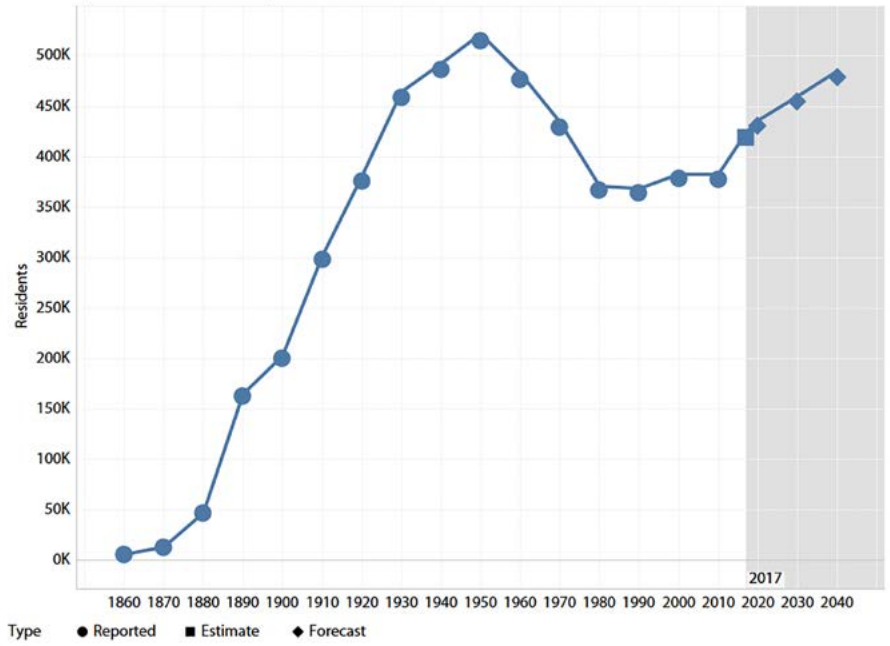
Summary of Changes Made in Response to Metropolitan Council Comments

ITEM #	PDF PAGE NUMBER	SECTION	ELEMENT MODIFIED	CHANGE DESCRIPTION
1	16	2040 Goals: More Residents and Jobs	Figure G2.1 Total Population in Minneapolis	Updated population forecast for Minneapolis with new Met Council numbers.
2	62-66, 75-79	2040 Topics: Land Use & Built Form	Land Use maps, Built Form maps	Amended the future land use and built form maps to more consistently reflect regional park boundaries at 95 Merriam St, 5017 Minnehaha Ave, and along the Mississippi River south of E 46th St. All properties were changed to the Parks and Open Space future land use category and the Parks built form category.
3	269-270	Implementation	Official Controls: Zoning Ordinance	Added the current primary and overlay zoning maps to the Implementation section.
4	274-277	Implementation	Capital Improvement Program (CIP)	Added the 2019-2023 CIP summary to the Implementation section.
5	A-15, A-23, A-49, A-50, A-51, A-67, A-68, A-92, A-103, A-107, A-108	Appendix A -- Mississippi River Corridor Critical Area (MRCCA) Plan		Included clarifying language regarding viewsheds, power generation, and land use applications processes within the critical area.
6	B-1	Appendix B -- Land Use, Figure 1	Forecasts	Table of Forecasts for population, households, and employment of 2020, 2030, and 2040 updated.
7	B-1 to B-3	Appendix B -- Land Use	Land Use - Residential Density Ranges and Accommodating Forecasted Growth	New text, table, and map describing future residential density and accommodating forcasted growth.
8	C-5	Appendix C -- Housing	Cost Burdened Household by Incomes	New table added showing number of units at different affordability levels.
9	C-6 167	Appendix C -- Housing, Policy 36	Projected housing need	Clarified intent of language related to the allocation of affordable housing need.
10	C-6 to C-7	Appendix C -- Housing	Description of Public Programs and Fiscal Devices	Inserted information on how the City intends to use specific affordable housing tools.
11	D-1	Appendix D-- Transportation	Note on Update of Transportation Action Plan for Minneapolis	Clarified the relationship between the City's ongoing Transportation Action Plan project and Minneapolis 2040.
12	D-20 to D-22	Appendix D -- Transportation	Transit	Added text to accompany figures that describe existing and planned transit service.
13	D-23	Appendix D-- Transportation	Bicycling and Walking	Added text to describe the regional bicycle transportation network within Minneapolis.
14	G-1 to G-4	Appendix G -- Review & Approval	Authorizing Resolution	Appendix name changed, signed authorizing resolution added, and descriptive text.
15	VII to H-5	New Appendix: Appendix H -- Parks & Trails	Regional Parks	Added Parks & Trails appendix. Includes descriptions and maps of the regional parks system facilities in Minneapolis.
16	Starting on page IX	New Appendix: Appendix I -- Water Supply	Water Supply Plan	Added Water Supply Plan (see full document) to appendices.

FIGURE G2.1: Total Population in Minneapolis



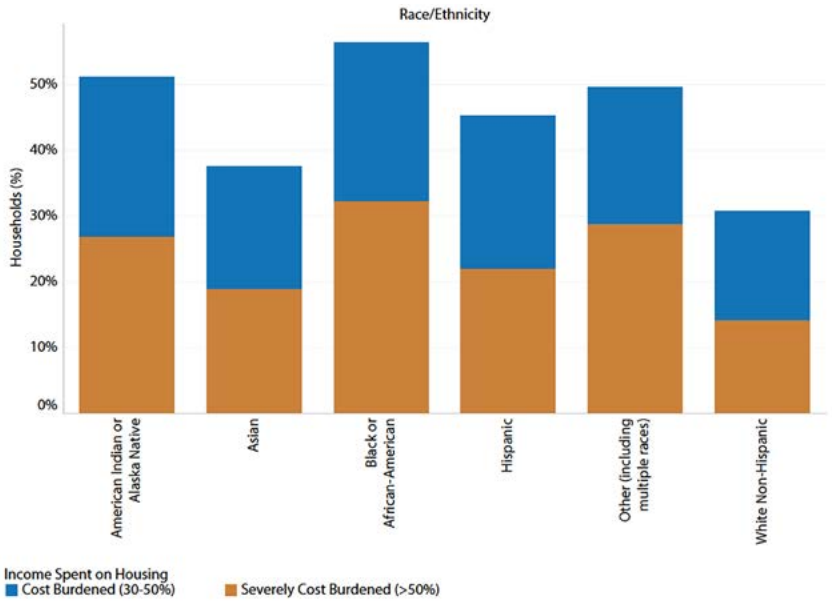
Source: Decennial Census; Metropolitan Council

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.

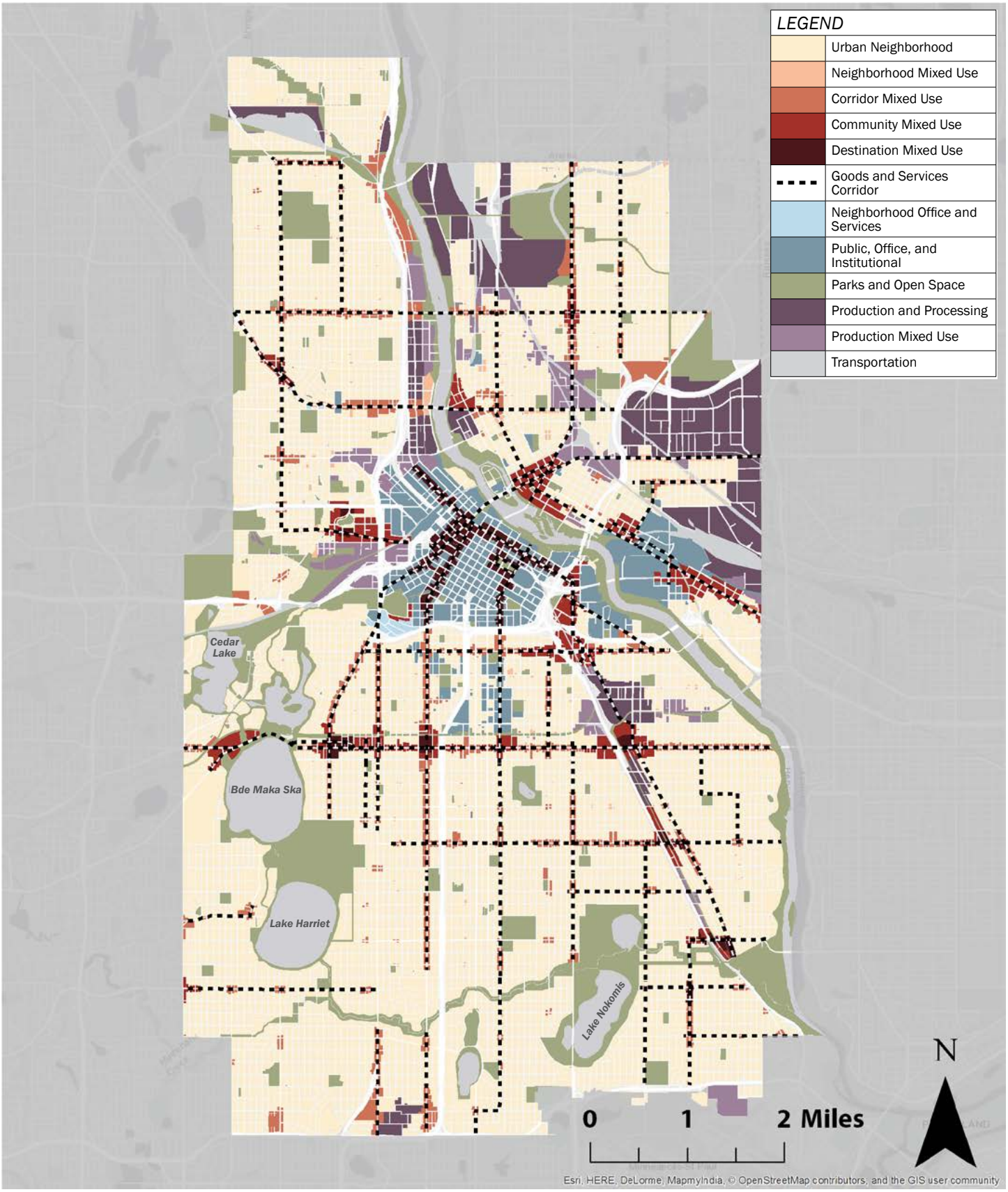
Overall, 49 percent of all households in Minneapolis are cost-burdened, but this is not equal across racial groups (**Figure G2.2**). Over 50 percent of black and American Indian households, and over 45 percent Hispanic households in Minneapolis are cost-burdened, whereas one in three white households are cost-burdened. 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.

FIGURE G2.2: Cost Burden by Race in Minneapolis, 2010–2014



Source: HUD Comprehensive Housing Affordability Strategy Estimates

FIGURE T1.3: FUTURE LAND USE MAP *Citywide*



These maps provide an overview of the land use guidance, for parcel specific information refer to the online version at Minneapolis2040.com

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

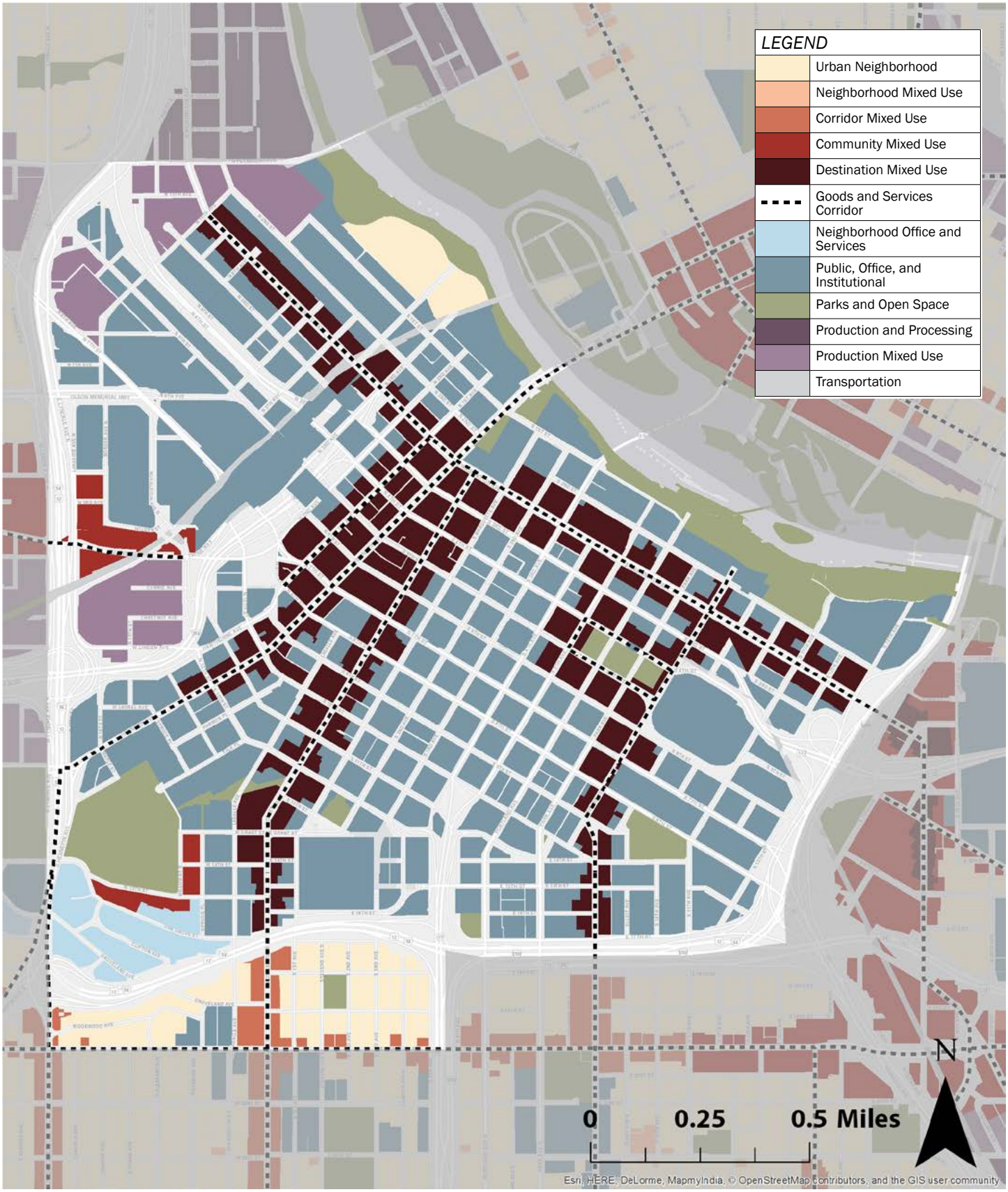


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FIGURE T1.3b: FUTURE LAND USE MAP *North Sector*

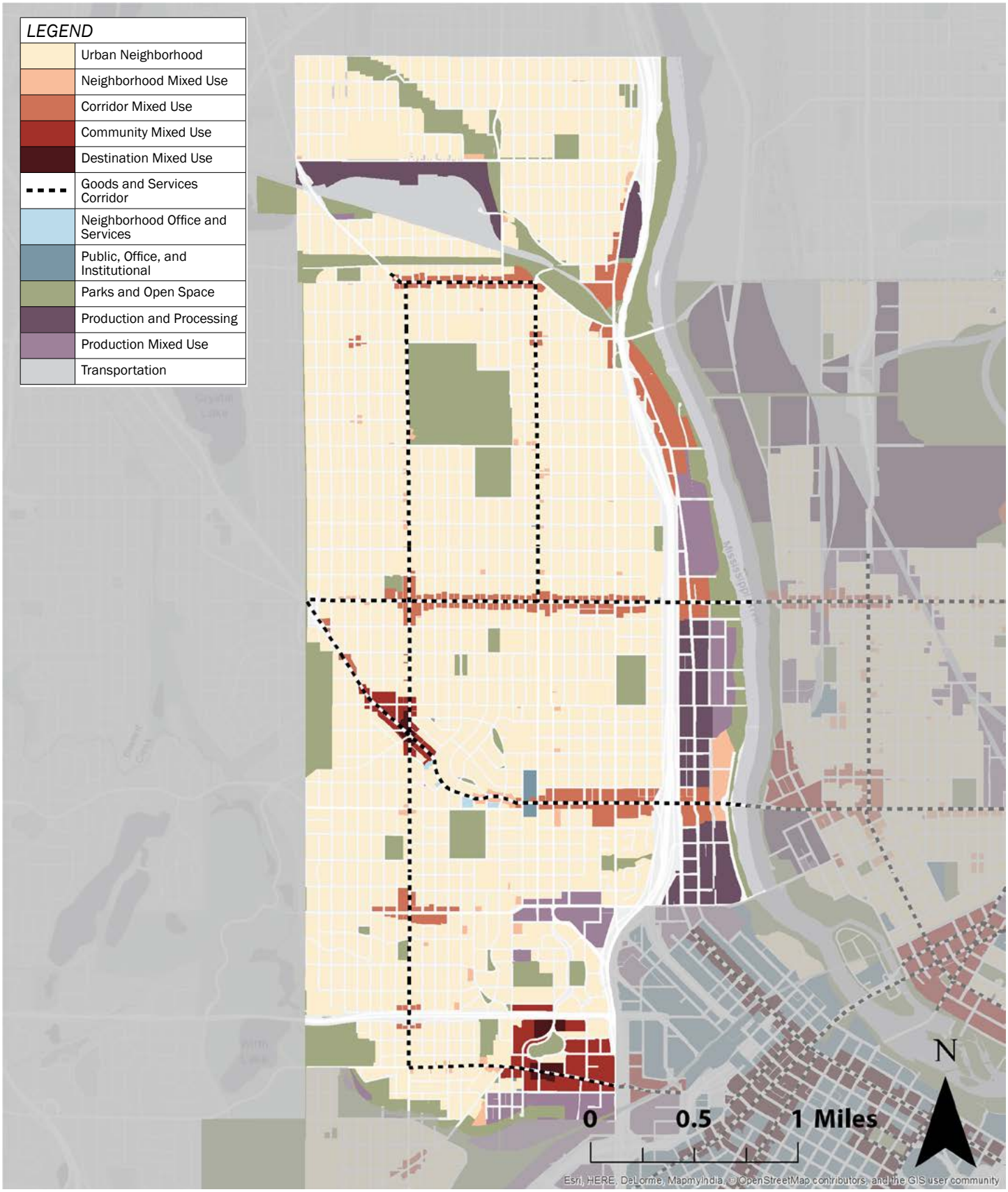

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FIGURE T1.3c: FUTURE LAND USE MAP *East Sector*

