehicles.
- f. Transition both public and private vehicle fleets to zero-emissions technology.
- g. Explore incentives and requirements for electric vehicle charging infrastructure in new development and in the public right-of-way.
- Incorporate carbon-reduction design elements into City infrastructure projects.
- i. Enforce full compliance with the City's idling ordinance.
- j. Incentivize shared mobility options, ensuring the City is able to develop partnerships with public and private companies that are structured through policy and fee structures to support climate goals and equitable access to the services.

Complete Streets

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy, adopted May 2016.)



The City's Complete Street Policy creates a modal

hierarchy in the public right of way. The Policy prioritizes walking first, followed by bicycling and taking transit, and lastly driving motor vehicles. This policy framework guides all transportation-related decisions and encompasses all elements in the public right of way. The Complete Streets Policy vision is to improve the environment, the health and safety of residents, and support and strengthen the local economy.

ACTION STEPS

The City will seek to accomplish the following action steps to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes walking first, followed by bicycling

and transit use, and lastly motor vehicle use. (Complete Streets Policy, adopted May 2016.)

- a. Implement the Complete Streets Policy throughout all phases of transportation projects and initiatives, including programming, planning, design, construction, operation, and maintenance.
- b. Incorporate the Complete Streets Policy into all elements of the public right-of-way, including landscaping, transit shelters, lighting, signs, traffic lights, parking meters, bicycle parking, and furniture.
- c. Document the implementation of the Complete Streets Policy for each individual project.
- d. Prioritize projects that will improve the pedestrian, bicycle, and transit networks when developing the City's long-range Capital Improvement Program.
- e. Incorporate a context-based approach informed by the Complete Streets Policy when planning and designing transportation projects.
- f. Continue to explore flexible and innovative designs that aim to achieve desired outcomes, and continue to evaluate the latest design standards and innovative concepts, seeking guidance from established best practices.
- g. Where standards established by other units of government conflict with the City's Complete Streets Policy, seek design exceptions and variances.
- Develop strong curbside management policies to take full advantage of a dynamic urban environment.

Walking

Improve the pedestrian environment in order to encourage walking as a mode of transportation.



Walking is an essential mode of transportation in Minneapolis. Everyone walks, whether young or old,

whether on foot or using a mobility device, whether as a walking trip alone or in conjunction with taking transit, bicycling, or driving. Walking and walkable environments support the economy. The most successful commercial districts in Minneapolis rely on high levels of foot traffic. Walking also contributes to an active lifestyle, improving health outcomes. And walking and improving the pedestrian environment are critical components of reducing greenhouse gas emissions, both directly and indirectly.

ACTION STEPS

The City will seek to accomplish the following action steps to improve the pedestrian environment in order to encourage walking as a mode of transportation.

- a. Improve safety for people walking when crossing streets; focus on crosswalks, lighting, and visibility.
- b. Foster vibrant public spaces for street life.
- c. Provide clearly-designated pedestrian areas, including buffers from the street, amenity zones, and curb extensions or bump outs.
- d. Minimize the number of vehicle curb cuts that hinder pedestrian comfort; be deliberate in the placement of drop-off zones and other curb side uses and evaluate the pedestrian benefits as a part of the decision making process.
- e. Deploy traffic calming measures such as narrow street widths.
- f. Provide pedestrian connections across barriers such as freeways and busy streets.
- g. Encourage sidewalk widths that reflect existing or expected volumes of pedestrian traffic.
- As partnerships exist, encourage and design for streetscape amenities, including street furniture, trees, and landscaping, that buffer people walking from auto traffic and parking areas.
- i. Continue to make improvements to the existing sidewalk network, and fill existing sidewalk gaps where appropriate.

Bicycling Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.



Our City's network of on-street and off-street bikeways, totaling more than 250 miles, provides the opportunity for people from Minneapolis and elsewhere to enjoy the benefits of accessing daily needs and recreating by bicycle. The US Census estimates that 5% of Minneapolis residents commute by bicycle. This is among the highest bicycle commute shares in the nation, and it has risen as the City has continued to invest in expanding and improving the bicycle network. If the city is to reach its goal of 15% bicycle mode share by 2025 (Climate Action Plan), this trend will need to continue. Making bicycling attractive to more people will improve health, support our local economy, and help reduce greenhouse gas emissions via reduced vehicle trips.

ACTION STEPS

The City will seek to accomplish the following action steps to improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

- a. Continue to build and maintain a network of bikeways.
- b. Develop guidance for selecting bikeway types when planning and designing streets.
- c. Embrace and implement emerging best practices in bikeway design, such as protected intersections and transit islands.
- Implement and expand zoning regulations and incentives that promote bicycling, such as the provision of secured storage for bicycles near building entrances, storage lockers, and changing and shower facilities.

Transit

Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs.



2016 marked the 6th consecutive year in a row that Metro Transit ridership surpassed 80 million annual

rides. Metro Transit's system includes light rail, high frequency, rapid, commuter and local bus lines as well as Metro Mobility and community partnerships that extend the reach of transit use to the outer edges of the metro area. In 2015, 13.1% of the working population over 16 in Minneapolis used public transportation to commute to work and in the core of downtown, transit carries 45-54% of peak period passenger trips. Approximately 18% of Minneapolis households are without access to a personal vehicle, making transit, car-sharing or carpooling, or nonmotorized transportation a necessity for many in the city.

Public transit is essential to providing transportation choices that aid in combating climate change and reducing economic disparities. As our city's population grows, it will be necessary to increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs.

ACTION STEPS

The City will seek to accomplish the following action steps to increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs.

- a. Actively shape and define the City's transit vision and operations framework, with a focus on outcomes rather than modes.
- Work with regional partners to make transit more effective at the local level on both major regional projects as well as the local network.
- c. Support Metro Transit's efforts to install higher quality infrastructure (bus shelters, heating, lights) and coordinate these improvements with street improvement projects.
- d. Partner with Metro Transit and other transit providers to provide reliable service in Minneapolis through transit advantages, including priority transit lanes.
- e. Coordinate major transit projects with housing, economic development, and other transportationrelated capital improvement investments, including connections to transit via walking and bicycling.
- f. Ensure that high frequency bus routes serve areas with the highest residential, employment and commercial densities.
- g. Support the creation of MnPASS for transit advantages to encourage more regional transit use into the downtown core; the conversion of general purpose freeway lanes to MnPASS lanes is preferred over capacity expansion.
- Increase and improve transit and mobility options within, to, from and around Downtown to support commerce and density.

Freight

Accommodate freight movement and facilities in order to support the local and regional economy.



The safe, efficient, and reliable movement of freight is vital to a healthy local and regional economy. All industries, especially manufacturing, construction, wholesale, and retail trade, rely on a multimodal freight system to transport goods. Truck traffic comprises most of the local and regional freight system in Minneapolis, with additional regional and international connections via rail and air.

The City of Minneapolis will support the maintenance and expansion of freight infrastructure where benefits to the local and regional economy are apparent and where impacts to surrounding land uses are minimal. The City will encourage adaptation of urban-centered freight innovation.

ACTION STEPS

The City will seek to accomplish the following action steps to accommodate freight movement and facilities in order to support the local and regional economy.

- a. Adapt to the changing needs of freight, e-commerce and urban logistics.
- Support the continuation of existing freight rail infrastructure where consistent with land use policy, but do not support expansion of freight rail through Minneapolis.
- c. Invest in safety and crossing improvements along active railroad corridors.
- d. Maintain a network of truck routes that ensures the safe and efficient delivery of goods, while encouraging smaller vehicles that are more compatible with an urban environment, centralized drop off and pick up zones, and other innovations that make freight delivery more convenient for the customer with less of an impact on the transportation network.
- e. Encourage electrification of freight vehicles, as well as the automation of platooning.

Downtown Transportation Advance transportation initiatives and improvements in Downtown Minneapolis that support the City's complete streets policy, promote safety, improve the connectivity and efficiency of all users, and encourage an ongoing dense, diverse and vibrant mix of uses.



Downtown Minneapolis serves as the economic, cultural, and transportation hub of the region and requires ongoing coordinated improvements to its streets, sidewalks, transit facilities, and bikeways. As the city grows, thoughtful multimodal transportation planning will ensure that travel to and throughout Downtown is efficient, understandable, reliable, and safe.

ACTION STEPS

The City will seek to accomplish the following action steps to advance transportation initiatives and improvements in Downtown Minneapolis that support the City's complete streets policy, promote safety, improve the connectivity and efficiency of all users, and encourage an ongoing dense, diverse and vibrant mix of uses.

- Encourage walking, bicycling, and transit use Downtown, including promoting incentives to make transit more convenient for users traveling through and within Downtown as well as improved pedestrian and bicycle infrastructure and amenities.
- Manage the supply and design of parking downtown in a manner consistent with objectives for walking, bicycling, and transit users.
- c. Improve the pedestrian environment Downtown by investing in the public realm and requiring active uses on the ground floor of buildings.
- Seek out and seize opportunities to connect vertically into the skyway system from the public realm through wayfinding and vertical circulation.
- e. Ensure that downtown streets are urban in nature, and that streets serving freeway connections reflect the multimodal networks that exist downtown.
- f. Support the education and implementation activities of the Downtown Transportation Management Organization (TMO).
- g. Develop strong curbside management policies to take full advantage of a dynamic urban environment, including addressing the unique freight and delivery needs downtown.

Coordinated Development Strategy

Coordinate the development of housing, businesses, and infrastructure in geographic areas where a district-wide approach has the greatest opportunity for achieving Minneapolis 2040 goals.

By several measures, Minneapolis is experiencing resurgence. The city's number of residents and jobs is increasing, new businesses are opening, and over \$1 billion each year is invested in new buildings and remodeling. Despite this overall success, some areas of the city are not sharing in the positive effects of reinvestment, perpetuating our economic and housing disparities by race. Overcoming those disparities requires long-term, sustained, and coordinated investments in private land development and development-related public infrastructure. The city also has areas where the private market can deliver new development providing housing, jobs, retail goods and services, and increased tax base in the short term following a few well-timed, strategic investments by the public sector. In both of these cases, a district-wide approach provides the best opportunity for achieving the goals of this plan.

ACTION STEPS

The City will seek to accomplish the following action steps to coordinate the development of housing, businesses, and infrastructure in geographic areas where a district-wide approach has the greatest opportunity for achieving Minneapolis 2040 goals.

- a. Use data and objective criteria to identify geographic areas most in need of reinvestment and where a coordinated approach would result in achieving Minneapolis 2040 goals.
- In these areas, conduct planning processes that clearly articulate a coordinated districtwide development plan including the location, phasing, and conceptual design of buildings and infrastructure as well as strategies to minimize the displacement of nearby residents and businesses.
- c. Devote City staff time to interdepartmental coordination teams tasked with implementing coordinated district-wide development plans in these areas.
- d. Prioritize use of City dollars, as well as resources from other jurisdictions, on implementing coordinated district-wide development plans in these areas.
- e. Use and leverage City funds, including the City's Development Infrastructure Fund, to make strategic infrastructure investments that implement coordinated district-wide development plans in these areas.
- f. Strategically acquire and dispose of property in order to implement coordinated district-wide development plans in these areas.

Shared Mobility Position Minneapolis to benefit from upcoming changes to vehicle ownership models while supporting a shared use mobility network.



Shared mobility opens up new ways of getting around the city through short-term vehicle rentals and ondemand rides via mobile apps. Shared mobility is akin to smaller and more flexible transit options, and needs a strong transit base for large-scale success. These services have the potential to reduce transportation costs for individuals and households by making it easier to reduce the number of vehicles owned by a household. Bikeshare, shared vehicles, and ride-hailing services support walking, bicycling, and transit use by serving as a backup when circumstances are not conducive to choosing those modes. Minneapolis will take proactive steps to benefit from these services as they evolve.

ACTION STEPS

The City will seek to accomplish the following action steps to position Minneapolis to benefit from upcoming changes to vehicle ownership models while supporting a shared use mobility network.

- a. Prioritize innovation through pilots and experimentation, through design, regulatory and policy initiatives.
- Plan for a shared vehicle fleet and its impact on the built form, including automobiles and bikeshare.
- c. Establish parking guidelines and requirements that reflect changing car ownership models, both onstreet and off-street.
- Provide parking incentives in City-owned parking facilities for carpools, vanpools, and shared mobility vehicles and encourage private parking facility owners to do the same.
- e. Evaluate demographics of early adopters of new ownership models and ensure shared mobility benefits are accessible in an equitable way.
- f. Ensure the City is able to establish agreements with service providers that allow for data to be shared in ways that support the City's ongoing transportation planning work, focused on equity and access for all.

Innovations in Transportation and Infrastructure

Support the development and deployment of new transportation technologies that positions Minneapolis to benefit from these advancements.

New technologies are anticipated to minimize vehicle use within the city through innovations in transit, shared mobility options, and drone delivery. Minneapolis will still need to maintain the balance between all modes traveling on its streets. As technology progresses into the realm of autonomous cars and freight, the City will need to anticipate and adapt to future needs and shifts in modal use.

ACTION STEPS

The City will seek to accomplish the following action steps to support the development and deployment of new transportation technologies that positions Minneapolis to benefit from these advancements.

- a. Proactively regulate automated vehicles in Minneapolis while ensuring equitable access.
- Advocate for state legislation that allows new transportation and infrastructure technology to be tested and deployed on public streets.
- c. Proactively plan for impacts of automated and connected vehicles such as the potential need to regulate proximate parking, design narrower travel lanes, design infrastructure with connected capabilities, or make other adjustments to infrastructure design practices and standards.
- d. Encourage and support electric vehicles by prioritizing associated public and private infrastructure.
- e. Develop policy that addresses the implications of parking, or lack thereof, in a fully automated future, such as the potential for roving empty vehicles.
- f. Proactively prepare for drones as a freight component, as an inspection vehicle, or for other means of advancing mobility in the city.
- g. Work with purveyors of new transportation and infrastructure technology to ensure timely and equitable deployment.
- Promote Minneapolis as a place to develop and test new transportation and infrastructure technology by partnering with entrepreneurs in the industry.

Vision Zero Eliminate fatalities and serious injuries that are a result of crashes on City streets by 2027.

The City aims to provide safe transportation networks and options for all users. In 2016, the state of Minnesota saw 397 deaths related from motor vehicle crashes, with 60 of those being pedestrians. Hennepin County had 187 traffic fatalities between 2011 and 2015, with 9 pedestrian deaths and 2 bicyclist deaths in 2015 alone. Minneapolis has experienced 22 traffic fatalities between 2013 and 2015. A holistic approach that explores the needs of all users and prioritizes safe interactions on city streets including safer speeds, design strategies, investment, and policy decisions will provide the building blocks towards creating safe streets for all.

ACTION STEPS

The City will seek to accomplish the following action steps to eliminate fatalities and serious injuries that are a result of crashes on City streets by 2027.

- Develop a Vision Zero Action Plan, using data and community outreach to develop strategies that ensure outcomes are experienced equitably throughout the city.
- b. Outline concrete steps in planning, engineering, policy, education and enforcement to reach interim steps toward zero deaths.
- c. Work with partners in the region who own and manage streets in the city to influence street planning, design, maintenance, operations, and law enforcement.

- d. Establish a Vision Zero Task Force comprised of leaders from City departments to guide the work of the Vision Zero Action Plan and to engage members of the community.
- e. Work with community groups and people most affected by traffic crashes to design a Vision Zero Action Plan that acknowledges and meets their goals around engagement and intended outcomes.
- Recognize perceived safety as an element that impacts approach to establishing and implementing policy.
- g. Prioritize safety investments in line with the modal hierarchy established in the Complete Streets
 Policy - for pedestrians first, bicyclists and transit riders second, and for people driving in vehicles third.
- Protect pedestrians and bicyclists through speed limits, design decisions, and design speeds that eliminate fatalities and serious injuries.
- Enforcement, design decisions, and operational norms should reflect an acute awareness for protecting all users of the transportation system in Minneapolis.
- j. Minimize widespread economic impacts of traffic crashes and fatalities.

Transportation Partnerships Create and seize opportunities to leverage funding opportunities with regional partners or others making investments in the city.

Historically, the City of Minneapolis has collaborated with the State of Minnesota, Hennepin County, Metro Transit and other agencies to achieve success in transportation planning and implementation. These partnerships have helped the City create a wide reaching transportation network and provided a larger pool of funding opportunities. The City can continue to leverage other larger or capital programs that can help fund improvements and coordinate timelines and efforts in order to efficiently implement projects and achieve shared outcomes consistent with City transportation policies.

ACTION STEPS

The City will seek to accomplish the following action steps to create and seize opportunities to leverage funding opportunities with regional partners or others making investments in the city.

- a. Coordinate with other jurisdictional partners to improve networks that run through the City of Minneapolis but are not owned by the City.
- b. Utilize existing City transportation policies to tie decisions to place and context.
- c. Advocate for greater flexibility in city-specific transportation funding mechanisms, such as impact fees for development.

MSP Airport

Support and take an active role in strategies to make MSP International Airport more modern, efficient, connected, and environmentally sound.

The Minneapolis-Saint Paul Airport connects the twin cities to other cities in the United States and also

abroad. Located just over 12 miles from the downtown core, MSP is easily accessible by light rail transit, bus, or car. The airport connects the Twin Cities nonstop from 128 domestic and 27 international markets. Over 37 million travelers were served by MSP in 2016, placing it 16th in North America in annual passengers served. Though located outside of Minneapolis city boundary, MSP is an important asset to the City, and it also depends on the success of the City. The growth in ease of travel to and from Minneapolis will result in a more prosperous city overall.

ACTION STEPS

The City will seek to accomplish the following action steps to support and take an active role in strategies to make MSP International Airport more modern, efficient, connected, and environmentally sound.

- Expand aviation policies to include a broader regional and national travel strategy. Include current aviation strategies as appropriate but add in regional rail alternatives
- b. Prioritize improved pedestrian and bicycling access to the airport.
- c. Support the development of alternative jet fuels and ensure Minneapolis-Saint Paul International Airport (MSP) is prepared for their increased use.
- d. Support continuing efficiency efforts at Minneapolis-Saint Paul International Airport.
- e. Assist the Metropolitan Airports Commission in making MSP the nation's greenest airport.
- f. Support the implementation of more efficient takeoff and landing procedures at MSP, consistent with City goals to mitigate airport noise.

Creative Sector Economy Ensure growth and sustainability in the creative sector economy by providing arts, culture and design organizations, creative entrepreneurs, and small businesses with working, material, and physical capital resources. Acknowledge and highlight the significant contributions made by creative sector, and the capital and space needs necessary to sustain the creative economy.

The 2015 Minneapolis Creative Index report noted that creative sales contributed \$4.5 Billion into Minneapolis' economy--nearly eight times the size of Minneapolis' sports sector revenues. Creative jobs in Minneapolis have grown by 10.4% since 2006 and are represented in 72 different industries. The city is home to 26% of the region's creative workforce and responsible for 50% of the region's creative revenues. These facts demonstrate the importance of supporting the growth and sustainability of the creative sector to maintaining Minneapolis' economic competitiveness.

The creative sector is unique with creative individuals frequently making up their income by combining contracted opportunities in the private sector and grant opportunities funded by the in the public and nonprofit sectors. Nonprofit organizations and small creative businesses also straddle these two worlds, combining nonprofit and for-profit revenue streams in order to operate. While the creative sector is often cited as an important factor to promoting the City on a global scale, growth in this sector faces particular challenges, as small creative businesses often do not fit traditional small business models, and are configured differently in terms of their labor force and capital infrastructure. To sustain the creative sector the resources that support small businesses need to be tailored and targeted to these unique circumstance and needs.

Racial disparities that persist in Minneapolis' economy also persist in the creative sector economy. People of color make up a lower percentage of workers in creative occupations compared to all metropolitan area workers-nine percent versus fourteen. Compared nationally, people of color make of 17 percent of the creative workers and 26 percent of all workers nationwide. Work is needed to ensure Minneapolis' successful creative sector and economy can create opportunity for people of color.

ACTION STEPS

The City will seek to accomplish the following action steps to ensure growth and sustainability in the creative sector economy by providing arts, culture and design organizations, creative entrepreneurs, and small businesses with working, material, and physical capital resources. Acknowledge and highlight the significant contributions made by creative sector, and the capital and space needs necessary to sustain the creative economy.

- Ensure that City resources that support new businesses are fully available to the creative sector, particularly in communities of color and in specific geographies where there is disparity.
- Plan for and encourage a built environment that is appropriately scaled and affordable to creative practice and production.
- c. Partner with private, philanthropic and other public sector organizations to direct and allocate working capital to the creative sector.
- Engage diverse creative labor in city administration, training, planning research and development projects.

Arts and Cultural Assets Support economic development, global competitiveness, and city livability by promoting local arts and cultural assets.



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ACTION STEPS

The City will seek to accomplish the following action steps to support economic development, global competitiveness, and city livability by promoting local arts and cultural assets.

- a. Build on the strength and diversity of Minneapolis' creative sector.
- Build on Minneapolis unique sense of place in the arts and cultural, regionally, nationally and globally.
- c. Promote and provide easy access to our diverse, rich arts and cultural offerings
- Provide non-traditional, hands-on, grassroots arts experiences and opportunities to participate in creating art.
- e. Focus on the rich and diverse character of the City's neighborhood and corridors.
- f. Integrate creative expression in the built environment and participate in placemaking efforts.
- g. Connect governmental partners, City Departments, neighborhood groups and developers engaged in creative placemaking to artists and creative resources.
- Encourage government partners to develop and maintain public art projects that support artists and engage the community.
- i. Build the capacity of community groups and organizations to develop public artworks that enhance the City's public realm.
- j. Engage artists in envisioning the long term vision and direction of the City's public art program.

Creative Workers Provide creative workers with the resources and opportunities to thrive.

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ACTION STEPS

The City will seek to accomplish the following action steps to provide creative workers with the resources and opportunities to thrive.

- Partner with and enhance the capacity of arts and cultural service organizations to support creative workers.
- Raise awareness about the field's inequities and push the field to value greater diversity and inclusion.
- c. Provide training to and build the capacity of emerging artists.
- d. Focus on artists of color through public art, business training, affordable housing, and professional development.
- e. Engage people of color in providing training and mentorship.
- f. Strengthen the capacity of artists and other creative entrepreneurs to earn revenue.
- g. Provide opportunities for artists and other creative entrepreneurs to sell their work and engage the community.
- h. Cultivate places where young people of color can engage in hands-on learning from people who look like them

Arts in Community Development Build social development and healthy and resilient communities.



A growing body of research under the term "creative placemaking" demonstrates that creativity impacts livability, safety and health and community development, and the results of creative placemaking activities can be dramatic and transformative. This is why these strategies are used regularly by Minneapolis neighborhoods and an array of local artists and groups to creatively enhance public spaces and change the dynamics of communities. A 2014 survey conducted through the City's Creative City Roadmap Planning process demonstrated that Minneapolis residents and artists think it's important to offer arts and cultural programs to connect people across differences and to make tangible the values and identities of local communities.

The Creative City Roadmap process also identified the need to build the sustained capacity of nonprofit and for-profit stakeholders to be successful in creative placemaking, as well as engage City departments and other government agencies in leveraging local creative sector talent and knowledge.

ACTION STEPS

The City will seek to accomplish the following action steps to build social development and healthy and resilient communities.

- Make the values and identities of all communities tangible through artistic and cultural activities and expressions.
- Focus on arts and culture programs that support and engage communities of color, low income communities and cultural corridors.
- c. Create welcoming environments for connection and build trust between government and communities of color through arts and cultural strategies.
- d. Infuse artists in planning and to engage the community in City processes.
- e. Establish a sense of belonging by reflect the identities of local racial and cultural communities in the design of public spaces.

Affordable Housing Production Produce housing units that meet the changing needs of Minneapolis residents in terms of unit sizes, housing types, levels of affordability, and locations.



Minneapolis has less affordable housing than it did 10 years ago, and production of affordable housing is not keeping pace with the loss. There is a great need for the creation of new legally binding affordable housing as well as for the preservation of existing legally binding and naturally affordable housing). This need outstrips the resources and tools that are currently available to produce and preserve affordable housing; meeting the need will require new and expanded tools and resources. Since 2000, Minneapolis has lost roughly 15,000 housing units that are considered affordable for those earning 50 percent of the area median income. This is despite the City producing or preserving 8,900 such housing units.

The loss of affordable units is compounded by decreasing wages and rising rents. The median income of renters is down 14 percent from 2000 while median rent has increased by 11 percent. This is further evidenced by the fact that 50 percent of all renters are cost-burdened and 74 percent of low-income renters are cost-burdened.

Another factor impacting housing in Minneapolis is that its residents continue to change, and along with that their housing needs and desires change.

ACTION STEPS

The City will seek to accomplish the following action steps to produce housing units that meet the changing needs of Minneapolis residents in terms of unit sizes, housing types, levels of affordability, and locations.

- a. Create housing for residents of all income levels across the entire city.
- b. Promote housing options that allow for aging in place, both within a community and at home.
- c. Promote a diversity of housing options throughout the city through ongoing analysis and targeted interventions.
- d. Pursue policies, tools and programs to ensure long-term housing affordability.
- e. Expand tools and resources to produce new housing affordable to those at or below 30, 50 and 80 percent of area median income.
- f. Prioritize the needs of those who have the greatest need for housing stability – households with incomes at or below 30 percent of area median income.

Affordable Housing Preservation Preserve existing housing using targeted, priority-based strategies.

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Another factor impacting housing in Minneapolis is that its residents continue to change, and along with that their housing needs and desires change.

ACTION STEPS

The City will seek to accomplish the following action steps to preserve existing housing using targeted, priority-based strategies.

- a. Create and strengthen strategies to retain naturally occurring affordable housing.
- b. Create strategies to retain existing housing types that are not currently being constructed in the marketplace, such as single room occupancy, large family and multigenerational housing.

Innovative Housing Types Pursue innovative housing types and creative housing programs to help meet existing and future housing needs.

The demand for affordable housing choices combined with changing demographics and housing desires often results in innovative concepts for housing. Sometimes these housing types, such as cooperative housing, bungalow courts, and single room occupancy units, are not new; they were prominent at other times in history, in other parts of the United States or in other countries. Having a broad understanding of both renewed and new housing options and the opportunities they present will help the City meet the demand for housing choices.

ACTION STEPS

The City will seek to accomplish the following action steps to pursue innovative housing types and creative housing programs to help meet existing and future housing needs.

- a. Expand knowledge of emerging housing industry trends.
- Review existing policy, programs and regulations to identify and remove barriers to innovative and creative housing options.

POLICY 36

Innovative Housing Strategies Pursue innovative housing strategies to maximize the creation and preservation of affordable housing.

In recent years the City of Minneapolis has provided \$10 million annually to aid in the production and preservation of affordable housing units. These City resources, coupled with state and federal tools and resources, have not been enough to meet the minimum established housing goals set by the Metropolitan Council, nor are they enough to meet the true demand for affordable housing in Minneapolis. More must be done. The City needs new and innovative strategies to successfully meet the Allocation of Affordable Housing Need goals set by the Metropolitan Council, as well as the affordable housing development and preservation goals of this comprehensive plan.

ACTION STEPS

The City will seek to accomplish the following action steps to pursue innovative housing strategies to maximize the creation and preservation of affordable housing.

- a. Explore new strategies and tools to create and preserve affordable housing throughout the city.
- b. Continue to explore opportunities to expand and maximize local, regional, state and federal affordable housing resources, partnerships and tools.
- c. Engage in regional dialogue and collaboration to expand affordable housing resources and tools.

Mixed Income Housing Promote mixed-income development throughout the city.

The development of new housing in Minneapolis is mostly occurring in amenity-rich areas with access to transportation choices, jobs, goods, services and recreation. The cost of this new housing is typically out of reach for those making the city's median household income. In Minneapolis, the median household income is \$52,611 and the median family income is \$72,970. The market alone will not deliver new affordable housing units to many of the city's existing residents.

