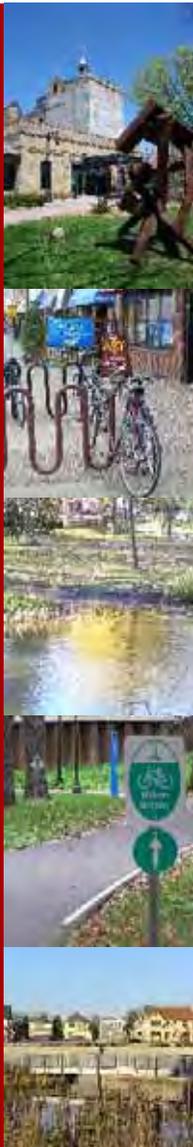


# The Minneapolis Plan for Sustainable Growth





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Metropolitan Council Approved 7/22/09

City Council Approved 10/2/09

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# Executive Summary

*The Minneapolis Plan for Sustainable Growth is the City of Minneapolis' comprehensive plan and provides the vision and framework for the City's urban renaissance and growth as a great city of the future.*

## Why Plan?

This is a 2007 snapshot of the type of recognition Minneapolis receives:

- Recognized as the most affordable city in the nation
- Celebrated on the top ten lists of “smart”, “cool” and “green” cities
- Ranked as a top business district in the country
- Noted as a design boomtown for its distinct and visionary architecture
- Lauded as a steward of its water resources
- Recognized nationally for its interconnected park systems, including lakes, trails and tree-lined streets
- Cited as the most athletic city in the country

Recognition like this does not happen by chance. It happens through deliberate actions and planning. Since the writing of the first comprehensive plan in 1954, the guide for Minneapolis' growth has been the comprehensive plan.

The *Minneapolis Plan for Sustainable Growth* is a deliberate title for this update to the 2000 comprehensive plan, indicating that as Minneapolis grows, its growth will be achieved in ways that promote our economic development, strengthen the social and cultural fabric of the city, and value our natural environment and livability while creating conditions for economic opportunity for current and future generations.

Minneapolis will achieve and exceed the Metropolitan Council's future growth projections. Growth in the core city is good for the region and the state because doing so contains urban sprawl and the costs associated with sprawl. In addition, it enhances the livability and sustainability of Minnesota for current and future generations.

The goal of this plan is to demonstrate that Minneapolis is, and will, remain the heart of the upper Midwest region in terms of residing and working, and a premiere destination for dynamic urban living. This plan moves the City forward. Indeed the City's motto is *En Avant! – Forward!*

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## What is a Comprehensive Plan?

A comprehensive plan is a statement of community goals and policies that direct the logical and coordinated physical development of a city into the future. The comprehensive plan looks to the future, anticipates change, and provides specific guidance for prospective legislative and administrative actions. It reflects the results of community engagement, technical analysis, and the judgment of decision-makers.

The maps, goals and policies of the plan provide the framework for adoption of regulations, programs, and services that implement the plan. The plan serves as a guideline for designating land uses and infrastructure investments, as well as providing and developing community services.

The typical lifespan for a comprehensive plan is ten years. Cities update their plans to reflect population growth, to capture new opportunities, and to adjust for changes in local or state laws and regulations. In the case of this update, population growth, new opportunities for development and redevelopment resulting from major capital investments like light rail, are the triggers.

### Who Plans?

State statute provides the enabling power for the City of Minneapolis to plan for future growth and change within a regional context and as a unit of government. The Metropolitan Council provides the framework and context for shaping development of regional infrastructure in coordination with cities and local communities. This coordination ensures that growth occurs efficiently and is supported by investments in regional infrastructure, expanded housing choice within communities, and the conservation, protection and enhancement of natural resources in the region.

State statute also enables cities to establish planning functions. Cities are provided the power to create planning agencies or commissions by ordinance that act in an advisory capacity to the City Council. Duties of the planning commission include: preparation and review of the comprehensive plan in coordination with other units and departments of government, and for providing recommendations to the city council for plan adoption and implementation. The Department of Community Planning and Economic Development is charged with the duties of developing and maintaining the comprehensive plan and its development controls with the advice of the City's Planning, Zoning, Heritage Preservation, and Arts commissions.

In addition, state statute contains the procedures enabling cities to adopt a comprehensive plan. City Council is the ultimate decision maker of planning, and is responsible for initiating plan reviews, considering commission recommendations, and adopting the comprehensive plan. The adoption process includes review by the Metropolitan Council, published notice, public hearing, and a required resolution of a two-thirds vote of all members of the City Council. To implement the plan, City Council subsequently adopts the City's budget, regulations, and programs, then levies taxes and makes the necessary appropriations.

## What is in This Plan?

This comprehensive plan is designed to be a functional and readable framework for the future growth of Minneapolis and fulfills the city's regional responsibilities for housing, transportation and regional parks and open space. The plan also demonstrates how the city of Minneapolis will meet the population growth projections allocated by the Metropolitan Council. The plan also shows that Minneapolis has the capacity to accommodate more of the region's projected growth, given the health and capacity of its infrastructure systems, essential public services, and land use plans. Minneapolis will grow and this plan is the framework for guiding that growth in an intended, livable and sustainable way.

This plan is organized into these basic components:

- Introduction, including the executive summary, community data profile, and summary of the community engagement process
- Topical chapters which contain policies and implementation steps, as well as a general implementation plan
- Supporting documents, including a series of appendices and a glossary of terms used in the plan

Each chapter features these elements: 1) Goal statement; 2) Context for the subject matter, 3) Policies, and 4) Implementation guidelines for achieving the goals of the chapter and the overall plan.

The *Land Use Chapter* describes land use designations present in the City of Minneapolis with policies related to protecting, maintaining, revitalizing or developing the city's residential, commercial, industrial and transit station areas, and employment centers. This chapter introduces the future land use map and land use designations used in the map, including the concept of urban neighborhood. This chapter is key to understanding how the city intends to grow, achieving its growth projections as provided by the Metropolitan Council and how and where density is achieved over time.

The *Transportation Chapter* is key to understanding the integration between land use and the city's multi-modal transportation system. The system includes access for pedestrians and bicycles, transit and rail service and automobiles.

The *Housing Chapter* incorporates policies about the mix and diversity of housing types ranging from duplexes and high rise condominiums to supportive housing and life-cycle housing, as well as post-war single-family ramblers and stately mansions.

The *Economic Development Chapter* encourages land use designations and infrastructure investments to support commercial and industrial development, the hospitality industry, workforce readiness, and renewal by directing growth to targeted areas.

The *Public Services and Facilities Chapter* addresses infrastructure needed to serve planned land uses, essential government services, the relationship to other institutions like the public library system, and promoting community health.

The *Environment Chapter* addresses sustainable development practices that project public health and maintain environmental quality.

The *Open Space and Parks Chapter* recaps the recently adopted Minneapolis Park and Recreation Board comprehensive plan and describes how various other types of open space enhance the city.

The *Heritage Preservation Chapter* considers the protection, conservation and enhancements to the traditional urban character of the city.

The *Arts and Culture Chapter* discusses cultural events and public art that enhance land use, public spaces and overall community livability.

The *Urban Design Chapter* considers the aesthetics, design and quality of the built environment, including the compatibility between different types of densities and land uses.

Citywide land use policies guide the development and interpretation of this comprehensive plan and the city's zoning code. To fully appreciate this plan's vision and how it will be realized, the Plan should be read as a whole.

### **How is the Minneapolis Plan for Sustainable Growth Implemented?**

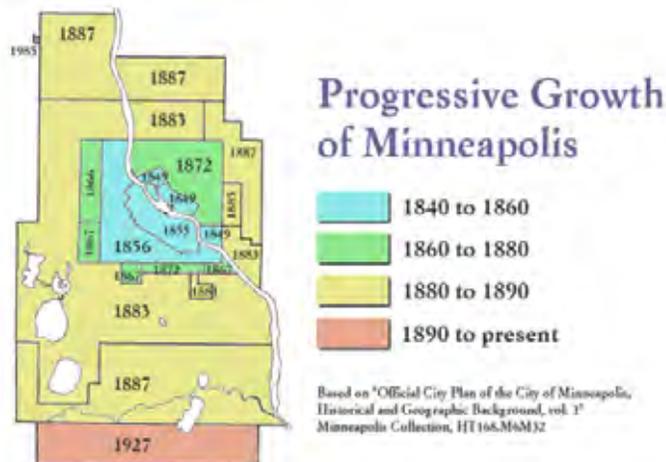
Adopting a comprehensive plan is the first step toward realizing the City's vision. The City's zoning code, along with other City policy documents and adopted plans, implements the comprehensive plan. Its purpose, in part, is to protect the public health, safety, aesthetics, economic viability and general welfare of the city; to protect the character and stability of residential, commercial and industrial areas within the city; and to promote the orderly and beneficial development of those areas.

The City of Minneapolis' implementation strategy for the comprehensive plan goes beyond the information required by statute and includes department business plans, funding programs, and planning tools and tactics. In addition to the Capital Improvement Program, for example, implementation of the comprehensive plan also includes the city's Sustainability Initiative, urban design guidelines, and strategies to preserve and enhance the historic and cultural resources of the city.

Updates to the comprehensive plan occur in accordance with state statute. Updates may also be triggered by changes in state law, changes in local conditions, or to address emerging needs and opportunities.

## History of Planning in Minneapolis

The town of Minneapolis, founded in 1856 by the state legislature, became a city in 1866. At the time, the population was 3,000 and the city covered 24 square miles. Commerce centered on the Mississippi River. The first bridge spanning the river opened in 1855. City founders envisioned a gleaming urban mecca; the Paris of the west with wide promenades, stately tree-lined boulevards and streets, and a system of streetcars and water ferries supporting a population of 1 million people.



*The progressive growth of the city from 1840 to present is reflected in its street grid and architecture.* Source: City of Minneapolis

In 1880, the City was the 38<sup>th</sup> largest in the nation with a population of 46,887. During the late 1880's the Minneapolis Board of Trade created a system of parks and parkways connecting the lakes, creek and river, the genesis of a nationally recognized park system that helps maintain the vitality and sustainability of Minneapolis. Expansion of the national rail system set the stage for the city becoming an important transportation hub.

By 1910, the city's population sprouted to 300,000. Much of that growth was supported by significant investments in infrastructure, most notably the streetcar grid. The city's first zoning code was adopted in 1924. Residential development and neighborhood retail spread along lines traversing the city to the east and west, north and south.



*Minneapolis in the early 1950's. Looking west over the Mississippi River.*  
Source: MPL Archives

By 1950 the city reached its peak population of 521,718. The choice was: capture and deliberately plan for growth or let growth happen. City leaders chose to plan for growth, adopting the first comprehensive plan in 1954. Adoption of the Official Plan occurred the same year that the first open heart surgery was performed at the University of Minnesota, and the city's streetcars were replaced by buses. The city was facing new opportunities and challenges from increased car traffic and development of the regional freeway system.