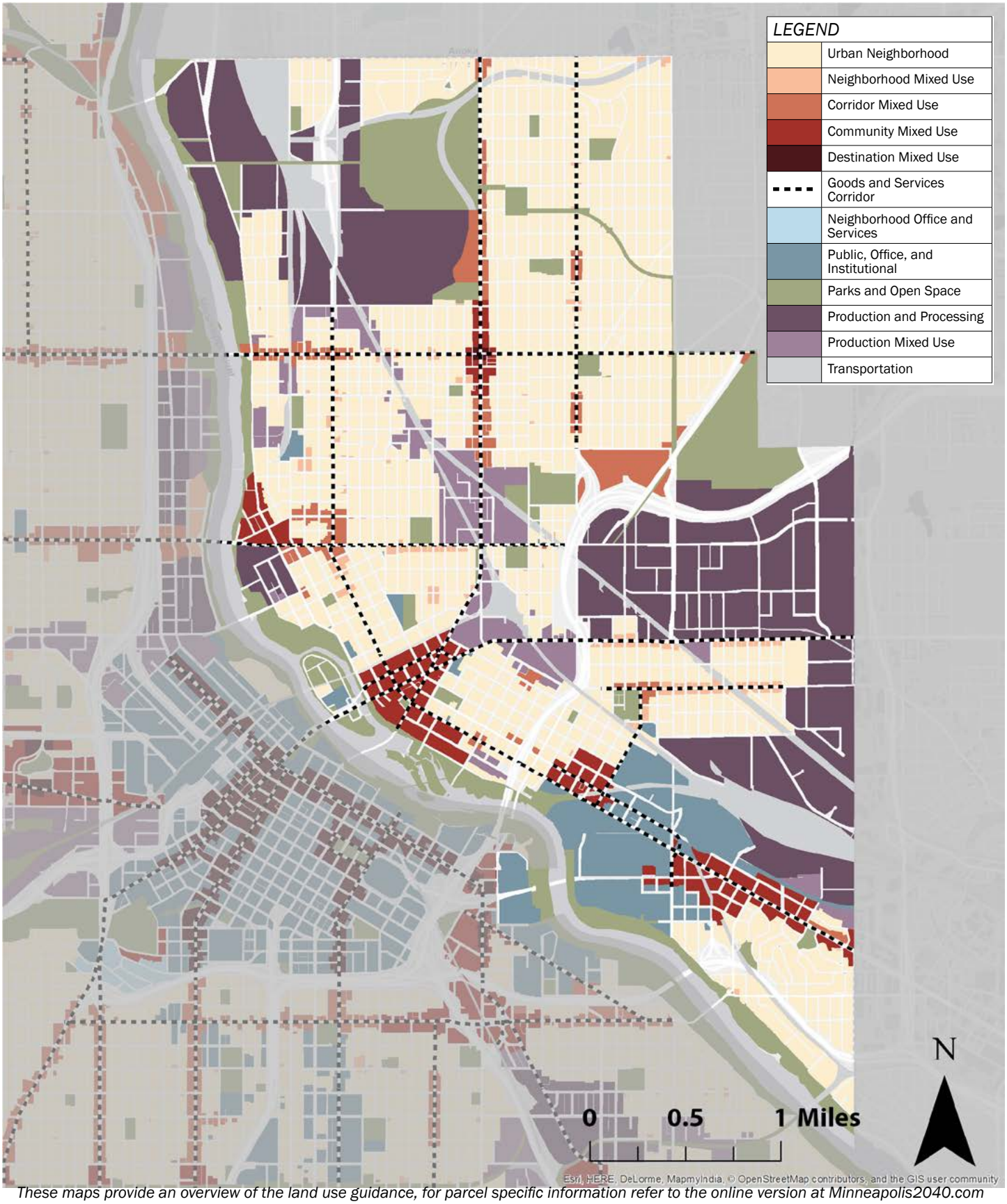

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FIGURE T1.3d: FUTURE LAND USE MAP *South Sector*

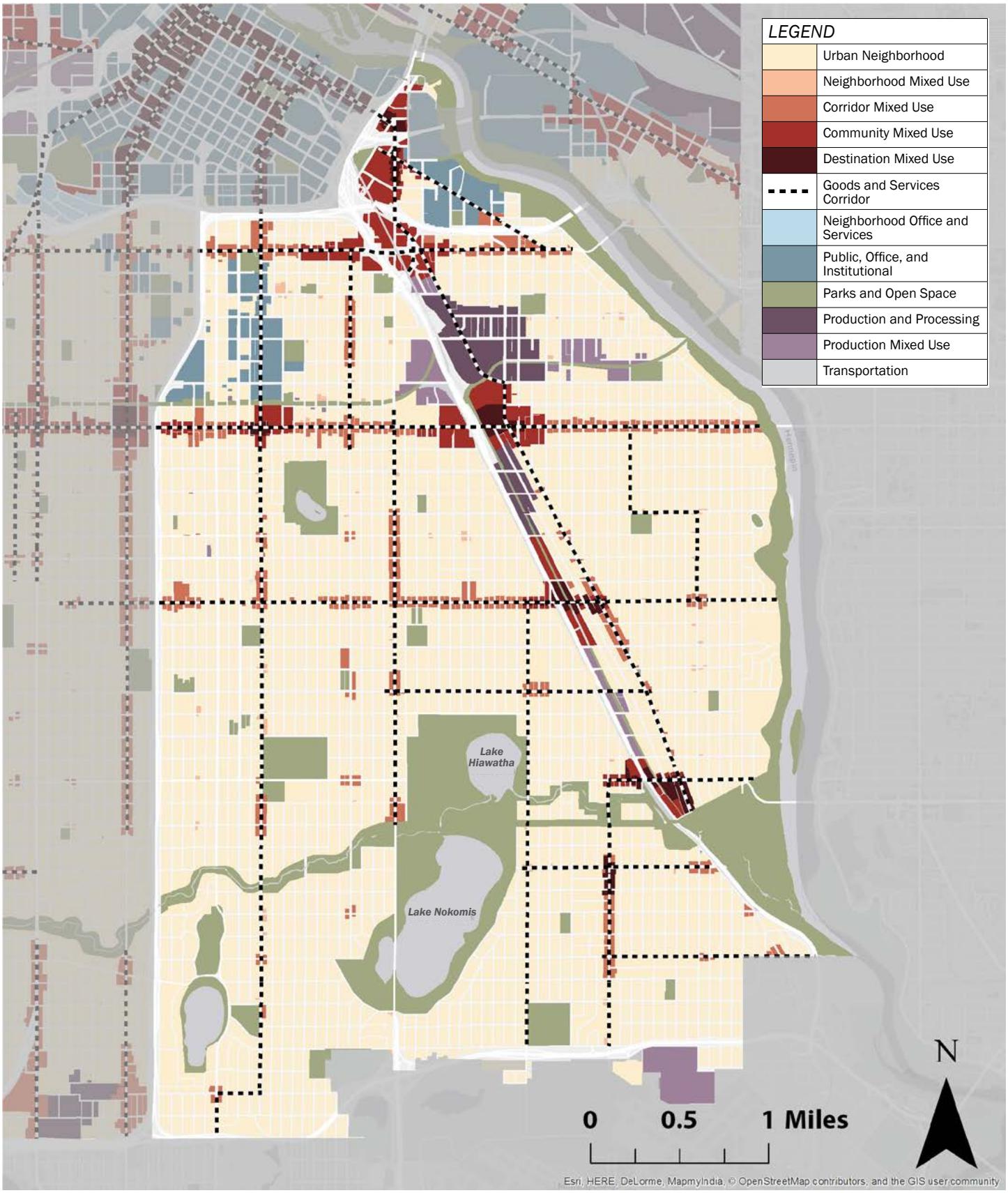

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FIGURE T1.4: BUILT FORM MAP *Citywide*

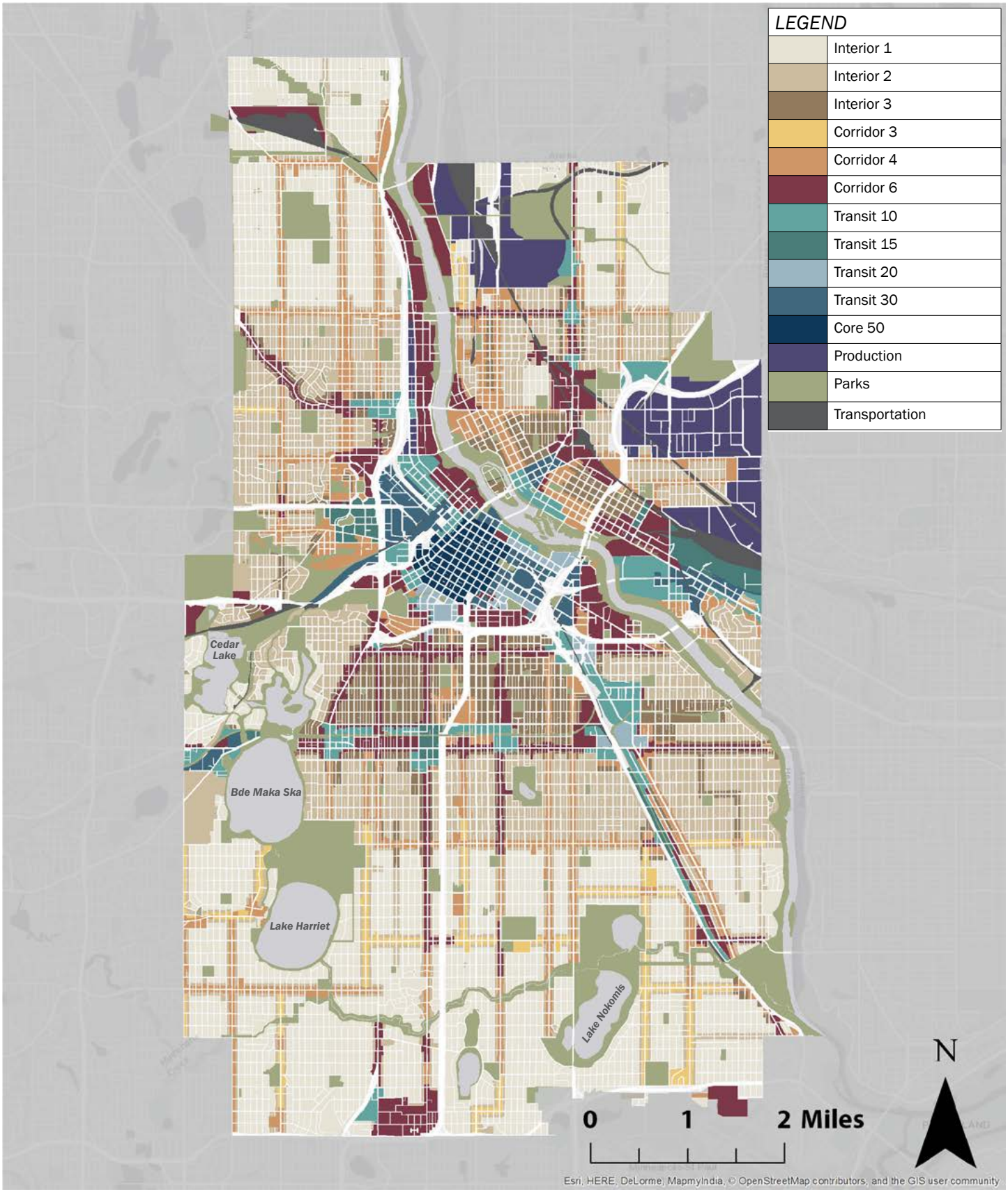

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FIGURE T1.4a: BUILT FORM MAP *Downtown Sector*

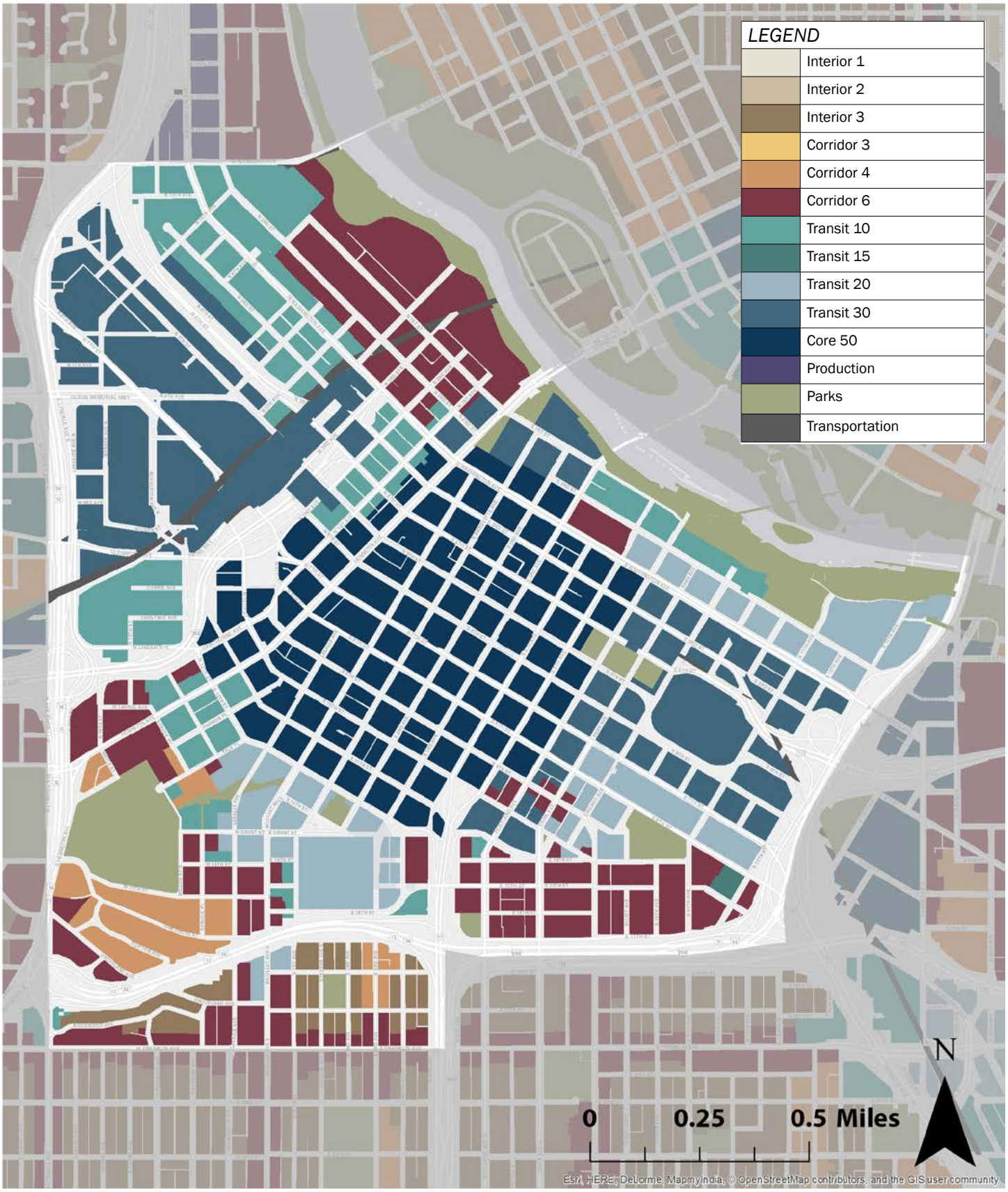

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FIGURE T1.4b: BUILT FORM MAP *North Sector*

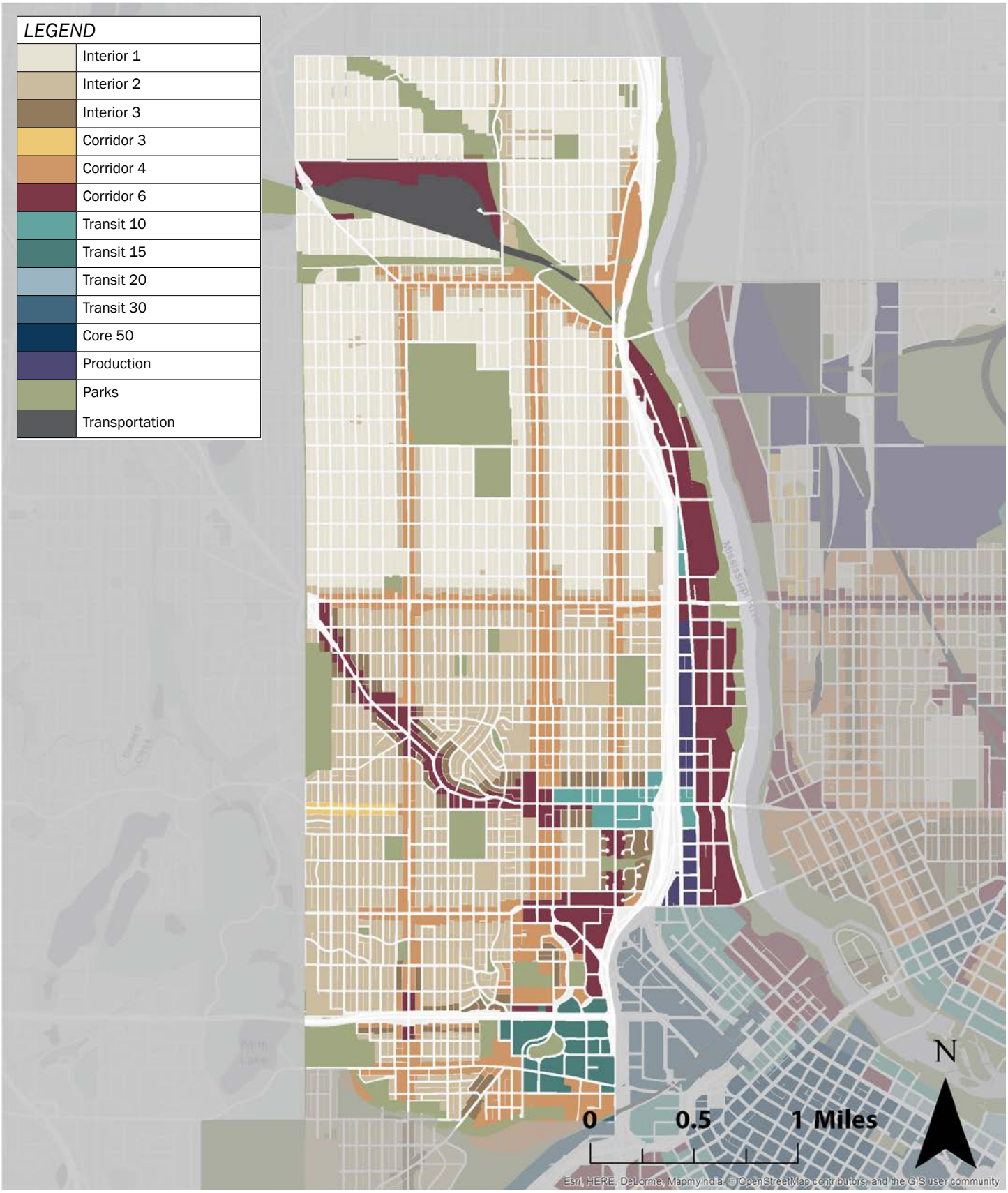

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FIGURE T1.4c: BUILT FORM MAP *East Sector*