In some areas of Minneapolis the market is not producing new housing units on its own, especially areas with high poverty rates. City intervention may be needed in these areas to support mixed-income housing, including both market rate and affordable housing, at all levels of affordability.

ACTION STEPS

The City will seek to accomplish the following action steps to promote mixed-income development throughout the city.

- a. Create and refine policy, programs, regulations and other tools to develop mixed-income housing throughout the city for ownership and rental housing.
- b. Expand the City's inclusionary housing policies and tools.
- c. Cultivate a culture of mixed-income housing practice, where mixed-income housing models are desired, expected and produced.

POLICY 38

Affordable Housing near Transit and Job Centers Create more affordable housing near transit and job centers.

Housing near transit and job centers not only aids in reducing Minneapolis' greenhouse gas emissions, it can also help reduce overall living expenses by lowering transportation costs, primarily those of automobile ownership. The Center for Neighborhood Technology estimates the annual cost of owning an automobile to be approximately \$8,000. Households that can reduce their number of automobiles can save that money or use it for other living costs.

ACTION STEPS

The City will seek to accomplish the following action steps to create more affordable housing near transit and job centers.

- a. Maximize opportunities to create affordable housing near transit stations and along highfrequency transit corridors.
- b. Identify and pursue opportunities to acquire and assemble property for larger-scale development near transit stations and along transit corridors.
- c. Improve coordination within the City enterprise and with outside jurisdictions to identify opportunities to increase housing density and affordability along transit corridors and near job centers.

Fair Housing Expand fair housing choice and access throughout the city.

Minneapolis, like all cities in the region and nation that utilize HUD grants, has the responsibility to take meaningful action to eliminate discrimination, overcome patterns of segregation, and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. This means examining policies, regulations, programs and actions that the City and its partners take to assess their impact on affordable housing and the ability of people of color to make housing choices in an environment free from discriminatory practices (referred to as "fair housing choice"). City decisions regarding housing policy, investment, land use and zoning have a direct and profound impact on affordable housing and fair housing choice, shaping the city's and region's potential diversity, growth and opportunity for all.

The City's work to eliminate barriers to fair housing requires ongoing policy development, strategy implementation, and evaluation. This work is informed by data and robust community and stakeholder engagement. Racial disparities developed in large part as a result of discriminatory policy; proactive policy and strategies will be required to eliminate these disparities. Fair housing barriers are regional in nature. The City will participate in regional efforts to eliminate racial disparities and fair housing barriers.

ACTION STEPS

The City will seek to accomplish the following action steps to expand fair housing choice and access throughout the city.

- a. Participate in regional collaboration to eliminate fair housing barriers, including the completion of a fair housing assessment at least every five years, to be informed by robust community and stakeholder engagement.
- Annually establish, review, assess and implement strategies for removing barriers to fair housing choice, using feedback from community and stakeholder engagement of the people most impacted by these barriers.
- c. Disseminate fair housing information and resources.
- d. Conduct fair housing testing to ensure compliance in the rental housing community with fair housing law.
- e. Support and collaborate on the expansion of fair housing work throughout the region.

Homelessness

Eliminate homelessness through safe, stable, and affordable housing opportunities and strategies for homeless youth, singles, and families.

Homelessness primarily results from a shortage of housing for households at or below 30 percent of area median income. This affordable housing shortage, along with lack of employment, chronic physical and mental health conditions, domestic abuse and the ripple effects caused by discrimination in housing and other systemic inequities, results in higher rates of homelessness, dislocation, and crowded and unsafe living conditions for thousands of residents annually - and it disproportionately impacts communities of color: African-Americans make up 61 percent of Hennepin County's homeless adults but only 12 percent of adults countywide. Native Americans make up 12 percent of Hennepin County's homeless adults, compared with only 1 percent of adults countywide. At the state level, Native Americans make up 8 percent of homeless adults, compared with 1 percent of adults statewide. Children and youth age 24 and younger are also more likely to be homeless in Minnesota.

Stable and safe housing is at the core of efforts to prevent and eliminate homelessness. Minneapolis collaborates with a variety of entities to develop strategies and programs to prevent homelessness and to help those experiencing homelessness. Important strategies include efforts to prevent evictions, provide timely emergency rental assistance, and provide community and home-based supports.

When a housing crisis does occur, the emergency shelter system should work to make a bout of homelessness as brief as possible and, once resolved, to prevent a return to homelessness. This requires tremendous coordination among many partners and programs.

ACTION STEPS

The City will seek to accomplish the following action steps to eliminate homelessness through safe, stable, and affordable housing opportunities and strategies for homeless youth, singles, and families.

- a. Continue to support collaboration with Hennepin County and the community to financially support and develop strategies to address and prevent homelessness.
- b. Ensure that City housing programs are aligned with county and state goals to end homelessness.
- c. Support safe emergency shelter options.
- d. Deepen the connections between employment and training efforts and homeless and housing programs.

Tenant Protections Protect tenants' rights, improve living conditions in rental housing, and ensure renters can fully participate in community life.

More than half of Minneapolis' nearly 420,000 residents rent their housing. Renters in Minneapolis are more likely to be people of color and indigenous people and to have lower incomes. Increased rents, decreased or stagnant incomes and the loss of affordable housing units have challenged many residents in their search for affordable housing, and have put many renters at risk of living in housing that may not be decent, affordable, healthy or safe. These factors also put renters at greater risk of eviction, which exacerbates housing instability.

A lack of viable affordable housing options may discourage tenants from reporting housing code violations for fear of landlord retaliation and the loss of their housing. There may also be other personal factors that make a renter fearful of landlord retaliation, including but not limited to their legal immigration status, criminal history or simply being behind on rent.

Ensuring long-term housing stability is essential to the success of the city and its residents. This requires investments in rental housing quality, affordability and access, and investments in residents to protect civil rights and support every individual's ability to overcome housing barriers, to access safe, decent and affordable housing, and to participate fully in community life.

ACTION STEPS

The City will seek to accomplish the following action steps to protect tenants' rights, improve living conditions in rental housing, and ensure renters can fully participate in community life.

- a. Ensure an equitable focus of City policy and resources on promoting the ability of tenants to secure and maintain stable housing.
- b. Ensure tenants and landlords are aware of their rights.
- c. Support organizations that proactively help tenants understand and enforce their rights.
- Identify policy, financial, regulatory, and other incentives and disincentives that reduce evictions, support source of income protection, and expand tenant protections.
- e. Collaborate with the Minneapolis Public Housing Authority to expand landlord participation in the Section 8 Housing Choice Voucher Program.
- f. Ensure rental housing is well-maintained, healthy and safe through proactive policies and programs for property owners and managers, including trainings and maintenance resources.
- g. Continue to investigate and address tenants' livability, health, and safety concerns.

Expand Homeownership Improve access to homeownership, especially among low-income residents and people of color.

Homeownership has given generations of Minneapolitans the opportunity for housing stability and wealth development. However, these opportunities have not been available to all Minneapolitans. Past and current racially restrictive housing policies and practices have significantly reduced homeownership opportunities for people of color. There is a 36 percentage point gap between households of color that own their home versus white households. Over 59 percent of white non-Hispanic households own their home, while less than 21 percent of African-American and American Indian households own their home. Just under 25 percent of Hispanic households own their home.

The City can take action to help overcome the legacy of past barriers as well as current barriers in accessing homeownership. These actions are not just investments in filling the financial gap between the cost of a home and what buyer can afford; they are investments in people to help develop the skills and capacity to support homeownership.

ACTION STEPS

The City will seek to accomplish the following action steps to improve access to homeownership, especially among low-income residents and people of color.

- Support nonprofit organizations that provide financial counseling and homebuyer education to build homeownership capacity among lowand moderate-income households, especially households of color.
- Support wealth-building housing models with a particular focus on communities of color, lowincome renters and cultural communities.
- c. Evaluate programs on how well they serve communities of color, low-income renters and cultural communities.
- d. Support services that promote post-purchase counseling and foreclosure prevention and other services.
- e. Develop tools to ensure long-term affordability when the City makes investments in housing.

Housing Displacement Minimize the involuntary displacement of people of color, indigenous people and vulnerable populations, such as low-income households, the elderly and people with disabilities, from their communities as neighborhoods grow and change.

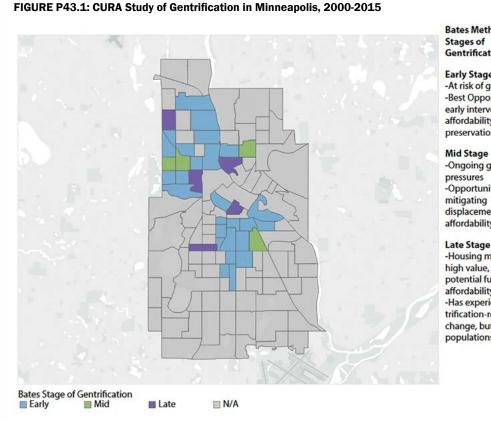
As Minneapolis grows, neighborhoods will change.

To achieve Minneapolis 2040 goals, everyone must benefit from this growth; historically, people of color and indigenous people have not experienced the same benefits of growth. Without an equitable and inclusive growth

and development strategy, involuntary displacement and cultural displacement may occur.

Especially at risk are the many Minneapolis residents who are cost-burdened, meaning more than 30 percent of their income goes toward housing costs. New investment and increased housing demand results in rising housing costs, which has a greater impact on these cost-burdened households. These households are disproportionately households of color, and disproportionately renting versus owning households: Fifty-six percent of black or African-American renting households are cost-burdened, and 51 percent of American Indian, Hispanic and Asian renting households are cost-burdened.

Cost-burdened residents are especially ill-equipped to meet the challenge of rising housing costs - and costs are rising. A report from the Minnesota Housing Partnership



Sources: Center for Urban and Regional Affairs (CURA) at the University of Minnesota

Bates Methodology Stages of Gentrification

Early Stage -At risk of gentrification -Best Opportunities for early intervention (e.g. affordability preservation)

Mid Stage -Ongoing gentrification pressures -Opportunities for mitigating displacement despite affordability losses

-Housing market is high value, but potential further loss of affordability -Has experienced gentrification-related change, but vulnerable populations remain

found that the number of rental property sales increased rapidly between 2010 and 2015, with a disproportionate number of sales in moderate-income, racially diverse neighborhoods. These sales are almost always followed by rent increases. The homeownership market is also experiencing significant price increases that affect low- and moderate-income homebuyers and homeowners.

ACTION STEPS

The City will seek to accomplish the following action steps to minimize the involuntary displacement of people of color, indigenous people and vulnerable populations, such as low-income households, the elderly and people with disabilities, from their communities as neighborhoods grow and change.

- Look at early indicators of neighborhood change and rents to determine where programs should be targeted.
- b. Develop and implement policies and programs that support the preservation and rehabilitation of naturally occurring affordable housing to prevent the displacement of existing residents.
- c. Prioritize the rehabilitation and preservation of existing legally binding affordable housing in areas where displacement is known to be occurring.
- d. Expand programs that support existing homeowners in affording and maintaining their home, with a focus on people of color, indigenous people and vulnerable populations, such as lowincome households, the elderly and people with disabilities.
- e. Prioritize the inclusion of affordable housing in redevelopment activity.

Comprehensive Investments Support coordinated, comprehensive investment strategies in people and in communities to enhance livability and economic mobility throughout the city.

Many Minneapolitans do not have stable housing, which is foundational for success in school, work and civic life. City investments in buildings, neighborhoods and systems are important to the creation and retention of housing stability in Minneapolis, but it's not enough: Because the barriers to stable housing are individual as well as systemic, investment in people is also needed to build capacity for and remove barriers to long-term housing stability.

Investments in people and housing occur within neighborhoods, and these investments are most successful if they operate as part of a comprehensive community development strategy including housing, transportation, schools, parks and business development. These investments in people and their communities, paired with investments in safety and public health, can help ensure a comprehensive approach to supporting communities throughout Minneapolis.

ACTION STEPS

The City will seek to accomplish the following action steps to support coordinated, comprehensive investment strategies in people and in communities to enhance livability and economic mobility throughout the city.

- Prioritize programs to support long-term housing stability, including but not limited to wealth-building housing models and the elimination of criminal and credit report barriers, with a particular focus on communities of color, indigenous communities, and low-income renters.
- Expand coordination with internal and external partners to identify opportunities and strategies for comprehensive investments.
- c. Expand coordination within the City enterprise including the Police, Regulatory Services, Health, Public Works and community organizations to address crime and safety issues.
- d. Prioritize the use of housing program dollars where coordinated, comprehensive investment is occurring.
- e. Ensure that housing investments in areas with concentrated poverty are part of a comprehensive community investment strategy to benefit existing residents and improve opportunity.

Leverage Housing Programs to Benefit Community Design housing programs in a

manner that also benefits the larger community.

In 2017 Minneapolis' housing investments helped leverage nearly \$50 million of development in

Minneapolis. These investments helped create and retain affordable housing for Minneapolis residents, but they can do more for Minneapolis communities: The investments in housing can help leverage community wealth building, improve access to employment and skills development, and grow entrepreneurship.

ACTION STEPS

The City will seek to accomplish the following action steps to design housing programs in a manner that also benefits the larger community.

- a. Prioritize local hiring, contracting and development in housing.
- Prioritize local businesses owned by people of color, indigenous people, and women, as well as community-based businesses and institutions, in the administration and development of City-funded housing programs and projects.
- c. Explore and implement options for amplifying community voices in housing policy and program development, including those of non-English speakers and those from communities with strong oral traditions.

Healthy Housing Proactively address health hazards in housing and advance design that improves physical and mental health.

As people spend more of their time indoors (according to the Environmental Protection Agency people spend on average 93 percent of their time indoors), it becomes more important than ever for those indoor spaces to foster a healthy environment. Poor indoor air quality and indoor environmental pollutants such as lead, mold, pests and radon can have lifelong impacts on health. These conditions and pollutants disproportionately impact lowincome households, children of color and renters.

The design and maintenance of housing also has a dramatic impact on both physical and mental health. Embracing active and healthy living in housing design can include everything from the design and location of stairwells and areas for bicycle storage to the integration of breakfast nooks, to creating social spaces in buildings that foster connections both within the building and with the broader community.

ACTION STEPS

The City will seek to accomplish the following action steps to proactively address health hazards in housing and advance design that improves physical and mental health.

- a. Focus resources for housing improvement programs and actions in historically underinvested communities where unhealthy housing has caused poor health outcomes.
- Support and expand programs and actions that identify and proactively remediate health hazards in existing housing.
- Support and expand programs and redevelopment activity to remediate environmental and public health hazards related to housing and neighborhoods.
- d. Promote inclusion of active living design components in housing.
- e. Promote building and community design that includes public spaces that foster connectivity within and outside of a building.

Housing Maintenance Ensure the preservation and maintenance of existing housing stock.

Minneapolis' housing stock is a city asset, not just a personal asset to the current owners. In most cases throughout the city, the current owners and inhabitants of housing are not the original owners, nor will they be the last. The housing stock is an asset that spans generations and provides shelter, stability and a place to generate wealth – a home to past, present and future generations of Minneapolitans.

Like any asset, Minneapolis' housing stock needs to be stewarded and maintained to ensure its longevity and to allow for its ability to evolve so it can be a home to future generations. The safety and maintenance of Minneapolis' housing are important to the success, health and happiness of the residents of Minneapolis and to the future Minneapolitans. However, it is important that alongside the City's efforts to ensure the safety and maintenance of Minneapolis' housing stock, it also makes every attempt to not displace the current residents of housing.

ACTION STEPS

The City will seek to accomplish the following action steps to ensure the preservation and maintenance of existing housing stock.

- a. Promote the long-term retention of housing through maintenance.
- b. Provide targeted outreach to homeowners about the home maintenance needs of older homes.
- c. Support rental property owners and tenants in maintaining safe, code-compliant rental properties through continued enforcement of codes, the use of grants, and other incentives.
- d. Expand financial and technical resources for the maintenance and improvement of owner-occupied and rental properties with conditions that ensure the continued affordability of the housing units.

Data-Driven Decisions Use data and research to guide and evaluation housing priorities, policies, and programs.

Access to data and the tools, staff and resources to analyze that data to inform priorities, policies and programs is paramount to achieving success in Minneapolis' housing work. The City has access to companies and organizations, such as the University of Minnesota and others, that are conducting research in housing policy and programs, as well as harnessing new and existing data sets in innovative ways to better inform, evaluate and understand existing conditions.

ACTION STEPS

The City will seek to accomplish the following action steps to use data and research to guide and evaluation housing priorities, policies, and programs.

- Conduct and refresh housing market and needs analyses on a regular basis. Use this information to establish programs and set priorities and targets.
- b. Analyze and review data to understand how neighborhoods change. Data to include Center for Urban and Regional Affairs (CURA) healthy neighborhood indicators and other available data sets (e.g., rates of tax delinquency and foreclosure, building permit activity, vacant property lists, sales prices and ownership tenure).
- Maintain a local affordable housing database as a tool for studying trends over time in the development of affordable and mixed-income housing projects.
- d. Incorporate community engagement in housing research and data analysis.
- e. Review capital improvement planning models to ensure the process is guided by data on concentrated poverty.
- f. Develop competitive selection criteria to prioritize the greatest needs in the allocation of affordable housing resources.

Educational and Economic Access Increase equitable access to educational and economic opportunities.

Just because a city and region is experiencing economic growth doesn't mean everyone in the city has the opportunity to benefit, access and participate in that growth. Many Minneapolitans, particularly residents of color, face barriers to participating in the economy. These barriers can start at birth and extend throughout a lifetime, impacting these residents' access to paid work as their primary means of economic compensation. The presence or absence of this kind of economic stability is an important social determinant of health. Without access to financial resources, it is very difficult to address health challenges related to lack of healthy foods, suitable housing, health care and other necessities of life.

However, simply being employed is not enough to ensure economic stability and prosperity. Having access to a livingwage job is necessary for personal and family stability and health – but many entry-level jobs do not provide wages and related benefits at this level. In addition, the lack of paid time off and support for child care creates additional barriers to finding and retaining employment that allows people to address family needs.

ACTION STEPS

The City will seek to accomplish the following action steps to increase equitable access to educational and economic opportunities.

- a. Support businesses in providing fair wages and worker protections.
- Increase job training, youth apprenticeships, and transitional and temporary employment opportunities.
- c. Continue to work with Minneapolis Public Schools and other educational providers to eliminate racial disparities in access to educational opportunities, educational attainment and discipline in schools.
- d. Recruit and retain a diverse City workforce that reflects the demographics of the city.

Access to Technology Ensure residents have the technology tools and skills needed to fully participate in the economy and civic life.

It is important that individuals and communities have the information technology capacity needed for full participation in our society, democracy and economy. Digital Equity is necessary for civic and cultural participation, employment, lifelong learning, and access to essential services.

ACTION STEPS

The City will seek to accomplish the following action steps to ensure residents have the technology tools and skills needed to fully participate in the economy and civic life.

- Facilitate digital literacy and access to technological tools for residents to use in finding jobs, interacting with government and connecting with one another.
- b. Remove barriers to private development of citywide information infrastructure.
- c. Proactively ensure that all residents have equal access to information infrastructure.

Healthy Pre-K Development Prioritize pathways to healthy development, early learning and school success for all children ages birth to 5.

Support for babies and toddlers is critical to healthy development and lays a foundation for future successes in school and adulthood. Research demonstrates that developmental disparities among babies can be measured by as early as 18 months of age, and they widen over time. By the time children are two years old, there is already a six-month gap in language comprehension between infants from higher-income families and lower-income families. This early learning gap is the strongest predictor of the persistent achievement gap in educational attainment.

Years later, this achievement gap becomes apparent. In Minneapolis significant disparities exist in high school graduation. Approximately 22 percent of American Indian students graduate, slightly over 34 percent of Hispanic students graduate, and 36 percent of black students graduate. Thirty-eight percent of all low-income students, regardless of race, graduate. It is foolish to ignore the fact that these trends show up long before graduation; disparities begin at birth and grow wider over time. Incomebased achievement gaps open up between the ages of 0 and 5 and stay stable or shrink during K-12, while racebased gaps are very apparent at age 5 and grow modestly at later ages. This suggests that the best opportunity to close or even prevent these achievement gaps is by focusing investment toward the earliest stages of life. The entire community will benefit when babies, toddlers and young children are on a path to healthy development, early learning and school success.

ACTION STEPS

The City will seek to accomplish the following action steps to prioritize pathways to healthy development, early learning and school success for all children ages birth to 5.

- a. Increase early childhood screening before or at age 3.
- b. Improve mental health services for children ages birth to 5.
- c. Decrease language disparities among children ages birth to 5 by promoting the importance of reading, talking and singing to babies and young children.
- d. Increase access to prenatal care and targeted home-visit services for new parents, including fathers.
- e. Increase resources and support for low-income families to foster economic stability and access to healthy and safe housing.
- f. Increase resources for low-income families to access high-quality early learning programs to promote kindergarten readiness.
- g. Increase the number of high-quality child care slots in Minneapolis.

Human Capital and a Trained Workforce

Develop human capital and a skilled and trained workforce to implement economic development strategy and increase productivity, growth and innovation.

A knowledge-based economy, heightened competition in globalized markets, and the quickening pace of change make continual innovation, commercialization and business creation imperative for economic success. It is necessary to promote a city in which residents from all backgrounds have access and opportunity to gain and retain well-paying employment that allows them to grow as individuals; a city where employers find the skilled workforce they need to thrive and grow; and a city where ethnic diversity in all fields of entrepreneurship is supported. Employment and training practices as well as opportunities for entrepreneurship will need to adapt to demographic and technological changes to promote growth for all segments of the city's population and to create a sustainable entrepreneurial environment.

ACTION STEPS

The City will seek to accomplish the following action steps to develop human capital and a skilled and trained workforce to implement economic development strategy and increase productivity, growth and innovation.

- Design workforce development programs and create partnerships that work to eliminate race-based employment disparities.
- Invest in strategies and high-quality community-based and culturally appropriate employment programs that serve to remove barriers to holding a living-wage job and achieving economic self-sufficiency.
- c. Focus resources and efforts on building and maintaining a skilled and employable workforce through education, placement and training.
- Focus resources and efforts on connecting residents to new job creation and income-generation activities in ways that promote self-reliance and create an agile workforce.
- e. Invest in Minneapolis youth through high-quality employment programs that expose teens to work, education, entrepreneurship and career pathways.
- f. Invest in Minneapolis adults through high-quality apprenticeships and career pathways.
- g. Invest in human capital development in advanced manufacturing and in roles unlikely to be replaced by robotics, automation or other disruptive technologies and systems.
- h. Promote healthy, safe and equitable workplaces.
- i. Support creative sector workers through training and skill building.

Quality of Life

Perpetuate a high quality of life for Minneapolitans that includes safe, open and welcoming cultural and social institutions, as well as natural and built infrastructure.



A high quality of life is essential to a city's economic competitiveness. A city and region that can offer its residents desirable lifestyle attractions can more easily recruit, develop and retain businesses and workforces. Minneapolis often appears in the top tier of lists of desirable places to live, work, play and visit. These desirable places are communities that have tradition and history, but are also open, innovative and welcoming. They have cultural and social capital that cannot be found everywhere: arts and cultural institutions, entertainment, unique sites, food culture, parks, interesting neighborhoods and social offerings.

These cities also have strong public, civic, religious and nonprofit institutions, access to information and services, robust commercial areas, mixed-income communities, diverse populations, and access to transportation, clean water and healthy food. And these are cities where all residents have equal access to these elements, regardless of where they live or their race and ethnicity.

ACTION STEPS

The City will seek to accomplish the following action steps to perpetuate a high quality of life for Minneapolitans that includes safe, open and welcoming cultural and social institutions, as well as natural and built infrastructure.

- Promote the identity and vitality of Minneapolis through its numerous cultural and civic institutions and organizations.
- b. Promote at the local, national and international levels the creativity that arises from Minneapolis' cultural diversity.
- c. Maintain and enhance the many built and natural environmental assets throughout the city to promote and strengthen communities.
- d. Explore the creation of a program honoring businesses, companies, institutions and organizations that make important quality-of-life and job contributions to Minneapolis.
- e. Ensure infrastructure and facilities are inclusive and welcoming to a diverse local, regional and global population.

Supporting Economic Growth Support economic growth through City policy, regulations, tools, and programs.

The City of Minneapolis recognizes that to be successful in this changing economy it needs to focus on improving governmental coordination and streamlining processes and regulations, while still protecting public interests, fostering a climate of innovation and entrepreneurship, developing a skilled workforce, promoting a diversity of economic activity, building virtual, social and physical infrastructure, and eliminating racial and economic disparities.

ACTION STEPS

The City will seek to accomplish the following action steps to support economic growth through City policy, regulations, tools, and programs.

- Develop a framework for City policy, regulation, culture and staff to be proactive, adaptive and collaborative in response to changing economic trends.
- Identify ways for the City to assist businesses and the workforce, in multiple sectors and at multiple levels, to address productivity and technology advances.
- c. Identify and remove barriers, such as lack of technical support and challenges in accessing capital and physical space, to business creation and growth by residents of color, indigenous residents and low-income residents.
- d. Identify ways for the City to address the changing nature of retail and the production of goods in its policies and regulations.
- e. Support the expansion of the green economy, including but not limited to renewable energy, green building standards, energy benchmarking and investment in energy-efficient buildings.
- f. Continue to clarify and streamline City processes to make it easier to improve properties as well as to start and operate businesses in Minneapolis, while continuing to protect the public interest.
- g. Provide active assistance to the public, small businesses and developers to navigate policies, regulations and processes required to conduct business in the city.

Business Innovation and Expansion

Promote and support business creation, innovation, entrepreneurship, and expansion.

Sustainable economic growth comes from fostering the creation of ideas and growth generated from local assets. Minneapolis has a wealth of local assets that generate and expand industries. Minneapolis and the surrounding region are home to 17 Fortune 500 companies and seven of the top 225 private companies. Minnesota ranks first in the nation in the number of jobs per capita related to medical technology. The University of Minnesota, ranked 4th in the nation for patent creation and 9th best U.S. public research institution, continues to lead in the development and creation of new technology, ideas, and business. Forbes called Minnesota the fastest-growing state for tech jobs. Minneapolis' regional creative economy continues to be ranked in the top six in the Creative Vitality Index, with a score nearly four times higher than the national average.

Supporting the creativity and innovation that comes from all these local assets will help Minneapolis' regional economy grow. However, significant disparities exist in business ownership in Minneapolis. Less than 22 percent of Minneapolis businesses are owned by people of color. When compared to the population of Minneapolis, there is a disproportionate underrepresentation of Black and Latino owned businesses. Small business and entrepreneurship create an opportunity to build wealth in communities of color. Having an entrepreneur in a family increases family wealth by 600 percent for a Black family and 400 percent for a Latino family. This presents a significant opportunity to align efforts to support innovation and entrepreneurship and expand opportunities for people of color start and grow businesses.

ACTION STEPS

The City will seek to accomplish the following action steps to promote and support business creation, innovation, entrepreneurship, and expansion.

- a. Promote the local ecosystem for innovation and entrepreneurship.
- b. Connect entrepreneurs, with a focus on women, indigenous people and people of color, to resources, including market information, talent, other support organizations, technical assistance, real estate options and capital.
- c. Promote business startups and expansions.
- d. Attract new capital for entrepreneurs and startups.
- e. Explore zoning modifications that reduce or eliminate barriers to innovative and alternative uses of space, especially for smaller-scale entrepreneurs.
- f. Support connections between academic research and private industry.
- g. Coordinate with the strategies and actions of the state, county, Greater MSP and other regional partners.
- Align City policies and resources toward attracting and retaining businesses with low negative community impacts that provide a high density of quality jobs or otherwise significantly enhance the vibrancy of the regional economy.

Supporting Small Businesses Support the development and growth of small businesses.