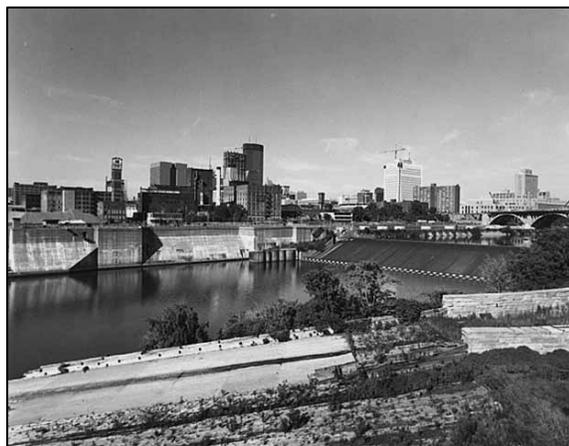
*Downtown Minneapolis in the early 1960's.*  
Source: MPL Archives

In the early 1960s a sense of urgency captured city and business leaders as businesses and residents chose to move outside of our city boundaries. The population began to decrease. In 1962, the year The Official Plan was updated, the population had dropped to 482,872 and the city was the 25<sup>th</sup> largest in the country. While Minneapolis was still the heart of commerce and industry, many residents chose to commute to jobs in the city and live elsewhere.



*Minneapolis looking to the northeast along Central Avenue*  
Source: MPL archives

In 1962, city leaders said that a plan was not only desirable, but necessary in order to: 1) manage demands on increasingly scarce resources and achieve goals efficiently, 2) make sure social values are considered when allocating resources among competing uses, 3) provide a framework to coordinate complex private-public decisions, and 4) draw out majority interests, not just those of small interest groups. The 1962 land use map showed residential densities, the locations of parks and playgrounds, institutions, offices, commercial development, industry and warehouses, and considered the safety of pedestrians, and the flow of traffic along local streets, collectors and arterials.



*The growing skyline of Minneapolis with the IDS Tower as the apex.* Source: MPL Archives

By the 1980's, the city had passed through difficult times of decreasing population, weakening tax base and the social unrest of the 1960's and 1970's. Participants in the planning process were confident that the city would grow and be viewed as an exciting and attractive place to be, and a secure place to live and work. At the time that the Plan for the 1980's was written, the city's population was 370,951 and the city's share of the metropolitan area population had dropped from 49 percent in

1960 to 26 percent in 1980. In spite of this, citizens and civic leaders painted a canvass of striking change for the city including:

- New housing along the central riverfront
- Seven community –level commercial centers with medium or high-density housing adjacent to or part of the center
- Rehabilitation of the city’s housing stock
- Protection of neighborhoods and historic districts
- Improvements in water quality, especially for Lake Nokomis, and
- New opportunities for entrepreneurs and job training in technical industries and health care.



*Minneapolis today, a vibrant city that honors its past as it reaches to the future as the city of water. Source: MPL archives*

The most recent update to the comprehensive plan was in 2000. The Minneapolis Plan included a vision for the city’s future, eight goals and five core themes:

- Minneapolis is going to be a growing city
- Minneapolis will offer many choices to city residents
- Minneapolis will maintain its excellent quality of life
- Minneapolis will be a safe place to live work, and play
- Minneapolis will be a “people-oriented” city which values and respects its cultural and racial diversity, as well as the histories and traditions related to that diversity.

In 2000, the city's population was 382,000. Since then, the city has made slow and steady gains in population, now 387,500, indicating that the vision and goals set forth in 2000 are valid and working.

The 2008 update to the Minneapolis Plan bolsters that progress with added emphasis on sustainability, commitment to honoring its historic resources and aspirations for dynamic urban living through urban design. This update includes policies, land use maps and the programs and strategies to implement the plan.

## Minneapolis Today

Minneapolis is a world-class city recognized for its commitment to environmental stewardship and civic engagement, as well as for its livable neighborhoods, dynamic downtown, and strong corporate presence.

### Heart of a Region

In terms of employment and transportation access, Minneapolis is the center of the upper Midwest and the 7-county metropolitan area. The city is strategically located at the nexus of a complex network of interstate, state and county highways, the first of several planned light rail lines connecting the metropolitan area, and the hub for a sophisticated transit system. By reinforcing its position, the city can concentrate growth in its boundaries, preserve neighborhoods, emphasize access, protect natural environments and critical areas, and provide affordable housing.

According to the Metropolitan Council's *Regional Development Framework*, Minneapolis is classified as a "Developed Community." This designation applies primarily to communities near the center of the metropolitan region, which have largely been developed. Metropolitan Council investments in regional systems and incentives for the Developed Communities are to maintain current infrastructure; renew and improve infrastructure, buildings and land to provide for additional growth, particularly at centers along transit corridors; and support developments that integrate land uses.

This plan is fully consistent with the Framework's policy direction for this classification, with a focus on:

- Accommodating growth forecasts through reinvestment at appropriate densities and targeting higher density in locations with convenient access to transportation corridors and with adequate sewer capacity.
- Supporting the conversion or reuse of underutilized lands in order to accommodate growth forecasts, ensuring efficient utilization of existing infrastructure investments and meeting community needs.
- Make local transportation, transit, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and

entertainment activities.

- Encouraging the preservation of existing neighborhoods and expansion of housing choices within the city.
- Implementing best management practices to control and treat stormwater as redevelopment opportunities arise.

### **Resilient and Diversified Economy**

Over 150,000 people are employed in downtown Minneapolis alone. Through its planning for employment centers and targeted industries the city accommodates and welcomes employment and business growth.

With proximity to institutions of research and higher learning, like the University of Minnesota, renowned for its innovations in health care, Minneapolis is seeing expansions in the health care industry.

The city plans for development and revitalization of commercial corridors through its land use actions and supports that change with strategic investments in infrastructure, business support and through partnerships with the private sector and not-for-profit agencies.

### **A Vibrant Downtown**

Minneapolis' downtown is distinctive in its successful mix of office towers, stores, restaurants, hotels, and theaters, along with institutions like museums, the central library, educational institutions like St. Thomas University and the McPhail Center for the Arts, as well as the Minneapolis Convention Center. An increasing number of people live downtown where apartment and condominium complexes coalesce into neighborhoods attractive to young professionals and empty-nesters.

### **Neighborhoods with Distinct Character**

Minneapolis is a great place to live. In 2007, over 387,000 people make the city their home. There are a variety of housing types and living environments to choose from, ranging from quiet older neighborhoods to active environments near unique shopping and entertainment experiences. There are also options for senior and assisted living housing for residents who want to stay in Minneapolis as their housing needs change.

### **Literate and Involved People**

Minneapolis is one of the most literate cities in the country and over 40.5% of its residents have college and advanced degrees. Minneapolis residents care about their community and those living there. More Minneapolis residents volunteer their time to worthy causes than any other city in the country.

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## Challenges for the Future

Following are some of the challenges facing Minneapolis as it moves to implement this comprehensive plan.

### **Achieving Access through Reduced Dependence on Single-Occupancy Vehicles**

Expanding access through investments in alternative modes of travel to reduce dependence upon single-occupancy vehicles is consistent with the city's land use and transportation vision. The challenge will be to ensure that these investments are accomplished in ways that maximize access and provide viable and sustainable options for residents, business users and visitors.

### **Housing Affordability and Choices**

Minneapolis has a fascinating mix of housing stock, with single family homes nestled next to duplexes and multi-family structures. The goal is for residences to be within walking distance of city parks and other amenities and to support mixed income housing in poverty impacted areas so that all residents can benefit from stable housing and amenities in their communities.

### **Achieving Downtown's Potential**

In partnership with the Downtown Council, business associations, and downtown neighborhoods, the city will strive to provide an effective foundation to envision, encourage, and guide development that achieves outcomes described in this plan. Together we can realize a downtown that is a destination for shopping, working, recreating and residing.

### **Growth Strategy Outside Downtown**

Minneapolis is a Midwestern city founded in the 19<sup>th</sup> Century. Its pattern of growth, out from the banks of the Mississippi River near St. Anthony Falls, was strongly influenced by the lakes, river and other natural features of the city. The historic streetcar grid and curvilinear arterials constructed over time promoted development of commercial and neighborhood corridors and nodes. These areas of the city, some more than others, have been affected by economic conditions and consumer demand. By understanding the underlying social and economic factors affecting economic health, and by planning for land use, infrastructure investments and business development, these areas can be revitalized. These areas contribute to the dynamic urbanism that makes Minneapolis a community of choice.

### **Maintaining and Improving Neighborhood Livability**

Since the streetcar era, Minneapolis has fostered a strong fabric of neighborhoods. Residents are closely tied to the communities they live in. Since 1990, the city's 81 neighborhoods have aligned their activities under the Neighborhood Revitalization Program, an approach for civic engagement and neighborhood mobilization. As

current funding for this program is scheduled to sunset in 2009, the city contemplates refinements to its service delivery, including community engagement, to address this change.

### **Economic Vitality**

Early childhood education and opportunities for lifelong learning are critical to the long-term economic vitality of a community. While the city is home to many institutions of vocational, artistic and higher learning, the public school system struggles to maintain enrollment and graduate students. The strategic direction of the public school system and the viability of that system are critical to the economic vitality of Minneapolis. The vitality of the city is also linked to the metropolitan region. Sprawl threatens vitality as it taxes environmental systems and escalates competition for increasingly scarce fiscal resources.

### **Changing Demographics**

The city has always been a port of entry for immigrants. Minneapolis continues to grow and diversify, due in part to the international trend towards urbanization, and also due to immigration. Another demographic factor is the aging baby-boomer generation. The City needs to refine its services to meet the needs of a demographically changing community.

### **Maintaining a High-Quality, Sustainable Urban Environment**

Minneapolis is already a leader in environmental stewardship. The challenge is to maintain the balance between growth and environmental protection, while dealing with external developments such as changes to regulations and laws governing environmental protection. In addition, the City will need to step up and set the example on how sustainability can be incorporated into business practices and operations, as well as site and building design and development. Finally, environmental stewardship is a role shared with the Minneapolis Parks and Recreation Board. The Park Board's comprehensive plan should be implemented in tandem with the city's to maximize and leverage investments in facility development and maintenance.

### **Sustaining and Developing Dynamic Culture and Arts**

Minneapolis is recognized nationally as a center for arts and culture. Arts and culture are major components of competitive economies and lure workers to a community. The challenge will be to identify and maintain a stable funding source to grow this sector of our economy and maintain and add to existing public art in the community.

### **Regional Governance**

Minneapolis is the heart of a large and complex metropolitan region. With seven counties, 138 cities and 44 townships and numerous special purpose districts, decision-making is challenging. More work is needed to represent Minneapolis' interests while helping the region make better decisions and focusing needed

infrastructure investments, contain urban sprawl and bolster urban areas where substantial past investments, both public and private, have already been made.

## Minneapolis in 2030

If the Minneapolis Plan for Sustainable Growth is successfully realized, this is a mental image of the city in 2030.

### **Transportation Access**

Minneapolis is a multi-modal center for a regional transportation system that features light rail, rapid transit and superior bus service. The city restores the vision of its founders for a streetcar system. The City promotes healthy living and a healthy environment through a network of bike trails and bike lanes, and by promoting car-sharing and carpooling. The City sets the example for others through its business practices, featuring low-emitting fuel efficient cars in its motor vehicle fleet, for example.