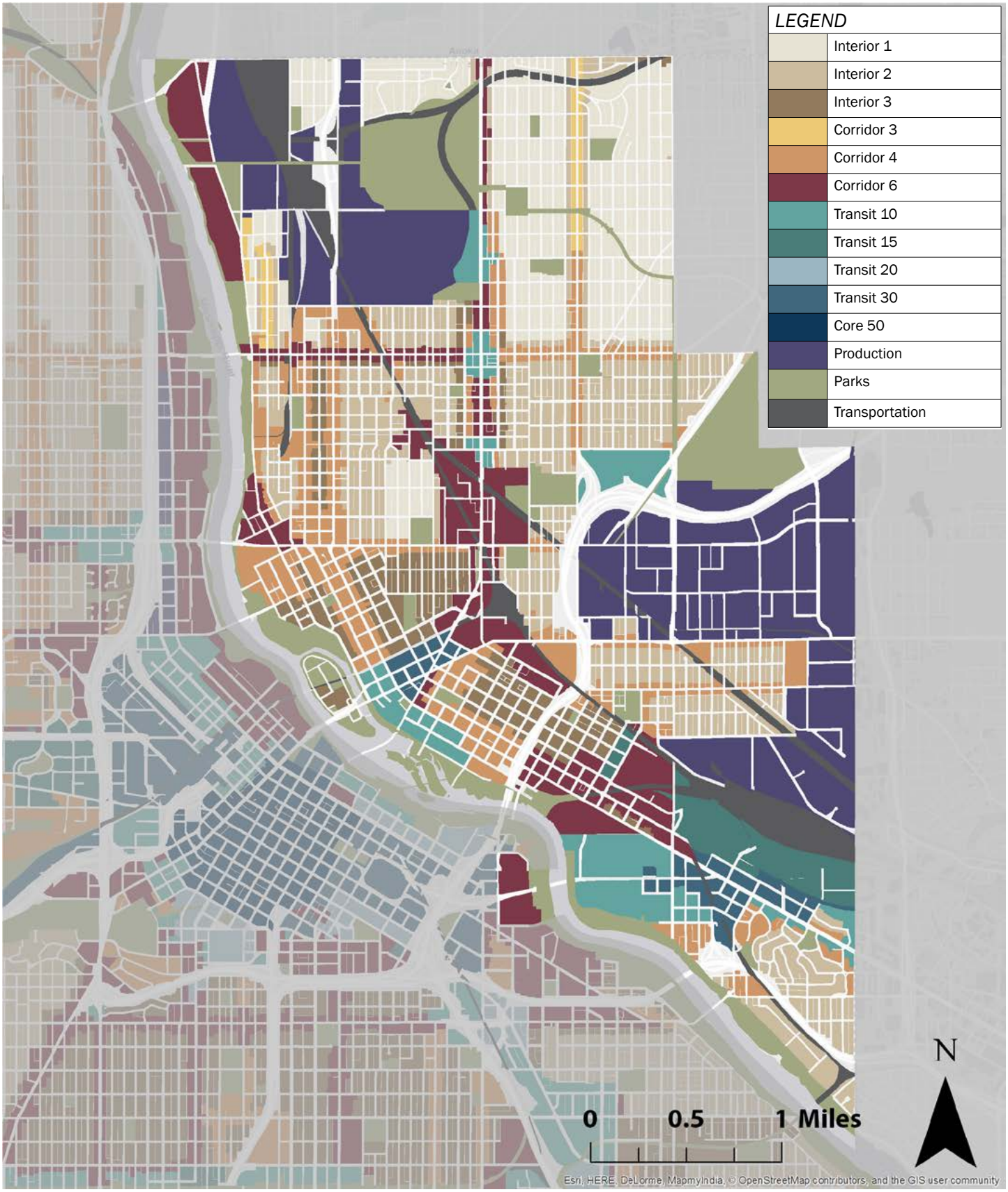

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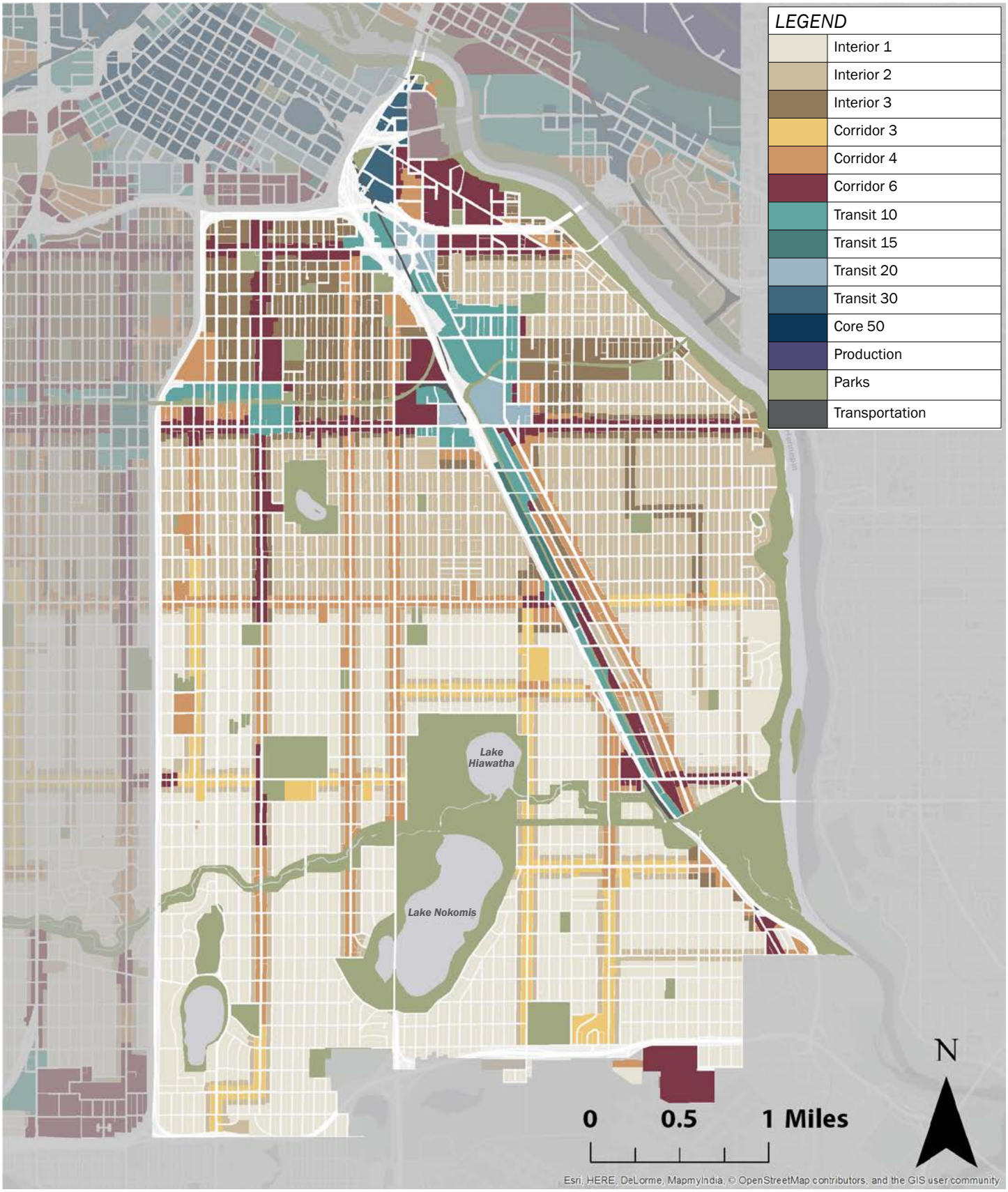
FIGURE T1.4d: BUILT FORM MAP *South Sector*



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POLICY 36

Innovative Housing Strategies and Data-Driven Decisions

Pursue innovative housing strategies to maximize the creation and preservation of affordable housing; use data and research to guide and evaluate housing priorities, policies, and programs.

In recent years, the City of Minneapolis has annually provided $10 million to aid in the production and preservation of affordable housing units. These City resources, coupled with state and federal resources, have not been enough to meet the minimum projected housing needs suggested by the Metropolitan Council, the regional policy-making body, planning agency, and provider of essential services for seven counties in the Twin Cities metro, 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.

Access to data and the tools, staff, and resources needed 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 pursue innovative housing strategies to maximize the creation and preservation of affordable housing. In addition, use data and research to guide and evaluate housing priorities, policies and programs.

a. Explore new strategies and tools to create and preserve affordable housing throughout the city, such as inclusionary zoning and naturally occurring affordable housing (NOAH) preservation.

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.

d. Conduct and refresh housing market and needs analyses by real estate analysts on a regular basis. Use this information to establish programs and set priorities and targets geographically.

e. Examine and review data to understand how areas of the city change and how that will affect public policy, including data such as the Center for Urban and Regional Affairs (CURA) healthy neighborhood indicators, rates of tax delinquency

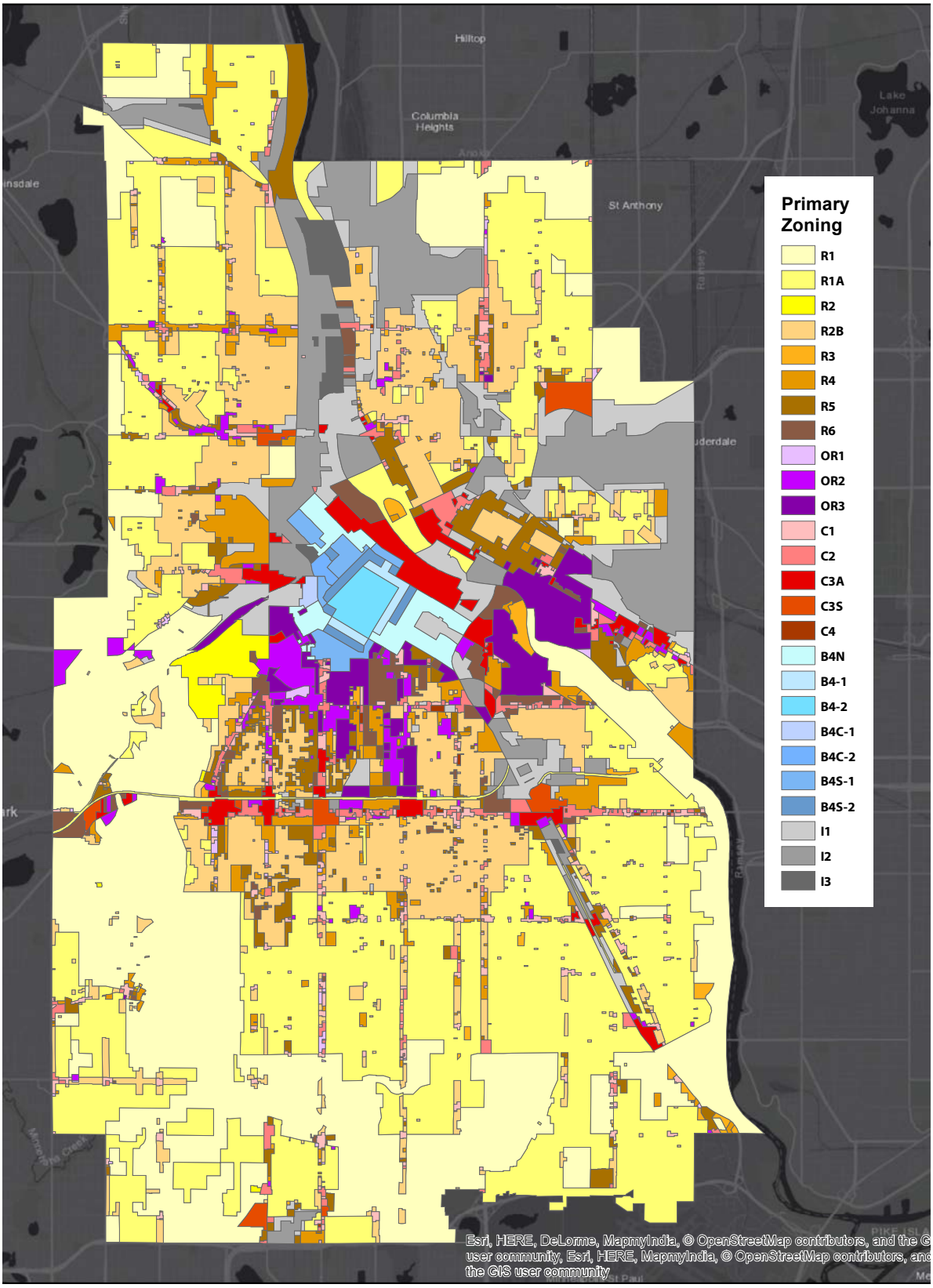


FIGURE 2: PRIMARY ZONING

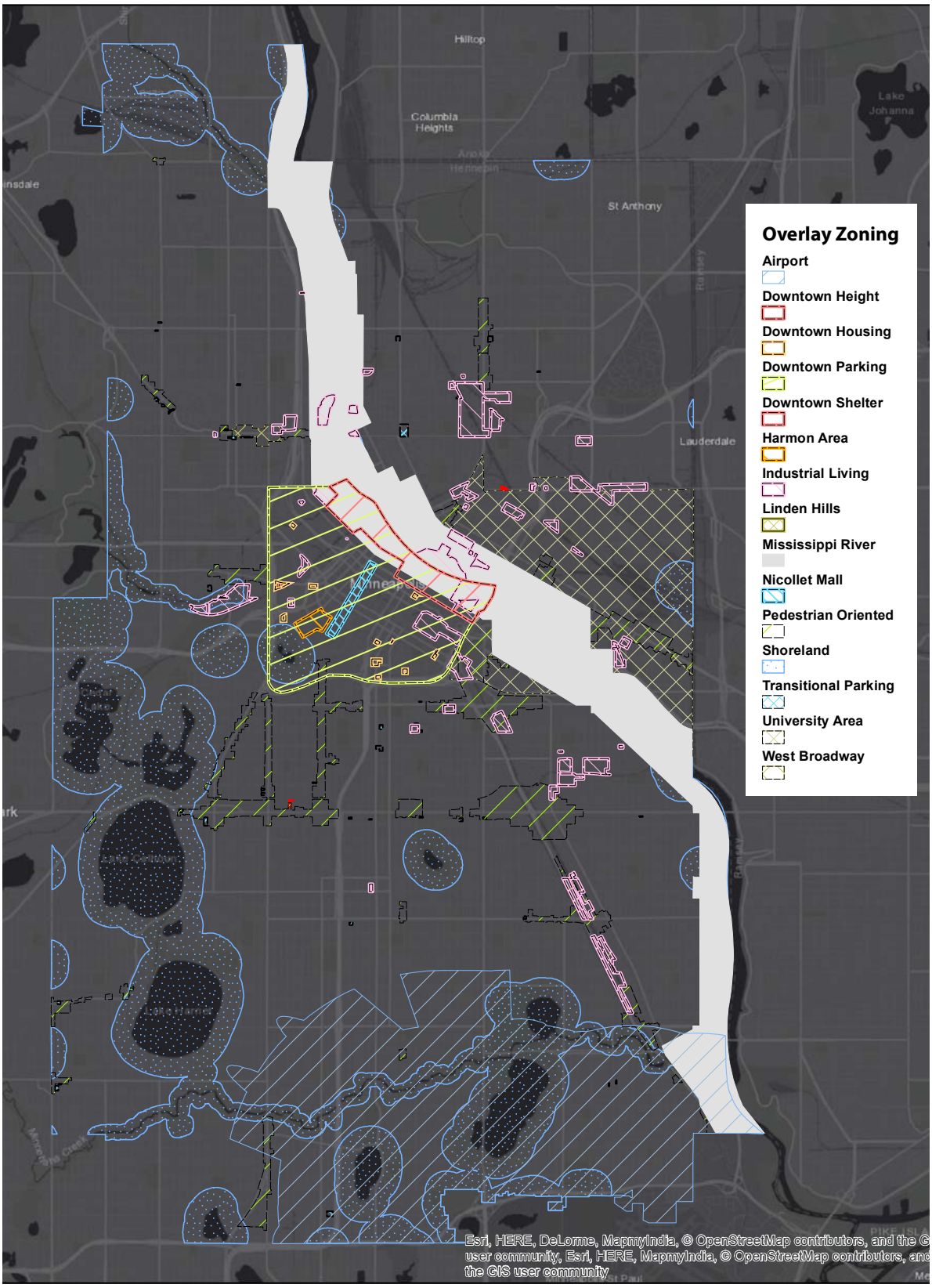


FIGURE 3: OVERLAY ZONING

Figure 4: Table of City of Minneapolis 2019-2023 Capital Improvements Program: Department Requested Budget