Small businesses play an essential part in growing Minneapolis' economy. Since 2014, small businesses have created two out of every three new jobs in the United States. Over 50 percent of the 44,106 businesses in Minneapolis have four or less employees. Small business and entrepreneurship create an opportunity to build wealth in communities of color. Having an entrepreneur in a family increases family wealth by 600 percent for a Black family and 400 percent for a Latino family. This presents a significant opportunity to align efforts to support small business growth and development and expand opportunities for people of color start and grow businesses.



The City will seek to accomplish the following action steps to support the development and growth of small businesses.

- Continue to enhance business technical assistance tools and programs to adapt to the changing needs of the business environment.
- b. Create opportunities for Minneapolis small businesses, prioritizing those owned by people of color, women and those with low incomes, to close the equity gap.
- c. Increase the participation of small businesses in City procurement contracting opportunities.
- d. Diversify business technical assistance tools and programs by creating niche-based programs.
- e. Coordinate with stakeholders to identify and improve opportunities to support small businesses.

Cluster Strategy Promote business clusters using through focusing resources and regulatory policies toward developing and retaining businesses in a number of discrete sectors that demonstrate opportunity to advance City goals and enhance the region's economic strength.

The larger Twin Cities has a competitive advantage with its concentration of industry sectors that have demonstrated significant growth in recent years compared with the nation as a whole. Understanding the needs of these industries and ensuring they have the resources to continue growing is important to supporting a vibrant local and regional economy.

ACTION STEPS

The City will seek to accomplish the following action steps to promote business clusters using through focusing resources and regulatory policies toward developing and retaining businesses in a number of discrete sectors that demonstrate opportunity to advance City goals and enhance the region's economic strength.

- a. Support and collaborate on a regional cluster strategy and continue to identify and promote Minneapolis-specific opportunities.
- b. Regularly analyze strategies, tools and other interventions to support clusters.
- c. Identify and support the built environment needs of clusters, including site assembly, clearance and redevelopment.
- d. Identify, build, and maintain human skills and networks that support business clusters.

Business Districts and Corridors Support thriving business districts and corridors that build on cultural assets and serve the needs of Minneapolis residents.



Minneapolis' business districts and corridors serve

many vital roles. Residents visit them for daily goods and services, they provide opportunities for small business and employment, they offer community gathering places, and together the buildings and businesses provide an identity for the surrounding community. Often that identity is a cultural identity, and the corridor serves as a cultural hub not only for residents of surrounding areas, but also for the broader region. These places bring vital energy and diversity to the city and region, and they should be supported.

ACTION STEPS

The City will seek to accomplish the following action steps to support thriving business districts and corridors that build on cultural assets and serve the needs of Minneapolis residents.

- a. Reinvest in existing commercial building stock to retain its viability and contribute to a high-quality and distinctive physical environment.
- Support institutions that contribute to the vitality of commercial districts and corridors, such as local business associations, arts venues, and cultural organizations.
- c. Support community-led efforts to brand and market retail districts and corridors as cultural districts and cultural corridors.
- Improve the public realm in business districts and corridors in a manner that reflects an area's history and cultures and that invites private investment.
- e. Target investment toward business districts and corridors most in need according to objective criteria, while ensuring that improvements benefit existing businesses and increase the diversity of available goods and services.
- f. Develop programs and strategies specifically aimed at maintaining affordable commercial rents and minimizing business displacement.

Downtown

Strengthen downtown's position as a regional commercial, cultural and entertainment center that serves residents, employees, and visitors.

Downtown Minneapolis continues to attract and retain companies, employees, residents, commercial options and regional destinations. This growth can be attributed to a variety of investments, but ultimately downtown offers an experience and a bundle of goods and services that give it a competitive advantage over other areas in the region. This doesn't mean the City can be complacent with downtown's current successes and not continue to make improvements. The City needs to help strengthen downtown's competitive advantage and provide additional attention and support to areas where it's challenged.

ACTION STEPS

The City will seek to accomplish the following action steps to strengthen downtown's position as a regional commercial, cultural and entertainment center that serves residents, employees, and visitors.

- a. Promote the growth and retention of businesses and office space downtown.
- Encourage the recruitment and retention of retailers in downtown that help office workers and residents fulfill daily needs.
- c. Continue to support a growing residential population downtown.
- d. Encourage and pursue opportunities to expand publicly accessible green space downtown.
- e. Continue to support a variety of institutional uses downtown that serve students, visitors, employees and residents.
- f. Promote public safety strategies downtown.
- g. Support downtown as a unique regional destination for tourism with activities during the day, evening and weekends.
- h. Connect the tourism assets downtown with physical pathways and markers.
- i. Continue to support tourist and other organizations in their promotion of downtown and the entire city.

Intrinsic Value of Properties Increase the awareness, understanding, and appreciation of the intrinsic value of properties important to the city's heritage.

The city is filled with buildings and landscapes that are important to its heritage and integral to defining and framing the character of a place or culture. These properties may be a collection of commercial buildings, industrial buildings and old railroad infrastructure, or a set of rowhomes. Some may be local or national historically designated properties, while many are not. The value of some may be more universally recognized - for example, the Foshay Tower; while the value of others may not be as universally recognized - for example, early 20th century commercial buildings along West Broadway Avenue. In either case, the properties have intrinsic value in helping define and frame the character of an area and present opportunities to support economic and business development and, more broadly, community development and investment.

ACTION STEPS

The City will seek to accomplish the following action steps to increase the awareness, understanding, and appreciation of the intrinsic value of properties important to the city's heritage.

- a. Recognize and promote the value of the built environment and landscape as an asset that enhances community identity and a sense of place.
- Encourage the rehabilitation of buildings and landscapes that are important to the city's heritage to stimulate economic activity and sustainable development.
- c. Promote the retention of properties important to the city's heritage through land use planning, economic development and other investment strategies and infrastructure planning.
- Incorporate heritage preservation at the earliest stages of comprehensive planning and revitalization strategies.
- e. Develop and explore tools and strategies to recognize and promote properties to the city's heritage as valuable assets to the community and the city.

Environmental Justice Establish environmental justice frameworks for policy and regulation.

Low-income residents, indigenous residents and residents of color in Minneapolis experience unequal health, wealth, employment and education outcomes, and also are overburdened by environmental conditions such as traffic, stationary sources of air pollution, brownfield sites, blight and substandard housing. The City of Minneapolis strives to achieve environmental justice for its residents, which is the fair treatment and meaningful involvement of all people, regardless of race, color, national origin or income, in the development, implementation and enforcement of environmental laws, regulations and policies. Fair treatment means no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental or commercial operations or policies. This requires meaningful involvement from all communities, especially those disproportionately affected and previously disenfranchised, and intentional action by the City to protect the health of residents and guests of the city into 2040.

ACTION STEPS

The City will seek to accomplish the following action steps to establish environmental justice frameworks for policy and regulation.

 a. Define and map areas of environmental injustice based on data on demographics, environmental inequities, institutional racism and underinvestment.

- Ensure areas of environmental injustice experience the benefits of local and regional infrastructure investments, not just the negative consequences.
- c. Strive for regional investments that further reduce environmental and social inequalities in environmental injustice areas.
- d. Ensure that investment in environmental justice areas is done strategically and intentionally, with an eye toward avoiding gentrification and displacement of existing businesses and residents.
- e. Partner with residents and organizations in environmental injustice areas to determine City investments and regulatory changes.
- f. Explore opportunities and implement strategies in all City enterprise business lines to address inequities related to environmental injustice.
- g. Prioritize cleanup of contaminated sites in areas of environmental injustice.
- h. Create and implement proactive predevelopment brownfield cleanup strategies and tools in areas of environmental injustice.
- i. Include environmental justice engagement opportunities in all environmental health-related programs, regulations and/or policies. Recognize that residents, business owners and organizations in environmental justice areas may not have the same capacity and resources to participate in traditional City engagement opportunities, and accommodate needs to ensure authentic engagement.
- j. Establish educational, technical and/or financial assistance for all environmental health-related programs, regulations and policies with an emphasis on environmental justice areas that have historically experienced underinvestment.

Contaminated Sites Remediate contaminated sites to improve the environmental and economic health of the city and its residents.



For over 150 years Minneapolis has grown and evolved. Much of the city's growth has been fueled by transportation and industrial uses that have left pollutants in the ground and buildings. These polluted sites make it difficult to support Minneapolis' continued growth and evolution, as the extraordinary cost of removing pollution from these sites makes reusing them challenging at best. Funds and services are often needed to help remediate these sites.

In limited cases the sites and the pollutants present a health risk for nearby residents – residents who are often lower in income and more likely to be people of color. Remediating these sites serves both an environmental justice and economic development opportunity.

ACTION STEPS

The City will seek to accomplish the following action steps to remediate contaminated sites to improve the environmental and economic health of the city and its residents.

- a. Facilitate the removal of site contamination as a barrier to investment and redevelopment.
- Assist local brownfield grantors in promoting the availability of their respective brownfield grant funds and programs.
- c. Support and utilize public funds and proactive planning for site remediation.
- Proactively advise developers and property owners on options for seeking and obtaining brownfield grant funding as a means to investigate and remediate contaminated development sites.
- e. Continue to identify and support program modifications that enable local brownfield grantors to deliver funding and related services in a more consistent, efficient or productive manner.
- f. Encourage and support area-wide environmental assessments to help identify areas of special concern and prioritize funding for future investigation and remediation actions.

Food Access

Establish equitable distribution of food sources and food markets to provide all Minneapolis residents with reliable access to healthy, affordable, safe and culturally appropriate food.

Healthy food access is a complex issue and is difficult to measure precisely. However, racial, economic and geographic disparities resulting from structural inequities mean that some Minneapolis residents often have a harder time accessing affordable, nutritious and culturally appropriate food than others. Low household incomes, unreliable access to a vehicle, and lengthy distances from grocery stores are some of the major reasons Minneapolis residents may have difficulty getting healthy food when they want or need it.

There are two main components to healthy food access: proximity to stores that sell healthy food and income sufficient for food purchase. In 2015, Minneapolis had 11 census tracts that were considered healthy food access priority areas. Residents in these areas are low-income and live more than a mile from a full-service grocery store. A much greater number of census tracts have no full-service grocery store within a half-mile. Many of these food access priority areas are also areas of concentrated poverty where over half the residents are people of color. An area is considered an area of concentrated poverty if 40 percent or more of its residents make 185 percent of the federal poverty level. In 2016, 185 percent of the federal poverty level for a family of four was a household income of \$44,955, or an equivalent hourly wage of approximately \$21.61. This same threshold is used to determine free and reduced-price meals at Minneapolis Public Schools. In 2016, more than 60 percent of the students in the

Minneapolis Public Schools received free or reduced-price lunch.

Residents living at 185 percent of the federal poverty level are more likely to experience food insecurity, which is associated with obesity and inadequate nutrition. Lowering barriers to healthy food access can therefore reduce the risk and cost of obesity and diet-related diseases.

ACTION STEPS

The City will seek to accomplish the following action steps to establish equitable distribution of food sources and food markets to provide all Minneapolis residents with reliable access to healthy, affordable, safe and culturally appropriate food.

- Assess and review the spatial distribution of healthy food sources and markets that serve Minneapolis communities and identify gaps.
- b. Expand areas where grocery stores are allowed, especially where there are gaps.
- c. Take proactive steps to attract new grocery stores to locations in low-income communities, including providing financial and technical support for grocery store expansion, remodeling or equipment upgrades.
- Build constructive relationships with store owners to foster improvements in healthy food offerings, as well as to extend general assistance in business planning and technical support.
- e. Update regulations to allow and promote more innovative practices such as mobile food markets

and mobile food pantries or food shelves that can bring food closer to under-resourced customers.

- f. Require licensed grocery stores to stock nutritious foods.
- g. Explore regulations that discourage unhealthy food outlets.

Food Businesses Support food-related businesses to improve access to healthy food and advance economic development.



Support for food-related businesses and entrepreneurial activity can grow the local economy by connecting people to productive livelihoods and building their skills, while also increasing the availability of healthy food for communities. The farmers markets of Minneapolis are an excellent example: In 2016 they provided a commercial marketplace for an estimated \$10 million to \$20 million in sales for more than 800 local food vendors, as well as numerous venues throughout the city for residents to purchase fresh produce and local food products.

Economic growth is most powerful when it builds economic capacity in communities with the greatest need. Supporting food-related businesses can help build this economic capacity in a number of ways. For example, culturally specific food-related businesses can serve as an important economic entry point for new immigrant entrepreneurs and entrepreneurs of color.. And improving healthy food access in under-resourced communities can help children and youth have the energy and focus to learn and grow, ultimately contributing to a productive, vibrant local economy.

ACTION STEPS

The City will seek to accomplish the following action steps to support food-related businesses to improve access to healthy food and advance economic development.

- Develop or expand business financing programs to help with startup and capital costs for food processing businesses and food stores.
- b. Continue to streamline and clarify business licensing processes for food businesses.
- Ensure reliable educational opportunities for food processing entrepreneurs to learn about food safety.
- Continue to review and refine zoning ordinances for new food, beverage and food-producing enterprises.
- e. Support farmers markets and other food system infrastructure to provide reliable, accessible venues for healthy food and food producers.
- F. Purchase healthy foods from local food businesses when catering City-related events, meetings and other gatherings.
- g. Integrate food-related business needs into workforce skills and training.

Urban Agriculture and Food Production

Support and promote urban agriculture and local food production.

Support for food-related businesses and entrepreneurial activity can grow the local economy by connecting people to productive livelihoods and building their skills, while also increasing the availability of healthy food for communities. The farmers markets of Minneapolis are an excellent example: In 2016 they provided a commercial marketplace for an estimated \$10 million to \$20 million in sales for more than 800 local food vendors, as well as numerous venues throughout the city for residents to purchase fresh produce and local food products.

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ACTION STEPS

The City will seek to accomplish the following action steps to support and promote urban agriculture and local food production.

 a. Identify ways to facilitate expansion of urban agriculture and distribution of fresh food in the city.

- b. Support urban agriculture innovations that improve environmental systems and health.
- c. Explore and support technical and design solutions for rooftop gardens.
- d. Expand access to resources for urban agriculture producers and distributors.
- e. Support communities' food cultures as a community branding strategy.
- f. Consider providing business finance and technical assistance to new urban agriculture endeavors.
- g. Explore zoning modifications that support tools, structures and processes used in urban agriculture and local food production, such as greenhouses, infrastructure for extending growing seasons, and on-site processing of products.
- Continue support for existing community gardens and urban agriculture, while prioritizing an appropriate balance between community gardens and land redevelopment, especially in underserved areas.
- i. Support soil testing and remediation to ensure healthy soil for gardens and farms.
- j. Promote best management practices for the development and maintenance of pollinatorfriendly landscapes.
- k. Support leasing and explore selling City-owned land to community and market gardens.
- I. Explore agricultural easements to preserve agricultural space in the city.

Air Quality Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Air pollution impacts human health and the environment and the City of Minneapolis is concerned at both the local and regional levels. Locally, the City is concerned about the effects pollutants such as particulate matter (PM), ground-level ozone (O_3) , carbon monoxide (CO), carbon dioxide (CO₂), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead and air toxics have on human health, the environment and the climate. Health effects include asthma and respiratory conditions, as well as cancer and other serious diseases. The City of Minneapolis performs many functions to improve air quality, such as collecting air samples, analyzing them for pollutants, and using the results to inform policy decisions. The City's Green Business Cost Share Program focuses on reducing air pollution from small businesses such as dry cleaners and auto body shops by providing funds to switch to nontoxic or low-toxicity chemical alternatives. In addition, the City provides funds to help businesses and multiresidential units reduce their nonrenewable energy consumption and greenhouse gas emissions through energy retrofits, including solar panels.

Minneapolis and the businesses operating in the city must also meet regional air quality standards or face financial implications. With the passage of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) set standards for limiting specific air pollutants, referred to as "criteria air pollutants." The Minnesota Pollution Control Agency (MPCA) continuously monitors criteria air pollutants statewide; if it identifies a criteria air pollutant above its standard, that area of the state may be declared in "nonattainment" for meeting the standard. The state uses data to determine the specific sources or source categories that are primary contributors to the nonattainment, and it must submit a plan to the EPA for returning to attainment that includes enforceable limits and controls on these sources. If businesses in Minneapolis are identified, they may face financial implications.

ACTION STEPS

The City will seek to accomplish the following action steps to improve air quality by reducing emissions of pollutants that harm human health and the environment.

- Reduce vehicle-related emissions through transportation and land use policies that result in fewer vehicle miles traveled.
- b. Ensure compliance with regional air quality standards for criteria air pollutants (O_3 , lead, PM, NO_2 , SO_2 and CO) throughout the city through education, outreach, air sampling and data-driven policies, as well as cost-share initiatives that encourage businesses and residents to use greener technologies.
- c. Eliminate the use of some of the most common industrial volatile organic compounds (VOCs), such as tetrachloroethylene (perc, PCE) and trichloroethylene (TCE), through cost-sharing programs and the promotion of alternative products in industrial sectors.
- Reduce emissions from energy sources through cost-sharing programs aimed at increasing energy efficiency and renewable energy sources in Minneapolis.

- e. Reduce benzene emissions from gas stations through installation of advanced vapor recovery technology.
- Keep levels of ground-level ozone and particulate matter at or below the lowest levels recommended by the EPA Clean Air Scientific Advisory Committee.
- g. Minimize ground-level ozone by monitoring for VOCs and nitrogen oxides (NOx) and using the results to inform programs that locate and effectively reduce emissions from industrial and other sources.
- h. Use data from 311 complaints to improve the effectiveness of air quality initiatives.
- i. Improve enforcement of noise, after-hours work and dust ordinances.

Climate Resilient Communities Ensure city infrastructure and residents are resilient to the shocks and stresses of climate change.

To be resilient to the effects of climate change and diminishing natural resources, the city's residents, communities, businesses and systems must be able to survive, adapt and thrive despite the stresses and shocks caused by climate change. Accomplishing this requires supporting and fostering an environment where residents of Minneapolis are well-connected to their neighbors and have social support systems in times of stress and shock. It requires a physical environment, such as trees and landscaping, that helps provide shade and passive cooling opportunities in the summer and reduces the impact of extreme cold in the winter. It requires stormwater infrastructure that can handle larger storm events, and it requires water resources sufficient to last through periods of drought. It requires energy systems that can efficiently handle periods of high demand and buildings that rely less on electricity and natural gas. It requires a transportation system that functions throughout extreme weather events, and it requires land use capable of accommodating population shifts due to climate migration.

ACTION STEPS

The City will seek to accomplish the following action steps to ensure city infrastructure and residents are resilient to the shocks and stresses of climate change.

- a. Strengthen connections among individuals and networks while promoting social inclusion and cohesion.
- b. Anticipate and prepare for pressures and shocks that climate change will introduce or worsen by collaborating across City departments, government agencies, private businesses and organizations, and resident networks.
- c. Decrease demand for energy and increase the proportion derived from renewable energy sources.
- d. Increase carbon sequestration in soils.
- Establish an urban tree canopy goal and adopt a plan to manage the urban heat island effect across all communities.
- f. Conduct risk and cost-benefit analyses for increasingly extreme rain events on all stormwater infrastructure investments.

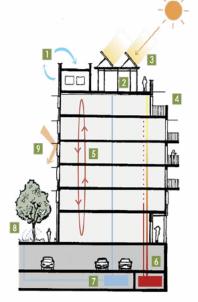
Energy Efficient Buildings Achieve steep increases in energy efficiency of buildings through retrofits, design of new buildings and decarbonization options.



The Minneapolis Climate Action Plan was adopted in 2013 and provides a road map toward reducing greenhouse gas emissions with targets of 15% by 2015 and 30% by 2025. In 2014, Minneapolis passed an 80% reduction goal by 2050 and formed the Clean Energy Partnership with Xcel Energy and CenterPoint Energy. Minneapolis has met its 2015 goal of a 15 percent reduction in emissions.

In 2015, buildings accounted for 71 percent of the City's greenhouse gas emissions; with commercial and industrial buildings accounting for nearly two-thirds of that and residential buildings accounting for the remainder. Despite a growing number of buildings in the City, electricity consumption declined 6% between 2006 and 2015 and continues on a downward trajectory. Furthermore, emissions from electricity consumption are down 31% from 2006, accounting for 81% of the City's total greenhouse gas reductions since 2006. Improved energy efficiency and cleaner electricity (more renewables and fewer coal power plants) drive this change. Emissions from electricity consumption are the largest share of the City's inventory, but are expected to be eclipsed by natural gas in the

coming years as more clean, renewable electricity is added to Xcel Energy's portfolio. To achieve the 80 percent reduction in greenhouse gas emissions by 2050 we will need to drastically cut greenhouse gas emissions from buildings. Successfully achieving that reduction will require a transition from relying solely on fossil fuel-derived natural gas for heating.



Dual Heating and Cooling System
 Pavilion

- 3. Solar Panels
- 4. Sunshades
- 5. Heat Recovery System
- 6. Solar Water Heaters
- 7. Greywater Recycling System

8. Vegetated Open Space for Air Circulation

9. High-Performance Windows & Reflective Siding

ACTION STEPS

The City will seek to accomplish the following action steps to achieve steep increases in energy efficiency of buildings through retrofits, design of new buildings and decarbonization options.

- Pursue a deep-carbon building retrofit program, including a fuel-switching component that eliminates fossil fuel dependency from all existing buildings
- b. Prioritize and incentivize energy efficiency improvements in existing residential and commercial buildings with program emphasis on low-income neighborhoods and Green Zones

- c. Investigate heating in buildings and industrial energy needs and decarbonization options
- For those projects supported with City financing, encourage sustainable design practices and principles with a focus on robust energy efficiency and building envelope.
- e. For privately-funded projects, identify ways to encourage and incentivize sustainable design practices/principles (awards, competitions, etc.)
- f. Continue to pursue building code and other regulatory changes such as a stretch energy code to advance energy efficient design and building operations.

Renewable and Carbon-Free Energy

Encourage the use and generation of renewable and carbon-free energy in the city.

The Minneapolis Climate Action Plan calls for increasing the use of local or directly purchased renewable energy to 10 percent of the total electricity consumed in the city by 2025. It also encourages the purchase of green power and supports action to make renewables more accessible and widespread. The City's 2040 Energy Vision foresees that by 2040 the Minneapolis energy system will provide reliable, affordable, local and clean energy services for homes, businesses and institutions, sustaining the city's economy and environment and contributing to a more socially just community. Regulatory changes will be pursued to appropriately value renewable energy and provide incentives for its use.

Xcel Energy's projected 2021 fuel mix for the Upper Midwest includes 30 percent wind and 10 percent other renewables, expected to result from an increase in the use of wind and solar power and by offering customers additional renewable and energy-saving options. Unfortunately, the percentage of Minneapolis communitywide electricity use from local and directly purchased renewable energy has declined in recent years, but the cost of wind and solar energy is rapidly falling, and a number of alternative approaches like community solar are making renewable electricity easier to access.

Ensuring that all residents and businesses can access and benefit from renewable energy and energy efficiency has many advantages. The renewable energy economy presents new job opportunities for workers currently in the manufacturing, construction and service sectors, as well as opportunities to build equity for communities that have historically been underrepresented in the energy field and marketplace.

ACTION STEPS

The City will seek to accomplish the following action steps to encourage the use and generation of renewable and carbon-free energy in the city.

- a. Invest in grid modernization to accommodate increases in distributed renewable energy generation.
- b. Purchase clean energy directly through community solar gardens, utility offerings or by installing renewable energy systems on municipal buildings.
- c. Continue to support and advocate for accelerated and deeper decarbonization of electricity supplied by Xcel Energy.
- d. Explore the environmental attributes of renewable natural gas programs potentially offered by CenterPoint Energy.
- e. Expand opportunities for district cogenerating energy systems and decarbonize existing district energy systems.
- f. Ease permitting requirements for local distributed renewable energy.
- g. Protect solar access on commercial and residential buildings.
- Develop a City-owned renewable energy facility concept, which could serve both City and community energy needs.

Ecology and Habitat Improve the ecological functions of the natural environment in the urban context through planning, regulation, and cooperation.



Although the Comprehensive Plan primarily focuses on the future of Minneapolis from a human perspective, the City must also plan for the community's other inhabitants – plant, animal and insect life. The city's growth presents challenges and opportunities to protect, support and increase biodiversity in our ecological habitats while restoring ecological functions. Conserving Minneapolis' natural heritage makes the city more livable, resilient and attractive – not only for people but for migrant bird and wildlife populations in our habitat corridors, for endangered bee pollinators in our parklands, and for native plant communities in our landscapes.

ACTION STEPS

The City will seek to accomplish the following action steps to improve the ecological functions of the natural environment in the urban context through planning, regulation, and cooperation.

- a. Discourage use of pesticides and herbicides and encourage organic practices to improve and maintain soil health and healthy habitat and ecosystems.
- b. Eliminate use of neonicotinoids, pesticides that are harmful to bee pollinator populations.
- c. Manage soil health and grow plants for healthy bee pollinator communities on public lands and promote such planting on private lands.
- Look at natural resource goals across disciplines and integrate them with planned recreation improvements, infrastructure improvements and development to reduce costs and maximize public benefit.
- e. Collaborate with watershed management organizations and the Minneapolis Park and Recreation Board on land and water resource planning.
- f. Design and manage public lands for their highest environmental and ecosystem performance.
- g. Strive for interconnected riparian areas as habitat corridors and for flood protection and recreation, and create additional "steppingstone" areas for habitat.
- Manage natural areas in and around surface waters, as well as stormwater ponds and other stormwater treatment facilities, as areas supportive of aquatic and terrestrial ecosystems, habitat and wildlife and as flood storage areas.

Soil Health Protect and improve soil health to sustain and promote plant, animal, and human health.



Scientists now understand that the key to a healthy, vibrant ecosystem is the establishment of a healthy soil microbiome. Improved soil health increases soil fertility, plant nutrition, water quality, and drought and pest resistance, while reducing erosion and the need for environmentally harmful elements such as irrigation water, chemical fertilizers and biocides. Healthy soils also infiltrate stormwater with greater efficiency and as a result improve the quality and reduce the quantity of stormwater runoff.

ACTION STEPS

The City will seek to accomplish the following action steps to protect and improve soil health to sustain and promote plant, animal, and human health.

- Develop a citywide soil health management plan, including development of quantifiable goals, best practices and key performance indicators.
- Ensure that site plan review requirements allow for landscaping materials that improve soil conditions and discourage those that do harm.
- c. Require a minimum level of organic matter content for construction fill.
- d. Protect steep slopes, bluffs and other sensitive areas from erosion and other threats during and after the completion of development projects.
- e. Require developments/redevelopments to work with, not against, site grades and site features. Incorporate principles of better site design, lowimpact development and design(ing) with nature into codes/requirements.
- f. Reduce impervious cover (surfaces that don't absorb rainfall).
- g. Avoid soil compaction of open areas and restore soils in previously compacted areas.

Sustainable Water System Management

Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Minneapolis has flourished because of its natural

water systems. The city benefits from the power of the Mississippi River, the beauty of the lakes and the efficiency of its stormwater ponds, wetlands and riparian areas. As the city grows, it's critical to continue to sustainably protect and manage water resources.

ACTION STEPS

The City will seek to accomplish the following action steps to manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

- a. Improve and implement the City's Local Surface
 Water Management Plan and continue to
 implement the City's Water System Master Plan.
- b. Carry out steps toward meeting the MPCA's "Swimmable, fishable, fixable?" water quality standards.
- c. Work collaboratively between City departments to reduce redundant expenditures and ensure utility budgets are adequately funded to maintain aging infrastructure systems.

- d. Educate and motivate residents and businesses to reduce negative impacts on water resources.
- e. Analyze possible climate change implications for water resources and infrastructure.
- f. Manage public riparian areas to be resilient to flooding.
- Revise site plan review standards to require improved soil conditions and native plantings on projects.
- Continue surface water monitoring activities with watershed management organizations and other agencies.
- Continue providing safe high-quality drinking water while being a steward of public resources and infrastructure.
- j. Minimize drinking water waste through infrastructure improvements.