### **Housing Affordability and Choice**

Minneapolis preserves its existing housing stock and neighborhood character through context-sensitive design. Housing types are integrated, preserving the rich fabric of housing stock and providing access to housing throughout the city, maximizing choice.

### **Economic Vitality**

Minneapolis boasts a robust economy with a full menu of business types, from sole proprietorships to Fortune 500 corporations. The city is a location of choice for workers in the knowledge and creative classes who enjoy the vibrant neighborhoods, cultural and recreational amenities, and choices that 21<sup>st</sup> century urban living in Minneapolis affords. Minneapolis is globally recognized as an economic powerhouse.

### **Achieving Downtown's Potential**

Downtown is an active and vibrant destination for visitors, businesses, and residents with welcoming green spaces, lively amenities, a vigorous office and commercial core, and retail that serves workers and residents and is also unique and differentiated from other markets.

### **Growth Strategy Outside Downtown**

The City is successfully implementing its commercial corridor strategy so that economic prosperity is shared throughout the community.

### **Livable Neighborhoods**

The city's 81 neighborhoods contain housing at varying densities and price-points and are home to diverse populations. Neighborhoods are distinctive communities with a strong sense of place, strong public participation and transportation choices.

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Important priorities include improving public safety, preservation, and equal access to community facilities, such as schools and libraries.

### **Sustainable Urban Environment**

Minneapolis retains its position as a leader in sustainability. The City implements and promotes preservation of its historical and cultural resources, and recognizes that adaptive reuse is more fiscally responsible than greenfield development. The City works in partnership to preserve and enhance its natural environment.

### **Sustaining and Developing Dynamic Culture and Arts**

As a result of the coordinated regional efforts of strong cultural leaders, a public funding mechanism exists to support a flourishing artistic community, including individual artists and small organizations. Minneapolis strategically invests in cultural facilities and public art endeavors that are sustainable and serve the needs of the entire community. The city is a preferred location for film and commercial production and retains its status as a renowned center for the performing arts.

### **Regional Governance**

Minneapolis is part of a cohesive metropolitan region. Minneapolis is recognized as a regional leader and through its influence receives a fair proportion of investment dollars needed to sustain growth. The city helps preserve regional natural resource systems by accepting more population growth at greater densities and by serving as the heart of the regional transportation and economic engine.

The city continues to move forward. *En Avant!*

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# Citizen Participation

*The Minneapolis Plan for Sustainable Growth incorporates input from a variety of stakeholders including citizens, neighborhoods, institutions, businesses, and neighboring jurisdictions.*

## Public Process

In June 2006, the Planning Commission set the tone and direction for the update to the comprehensive plan. The update was based upon the premise that the policies in the previous comprehensive plan as adopted in 2000 were working, but that the concepts of heritage preservation, sustainability and urban design warranted additional attention if Minneapolis was to evolve as a great city of the 21<sup>st</sup> century.

The City of Minneapolis sought input from a variety of sources during the drafting of *The Minneapolis Plan for Sustainable Growth*. Public meetings, focus groups, a website, surveys, and public hearings were used to gather input from stakeholders. The previous comprehensive plan for the City of Minneapolis (*The Minneapolis Plan*) was completed in 2000, and required several years of intensive stakeholder involvement. The current comprehensive plan process was identified early on as an **update** to the 2000 comprehensive plan. Due to relatively recent and extensive involvement from the public in creating *The Minneapolis Plan*, the public participation effort for the plan update was focused on a few key elements which were new in the update. Community outreach and participation was designed in consultation with the city's Community Engagement Coordinator, Multi-cultural Affairs staff, and the city's communications office.

There were six main phases to the public process for the comprehensive plan update:

1. Incorporating input from previous public planning processes
2. Visioning for direction of plan
3. Focus groups on key issues
4. Review of draft policy content
5. City's approval process of draft to submit to Metropolitan Council
6. City's final approval process after Metropolitan Council review (not yet done)

The following is a timeline documenting the major public participation efforts that were utilized in the creation of this document.

## Previous Planning

The comprehensive plan is a primary policy document for the City, covering a broad range of topics at a fairly high level. As such, there are many more narrowly focused plans (either based on geography or topic) which are referenced in the comprehensive plan, providing both a basis for its policy and a means for its implementation. Many of these plans have their own public involvement process, so incorporating these plans also incorporates the public comment from their related processes.

One of the first steps of the public involvement process is to acknowledge the public input and planning that has already been received. The comprehensive plan generally affirms the directions provided from recent planning processes, affirming their value to the City. This includes both neighborhood and City level planning efforts. It is not the role of the comprehensive plan to include the full level of detail present in other plans, but rather to provide an overall policy framework.

Examples of these policy and action plan documents include the Minneapolis Park and Recreation Board Comprehensive Plan, The Access Minneapolis Ten Year Transportation Action Plan, The Minneapolis Plan for Arts and Culture, The Industrial Land Use and Employment Policy Plan, Light Rail Station Area Plans, and various Small Area Plans representing many areas of the city.

## Visioning

As stated above, this plan did not start from scratch in developing a vision for the City. Rather, it built upon the direction of the 2000 comprehensive plan. However, there were some specific areas where more input was needed regarding general direction. These focused around areas that were not fully developed or articulated in the previous version of the plan. Specifically, these included [urban design](#), [sustainability](#), and [heritage preservation](#).

A series of three open houses were held in April-May 2007 at the Minneapolis Central Library, Midtown YWCA, and Capri Theater. The focus of these meetings was to discuss participants' vision for the three specific areas identified above, in the context of proposed policy for *The Minneapolis Plan for Sustainable Growth*. Comments were recorded at these meetings and can be found in the [May 2007 Outreach Report](#). Over 100 people attended these meetings and provided comments. These were followed by an online survey, wherein the same questions were asked as those at the open house. Over 1,200 individuals participated in the [survey](#).

## Focus Groups

Focus groups representing a variety of stakeholders were created to gain insight into specific issues. These were held from June-December 2007. These focus groups included Realtors, environmental advocates, builders, neighborhood groups, architects, heritage preservationists, and NRP staff. One specific group that met a number of times was the Downtown Task Force, which focused on policies for

Downtown. This was important due to the fact that policy for Downtown for the first time in decades is being incorporated fully into the comprehensive plan, rather than existing in a separate document (most recently, Downtown 2010). Updates were also provided to standing boards and commissions with citizen members, including Heritage Preservation Commission, Minneapolis Arts Commission, and the Planning Commission. An additional focus group was held in early 2008 for Hispanic/Latino residents and was conducted entirely in Spanish.

These focus groups provided in-depth insights into specific elements of the plan, again related to the three main themes identified during the visioning phase.

### **Draft Policy Review**

As the public process moved forward, comments and direction were incorporated into the draft document. The first public draft of the policy document was completed in November 2007 and released publicly on December 1. Although the official public comment period lasted from January 1<sup>st</sup>, 2008 through February 15<sup>th</sup>, 2008, this additional month provided additional time for the public to review and comment on this substantial document – particularly before the next round of open houses were launched in January. Draft chapters of the comprehensive plan were made available online on the plan’s official website, and copies (both printed and on CD) were provided to public libraries, neighborhood groups, and surrounding jurisdictions.

The Minnesota chapter of the American Society of Landscape Architects (ASLA) volunteered to pilot a test format for the urban design chapter. They configured an online editing tool called a “wiki” that allowed interested parties to edit the document interactively and discuss changes to the plan through commenting. This process generated numerous comments and edits from participants, and the resulting edited version of the chapter was used as input into the draft document.

As the next part of this phase, a series of five open houses were held at the North Regional Library, Lake Hiawatha Community Center, Martin Luther King Jr. Recreational Center, Mill City Museum, and Eastside Neighborhood Services. These meetings occurred during the 45 day public comment period and afforded community members an opportunity to give one-on-one feedback to city staff regarding the draft content of the plan. Participants also had the opportunity to submit comments in writing.

Approximately 450 people participated in meetings during this phase, and 250 individual comments or surveys were submitted. Since the comments were more specific to plan content, they were [compiled and responded to individually](#).

### **Plan Approval Process**

The typical path for a planning document in the City’s approval process is from Planning Commission to the Council’s Zoning and Planning Committee, to full City Council. However, due to the importance and complexity of the comprehensive

plan, this process was expanded, to give commissioners and council members – as well as the public – additional chance to review and comment on the plan’s details.

Chapters of the plan relevant to various City Council Committees were taken to public committee meetings to discuss issues and opportunities with moving forward in the comprehensive plan adoption process. In addition, the Heritage Preservation Commission, Board of Adjustment, Minneapolis Arts Commission, and City Planning Commission all reviewed draft documents and commented on the plan. Input from these meetings was again used to review and revise draft content.

Before submitting the draft plan to the Metropolitan Council for approval, the Planning Commission reviewed the draft and made a recommendation for approval to the City Council at a public hearing on June 2, 2008. The plan was subsequently approved for submittal by the City Council on July 11, 2008. For the next twelve months, Metropolitan Council staff worked with City of Minneapolis staff to ensure required elements were accurately, consistently, and adequately addressed throughout the plan.

On July 22, 2009, the Metropolitan Council approved *The Minneapolis Plan for Sustainable Growth*, paving the way for final approval and adoption by the Minneapolis City Council. Several technical amendments were required as conditions of approval, none of which changed the policy content of the plan. The City Council took final action to approve the plan, including the required amendments, on October 2, 2009.

## Outreach Tools

Getting the word out about a citywide plan such as the Minneapolis Plan can be challenging. It covers a broad range of topics, and impacts a large and diverse group of stakeholders.

Due to this, the City worked to identify a range of ways to get the word out to the public about the plan and opportunities to comment. While providing information and allowing feedback through the internet has grown increasingly popular and can reach a large number of people, the planning process acknowledged that some people still lack access to or comfort with this technology – and need alternative means to participate. The range of strategies used included:

- Hosting a series of meetings at a wide range of locations and times, as described above
- Maintenance of a regularly-updated comprehensive plan website, as well as announcements on the City’s main website
- Interactive online surveys, including the ASLA pilot wiki site

- Emails to City-maintained mailing lists, including those compiled for other planning efforts
- Press releases to regional, city, and neighborhood publications
- Direct mailings to targeted groups
- Flyers posted at and near meeting sites
- Hard copies of draft documents and supporting information at public libraries and neighborhood offices
- Announcements on public access television
- Messages on the City's phone system
- Personal contacts through the City's ongoing work in the community
- Ongoing coordination with City departments and other agencies and jurisdictions
- Logo and branding activities to create recognizable identity for comprehensive plan and related documents and activities
- Radio and newspaper interviews, resulting in several news stories on comprehensive plan

Some of the most important outreach made was not through the City at all, but through neighborhood, community, and professional organizations which reached out to their members and stakeholders to let them know about this opportunity to participate. The City appreciates the role of its active, engaged citizenry in making this happen.

## Implementation

Many existing City processes will ensure that effective implementation of the comprehensive plan occurs. The City has identified a number of ways in which the comprehensive plan will be implemented, they include but are not limited to:

- Use public hearing bodies such as the Board of Adjustment, the City Planning Commission, the Minneapolis Arts Commission, and the Heritage Preservation Commission to ensure implementation that is consistent with the goals and policies of this document.
- Identify opportunities in various city departments for implementation of

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the goals and policies of this document. For instance, through the Capital Long Range Improvement Committee (CLIC) where recommendations on infrastructure improvements and repairs are made.