			Budget in Thousands					
			2019	2020	2021	2022	2023	Total
MUNICIPAL BUILDING COMMISSION		MBC01 Life Safety Improvements	0	240	184	207	148	779
		MBC02 Mechanical Systems Upgrade	0	0	649	1,036	1,196	2,881
		MBC10 Exterior Improvements	5,626	0	0	0	0	5,626
		MBC11 Elevator Upgrades and Modernization	4,992	0	0	0	0	4,992
		MBC12 Safety Improvements - Non-Stagework Areas	3,208	4,267	0	0	0	7,476
Total for MUNICIPAL BUILDING COMMISSION			13,827	4,508	833	1,243	1,344	21,754
PARK BOARD		PRK02 Playground and Site Improvements Program	2,160	2,046	840	1,041	1,065	7,152
		PRK03 Shelter - Pool - Site Improvements Program	0	0	804	0	0	804
		PRK04 Athletic Fields -Site Improvements Program	255	0	236	0	0	491
		PRK33 Bryn Mawr Meadows Field Improvements	0	0	3,080	365	0	3,445
		PRK34 Currie Park Implementation	2,212	0	0	0	0	2,212
		PRK35 Keewaydin Park Implementation	541	626	0	0	0	1,168
		PRK36 North Commons Park Implementation	368	1,000	800	0	0	2,168
		PRK37 Powderhorn Park Implementation	0	0	285	815	0	1,100
		PRK38 Sibley Field Park Implementation	518	503	0	0	0	1,021
		PRK39 Whittier Park Implementation	45	1,062	0	0	0	1,107
		PRKCP Neighborhood Parks Capital Infrastructure	1,894	2,604	2,246	6,589	7,400	20,733
		PRKDT Diseased Tree Removal	300	300	300	300	300	1,500
		PRKRP Neighborhood Parks Rehabilitation Program	4,050	4,195	4,390	3,870	3,860	20,364
Total for PARK BOARD			12,343	12,336	12,980	12,980	12,625	63,265
PUBLIC WORKS DEPARTMENT	STREET PAVING	PV001 Parkway Paving Program	750	750	750	750	750	3,750
		PV006 Alley Renovation Program	250	250	250	250	250	1,250
		PV054 8th St S (Hennepin Ave to Chicago Ave)	17,145	0	0	0	0	17,145
		PV056 Asphalt Pavement Resurfacing Program	7,015	7,015	7,015	7,015	7,015	35,075
		PV059 Major Pavement Maintenance Program	250	250	250	250	250	1,250
		PV063 Unpaved Alley Construction	200	200	200	200	200	1,000
		PV074 CSAH & MnDOT Cooperative Projects	5,420	2,800	700	3,800	5,455	18,175
		PV075 Development Infrastructure Program	500	500	500	500	500	2,500
		PV092 Technology Dr (37th Ave NE to Marshall S NE)	0	0	0	1,065	0	1,065
		PV095 4th St N & S (2nd Ave N to 4th Ave S)	11,985	2,525	0	0	0	14,510
		PV104 ADA Ramp Replacement Program	500	500	500	500	500	2,500
		PV108 Concrete Streets Rehabilitation Program	4,325	4,750	5,185	5,130	5,350	24,740
		PV113 29th St W Phase 2	0	0	2,170	0	0	2,170
		PV114 U of M Protected Bikeways	1,985	0	0	0	0	1,985
		PV116 North Loop Pedestrian Improvements	3,820	0	0	0	0	3,820
		PV118 Hennepin Ave (Wash Ave N to 12th St S)	0	22,200	910	0	0	23,110
		PV122 Dowling Ave (I-94 to 1st St N)	0	0	0	3,565	0	3,565
		PV123 Logan Park Industrial	0	0	0	6,755	0	6,755
		PV125 33rd & 35th St E (M'haha & Dight Ave to Tracks)	2,865	0	0	0	0	2,865
		PV126 Bryant Ave S (50th St E to Lake St E)	0	0	0	1,400	17,355	18,755

			Budget in Thousands					
			2019	2020	2021	2022	2023	Total
PUBLIC WORKS DEPARTMENT	STREET PAVING	PV127 37th Ave NE (Central Ave NE to Stinson Blvd)	0	0	0	0	10,475	10,475
		PV131 Res Neighborhood Reconst Projects	2,205	4,195	5,860	6,000	6,000	24,260
		PV135 North Loop Paving	9,475	0	0	0	0	9,475
		PV137 29th Ave NE (Central to Stinson)	0	0	6,063	2,627	0	8,690
		PV138 26th St E (Minnehaha Ave to 29th Ave S)	0	0	0	4,550	0	4,550
		PV139 18th Ave NE (Johnson St NE to Stinson Blvd NE)	1,097	3,908	0	0	0	5,005
		PV140 13th Ave NE (Sibley St NE to Monroe St NE)	0	0	0	7,740	0	7,740
		PV141 Grand Ave S (Lake St W to 48th St W)	0	712	14,353	0	0	15,065
		PV142 Downtown East Paving	0	0	3,175	0	0	3,175
		PV143 North Industrial	0	0	0	5,670	0	5,670
		PV146 9th St SE (6th Ave SE to 9th Ave SE)	0	0	0	2,220	0	2,220
		PV147 Girard Ave S (Lake St to Lagoon Ave)	0	1,295	0	0	0	1,295
		PV150 1st Ave N (10th St N to Wash Ave)	0	0	0	0	12,425	12,425
		PV152 Plymouth Ave (Washburn Ave N to Penn Ave N)	0	0	4,625	835	0	5,460
		PV154 Franklin Ave W (Henn Ave S to Lyndale Ave S)	0	0	0	2,125	0	2,125
		PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)	0	0	4,599	0	0	4,599
		PV158 Hennepin Ave (Lake St W to Douglas Ave)	0	0	0	0	18,745	18,745
		PV99R Reimbursable Paving Projects	3,500	3,500	3,500	3,500	3,500	17,500
	Total for STREET PAVING		73,287	55,350	60,605	66,447	88,770	344,459
	SIDEWALKS	SWK01 Defective Hazardous Sidewalks	4,250	4,460	4,670	4,880	5,090	23,350
		SWK02 Sidewalk Gaps	150	150	150	150	150	750
	Total for SIDEWALKS		4,400	4,610	4,820	5,030	5,240	24,100
	BRIDGES	BR101 Major Bridge Repair and Rehabilitation	600	400	400	400	400	2,200
		BR106 1st Ave S over HCRRA	0	4,790	0	0	0	4,790
		BR117 1st St N Bridge over Bassetts Creek	0	1,380	0	0	0	1,380
		BR127 Nicollet Ave over Minnehaha Creek	0	0	0	24,050	0	24,050
		BR133 Cedar Lake Road Bridges over Bassett Cr & RR	0	0	1,125	0	0	1,125
		BR134 Bridge 9 Program	2,080	2,470	785	1,945	1,315	8,595
	Total for BRIDGES		2,680	9,040	2,310	26,395	1,715	42,140
	TRAFFIC CONTROL & STREET LIGHTING	TR008 Parkway Street Light Replacement	350	350	350	350	350	1,750
		TR010 Traffic Management Systems	1,055	875	1,150	1,250	1,850	6,180
		TR011 City Street Light Renovation	1,000	1,000	1,000	1,500	1,500	6,000
		TR021 Traffic Signals	1,950	1,800	2,000	2,500	2,500	10,750
		TR022 Traffic Safety Improvements	1,000	1,380	2,600	1,750	1,750	8,480
		TR024 Pedestrian Street Lighting Corridors	500	500	500	600	1,000	3,100
		TR025 Sign Replacement Program	895	895	895	895	895	4,475
		TR99R Reimbursable Transportation Projects	600	600	600	600	600	3,000
	Total for TRAFFIC CONTROL & STREET LIGHTING		7,350	7,400	9,095	9,445	10,445	43,735
	BIKE - PED PROJECTS	BIK28 Protected Bikeways Program	1,140	1,940	1,000	1,000	1,000	6,080

			Budget in Thousands					
			2019	2020	2021	2022	2023	Total
PUBLIC WORKS DEPARTMENT	BIKE - PED PROJECTS	BP001 Safe Routes to School Program	400	400	400	400	400	2,000
		BP003 Midtown Greenway Trail Mill & Overlay	0	0	1,100	0	0	1,100
		BP004 Pedestrian Safety Program	600	600	600	600	600	3,000
		BP005 Queen Ave N Bike Boulevard	0	2,125	0	0	0	2,125
		BP006 18th Ave NE Trail Gap (Marshall to California)	0	0	0	605	0	605
	Total for BIKE - PED PROJECTS		2,140	5,065	3,100	2,605	2,000	14,910
	SANITARY SEWERS	SA001 Sanitary Tunnel & Sewer Rehab Program	14,000	8,000	8,000	8,000	8,000	46,000
		SA036 Infiltration & Inflow Removal Program	3,500	3,500	3,500	3,500	3,500	17,500
		SA99R Reimbursable Sanitary Sewer Projects	1,000	1,000	1,000	1,000	1,000	5,000
	Total for SANITARY SEWERS		18,500	12,500	12,500	12,500	12,500	68,500
	STORM SEWERS	SW004 Implementation of US EPA Storm Water Regs	250	250	250	250	250	1,250
		SW005 Combined Sewer Overflow Improvements	1,500	1,500	1,500	1,500	1,500	7,500
		SW011 Storm Drains and Tunnels Rehab Program	6,000	6,000	6,000	6,000	6,000	30,000
		SW032 I-35W Storm Tunnel	0	0	0	0	1,000	1,000
		SW039 Flood Mitigation - Stormwater Alternatives	5,000	5,000	5,000	5,000	5,000	25,000
		SW040 Central City Parallel Storm Tunnel	0	11,000	11,000	13,000	0	35,000
		SW99R Reimbursable Sewer & Storm Drain Projects	2,000	2,000	2,000	2,000	2,000	10,000
	Total for STORM SEWERS		14,750	25,750	25,750	27,750	15,750	109,750
	WATER INFRASTRUCTURE	WTR12 Water Distribution Improvements	9,450	9,550	9,650	9,750	9,000	47,400
		WTR18 Water Distribution Facility	0	15,285	6,265	0	0	21,550
		WTR23 Treatment Infrastructure Improvements	5,000	5,000	5,000	5,500	5,500	26,000
		WTR24 Fridley Filter Plant Rehabilitation	0	0	0	0	0	0
		WTR27 Advanced Metering Infrastructure	4,690	1,770	0	0	0	6,460
		WTR28 Ultrafiltration Module Replacement	750	750	0	0	0	1,500
		WTR29 Columbia Heights Campus Upgrades	450	3,750	4,800	4,000	1,360	14,360
		WTR30 10th Avenue Bridge Water Main	10,000	0	0	0	0	10,000
		WTR31 Electrical Service Rehabilitation	2,000	2,000	2,000	2,000	3,000	11,000
		WTR9R Reimbursable Water Main Projects	2,000	2,000	2,000	2,000	2,000	10,000
	Total for WATER INFRASTRUCTURE		34,340	40,105	29,715	23,250	20,860	148,270
Total for PUBLIC WORKS DEPARTMENT			157,447	159,820	147,895	173,422	157,280	795,864
PUBLIC GROUNDS & FACILITIES		FIR11 Fire Station No. 11	0	0	0	2,144	0	2,144
		FIR12 Fire Station No. 1 Renovation and Expansion	5,000	2,000	0	0	0	7,000
		FIR13 Fire Station No. 4 Apparatus Bay Addition	1,000	0	0	0	0	1,000
		PSD15 Traffic Maintenance Facility Improvement	0	200	2,000	2,000	0	4,200
		PSD16 Farmers Market Improvements	0	1,000	2,000	2,000	0	5,000
		PSD18 Regulatory Services Facility	0	1,000	3,750	0	0	4,750
		PSD19 Impound Lot Facility	1,000	0	0	0	0	1,000
		PSD20 City Hall & New Public Service Center	104,000	93,000	13,000	0	0	210,000
		RAD01 Public Safety Radio System Replacement	2,700	2,700	0	0	0	5,400

			Budget in Thousands					
			2019	2020	2021	2022	2023	Total
Total for PUBLIC GROUNDS & FACILITIES			113,700	99,900	20,750	6,144	0	240,494
MISCELLANEOUS PROJECTS		ART01 Art in Public Places	741	714	674	766	813	3,708
Total for MISCELLANEOUS PROJECTS			741	714	674	766	813	3,708
Grand Totals			298,058	277,278	183,132	194,555	172,062	1,125,085

HOUSING IMPLEMENTATION PROGRAM

The comprehensive plan is required to have a housing implementation program that identifies official controls, programs and fiscal tools the City will use to implement its housing goals and policies. The following section includes information on programs and tools the City could use to meet its existing and projected housing needs, identifies the tools that will address the three levels of affordability, and the circumstances in which the tools would be utilized. The Metropolitan Council has recognized the regional need for the increased availability of affordable housing. In order to ensure an equitable distribution of affordable housing throughout the region and to meet a region-wide goal of 37,900 newly constructed affordable housing units, the Council set targets for each municipality to achieve between 2021 and 2030 as identified in the region's 2040 Housing Policy Plan. The City of Minneapolis' share of this overall goal is 3,499 new affordable housing units.

The allocation of these goals by jurisdiction was determined by two factors:

- Ratio of low-wage jobs to low-wage workers
- Ratio of low-wage jobs to low-wage workers

Affordable Housing Programs and Fiscal Devices

Housing policy implementation at the City of Minneapolis is primarily managed through Community Planning and Economic Development (CPED) – Housing Policy & Development Division. The Housing Policy & Development Division administers a number of programs for the development and preservation of affordable and mixed-income rental and ownership housing. The City's funds and programs are targeted to meet City housing priorities, which includes preserving affordable housing in the city. The City will continue to partner with public agencies, and the private-sector to meet the City's affordable housing need allocations and comprehensive plan goals.

Below is description of public programs and fiscal devices that could be used by the City to meet the existing and projected housing needs as identified in the comprehensive plan:

More information about housing fiscal tools and resources can be found on the City's CPED Housing Policy and Development Division website.

In general, structures within the Critical Area should be shorter when located closer to the river with height increasing as distance from the river increases. However, taller buildings can be considered closer to the river when the existing built character is similar, especially in the downtown area, or where measures are taken to provide significant landscaping and buffering of the structure. In addition, buildings should utilize tapered profiles as building height increases to allow views of and from the river and to avoid overly wide buildings that can create a wall along the riverfront significantly blocking views for other structures, development sites, and neighborhoods. Tiering is most appropriate to consider when requests are made for conditional use permits to increase the height of a building beyond the district height limits in the CA-RTC and CA-UM districts.

STANDARDS FOR CONDITIONAL USE PERMITS FOR INCREASE IN HEIGHT

The CA-RTC and CA-UM Districts allow for increases in height from the Critical Area District height limits by conditional use permit. In addition to the conditional use permit requirements of the Minneapolis Zoning Ordinance, Minnesota Rules 6106.0120(D) provides criteria for considering whether to grant a conditional use permit for buildings exceeding the height limits and state they must include:

1. assessment of the visual impact of the proposed building on public river corridor views, including views from other communities;

2. identification and application of techniques to minimize the perceived bulk of the proposed building, such as:

- **a.** placing the long axis of the building perpendicular to the river;
- **b.** stepping back of portions of the façade;
- **c.** narrowing the profile of upper floors of the building; or
- **d.** increasing the setbacks of the building from the Mississippi River or blufflines;

3. identification of techniques for preservation of those view corridors identified in the local government's plan; and

4. opportunities for creation or enhancement of public river corridor views.

Minnesota Rules 6106.0080 further requires that in addition to the criteria above and in addition to meeting the requirements of Minnesota Statutes, sections 394.301, 394.303, 462.3595, and 462.3597, a local government's review of conditional and interim uses must consider potential impacts of the conditional or interim use on primary conservation areas, public river corridor views, and other resources identified in a local government's plan. In evaluating a request for a variance or conditional or interim use permit, if a local government identifies a potential negative impact to primary conservation areas, public river corridor views, or other resources identified in the local government's plan, the variance or conditional or interim use permit must require mitigation. Mitigation must be directly related to and must bear a rough proportionality to the impact of the project on primary conservation areas, public river corridor views, and other resources identified in the local government's plan.

DIMENSIONAL STANDARDS - STRUCTURE SETBACKS

Structures and impervious surfaces must not be located in the shore impact zone and must meet setback requirement from the ordinary high water level of the Mississippi River and other waters within the Mississippi River Corridor Critical Area, as specified for each district (note that the CA-SR and CA-UC districts do not require setbacks from the ordinary high water level , but are subject to underlying zoning district setbacks). Also, structures and impervious surfaces must not be located in the bluff impact zone and must meet setback requirements from the bluffline as specified for each district. Minnesota Rules 6106.0180 list structures that are exempt from these requirements.

Chapter 3 - Primary Conservation Areas

GENERAL OVERVIEW

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

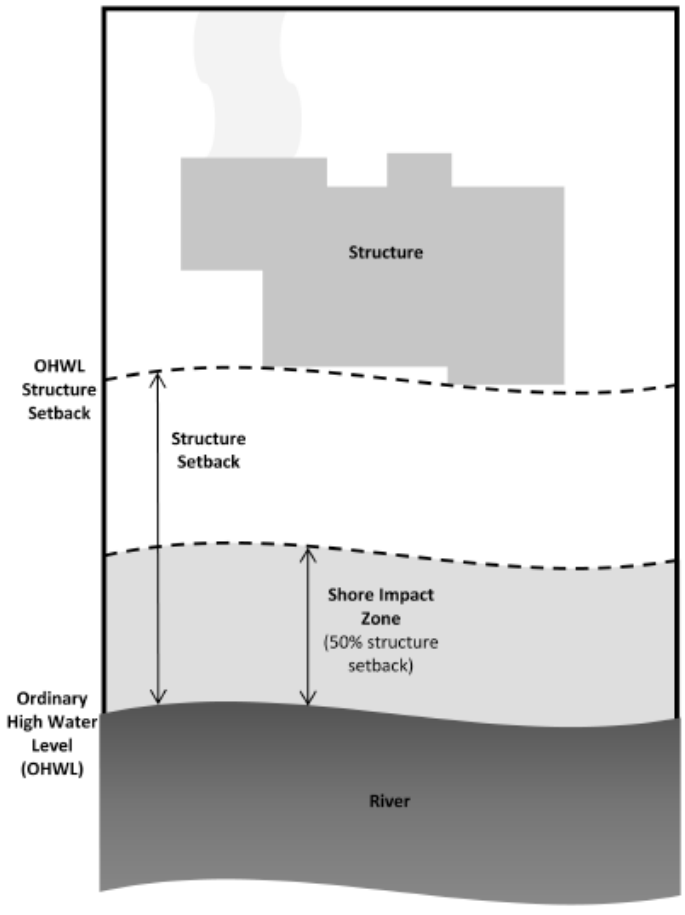


FIGURE 3-1: SHORE IMPACT ZONE.

SHORE IMPACT ZONE

"Shore impact zone" means land located between the ordinary high water level of public waters and a line parallel to it at a setback of 50 percent of the required MRCCA district structure setback (or underlying zoning district in CA-SR or CA-UC districts) or, for areas in agricultural use, 50 feet landward of the ordinary high water level (MRCCA Rules 6106.0050, Subp. 68). See **Figures 3-1 through 3-4.** Structures and impervious surfaces must not be located in the shore impact zone and must meet setback requirement from the ordinary high water level of the Mississippi River and other waters within the Mississippi River Corridor Critical Area, as specified for each district (note that the CA-SR and CA-UC districts do not require setbacks from the ordinary high water level, but are subject to underlying zoning district setbacks).

Chapter 4 - Public River Corridor Views

Protecting views of and from the river is an objective of the Critical Area Act. In addition, preserving or improving the appearance of urban development within the Critical Area will also enhance the experience of using the corridor and enjoying the river. Changes in the river corridor should complement the visual characteristics of the river. The first aspect of providing for visual quality along the river is to control and guide actions which might have adverse visual impact. However, this is not intended to prevent development in the MRCCA where shown as appropriate by adopted City plans and as regulated by the Critical Area districts and rules.

PUBLIC VIEW IMPACTS

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

Upper Riverfront

The relatively low and gentle slopes that characterize the upper riverfront gave rise to the heavy industrial land uses on both banks. Views along this stretch (St. Anthony Parkway to Boom Island Park) are characterized by easy access to the river's edge and long views to downtown. As land uses diversify into residential and mixed uses, supportive and parallel uses specific to the river access, such as recreation and habitat restoration will complement the existing views and allow for new ones. Existing views could also be improved with overlook structures, stairways, piers, or shoreline walkways. Shoreline edges should focus on reducing erosion and restoring native habitat while occasionally allowing hard edges for direct water access at key locations.