Stormwater Management Manage natural areas in and around surface waters, as well as stormwater ponds and other stormwater treatment facilities, as areas supportive of aquatic and terrestrial ecosystems.



To protect the city's water systems, stormwater ponds and other stormwater treatment facilities, it's essential to manage the landscape surrounding the city's surface waters. Supporting healthy ecosystems within these natural areas serves as a defense barrier for local water bodies. These environments have stable and nutritious soils, a diversity of native plant communities, and insect and animal habitats; and they can infiltrate and naturally treat contaminated soils and filter surface runoff before it enters the city's water systems. Strong ecosystems bordering surface waters also mitigate floodwaters and provide important shading to cool water temperatures during warm seasons, which helps improve water quality.

ACTION STEPS

The City will seek to accomplish the following action steps to manage natural areas in and around surface waters, as well as stormwater ponds and other stormwater treatment facilities, as areas supportive of aquatic and terrestrial ecosystems.

- a. Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.
- b. Minimize overflows of the city's combined sanitary sewers and continue to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- c. Encourage and require reductions in amounts of impervious surfaces.
- Model and prioritize catchment areas using stressors, such as flood prone areas, impaired receiving waters and aging infrastructure, to inform decisions on infrastructure investments.
- e. Protect aquatic habitat from invasive species that may pose an economic, water quality or public health issue.
- f. Increase habitat and natural areas around public stormwater infrastructure and natural water bodies while controlling invasive species through an integrated pest management program.
- g. Manage stormwater management facilities to provide habitat for bee pollinators.
- h. Strive for interconnected riparian areas as habitat corridors and for flood protection and recreation, and create additional "steppingstone" areas for habitat.

- i. Manage public riparian areas to be resilient to flooding.
- j. Mitigate the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.
- Evaluate and adopt alternatives and best practices for use of road salt to reduce pollution of local waterways; adopt MPCA salt training and guidelines for City crews.

Integration of Water Management into Development

Integrate water resource management into public and private projects in order to benefits natural systems.



Water pollution is primarily the result of human activity, especially in an urban environment like Minneapolis. The City must continue to prevent contaminants from entering the groundwater to protect the water from intentional or accidental pollution. This requires incorporating water management systems into new development, into streetscape infrastructure, and into parks and open spaces. It also means examining construction and demolition practices to ensure the best methods are used to minimize negative impacts to groundwater and reduce the possibility of fluid leaks, spills and improper disposal of debris.

ACTION STEPS

The City will seek to accomplish the following action steps to integrate water resource management into public and private projects in order to benefits natural systems.

- a. Continue to prohibit groundwater or other nonstormwater use of the storm sewer system or the City or sanitary sewer infrastructure unless the City gives approval.
- Manage green infrastructure and stormwater storage using best management practices on public property to help meet water quality goals.
- c. Encourage, facilitate and require the use of best management practices that reduce impervious cover, including use of permeable surfaces for nonmotorized sidewalks and trails.
- Evaluate site plan review requirements to ensure flexibility in landscaping materials to improve surface waters, water quality and climate resilience.
- e. Use stormwater regulations to require construction projects to carry out best management practices that effectively improve the character and health of water resources and reduce impairments.
- f. Determine priority areas for "greening" policies and practices for public and private projects.
- g. Ensure that development near waterways meets local, state and federal guidelines and requirements for flood protection and mitigation.

Waste Reduction Maintain and expand opportunities to reduce waste and properly dispose of waste to meet the City's zero-waste goals.

In June 2015 the City established a zero-waste goal to recycle or compost 50 percent of its overall waste stream by 2020, 80 percent by 2030, and to achieve a zero-percent growth rate in the total waste stream from 2010 levels. The adoption of the zero-waste goal was driven by the City's commitment to foster sustainability through an increase in waste diversion, decrease in vehicle miles traveled on the city's roadways, reduced greenhouse gases, greater rate equity for customers and other similar objectives. The Zero Waste Plan addresses solid waste generated from all sectors within the city and serves as a road map for the City to achieve its overall sustainability goals, including but not limited to its zero-waste goal.

ACTION STEPS

The City will seek to accomplish the following action steps to maintain and expand opportunities to reduce waste and properly dispose of waste to meet the City's zero-waste goals.

- a. Encourage waste reduction including less wasted food and donation of edible food.
- b. Educate residents and businesses on the benefits of reducing waste, recycling and composting.
- c. Discourage illegal dumping.
- d. Develop additional opportunities for residents to properly dispose of household hazardous waste.

- e. Provide incentives for residents and businesses to divert materials from the trash.
- f. Leverage partnerships with Hennepin County and other organizations to combine resources, expand existing programs and develop new programs.
- g. Modify the existing multifamily recycling ordinance to provide the opportunity to participate in an organics recycling program when requested by multi-unit tenants.
- h. Support priorities defined in the MPCA Solid Waste Management Policy Plan and Hennepin County Solid Waste Management Master Plan.
- i. Increase recycling opportunities at commercial and industrial properties.
- j. Develop an incentive program for businesses to divert organic materials from the trash.
- Enforce existing ordinances and provide assistance to schools and commercial buildings by using partnerships with Hennepin County and other organizations and/or new methods.
- Promote Minneapolis as a good business location to businesses that use recyclable materials as raw materials.
- m. Improve opportunities for people to recycle in public spaces (parks, event spaces, special service districts, bus stops).
- Encourage waste reduction habits by promoting the purchase of needed items only, the purchase of used items first, renting, and repairing or donating items before disposing of them.
- Demonstrate sustainable consumption, sustainable building practices and zero-waste behaviors in the design and expansion of City operations.

New Parks

Build new parks in underserved areas in order to ensure that all Minneapolis residents live within a ten-minute walk of a park.



Parks are a key factor in a city's measure of quality of

life. They provide undeniable benefits to surrounding communities such as free recreation, enjoyment of nature, and social gathering. Neighborhood parks were a key component of the design of Minneapolis' award-winning park system in the early 20th century. The visionary park superintendent Theodore Wirth promoted plans for a playground within one-quarter mile (5-minute walk) of every child and a recreation center within one-half mile (10-minute walk) of all residents. Currently 97% of Minneapolis residents live within a 10-minute walk of a park, but small pockets of the city still lack easy access to such a critical component of a livable urban life. Some of these gaps are in places where new residential neighborhoods are emerging. As the city grows in population, it will be important to continue evaluating park access and to build new parks in underserved areas.

ACTION STEPS

The City will seek to accomplish the following action steps to build new parks in underserved areas in order to ensure that all Minneapolis residents live within a ten-minute walk of a park.

- a. Identify parts of the city that have long lacked adequate accessibility to parks as well as areas in need of open spaces to support newly-emerging residential neighborhoods.
- Where park gaps overlap with City-identified priority areas for coordinated development activities, ensure that implementation planning includes conceptual design and funding strategies for new parks.
- c. Evaluate and revise the park dedication fee ordinance in order to make it more feasible to fund development of new parks in priority areas.
- d. Coordinate with the Park Board on parkland acquisition planning.

Park Access Make new and existing parks more accessible by biking and walking.

A healthy park system consists of not only high-quality parks, but also a robust network of trails and walkway connections. Children especially need to be able to safely walk or bike to nearby parks. From bike lanes and multi-use paths to sidewalks and greenways, these routes should be comfortable, safe, and well-maintained, integrating signage, lighting, and safe road crossings. City parks and connecting networks can connect up to larger regional parks and trails to create a significant recreational and ecological amenity for the entire region.

ACTION STEPS

The City will seek to accomplish the following action steps to make new and existing parks more accessible by biking and walking.

- a. Coordinate capital improvement planning between the City and Park Board in order to improve pedestrian and bicycle connections to and within parks.
- b. Consider physical barriers to park access, such as busy streets and unsafe pedestrian crossings, when conducting citywide transportation planning.
- c. Improve wayfinding between parks and surrounding neighborhoods.
- Engage artists and communities in the development of place-specific identifiers for wayfinding.

Park Design and Programming Improve the design and programming of parks to better serve a changing population.

Ongoing changes in the city's population include broader racial and ethnic diversity, a higher percentage of individuals living alone, and fewer households with children. This changes the nature of the demand for parks and recreation facilities. New populations have recreation needs and preferences that may not be adequately accommodated in existing park designs and programming.

ACTION STEPS

The City will seek to accomplish the following action steps to improve the design and programming of parks to better serve a changing population.

- a. Prioritize park facility and programming improvements that will have the most positive impact on equity outcomes.
- b. Actively work to engage and remove barriers that limit resident participation in the design and planning processes of parks and open spaces programming and opportunities through active recruitment of minority and/or immigrant residents and reducing language barriers.
- c. Ensure that park design processes engage the community in a manner that reflects the community being served.
- d. Identify an ongoing process to measure cultural responsiveness for parks and open spaces to

ensure the opportunities, activities and practices are meeting the community's needs.

- e. Evaluate universal accessibility of all parks and open spaces, making improvements to ensure they are all accessible, enjoyable, and welcoming to all people regardless of age, ability, geography, or cultural background.
- f. Ensure equitable financial access to park and open space amenities, particularly in low-income communities through strategies such as low- and no-cost options, sliding scale fees, tiered pricing, scholarships, and subsidized rentals.
- g. Ensure a variety of park experiences across the system.
- h. Encourage and reduce barriers to communitydriven programming.
- i. Improve communication about park programming opportunities.
- j. Utilize parks and open spaces places for engaging the community about the place-specific impacts of climate change.
- Engage arts and culture leaders in the development and implementation of educational tools and programs related to ecology and climate change.

Healthy Youth Development Support the healthy development and education of all children, youth, and young adults through City goals, decision making, policies, and programs.

The presence or absence of risk and resiliency factors not only influences a youth's present health and behavior but also has a significant impact on longterm development, health, behaviors and outcomes. Many negative outcomes, including suicide, homicide, chronic health conditions, chemical dependency, sexually transmitted infections, unintended pregnancy, homelessness, criminal behavior, criminal justice system involvement and decreased earnings potential, are tied to risk factors that can begin or peak during youth. At the same time, developing and fostering resiliency factors during a person's youth supports ongoing healthy lifestyles and behaviors into adulthood, generates positive outcomes around education, employment, leadership, social connectedness and civic engagement, and contributes to a more productive generation of adults.

ACTION STEPS

The City will seek to accomplish the following action steps to support the healthy development and education of all children, youth, and young adults through City goals, decision making, policies, and programs.

- a. Ensure that all children, youth and young adults are physically, psychologically and socially healthy.
- b. Provide safe environments across the City of Minneapolis for children, youth, young adults, and their families and support systems.
- c. Ensure that all children, youth and young adults are safely and stably housed.
- Support outside-of-school activities that promote social and emotional learning, soft skills development, educational achievement, career readiness, and community and civic engagement.
- e. Invest in career readiness, career pathways and steady living-wage employment for all children, youth and young adults.
- f. Eliminate barriers that prevent children, youth and young adults from participating in civic opportunities in their communities.
- g. Prioritize cross-jurisdictional collaboration to support policies that promote positive and healthy development for children, youth, young adults, and their families and support systems.

Development Near METRO Stations

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.



The system of existing and planned METRO Light Rail Transit and Bus Rapid Transit lines in our region presents substantial opportunities to develop new housing, employment, and commercial goods in services in a manner that allows people to conduct daily activities without using a car. This concept is often called Transit-Oriented Development. In Minneapolis, the existing development pattern is supportive of transit, and residents and workers are served by an extensive system of buses and trains. Collectively, the policies of this plan support Transit-Oriented Development, and ongoing improvements to the transit system, in all parts of the city. METRO stations, however, provide a level of amenity and service a step above the rest of the system. And in many cases, areas near existing and proposed METRO stations require special attention to achieve their full potential.

The METRO Blue Line, Blue Line extension, and Green Line extension run in highway and freight rail rights-of way for much of their extent. This results in a unique set of weaknesses, strengths, and constraints related to the physical environment of each station. And every station area has a need for improvements in connectivity and place-making. With strategic investments, METRO station areas can become high-quality, walkable districts for living, working, shopping, and recreating for people of all ages and incomes. In this way, they have the capacity for meeting the needs of our growing city.

ACTION STEPS

The City will seek to accomplish the following action steps to support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

- Allow and encourage a dense mix of housing, employment, and commercial goods and services near METRO stations.
- b. Develop affordable housing near METRO stations.
- Require a minimum level of development near METRO stations to ensure that land is used efficiently near major transit investments.
- d. Ensure that METRO stations are accessible via sidewalks and bicycle facilities.

- e. Identify and implement strategic investments to increase connectivity and support development.
- f. Break up large blocks into small, walkable blocks..
- g. Orient buildings to the sidewalk.
- Line main pedestrian routes leading to METRO stations with active uses on the ground floor of buildings.
- i. Incorporate plazas and open spaces into development and station design.
- J. Minimize the impact of automobiles near METRO stations by tucking parking behind and under buildings, by sharing parking among area uses, by prohibiting the establishment of auto-oriented uses, and by prohibiting the establishment of parkand-ride facilities.

Social Connectedness Expand and promote opportunities for all residents to connect socially and participate fully in the vitality of their community.

Social connectivity is incredibly important in creating and maintaining the relationships that make our communities stronger and more resilient. Through programs and the design of community spaces, including parks, community and youth centers, new buildings and city streets, Minneapolis can foster environments to increase social connectedness, helping to improve individual health and resilience and leading to stronger, more engaged communities and greater involvement in City decision-making.

ACTION STEPS

The City will seek to accomplish the following action steps to expand and promote opportunities for all residents to connect socially and participate fully in the vitality of their community.

- Actively build the community's capacity to strengthen authentic engagement through neighborhood associations and City advisory committees and to facilitate meaningful resident, business owner and property owner input into City policies, programs and procedures.
- b. Create new avenues to facilitate meaningful engagement with underrepresented and vulnerable communities.
- c. Expand activity and participatory arts programs for older adults, extracurricular activities for youth social engagement, youth peer mentoring and intergenerational mentoring.
- d. Ensure safe and welcoming community spaces for all, including parks, community and youth centers, and city streets and rights of way, located in all areas of the city.
- e. Ensure integrated community centers that provide space for recreational and educational programming, counseling and support services, and socialization.
- f. Support and encourage the expansion of events that bring communities together, such as Open Streets Minneapolis.
- g. Expand the use of social media to share information and encourage collaboration and civic engagement.

Aging

Expand resources and opportunities for meaningful engagement and independent living, assisted living, and longterm care housing for older Minneapolis residents so they can be a vital part of the fabric of our community.

The population of Minneapolis, the surrounding region and the entire nation is becoming older. The City has a responsibility to create and expand opportunities for engagement, living and mobility for aging residents to ensure they remain a part of the community.

Accessible and affordable housing options that allow older Minneapolitans to age in their communities or their homes are integral to retaining and supporting the city's aging population. Currently, a significant number of Minneapolis neighborhoods have few housing options other than single family homes, reducing opportunity for many residents to age in their community. The city's aging residents also need multimodal transportation options that meet their needs. And it's not enough to simply provide options; these modes of transportation must also be accessible, maintained and free of snow and ice in the winter.

The growing aging population is also experiencing a new phenomenon in history – fewer children and younger people to aid in care and social connectedness. This puts more responsibility on both programming and the design of physical spaces to support wellness and activity.

ACTION STEPS

The City will seek to accomplish the following action steps to expand resources and opportunities for meaningful engagement and independent living, assisted living, and long-term care housing for older Minneapolis residents so they can be a vital part of the fabric of our community.

- a. Ensure access to safe, affordable and accessible housing options for Minneapolis residents as they age.
- b. Strengthen and promote multimodal and tailored transportation options that meet the needs of aging Minneapolitans.
- c. Provide opportunities for older residents to leverage their experience and contribute to their communities though volunteering, working, intergenerational engagement and lifelong learning.
- d. Expand and promote mental and physical health and wellness initiatives, activities and services for older Minneapolis residents.

People with Disabilities Ensure people with disabilities and their families are visible, active, and valued members of the community.

For all Minneapolitans to participate and benefit in growth, the City of Minneapolis must ensure that people with disabilities and their families have access and opportunity for housing, employment, mobility and civic engagement.

ACTION STEPS

The City will seek to accomplish the following action steps to ensure people with disabilities and their families are visible, active, and valued members of the community.

- a. Expand opportunities for individuals with physical and mental disabilities to participate as integrated members of the workforce.
- b. Prioritize and support independent living services, including respite care, nursing and personal care, food access and delivery, and transport services, that enable people with disabilities to live independently in the community for as long as possible.
- c. Ensure access to affordable, safe and accessible housing options for people with disabilities and their families and support systems.
- d. Require City staff to produce accessible documents and presentations.
- e. Ensure City of Minneapolis services, resources, information and policies follow best practices for ADA compliance and exceed the minimum standards.
- f. Implement best practices for ADA compliance, with a focus on transportation (sidewalks, buses, crosswalks, etc.).

Public Safety Prioritize collaborative, multisector, community-inclusive approaches to ensuring safety for all members of our community.

A public health approach to public safety must promote strategies to reduce factors that put people at risk for experiencing violence and increase factors that protect or buffer them from risk. A multisector public health approach to public safety that is informed by and responsive to the community will ultimately lead to a city that is safer, stronger, more connected and more resilient. Enforcement is essential to public safety, it's only one of other equally essential components that together comprise a holistic approach, including nontraditional strategies for reducing crime and violence. In the pursuit of safer communities, it is essential to consider not just individual actors, but also the relationships between individuals, the communities in which those relationships exist, and societal factors that influence the climate and conditions of the city. Influential societal factors include conditions, policies and practices that create and sustain disparities.

Place and race are a factor in public safety. Systemic inequities must be addressed and opportunities made available for all residents to ensure sustainably safe and strong communities A public health approach public safety must promote strategies to reduce factors that put people at risk for experiencing violence and increase factors that protect them or buffer them from risk. Looking at nontraditional strategies of reducing crime and violence.

ACTION STEPS

The City will seek to accomplish the following action steps to prioritize collaborative, multisector, community-inclusive approaches to ensuring safety for all members of our community.

- Follow a public health approach to ending violence by reducing the factors that put people at risk for being involved with violence.
- b. Expand the use of non-enforcement, communitydriven public safety strategies and responses such as restorative practices that can address and repair the harm caused by a crime.
- c. Proactively build trust between first responders and the community.
- d. Ensure that first responders reflect the diversity of the city's residents.
- e. Maintain and enhance a public safety infrastructure that improves response times to police and fire calls, implements new technologies, provides operation and training opportunities, and improves communication among public safety agencies.
- f. Maintain the City's Emergency Operations Plan.

Access to Health, Social and Emergency Service Expand equitable access to health, social, emergency

preparedness, and emergency response services.

The competent and efficient delivery of health, social and emergency services is paramount to ensuring that residents have access to the care and services they need on a daily basis, including in an emergency. This includes ensuring that the availability and delivery of services is equitable and that care workers represent the diverse population of Minneapolis.

ACTION STEPS

The City will seek to accomplish the following action steps to expand equitable access to health, social, emergency preparedness, and emergency response services.

- Encourage the recruitment and retention of a diverse health care workforce and work to reduce implicit bias among health care providers.
- Maintain investment in a range of care delivery models, including school-based clinics, community health centers and home visits by community health workers.
- c. Establish integrated delivery of social services across disciplines (for example, housing, disability, physical health, mental health, child welfare, workforce services) so residents can more easily access the services they need.
- d. Expand efficient and effective city responses to adverse public health and public safety incidents.
- e. Ensure that public health and emergency preparedness promotes and develops material, physical, social and psychological resources for the community that function as buffers to adverse incidents and help protect people's health.
- f. Expand the use of trauma-informed approaches to community building to support and strengthen traumatized residents and address the effects of unresolved trauma resulting from violence, homelessness, poverty, social isolation or racism.

Healthy Food in Institutions Support schools, parks, hospitals, and other institutions and organizations in their efforts to create a healthy food environment and carry out related initiatives.

More Minneapolis residents are paying attention to what they eat, where it comes from and how it affects their health and the environment. Unfortunately, the foods that are best for our health and the environment are often more expensive and harder to find, especially in lower-income communities. Easy access to calorie-dense foods and limited access to nutrient-dense foods contribute to higher rates of obesity, diabetes and other diet-related illnesses. By making nutritious whole foods more accessible and affordable and unhealthy processed foods less accessible, we can help make the healthy choice the easy choice, reduce the risk and cost of obesity and diet-related disease, and boost economic prosperity.

ACTION STEPS

The City will seek to accomplish the following action steps to support schools, parks, hospitals, and other institutions and organizations in their efforts to create a healthy food environment and carry out related initiatives.

- a. Leverage policy, partnerships and funding opportunities to continue, expand and improve local and healthy food consumption, production, distribution, composting and education.
- b. Promote organizational policies and regulations that provide incentives or require organizations to promote and maintain a healthy food environment.
- c. Support school gardens and farm-to-school and garden-to-cafeteria efforts.
- d. Ensure the resources and time for a healthy breakfast, lunch and snacks for all children in schools and other institutions serving them.
- e. Incentivize, encourage and partner with institutions to achieve communitywide health goals.
- f. Expand opportunities for the production, sale and consumption of healthy food in parks, including partnerships with local producers.
- g. Support healthy food skills education.

Public Services Policy Provide services that benefit residents, workers, visitors, and businesses in a streamlined and accessible manner such as housing inspections, development review, health inspections, 311, and business licensing.

ACTION STEPS

The City will seek to accomplish the following action steps to provide services that benefit residents, workers, visitors, and businesses in a streamlined and accessible manner such as housing inspections, development review, health inspections, 311, and business licensing.

- a. Take advantage of technological advancements to increase access to city services and increase efficiency in their provision.
- Engage the public when making decisions that create, remove, or change a city service, project, or policy.
- c. Provide coordinated licensing, inspection, and enforcement services aimed at ensuring attractive and livable neighborhoods.
- d. Improve the public experience for customers that conduct business with the City.

Technology in the City Enterprise Use technology to make City services accessible to all, make City information and decisionmaking processes transparent, and provide decision-makers with real-time and high integrity data on which to make decisions.





ACTION STEPS

The City will seek to accomplish the following action steps to use technology to make City services accessible to all, make City information and decision-making processes transparent, and provide decision-makers with real-time and high integrity data on which to make decisions.

- a. Strategically invest in technology that accentuates customer service.
- Make City documents and online information accessible to all people, regardless of disability, primary language, or degree of digital literacy.
- Gather, generate, analyze, interpret, visualize, and distribute data across jurisdictions for use in decision-making by policymakers and the public.
- Gather real-time data from the physical environment and promote data collection mechanisms for private enterprise in order to improve City operations.

Technology in the Economy Foster a growing technology sector with a vibrant ecosystem of companies, entrepreneurs, funders, mentors, and support organizations.

Forbes magazine has called Minnesota the fastestgrowing state for technology sector jobs. The Minnesota Department of Employment and Economic Development (MN DEED) has projected 16,000 technology sector jobs by 2022 in the state, a 15 percent increase from 2017 levels. Minneapolis, specifically downtown, is experiencing high demand for office space for technology companies and is home to a growing number of established and new technology companies. This presents a strength to build on, and an opportunity to grow employment in a high-demand sector.

ACTION STEPS

The City will seek to accomplish the following action steps to foster a growing technology sector with a vibrant ecosystem of companies, entrepreneurs, funders, mentors, and support organizations.

- a. Engage with and connect technology businesses to resources and information.
- b. Promote and support the amenities of the region to recruit and retain top technology talent.
- c. Invest in education and training to develop a homegrown, diverse tech-based workforce, with a focus on Minneapolis residents.
- d. Draw more investment capital into the Minneapolis technology sector.

Heritage Preservation Outreach Promote educational, outreach, and engagement opportunities related to heritage preservation.

Heritage preservation can help residents see themselves and their cultural identity within the city and empower them to more fully participate in civic life. Heritage preservation can be a cornerstone of community development by retaining and rehabilitating buildings that are meaningful to a community and allowing those buildings to house small businesses, helping to promote economic activity. Minneapolis will increase its efforts to reach the community with this message and ensure heritage preservation is accessible to all Minneapolitans, with a focus on communities of color, indigenous communities and low-income communities. Making use of new outreach tools and techniques may help to engage more communities and move beyond past stigmas of preservation.

ACTION STEPS

The City will seek to accomplish the following action steps to promote educational, outreach, and engagement opportunities related to heritage preservation.

- a. Create new ways to participate in heritage preservation that encourage more residents to engage in and influence decisions about the places that matter to them.
- Expand outreach around heritage preservation activities and resources, particularly focusing on cultural communities, communities of color, indigenous communities and other communities that have traditionally been underrepresented.
- c. Explore a cultural asset identification approach to expanding educational and outreach activities.
- d. Expand outreach to owners of designated historic properties and other properties important to the city's heritage about the value of their property and its maintenance and reuse.
- e. Engage with and educate the next generation of stewards of the city's built environment to foster appreciation of Minneapolis' history and the built and natural environment.
- f. Continue to increase access to information through the City's heritage preservation website and through other existing and emerging communication means.
- g. Partner with community and education organizations to connect property owners with preservation education and low-cost or volunteer professional technical support services.

Identify and Evaluate Historic Resources

Continue to identify, examine, and evaluate historic contexts and historic resources.



Minneapolis is rich in history and culture. The City's knowledge, understanding and appreciation of the places and properties that embody its history and cultures is constantly evolving and growing. For nearly 40 years Minneapolis has been working to identify, examine and evaluate properties to determine whether they merit recognition as locally designated historic properties, and it must continue to do so. The City's work has resulted in preserving important place-defining properties such as the Minneapolis Warehouse District and the St. Anthony Falls Historic District, as well as properties that may not be architecturally prominent but are equally important to the city's history, such as the former home of Lena Smith. Smith was a prominent civil rights attorney and activist, a founding member of the Urban League of Minneapolis and the first woman president of the Minneapolis National Association for the Advancement of Colored People. As the only practicing African-American female lawyer between 1890 and 1927, she fought for civil rights issues such as equal protection under the law, equal access to housing and the right to join labor unions.

The City relies on this work to inform decisions regarding development, community development and other programs, legislative decisions and regulations. However, for the City to effectively align heritage preservation with the broader Minneapolis 2040 goals, it needs a guiding strategic direction.

ACTION STEPS

The City will seek to accomplish the following action steps to continue to identify, examine, and evaluate historic contexts and historic resources.

- a. Engage communities that have been traditionally underrepresented in heritage preservation to identify historic resources they consider valuable and conduct further research on these resources.
- Develop and implement a strategic work plan that prioritizes the identification, evaluation and designation of historic resources that are underrepresented, representative of cultural communities, or within areas under development pressure.
- c. Work with Minneapolis' cultural communities to identify places of historic and cultural significance.
- Complete context studies associated with the city's history and overall development, such as the impact of transportation and land use decisions that had citywide impacts.
- e. Designate resources recommended for designation from historic surveys or listed on the National Register of Historic Places which have no local protection.

- f. Identify architectural styles, architects and resources from the recent past, such as the modern era, and include them for evaluation in future historic resources surveys.
- g. Gather existing data on significant and potentially significant archaeological sites and develop maps, and other tools to identify and properly treat these resources.
- Initiate a series of archaeological reconnaissance surveys to identify potentially significant archaeological resources.
- i. Identify and evaluate important historic and cultural landscapes.

Stewarding Historic Properties Preserve, maintain and encourage the adaptive reuse of historic districts, landmarks and historic resources.



Minneapolis has over 1,000 designated historic properties that embody significant events, development patterns, architectural styles or people. These landmarks and districts consist of buildings, districts, landscapes, bridges, streets, water towers, objects, monuments, and sculptures, often referred to as historic resources. The City must help steward these citywide assets for generations to come. Effectively helping to steward these properties requires expanding the public's understanding and appreciation of the significance of the properties, including the importance of materials, details and designs that convey a property's identity. It also means allowing historic properties to evolve while protecting them from identitychanging alterations.