- Adopt regulations consistent with the goals and policies of the comprehensive plan in the Minneapolis Code of Ordinances.
- Monitor and solicit continued input from stakeholders throughout and beyond the city in situations where policies are being applied to citywide implementation strategies.
- Adopt new plans that are consistent with the goals and policies of this document by openly involving stakeholders.
- Maintain the impact of plans through neighborhood level and citywide awareness of the importance of the policies and goals of this document and continued advocacy for those goals in all city business lines.

# Community Data Profile

Minneapolis is the largest city in Minnesota and serves as the center for finance, industry, trade and transportation for the Upper Midwest Region of the United States. The City of Minneapolis has a progressive tradition of good government, civic engagement and a vibrant economy for business and industry. City residents embrace their diversity and value their heritage, education, arts and culture. Minneapolis, a developed city, is the “City of Lakes” featuring 22 lakes and 182 city parks; one acre of parkland for every 60 residents. By promoting urban stewardship, active lifestyles and environmentally-sensitive building design, energy and resource use, Minneapolitans promise future generations an even greater, more beautiful city than the one they inherited.

## Fast Facts

Location:	Hennepin County, Minneapolis-St. Paul MSA, SE Minnesota
Congressional District	5
Legislative Districts	58A; 58B; 59A; 59B; 60A; 60B; 61A; 61B; 62A; 62B; 63A
City Government	Mayor/Council form of government; 12 departments; 8 independent boards and agencies
Websites:	<a href="http://www.ci.minneapolis.mn.us">http://www.ci.minneapolis.mn.us</a>
Minneapolis 311	Dial 311 in city limits, 612/673.3000 outside of the city for non-emergency City information and services
Elevation	950 feet
Time Zone	Central Standard Time (observes Daylight Savings Time)
Area	59 square miles (153 square kilometers)
Population	387,970 (2006 Metro Council); 382,618 (2000 Census); 368,383 (1990 Census)
Population density	7.068 (2006); 6.970 (2000); 6.706 (1990)
Population Growth	1.4% (2000-2006) Forecasted: 405,329 (2010); 425,797 (2020) 441,143 (2030)
Transportation And Transit	Air service: Minneapolis-St. Paul International Airport: 21 passenger carriers); 17 cargo carriers Rail service: 5 heavy rail carriers; 1 passenger rail; 1 light rail commuter line ( 6 other lines under development) Transit service: Three regional and three national providers Major roadways: 3 Interstates; 2 US Highways; 3 State Highways
Unique Assets	Wireless Minneapolis – 59-mile wireless network Downtown skyway system – 63 skybridges accessing 72 blocks Minneapolis Convention Center – 48,000 square feet of exhibit space, 87 meeting rooms, ballroom and theater

## People

### Population and Households

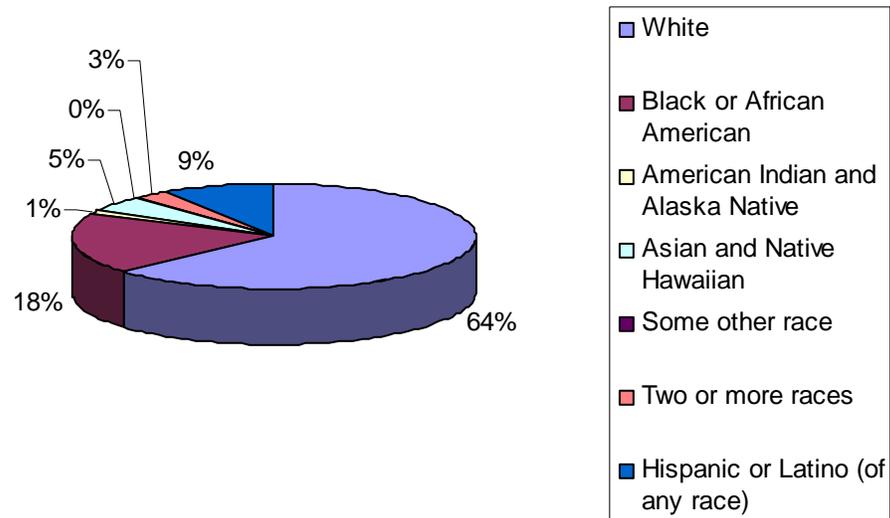
According to the State Demographer, Minnesota is experiencing the most population growth of all the Midwest states. While its Scandinavian and European roots are still strongly evident, the city also has the largest urban population of Native Americans in the country and its largest minority groups are Black/African American at 18.5 percent, and Hispanics at 10 percent of the total population. The population is also growing because of new residents from Mexico and Latin America, Asia and Somalia, Ethiopia, and other African countries. Many of these new residents are children and working age adults.

<b>Minneapolis Demographic Overview</b>				
<b>Population and households</b>	<b>City</b>	<b>7-county Metro</b>	<b>State</b>	<b>US</b>
People per household	2.25	2.52	2.46	2.61
Median household income	\$43,369	\$62,223	\$54,023	\$48,451
Average income per capita	\$27,487	\$30,737	\$27,591	\$25,267
Marital status				
Married (15+)	52.3%	68.2%	69.7%	69.5%
Never married	47.7%	31.8%	30.3%	30.5%
Married with children	27.1%	36.9%	35.1%	32.4%
Married no children	37.1%	41.7%	44.9%	42.1%
Single with children	23.1%	13.6%	12.9%	14.5%
Single no children	12.7%	7.9%	7.1%	11.0%
Average Age	33.6	36.1	36.8	36.4

Source: 2000 US Census, State Demographer, 2006 American Community Survey

Minneapolis has seen a steady increase in racial and ethnic diversity since the 1950's, when the city was 1.6% non-white to 2006 when the city was 36% non-white. On average, these new residents are younger than the existing population and have higher birth rates. This diversity is reflected in its households, where over 90 languages are spoken.

## Minneapolis' Demographic Diversity, 2006



Source: 2006 American Communities Survey

## Education

Minneapolis is home to a well-educated population. The Minneapolis School District is the third largest in the state, with 33,600 students enrolled in its 45 elementary schools, seven middle schools, seven high schools, eight special education schools, eight alternative schools, 19 contract alternative schools and five charter schools. The Minneapolis School District was the first in the state to offer all-day kindergarten classes. The district also offers advanced placement classes, an International Baccalaureate Program, and an Art for Academic Achievement program that provides opportunities to learn through the arts.



In 1874, 2,907 pupils received their educations in six school buildings in the city. Today, over 33,000 attend one of nearly 100 schools and educational facilities.

<b>Educational attainment</b>	<b>City</b>	<b>State</b>	<b>US</b>
High School completed (including equivalency) or higher	87.1%	90.7%	84.1%
Associate degree completed	6.5%	9.6%	7.4%
Bachelor degree completed	25.9%	20.8%	17.1%
Graduate or professional degree completed	14.6%	9.6%	9.9%

Source: Census Bureau/2006 American Community Survey

Minneapolis offers a variety of opportunities for higher education. The main campus of the University of Minnesota sits on the banks of the Mississippi River, just minutes from downtown. Attainment of four-year and advanced degrees exceed the state and national averages.

### **Institutions of Learning**

Private Colleges	Art Institutes International Minnesota Augsburg College Capella University College of St. Catherine's, Minneapolis Campus Minneapolis College of Art and Design North Central University St. Mary's University – Minneapolis Campus University of St. Thomas, Minneapolis Campus Walden University
Specialized Education	McPhail Center for Music
Technical College	Dunwoody College of Technology
Community College	Minneapolis Community and Technical College
Public College/University	University of Minnesota Metropolitan State University, Minneapolis Campus

Source: Minneapolis School District, Minnesota Department of Education, City of Minneapolis, Census 2000



*The University of St. Thomas Law School and School of Education are located in downtown Minneapolis. The latter is connected to the Opus Magnet School a K-12 school operated by a consortium of Minneapolis-area school districts.*

## Workforce

Minneapolis is part of the Minneapolis/St. Paul Metropolitan Statistical Area (MSA) and draws its workforce from throughout the larger metropolitan area. Employment has fluctuated in recent years resulting from national economic and market conditions largely beyond the city's control, such as globalization, the dot.com bust, and the post 9/11 national recession. In 2006, the city gained jobs at a faster rate than the metropolitan area or the state. Recent Metropolitan Council forecasts suggest that the city is entering a growth phase where employment is projected to increase to 317,000 jobs by 2010 and 346,000 jobs by 2030.

Recent data also suggests that the city is keeping pace with regional and national trends, expanding its labor force and tracking below the national unemployment rate. This may be due in part to gains in health care, management and professional services. In 2006, 15 percent of jobs in the city were in the health care and social assistance sector, the largest and fastest growing economic sector in the city.

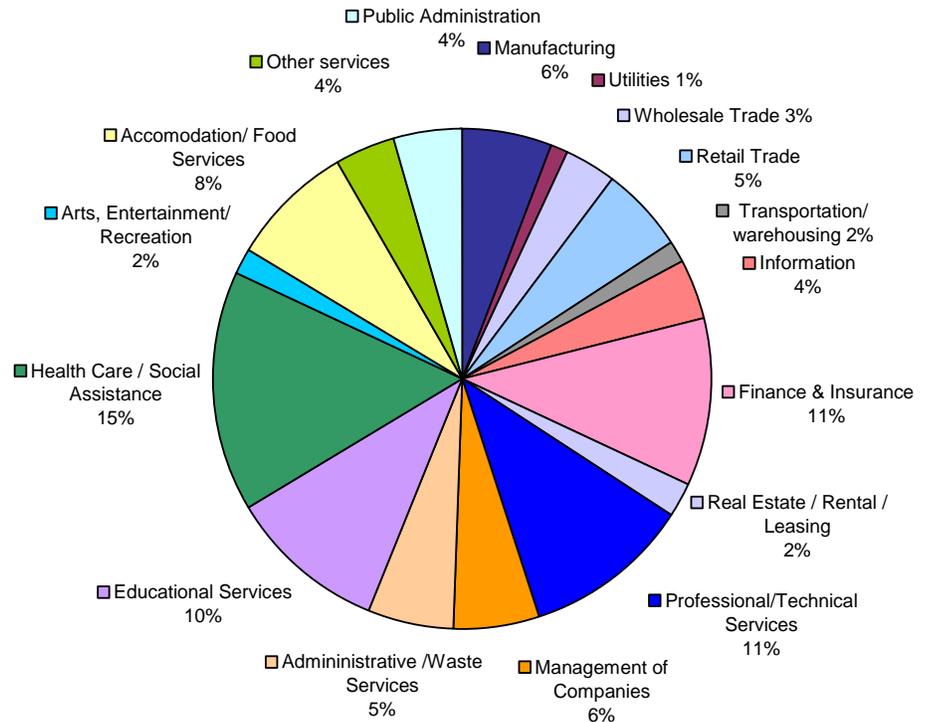
### 2006 Labor Market Profile

<b>Employment</b>	<b>City</b>	<b>7-County Metro Area</b>	<b>State</b>	<b>US</b>
Labor Force Participation Rate	73.5%	73.3%	73.6%	66.2%
Labor Force	217,970	1,614,952	2,953,334	153,493,000
Total Employment	209,711	1,556,662	2,828,993	146,406,000
Unemployment Rate	3.8%	3.6%	4.0%	4.6%

Source: MN DEED LAUS, 2006 Annual Averages; CPED Research Oct 2007

Of the nearly 295,000 jobs in the 2006 Minneapolis workforce, the largest job sectors in the city were health care and social assistance at 15 percent of the city's labor market, followed by professional/technical services and finance/insurance at 11 percent each, and educational services at 10 percent. The life sciences industries, a category that includes pharmaceuticals, medical instruments, manufacturing laboratories, research and development and hospital jobs, is a sector of the economy that city leadership wishes to cultivate and grow. The arts and entertainment are part of the creative industries, a growing sector in the city that includes visual and media arts, communications and technology, film, music, performance, fashion and design, architecture, and engineering.