In general, the Public River Corridor Views (PRCVs) do not prohibit development of buildings or structures visible from the river, as guided by the land use categories of the comprehensive plan and the MRCCA districts. Therefore, new development should be designed to improve views by providing a striking background to the river's shoreline through building and site landscape design. Care should be taken that views of downtown from prime locations are not significantly obstructed by larger buildings. Where there are street or right-of-way corridors leading to the river, development should not encroach into these areas and block views from the adjacent neighborhoods to the river. Tiering and tapering of buildings with landscaping and buffering, as described in Chapter 2, are important strategies for implementing development.

Uses or activities that may have a negative impact on visual quality, such as surface parking, outdoor storage, mechanical equipment, utilities, communication towers or antennas, transmission lines, large scale solar energy systems, and billboards are discouraged form locating in PRCVs. If allowed by the zoning ordinance or other applicable regulations and no other reasonable location is possible, they should be reduced in scale and scope and landscaped and screened from the river to the extent possible.

Central Riverfront

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

through structured river edges and new locations for unique downtown experiences along the riverfront, such as outdoor dining, strolling, boating, and places to sit and enjoy the views. Both the built and natural environments here offer a substantial degree of enclosure along the riverfront with tall buildings atop bluffs.

In general, the PRCVs do not prohibit development, as guided by the land use categories in the comprehensive plan. New development should respond to this context with a height, bulk, and form that is in keeping with a major metropolitan downtown and historic district, as this will reinforce and enhance the strengths of existing views.

Uses or activities that may have a negative impact on visual quality, such as surface parking, outdoor storage, mechanical equipment, utilities, communication towers or antennas, transmission lines, large scale solar energy systems, and billboards are discouraged form locating in PRCVs. If allowed by the zoning ordinance or other applicable regulations and no other reasonable location is possible, they should be reduced in scale and scope and landscaped and screened from the river to the extent possible.

Lower Gorge

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

In the Lower Gorge the prominent visual feature should be trees and bluffs. The important PRCV is the gorge. Therefore, the district should continue to be managed to preserve and enhance those natural scenic qualities. From the I-94 Bridge to the southern city limits, the bluffs of the Mississippi River Gorge should be protected from development in the MRCCA that is visible from the opposite shoreline. Any development that removes vegetation of is visible from the river should be discouraged. However, where development is river dependent, such as parks and park facilities, or for necessary infrastructure where no reasonable alternative is possible, then the structures should be reduced in scale and scope to the extent possible and landscaping and screening should be utilized to mitigate the impact of the development. Given the gorge's unique qualities, buildings or structures situated close to the bluffs that tower over the tree line and feature prominently in identified views would negatively impact the area and should be avoided. From this vantage point, structures atop the bluff should not be readily visible above the tree tops as seen during the summer months. To that extent, the gorge area is within districts (CA-ROS and CA-RN) that have height limits of 35 feet. The exception to this is views of the University of Minnesota and the downtown skyline, which come into view upstream of Lake Street.

PUBLIC VIEW CORRIDOR IDENTIFICATION

The river corridor contains some of the most iconic and cherished scenic vistas in Minnesota and is one of the reasons the corridor was designated a critical area. PRCVs is a term defined in the Critical Area rules and used as a means to protect scenic views. The rules define PRCV as:

- Views toward the river from public parkland, historic properties, and public overlooks.
- Views toward bluffs from the ordinary high water level of the opposite shore, as seen during the summer months.

Guidance from the DNR and Metropolitan Council indicates that other scenic views that are valued by the community may be identified and that views from specific places that

are accessible to the public can also be mapped and described.

The PRCV in this plan include some views identified in City adopted plans and historic district guidelines. In addition, further view corridors toward the river were identified from public parks and property, historic properties, streets, and bridge overlooks. Also, views toward bluffs from the ordinary high water level of the opposite shore and from public parks and bridge overlooks were included. The views illustrated in this plan are not an exhaustive list of every public river corridor view and are intended to provide a representation of types of important views. In general, the types of views are organized into the following groupings:

Public Parks – Public Parks, while enhancing the beauty of the river, are also important areas for preserving public access to the river and views of the river corridor. This document shows views from several parks to emphasize policy support for maintain and improving viewing areas and the importance of public access to the river and views of the river. The omission of an identified view park in this document does not imply that it is not an appropriate place from which to view the river. The identification of a specific view in a park does not indicate that it is the only place in the park where there are river views.

Overlooks – Overlooks will most often be located in parkland or on bridges. They are important as public access points to allow views of the river corridor.

Bridges – Many existing bridges are important cultural or aesthetic elements of the corridor. This document shows views from several bridges to emphasize that bridge conversion, rehabilitation, or reconstruction should maintain, improve, or add opportunities for river views from the bridge.

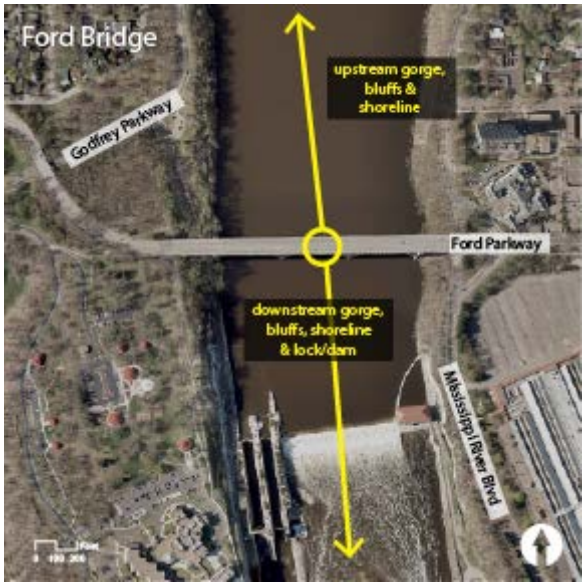
Historic Properties – Where public viewing areas are added to historic properties the appropriate district or landmark guidance should be consulted.

Street Corridors – Streets perpendicular to the river provide corridors from the neighborhoods to the river. In some cases, such as 26th Avenue North, their termination at the river is planned for an overlook at the river bank. In other places the streets terminate at parkland. Therefore, vacations of these rights-of-way to allow for the construction of structures is strongly discouraged to prevent these view corridors to and from the river to be blocked.

Lower Gorge – In the Lower Gorge the important PRVC is the gorge. Therefore, this plan list some representative locations as PRCVs, but not every possible spot in the gorge, because at almost any place one has a PRCV toward bluffs from the ordinary high water level of the opposite shore, as seen during the summer months.

See **Figures 4-1** through **4-3** for locations of representative PRCVs listed in this plan. A narrative, map, and pictures are proved in **Figure 4-4**, MRCCA Public River View Corridors.

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



VISUAL QUALITY AND SITE DEVELOPMENT

Preserving or improving the appearance of urban development within all areas of the Critical Area beyond PRCVs will also enhance the experience of using the corridor and enjoying the river. Any changes in the river corridor should complement the visual characteristics of the river. The first aspect of providing for visual quality along the river is to control and guide actions which might have adverse visual impact.

In addition to evaluating a proposed development for its environmental impact the City will also seek attractive and context-sensitive architectural design. Where development occurs on the bank close to the riverfront, structures should step back so that sunlight penetrates to the public areas. The total site and architectural design should contribute to creating a vibrant, interesting, and well-used riverfront and be consistent with adopted small area plans and the comprehensive plan.

When seeking and reviewing development proposals for land that the City owns along the riverfront, or when reviewing projects along the riverfront in the Critical Area to which the City is providing financial assistance, developments will be required to meet or surpass the standards for site design and architectural quality contained in the zoning code. Further, public facilities within the Critical Area by any agency of government should strive to attain a very high degree of visual design quality.

Uses or activities that may have a negative impact on visual quality, such as surface parking, outdoor storage, mechanical equipment, utilities, communication towers or antennas transmission lines and services, and billboards are regulated by the zoning code or other regulations. Beyond theses regulatory requirements and guidance adopted plans and polices, the MRCCA plan encourages that these uses be reduced in scale and scope where possible everywhere in the MRCCA. They should be landscaped and/or screened from the river if possible. Further guidance for some specific uses:

- **Transmission Services -** In general, transmission services (transmission lines and pipelines) are considered to have a negative visual impact in the Critical Area. The City, in conjunction with Xcel Energy, will strongly discourage any new corridors for high voltage transmission lines to run parallel to or, especially, across the river. Necessary river crossings should be designed and located to minimize their visual impact. For instance, towers for transmission lines in the Central Riverfront were previously designed as large-scale pieces of art to add to the urban visual interest of that area. The City will evaluate and, if feasible, pursue relocation away from the river any high voltage transmission line that exists along the river. All electrical, telephone, and cable television lines in the Critical Area should eventually be located underground when technically feasible. If overhead placement of utilities is necessary, utility crossings must be hidden from view as much as practicable. The appearance of structures must be as compatible as practicable with the surrounding area in a natural state with regard to height and width, materials used, and color (Minnesota Rules 61016.0130 Subpart 6)
- **Wind Energy Conversion Systems -** Freestanding and building mounted wind energy conversion systems are prohibited by the Minneapolis Zoning Ordinance in the Shoreland and Mississippi River Critical Area Overlay districts.
- **Billboards -** The City will continue to enforce the controls on billboards that exist in the zoning ordinance. Specifically prohibited are off-premises advertising signs and billboards that would be visible from the river, with the exception of signs designated by the Heritage Preservation Commission. The Minneapolis Heritage Preservation Commission must approve all signage in historic districts and on individually designated properties. In addition, no advertising sign or billboard shall be located within 300 feet of a parkway or a public park of three acres or more.
- **Parking and Storage -** New and existing riverbank parking, loading, service, and outdoor storage areas should be visually screened from the public thoroughfare, public open space, and residential areas. Landscaped buffer zones and screening of those areas should be required of new and existing industry that is adjacent to a residential area or park. Any new parking developed in the riverfront area (first 300 feet back from the river) should be internal to the development were possible, not along the river.
- **Existing uses -** When opportunities arise, the City will encourage or require property owners to screen visually intrusive structures or activities. Opportunities may include applications to the City for site plan review or some form of public assistance. Screening may involve planting trees and shrubs or erecting fences. It is acknowledged that not all visually intrusive developments may be able to be screened from view from the river or from other points of view.

A future implementation step will be to evaluate regulations in the zoning code regarding theses uses (where regulated by zoning) to ensure they implement the goals of the MRCCA plan and other applicable adopted plans as a part of the future zoning code update.

UTILITIES

Utilities include water and sewer infrastructure, electric power facilities, essential services, and transmissions services. They are further defined in the MRCCA rules.

Major Utilities

Major utilities in the upper river include the Xcel Energy Riverside Generation, the CenterPoint Energy facility, and an Xcel Energy substation. Major utilities in the central river area include Xcel Energy St. Anthony Hydro, Center Point Energy, A Mill Hydro, and SAF Hydropower. See F**igures 7-11** and **7-12**. These facilities are existing and in general are located underground or are not located in PRCVs. In the case of the central riverfront, they are part of the existing urban development fabric. Continued improvement to the sites, such as the conversion of the Xcel Riverside Plant to natural gas and the associated elimination of outdoor storage of coal, is encouraged. While this plan does not identify any know negative effects on PCAs, the City will work with partner agencies and the utilities to continue to address issues should they be identified.

No new public utilities are proposed at this time. Where allowed by the policy guidance of the comprehensive plan and the zoning ordinance, new facilities should be reduced in scale and scope to the extent possible, avoid placement in PRCVs, avoid PCAs, and be designed to implement the goals of this and other plans and to mitigate any negative effects. Hydroelectric facilities should be evaluated for their effect on water flower over St. Anthony Falls.

Transmission Services

In general, transmission services (transmission lines and pipelines) are considered to have a negative visual impact in the Critical Area. The City, in conjunction with Xcel Energy, will strongly discourage any new corridors for high voltage transmission lines to run parallel to or, especially, across the river. Necessary river crossings should be designed and located to minimize their visual impact. For instance, towers for transmission lines in the Central Riverfront were previously designed as large-scale pieces of art to add to the urban visual interest of that area. The City will evaluate and, if feasible, pursue relocation away from the river any high voltage transmission line that exists along the river. All electrical, telephone, and cable television lines in the Critical Area should eventually be located underground when technically feasible . If overhead placement of utilities is necessary, utility crossings must be hidden from view as much as practicable. The appearance of structures must be as compatible as practicable with the surrounding area in a natural state with regard to height and width, materials used, and color (Minnesota Rules 61016.0130 Subpart 6)

Wind Energy Conversion Systems

Freestanding and building mounted wind energy conversion systems are prohibited by the Minneapolis Zoning Ordinance in the Shoreland and Mississippi River Critical Area Overlay districts.

Solar Energy Systems

Solar Energy Systems are allowed by the Minneapolis Zoning Ordinance. Larger scale building-mounted or freestanding systems could have a visual impact and are discouraged from locating in PRCVs. Where no reasonable alternative exists, they should be reduced in scale and scope and landscaped and screened from view of the river (to the extent that it does not block solar access).

Drinking Water System

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

Sanitary Sewer System

The City's sewer system was originally built as a combined system, to carry both sanitary sewage and storm water runoff. As the community grew, the normal volume of sewage also increased. The Minneapolis system conveys wastewater to the sewer interceptor pipes owned and operated by the Metropolitan Council. Minneapolis has worked for many years to separate its sanitary and storm

- Development shall minimize runoff and should not cause erosion, increase the net surface runoff rate, or decrease the net rate of storm water absorption on the site.
- The rate of runoff from parking lots, roads, bridges and trails near the bluffline will be minimized and controlled to prevent erosion. Techniques may include detaining water in a parking lot or creating a detention or retention facilities.
- Required erosion control measures should be maintained before, during, and after construction to ensure that gross soil loss levels do not degrade adjacent water bodies or water courses. Construction shall be sequenced to minimize the exposure of slopes to runoff and potential erosion. Implement phased erosion/sedimentation BMPs as needed. Disturbed areas shall be stabilized within 14 days. The MPCA Stormwater Manual shall be used as a guide for construction site best management practices.
- Artificial devices such as retaining walls should be allowed only as a last resort after consideration of all other best management practices such as native vegetative or bioengineering solutions for the sake of minimizing slope and erosion problems.

PUBLIC RIVER CORRIDOR VIEWS (PRCVS)

- PRCVs illustrated in this plan are not intended to be a blanket prohibition on all development in every instance where they are identified. The policies, goals, and information listed in the plan inform how to balance development and PRCVs.
- Protect and minimize impacts to PRCVs from public and private development activities.
- Protect and minimize impacts to PRCVs from public and private vegetation management activities.
- Protect PRCVs located within the community and identified by other communities (adjacent or across the river).
- River corridor development should be located and designed to minimize adverse effects on the natural or scenic views of the river.
- The City will prevent development that has a significant negative impact on key scenic views and encourages design which preserves, enhances, or creates key scenic views.
- Development should implement the visual quality goals of this plan (see Chapter 4).
- Development along the river should encourage reconnections of the traditional street grid pattern (some of the connections may be only pedestrian and bike connections) where that would enhance visual and physical connections to and from the river.
- The scenic quality of the shorelines should be improved by high quality urban design and site planning.
- The scenic quality of the shorelines should be improved by minimizing parking and outdoor storage of materials.
- Encourage and facilitate the rehabilitation or removal of obsolete and visually blighted structures.
- The City will strive to maintain views to and from the river by providing overlooks, river corridor parks, and view corridors between river corridor buildings. View should favor up or downstream vistas whenever possible for longer views of the river.
- Scenic overlooks and the associated improvements (signs, kiosks, etc.,) should be chosen and located so that they do not interfere with or obstruct key scenic views.
- Existing scenic overlooks should be marked and maintained by pruning for the health of the vegetation, removal of noxious exotic species, addition of native species that have mature heights which are below the sight line of the overlooks and as a last resort, selective cutting of vegetation to maintain views of the river.

RESTORATION PRIORITIES

- Protect native and existing vegetation during the development process, and require restoration if any is removed by development. Priorities for restoration shall include stabilization of erodible soils and riparian buffers and bluffs or steep slopes visible from the river.
- Restore native vegetation to protect and enhance public river view corridors identified in this plan where possible.
- Restore vegetation in restoration priority areas identified in this plan through the City's development review process (conditional use permits, site plan review, subdivisions, PUDs, variances, and other permits).

with the goals of this plan, the comprehensive plan, and other adopted plans.
- The City and the MPRB will continue to evaluate opportunities to create boat launches, docks, and marinas on the Mississippi River.
- Seek to balance commercial and recreational surface water uses.
- Minimize potential conflict of water-oriented uses with other land uses.

Other Environmental

- Developments are required to comply with the city's Stormwater Management Ordinance and are encouraged to make environmentally friendly steps on their properties to reduce their stormwater management fees.
- The City will continue to work with the Minnesota Pollution Control Agency to achieve federal and state water quality standards. The City will continue to enforce along the river corridor as well as the balance of the community its adopted standards for the National Urban Runoff Program and the National Pollutant Discharge Elimination System Program.
- The City will continue to license underground oil and chemical tanks and continue its efforts to remediate contaminated sites throughout the City. In addition, the City will continue to require the reporting of oil and chemical spills and to clean up spills and assist with the disposal of waste which might pollute ground and surface waters. Existing control and review mechanisms to prevent contamination of public waters and erosion by surface runoff will continue.
- Dredge Material - Dredged material may be placed on the beaches along the river only in an emergency dredging situation or in response to development by the Corps of Engineers of a recreation beach management plan that is approved by its partner agencies.

St. Anthony Falls

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

Chapter 11 – Implementation Actions

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

General

- Submit the updated MRCCA plan to the Metropolitan Council and the DNR at the same time that the 2040 Comprehensive Plan update is due to the Metropolitan Council.
- Update the Zoning Ordinance, including the Shoreland and Critical Area Overlay Districts, to reflect goals and policies of this plan as well as any relevant requirements of federal and state legislation.
- Ensure that information on the new MRCCA districts, zoning requirements, PCAs, PRCVs, and restoration priorities, are available to property owners to help them understand which ordinance requirements apply to their property for project planning and permitting.
- The City of Minneapolis will continue to coordinate with the Minneapolis Park and Recreation Board, the City of St. Paul, and other applicable agencies in efforts to manage the resources of the river gorge.
- Continue to work on integration of the adopted plans and policies of the multiple jurisdictions with authority in the MRCCA.
- Evaluate implementation flexibility, as allowed by Minnesota Rules 6106.0070, Subp. 6, related to height and tiering requirements in the CA-UC and CA-UM districts during ordinance drafting and approval.