ACTION STEPS

The City will seek to accomplish the following action steps to preserve, maintain and encourage the adaptive reuse of historic districts, landmarks and historic resources.

- a. Protect historic resources from alterations that are not sensitive to their historic significance.
- b. Require new construction in historic districts to be compatible with the historic fabric.
- c. Encourage new development to retain historic resources, including landscapes, integrating them into the development rather than removing them.
- d. Ensure maintenance of properties through regulatory enforcement of City code, specifically as it relates to historic resources.
- e. Encourage retrofitting existing buildings to increase resiliency to climate change, reduce energy use, increase long-term sustainability and retain historic character.
- f. Protect known and potential prehistoric and 19th- and 20th-century archaeological sites and artifacts.
- g. Preserve historic materials typically found in public spaces, such as street materials like pavers and lighting.
- h. Protect historic resources from demolition and explore alternatives to demolition.
- i. Develop and explore policies, tools, and strategies for mitigation when removal of historic properties or historic fabric can't be avoided.

- J. Incorporate heritage preservation in early land use and planning evaluations including federal reviews, such as 106 Reviews and Environment Assessments, and city processes such as Capital Long-Range Improvement Committee (CLIC) and preliminary development review.
- k. Encourage property owners and developers to consider historic resources early in the development review process by promoting preliminary review and early consultation with preservation staff. Identify and remove barriers that hinder the protection and maintenance of historic and cultural resources.

Heritage Preservation Regulation Improve and adapt heritage preservation and land use regulations to recognize City goals, current preservation practices, and emerging historical contexts.



Minneapolis has over 1,000 historic properties that embody significant events, development patterns, architecture, and people. These properties are citywide assets that the City must help steward for generations to come. Effectively helping steward these properties requires expanding the understanding and appreciation of the significance of the resources, including the importance of materials, details, and designs that convey a property's identity. It also means allowing historic properties to evolve while protecting them from identity changing alterations.

ACTION STEPS

The City will seek to accomplish the following action steps to improve and adapt heritage preservation and land use regulations to recognize City goals, current preservation practices, and emerging historical contexts.

- Revise existing historic district guidelines and require guidelines for all new local districts and landmarks.
- Ensure design guidelines reflect and are tailored to protect the criteria of significance for which a property is designated.
- c. Create and use design guidelines for historic landscapes.
- d. Research and modify the preservation and zoning ordinances as they relate to demolition of historic resources and mitigation for demolition.
- e. Develop, refine and apply tools, such as transfer of development rights and historic variances, to retain historic properties.

Heritage Preservation Financial Incentives

Establish and promote financial incentives for historically designated properties and other properties important to the City's heritage.

Currently, Minneapolis' preservation tools are mostly regulatory, with no local financial incentives. The

rehabilitation of historic properties is often more expensive due to the level of materials and craftsmanship needed to ensure historically compatible alterations. Providing and promoting financial tools and resources will help the City meet its goal of broadening the inclusivity of heritage preservation and the protection of endangered properties.

ACTION STEPS

The City will seek to accomplish the following action steps to establish and promote financial incentives for historically designated properties and other properties important to the City's heritage.

- a. Identify financial assistance for historic properties such as loans and grants targeted to historic properties in low-income communities.
- Enhance technical assistance by subsidizing architectural assistance for property maintenance and remodeling issues.
- c. Promote financial preservation incentives for owners and developers of properties that are not locally designated but are important to the city's heritage.

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Heritage Preservation Recognition Expand recognition programs related to heritage preservation activities.

It's important to raise awareness not only of the historic resources themselves, but also of the current property owners, developers, craftspeople and organizations that make heritage preservation projects happen. This kind of recognition and appreciation will help promote the retention and rehabilitation of properties significant to the city's heritage.

ACTION STEPS

The City will seek to accomplish the following action steps to expand recognition programs related to heritage preservation activities.

- a. Continue to recognize outstanding projects, programs, individuals and organizations that have significantly contributed to the heritage of Minneapolis, broadened the appreciation of its history for all, and enhanced the urban environment.
- Design and install appropriate interpretive signs and historical markers for designated historic districts and landmarks.

Heritage Preservation Legislative Advocacy

Advocate for local, state and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

Heritage preservation in Minneapolis is integrally tied to state and federal programs and legislation. The City needs to monitor state and national programs and legislation and advocate for legislation that would benefit heritage preservation in Minneapolis.

ACTION STEPS

The City will seek to accomplish the following action steps to advocate for local, state and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

 Further expand the City's capacity to effect positive change in the field of preservation and achieve heritage preservation goals through strategic partnerships.

Planning Process

Historically, people of color and indigenous communities (POCI), renters, and people from low-income backgrounds have been underrepresented in civic processes. This can be attributed to many factors including lack of free time and commitments to work, education, and family. One of the main causes for lower representation of POCI in these processes is the structure in which traditional civic engagement has been conducted, and the disenfranchisement of communities that continue to create obstacles and barriers for people to engage.

Throughout the Minneapolis 2040 process civic engagement has been designed and conducted in a way to create equitable and innovative ways to engage populations that have been historically underrepresented in civic life. Such efforts includes dedicating time to building new relationships in order to create a more inclusive and equitable planning process to join communities that have already been at the table.

Civic Engagement



Citizens drawing on maps at a Comprehensive Plan open house in December 2017 at Farview Park

Introduction

Minneapolis 2040 is the city's twenty-year Comprehensive Plan update. The Comprehensive Plan is an important citywide policy document that provides direction for Minneapolis' built, economic, and natural environment into the future. The City of Minneapolis is required by state law to update the Comprehensive Plan every ten years according to regional planning requirements administered by the Metropolitan Council.

On April 1, 2016, the City Council directed the Department of Community Planning and Economic Development (CPED) to update the policies of the City's Comprehensive Plan in service to the values of growth and vitality, equity and racial justice, health and resilience, livability and connectedness, economic competitiveness, and good government with a focus on guiding public and private investment in the built, natural, and economic environment.

What was the timeline of the process?

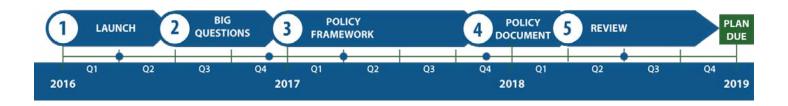
The comprehensive plan process was organized into five phases that are tied to the Topical Research Teams goals and methods of civic engagement, including gathering public and community feedback on various ideas and proposals that come to the surface as the project unfolded. The process started from early 2016 and lasts through 2018. The five phases are:

- Phase 1: Launch
- Phase 2: Big Questions
- Phase 3: Policy Framework (Phase 3A and 3B)
- Phase 4: Policy Document
- Phase 5: Review

The civic engagement process was a dynamic process which required participants, City of Minneapolis staff, and elected officials to learn, interact and engage through various mediums. Beyond the extensive effort, which engaged with the plan's identified key audiences in meaningful dialogue on the direction of the city, City staff also gathered input from the Steering Committee, the City Planning Commission, relevant Boards and Commissions, the City Council, and the Mayor.

What is civic engagement and why is it important?

Civic engagement is a means for all people to bring their voices into the process and to share their own ideas, backgrounds, and experiences to plan for a future that



benefits everyone. The people of Minneapolis assisted in the creation of Minneapolis 2040, and the final plan reflects that participation. As part of this process, the Civic Engagement Plan (which can be found online at minneapolis2040.com/planning-process) was created to recognize the complexity of engaging the Minneapolis community in a transparent and effective way to develop Minneapolis 2040. It contains goals that guided engagement, identified creative methods for engaging key audiences, established a timeline and phases for activation, and presented an outline of how the City has incorporated feedback from the public and key audiences into the City's formal decision-making structure for when the Mayor and City Council are asked to approve the plan.

What are the engagement goals?

Civic engagement for Minneapolis 2040 featured opportunities for participants to learn and be informed, interact in the process, and provide meaningful feedback through large convenings, in-person interactions, technology, and creative tools. Each engagement method was evaluated based on engagement goals that were formulated from the Core Principles of Community Engagement, which were adopted by City Council in 2007. The City aimed to achieve these outcomes and objectives through the civic engagement process through:

Meaningful and Relevant Dialogue: The community feels that the dialogue has been meaningful and relevant to their interests and daily lives.

- Focus all materials, activities, and tools on specific topics.
- Use key audiences' time efficiently and effectively.
- Connect topics to the work of the internal Topical Research Teams process of developing and updating City policies.
- Clearly define the expectations, goals and outcomes of every activity, especially in terms of how they relate to key audiences.

The Process is:	The Community is:
MEANINGFUL	REPRESENTED
RELEVANT	INFORMED
ACCESSIBLE	HEARD
INCLUSIVE	EMPOWERED
EQUITABLE	

- Tell the story of how creating a vision of Minneapolis for the year 2040 connects to various key audiences.
- Follow-up by connecting people to resources.

Inclusive Representation: The perspectives and participation of a broad range of community members are equitably represented in the plan.

- Create a variety of options for key audiences to engage in the process.
- Share information through ethnic and community media venues.
- Market events, materials, and tools to different age groups.
- Meet people where they already gather and attend existing meetings.
- Facilitate discussions and develop materials with cultural sensitivity and eliminating biases in mind.
- Provide clear and comprehensive summaries of public input and share them through engagement activities, materials, and other tools.
- Create opportunities for different key audiences to understand each other's various perspectives.
- Share case studies of different demographic groups in the city.

Access to Information and Opportunities: The public has the information they need to participate in ways that are appropriate to their experiences and lifestyles.

- Provide translation of activities and materials in appropriate languages and for people who are visually and hearing impaired.
- Provide childcare and transportation when feasible.
- Ensure meetings, events, and tools are ADA and transit accessible.
- Test methods and tools to confirm they are understandable and accessible to people from a range of cultural backgrounds and with a range of abilities.
- Be concise and use plain language at events and in materials and tools.
- Make engagement more accessible through visual examples (diagrams, charts, photographs) and develop tools that are accessible to people with a variety of learning styles and on a variety of levels.
- Incorporate the City's standard language block into all public documents and information.

Contributions Have Impact: The public feels their input has been thoughtfully considered and sees their contributions reflected in the plan.

- Have face-to-face interactions.
- Report back on what we heard.
- Report back on how public input has influenced decisions that shape policies.

Empowering Experience: Community leadership and capacity has been built through the process.

• Build relationships with and between various communities through follow-up interactions.

- Engage diverse key audiences in speaking at and facilitating meetings and activities.
- Encourage key audiences to tell the visioning process and Comprehensive Plan story.
- Engage key audiences in reporting back to their communities.

Effectively-Used Resources: Government resources are used wisely and effectively.

- Use objectives, methods, and tools that make the most effective use of government resources.
- Develop methods than can be used in future planning processes beyond Minneapolis 2040.

Who has been engaged?

The civic engagement process was structured to be as inclusive as possible as City staff worked together with community members to shape the future. City staff identified key audiences that best meet the engagement goals and objectives of the Civic Engagement Plan (which can be found online at minneapolis2040.com/planningprocess). These were intended to be broad audience groups that would help focus engagement efforts, but would be as far-reaching as possible. However, the list is not exhaustive, and may not represent all interested people. These key audiences include, but are not limited to:

- The general public
- Cultural organizations
- Recent immigrants
- Homeless population
- Accessibility population
- Residents
- Public agencies
- Business associations
- Property owners

- · Youth and families
- Seniors
- Neighborhood organizations
- Developers and brokers
- Policy advocates
- Media outlets
- Social media users
- College students
- Institutions
- Small business owners
- Tourists and visitors

Evaluating Approaches to Engagement -Informing, Interacting, and Feedback

One of the objectives throughout the engagement process was to have a variety of opportunities for engagement for all types of participants. This included opportunities to learn, interact with City staff and other participants, and provide input on key questions. Engagement methods were utilized based upon their ability to achieve at least one of these types of engagement:



Informing: Staff updates the community on the planning process and creates access to resources. Key audiences are informed on various topics early in the process to empower participants for more meaningful discussion and feedback for further engagement as policy topics are prioritized.

Interacting: Engagement that facilitates an exchange of ideas between the City and the community. Engagement

methods that are designed as a forum for participants to interact with each other and allows for learning from different experiences and perspectives. These types of interactions are prioritized as it allows the opportunity for dialogue and relationship building.

Feedback: Community members share their thoughts and ideas with the City. Comments are collected through various engagement opportunities through written or drawn feedback at open houses, street festivals, and online interactions. All collected feedback are used as comments and are transcribed or documented.

How did engagement occur?

During each comprehensive planning phase the community had the opportunity to be involved in engaging with City staff, and each other, during a period of focused activities and other related opportunities. Each round of engagement included:

Community Workshops – Community meetings and workshops were held during each phase of engagement, and were designed to be as inclusive as possible. This was done by hosting them in accessible locations next to public transit, offering food and refreshments, and having fun and family friendly activities with artist-designed engagement. This included activities and information that was accessible to different types of participants who wanted to engage for a couple minutes or dive deeper into a discussion. Interpreters were on hand at every meeting for limited-English speakers.

Community Dialogues - Community Dialogues are facilitated conversations, supported by the Department of Neighborhood and Community Relations, between City departments and cultural communities as well as other under-represented groups. The dialogues take City staff outside of City buildings to meet various community leaders in places where communities are already meeting to talk about issues relevant to their daily lives. Staff returned to the communities in subsequent phases to report back on how their feedback were used in decisions-



making, and brought City leaders to discuss relevant topical issues.

Street Festivals – During the summer and fall months, vibrant festivals draw cultural communities, residents, business owners, visitors, and youth to destinations around the city. City staff engaged with community members at various events such as Open Streets Minneapolis, Juneteenth, Somali Independence Day Festival, and May Day where attendees visited various exhibits, and watched performances and small presentations in parks and on streets. Creative tools were activated such as Imagining Equity, the Minneapolis 2040 mobile engagement tool. Other activities include visually interactive boards which engaged participants, and responses were recorded on cards and documented through photos.

Artist-designed Engagement – A collaborative process in which City staff worked together with artists to design creative engagement methods. Artists focused on designing tools that helped reached out to diverse populations, and helped build capacity through art in order to make planning fun and accessible. Examples of artistdesigned engagement activities included: artist-designed



open houses, Imagining Equity - mobile engagement tool, performances, and infographics.

Online Engagement – During each engagement phase a collection of online engagement opportunities were made available which coincide with each major community workshop. Materials at in-person workshops were made available online such as exercises, maps, and surveys. This included online engagement activities such as the Planning for Equity, Housing for All, "What can we Do?", and the Make a Map tool.

Meeting-in-a-Box – Meeting-in-a-Box is a civic engagement tool designed for use by community groups, neighborhood associations, or friends to gather at a convenient time and location to share their ideas. It contains a packet of materials, which were made accessible online, with directions to host the meeting and how to submit input to City staff. During subsequent phases of the process Meeting-in-a-Box was updated to reflect new questions and content that was engaged on during that period.

Tweet with a Planner – A planner was made available during the lunch hour to interact with the public on certain



minneapolis | 2040 -- DRAFT

topics during each phase of engagement. During each of the events, a series of engagement questions were posed by planning staff that led to a live conversation on Twitter through a series of Tweets. Participants were able to provide feedback on certain topics, and have a dialogue with community members.

City staff collected demographic information in-large convening events, on the website, and in Meeting-in-a-Box from willing-respondents who wished to provide that information to help staff provide feedback on the process to make sure the process was as inclusive as possible. Other activity tailored to each phase of the process includes graphics and interactive mapping exercises used to support the engagement process.

Internal Structure

The comprehensive planning process was guided by three formal bodies: the Steering Committee, Topical Research Teams, and CPED Long Range Planning.

The Steering Committee is comprised of eight individuals who are either elected officials or department leadership whose committees, boards/commissions, and departments are strongly correlated with long range comprehensive planning and visioning. The committee guided the planning process, reviewed draft material, and provided input into the engagement process. Steering Committee members included:

- CPED Executive Director (co-chair)
- · City Coordinator (co-chair)
- Mayor
- Chair of the Zoning & Planning Committee of the City
 Council
- Chair of the Transportation & Public Works Committee of the City Council
- · Director of Equity and Inclusion
- Director of Public Works
- · Commissioner of Health

The Topical Research Teams included over 150 staff from around the Enterprise as well as interjurisdictional partners. These staff teams are organized around 15 different topics related to the built, natural, and economic environment of the city. They were responsible for providing technical expertise and experiences on applicable subject matter and policy development.

CPED Long Range Planning served as the Project Management Team for the update to the comprehensive plan. Their responsibilities included coordination with the Steering Committee, and providing technical assistance and guidance to the Topical Research Teams. In addition, the Project Management Team is responsible for the plan production, preparation of draft content for review, the facilitation of civic engagement, and incorporation of public comment.

How has engagement feedback been used and documented?

Documentation of each step of the engagement process was critical in defining the direction and priorities for Minneapolis 2040 as well as better understanding which stakeholder groups are being reached. For each event and activity, staff documented the following information:

- · What was the purpose of the engagement?
- · What questions or issues were identified?
- · What methods were used?
- · Who participated?
- · What feedback was received?
- · How was the feedback collected and analyzed?
- · What decisions did this input influence?

The documentation of engagement shaped the content process for each successive phase of engagement. City staff collected demographic information in large convening events and on the website, from willing-respondents who wished to provide that information, in order to help staff make sure the process was as inclusive as possible. Other in-person methods were used to reach key audiences who may not be able to attend a large event, or be inclined to interact with technology. At the end of each phase, an Engagement Summary was published to provide an overview of engagement activities that were made available on the project website.

What did we hear?

At the end of each phase a summary of engagement activities and transcriptions of all written feedback was packaged together and published online on the project website: minneapolis2040.com/planning-process.

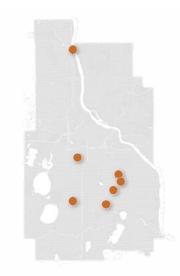
Phase 1: Launch (April 2016)



The first phase of the project focused on building awareness of Minneapolis 2040 with an exploration of emerging ideas and treads, current conditions, and existing policies. The process kicked off in April 2016. During this phase of engagement, City staff asked participants how they wanted to be engaged, what their existing priorities and initiatives are about, and what their big ideas were for the future of the city.

The comprehensive planning process kicked off at the annual Community Connections Conference, hosted by the Department of Neighborhood and Community Relations, on April 2, 2016 at the Minneapolis Convention Center. The conference is designed to create and strengthen relationships and collaborations between residents, neighborhood organizations, cultural communities, and the City to collectively address systemic issues and explore unique-innovative solutions.

City staff collaborated with cultural organizations to start initial discussion and learn about the community's concerns and issues that they have been working on. The City held a series of Community Dialogues to raise awareness about the planning effort to update the city's comprehensive plan, and seek feedback on how they would like the City to engage with them throughout the project.



Phase 1 Engagement Activities

Big Ideas: Your Minneapolis Community Connections Conference 4/2/16 Minneapolis Convention Center

South Minneapolis Housing Fair 4/16/16 YWCA Minneapolis Sports Center

MayDay Parade and Festival 5/1/16 Powderhorn Park

May 4th Attendance Fair 5/4/16 East Phillips Community Center

Southeast Asian Community Dialogue 3/11/16 HAMAA

East African Community Dialogue 3/11/16 Isuroon Metropolitan Urban Indian Directors (MUID) 3/29/16 Minneapolis American Indian Center

Phase 1 Meeting-in-a-Box (Packet and Presentation)

Engagement Questions

During the Launch phase, staff asked how people want to be engaged and asked for big ideas for the future of the city.

- What are your big ideas for the future of Minneapolis?
- What are some of the issues that your community is working on?
- How would you like to be engaged throughout the comprehensive planning process?



Methods

The comprehensive planning process kicked off at the annual Community Connections Conference at the Minneapolis Convention Center on April 2, 2016. A series of workshops for the comprehensive plan were hosted based on the 6 comprehensive plan values of equity, economic competitiveness, growth, sustainability, governance, and livability. City staff hosted panel discussions to inform participants about how these lenses align with city goals, and how that affects residents in the city.



The first round of Community Dialogues was hosted by several cultural organizations throughout the month of March in advance of the conference. Community Dialogues are facilitated conversations between City departments and cultural communities as well as other underrepresented groups. Staff presented an overview of the comprehensive plan, and how those policies in the plan inform the decisions made by the City. Communities were then asked about the issues that the community is working on, and how they would like to be engaged throughout the comprehensive planning process.

During the remainder of the Phase 1, Staff attended street festivals and events throughout the city in order to raise awareness about the project. Artist graphics and project cards were distributed at various events to connect the public to online resources and future engagement activities.

What Did We Hear?

Much of the focus in Phase 1: Launch was raising awareness of planning effort for the update to the City's comprehensive plan. Initial conversations were held with various cultural communities. A summary handout of Phase 1 engagement activities can be found online at: minneapolis2040.com/planning-process-phase-1-launch

What are your big ideas?

- The city becomes more sensitive to environmental justice issues, particularly in NE Minneapolis, and acts accordingly.
- I'm hoping we have self-driving cars by 2040 and I'm hoping that this city continues to be #1 for biking, #1 for parks, and #1 for residents who go outside in all weather conditions.
- Have a variety of TRULY affordable (and livable!) housing options, for singles and families.

What are some of the issues that your community is working on?

- Communities need more culturally accessible resources to start businesses, find housing, and physical and social health services.
- There is a lack of housing choices for large families, especially for multi-generational households.
- Parks and public spaces can be unsafe to walk to and difficult to use.

How will you like to be engaged?

- The City needs to go to the community, and return to the group after every phase of engagement to report back on what has happened and how the gathered feedback was used.
- Host a mix of open houses on various topics that people can engage on and small focus group discussions.

Next Steps/How was the feedback used?

The City heard from the community that in order to have authentic engagement, the City must go to the community and show how their feedback is used in order to build trust and empower community members. Staff worked with cultural organizations to build a relationship for future engagement, and identified future opportunities to return with City leaders.

Additionally, participants from the Community Dialogues also identified several topics that are relevant to their lives which included housing, economic development, and health. There was a concern that there are so many topics related to the comprehensive plan, and it was important to organize future engagement around topics that are applicable to the lives of the community. Staff worked to prioritize key topics that are relevant to each unique community, which set the foundation for the organization of engagement content for Phase 2: Big Questions.

Phase 2: Big Questions (May - December 2016)



In the Phase 2: Big Questions, Topical Research Teams began the work of analyzing existing policy – assessing trends, backgrounds, and priority issues related to their topic. Additionally, the teams had the benefit of public input on "big ideas" gathered from the Launch. To set the stage for this phase, the Topical Research Teams identified topics for the community to address in preparation for crafting their topical priorities. City staff did not conduct in-person engagement on every topic, but instead focused on some of the core elements of the plan – transportation, jobs, housing, and the environment – and visions for tying all the pieces together. The engagement questions were designed to engage with the public on their perceptions, values, aspirations, and experiences in their daily lives.

Throughout the summer, City staff continued to raise awareness about Minneapolis by reaching out to key audiences at street and cultural festivals. Staff tabled at various events throughout the City and encouraged the community to share their vision of the future of Minneapolis through Ernest Hemingway's Six Word Story. Stories were recorded on cards, and shared with participants throughout each event.

In order to help achieve the engagement goals and objectives of integrating artistic strategies into the engagement process, the City issued a Call for Artists to help design and engage traditionally underrepresented communities in civic processes. Artists responded to the call for three different projects:

- Social Practice Artist The purpose of this project was to hire an artist or artist team to assist in engaging public meeting attendees during a set of open houses. The social practice artist is responsible for designing meetings that are fun, thought-provoking, interactive, and family friendly.
- Happenings Project The purpose of this project was to hire an artist or artist team to assist in engaging the community during a set of open houses. This project resulted in an artist-designed performance during the meetings that raises awareness of comprehensive plan issues and offer thought-provoking questions for the audience to consider rated to the plan.
- Mobile Engagement Tool The purpose of this project was to hire an artist or artist team to design and fabricate a highly portable and durable engagement tool that can be used for indoor and outdoor engagement activities such as street and cultural festivals and large events.

Artist Monica Sheets was selected as the social practice artist to help design engagement activities, and worked alongside consultant Community Design Group (CDG), to implement and design two open houses that took place in Phase 2: Big Questions. Artist Eric F. Avery was brought on board for the Happenings Project, and the artist team of Mike Hoyt and Molly Van Avery was selected to commission the mobile engagement tool and carry out engagement in subsequent phases.

Phase 2 culminated in an engagement push in October and November that included online engagement materials and questions, Tweet with a Planner, an updated Meeting-in-a-Box, eight Community Dialogue listening sessions with key audiences, and two identical open houses on the north and south sides of the city.



Phase 2 Engagement Activities

Big Questions Open House - MGM 10/25/16 - Midtown Global Market

Big Questions Open House - NC 10/27/16 - North Commons Park

Juneteenth 6/18/16 - North Mississippi Regional Park

Somali Independence Day 7/9/16 - East Lake St.

Open Streets - Lake Street 7/24/16 - East Lake St.

Cedar Riverside Health Fair 8/5/16 - Brian Coyle Center

Open Streets - West Broadway 9/10/16 - West Broadway

Monarch Festival 9/10/16 - Lake Nokomis

PARTNERS with Youth Conference 9/16/16 - Minneapolis Convention Center Metropolitan Urban Indian Directors (MUID) 9/27/16 - Minneapolis American Indian Center

African American Leadership Forum (AALF) 10/8/16 - Hallie Q. Brown Community Center, St. Paul. MN

Senior Center Community Dialogue 10/26/16 - Skyway Senior Center

Latino Community Dialogue 10/26/16 - Waite House

NACDI Breakfast Bites 11/2/16 - All My Relations Gallery

Minneapolis Advisory Committee on People with Disabilities 11/2/16 - City Hall

Minneapolis Youth Congress 11/10/16 - Central Library

Metropolitan Urban Indian Directors Housing Subcommittee 11/21/16 - American Indian OIC

Southeast Asian Community Dialogue 12/9/16 - Harrison Community Center

Tweet with a Planner 10/20/16

Digital Workshop October - November 2016

Phase 2 Meeting-in-a-Box (Packet)

Engagement Questions

For the earlier part of the phase, the public engaged on the question of their vision for Minneapolis by asking their "Big Ideas". Community members were engaged at street and cultural festivals through the summer and asked to share their vision. Later in the fall, City staff engaged on the public's experiences on topical elements around housing, jobs, transportation, the environment and the vision for tying it all together. These engagement questions included:

- Share your six-word story for the future of Minneapolis!
- Transportation: How do you get around the city today? How do you think your transportation needs will change by 2040?
- Jobs: What opportunities do you need to help you feel financially stable and secure? How will your employment needs change between now and 2040?
- Housing: Are you satisfied with the housing options available to you right now? If not, what's missing? How will your housing needs change between now and 2040?
- Environment: Are we, the people of Minneapolis, doing enough to improve the environment? If not, what's missing? How do you think your life will be different in 2040 as a result of climate change?
- Vision/Tying it Together: What does your ideal Minneapolis look like in 2040? What makes you feel connected to your neighborhood?



Methods

Staff attended street and cultural festivals to raise awareness of Minneapolis 2040 and seek "Big Ideas" for the future of Minneapolis. At each of these events staff used coloring activities to draw youth and kids in to have a discussion about the future of the city, and to envision their community when they have aged 20 years. Participants were given an overview of the comprehensive plan, and Minneapolis 2040 project information on post cards. Participants were asked to share their ideas with a Six Word Story. Stories were recorded on cards, and shared with participants throughout each event that were hung on clothes lines.