## Distribution of Jobs within Minneapolis, 2006



Source: MN DEED

### Workforce Readiness

Workforce readiness combines the basics of academic learning; reading, writing; mathematics, with critical workplace skills, such as creative and analytical thinking, the ability to collaborate and work as teams, and communications. One pathway towards workforce readiness is the Minneapolis Employment and Training Program (METP). METP provides employment programs in Minneapolis that specialize in job training and placement services that lead to economic self-sufficiency. Programs are designed specifically for adult workers, youth ages 14 to 21, welfare to work recipients and dislocated workers. The METP provider system is community based through a host of non-profit agencies. Workforce readiness is also promoted at area institutions of learning. The Dunwoody College of Technology, for example, works with area employers to provide customized training programs to fill workforce and organizational needs.

## Volunteerism

Minneapolis is well known for its concerned and active citizenry which has engaged in partnerships with government and business to improve neighborhoods, create economic opportunities, and serve the city's youth and disadvantaged populations. According to the Corporation for National & Community Service, the volunteer rate for Minneapolis-St. Paul in 2006 is 39.5 percent, the highest of 50 major metropolitan areas in the country, and 12.8 percent above the national average.

## Economy

As the major city within the larger metropolitan area, Minneapolis enjoys a strong and highly diverse business foundation of companies. Seven Fortune 1000 companies have headquarters within the city. Top private-sector employers in Minneapolis include the Target Corporation, Ameriprise Financial, the Star Tribune, IBM and several brokerage firms including Piper Jaffray, RBC Dain Rauscher and ING Group. The city is also home to several major financial institutions, including the Federal Reserve Bank of Minneapolis, US Bank, and the regional headquarters of Wells Fargo Bank. In addition, with seven hospitals and the University of Minnesota's medical school, Minneapolis is a nationally known medical hub with specialty practices that draw patients from throughout the county, and numerous spin-off companies which produce many high technology medical products.



*Children's Hospital in south Minneapolis is an anchor of the Life Sciences Corridor, an area of the city targeted for growth and expansion of health care industries.*



## Major Employers

### Statewide employment totals for major Minneapolis-based employers\*

Employer	NAIC	Business Line	Metro Employment
University of Minnesota	6113	Colleges, Universities, & Professional Schools	30,000
Target Corporation	4529	Other General Merchandise Stores	25,734
Allina Health System	621498	All Other Outpatient Care Centers	22,105
Wells Fargo Bank MN	522110	Commercial Banking	20,175
Fairview Health Services	621498	All Other Outpatient Care Centers	18,500
Hennepin County	921190	Other General Government Support	12,171
U.S. Bankcorp	522110	Commercial Banking	9,500
Ameriprise Financial Inc.	523999	Misc. Financial Investment Activities	6,000
Xcel Energy Inc.	2211	Electric Power Generation, Transmission & Distribution	5,057
United Parcel Service	4911	Postal Service	5,400
Honeywell ACS	541330	Engineering Services	5,000
Qwest	237130	Power & Communications Line & Related Structures Construction	4,390
Children's Hospitals and Clinics	622110	General Medical & Surgical Hospitals	4,233
City of Minneapolis	921190	Other General Government Support	3,945

\*Source: Twin Cities Business Journal Book of Lists, 2007: company representatives, Web Sites and Business Journal's Fact Book Online

## Real Estate

### Housing



The housing stock in Minneapolis is typical of a city founded in the late 1800's, with the median age of homes being 64 years. New construction and residential conversions from other uses, particularly in various downtown neighborhoods, and decreasing levels of demolitions are primary reasons why the housing stock is increasing; the city added more than 9,200 housing units since 2001. As of January, 2007, the City Assessor estimated the total number of housing units in the city at 175,695.

The City emphasizes rehabilitation and restoration of historic residences, and offers a variety of programs and information to help homeowners maintain and improve their property, and assistance to landlords to ensure that rental properties comply with city code. Information on these programs is available through Minneapolis 311 and the City's website, [www.ci.minneapolis.mn.us](http://www.ci.minneapolis.mn.us). In addition, the City encourages development of housing that is environmentally sustainable, supports higher densities and housing that is combined with other uses such as office and commercial development in areas well-connected by transit.



*Main Street Court (photo courtesy of GMHC Housing, Inc), pictured on the left, is a development in NE Minneapolis that features green courtyards and walkways between energy efficient detached townhouses. The picture on the right is an example of a mixed-use development with commercial on the ground floor and housing on the upper levels.*

### Snapshot of city housing statistics, 2006

	City	State	US
Median home value	\$230,300	\$208,200	\$185,200
Median age of homes	64 years	32 years	27 years
Change in median home value	1.5%	4.5%	9.6%
Homes owned	48.7%	68.3%	59.4%
Homes rented	41.4%	21.2%	28.9%
Homes vacant	9.9%	10.5%	11.6%

Single family units: 52.8%

Other units: Duplexes: 12,4; Triplexes: 0.5%; Multi-family units: 34.3%

Number new homes since 2001: 9,254

Number of residential building permits in 2006: 1,757

Value of residential building permits in 2006: \$288,707,385

Source: City of Minneapolis, Assessor and Regulatory Services departments; U.S. Census Bureau, 2006 American Community Survey

### Development

Commercial businesses are distributed along the commercial corridors, neighborhood nodes, activity, growth and retail centers. Businesses range from sole proprietorships to major national retailers. From 2000 to 2005 the estimated market value for the city increased by 61 percent, with 3.3 percent of that growth in commercial development. The public sector, through construction contracts, also supports the construction and building trades through development of public buildings, such as libraries, community centers and other facilities.

### Commercial and public building activity in 2006 for all permits valued over \$50,000

Number of commercial and public building permits: 615

Total value of all commercial and public building permits: \$379,874,060

Source: City of Minneapolis Department of Regulatory Services



*Minneapolis is the hub for Metro Transit, one of the largest public transit agencies in the country.*

## Transportation

Historically, the city of Minneapolis was connected by a system of streetcars and steamboats operated by Twin City Rapid Transit from the 1890's until 1954. That system followed routes used by Native Americans, early European explorers and settlers. In 1954, the streetcars were replaced with buses, and development of an interstate highway system began in earnest. Today, we see the reemergence of early uses. Abandoned rail lines now serve as bicycle trails. Restoring streetcar services is a priority for city leadership. The Mississippi River, once an important corridor for barges hauling grain and other products, is criss-crossed by bridges carrying people and freight.

Transportation serves residential, commercial and industrial uses. Minneapolis is at the center of an elaborate network of interstates, state highways, county roads, rail lines, transit services and bicycle and pedestrian trails. The city maintains 194 bridges and owns and maintains 961.5 miles of roadway. The city is served by the 12<sup>th</sup> largest international airport in the country. That airport is connected to downtown Minneapolis by the Hiawatha Line, the first of several rail transit and bus rapid transit lines that will serve the city. The bottom-line is that Minneapolis is accessible for residents, businesses and visitors. This is an important consideration not just for living and commuting, but also in terms of global competitiveness. These statistics are factors in assessing the status of world class cities in a global economy.

**Travel time and mode comparisons, 2006**

	<b>City</b>	<b>7-County Metro</b>	<b>Chicago</b>	<b>US</b>
Commute Time (minutes, one way)	21.8	NA	33.4	25.0
Public Transportation Users	13.2%	4.6%	25.4%	4.8%
Drive alone	62.6%	78.6%	52.6%	76.0%
Commute by carpool	9.3%	8.5%	9.34%	10.7%
Work at Home	4.5%	4.4%	3.35%	3.91%
Bike to work	2.5%	0.7%	0.9%	0.5%
Commute by other means (taxi, motorcycle, others)	0.9%	0.8%	2.42%	1.68%
Walk To Work	7.1%	2.4%	3.6%	3.9%

Commuter Services: Hour-Car, Car Sharing for the Twin Cities; Metro Transit Ride to Rewards and Guaranteed Ride Home programs

Source: American Community Survey; City of Minneapolis Chamber of Commerce; Metro Transit

Minneapolis promotes sustainability and community health through its bikeways and walkways. The city encourages non-motorized travel in a variety of ways, including providing bike racks at key locations around the city, and working with transit partners who provide bike mounts on buses and light rail cars.



*More Minneapolis residents per capita bike for recreation and transportation than other major cities in the country. The city promotes biker safety with its infrastructure, including fencing as public art and well-marked crosswalks.*

## Government

The City is a municipal corporation governed by a Mayor-Council form of government. The Mayor and City Council Members are elected to four-year terms, without limit on the number of terms that may be served. Council members represent the thirteen wards in the city.

The Mayor is responsible for a variety of leadership duties, including: appointing representatives to a variety of agencies and commissions, nominating department head candidates for Executive Committee and Council approval, proposing the annual operating and capital budgets, and reviewing, approving, or vetoing all Council actions.

As provided in the City Charter, the City Council governs Minneapolis through its legislative, administrative, and financial power over City functions. The Council levies taxes, enacts ordinances and resolutions, licenses businesses, and exercises budgetary and policy control over City departments.

City departments provide a broad range of services including: police; fire; health and family support services; assessment of property; attorney services; civil rights; planning and economic development; regulatory services; management support services, and public works. Public Works manages the city's utilities, including surface water and sewers, and water treatment and distribution. In addition, the City of Minneapolis considers trees an essential infrastructure, recognized for the role the tree canopy plays in air quality management, and that roots systems provide for stormwater management and erosion control.

### Water Service

Surface Water System managed by City

Source: Surface  
 Storage Capacity: 160,000,000 gal.  
 Treatment Capacity: 125,000 gal/min  
 Average Demand: 66,000,000 gal/day  
 Peak Demand: 170,000,000 gal/day  
 Total Water Hardness: 88 ppm  
 Industrial Water Rate: \$2.62/100 cubic ft

Source: City of Minneapolis, Public Works Department, Metro Environmental Services

### Wastewater Treatment

Wastewater treatment provided by Metro Environmental Services, a regional system

Treatment Type: Mechanical Plant

Treatment Capacity: 251,000,000 gal/day  
 Average Demand: 185,000,000 gal/day  
 Peak Demand: 339,000,000 gal/day  
 Usage Charge: \$1,543.67/million gallons

Minneapolis Development Review is a citywide effort to streamline and improve access to information, zoning and permitting to make it easier for residents, businesses and developers to renovate, build and remodel in the city. Since initiated in 2005, Minneapolis 311 has served as a portal for development projects in the city.