Districts

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

Primary Conservation Areas

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

Public River Corridor Views (PRCVs)

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

Restoration Priorities

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

Open Space and Recreation Facilities

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

FORECASTS AND COMMUNITY DESIGNATION

FIGURE 1: TABLE OF FORECAST POPULATION, HOUSEHOLDS, AND EMPLOYMENT OF 2020, 2030, AND 2040

	2020	2030	2040
Households	190,700	200,900	212,500
Population	436,000	460,000	485,000
Employment	332,400	346,200	360,000

ACCOMMODATING FORECASTED GROWTH

To demonstrate the city's land capacity to meet growth projections for households, transportation, and jobs, city of Minneapolis staff conducted a parcel based analysis showing how development could be accommodated on a selection of properties.

Each parcel was assigned a residential density that is based on both the prevailing residential density of recent developments in the area, as well as a range of residential density calculated by restrictions placed on dwelling unit size by the building code and policy guidance given by the built form district for the site as identified in this plan.

In addition to demonstrating the ability to accommodate growth, the density ranges for future land use and built form districts shown below (figure 2) are intended to demonstrate compliance with the Metropolitan Council's standards for density found in table 3-1 of the 2040 Transportation Policy Plan.

Each row in the table represents a land use and built form combination found in the maps as adopted. The Gross Acreage identified for each combination represents the acreage that is readily identifiable as a potential redevelopment site for the purpose of this exercise. Potential redevelopment sites -- mapped in figure 3 as an exercise to demonstrate capacity for growth -- are primarily surface parking lots and underutilized property near transit. Note that a Gross Acreage count = '0.00' does not mean that redevelopment will not occur on properties with those land use and built form combinations.

The calculations found in figure 2 are direct inputs into the TAZ level forecasts supplied elsewhere in this plan.

Note: Development is likely to occur along the ranges shown in figure 2, but in most instances will not be required to do so through regulation. Since most future land use categories allow for a mix of uses and do not explicitly require residential uses, the regulatory floor for all property in the city is effectively zero dwelling units per acre. This is consistent with current regulatory practice in the city where residential density on a per project basis is generally not directly addressed through zoning.

FIGURE 2: RESIDENTIAL DENSITY: ACCOMMODATING FORECASTED GROWTH ON POTENTIAL REDEVELOPMENT SITES

			Typical Density		2017-2020				2021-2030				2031-2040				PLAN TOTAL			
Future Land Use	Built Form	% Resid.	Min DU/Acre	Max DU/Acre	Gross Acreage	Net Acreage	Min Units	Max Units	Gross Acreage	Net Acreage	Min Units	Max Units	Gross Acreage	Net Acreage	Min Units	Max Units	Total Gross Acreage	Total Net Acreage	Min Units	Max Units
Urban Neighborhood	Interior 1	100%	8	30	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Urban Neighborhood	Interior 2	100%	8	75	0.15	0.15	1	11	0.49	0.49	4	37	0.49	0.49	4	37	1.13	1.13	9	85
Urban Neighborhood	Interior 3	100%	8	100	0.41	0.41	3	41	1.38	1.38	11	138	1.38	1.38	11	138	3.17	3.17	25	317
Urban Neighborhood	Corridor 4	100%	30	150	1.57	1.57	47	236	5.24	5.24	157	786	5.24	5.24	157	786	12.05	12.05	361	1,807
Urban Neighborhood	Corridor 6	100%	50	300	1.77	1.77	89	532	5.91	5.91	296	1,774	5.91	5.91	296	1,774	13.60	13.60	680	4,081
Urban Neighborhood	Transit 10	100%	50	500	0.50	0.50	25	249	1.66	1.66	83	830	1.66	1.66	83	830	3.82	3.82	191	1,908
Urban Neighborhood	Transit 15	100%	100	750	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Urban Neighborhood	Transit 30	100%	200	1000	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Neighborhood Mixed Use	Interior 1	90%	8	30	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Neighborhood Mixed Use	Interior 2	90%	8	75	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Neighborhood Mixed Use	Interior 3	90%	8	100	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Neighborhood Mixed Use	Corridor 4	90%	30	150	0.42	0.38	11	56	1.39	1.25	38	188	1.39	1.25	38	188	3.20	2.88	87	433
Neighborhood Mixed Use	Corridor 6	90%	50	300	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Corridor Mixed Use	Interior 2	85%	8	75	0.05	0.04	0	3	0.17	0.15	1	11	0.17	0.15	1	11	0.39	0.34	3	25
Corridor Mixed Use	Interior 3	85%	8	100	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Corridor Mixed Use	Corridor 4	85%	30	150	2.04	1.73	52	260	6.79	5.77	173	866	6.79	5.77	173	866	15.62	13.27	398	1,991
Corridor Mixed Use	Corridor 6	85%	50	300	1.77	1.50	75	451	5.90	5.01	251	1,504	5.90	5.01	251	1,504	13.57	11.53	577	3,460
Corridor Mixed Use	Transit 10	85%	50	500	5.74	4.88	244	2,438	19.12	16.25	813	8,126	19.12	16.25	813	8,126	43.98	37.38	1,869	18,690
Corridor Mixed Use	Transit 15	85%	100	750	0.26	0.22	22	164	0.86	0.73	73	547	0.86	0.73	73	547	1.98	1.68	168	1,259
Corridor Mixed Use	Transit 20	85%	150	1000	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Community Mixed Use	Corridor 4	80%	30	150	0.26	0.21	6	31	0.87	0.69	21	104	0.87	0.69	21	104	1.99	1.59	48	239
Community Mixed Use	Corridor 6	80%	50	300	2.79	2.23	112	670	9.30	7.44	372	2,232	9.30	7.44	372	2,232	21.39	17.11	856	5,133
Community Mixed Use	Transit 10	80%	50	500	4.21	3.36	168	1,682	14.02	11.21	561	5,607	14.02	11.21	561	5,607	32.24	25.79	1,290	12,896
Community Mixed Use	Transit 15	80%	100	750	3.18	2.54	254	1,906	10.59	8.47	847	6,354	10.59	8.47	847	6,354	24.36	19.49	1,949	14,614
Community Mixed Use	Transit 20	80%	150	1000	4.16	3.33	499	3,326	13.86	11.09	1,663	11,088	13.86	11.09	1,663	11,088	31.88	25.50	3,825	25,503
Community Mixed Use	Transit 30	80%	200	1000	4.31	3.45	689	3,447	14.36	11.49	2,298	11,491	14.36	11.49	2,298	11,491	33.04	26.43	5,286	26,430
Destination Mixed Use	Corridor 4	80%	30	150	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Destination Mixed Use	Corridor 6	80%	50	300	0.87	0.70	35	209	2.90	2.32	116	696	2.90	2.32	116	696	6.67	5.34	267	1,602
Destination Mixed Use	Transit 10	80%	50	500	1.23	0.98	49	492	4.10	3.28	164	1,638	4.10	3.28	164	1,638	9.42	7.54	377	3,768
Destination Mixed Use	Transit 15	80%	100	750	2.13	1.70	170	1,278	7.10	5.68	568	4,261	7.10	5.68	568	4,261	16.33	13.07	1,307	9,800
Destination Mixed Use	Transit 20	80%	150	1000	1.87	1.49	224	1,493	6.22	4.98	746	4,976	6.22	4.98	746	4,976	14.31	11.44	1,717	11,444
Destination Mixed Use	Transit 30	80%	200	1000	0.53	0.42	85	423	1.76	1.41	282	1,412	1.76	1.41	282	1,412	4.06	3.25	649	3,246
Destination Mixed Use	Core 50	80%	200	1000	1.11	0.88	177	884	3.68	2.95	589	2,947	3.68	2.95	589	2,947	8.47	6.78	1,356	6,778
Neighborhood Office and Services	Corridor 4	90%	30	150	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Neighborhood Office and Services	Corridor 6	90%	50	300	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Public, Office, and Institutional	Interior 3	80%	8	100	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Public, Office, and Institutional	Corridor 4	80%	30	150	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Public, Office, and Institutional	Corridor 6	80%	50	300	0.75	0.60	30	179	2.49	1.99	100	597	2.49	1.99	100	597	5.72	4.58	229	1,374
Public, Office, and Institutional	Transit 10	80%	50	500	0.61	0.49	24	243	2.02	1.62	81	808	2.02	1.62	81	808	4.65	3.72	186	1,859
Public, Office, and Institutional	Transit 15	80%	100	750	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Public, Office, and Institutional	Transit 20	80%	150	1000	0.63	0.50	75	501	2.09	1.67	251	1,672	2.09	1.67	251	1,672	4.81	3.84	577	3,845
Public, Office, and Institutional	Transit 30	80%	200	1000	3.14	2.51	503	2,514	10.47	8.38	1,676	8,380	10.47	8.38	1,676	8,380	24.09	19.27	3,855	19,273
Public, Office, and Institutional	Core 50	80%	200	1000	2.10	1.68	336	1,680	7.00	5.60	1,120	5,600	7.00	5.60	1,120	5,600	16.10	12.88	2,576	12,879
Parks and Open Space	Parks	0%	0	0	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Production and Processing	Corridor 4	0%	30	150	0.90	0.00	-	-	2.99	0.00	-	-	2.99	0.00	-	-	6.88	0.00	-	-
Production and Processing	Corridor 6	0%	50	300	0.53	0.00	-	-	1.78	0.00	-	-	1.78	0.00	-	-	4.09	0.00	-	-
Production and Processing	Transit 10	0%	50	500	0.20	0.00	-	-	0.67	0.00	-	-	0.67	0.00	-	-	1.53	0.00	-	-
Production and Processing	Transit 15	0%	100	750	0.36	0.00	-	-	1.18	0.00	-	-	1.18	0.00	-	-	2.72	0.00	-	-
Production and Processing	Production	0%	0	0	2.23	0.00	-	-	7.43	0.00	-	-	7.43	0.00	-	-	17.09	0.00	-	-
Production Mixed Use	Interior 3	50%	8	100	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Production Mixed Use	Corridor 4	50%	30	150	1.14	0.57	17	85	3.79	1.89	57	284	3.79	1.89	57	284	8.71	4.35	131	653
Production Mixed Use	Corridor 6	50%	50	300	0.27	0.13	7	40	0.88	0.44	22	133	0.88	0.44	22	133	2.03	1.02	51	305
Production Mixed Use	Transit 10	50%	50	500	0.52	0.26	13	130	1.73	0.87	43	433	1.73	0.87	43	433	3.98	1.99	100	996
Production Mixed Use	Transit 15	50%	100	750	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Production Mixed Use	Transit 30	50%	200	1000	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
Transportation	Transportation	0%	0	0	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-	0.00	0.00	-	-
																TOTALS	419	316	30,996	196,693

DEVELOPMENT CAPACITY ESTIMATES

2017 Household Estimate	180,340
2040 Household Forecast	212,500
2017-2040 Household Growth	32,160
Plan Capacity (units midpoint)	113,844
Minimum Density (units/acre)	98
Maximum Density (units/acre)	623

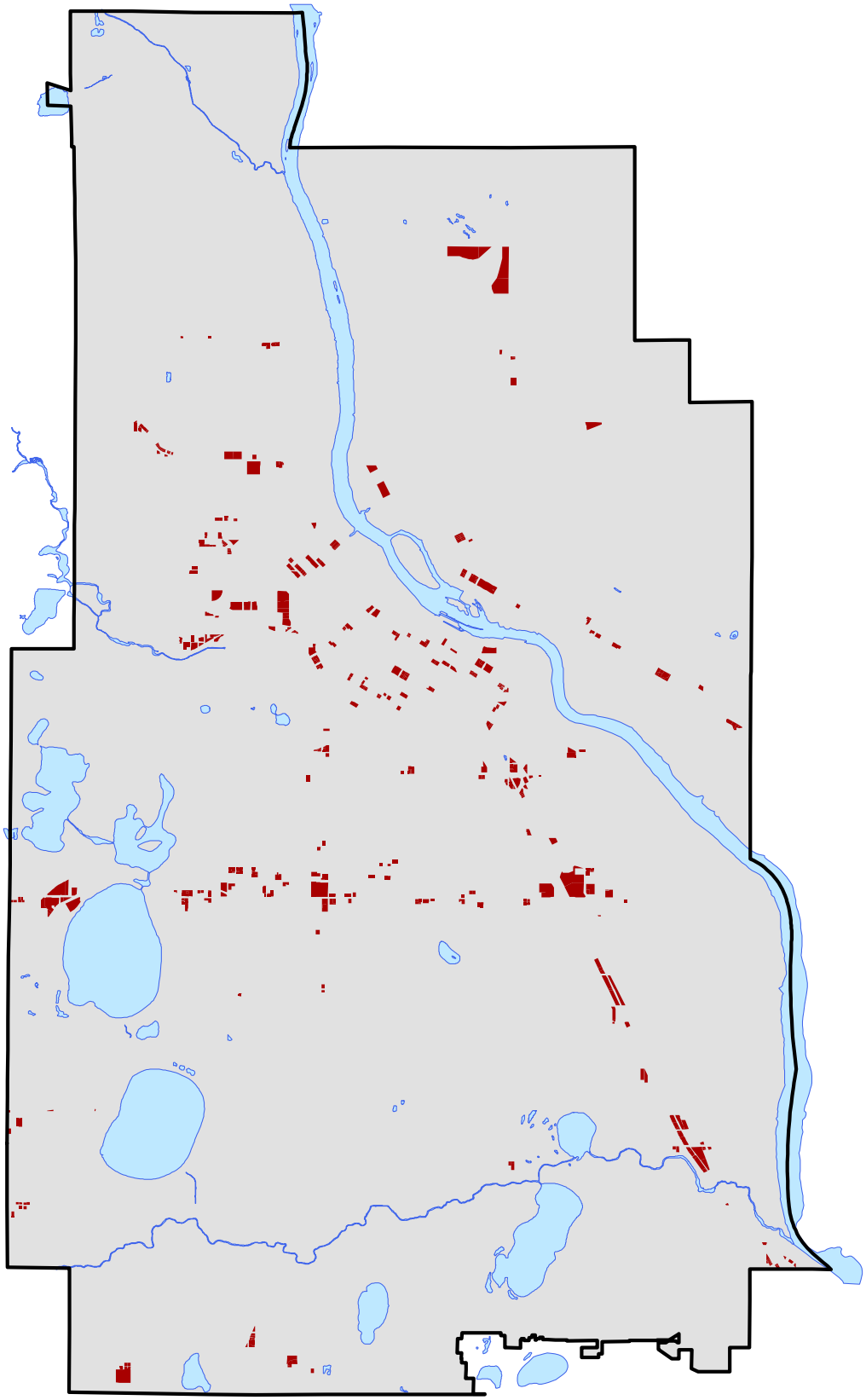


FIGURE 3: POTENTIAL REDEVELOPMENT SITES (IDENTIFIED TO DEMONSTRATE CAPACITY FOR GROWTH)

FIGURE 11. TABLE OF AFFORDABLE HOUSING UNITS BY AMI.

Households by AMI	Owner-Occupied	%	Renter	%
less than 30%	0	0%	15,785	18%
31% - 50%	21,350	26%	32,410	39%
51% - 80%	26,125	32%	26,825	32%

FIGURE 12. TABLE OF LEGALLY BINDING AFFORDABLE HOUSING.
DATA SOURCE: HOUSING LINK

Housing by Population	# of Properties	# of Units
Seniors	44	-
Disabled	24	-
Families	139	-
Other subsidized units	71	10,993
Total	**	23,135

****These groupings are not mutually exclusive and cannot be totaled.**

Narrative of Existing Housing Needs

In 2007 Minneapolis and the Metropolitan Council established a goal for Minneapolis to produce 4,424 housing units affordable at or below 60 percent AMI between 2011 and 2020. Between 2011 and 2017, Minneapolis produced 2,406 housing units affordable at or below 60 percent AMI. To meet this goal, Minneapolis will need to average the creation of 609 housing units per year between 2018 and 2020. Minneapolis is currently averaging the production of 370 units per year.

Barriers to Meeting Existing Housing Needs

The City of Minneapolis financially supports affordable housing projects in partnership with Hennepin County, the Metropolitan Council, the State of Minnesota, and the federal government. All of these financial resources are oversubscribed, meaning more affordable housing projects are seeking resources than can be funded at any given time. Projects wait, sometimes for years, to receive funding through various programs. This slows and constrains the production and preservation of affordable housing.

Construction costs and land values in the region and specifically in Minneapolis are rising. This is driving up the per-unit costs for affordable housing and increasing the funding gap needed to support affordable housing production. The increased gap then requires either additional funding sources or more funding from existing sources, funding sources that are oversubscribed, thus slowing the production of legally binding affordable housing.

As new legally binding affordable units are constructed, others are retiring due to meeting their statutory requirement for affordability. These projects are often recapitalized through affordable programs and compete for funds with new legally binding affordable housing projects. In 2017, Minneapolis extended the length of required affordability from 20 years to 30 years for affordable housing units the City helped finance.

Another barrier to affordable housing production is also a barrier to all development in Minneapolis. Generally, development in Minneapolis is frequently not allowed as-of-right at the level of development intensities called for and supported in adopted land use policy. This requires seeking re-zonings, conditional use permits, and in some case variances to achieve development allowed by adopted land use policy. This creates uncertainty and can add time delays that can increase the cost of development.

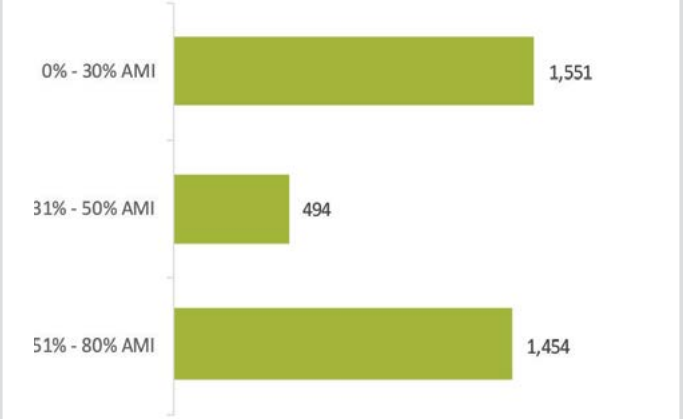
PROJECTED HOUSING NEED

The Metropolitan Council projects Minneapolis' population to grow to 459,200 by 2040. Based on recent and anticipated demand for urban living, local and regional investments in transportation and other infrastructure Minneapolis anticipates it will grow by a greater than the 40,000 people projected by the Metropolitan Council. The proposed land use plan in the draft of Minneapolis 2040 accommodates this growth through:

- Allowing the most intense development (typically buildings ranging from 10 to 30 stories) at the intersection of high frequency transit routes, Metro stations, and in downtown Minneapolis.
- Allowing development of four to six stories along high frequency transit routes, and development of up to four stories along many public transit routes.
- Allowing development on interiors of neighborhoods that can include up to three dwelling units.