A second round of Community Dialogues were hosted in the community. In earlier discussions, communities identified the need to focus the conversation around two or three topic areas, so staff returned with key discussion questions around transportation, jobs, housing, and the environment. City staff also returned with Department Leaders to engage and listen to participants. Participants were asked to share their experiences around those topics today, and how those needs may change in the future.



Two community meetings were held at the end of October, one at the Midtown Global Market and the other at North Commons Park. Community members interacted with staff at topical stations on housing, jobs, transportation, and the environment. Monica Sheets, a social practice artist, was a major contributor in designing meetings that were fun, thought-provoking, interactive and family friendly. This included writing the engagement questions, subcontracting artists, and soliciting feedback on the engagement process.

On more visionary questions, poets and graphic artists listened to participants share their perspectives and aspirations and represented their responses through poetry or visual art. Participants also had the opportunity to take part of a mini focus group called "Dig Deep with a Planner" which was staff led discussions about the participants' choice of topics.

Eric F. Avery, a performance artist, interactively engaged participants in a performance called TV2040, a fake television program being recorded live in 2040, which included a game show and 1 on 1 interviews with participation from the public.



Community members unable to attend the public meetings had access to the same content, questions, and feedback opportunities via the project website through interactive graphics and comment boxes. Another online method used was Tweet with a Planner. Over the lunch hour City staff posed questions based on the six Comprehensive Plan Values for community members to engage on.



What Did We Hear?

Engagement feedback collected throughout Phase 2 were transcribed and organized under themes that were representative of all the comments. The themes produced were an attempt to show the range of comments that were received. It shows the depth of comments that did not necessarily fall into the predefined topics of the comprehensive plan, but shows the concerns and ideas shared by participants. These themes include:

- Arts
- Buildings
- · Community and People
- Comp Plan
- Economic Development
- Education
- Equity

- Gentrification and Displacement
- Governance
- Growth
- Health
- Heritage Preservation
- Housing
- Land Use
- Parks and Open Space
- Public Safety
- Streets
- Sustainability
- Transit
- Transportation

Themes that informed engagement in future phases are highlighted below, which includes collected comments and summaries.

Equity

- Participants identified many areas of inequity and disparity in the city, including air quality, access to jobs, housing, education, income, and access to City resources.
- The city needs more economic investment zones to help build development in historically abandoned and underinvested neighborhoods.
- Invest more in areas with the most inequities. For example, complete the bicycle infrastructure, spur development, improve air and water quality, maintain affordable housing, and expand number of highfrequency bus routes. How do we invest in communities while not displacing families of color and small businesses?
- City government needs to be representative of the people in the community

• We have to change structures of power and privilege relative to policing and repair the community's trust in these systems.

Community and People

- We need to maintain affordability and the high quality of life in Minneapolis, especially for people of color so they are not driven out like they have been in other cities.
- There is a need for culturally-specific programming. Examples cited include language and youth enrichment programs that preserve Native culture and a community center for members of the Southeast Asian community.
- Many people are cognizant of the fact that we will all be older in 2040. We need to design our city with aging in mind.

Housing

- There is a need for housing for large families that is within a household's budget – sometimes families have to ignore their lease requirements so they can have more family members live with them. This includes multigenerational families.
- Landlord issues are a problem. Tenants are uncertain what it means for them when their landlord's rental license gets revoked and landlords are taking advantage of tenants with charging for repairs, cleaning on top of damage deposit, and unloading of taxes.
- There are not enough affordable housing options in Minneapolis. Families eventually move out into the suburbs because housing in the city is too expensive.

Economic Development

• City resources and regulations for small businesses need to be more transparent and user-friendly, including financing programs and licensing.

- The City needs to address educational disparities by supporting unique programs that provide skills training for people at all ages to prepare them for high-demand jobs.
- There should be more pathways to high-demand jobs and the removal of barriers to entry, such as criminal background disqualifiers and degree requirements that aren't necessary.
- People want transit connections between job centers and where people live.
- There needs to be more options of spaces for small businesses that are affordable.

Transportation

- Walkable, people-centered neighborhoods are sustainable and livable.
- Bike infrastructure needs to accommodate users of various levels of experience that makes it safe and accessible for all to use.
- More high-frequency bus routes in more parts of the city.
- Transportation investments can reduce disparities by connecting people to amenities like parks, schools, businesses, and people.

Gentrification and Displacement

- Cultural communities fear the loss of housing, economic status, and cultural identity.
- Renters are worried about rising rents that will displace them from their communities.
- How can we be honest with ourselves about gentrification and the racialized harm it entails?

Health

- Family stability and a healthy home can help youth with school attendance by improving physical, spiritual, and mental well-being.
- More affordable fitness and exercise options are needed throughout the city, particularly for youth and seniors.

All the raw data collected from Phase 2: Big Questions, an overview of themes of the feedback that was collected, and a summary handout of engagement activities can be found on the website: minneapolis2040.com/planning-process.

Next Steps/How was the feedback used?

A common theme that was heard throughout Phase 2 engagement was the topic of racial equity on topics such as housing, jobs, transportation, the environment, and health. Community members acknowledged that disparities between people of color and indigenous communities compared to white people continues to persist, and that there is a lack of opportunities for economic mobility and access to healthy and safe homes that meets their needs.

The engagement feedback influenced City staff to formulate overarching goals for the comprehensive plan. The purpose of the goals is to state the plan's intent as clearly as possible, and to provide guidance for staff in developing the draft comprehensive plan.

The history of systematic racism and its influence on today's conditions became a focal point of discussion among many community members. This influenced City staff's direction in the design of engagement around content in order to raise the narrative of racial inequities and the history of it in Minneapolis for Phase 3: Policy Framework.

Phase 3: Policy Framework (January - December 2017)



Phase 3: Policy Framework began with the development of the overarching goals for Minneapolis 2040. City staff reviewed engagement feedback from prior phases, and developed overarching goals to state the intent of the plan in order to provide guidance for staff in developing draft comprehensive plan policies. A key theme staff heard from engagement throughout engagement was Equity. Equity, a key theme and comprehensive plan value, was heard on various topics such as housing, jobs, transportation, the environment, and health. As a result of engagement, City staff developed fourteen goals for Minneapolis 2040 that were adopted by the Minneapolis City Council in April 2017.

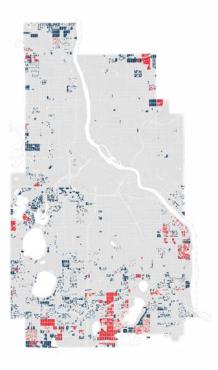
Phase 3 occurred throughout 2017 and was divided into two rounds of engagement in order to increase opportunities for engagement and develop a framework for the comprehensive plan. Phase 3A lasted from the spring through the fall of 2017 with the objective to gather feedback on strategies related to the goals through the lens of racial equity.

The City returned to the community in the winter of 2017 known as Phase 3B with the following objectives:

• Report back on what was heard during Phase 3A

- Reaffirm the feedback by providing supporting information and context
- Seek feedback on draft policy directions, and how to apply them geographically to expand opportunities for housing, jobs and improve connectivity.

One of the driving influences of today's racial disparities, in such topics as housing, is the systematic inequities that are deeply rooted in discriminatory policies and practices. The top goal for Minneapolis 2040 is: *"In 2040, Minneapolis will have significantly reduced economic, housing, safety, and health disparities among people of color and indigenous peoples compared with white people."* Phase 3A engagement activities were designed to gather input about strategies to achieve the Minneapolis 2040 goals by framing the discussion about the historical context of past planning and housing-related decisions and their negative effects on communities through the lens of racial equity. In the map below, red denotes where racial covenants have been found, while blue indicates no racial covenants.



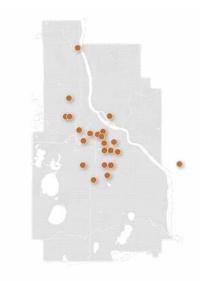
Map showing where racial covenants have been found in Minneapolis (in red) and where they have not (blue).

Areas of the city that lack housing choice today were built that way intentionally due to zoning regulations and federal housing policies that worked together to determine who could live where, and in what type of housing through what is called 'redlining'. One of the key projects that informed content for Phase 3A was Mapping Prejudice, a project working to identify and map racially restrictive covenants, and racially-restrictive deeds, from the 20th century that prevented people who were not white from buying or occupying property within Minneapolis. This project was undertaken by Augsburg University and the Center for Urban and Regional Affairs (CURA) at the University of Minnesota.

An integral piece of Phase 3A engagement was also the unveiling of a new mobile engagement tool called Imagining Equity. A mobile engagement tool is a highly portable and durable tool that can be used for engagement activities at street and cultural festivals. Local artists, Molly Van Avery and Mike Hoyt collaborated with staff to design a tool to tell the story about the historic context of inequities through the use of scrolls depicting the history and present day conditions called crankies. Participants interacted with the tool, and created their own crankies to share their vision for addressing racial disparities.



Phase 3B culminated with an engagement push throughout the winter of 2017 with online engagement activities and a series of open houses.



Phase 3A Engagement Activities

Community Connections Conference 4/1/17 – Minneapolis Convention Center

Lao Community Dialogue (LACM) 4/5/17 - Harrison Recreation Center

Hmong Community Dialogue (HAMAA) 4/7/17 - Harrison Recreation Center

Homelessness Community Dialogue 4/8/17 - People Serving People

Minneapolis Advisory Committee on Aging 4/13/17 - City Hall Minneapolis

Youth Congress 4/13/17 - Central Library

Minneapolis Advisory Committee on People with Disabilities 4/19/17 - City Hall

Elliot Park Earth Fest 4/20/17 - Elliot Park

Latino Community Dialogue

4/25/17 - Mercado Central

Metropolitan Urban Indian Directors (MUID) 4/25/17 - Minneapolis American Indian Center

MayDay Festival 5/7/17 - Powderhorn Park

MUID Housing Subcommittee 5/12/17 - American Indian OIC

Juneteenth 6/17/17 - North Mississippi Regional Park

Somali Independence Day Festival 7/1/17 - Lake St.

African American Leadership Forum (AALF) Quarterly Meeting 7/8/17 - Hallie Q. Brown Community Center, St. Paul. MN

Open Streets – Lake + Minnehaha 7/23/17 - Lake St.

Open Streets – Northeast 8/6/17 - University Ave and Hennepin Ave

Kulture Klub Collaborative 8/10/17 - Youthlink

Emerge MN 8/22/17 - Cedar Riverside Opportunity Center

Open Streets – West Broadway 9/9/17 - West Broadway

Central Neighborhood Fair 9/16/17 - Green Central Park Tweet with a Planner 4/18/17

Digital Workshop April - May 2017

Phase 3A Meeting-in-a-Box (Host Packet and Participant Packet)

Engagement Questions -- Phase 3A

The focus on much of engagement was on housing opportunities and access. Participants were asked to share their ideas on strategies to create housing opportunities and solutions that will enable those investments to occur. Another set of questions were created for the Imagining Equity - Mobile Engagement Tool, specifically for interactions at street and cultural festivals based upon the content created for the crankies.

Housing

How can the comprehensive plan increase access and opportunities for housing?

Imagining Equity

- The year is 2040. Minneapolis has eliminated race-based disparities. What is it like in 2040?
- Draw Minneapolis in 2040, a city that is healing and reconciling forward. What does it look like? How do we get there?

Methods -- Phase 3A

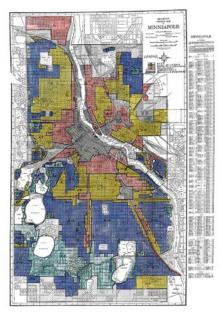
For the second year in a row, Minneapolis 2040 played a prominent role at the Community Connections Conference. It was scheduled as part of the kickoff to a month-long engagement push that lasted through April. Minneapolis 2040 played a role as an exhibitor with artist-designed activities, and hosted two breakout sessions: one on gentrification, and another on racially-restrictive covenants in Minneapolis.

Participants engaged in many activities related to the exhibit such as a facilitated discussion called "Planning for Equity" in which staff provided a historical context of transportation and housing policies and their impacts on equity and growth in Minneapolis. In a game called "Envisioning Housing for All", participants redesign a neighborhood in order to provide housing opportunities. Participants arranged new buildings on a large poster board in relation to streets, parks, among other amenities, and scored points based on where blocks were placed. Afterwards, artists used the participants' layouts to create 3-D models to share for further discussion.



Staff utilized archival maps and resources to raise awareness about these historical planning practices and policies in order to seek feedback to address the issues of the lack of housing diversity, and how to increase housing choice to live to in any neighborhood in the city. Participants were encouraged to think about how to help reverse these disparities using a planning toolkit of regulations and programs. Maps and resources that were made available include:

 Redlining – Guidelines on mortgage lending, originally created by the Home Owners Loan Corporation (HOLC) in the 1930s, which influence private and public leaders in the awarding of mortgages.



Home Owners Loan Corporation (HOLC) map of Minneapolis from the 1930s

- Racial Covenants Where restrictions were racial restrictions were imposed on properties.
- Poverty and Race Areas of concentrated poverty with at least 50% people of color

A third round of Community Dialogues was hosted in which redlining and racially restrictive covenants maps were key materials to the discussion about strategies. Staff returned to communities with department leaders and representatives from various Topical Research Teams to engage with community members and seek strategies to reverse these disparities. Much of the discussion focused on strategies that allowed equitable opportunities, and the prioritization of resources that invest in growth that benefits communities that already live in the community.



Imagining Equity: Minneapolis 2040 Mobile Engagement Tool

Over the summer, City staff unveiled a new mobile engagement tool called Imagining Equity. A mobile engagement tool is a highly portable and durable tool that can be used for engagement activities at street and cultural festivals. Local artists, Molly Van Avery and Mike Hoyt, collaborated with staff to design a tool to tell the story about the historic context of racial inequities in Minneapolis, and gather community feedback on how to address these disparities.

Two scrolls, called crankies, were the centerpiece of the tool in which users would cycle through to see hand-sketch images representing the history of Minneapolis, and present day conditions through the lens of racial equity. The history crankie, labeled "Our Past", depicts Native Americans, the history of colonization of tribal lands, and social struggles of disenfranchised communities over time due to discriminatory policies and structures of oppression which has resulted in racial disparities. The second crankie, called "Our Present", frames this narrative in contemporary issues that communities face such as the lack of affordable housing, homelessness, and displacement.



After participants navigated through the crankies they were invited to share ideas about what the city should be doing to address these disparities, and what do these outcomes look like in the year 2040. Participants provided their feedback by creating their own crankie on a long sheet of paper through drawings and text, or by writing down their comment or idea on a piece of paper. Crankies created by participants were electronically scanned, and the author kept the paper copy.

What Did We Hear? -- Phase 3A

Engagement feedback collected throughout Phase 3A was transcribed and organized under the 14 overarching comprehensive plan goals. Staff heard a range of comments about housing, and feedback related to the comprehensive plan goals. Much of the feedback shared a range of people's experience around access, affordability, and options on various topics around housing, jobs, transportation, and health. Below is a summary representing a range of themes that were heard, but it does not reflect all the comments collected.



Comments shared include people experiencing discrimination in accessing and tenanting rental properties, and the lack of accountability by landlords to maintain their properties. Others talk about having limited options of where to live due to the lack of affordable housing in neighborhoods throughout the city. Families also shared their experience of not having enough housing options that will be able to accommodate their family due to their diverse multi-generational household that are based on their cultural preference, and sentiments of fear due to gentrification and displacement that occurs with rising housing costs and development. Comments around jobs and retail identified investments that are needed to address the lack of options and resources necessary to support small businesses, prepare residents for living-wage jobs, and enable access to retail, goods, and services where people live.

Another theme among comments was related to transportation and the need for more sustainable modes of travel. Walking, biking, and public transportation are modes of travel that should be prioritized in order to ensure the safety of users, support healthy lifestyles, and protect the environment for future generations.

All the raw data collected from Phase 3A and a summary handout of engagement activities can be found online at: minneapolis2040.com/planning-process-phase-3a-policyframework.

Next Steps/How was the feedback used?

City staff took the raw data and summarized the feedback into themes. Phase 3A engagement feedback was used to draft policy statements, and develop policy language in order to help achieve the comprehensive plan goals.

The policy statements were then used to inform and design engagement content for Phase 3B: Policy Framework that occurred during winter 2017.



Phase 3B: Policy Framework (Winter 2017)



After a series of Community Dialogues and a summer of engagement the public at street festivals, City staff worked with the Topical Research Teams to incorporate engagement feedback into policy statements, and draft comprehensive plan policy. After incorporating feedback into the revised draft policy staff still had questions around how growth policies will be applied throughout the city which needed public feedback.

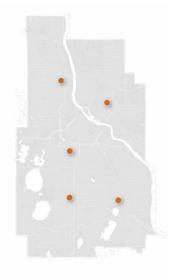
Throughout 2017, City staff learned a lot from Minneapolis residents about their vision for the future of the city. Staff heard that not everyone has the choice and access to the type of housing that meets their needs, and are unable to shop for groceries near their home, especially without a car. Additionally, staff also heard that there is a desire for the city to be more walkable, bikeable, and mass transit-friendly. City staff proposed some ideas on how to achieve this, and asked the public to comment and identify places in the city to expand these opportunities. The main objectives of Phase 3B engagement were to:

- Report back on what was heard during Phase 3A
- Reaffirm the feedback by providing supporting information and context

 Seek feedback on draft policy directions, and how to apply them geographically to expand opportunities for housing, jobs and improve connectivity

The City hosted open houses in each of the five planning sectors of the city. Staff partnered with neighborhood organizations to host these meetings and conduct outreach to residents. Artist Monica sheets collaborated with staff to design engagement activities that were fun, engaging, and family-friendly.

Phase 3B engagement started at the end of November 2017 with the release of online engagement activities which included a parallax – an online story-telling tool which images and text for people to scroll through and provide feedback, Make a Map – an online mapping tool, and the an updated Meeting-in-a-Box for Phase 3B.



Phase 3B Engagement Activities

East Open House 12/2/17 - Van Cleve Park

North Open House 12/5/17 - Farview Park

South Open House 12/9/17 - Roosevelt High School Southwest Open House 12/11/17 - Martin Luther King Park

Downtown Open House 1/23/18 - Plymouth Congressional Church

Online Parallax

Make a Map (Maptionnaire)

Phase 3B Meeting-in-a-Box (Host Packet and Participant Packet)

Engagement Questions - Phase 3B

Activities for Phase 3B were organized in a way to guide users through prior engagement efforts, and how the feedback that has been collected has informed decisions and policy in subsequent phases. Content was divided into areas of focus for the comprehensive plan: housing, retail, streets, complete communities, and climate change. Participants were prompted with feedback that was collected, and were provided ideas on what the City can do to meet the comprehensive plan goals.



Engagement during Phase 3B asked participants to reflect on proposed ideas and their effectiveness in achieving the goals for the comprehensive plan. Participants were asked to rate these proposed ideas on a scale ranging from a rating of "It's Effective" to "Let's Rethink". Participants were asked to explain their rating through a comment. Below are the proposed ideas organized by topical areas:

Housing

- Build a wider variety of housing types at all affordability levels.
- Increase the supply of housing to help keep all housing more affordable.

Retail

- As jobs increase, make sure we have enough places for new businesses close to where Minneapolis residents live.
- Provide better mass transit to places of employment.

Streets

- Ensure the city's streets prioritize walking, bicycling, and mass transit.
- Make the city more pleasant for walking and continue to build a system of protected bike lanes.



Complete Communities

- Build more housing, retail, and places for employment, especially near mass transit.
- Ensure people can get goods and services close to where they live by building more stores in under-served areas.

Climate Change

- Retrofit existing buildings to reduce energy consumption and dependency on fossil fuels.
- Ensure that new buildings are as energy efficient as possible.

An integral part of feedback was on where to apply these proposed ideas geographically in the city. In online and inperson interactions the public were provided three different maps to identify opportunities to expand housing, jobs and retail, and improve connectivity. The questions that accompanied these maps are:

 Show us...opportunities to expand housing choice. Please identify locations to expand housing choice and tell us why.



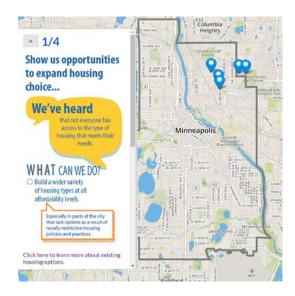
- Show is...opportunities to improve access to retail. Please identify locations to expand retail access and tell us why.
- Show us...opportunities to expand connectivity via walking, biking, and transit. Please identify locations to expand connectivity via walking, biking, and transit.

Methods - Phase 3B

Parallax – an online story-telling tool which images and text for people to scroll through and provide feedback. Staff utilized this tool to inform the public, and update new participants, of the work that has been done to date. Users were prompted with feedback collected from engagement, and supporting information and data. For those who were interested in learning more about the supporting information links were provided to maps and resources. As the user navigated through the parallax they were given the proposed ideas and were asked to rate those ideas and provide comments. The parallax was adapted for materials for the updated Meeting-in-a-Box, online engagement materials, and the open houses.



Make a Map (maptionnaire) – Maptionnaire is an online mapping tool used for gathering engagement feedback. The City utilized this tool to provide the public with an opportunity to identify opportunities to expand housing choice, access retail, and expand connectivity by draw shapes, lines, and points on a map. For each data point drawn users were encouraged to explain why they selected that location.



Meeting-in-a-Box – Meeting-in-a-Box was updated for Phase 3B with questions and maps from the parallax. This included maps which asked participants to identify places in the city to expand opportunities for housing, jobs and retail, and improve connectivity.

What Did We Hear? - Phase 3B

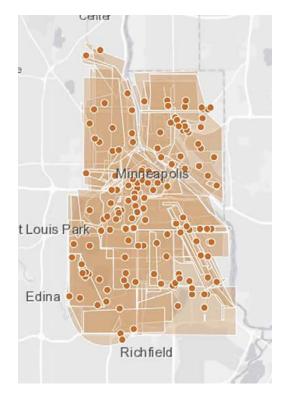
Much of the questions around engagement was centered on the effectiveness of the proposed ideas in achieving the comprehensive plan goals. There was general support of most of the proposed ideas and their effectiveness. Comments from the Rate This Action exercise reaffirmed the need to preserve affordable housing, as well as build more of it throughout all neighborhoods in the city. There was also the reoccurring theme of increasing housing opportunities for all residents by allowing more 'missing middle' housing, and for specific communities such as seniors, people with disabilities, and low-come households.



Some mixed reactions and concerns were also raised from the Rate This Action exercise. Two proposed ideas had a wider range of responses such as the Housing proposal of, "Increase the supply of housing to keep all housing more affordable". One can infer that the thought of density could have an adverse effect on livability, and not directly address the issue of affordability, which resulted in a wider range of responses compared to other proposed ideas. Another proposed idea from Transportation, "Make the city more pleasant for walking and continue to build a system of protect bike lanes", received similar responses. A mixed reaction can be due to sentiments towards bikers versus the merits of biking infrastructure and the opportunities that it creates for safer and sustainable modes of travel, especially for walking.

Mapping Feedback

Mapping feedback was collected online, from stations at the open houses, and submitted via Meeting-in-a-Box. There was a pattern of overlap in lines and shapes drawn in between the maps which asked to identify opportunities for housing and jobs. Housing opportunities along highfrequency transit routes and light rail stations were consistently identified. Participants also identified areas within neighborhoods, which are off transit corridors, as opportunities to allow for more diverse housing options such as duplexes, triplexes, and 4-plexes. When asked for where retail opportunities should expand participants identified streets that today are commercial corridors, or could potentially support the expansion of these uses (i.e. downtown, Franklin Ave, East Lake St, Central Ave, West Broadway, Lowry Ave, and 38th St). These areas aligned with similar areas identified for housing opportunities which are currently or will be served by hi-frequency transit service.



For mapping opportunities to improve connectivity, the feedback collected ranged from suggestions on infrastructure improvements to address concerns around safety and connectivity to improvements for public transportation facilitates and service. A consistent theme arose around the need for improved transit connectivity to job centers such as downtown and other commercial areas. There was sentiments of frustration for commuters who are required to make transfers in downtown Minneapolis when their movements could be more efficient if there was better service east-west or north-south, which would bypass downtown.

Biking and pedestrian infrastructure improvements for specific areas were consistently identified along commercial corridors where there tends to be a lot of vehicle and pedestrian traffic. Suggestions include applications that will create an environment which would calm traffic and create a safer environment for walking and biking. These specific concerns were addressed into draft comprehensive plan policy by Topical Research Teams and the Project Team. Specific points shared from the transportation mapping exercises were forwarded to Public Works staff for consideration into future capital projects.

All the raw data collected from Phase 3B can be found online at minneapolis2040.com/planning-process-phase-3b-policy-framework.

Next Steps/How was the feedback used?

The data collected from the mapping exercises were used to develop land use guidance for Minneapolis 2040. Data collected from the connectivity/transportation mapping exercise were forwarded to Minneapolis Public Works Staff for consideration into future capital projects.

City staff took the raw data and organized the feedback into the topical areas. Feedback from the 'Rate This Action' exercise affirmed the policy direction of the comprehensive plan, and the comments were used to further refine draft policy that will lead to the outcome of the draft document in Phase 4: Policy Document.

Phase 4: Policy Document (January - March 2018)

The purpose of this phase was to further develop the elements in Phase 3 into a cohesive, comprehensive document, highlighting major themes and policy. City staff used this time to develop policy content and create a draft document that was released in March 22, 2018 for Phase 5: Review.

Phase 5: Review (March - December 2018)

In spring 2018, a draft comprehensive plan document was released for public review. Throughout the months of May through July a series of engagement activities will be hosted in order to gather public feedback on the draft comprehensive plan document. At the same time the plan will undergo jurisdictional review by neighboring cities, and applicable government jurisdictions.

All comments that are collected during this process will be compiled in order to inform the City Planning Commission and the City Council's decision on final plan revision and adoption.

More information on engagement opportunities can be found online at Minneapolis2040.com.

Small Area Plans

Explore how each small area plan is incorporated into Minneapolis 2040.

Explore How Minneapolis 2040 and Small Area Plans Interact

How Minneapolis 2040 updates Small Area Plans in general

- Future land use and built form guidance: Minneapolis 2040 updates this guidance for the entire city in service to the Minneapolis 2040 goals. This new guidance is informed by the guidance of the small area plans, and updated where necessary to be consistent with the application of Minneapolis 2040 goals and policies citywide. Minneapolis 2040 will be used to guide future land use and built form guidance in areas covered by past small area plans.
- Urban design policies: Minneapolis 2040 includes urban design policies intended to shape the design of new buildings. This guidance is informed by the design guidance of small area plans, and applies to all new development in the city. Minneapolis 2040 will be used to guide urban design in areas covered by past small area plans.
- **Capital improvements:** Capital improvement projects that are identified in small area plans and that are yet to be implemented will be evaluated as part of the 2019 update to Access Minneapolis, the City's transportation action plan.
- **Community Development Strategies:** Minneapolis 2040 updates Housing and Economic Competitiveness policies aimed at achieving this plans' goals and policies. These are informed by the body of work in the last decade of small area plans. Stakeholders are encouraged to continue with community development strategies identified in small area plans that are yet to be completed and contribute to implementation of Minneapolis 2040 goals and policies.

38TH STREET STATION AREA PLAN

Plan Background

This 38th Street Station Area Plan is the City's vision for the future of the 38th Street LRT station area. It is the culmination of extensive community involvement as well as staff and consultant work. It identifies locations, priorities, and guidelines for redevelopment, including the grain mills along Hiawatha Avenue.

Future Land Use and Built Form

Where there was a mix of residential and commercial land use fronting 38th Street in the station area plan west of Hiawatha Avenue, property is now consistently identified as future commercial in the new Minneapolis 2040 map. Properties between Hiawatha and Dight Avenues are also identified as future commercial land use, consistent with the station area plan which calls for a mix of uses. Production mixed use and urban neighborhood categories remain in some areas, largely consistent with the recommendations from the station area plan. Nodes along Minnehaha Avenue retain their future commercial land use designation, with some expansion of allowed commercial uses between 37th and 40th Streets.