Three separately governed boards linked to the City Council and Mayor through the annual budget cycle: Minneapolis Public Schools, Minneapolis Park and Recreation Board, and the Unified Library System.

The approximate total annual budget for the City of Minneapolis is \$1.3 billion in 2007. The latest bond ratings for the city are: AAA—Standard & Poor's; Aa1—Moody's; AAA—Fitch IBCA. The City's Fire Insurance Rating is 10.



*Mirror image of City Hall with the Hennepin County reflecting pool in the foreground.*

## Attractions

The Twin Cities is second only to New York in per capita attendance at theater and arts events. Minneapolis has more than 30 theaters. The Guthrie Theater and the Children's Theatre Company are recognized as two of the country's best. The City also boasts two world-class art museums, the Minneapolis Institute of Art and the Walker Art Center, and is home to the internationally acclaimed Minnesota Orchestra. Neighborhood arts activities – festivals, galleries and events – play a growing role in resident art participation.

Three major league teams host home games in downtown Minneapolis. At the Hubert H. Humphrey Metrodome, up to 55,000 fans can watch Major League Baseball's Minnesota Twins in action. In the spring of 2006, the state legislature approved a plan for a \$522 million Twins stadium to be located in the Warehouse District of Downtown Minneapolis, with construction scheduled to be completed in 2010. When the National Football League's Minnesota Vikings are in town, the Metrodome can seat 64,000 football enthusiasts. In 1990, the Target Center was constructed downtown for the Minnesota Timberwolves of the National Basketball Association.



*The idea for a domed stadium in downtown Minneapolis began in the 1960's. The Hubert H. Humphrey Metrodome opened in 1982. A second, open-air baseball stadium is scheduled to open in 2010 and will be the home for the Minnesota Twins reinforcing Minneapolis as a destination for spectator sports.*

Minneapolis residents not only watch sports, they participate as well. In 2005, Men's Fitness magazine named Minneapolis "The Most Athletic City." There are 396 sports fields in the city where people gather for softball, football, soccer and lacrosse.

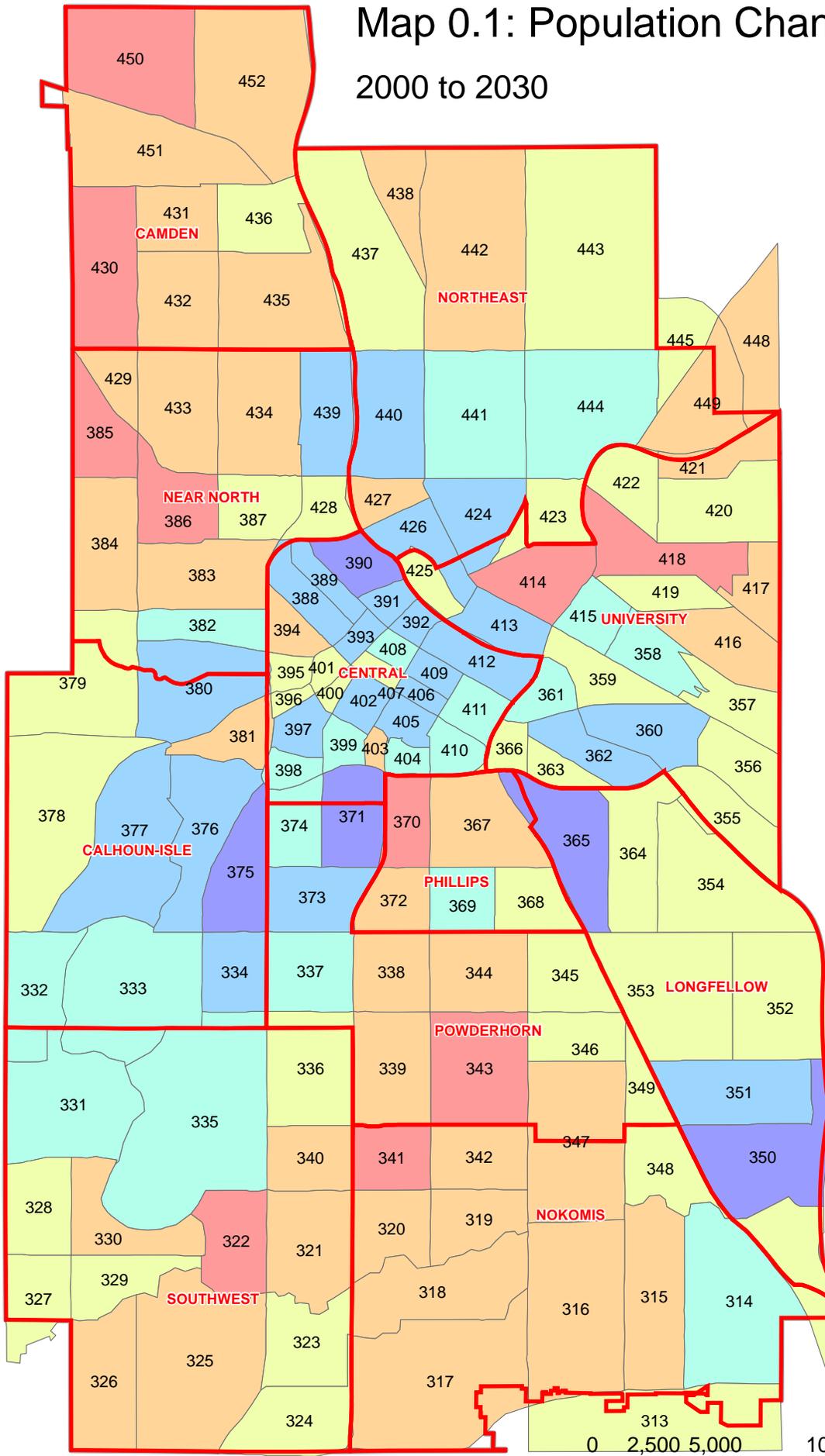
Golf enthusiasts enjoy six courses across the city, while tennis players utilize the city's tennis courts. Young and old swim and frolic at supervised beaches. Sailboats, canoes, kayaks and windsurfers dot the city's lakes in summer while residents can be seen fishing from one of several piers. Other favorite pastimes are biking, jogging, and rollerblading along paths maintained by the Minneapolis Park and Recreation Board. In winter residents ice fish, cross-country ski or play hockey at outdoor ice rinks scattered across the city.



*The legacy of the city founders, who secured land around the City's lakes, creeks and the Mississippi River, provides year-round recreational opportunities.*

Early in Minneapolis' development, the land around five large lakes, along the Minnehaha Creek and the banks of the Mississippi River was dedicated to the public as parkland. It is estimated that a city park is located no more than six to eight blocks from every home. In 2004, the City adopted an urban forest policy out of recognition that trees provide important ecological and aesthetic functions. The city's green environment enhances the quality of life for residents, and makes it an attractive place for visitors and habitat for urban wildlife.

# Map 0.1: Population Change 2000 to 2030



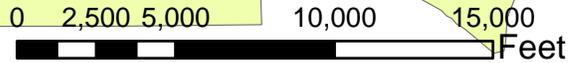
## Legend

- Communities
- Traffic Analysis Zones**
- 2000-2030 pop chg**
- < -400
- 399 - 0
- 1 - 500
- 501 - 1000
- 1001 - 2500
- > 2500

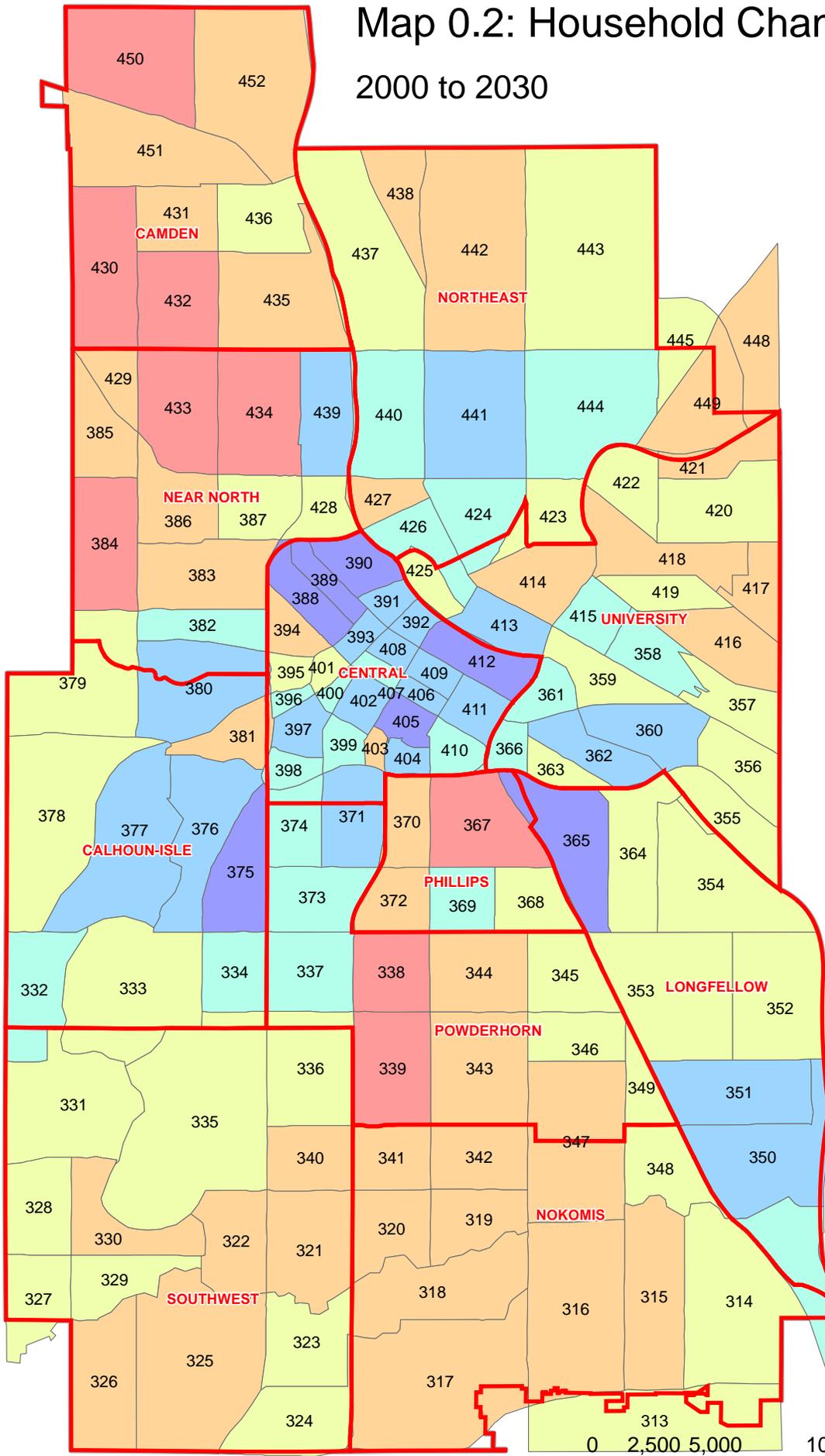
Numbers are TAZ identification numbers. See Appendix B for TAZ data by year.

Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 0.2: Household Change 2000 to 2030



## Legend

### Traffic Analysis Zones 2000-2030 hh chg

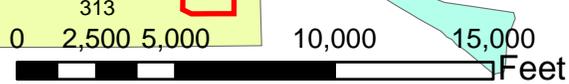
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- 201 - 500
- 501 - 1000
- > 1000

Numbers are TAZ identification numbers. See Appendix B for TAZ data by year.

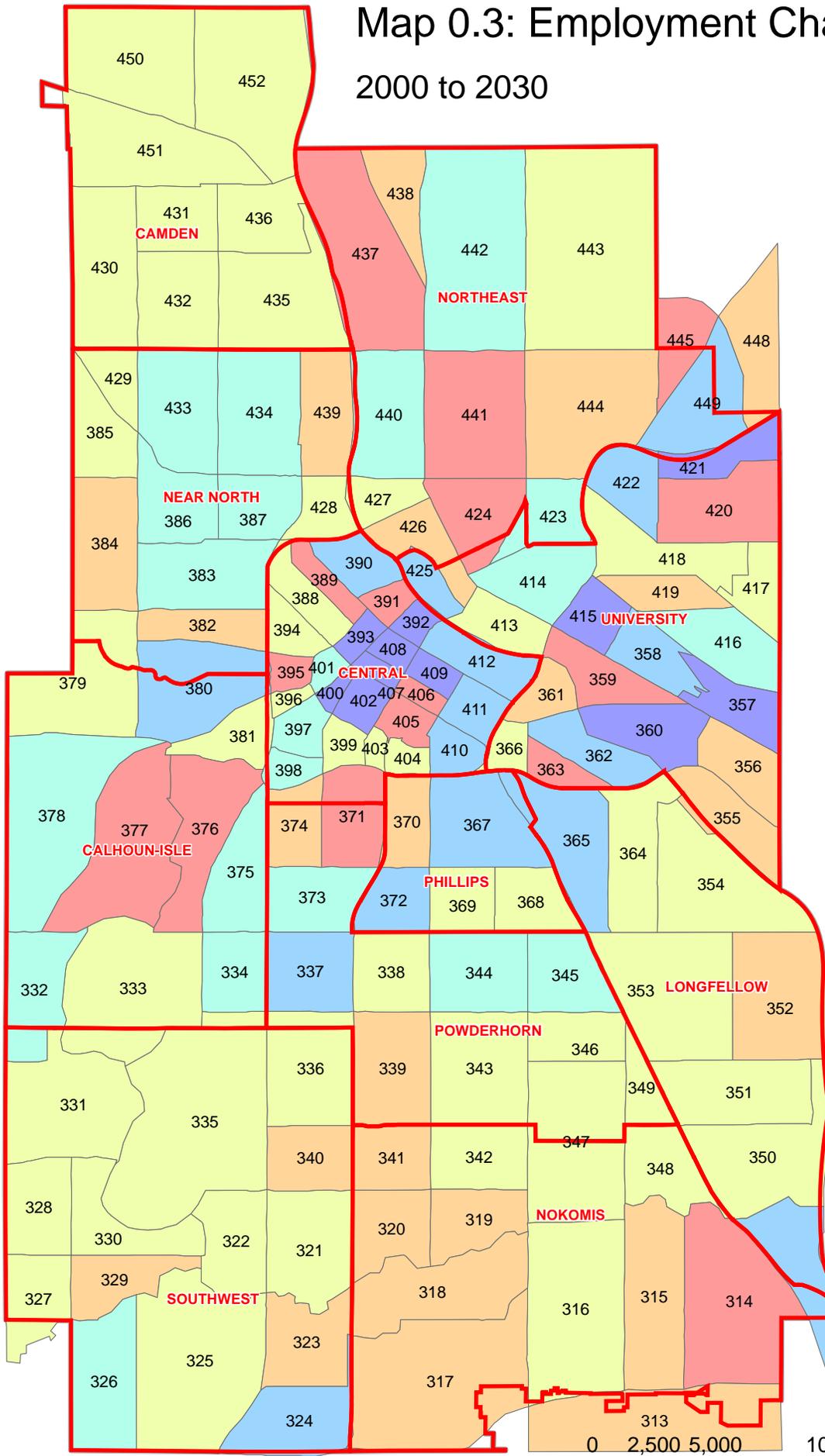


Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 0.3: Employment Change 2000 to 2030



## Legend

- Communities
- Traffic Analysis Zones**
- 2000-2030 emp chg**
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- 199 - 0
- 1 - 200
- 201 - 500
- 501 - 2000
- > 2000

Numbers are TAZ identification numbers. See Appendix B for TAZ data by year.

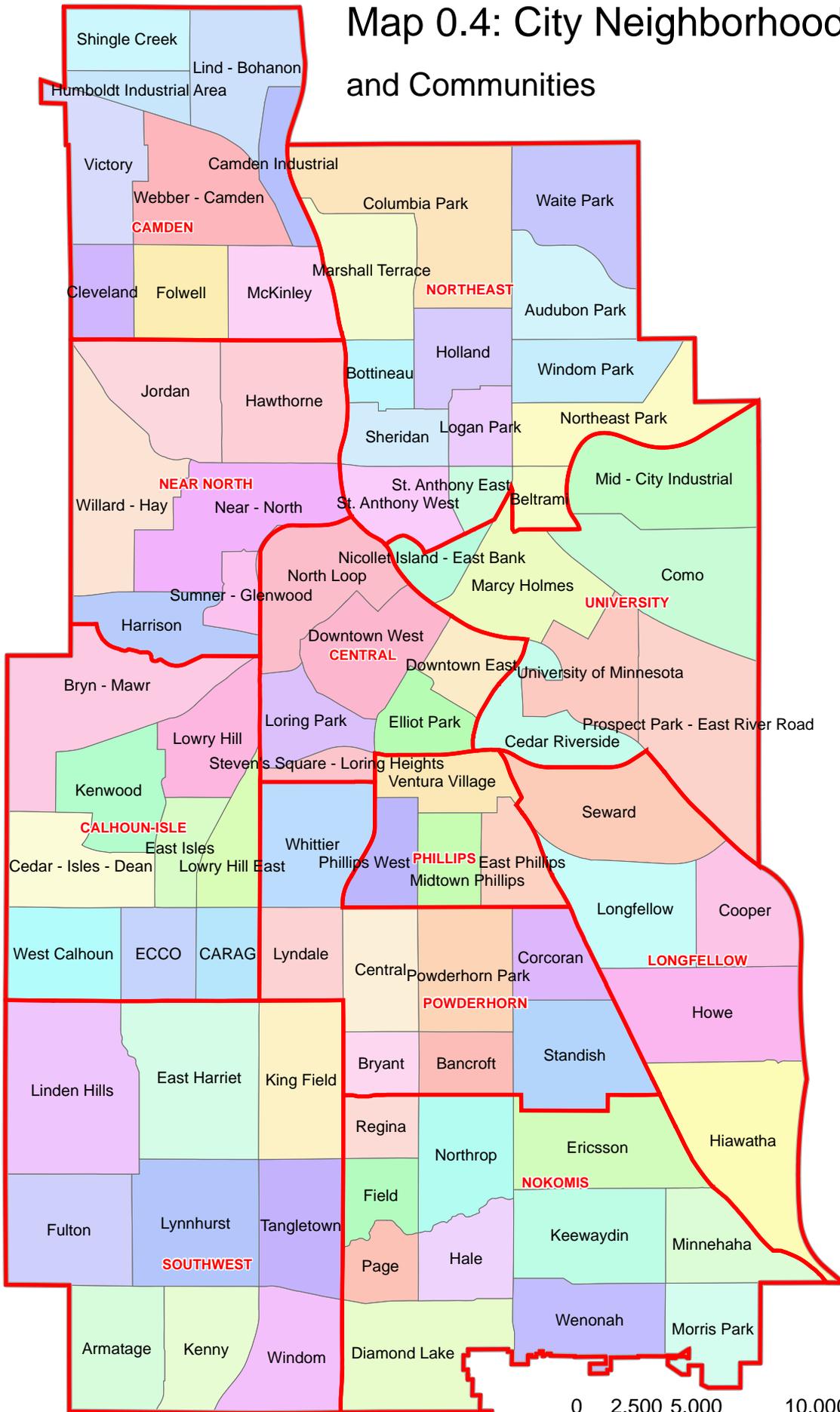


Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 0.4: City Neighborhoods and Communities



## Legend

 Communities



Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

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 Feet

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Arts and Culture  
Urban Design



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Attendees of The Minneapolis Plan workshops, open houses and citywide meetings: too numerous to list but whose contributions of time, talent and thought form the basis of so much in this plan and so much of our optimism about Minneapolis' future.

# 1. Land Use

*Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.*



Since the City of Minneapolis was founded in the mid-19<sup>th</sup> century, its development patterns have been influenced by its natural systems – creeks, lakes, wetlands, and river. The city was strategically located on the banks of the Mississippi River in order to take advantage of St. Anthony Falls’ power generating capability.

Urban growth was patterned along a grid system of streets that spread out from the city center along regular blocks. At first, that grid system was used by horse-drawn carriages, later streetcars, and then motor cars. A park system was started, showcasing the lakes, river, and creeks with tree-lined boulevards. Residential areas developed along the streetcar grid and parkway system. Over time, these residential areas emerged as



*Early Minneapolis development spread out along streetcar lines (Lake & 26<sup>th</sup>, c. 1925)*

neighborhoods, each with distinctive character and mix of uses and densities. The city’s grid efficiently brought residents from their homes to shopping in neighborhood centers or the downtown core. Later, the grid system was intersected and banded with an interstate highway system. The increased mobility offered additional location choices to residents and businesses. Some streets retained their character as commercial corridors, while others served residential areas. The addition of a major airport enhanced the delivery of goods and access to national and international markets.

While the city’s downtown remained the center for business and commerce in the Upper Midwest region, some neighborhoods were stressed by declines in residential population and community-based retail. Most recently, light rail has created redevelopment opportunities in areas once predominantly industrial. Working in partnership with the private and nonprofit sectors and other units of government, the City works to meet the challenges and opportunities of change.

This pattern of land uses and development combined with characteristics of buildings, neighborhoods and public spaces constitutes traditional urban form, the physical attributes of an urban city. Traditional urban form is the overarching policy that will drive the design of new developments, streets and public realm in the City of Minneapolis. Acknowledgement of traditional urban form is a driving force for creation of a new land use designation in the city: urban neighborhood.

This chapter provides policy guidance for land use decisions in the city, including the location, intensity, and mix of uses, and managing the interactions between them. It describes land use designations present in the City of Minneapolis with policies related to protecting, maintaining, revitalizing or developing the city’s residential,

commercial, industrial, transit station areas and employment centers. These policies guide the development and interpretation of City land use regulations.