Based on a formula derived by its forecasted growth for Minneapolis, the Metropolitan Council has determined Minneapolis' allocation of the regional need of affordable housing is 4,449 new units, distributed across different affordability levels. See graphic that follows for distribution of affordable units:

FIGURE 13. METROPOLITAN COUNCIL PROJECTED AFFORDABLE HOUSING NEED.



The real current and projected need for affordable housing in Minneapolis likely considerably exceeds the projected housing needs suggested by the Metropolitan Council. A starting point for a measurement of current and projected need is to consider the number of households that are cost burdened at various bands of income (see figure 8).

The City of Minneapolis will guide residential land at densities sufficient to create opportunities for affordable housing using multiple options based: (1) on the minimum residential density of 6, 8 or 12 units per acre, (2) the allocation of affordable housing need by percentage of AMI and (3) the use of affordable housing programs and tools such as density bonuses.

DESCRIPTION OF PUBLIC PROGRAMS AND FISCAL DEVICES

The Metropolitan Council requires comprehensive plans to include "a description of public programs, fiscal devices, and other specific actions that could be used to meet the existing and projected housing needs identified in the housing element."

The City of Minneapolis uses specific tools to fund, monitor and support our housing programs. For example, the federal HOME Investments Partnership program (HOME) and the federal Community Development Block Grant (CDBG) program are two funding sources of the Affordable Housing Trust Fund (AHTF) Program. The primary purpose of the Affordable Housing Trust Fund (AHTF) Program is to assist in financing the production and preservation of affordable and mixed-income rental housing projects with 10 units or more in Minneapolis. Program funds are available on a competitive basis to projects that need gap financing to cover the difference between total development costs and the amount that can be secured from other sources.

Although CDBG funding does not require a match, to qualify for HOME funding a financial match must be included. Financial matches are the following but not limited to: cash contributions (e.g. housing trust funds, foundation grants, and private donations), proceeds from Housing Revenue Bonds with the automatic 4% Low Income Housing Tax Credit entitlement and/or cost of supportive services provided to the families residing in HOME-assisted units during the period of affordability.

In addition to CDBG and HOME funding the City of Minneapolis offers Low Income Housing Tax Credits (LIHTC). In efforts to monitor and address expiring LIHTC properties, the City of Minneapolis tracks expiring tax credit properties in collaboration with Minnesota Housing. The also City participates in the Interagency Stabilization Group (ISG), which is a multi-funder collaboration focused on the preservation of declining and often tax credit funded projects. Preservation of existing affordable housing is a priority for the City, which is incentivized through scoring in both the Affordable Housing Trust Fund and Housing Tax Credit programs. The City has amended its Qualified Allocation Plan (QAP) in recent years to require developers of new tax credit projects to waive their rights

to a Qualified Contract. The City has also increased the minimum affordability term on 4% tax credit projects from 15 to 20 years, and added points to incentivize even longer affordability terms.

The following table of city housing resources is intended to meet the existing and projected housing needs identified by the Metropolitan Council. It is current as of May 2018.

City Resources	Summary
Multi-Family Housing: 9% Low Income Housing Tax Credits Level of Affordability (30-60% AMI) Sequence 5-10 years	~$1.2 million/year via sub-allocator formula based on population. Available on an annual competitive basis to provide private equity financing for affordable and mixed income rental projects, both new construction and preservation. Awarded based on adherence to published Qualified Allocation Plan. LIHTCs typically provide a 70% subsidy for projects
Multi-Family Housing: Affordable Housing Trust Fund Level of Affordability (0-50% AMI) Sequence 5-10 years	~$10 million per year via City budget. Available on an annual competitive basis (pipeline for any unallocated funds) to provide gap financing for affordable and mixed income rental projects, both new construction and preservation. Funding is typically provided as a low/no interest deferred loan. $25k/ affordable unit maximum subsidy.
Multi-Family Housing: Housing Revenue Bonds / 4% Low Income Housing Tax Credits Level of Affordability (50-60% AMI) Sequence 5-10 years	~$50 million/year via entitlement issuer formula based on population. Available on a pipeline basis (project must meet threshold scoring) to provide private capital for financing affordable and mixed income rental projects (currently), both new construction and preservation. HRBs are paired with an allocation of 4% Low Income Housing Tax Credits, which typically provide a 30% subsidy for projects.
Multi-Family Housing: **Pass Through Grants** Level of Affordability (20% of units up to 60% AMI) Sequence 5-10 years	CPED staff manages a large portfolio of grant funds on behalf of our funding partners at DEED, Hennepin County and the Metropolitan Council. These grant funds are associated with specific programs and range in utilization from environmental investigation and clean up to grants directly associated with new construction of affordable and mixed income housing.
Multi-Family Housing: Tax Increment Financing Level of Affordability (30-60% AMI) Sequence 10 or more years	Provides for use of Tax Increment Financing to support affordable housing development.
NOAH Preservation: 4D Program Level of Affordability (50-80% AMI) Sequence 5-10 years	4d status offers a lower property tax classification to apartment owners who have at least 20 percent of their units at an affordable at 60 percent of area median income, as evidenced by a recorded declaration of land use restrictions.
NOAH Preservation: Small and Medium Multifamily Program & NOAH Preservation Fund Level of Affordability (50-60% AMI) Sequence 5-10 years	Strategies to assist with acquisition and preservation of Naturally Occurring Affordable Housing.
Single-Family Housing: Minneapolis Homes Development Assistance Level of Affordability (up to 115% AMI) Sequence 0-5 years	The program is designed to create new construction housing opportunities on City-owned vacant lots, includes incentives for direct development by a homebuyer and creation of long term affordable housing. Prioritize proposals serve between 50-80% AMI (average is 60% AMI) to ensure long-term affordability.
Single-Family Housing: Minneapolis Homes: Build/Rehab Level of Affordability (unrestricted AMI) Sequence 0-5 years	The program is designed to redevelop vacant buildings and vacant lots suitable for 1-4 unit residential development. There is no affordability restrictions, however a majority of the homes sold are typically naturally affordable up to 80% AMI.
Single-Family Housing: Home Ownership Works Level of Affordability (up to 80% AMI) Sequence 0-5 years	The program supports the development of owner-occupied housing that is sold to homebuyers whose income is at or below 80% of the area median income (AMI).

NOTE ON UPDATE OF TRANSPORTATION ACTION PLAN FOR MINNEAPOLIS

The information presented in this appendix reflects policy adopted by the City of Minneapolis and/or the Metropolitan Council as of the date of its publishing, as well as existing conditions to the extent possible based on availability of data. The City of Minneapolis is currently in the process of updating its Transportation Action Plan, replacing Access Minneapolis. This update will reflect the vision and guidance regarding the use and design of public rights of way in the City of Minneapolis set in Minneapolis 2040. The Minneapolis Transportation Action Plan will support the City in achieving the policies set in the Comprehensive Plan; any actions that impact or alter guidance in the Comprehensive Plan is not anticipated, but should they arise, the Comprehensive Plan would be amended to reflect the City's anticipated direction.

TRANSPORTATION ANALYSIS ZONES

	HOUSEHOLDS				EMPLOYMENT				POPULATION			
TAZ	**2010**	**2020**	**2030**	**2040**	**2010**	**2020**	**2030**	**2040**	**2010**	**2020**	**2030**	**2040**
1175	1049	1049	1061	1075	72	187	190	192	3031	3238	3298	3317
1176	754	844	853	865	228	177	179	181	2300	2362	2411	2458
1177	934	956	967	980	474	575	582	589	2269	2676	2733	2787
1178	0	0	0	0	372	552	559	566	0	0	0	0
1179	164	173	175	177	7	6	6	6	395	453	466	475
1180	453	485	490	497	36	60	60	61	1105	1275	1306	1333
1181	421	423	428	434	115	126	128	129	702	1112	1141	1165
1182	501	555	561	569	169	169	171	173	1352	1458	1495	1525
1183	257	271	274	278	31	68	69	70	621	712	731	746
1184	240	240	243	246	50	57	58	58	546	631	647	659
1185	424	424	429	435	20	140	142	144	964	1230	1247	1256
1186	452	452	457	463	30	20	20	20	1152	1315	1329	1335
1187	249	284	287	291	22	37	38	38	669	785	809	831
1188	680	735	743	753	142	189	192	194	2156	2117	2125	2100
1189	5	5	10	15	214	437	442	448	15	15	29	42
1190	23	26	26	27	290	492	498	504	62	82	80	82
1191	352	410	414	420	87	32	32	33	1207	1276	1288	1286
1192	931	1071	1083	1098	265	129	130	132	2881	3331	3360	3355
1193	763	886	898	913	35	118	120	121	2342	2689	2709	2699
1194	691	776	785	795	66	19	19	19	1984	2356	2369	2352
1195	544	639	646	655	207	197	200	202	1534	1853	1878	1889
1196	615	647	654	663	11	21	22	22	1491	1877	1902	1913
1197	99	115	116	118	52	33	34	34	344	345	338	330
1198	398	552	558	566	187	191	194	196	1260	1648	1613	1569
1199	865	993	1004	1018	47	146	148	150	3165	3150	3071	2956
1200	502	669	692	720	219	534	540	547	1891	2117	2112	2086
1201	369	369	382	399	16	19	19	19	1199	1206	1159	1087
1202	373	469	474	481	37	29	30	30	1030	1534	1437	1311

FIGURE 10: AERIAL PHOTO OF COMPLETED I-94/7TH STREET.

TRANSIT

Different areas of Minneapolis fall within two transit market area categories as defined in the Metropolitan Council's 2040 Transportation Policy Plan: Market Areas I and II. Figure 11 shows how these categories apply to Minneapolis geographically. Text from the Transportation Policy Plan's Appendix G describes these categories as follows:

Transit Market Area I

Transit Market Area I has the highest density of population, employment, and lowest automobile availability. These are typically Urban Center communities and have a more traditional urban form with a street network laid out in grid form. Market Area I has the potential transit ridership necessary to support the most intensive fixed-route transit service, typically providing higher frequencies, longer hours, and more options available outside of peak periods.

Transit Market Area II

Transit Market Area II has high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans.

Current Transit Service in Minneapolis

Figures 12-14 show the extent of current transit service in Minneapolis. In general, the focus of service follows a radial pattern centered on Downtown Minneapolis. In addition to the Blue, Green, and A Lines, eight bus routes in Minneapolis are considered high frequency with service every fifteen minutes from 6am-7pm on weekdays and 9am-6pm Saturdays. The focus of most of these routes is into and out of the core of the city, except for routes

2 and 21 which both span significant portions of the southern half of the city longitudinally. Many different local service routes fill out the network built by the above-mentioned routes to enable access to a variety of different destinations in the city.

Planned Transit Service in Minneapolis

A number of different transit improvement projects are underway in Minneapolis. The 2040 TPP projects identified as funded include extensions of the Green and Blue Line, the addition of the Orange Line, and Arterial Bus Rapid Transit Projects on Ford Parkway, Lake Street, Penn Avenue, Chicago and Fremont Avenues, and Hennepin Avenue which are all in different phases of planning and construction. The TPP also identifies partially funded BRT projects as well as multiple potential high frequency transit routes. Future land use and built form guidance in this plan is drafted in part to support existing and future planned transit service.

Minneapolis' Roles and Responsibilities regarding Transit Service Development

The City of Minneapolis recognizes the essential role transit plays in the success of its residents and businesses. Transit service is an integral component of reaching the City's climate and equity goals, to those ends the City supports transit through policies and action steps found in this document and through ongoing activities outlined below. A number of policies and action steps in Minneapolis 2040 address transit directly, principal among them policy 20, which states "Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs." Action step a. of that policy states "Actively shape and define the City's transit vision and framework, with a focus on outcomes rather than modes."

Minneapolis regularly partners with Metro Transit to improve transit options and operations in the City. As the street right-of-way managers, the improvements the City makes to increase speed and reliability through street design and operations decisions supports the success of transit for all those in the region that travel to and through Minneapolis. Beyond previous typical involvement in transit projects, the City of Minneapolis is taking steps to more proactively shape its vision for transit through the development of its Transportation Action Plan update, which places much stronger emphasis on transit than past efforts and is being developed in collaboration with agency partners.

Local Service

Local bus service in Minneapolis serves an important role in helping people access many parts of the city not served by other transit modes. One of the City's most important roles regarding support for local service is the regulation of levels of development that are supportive of local service. Policies 1, 2, and 4 of Minneapolis 2040 seek to expand access to housing, employment, and commercial goods and services in the city. The Future Land Use and Built Form maps target this expansion based on many criteria with transit service of high importance. Much of the city's growth in the 20th century coincided with the expansion of transit in the form of a robust streetcar network. In much the same way, permitting of development today must be supportive of activity that ensures the long-term viability of transit in Minneapolis.

Transitways

The City of Minneapolis has played and will continue to play an active role in the development of multiple transitway projects happening within and across the borders of the city, such as the Southwest LRT, Bottineau, and B-Line and E-Line BRT projects. City involvement may include work regarding City owned property and rights of way as well as property governed or owned by other jurisdictions or parties. Activities the City takes part in may include but are not limited to providing input on design of stations and other facilities, participating in alignment planning and right of way assembly, station area planning, street operations and jurisdictional coordination.

Station Area Planning

The City has regularly engaged in station area planning activities regarding new transitways in the city and will continue to anticipate planning needs regarding station areas for stations that are part of new transitways coming online. In general, a station area is considered to be the area within a half mile radius from the station itself, although the existing conditions of land use may necessitate the determination of alterations to this general pattern. Land use and built form guidance from previously adopted station area plans has been incorporated into the development of the Land Use and Built Form maps of Minneapolis 2040. Multiple policies of Minneapolis 2040, such as Policy 80 Development Near METRO Stations, will further refine the City's vision for station areas for existing and planned transitways.

Transit Advantages

Minneapolis prioritizes transit throughput in several different locations in Minneapolis through the temporary or permanent dedication of lanes for transit use, both on City streets as well as the regional netowrk. The MnPASS system is one such application where restrictions on lane usage by pricing or occupancy reduce the volume of private vehicles in specific lanes on the Interstate system, allowing for buses to flow more freely during peak hours of congestion. The City supports 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 (Policy 20, action step i.).

Bus lanes in the right of way and on shoulders on I35 and I94 provide a similar effect, while a number of bus lanes downtown allow for more efficient onboarding and off boarding for high volumes of passengers commuting to and from downtown. Dedicated busways in the University area set aside entire rights of way for use by transit as well as bicycles and pedestrians with no private vehicles allowed, affording great improvements to reliability and frequency of service in these areas. Washington Avenue SE in particular also demonstrates the potential for reconfiguration of strategically identified rights of way to result in significantly reduced private vehicle trips without adverse impacts to the transportation system as a whole. Minneapolis continues to investigate and make improvements for new transit advantages in Minneapolis to address Minneapolis 2040 goals.

Access Management Guidelines

Regarding MnDOT and Hennepin County access management guidelines, Minneapolis Community Planning and Economic Development, Public Works, and other relevant departments review concerns of access management as they relate to development projects, roadway construction and configuration, and consult guidance such as the above as is relevant to the situation when appropriate. policies and actions steps within Minneapolis 2040 will help to refine questions of access management for the future.

Recommendations from Recent Corridor Studies

The City of Minneapolis has adopted many different small area plans and corridor studies over time which have been incorporated into the development of the Land Use and Built Form map guidance of the Minneapolis 2040 plan. Other recommendations regarding roadway improvements, and changes in access will continue be considered when found consistent with Minneapolis 2040 and the forthcoming Transportation Action Plan update.

Analysis of Travel Demand Management Strategies for the movement of People and freight into, out of, and within Downtown Minneapolis, the University of Minnesota, and MSP Airport.

Policy 22: Downtown Transportation and Policy 28: MSP Airport address strategies regarding transportation to those two particular locations. Further specific geographic transportation guidance regarding these locations, the University of Minnesota, as well as other locations of high use and traffic generation will be addressed in the forthcoming update to the Transportation Action Plan, as well as in other projects as appropriate.

BICYCLING AND WALKING

The Metropolitan Council completed the Regional Bicycle System Study in 2014 and subsequently included the first Regional Bicycle Transportation Network (RBTN) in the 2040 Transportation Policy Plan. As described in Chapter 7 of that plan, the guiding principles for that network state it should:

- Overcome physical barriers and eliminate critical system gaps.
- Facilitate safe and continuous trips to regional destinations.
- Function as arteries to connect regional destinations and the transit system year-round.
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users.
- Integrate and/or supplement existing and planned infrastructure.
- Provide improved opportunities to increase the share of trips made by bicycle.
- Connect to local, state, and national bikeway networks.
- Consider opportunities to enhance economic development.
- Be equitably distributed throughout the region.
- Follow spacing guidelines that reflect established development and transportation patterns.
- Consider priorities reflected in adopted plans.

Minneapolis is one of the top-rated cities for biking in the country, in consideration of both ridership and infrastructure. Continued improvement of its bicycle network is crucial to maintain an attractive and comfortable bicycle network and to achievement of many City goals. Continued improvement of Minneapolis' local network aligns with the development of a regional network guided by the above principles. Minneapolis continues to use capital project opportunities and standalone bicycle projects to advance the quality and comfort of bicycle facilities in the city and create a network that is accessible to the broadest possible range of users, attracting all ages and abilities to a low-stress network. Many existing low-stress facilities on the RBTN in Minneapolis are important today for users who might not feel comfortable using other facilities. The City's existing and planned bicycle network aligns with the RBTN.

PLAN REVIEW & APPROVAL

On March 22, 2018, City of Minneapolis staff contacted adjacent and affected jurisdictions to notify them of the availability of the City's draft comprehensive plan. A copy of that communication is included in this appendix. This initial draft of the plan included all substantive content in the body of the document prior to review by elected and appointed officials and the public, at this time the appendix items were partially complete. Public comment on the document for the purpose of creating a second draft for consideration by elected and appointed officials was open until July 22, 2018, while city staff encouraged adjacent and affected jurisdictions to submit comments by September 22, 2018. The communications received by adjacent and affected jurisdictions are included in this appendix.

On September 28, 2018, a final draft of the plan was published online that included a complete appendix. A final version of the document recommended for submittal to the Metropolitan Council was approved by the City of Minneapolis City Council and Mayor on December 7, 2018. The resolution authorizing this action is available in this appendix.

MINNEAPOLIS CITY COUNCIL RESOLUTION AUTHORIZING STAFF TO SUBMIT PLAN TO THE METROPOLITAN COUNCIL

Resolution No. 2018R-411 | **City of Minneapolis** | **File No. 2018-00770**

Author: Bender | Committee: COW | Public Hearing: Nov 14, 2018

Passage: Dec 7, 2018 | Publication: DEC 15 2018

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	X			
Jenkins	X			
Johnson	X			
Gordon	X			
Reich	X			
Fletcher	X			
Cunningham	X			
Ellison	X			
Warsame	X			
Goodman	X			
Cano	X			
Schroeder	X			
Palmisano		X		

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR

DEC 10 2018

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: DEC 07 2018

Received from Mayor: DEC 10 2018

Authorizing submittal of the Minneapolis 2040 Comprehensive Plan to the Metropolitan Council.