The built form recommendations in the station area plan are identified with a number indicating appropriate building height on some of the properties. In many areas the recommendations are unclear or do not exist. The Minneapolis 2040 built form map identifies properties nearest the LRT station, and on property fronting Hiawatha Avenue for the greatest building bulk – at times ranging between the 'Corridor 6' and 'Transit 20' categories. The 38th Street and Minnehaha Avenue corridors are labeled with the 'Corridor 4' category immediately fronting on the streets, which is largely consistent with the station area plan, while transitioning to the 'Interior 3' category for properties just off of the corridors. West of Hiawatha the 'Corridor 4' category is expanded further off of the corridors to allow for additional transit and commercial supportive redevelopment.

46TH AND HIAWATHA STATION AREA MASTER PLAN

Plan Background

The 46th and Hiawatha Station Area Master is a land use plan for transit-oriented development (TOD) near the 46th Street Hiawatha LRT station. The area of study includes Longfellow, Standish-Ericsson, and Nokomis East. It focuses on land uses, urban design, public infrastructure, and amenities located within one-half mile of the station. The plan was developed with public participation and guidance from both community and technical advisory committees. The plan informs City policy, guiding changes to the City's Comprehensive plan, zoning regulations, redevelopment activity, and capital improvement plans.

Future Land Use and Built Form

Future commercial land use in the Minneapolis 2040 map is largely consistent with the station area plan, with expansion shown on the edges south of 46th Street on the east side of Hiawatha and west along 46th Street from the LRT station. Production mixed use and urban neighborhood categories are utilized elsewhere in a manner consistent with the station area plan.

The built form recommendations in the station area plan are identified with a number indicating appropriate building height on some of the properties - the maximum building height identified in these documents is 4 stories. The Minneapolis 2040 built form map increases many of the bulk allowances identified in the station area plan. Particularly properties nearest the LRT station and property between Hiawatha and Snelling Avenues are guided for the greatest intensity - at times ranging between the 'Corridor 6' and 'Transit 15' categories. The 34th Avenue and Minnehaha Avenue corridors are labeled with the 'Corridor 4' category immediately fronting on the streets, which are not directly addressed by the station area plan, while transitioning to the 'Interior 3' category for properties just off of the corridors. West of Hiawatha the 'Corridor 4' category is expanded farther off of the corridors to

allow for additional transit and commercial supportive redevelopment.

ABOVE THE FALLS MASTER PLAN UPDATE

Plan Background

The Above the Falls Master Plan Update was approved by the City Council on Friday, June 14, 2013. The plan updates the policy guidance for Minneapolis' upper riverfront from the vision in the original plan adopted in 2000.

Future Land Use and Built Form

There are very few changes to the future land use recommendations found in the master plan as they appear in the Minneapolis 2040 map. Employment districts are placed in the Production and Distribution future land use category, while other industrial properties guided for a mix of jobs, commercial, and residential uses are placed in the Production Mixed Use category. Concentrations of commercial mixed use categories can also be found in areas consistent with the master plan. The Parks boundary is consistent with what is found in the master plan as well.

The built form recommendations in the master plan are less specific than what is found in the Minneapolis 2040 future built form map. The majority of the upper riverfront falls under the 'Corridor 6' category, which allows 6 stories as of right. Between the river and Interstate 94, properties that fall outside the influence of the Mississippi Critical Area are guided for the 'Production' and 'Transit 10' built form categories, allowing up to 10 stories as of right. Additional height in these areas will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

AUDUBON PARK NEIGHBORHOOD MASTER PLAN

Plan Background

The Audubon Park neighborhood undertook a planning process with the assistance of DJR Architects in the latter half of 2007 and early 2008 to develop a small area plan to guide the type and scale of future development and articulate preferred design elements that complement their area. The planning process built on the existing policy direction given by the City's Comprehensive Plan for focusing new development along major corridors such as Central Avenue NE and Johnson Street NE and at neighborhood commercial nodes such as 29th & Johnson. The plan was approved by the City Planning Commission on April 14, 2008, and by the City Council on May 16, 2008.

Future Land Use and Built Form

There are very few changes to the future land use recommendations found in the master plan as they appear in the Minneapolis 2040 map. Commercial mixed use future land uses are consistent with what is proposed along Johnson Street NE between 29th and 28th Avenues. Other than the commercial mixed use categories applied on Central Avenue NE, most properties within the master plan boundary falls under the Urban Neighborhood future land use category. Central Avenue, Lowry Avenue, and Johnson Street are all identified as Goods and Services corridors which allow for expansion of commercial uses under conditions outlined in the Minneapolis 2040 land use policies.

The built form recommendations in the master plan are also largely reflected in the Minneapolis 2040 future built form map – and expands the areas eligible for increased development intensity. Consistent with the way similar transit corridors are treated throughout the city, 'Corridor 4' is applied on the Johnson Street and Lowry Avenue frontages with the 'Interior 3' category applied to properties immediately adjacent to those fronting on corridors. Closer to Central Avenue the 'Corridor 6' and 'Transit 10' categories are applied to better take advantage of the frequent transit service available in the corridor.

BASSETT CREEK VALLEY MASTER PLAN

Plan Background

In 2000 the Minneapolis City Council established the Redevelopment Oversight Committee (ROC) to guide future redevelopment of Bassett Creek Valley. The ROC consists of residents, Valley business people, City Councilmember and mayoral representatives and Ryan Companies selected as master development partner by the neighborhoods through an extensive interview process. With a foundation of grassroots community dedication and an 18-month strategic planning process, transformation of Bassett Creek Valley is ready to shift from plan to action. The rebirth of Bassett Creek Valley will be the celebrated legacy of this generation of Minneapolis leadership.

Future Land Use and Built Form

Many land use and built form recommendations in the Bassett Creek Valley Master Plan were reinterpreted and updated through the adoption of the Van White Memorial Boulevard Station Area Plan, adopted in 2017. A summary of how those areas are represented on Minneapolis 2040 maps can be found on the Van White plan page. For the remaining areas not covered by the Van White plan, the Bassett Creek plan's land use and built form recommendations for areas south of the creek have been accommodated through application of the Production Mixed Use and Parks and Open Space categories. Built form on the Production Mixed Use property remains relatively permissive, with the 'Transit 30' category applied to accommodate the mixed use development envisioned in the Bassett Creek plan.

CEDAR-RIVERSIDE SMALL AREA PLAN

Plan Background

The Cedar Riverside Small Area Plan is a policy document produced by the City of Minneapolis to guide land use and development in the Cedar Riverside neighborhood for the next 20 years. It builds upon the policy direction of The Minneapolis Plan, the City's comprehensive plan. It is meant to articulate a vision for the neighborhood based on existing City policy and input from residents, businesses, students, and employees throughout the planning process. The City, public institutions, and community organizations will use the plan to guide their own decision-making processes with incremental changes to realize the full vision.

Future Land Use and Built Form

Recommendations from the land use map in the Cedar Riverside Small Area Plan are largely left intact in the Minneapolis 2040 future land use map. Much of the plan area remains guided for future public, office, and institutional uses. Mixed use commercial categories are concentrated along Cedar and Washington Avenues as well as near the light rail stations. Riverside, Cedar, and Washington Avenues all carry the Goods and Services Corridor designation to allow for expansion of commercial uses along them. Urban neighborhood is applied in parts of the plan area that are primarily residential today.

The small area plan does not have a parcel specific built form map, and instead communicates levels of intensity through the future land use map. The majority of properties on the future built form map in Minneapolis 2040 are guided for the 'Corridor 6' category, with the exception of residential areas off of corridors that are guided for 'Corridor 4' and 'Interior 3'. Properties nearest the two light rail stations are guided for the 'Transit 30' category.

CENTRAL AVENUE SMALL AREA PLAN

Plan Background

The Central Avenue Small Area Plan articulates a vision that will improve the relationship between the Avenue and surrounding neighborhoods. The Plan encourages robust growth by creating a lively active pedestrian-oriented street that supports existing entrepreneurs and attracts new investments while helping to stabilize surrounding neighborhoods by clearly defining the limits and location of commercial development. After an extensive public process over more than a year, the Central Avenue Small Area Plan was approved by the Planning Commission on May 12, 2008 and by the City Council on June 20, 2008.

Future Land Use and Built Form

The Minneapolis 2040 future land use map is largely consistent with the recommendations from the Central Avenue Small Area Plan. Commercial uses are encouraged along the corridors, with a concentration of activity at the intersection of Central Avenue and Lowry Avenue. The 'Destination Mixed Use' category is applied to that intersection, which requires commercial retail frontage in mixed use buildings. Where Minneapolis 2040 diverges from the Small Area Plan a bit is in expanding the areas along Central Avenue that allow for and encourage commercial uses as of right. This is done to expand access to commercial goods and services for residents, employees, and visitors to the area. At the southern end of the study area the concept of retaining and expanding on the employment opportunities that are offered there is retained through the use of the 'Production Mixed Use' category - which signals support for the ongoing eclectic nature of uses in the area.

The Minneapolis 2040 built form map attempts to reflect the recommendations from the small area plan in a way that is consistent with adopted plan goals and also includes further intensification throughout the study area to match the built form conventions in the new plan. Consistent with the way high frequency transit corridors are treated throughout the city, 'Corridor 6' is applied to properties fronting Central Avenue with the 'Interior 3' category applied on properties not fronting on corridors. Nearer the Central and 29th Avenue, Central and Lowry, and Central and 18th Avenue intersections, the built form category transitions up to the 'Transit 10' district to reflect the small area plan's recognition of these being focal points of activity along the corridor. In much of the area guided 'Production Mixed Use' future land use, properties carry the 'Corridor 6' designation. A minimum building

height of 2 stories is required in the 'Corridor 6' and 'Transit 10' categories. Additional height throughout the study area will be considered through the conditional use permit process.

CHICAGO AVENUE CORRIDOR PLAN

Plan Background

In 2010-2011 the City of Minneapolis department of Community Planning and Economic Development (CPED) engaged area residents, institutions, businesses and other stakeholders in a corridor planning process for Chicago Avenue between I-94 and the Midtown Greenway. The project was staffed by the CPED-Planning Division and guided by a steering committee representative of key stakeholders. The City Council adopted the Chicago Avenue Corridor Plan and associated zoning changes on January 13, 2012. The Plan provides guidance for future development and land use changes, outlines multimodal transportation initiatives in the area, and includes an action plan for focusing investment on Chicago Avenue.

Future Land Use and Built Form

Recommendations from the land use map in the Chicago Avenue Corridor Plan are altered slightly in the Minneapolis 2040 future land use map to better reflect plan goals related to access to housing, jobs, and goods and services. Much of the plan area remains guided for future public, office, and institutional uses – which allows for continued expansion of housing and commercial along the high frequency transit route present on Chicago Avenue.

The corridor plan does not have a parcel specific built form map. Consistent with the way similar transit corridors are treated throughout the city, 'Corridor 6' is applied on the Chicago Avenue frontage with the 'Interior 3' category applied on properties not fronting the corridor. Closer to the Midtown Greenway the 'Transit 10' category is applied to take advantage of the increased bicycle, pedestrian, and transit access available at that location.

CORCORAN MIDTOWN REVIVAL PLAN

Plan Background

The Corcoran Midtown Revival Plan reflects a vision for the Corcoran neighborhood in the vicinity of the Lake Street/ Midtown LRT Station. It stems from and builds upon the Hiawatha/Lake Station Area Master Plan. The Plan was adopted by the City Council on October 11th, 2002.

Future Land Use and Built Form

Recommendations from the land use map in the Corcoran Midtown Revival Plan are reflected in the Minneapolis 2040 future land use map largely through the use of mixed use commercial districts near the light rail station and along Lake Street, which also carries the Goods and Services Corridor designation. Remaining areas are placed in the Urban Neighborhood category.

The Corcoran Midtown Revival Plan does not have a parcel specific built form map, but does communicate some intended level of development intensity through the land use map. Consistent with the way other light rail stations are treated throughout the city, the greatest built form intensity is concentrated at the station itself. In this case, built form districts range in intensity from 'Corridor 6' to 'Transit 20'. Areas within the influence of the station area but not directly on a corridor receive a range of designations depending on proximity to the station, including 'Interior 2', 'Interior 3', and 'Corridor 4'.

DOWNTOWN EAST NORTH LOOP PLAN

Plan Background

The primary goal of the Downtown East/North Loop Master Plan is to develop a vision and a framework for how new growth should occur in the underdeveloped districts of Downtown Minneapolis, particularly in areas surrounding proposed rail transit stations. The Downtown East/ North Loop Master Plan was adopted by the Minneapolis Planning Commission in September 2003. It was subsequently adopted by the Minneapolis City Council in October 2003.

Future Land Use and Built Form

Recommendations from the master plan for the North Loop area are covered in the summary of the North Loop Small Area Plan. Remaining recommendations from the master plan, primarily in Downtown East are reflected in the Minneapolis 2040 future land use map largely through application of the Public, Office, and Institutional land use category. The category accommodates all of the uses identified as appropriate in the master plan for this part of the city. Additional guidance is given on the location and nature of required mixed use retail through application of the Destination Mixed Use category. Goods and Services Corridors on Washington and Chicago Avenues, as well as surrounding the The Commons Park further emphasize the opportunity for street fronted commercial uses.

The master plan communicates building scale with three categories of Low (1 to 4 floors), Medium (5 to 13 floors), and High (14 floors and taller). This convention is abandoned in Minneapolis 2040 in favor of generally more permissive height guidance with the application of the 'Transit 30' and 'Core 50' categories throughout the Downtown East portion of the study area. The exceptions to this application are properties that fall within the Ninth Street South Historic District, which received the 'Corridor 6' designation.

ELLIOT PARK NEIGHBORHOOD MASTER PLAN

Plan Background

Over two years in the planning and creation, Elliot Park Neighborhood's Master Plan is the realization of thousands of hours of effort contributed by citizen participants and community stakeholders. The Master Plan is the neighborhood's vision for directing its planning and development efforts during the upcoming years. The Elliot Park Neighborhood Master Plan was recommended for approval by the City Planning Commission at the March 17, 2003 meeting, and approved by the Minneapolis City Council at the regular meeting of April 4, 2003.

Future Land Use and Built Form

The Elliot Park Neighborhood Master Plan does not contain a parcel based land use or built form map. Guided future land use in Minneapolis 2040 allows for a mix of uses throughout the neighborhood with the application of the Public, Office, and Institutional land use category. Destination Mixed Use is applied on Chicago Avenue, which is also identified as a Goods and Services Corridor – making clear the expectation that commercial retail will be included in new developments. The plan focuses on scale of development transitioning from the downtown core toward the southern edge of the neighborhood at Interstate 94. The Minneapolis 2040 built form map retains this concept while increasing the recommended base allowed building height through application of the 'Transit 30' and 'Corridor 6' categories.

FRANKLIN-CEDAR/RIVERSIDE AREA MASTER PLAN

Plan Background

The Franklin-Cedar/Riverside Transit Oriented Development Station Area Master Plan is part of a series of long-range plans for transit-oriented development (TOD) around Hiawatha LRT station sites. The area of study includes Cedar/Riverside, Seward, East Phillips, and Ventura Village. It focuses on land uses, urban design, public infrastructure, and amenities located within a 1/2-mile of the station. The purpose of the Plan is to guide changes that build upon neighborhood strengths and capitalize on opportunities.

Future Land Use and Built Form

The master plan does not contain a parcel based land use or built form map, rather a master plan concept map showing building uses and potential development footprints. Recommendations for the area in the Cedar

Riverside neighborhood were updated through the Cedar-Riverside Small Area Plan process (2008). A summary of how those recommendations were incorporated into Minneapolis 2040 can be found on that plan page. For the Franklin station area portion of the master plan. a companion document was also used to inform the guidance in Minneapolis 2040. The Franklin Avenue LRT Station Area Development Implementation Plan was developed in 2005 to further the recommendations found in this master plan. Both documents call for intensification of land use and built form near the station, with a long term eye toward transitioning away from industrial uses. Minneapolis 2040 reflects those recommendations on the future land use map through application of the Community Mixed Use category throughout most of the station area. The Production Mixed Use category is applied to those areas that are still occupied by industrial uses, but are likely to redevelop in the future into uses that directly take advantage of the land's proximity to the light rail station. The built form map guides most properties for increased development intensity through application of the 'Transit 10' and 'Transit 20' categories.

HIAWATHA/LAKE STATION AREA MASTER PLAN

Plan Background

The Hiawatha / Lake Station Area Master Plan was the first in a series of long-range studies being completed for transit-oriented development (TOD) around Hiawatha LRT station sites. The area of study includes portions of the Phillips Community, Corcoran Neighborhood, the Longfellow Community, and the Seward Neighborhood. It focuses on land uses, urban design, public infrastructure, and amenities located within a 1/2-mile of the station.

Future Land Use and Built Form

The master plan does not contain a parcel based land use or built form map, rather an illustrative preferred alternative map showing building uses and existing and potential development footprints. The Minneapolis 2040 future land use map follows designations that are similar to that displayed in the master plan. Commercial mixed use categories are focused along Lake Street and on properties that already host significant commercial activity. Select parcels at the heart of the commercial activity in the station area are guided for Destination Mixed Use, which will require commercial retail on the first floor of new developments. Production and Distribution areas are designated both north and south of the commercial mixed use categories on the east side of Hiawatha. Existing industrial and office focused uses in the northwest quadrant of the master plan area are guided for Production Mixed Use, to accommodate a recognized desire from the community for a transition to other uses at this location. To compensate for this loss of land protected for future production use, some existing industrially used properties on the east side of Hiawatha were added to the Production and Distribution future land use category.

The Minneapolis 2040 built form map increases expectations for development intensity at this light rail station. While 'Corridor 6', 'Corridor 4', and 'Interior 3' are applied along corridors and as transitional categories moving away from the center of the station area, 'Transit 10', 'Transit 15', and 'Transit 20' are applied nearest the station platform and along Hiawatha Avenue to better take advantage of this highly accessible location.

HOLLAND NEIGHBORHOOD SMALL AREA PLAN

Plan Background

The Holland Neighborhood Improvement Organization (HNIA) spent many months planning for and drafting a small area plan for the Holland neighborhood. The plan creates a vision for the future of their neighborhood, to be incorporated into the City of Minneapolis' Comprehensive Plan, and to guide future funding decisions for HNIA. The plan was recommended for approval by the City Planning Commission at the March 5, 2015, meeting, and approved by the Minneapolis City Council at the regular meeting on March 20, 2015.

Future Land Use and Built Form

The Minneapolis 2040 future land use map is largely consistent with the recommendations found in the small area plan. Commercial mixed use categories are applied at University Avenue, Washington Street, and Monroe Street along Lowry Avenue, which also carries the Goods and Services Corridor designation which allows for expansion of commercial uses. Most of the property in the area currently used as industrial is guided for Production Mixed Use in Minneapolis 2040, reflective of the small area plan recommendation that these properties redevelop at some point into housing and flexible workshop space.

Built form recommendations from the small area plan are also largely reflected in the Minneapolis 2040 future built form map. Properties along Lowry are designated 'Corridor 4' with a transition to 'Interior 3' and 'Interior 2' on block farther from the corridor. Properties along Central Avenue are designated 'Corridor 6' with the greatest development intensity permitted at the Lowry and Central intersection where the 'Transit 10' category is applied – more directly reflecting recommendations from the Central Avenue Small Area Plan.

INDUSTRIAL LAND USE AND EMPLOYMENT POLICY PLAN

Plan Background

The purpose of the Industrial Land Use and Employment Policy Plan is to provide the City with a clear policy direction for industrial land uses and industrial sector employment within the City of Minneapolis. The plan evaluates the long-term viability of existing industrial uses and proposes a range of industrial uses to retain for the future. The plan identifies where existing and new industrial uses should be located and what components, either existing or new, these uses will require. In addition to land use, the plan provides a comprehensive examination of current and future industrial sector employment within the City of Minneapolis in relation to national and regional trends. The plan was approved by the Planning Commission on June 12, 2006 and by the City Council on November 3, 2006.

Future Land Use and Built Form

One of the recommendations of the Industrial Land Use and Employment Policy Plan was to identify areas in the city where industrial land should be protected from encroaching competing uses. The result was the creation of Industrial Employment Districts, a land use feature in the previous comprehensive plan that attempted to do just that. The Minneapolis 2040 land use map takes the approach of achieving no net loss in these protected industrial areas, and adding more precision to the uses that are appropriate for them. The result is that the Production and Processing future land use category closely matches the geographic extents of the former employment districts, with several minor subtractions and some key additions on the edges of some districts. Built form in these locations varies dependent on nearby transportation access and type, prevailing development patterns, and desired job density - resulting typically in the application of the 'Corridor 6', 'Transit 10', and 'Production' built form categories.

LINDEN HILLS SMALL AREA PLAN

Plan Background

The Linden Hills Neighborhood Council and the Community Development and Economic Development Department of the City of Minneapolis collaborated on the development of a small area plan for a portion of Linden Hills. A consulting team led by Short Elliot Hendrickson (SEH), Inc. led a broadly inclusive community engagement process to develop the small area plan, which creates a shared longrange vision for portions of Linden Hills.

Future Land Use and Built Form

The land use recommendations from the Linden Hills Small Area Plan are kept almost entirely intact in Minneapolis 2040. The extent of commercial mixed use is the same. with the exception of the addition of properties at 44th Street and Upton Avenue to the 43rd Street and Upton Avenue commercial area. Urban Neighborhood is applied to all other property within the small area plan's influence. Built form recommendations from the small area plan are acknowledged, implemented, and expanded upon in a manner consistent with citywide conventions for Minneapolis 2040. Upton Avenue, France Avenue, Sheridan Avenue, and 44th Street all carry transit service which supports application of the 'Corridor 4' and 'Interior 3' built form categories. These categories transition into the 'Interior 1' category typically within one half block of the corridors.

LORING PARK NEIGHBORHOOD MASTER PLAN

Plan Background

Citizens for a Loring Park Community (CPLC) conducted a planning process to determine the direction of the Loring Park neighborhood for the next 20 years. This small area plan creates a shared vision for the future of the neighborhood. The Loring Park Neighborhood Master Plan will help guide city policy and intervention in this area for years to come.

Future Land Use and Built Form

Land use recommendations from the master plan are reflected in Minneapolis 2040 primarily through the application of the 'Public, Office, and Institutional' and 'Neighborhood Office and Services' categories; the latter being applied on the hill where flexibility of use within residential structures is a goal of the master plan. Commercial uses are still encouraged on the Loring Park frontages through use of the 'Corridor Mixed Use' category. Both Hennepin and Nicollet Avenues are identified as 'Goods and Services Corridors' to encourage continued operation as commercial districts, while some properties fronting those streets also carry the 'Destination Mixed Use' category which requires street level commercial retail.

The built form recommendations from the master plan include categories that allow up to four stories, up to six stories, and up to ten stories. The Minneapolis 2040 map largely amends these recommendations to better reflect existing built form, and the opportunity afforded to locations near the downtown office core. The 'Corridor 6' category is applied on much of the hill, while 'Transit 20' is applied to the bulk of the neighborhood centered on Nicollet Avenue. Portions of Hennepin Avenue receive the 'Transit 30' category, while properties in the Harmon Historic District are placed in the 'Transit 10' district.

LOWRY AVENUE NE CORRIDOR PLAN AND IMPLEMENTATION FRAMEWORK

Plan Background

Throughout 2014 and 2015, Hennepin County's Lowry Avenue Community Works worked in partnership with the City of Minneapolis and others on a new plan for the Lowry Avenue NE corridor east of the Mississippi River. The plan proposes sidewalk and road improvements for walkers, bicyclists, transit users and drivers, and explores redevelopment options that would support business and housing growth in the area. The plan is now complete. The plan was recommended for approval by the City Planning Commission at the July 6, 2015, meeting, and approved by the Minneapolis City Council at the regular meeting on August 7, 2015 and by the Hennepin County Board of Commissioners on October 20, 2015.

Future Land Use and Built Form

The corridor plan focuses on infrastructure improvements needed along Lowry Avenue. While it touches on land use issues through an analysis of redevelopment concepts along the corridor, there are no parcel specific recommendations for land use or built form. Lowry Avenue is guided as a 'Goods and Services Corridor' in Minneapolis 2040 and supports a range of commercial activity with the application of varying commercial mixed use land uses. Built form along the corridor is a combination of 'Corridor 4' and 'Corridor 3', which is consistent with how similar corridors are treated throughout the city. Additional development intensity is supported nearer Central Avenue. Lowry Avenue serves as the dividing line between parts of the city receiving the 'Interior 2' or 'Interior 1' categories on the interior of neighborhoods.

LOWRY AVENUE STRATEGIC PLAN

Plan Background

The Lowry Avenue Strategic Plan: An Update to the Lowry Avenue Corridor Plan is a small area plan that resulted from the initiative of the five neighborhoods that border on Lowry Avenue in north Minneapolis—the Cleveland, Folwell, Hawthorne, Jordan and McKinley neighborhoods. The plan was funded by neighborhood NRP monies and a City of Minneapolis Great Streets grant. It was created under the project management of City of Minneapolis staff, with consultant services provided by Cuningham Group, Biko Associates, and Donjek.

The plan builds on an earlier plan, the 2002 Lowry Avenue Corridor Plan, in two ways. It sharpens the vision for Lowry Avenue established in the 2002 plan. And it offers a set of implementation strategies to further the goals of the plan in areas such as fostering new development and strengthening business districts.

The plan was completed following a multifaceted community and stakeholder engagement process. It was adopted by the Minneapolis City Council on December 17, 2010.

Future Land Use and Built Form

The land use map in the strategic plan takes the approach of limiting commercial opportunity to several key nodes as an economic development strategy that would result in the concentration of future commercial development. Minneapolis 2040 reverses this approach, opening up more land to commercial development with the goal of increasing access to commercial goods and services in the areas. To that end, Lowry Avenue is guided with a variety of commercial mixed use future land use categories. The avenue is also identified as a 'Goods and Services Corridor' which further emphasizes the importance of the street as a location for commercial expansion. The Minneapolis 2040 future built form map guides Lowry Avenue for the 'Corridor 4' and 'Interior 3' categories, with the extent of the 'Corridor 4' designation largely matching the extent of the residential medium density designation from the strategic plan. The 'Interior 2' and 'Interior 1' categories are applied in areas that are adjacent to but not directly on the corridor.

LYN-LAKE SMALL AREA PLAN

Plan Background

The Lyn-Lake Small Area Plan was adopted on June 26, 2009. The plan, designed with input from residents, businesses, and community leaders throughout the 12 month planning process, is a vision for the business center focusing primarily on Lyndale Avenue between 26th Street and 31st Street and Lake Street between Bryant Avenue South and Blaisdell Avenue South.

Future Land Use and Built Form

The Minneapolis 2040 future land use map is largely consistent with the recommendations from the Lyn-Lake Small Area Plan. Commercial uses are encouraged along the main corridors, with a concentration of activity near the Lyndale Avenue and Lake Street intersection. One key distinction is the addition of the 'Destination Mixed Use' category to the four corners of the Lyndale and Lake intersection, requiring commercial retail frontage in mixed use buildings. The 'Goods and Services Corridor' designation along Lyndale and Bryant Avenues south of Lake Street allow for the organic addition of commercial uses that are not contiguous with existing commercial establishments.

The Minneapolis 2040 built form map includes further intensification throughout the Lyn-Lake Small Area Plan study area. Consistent with the way similar transit corridors are treated throughout the city, 'Corridor 6' is applied on the Lyndale and Lake frontages with the 'Interior 3' category applied on properties not fronting on corridors. South of 31st Street the Lyndale Avenue corridor transitions away from 'Corridor 6' to the 'Corridor 4' category. The 'Transit 10' category is applied on the north side of the Midtown Greenway. A minimum building height of 2 stories is required in the 'Corridor 6' and 'Transit 10' categories. Additional height throughout the study area will be considered through the conditional use permit process.