Whereas, Minnesota Statutes Section 473.864 requires each local governmental unit to review and, if necessary, amend its entire comprehensive plan and its fiscal devices and official controls at least once every ten years to ensure its comprehensive plan conforms to metropolitan system plans and ensure its fiscal devices and official controls do not conflict with the comprehensive plan or permit activities that conflict with metropolitan system plans; and

Whereas, the City Council approved a resolution directing staff of the Department of Community Planning and Economic Development to update the city's comprehensive plan on April 1, 2016; and

Whereas, the City Council Received and Filed the comprehensive plan update schedule, comprehensive plan mission and values, and civic engagement plan summary on April 1, 2016; and

MINNEAPOLIS CITY COUNCIL RESOLUTION AUTHORIZING STAFF TO SUBMIT PLAN TO THE METROPOLITAN COUNCIL

Whereas, the City Council Received and Filed a draft Civic Engagement Plan for Minneapolis 2040, the process to update the citywide Comprehensive Plan on July 1, 2016; and

Whereas, the City Council approved the Minneapolis 2040 Civic Engagement Calendar on October 7, 2016; and

Whereas, the City Council adopted fourteen Comprehensive Plan goals on April 2, 2017; and

Whereas, the final draft of the plan is the product of a thoughtful two-year effort, integrates comments received during the Civic Engagement period ending July 2018, and is based on the fourteen Council-adopted goals furthering the City's commitment to equitable outcomes in the built, natural, and economic environment; and

Whereas, Minnesota Statutes Sections 473.858 and 473.864 require local governmental units to complete their "decennial" reviews by December 31, 2018; and

Whereas, the City Council, Planning Commission, and the Department of Community Planning and Economic Development Staff have prepared a proposed Comprehensive Plan intended to meet the requirements of the Metropolitan Land Planning Act and Metropolitan Council guidelines and procedures; and

Whereas, pursuant to Minnesota Statutes Section 473.858, the proposed Comprehensive Plan was submitted to adjacent governmental units and affected special districts and school districts for review and comment on March 22, 2018, and the statutory six-month review and comment period has elapsed; and

Whereas, the Planning Commission has considered the proposed Comprehensive Plan and all public comments, and thereafter submitted its recommendations to this Council; and

Whereas, the City conducted public hearings on October 29, 2018, and November 14, 2018, relative to the adoption of the proposed Comprehensive Plan; and

Whereas, the City Council has reviewed the proposed Comprehensive Plan and those recommendations, public comments, and comments from adjacent jurisdictions and affected districts; and

Whereas, Minnesota Statutes Section 473.858 requires a local governmental unit to submit its proposed comprehensive plan to the Metropolitan Council following recommendation by the planning commission and after consideration but before final approval by the governing body of the local governmental unit; and

Whereas, based on its review of the proposed Comprehensive Plan and Planning Commission and staff recommendations, the City Council is ready to submit its proposed plan to the Metropolitan Council for review pursuant to Minnesota Statutes Section 473.864; and

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

MINNEAPOLIS CITY COUNCIL RESOLUTION AUTHORIZING STAFF TO SUBMIT PLAN TO THE METROPOLITAN COUNCIL

That the Department of Community Planning and Economic Development is hereby directed to submit the Minneapolis 2040 Comprehensive Plan to the Metropolitan Council by December 31, 2018, pursuant to Minnesota Statutes Section 473.864.

Appendix H

Parks and Trails

REGIONAL PARKS IN MINNEAPOLIS

Minneapolis has received top ranking for parks systems among the 100 largest U.S. cities from the Trust for Public Land multiple years in a row as of 2018. This recognition is based on several different factors, including total acreage within the city. Regional parks within Minneapolis dramatically increase the total acreage of the city reserved as parks and open space while serving many different functions for residents and visitors.

The Minneapolis Chain of Lakes is perhaps the most prominent of the regional parks, a very popular destination that features a number of different amenities and activities, including swimming, boating, concessions, programmed performances, and more. Theodore Wirth Regional Park similarly acts as regional destination for a great deal of outdoor activities, with a particular bent towards outdoor sports such as hiking, mountain biking, and skiing.

Several regional parks span the length of the Mississippi River in Minneapolis: Mississippi Gorge, Central Mississippi Riverfront, Above the Falls, and North Mississippi regional parks. As with the Chain of Lakes, public access to the river has been preserved along much of its length as a result of prudent planning. The Mississippi Gorge provides a scenic experience where visitors can experience the river from the parkways or hike down to the shore. The Central Mississippi Riverfront allows visitors easier access to the water via trails, landscaped parks, and other improvements. In the Above the Falls area, agencies are cooperating to restore public access to the river where it has been lost in order to create a more cohesive park experience in this portion of the city. North Minneapolis Regional Park provides a mix of improved and natural areas for activities falling somewhere between the Central Riverfront and the Gorge.

REGIONAL TRAILS AND SEARCH CORRIDORS IN MINNEAPOLIS

Minneapolis' award winning park system and Regional Parks in Minneapolis are supported by a robust network of regional trails serving both transportation and recreation purposes. As the City of Minneapolis seeks to further expand and improve its bicycle network to serve people of all ages and abilities, the regional trail system of off street paths in Minneapolis helps form the foundation of this network.

Several of these trails, including the Minneapolis Chain of Lakes Trail, Minnehaha Parkway, East and West River Parkways, and others provide easy access to and along the Mississippi River and Minneapolis' lakes. These trails are just as important to the long-term preservation of public access to natural features in Minneapolis as the setting aside of the land itself, as the easy access they provide helps reinforce the value of these Minneapolis parks to the public. These trails also serve as important transportation corridors to and within Minneapolis

A number of other regional trails also form important connections for transportation and recreation around the city and region. The Cedar Lake Trail leads out of Downtown Minneapolis to the southwest, connecting with the Luce Line and Kenilworth Regional Trails to give users access to destinations in surrounding suburbs. Farther North in Minneapolis, a number of Trails including Columbia Parkway, the Northeast Diagonal, Ridgeway Parkway, Victory Memorial Parkway, St Anthony Parkway, and Shingle Creek Regional Trails all provide important connections into, out of, and along the top most portion of the city. Local bike and trail facilities provide connections between these two areas for cyclists and pedestrians.

A number of these mentioned trails and parkways comprise the Grand Rounds Scenic Byway System, described by the Minneapolis Park & Recreation Board as "one of the country's longest continuous systems of public urban parkways." The Grand Rounds, an invaluable asset to Minneapolis and the region, however, remains incomplete,

as there is currently a gap from the University of Minnesota to north of Interstate 35W at Stinson Boulevard and Ridgway Parkway. This gap has been identified as Regional Trail Search Corridor, and is also known as the Grand Rounds Missing Link.

Planning Work has been carried out by the Minneapolis Park and Recreation Board regarding the Grand Rounds Missing Link. A Master Plan for the Missing Link was created in 2009. That Plan is being updated as part of the East of the River Park Master Plan, a draft of which was open for public comment from November 13 to December 18 of 2018.

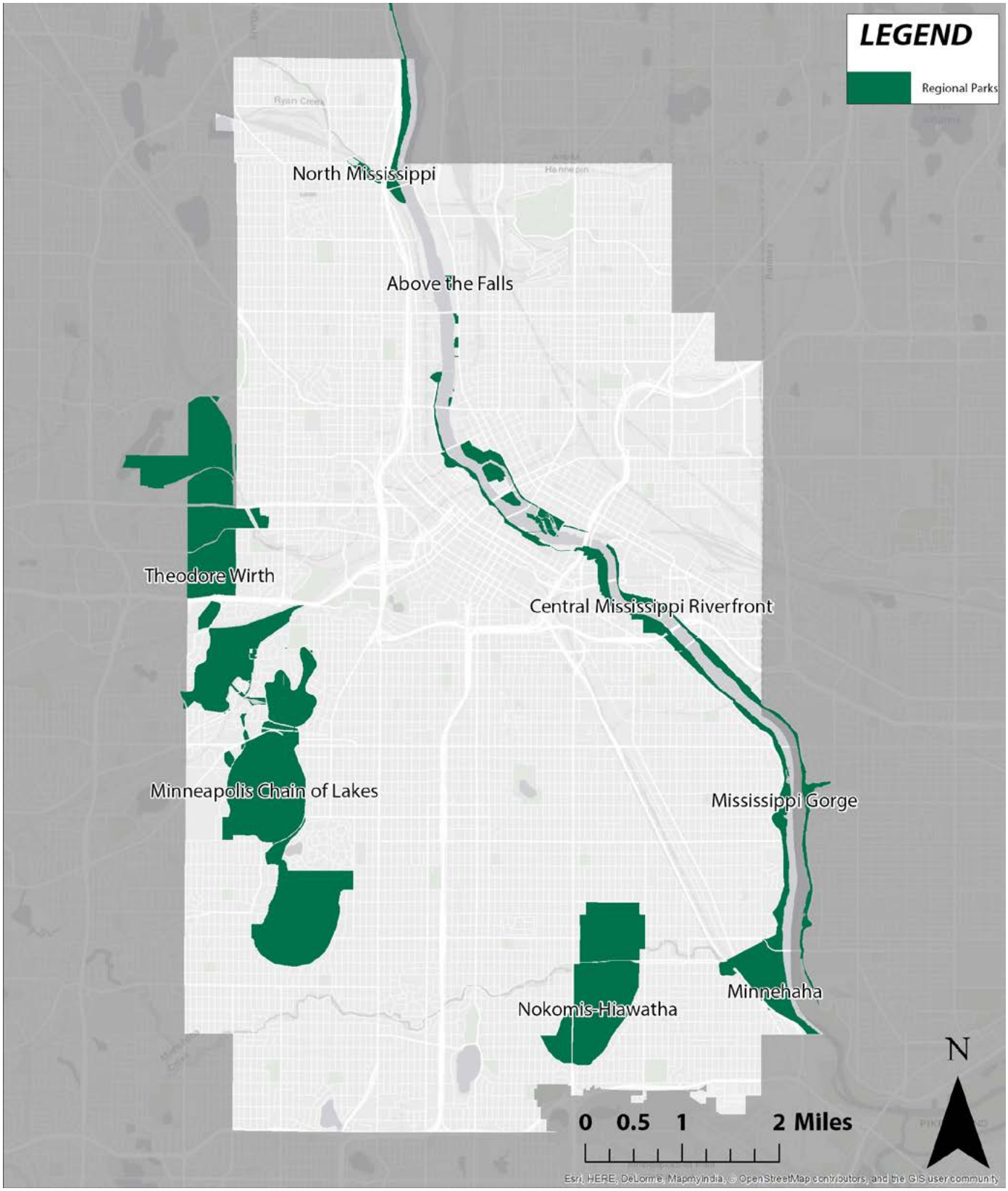


FIGURE 1: MAP OF REGIONAL PARKS

SOURCE: CITY OF MINNEAPOLIS

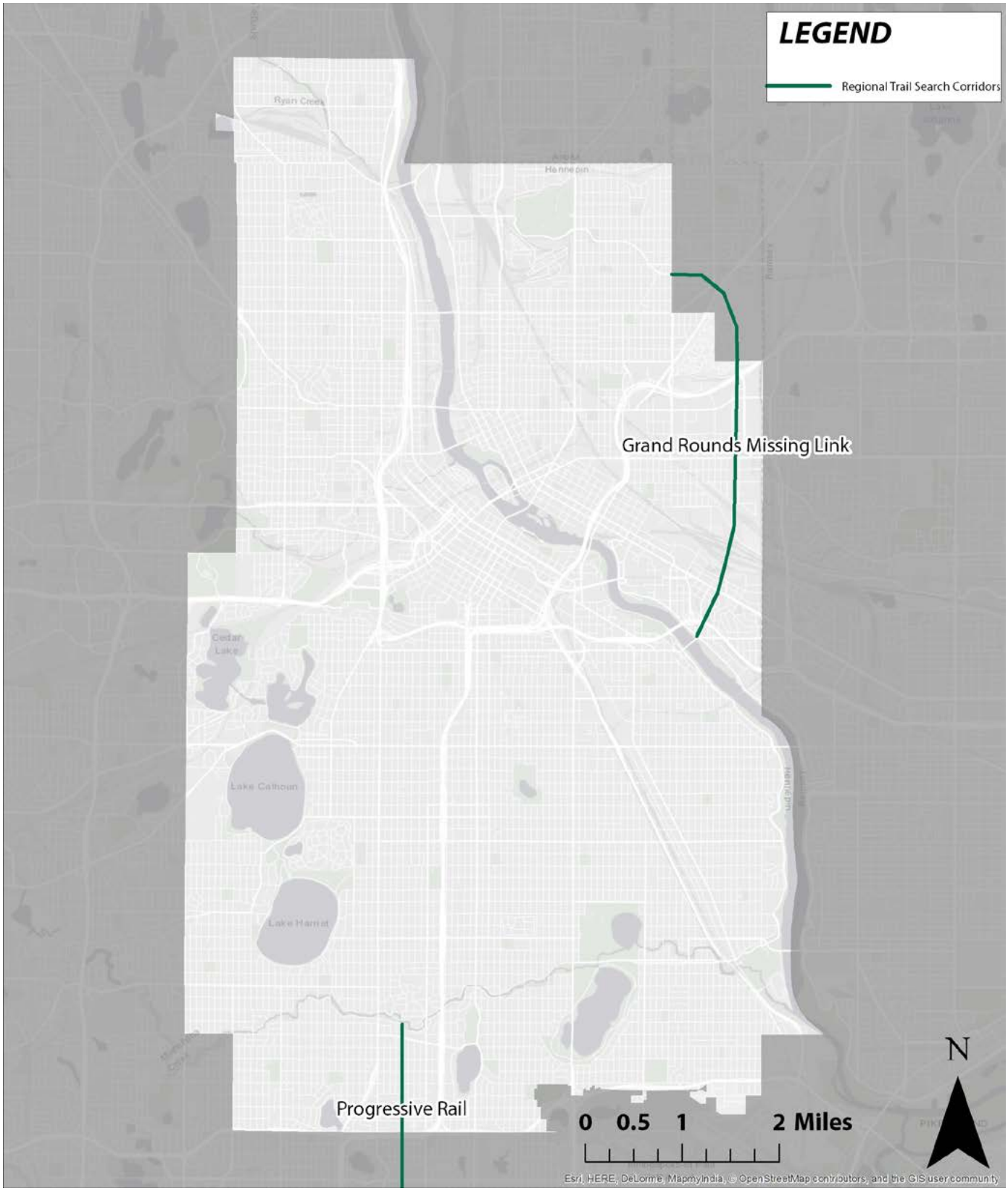


FIGURE 2: MAP OF REGIONAL TRAIL SEARCH CORRIDORS

SOURCE: CITY OF MINNEAPOLIS

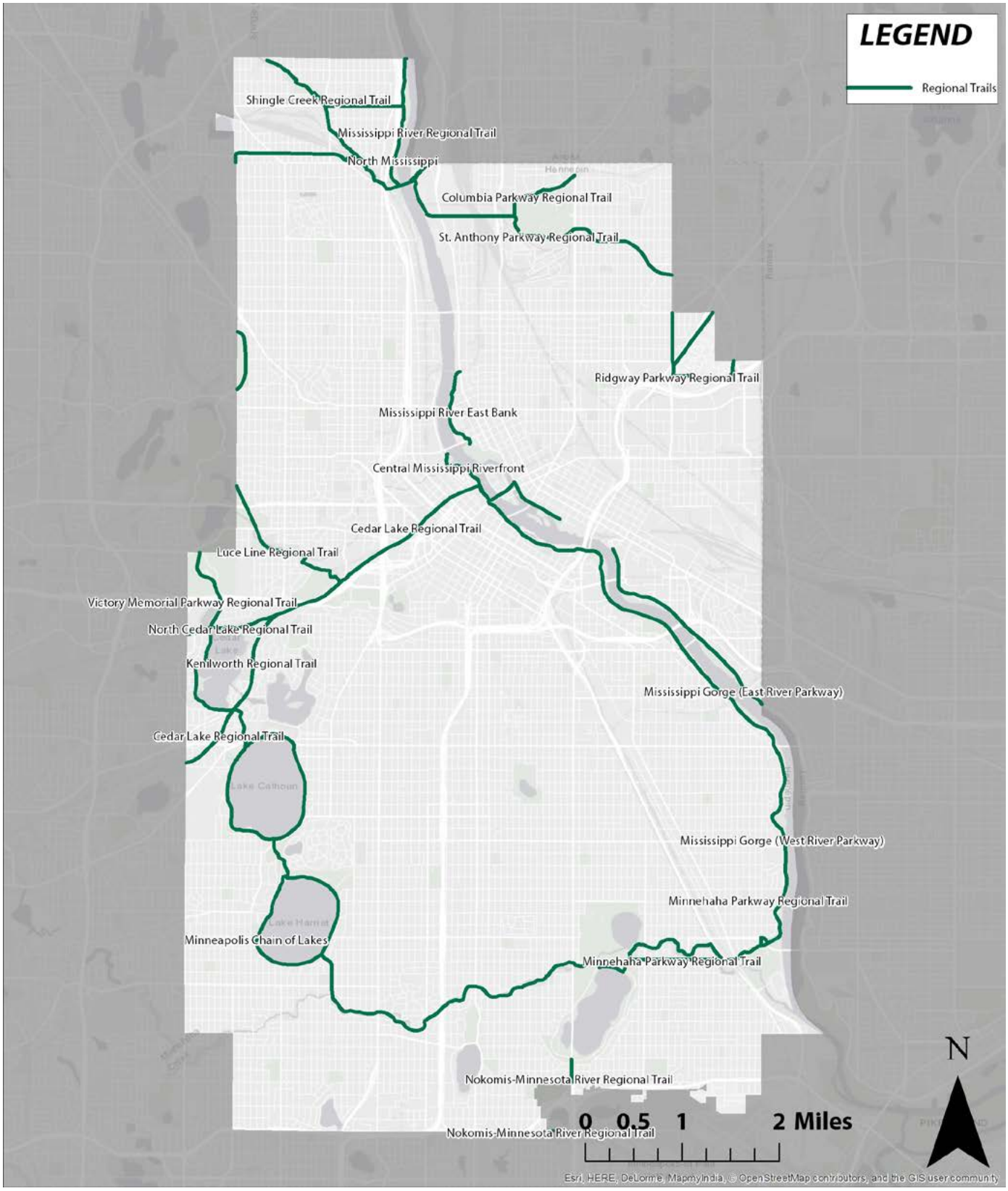


FIGURE 3: MAP OF REGIONAL TRAILS

SOURCE: CITY OF MINNEAPOLIS

Appendix I

Water Supply