MARCY-HOLMES NEIGHBORHOOD MASTER PLAN

Plan Background

The Marcy-Holmes Neighborhood Association completed a process to update the Marcy-Holmes Neighborhood Master Plan. During the same time period, a parallel planning process was conducted for the Dinkytown business district, coordinated with business district stakeholders. The intent was to provide a unified planning framework for the neighborhood, with some in-depth recommendations specifically for the business district. The Dinkytown Business District Plan is an addendum to the new Marcy-Holmes Neighborhood Master Plan. The recommendations from the Dinkytown plan are also incorporated directly into the Marcy-Holmes plan document.

The combined plan was recommended for approval by the City Planning Commission at the July 14, 2014, meeting, and approved by the Minneapolis City Council at the regular meeting on August 15, 2014.

Future Land Use and Built Form

The Minneapolis 2040 future land use map largely reflects the recommendations made in the master plan. Commercial mixed use land uses are focused on Central Avenue, Main Street, and in Dinkytown, Additional clusters at 8th Street and 7th Avenue as well as 6th Avenue and University Avenue remain in the future land use map. The majority of the remaining properties in the plan area remain in the 'Urban Neighborhood' category, with the exception of properties on the north end of the neighborhood that are guided for 'Production Mixed Use'. While there is not a parcel specific built form map from the master plan, the Minneapolis 2040 future built form map attempts to emulate the densities recommended on the master plan's land use map. The 'Corridor 6' and 'Transit 15' categories are implemented nearer the University of Minnesota, while the remainders of the 4th and University corridors receive the 'Corridor 4' category. Properties nearer Central Avenue receive a mix of the 'Transit 10' and 'Transit 30' designations. The interior of the neighborhood is guided for 'Interior 3', consistent with the way other neighborhoods in close proximity to downtown are treated.

MIDTOWN GREENWAY LAND USE AND DEVELOPMENT PLAN

Plan Background

The Midtown Greenway Land Use and Development Plan sets policy direction for land use and development in the Midtown Greenway corridor for the next 10-20 years, with implications for private development and investment in the public realm. The study boundary generally includes properties within one block of the greenway from the western border of the city east to Hiawatha Avenue. The Plan evaluates the long-term viability of existing land uses along the corridor. It provides guidance for future land uses along the Midtown Greenway, and proposes development guidelines for development intensity and form.

Future Land Use and Built Form

The Minneapolis 2040 future land use map largely reflects the recommendations made in the Midtown Greenway Land Use and Development Plan, with the exception of areas covered by more recent plans – in particular the areas closest to Hennepin Avenue and Lake Street as well as Lyndale Avenue and Lake Street. Near the future West Lake LRT station commercial future land uses are expanded slightly from what is shown in the development plan, while built form recommendations increase the development intensity allowed on some sites with application of the 'Transit 10', 'Transit 15', and 'Transit 30' categories. As a location with high frequency transit service, other properties receive the 'Corridor 6' and 'Interior 3' districts.

Properties along the greenway between Knox Avenue and Blaisdell Avenue are addressed in summaries for the more recently adopted Uptown Small Area Plan and Lyn-Lake Small Area Plan.

East of Blaisdell the development plan calls for commercial mixed use land uses in what is called the transit oriented development district. The Minneapolis 2040 maps attempt to match these recommendations with use of the 'Destination Mixed Use' category at the intersection of Nicollet Avenue and Lake Street, requiring street level retail in future development. The built form map guides the area to the 'Transit 15' built form district.

Similarly, the Minneapolis 2040 maps continue to emulate the recommendations from the development plan east of Interstate 35W. The 'Public, Office, and Institutional' category is employed north of the greenway at 4th Avenue and Chicago Avenue. In those same locations the 'Transit 10' built form category is applied, consistent with the built form recommendations in the development plan.

Most other areas between Interstate 35W and Hiawatha Avenue are guided for 'Urban Neighborhood' future land use. Unless fronting along an intersecting north/south transit corridor, properties in this area are typically guided for the 'Interior 3' or 'Corridor 4' future built form category. Properties nearer to Lake Street receive the 'Corridor 6' category. Recommendations for properties nearest the Lake Street LRT station are addressed in the summary for the Hiawatha/Lake Station Area Master Plan.

Midtown Minneapolis Land Use and Development Plan

Plan Background

This report documents a year-long planning and urban design process conducted to prepare a land use and development plan for Midtown Minneapolis. This plan will inform future revisions of The Minneapolis Plan and will be used, like the comprehensive plan, to guide development activities in the project area. The Midtown Minneapolis Land Use and Development Plan study considered the area bordered by Blaisdell and 11th Avenues and the Midtown Greenway and 31st Street in south Minneapolis, and was initiated by the City of Minneapolis Department of Community Planning and Economic Development (CPED) Planning Division and three council members representing the 6th, 8th, and 10th Wards. Major public infrastructure improvements are planned for this area: because of the magnitude of the infrastructure improvements and their potential to influence development activities, it was determined that proactive land use planning and urban design analysis was warranted to ensure that future development would meet community-defined goals and objectives.

Future Land Use and Built Form

The Midtown Minneapolis Land Use and Development Plan calls for mixed use development fronting Lake Street from Blaisdell Avenue to 11th Avenue South. The Minneapolis 2040 future land use map retains these recommendations while adding some specificity to the nature of that mixed use. Of particular note is the application of the 'Destination Mixed Use' category at Lake Street and Nicollet Avenue and at Lake Street and Chicago Avenue, which will require future development to incorporate retail into the first floor of multi-story buildings. Most remaining property not fronting on Lake Street is guided for 'Urban Neighborhood' in the Minneapolis 2040 future land use map.

While the Midtown plan does not have a parcel specific built form map, recommendations about development intensity made in the future land use map are reflected on the Minneapolis 2040 built form map. The greatest development intensity in the plan area occurs at Nicollet and Chicago Avenues, with the application of the 'Transit 15' and 'Transit 10' categories in those areas respectively. The 'Corridor 6' category is applied along Lake Street, as is done with other high frequency transit corridors throughout the city. Built form districts then taper off in intensity farther away from Lake Street with the use of the 'Interior 3' and 'Interior 2' built form categories.

NICOLLET ISLAND - EAST BANK SMALL AREA PLAN

Plan Background

The Nicollet Island-East Bank Small Area Plan's objective is to define the community's vision for future development in the Nicollet Island – East Bank area over a 20 year time horizon. This project was initiated in Spring 2013 by the Nicollet Island-East Bank Neighborhood Association Board of Directors with the support of the Northeast Business Association and in coordination with the Community Development and Economic Development Department of the City of Minneapolis. The plan was recommended for approval by the City Planning Commission at the September 15, 2014, meeting, and approved by the Minneapolis City Council at the regular meeting on October 17, 2014.

Future Land Use and Built Form

The small area plan's recommendations for land use are reflected in the Minneapolis 2040 future land use map through application of the 'Community Mixed Use' category, which requires active ground floor uses in multi-story redevelopment. This category is applied throughout the small area plan's study area. The small area plan does not have parcel specific built form recommendations, instead indicating a general indifference to building height outside of sculpting setbacks for upper floors on taller buildings. To this end, the 'Transit 30' category is applied to the study area north of University Avenue. Between University Avenue and Main Street, most properties fall in the 'Transit 10' category in acknowledgement of the built form guidance present in the St. Anthony Falls Historic District Guidelines.

NOKOMIS EAST STATION AREA PLAN

Plan Background

The Nokomis East Station Area Plan is the City's vision for the area served by two light rail transit stations: 50th Street/Minnehaha Park and the Veterans Administration Medical Center. It was adopted by the City Council on January 12, 2007. This small area plan serves as a guide for Planning Commission review, zoning changes, capital investment, and housing and commercial redevelopment activities in this part of the city. It is the culmination of extensive community involvement as well as staff and consultant work.

Future Land Use and Built Form

The station area plan has a combined built form and future land use map that guides uses and building intensity on the same map. The Minneapolis 2040 future land use map matches the extent of commercial future land use at 54th Street and Minnehaha Avenue, while expanding commercial opportunities at Hiawatha and Minnehaha Avenue, as well as at the 50th Street LRT station. Remaining properties in the study area are guided for the 'Urban Neighborhood' future land use category. The Minneapolis 2040 future built form map attempt to follow the recommendations from the station area plan by fitting the ranges of development intensity found in the plan into the new categories created for Minneapolis 2040. This means an increase in allowable development intensity in some locations. The use of 'Corridor 6' along Minnehaha Avenue south of Hiawatha Avenue is an example. Additional properties near the 50th Street station are guided for the 'Corridor 4' and 'Interior 3' categories, better taking advantage of the access afforded to land in this location.

NORTH LOOP SMALL AREA PLAN

Plan Background

The North Loop Small Area Plan is a policy document produced by the City of Minneapolis to guide land use and development in the North Loop neighborhood for the next 20 years. It is officially an update to the Downtown East/ North Loop Master Plan, adopted by the City in 2003, and builds upon the policy direction of The Minneapolis Plan for Sustainable Growth, the City's comprehensive plan. It is meant to articulate a vision for the neighborhood based on existing City policy and input from community stakeholders - both public and private - throughout the planning process. The City, public partners, and community organizations will use the plan to guide their own decisionmaking processes with incremental changes to realize the full vision. The document, with amendments, received full approval from the Minneapolis City Council on April 16, 2010.

Future Land Use and Built Form

Future land use recommendations from the North Loop Small Area Plan are largely consistent with the future land use map in Minneapolis 2040, with some minor changes and clarifications. The majority of the study area is guided for 'Public, Office, and Institutional' to reflect the eclectic nature of existing and planned land uses in the neighborhood. For most of the neighborhood, this is a consistent reflection of the guidance in the small area plan. One area where this designation is a change from the small area plan is near the planned Royalston LRT station, previously guided for transitional industrial. With more certainty surrounding the future of this location, the new category was applied. The small area plan designated Washington Avenue and Glenwood Avenue as commercial corridors. Minneapolis 2040 acknowledges this with the application of the 'Goods and Services Corridor' designation on each corridor, and with application of commercial mixed use categories on properties fronting these streets.

Built form recommendations are also largely reflective of the small area plan. Areas closest to the river are guided for 'Corridor 6', areas within the Warehouse Historic District are generally guided for 'Transit 10', while much of the remainder of the study area is guided for 'Transit 30'.

PHILLIPS WEST MASTER LAND USE PLAN

Plan Background

The purpose of the Phillips West Master Land Use Plan is to serve as a guide for investment and future land use changes within the boundaries of the Phillips West neighborhood. This work was initiated by the Phillips West Neighborhood Organization, which contracted with Hay Dobbs to conduct the planning process and produce the plan document. The Minneapolis City Council adopted the plan as city policy on July 17, 2009.

Future Land Use and Built Form

Future land use recommendations from the Phillips West Master Land Use Plan are largely consistent with the future land use map in Minneapolis 2040. Properties guided for 'Public, Office, and Institutional' uses in Minneapolis 2040 attempt to match what is in the master plan, with some minor changes where existing residential uses are not expected to accommodate future mixed use development. Commercial uses continue to front Lake Street. Most of the remaining properties in the study area are guided for 'Urban Neighborhood'.

Built form recommendations from the master plan are not parcel specific, or lack specificity in the way Minneapolis 2040 is attempting to achieve. The Midtown Minneapolis and Midtown Greenway plans were heavily relied upon to guide built form in the southern end of the study area, where a combination of 'Corridor 6', 'Corridor 4', and 'Transit 10' is applied. Elsewhere in the neighborhood, application of 'Interior 3' is the standard, due to the area's close proximity to downtown.

SEWARD LONGFELLOW GREENWAY AREA PLAN

Plan Background

The purpose of the Seward and Longfellow Greenway Area Land Use and Pre-Development Study is to suggest policy direction for land use and development along Phase 3 of the Midtown Greenway. The study evaluates the long-term viability and appropriateness of existing land uses along the corridor, includes a land use plan for future uses, and explores particular development concepts for selected opportunity sites. This plan was approved by the City Council on February 9, 2007.

Future Land Use and Built Form

While much of the guidance is consistent, there are a handful of changes to the Seward Longfellow area made in the Minneapolis 2040 future land use map. Areas previously guided for General Industrial, are placed in the 'Production and Processing' category. Several parcels to the east of the existing employment district are added to this designation, moving them out of the former Transitional Industrial category. Other industrially used properties are placed in the 'Production Mixed Use' category, including some formerly guided for residential that continue to be utilized as industrial land. Transition away from industrial use will still be possible in this district. Properties closer to the Lake Street LRT station remain guided for commercial mixed use categories. The majority of the rest of the property in the neighborhood is guided for 'Urban Neighborhood'.

Built form recommendations from the plan are reflected in Minneapolis 2040 through the use of three categories. 'Transit 20' is employed nearest the LRT station, with 'Corridor 6' and 'Interior 3' employed along the Midtown Greenway in a manner that is consistent with the Seward Longfellow Greenway Area Plan.

SHERIDAN NEIGHBORHOOD SMALL AREA PLAN

Plan Background

The Sheridan Neighborhood Organization (SNO) spent many months planning for and drafting a small area plan for the Sheridan neighborhood. The plan creates a vision for the future of their neighborhood (with specific focus on 13th Avenue and Marshall Street), to be incorporated into the City of Minneapolis' Comprehensive Plan, and to guide future funding decisions for SNO. The plan was recommended for approval by the City Planning Commission at the September 15, 2014, meeting, and approved by the Minneapolis City Council at the regular meeting on October 17, 2014.

Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the small area plan. Commercial uses are concentrated along Marshall Street, Broadway Street, and 13th Avenue NE. Most of the remaining property in the neighborhood is guided for 'Urban Neighborhood'. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential. The Minneapolis 2040 future built form map introduces the 'Corridor 6' category to the portion of the small area plan formerly guided as an Activity Center. Furthermore, the Marshall Street, Broadway Street, 2nd Street, and University Avenue corridors receive the 'Corridor 4' and 'Interior 3' designation, consistent with the way similar transit corridors are treated throughout the city. The remainder of the neighborhood is guided for the 'Interior 2' built form district.

SOUTH LYNDALE CORRIDOR MASTER PLAN

Plan Background

The corridor master plan was completed in 2005 and focuses on long-term changes rather than short-term improvements. The Lyndale Avenue corridor is defined as a community corridor in The Minneapolis Plan, the city's adopted comprehensive plan. It provides housing, commercial goods and services, development opportunities, and major transit connections. Land use and transportation changes have already occurred, and additional change is anticipated. Recent proposals for housing and mixed-use developments have sparked neighborhood opposition, due in part to the lack of a shared vision for how the corridor can evolve. Completion of the South Lyndale Corridor Plan process was the final stage for realizing a community vision.

Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the corridor master plan. Commercial uses are concentrated along Lyndale Avenue and TH 121 while most of the remaining property in the area is guided for 'Urban Neighborhood'. Minneapolis 2040 acknowledges the high demand for commercial retail in this area, and includes the opportunity for infill commercial mixed use development along the entire stretch of Lyndale Avenue. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential. The Minneapolis 2040 future built form map introduces the 'Corridor 6' category to most of the corridor fronting Lyndale Avenue, with 'Interior 3' applied on adjacent property before tapering to 'Interior 1' off of the corridor. Nearer the TH 121 right of way the 'Transit 10' district is applied to take advantage of potential redevelopment opportunity afforded through the eventual reconfiguration of the roadway.

ST. ANTHONY EAST NEIGHBORHOOD SMALL AREA PLAN

Plan Background

The St. Anthony East Neighborhood Association (SAENA) has recently completed a planning process to provide guidance for the future of the neighborhood. The planning process was initiated in mid-2013 and was completed in early 2014. The plan was recommended for approval by the City Planning Commission at the September 15, 2014, meeting, and approved by the Minneapolis City Council at the regular meeting on October 17, 2014.

Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the small area plan. Commercial mixed use categories are concentrated on Broadway Street, with smaller concentrations on Spring Street at Monroe Street and at Central Avenue. Most of the remaining property in the area is guided for 'Urban Neighborhood'. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential. The Minneapolis 2040 future built form map introduces the 'Corridor 6' category to properties nearest Central Avenue and 'Corridor 4' is applied nearest Broadway Street, with 'Interior 3' applied on properties adjacent to those corridors before tapering to 'Interior 3' off of the corridor.

STADIUM VILLAGE UNIVERSITY AVENUE STATION AREA PLAN

Plan Background

The Stadium Village University Avenue Station Area Plan is the small area plan for the Stadium Village and Prospect Park light rail stations on the Central Corridor line. The planning process was led jointly by the City of Minneapolis, University of Minnesota, and Hennepin County. The plan was recommended for approval by the City Planning Commission at the July 30, 2012, meeting, and approved by the Minneapolis City Council at the regular meeting on August 31, 2012.

Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the station area plan. Commercial mixed use categories are concentrated along University and Washington Avenues. Properties guided for the former Industrial Employment District remain guided long term for industrial and other jobs rich uses through application of the 'Production Mixed Use' category. Properties nearest the University of Minnesota are placed in the 'Public, Office, and Institutional' category, while remaining property not falling under the aforementioned categories largely are placed in the 'Urban Neighborhood' category. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential and through use of land use features. The Minneapolis 2040 future built form map takes advantage of the very high accessibility to various amenities in the area by applying a combination of the 'Transit 10' and 'Transit 30' categories throughout much of the station areas: transitioning to 'Corridor 4' and 'Interior 2' at the edges of these locations. Western portions of the study area along University Avenue receive the 'Corridor 6' designation.

38TH STREET AND CHICAGO AVENUE SMALL AREA / CORRIDOR FRAMEWORK PLAN

Plan Background

The purpose of the 38th Street and Chicago Avenue Small Area / Corridor Framework Plan is to support the ongoing improvement and revitalization of the area of 38th Street and Chicago Avenue by proposing specific policies and strategies to guide its evolution.

This work was initiated by area residents, business owners, and other community leaders in early 2004. It has since advanced through several phases of refinement under the direct guidance of residents and neighborhood organizations. This work has been supported, financed, and adopted by the four neighborhood organizations around 38th Street and Chicago Avenue, and by other business and civic organizations in the area.

The Powderhorn Park, Bancroft, Bryant, and Central neighborhoods worked with Community Design Group to organize the planning process and draft the plan document. The City Council adopted the plan as City policy on March 21, 2008.

Future Land Use and Built Form

The Minneapolis 2040 future land use map is largely consistent with the recommendations from the 38th Street and Chicago Avenue Small Area / Corridor Framework Plan. Properties designated for commercial future land use generally match what is in the framework plan, while expansion of those commercial areas along both Chicago Avenue and 38th Street is allowed to improve access to commercial goods and services for residents, employees, and visitors to the area.

The Minneapolis 2040 built form map attempts to reflect the recommendations from the small area plan in a way that is consistent with adopted plan goals and also includes further intensification throughout the study area to match the built form conventions in the new plan. Consistent with the way high frequency transit corridors are treated throughout the city, 'Corridor 6' is applied to properties fronting Chicago Avenue with the 'Interior 3' category applied on properties not fronting on corridors. Along 38th Street the 'Corridor 4' category is applied immediately adjacent to the street while 'Interior 3' serves as a transition to the built form categories 'Interior 1' and 'Interior 2' farther from 38th Street. Additional height along Chicago Avenue and 38th Street will be considered through the conditional use permit process.

THE COMO BLUEPRINT: A SMALL AREA PLAN FOR THE COMO NEIGHBORHOOD OF MINNEAPOLIS

Plan Background

The Southeast Como Improvement Association (SECIA) spent many months planning for and drafting a small area plan for the Southeast Como neighborhood. The plan creates a vision for the future of their neighborhood, to be incorporated into the City of Minneapolis' Comprehensive Plan, and to guide future decisions for SECIA. The plan is now complete. The plan was recommended for approval by the City Planning Commission at the May 23, 2016, meeting, and approved by the Minneapolis City Council at the regular meeting on July 1, 2016.

Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the station area plan. The 'Goods and Service Corridor' designation is applied to Como and Hennepin Avenues, encouraging the development of mixed use commercial activity. Most other properties in the neighborhood are placed in the 'Production and Processing' and 'Urban Neighborhood' categories. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential. Hennepin and Como Avenues receive the 'Corridor 4' and 'Interior 3' categories, consistent with how other similar transit corridors are treated throughout the city. Most properties off of those corridors are then guided for 'Interior 2'. Properties within the 'Production and Processing' future land use category are largely guided for the 'Production' built form district.

UPTOWN SMALL AREA PLAN

Plan Background

The purpose of the Uptown Small Area Plan is to outline a vision for the future of the Uptown area and provide land

use policy guidance. This plan was approved by the City Council on February 1, 2008 after a community planning process that spanned almost two years.

Future Land Use and Built Form

The Minneapolis 2040 future land use map is largely consistent with the recommendations from the Uptown Small Area Plan. Commercial uses are encouraged along the corridors, with a concentration of activity near the Hennepin Avenue, Lake Street, and Lagoon Avenue intersections. One key distinction is the addition of the 'Destination Mixed Use' category to the core of the Uptown area, requiring commercial retail frontage in mixed use buildings. Language from the Uptown Small Area Plan about the flexible use of residential structures south of 31st Street for commercial uses is reflected in the Minneapolis 2040 map with the application of the 'Neighborhood Mixed Use' category.

The Minneapolis 2040 built form map includes further intensification throughout the Uptown Small Area Plan study area. Consistent with the way high frequency transit corridors are treated throughout the city, 'Corridor 6' is applied on the Hennepin, Lake, and Lagoon frontages with the 'Interior 3' category applied on properties not fronting on corridors. South of 31st Street the Hennepin Avenue corridor transitions away from 'Corridor 6' to the 'Corridor 4' category. The 'Transit 10' category is applied in the core of the commercial area of Uptown and on the north side of the Midtown Greenway. A minimum building height of 2 stories is required in the 'Corridor 6' and 'Transit 10' categories. Additional height throughout the study area will be considered through the conditional use permit process.

VAN WHITE MEMORIAL BOULEVARD STATION AREA PLAN

Plan Background

The Van White Memorial Boulevard Station Area Plan is a station area plan prepared for the Metro Blue Line Extension LRT station located at Van White Memorial Boulevard and Olson Memorial Highway. This plan was created by CPED staff in conjunction with Public Works. The Bottineau Project office provided technical support in regard to the LRT line design and engineering. On December 8, 2017, the Minneapolis City Council adopted the Van White Memorial Boulevard Station Area Plan.

Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the station area plan. Commercial mixed use categories are present at the Van White Station along Olson Memorial Highway as well as along Glenwood Avenue. At the intersection of Van White Memorial Boulevard with both of those cross streets, the 'Destination Mixed Use' category is applied to require street level commercial retail. Areas identified as residential flex space in the station area plan are placed in the 'Production Mixed Use Category'. The majority of remaining properties in the study area not covered by the above categories are placed in the 'Urban Neighborhood' designation. Built form guidance in Minneapolis 2040 is also closely aligned with the development intensity recommended in the station area plan. Properties guided in the station area plan for 'Transit Scale', 'Urban Scale', and 'Neighborhood Scale' generally receive the 'Transit 15', 'Corridor 6', and 'Corridor 4' designations respectively in the Minneapolis 2040 future built form map. Exceptions include areas off of corridors farther from the station that are guided for 'Interior 2'.

WEST BROADWAY ALIVE! PLAN

Plan Background

West Broadway has historically been the most significant commercial and cultural destination in north Minneapolis. Although much reduced from its boom years, it remains the main street of north Minneapolis. Planning for West Broadway was initiated in 2006 in order to lay the groundwork for the revitalization of West Broadway as a cherished community place, and the activated center of commercial activity in north Minneapolis. At the end of a two year process, a plan was produced that was titled "West Broadway Alive: A Revitalization Plan for North Minneapolis's Main Street. The plan guides future development and public realm improvements, and offers a roadmap for revitalization by naming near- and long-term actions to be undertaken around which the energy and resources of stakeholders can be focused.

The first community meeting in the development of the West Broadway Alive plan took place on August 24, 2006. The fifth and final took place on July 17, 2007. Average attendance at community meetings was around 140. Numerous other forms of community engagement took place during the same period. The West Broadway Alive plan was endorsed by all of the neighborhoods that border on West Broadway, as well as the West Broadway Coalition. It now represents official City policy as it was formally adopted by the City Council on Friday, March 21, 2008.

Future Land Use and Built Form

The future land use map in Minneapolis 2040 is generally consistent with the future land use recommendations from West Broadway Alive. Commercial mixed use categories are applied in an area west of Interstate 94, with some additional expansion of allowed commercial west of the Minneapolis Public Schools headquarters. Commercial mixed use categories are also applied in an area focused on the Penn Avenue and West Broadway Avenue intersection - again consistent with the small area plan recommendations. The addition of the 'Destination Mixed Use' category directly at the intersection will require street level commercial retail. Most of the remaining properties in the study area are placed in the 'Urban Neighborhood' designation. Built form guidance in Minneapolis 2040 is applied on West Broadway in a manner consistent with other high frequency transit routes throughout the city - with the 'Corridor 6' category fronting directly on the street and the 'Interior 3' category serving as a transition to properties farther off of the corridor. Properties nearer Interstate 94, primarily on larger parcels, are guided for the 'Transit 10' category to take advantage of the increased access to amenities afforded by the location.

LOGAN PARK NEIGHBORHOOD SMALL AREA PLAN

Plan Background

In 2016 the Logan Park neighborhood completed a small area plan. The planning process for this neighborhood was initiated by the Logan Park Neighborhood Association in 2015, and the most recent draft of the plan was completed in May 2016. The plan was received and filed by the Zoning and Planning Committee of the City Council on February 16, 2017.

Future Land Use and Built Form

Land use recommendations from the small area plan are reflected in Minneapolis 2040 primarily through the application of the 'Production Mixed Use', 'Urban Neighborhood', and several commercial mixed use future land use designations. Property adjacent to rail corridors largely falls under the 'Production Mixed Use' category which allows for a wide range of commercial, industrial, and residential uses. Commercial categories are concentrated along Broadway Street and Central Avenue, while remaining property in the neighborhood is almost all in the 'Urban Neighborhood' category.

The built form recommendations in Minneapolis 2040 generally follow the same pattern of application found in the small area plan. Intensity of built form does not match precisely however, as Central Avenue receives the 'Corridor 6' category, consistent with the way other high frequency transit corridors are treated throughout the city. Washington and Broadway Streets receive the 'Corridor 4' and 'Interior 3' designations. The 'Interior 2' category is applied to most of the remaining property within the influence area of the plan.

ST. ANTHONY WEST NEIGHBORHOOD SMALL AREA PLAN

Plan Background

The Saint Anthony West Neighborhood Association (STAWNO) developed a small area plan that was approved by the STAWNO board in December 2015. The plan was reviewed by City staff and brought to the City's Zoning and Planning Committee as an informational item in the first quarter of 2017.

Future Land Use and Built Form

Land use recommendations from the small area plan are reflected in Minneapolis 2040 primarily through the application of the 'Production Mixed Use', 'Urban Neighborhood', and several commercial mixed use future land use designations. Property adjacent to the river largely falls under the 'Production Mixed Use' category which allows for a wide range of commercial, industrial, and residential uses. Commercial categories are concentrated along Broadway Street and Central Avenue, with smaller pockets of commercial property along Marshall Street and University Avenue.

The built form recommendations in Minneapolis 2040 attempt to interpret and build upon the suggestions from the small area plan; which, due to lack of a built form map are communicated through the small area plan's future land use map. Marshall Street, University Avenue, and 2nd Street are all treated in a similar manner, with the application of the 'Corridor 4' category directly fronting those streets and 'Interior 3' applied to the back of those blocks. The 'Corridor 6' category is applied to properties nearest Broadway Street and Marshall to coincide with the concentration of commercial mixed use activity that is envisioned for the location.