The chapter is divided into three main sections:

- General land use policy – describes land use categories identified on the maps and policies that apply to all development, with specific guidance for commercial and residential areas.
- Land use mapping – contains existing and future land use maps, with supporting narrative which demonstrates how and where the city will accommodate future growth and density.
- Land use features – describes and provides policy guidance for identified land use features where the city is focusing its future growth.

## General Land Use Policy

Cities regulate land use so that they can accommodate new growth and respond to change while maintaining aspects of the community that are valued by its residents, workers and businesses. General land use policies are a balancing act: encouraging quality new development while moderating impacts on existing areas.

The City uses land use features – including nodes, corridors, and centers – to direct the location and intensity of various land uses. These are mentioned throughout this chapter, and described in detail in the Land Use Features section.

**Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.**

- 1.1.1 Ensure that the [City's zoning code](#) is consistent with The Minneapolis Plan and provides clear, understandable guidance that can readily be administered.
- 1.1.2 Further integrate visual quality and design considerations into review of capital improvement projects.
- 1.1.3 Encourage the use of flexible regulatory options that promote high quality development, such as the Planned Unit Development (PUD) tool.
- 1.1.4 Support context-sensitive regulations for development and land use, such as overlay districts, in order to promote additional land use objectives.
- 1.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and

activity; reinforces public spaces; and visually enhances development.

- 1.1.6 Develop small area plans for designated land use features, particularly Activity Centers, Growth Centers, and Major Retail Centers, in consultation with neighborhood associations, residents, and other stakeholders.
- 1.1.7 Invest in targeted place-making strategies to build upon and enhance existing community assets and encourage private sector development.

**Policy 1.2: Ensure appropriate transitions between uses with different size, scale, and intensity.**

- 1.2.1 Promote quality design in new development, as well as building orientation, scale, massing, buffering, and setbacks that are appropriate with the context of the surrounding area.



- 1.2.2 Ensure that lighting and signage associated with non-residential uses do not create negative impacts for residential properties.

*The character and quality of residential areas are aspects of traditional urban form. Protecting this character and quality enhances community livability.*

- 1.2.3 Lessen the negative impacts of non-residential uses on residential areas through controls on noise, odors, and hours open to the public.

**Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.**

- 1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.
- 1.3.2 Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.
- 1.3.3 Encourage above-ground structured parking facilities to incorporate development that provides active uses on the ground floor.

## General Commercial

The city's population supports a broad range of commercial areas that in recent years have been affected by major demographic and market shifts. Shifts in income, household composition, and buying preferences, as well as significant immigration, have impacted the city's population, while market fluctuations and increasing competition have shaped the business climate. Commercial areas in the city have responded to these dynamics and continue to provide a unique and accessible shopping experience for residents, employees and visitors.

City policy strongly supports traditional urban form and scale in commercial development. It also acknowledges that some commercial areas do not fit the traditional pattern.



*Commercial storefronts on West Broadway Avenue show traditional urban form and how it has adapted to modern uses.*

While much progress has been made in developing viable business models for use in traditional urban areas, the City will need to balance a variety of considerations when deciding the best approach to integrating unique uses into the urban fabric.

In order to strengthen commercial districts and to minimize negative impacts, the City supports directing new commercial activity and redevelopment to designated land use features while allowing flexibility for market conditions and economic feasibility of proposed projects.

### **Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.**

- 1.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.
- 1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.
- 1.4.3 Continue to implement land use controls applicable to all uses and structures located in commercial districts and corridors, including but not limited to maximum occupancy standards, hours open to the public, truck parking,

provisions for increasing the maximum height of structures, lot dimension requirements, density bonuses, yard requirements, and enclosed building requirements.

- 1.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

**Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.**

- 1.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.



*Commercial corridors are appropriate locations for mixed use development, such as this building on Central Avenue.*

- 1.5.2 Facilitate the redevelopment of underutilized commercial areas by evaluating possible land use changes against potential impacts on the surrounding neighborhood.

- 1.5.3 Promote the preservation of traditional commercial storefronts wherever feasible.

**Policy 1.6: Recognize that market conditions and neighborhood traditions significantly influence the viability of businesses in areas of the city not designated as commercial corridors and districts.**

- 1.6.1 Allow for retention of existing commercial uses and zoning districts in designated Urban Neighborhood areas, to the extent they are consistent with other city goals and do not adversely impact



*Auto-oriented uses may be sited along commercial corridors, such this one on East Lake Street.*

surrounding areas.

- 1.6.2 In parts of the city outside of designated corridors, nodes, and centers, limit territorial expansions of commercial uses and districts.

**Policy 1.7: Limit new and expanded auto-oriented uses in the city so impacts on the form and character of commercial areas and neighborhoods can be minimized.**

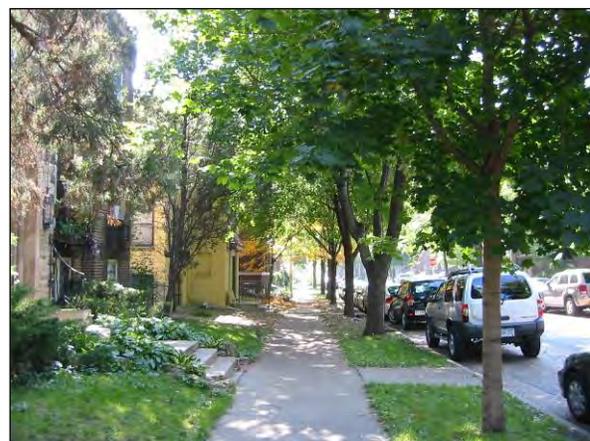
- 1.7.1 Discourage new and expanded high traffic, auto-oriented uses in neighborhood commercial nodes.
- 1.7.2 Direct auto-oriented uses to locations on Commercial Corridors that are not at the intersection of two designated corridors, where more traditional urban form would be appropriate.
- 1.7.3 Auto-oriented uses should be designed with aspects of traditional urban form, to minimize the impact on the pedestrian realm.

**General Residential and Other Uses**

The many residential neighborhoods of Minneapolis – with their access to many urban amenities and tree-lined streets, sidewalks, and front yards that contribute to traditional urban form – are an attractive and valuable community asset. Like the rest of the city, these residential areas must sometimes change to accommodate shifts in market demand and increases in population. Change may include not only new residential development, but various public and semi-public uses that support this development. These policies intend to guide the balancing of two values: maintaining the character of these residential areas while allowing for their growth and change.

**Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.**

- 1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.
- 1.8.2 Advance land use regulations that retain and strengthen neighborhood character, including direction for neighborhood-serving commercial uses,



*Many neighborhoods, such as this one in southwest Minneapolis, include a range of residential densities.*

open space and parks, and campus and institutional uses.

- 1.8.3 Direct uses that serve as neighborhood focal points, such as libraries, schools, and cultural institutions, to designated land use features.

## Land Use Maps

This section displays the existing and future land use maps for the City and describes their features. These maps are graphic depictions of the growth and development in the City of Minneapolis.

Map 1.1, the existing land use map, shows city land use patterns at the parcel level, using 2007 as a frame of reference. The residential density categories shown here are comparable to those used in policy for future land use, as discussed later in this section.

Map 1.2, the future land use map, is the official policy map of The Minneapolis Plan for Sustainable Growth. The intent is to show how the City will provide for a range of housing types and commercial and industrial uses in order to accommodate a diverse range of families and individuals, income groups and businesses. The future land use map also provides guidance for the regulatory structure that implements the plan, including the City's zoning ordinance.

There are seven main categories shown on the future land use map:

- Urban Neighborhood (UN)—Predominantly residential area with a range of densities, with highest densities generally to be concentrated around identified nodes and corridors. May include undesignated nodes and some other small-scale uses, including neighborhood-serving commercial and institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. More intensive non-residential uses may be located in neighborhoods closer to Downtown and around Growth Centers. Not generally intended to accommodate significant new growth, other than replacement of existing buildings with those of similar density.
- General Commercial (CO)—Includes a broad range of commercial uses. This designation is reserved for areas that are less suited for mixed use development that includes residential.
- Mixed Use (MU)—Allows for mixed use development, including mixed use with residential. Mixed use may include either a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use.
- Public and Institutional (PI)—Accommodates public and semi-public uses,

including museums, hospitals, civic uses, stadiums, airport related uses, and college and university campuses. Note that some smaller uses (including schools, libraries, and emergency services) may be incorporated into Urban Neighborhood, where they are generally allowed.

- Open Space and Parks (OP)—Applies to land or water areas generally free from development. Primarily used for park and recreation purposes, natural resource conservation, or historic or scenic purposes. This designation does not capture privately-owned and operated open spaces and plazas, such as Crystal Court in the IDS Center.
- Industrial (IN)—Includes areas suited for industrial development and limited supporting commercial uses. Generally found within Industrial Employment Districts, with a high level of policy protection and an emphasis on job retention and creation. Industrial uses have primacy over other uses.
- Transitional Industrial (TI)—Industrial areas located outside of Industrial Employment Districts will be labeled “transitional” since they may eventually evolve to other uses compatible with surrounding development. Although they may remain industrial for some time, they will not have the same level of policy protection as areas within industrial districts.

Transportation, communication, and utility uses include roads, rail lines, communications towers, energy production, and similar facilities. While these are important to the city, they are not specified on the map. Most are generally allowed in a range of districts, and specific regulations govern their location and appearance.

In addition to this general future land use map, the comprehensive plan incorporates by reference land use recommendations from a number of small area plans that cover various sub-sectors of the city. These plans should be consulted for applicable areas when making development decisions, as they provide more detailed guidance. Additional information, including a summary of recent small area plans, is provided in Appendix B.

While the future land use map does not have residential density categories, guidance for these is included in the policies for land use features (below). The existing land use map does show how these densities are currently distributed throughout the city. The densities specified below are not meant to be precise, but rather to provide guidance to the appropriate range for each category.

- Low-density residential – Primarily single family and two family residential, with less than 20 dwelling units/acre
- Medium-density residential – Primarily smaller scale multi-family residential, with 20-50 units/acre

- High-density residential – Primarily higher intensity multi-family housing, with 50-120 units/acre
- Very-high density residential – Primarily very high intensity multi-family, with more than 120 units/acre

The future land use map also includes land use features that guide and direct future growth and density. These are described below.

In Appendix B, there are maps and tables which further illustrate the plan for future land use and where density and growth will be accommodated throughout the city. While these are not intended to specifically guide parcel-level land use decisions, they demonstrate that the city is able to accommodate planned development consistent with stated goals and policies. The chart below shows the general relationship between the land use features and the density levels. Actual densities within these features may vary depending on a variety of conditions, including site size and orientation, surrounding neighborhood character, unit mix, and other factors.

<b>Land Use Feature</b>	<b>Description</b>	<b>Density Range (est.)</b>
Urban neighborhood	Predominantly residential area with a range of densities. May include other small-scale uses, including neighborhood-serving commercial, and institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. More intensive non-residential uses may be located in neighborhoods closer to Downtown and around Growth Centers.	Varies, but predominantly low density (8-20 du/acre); not intended to accommodate significant new growth or density
Community corridor	Primarily residential with intermittent commercial uses clustered at intersections in nodes. Commercial uses, generally small-scale retail sales and services, serving the immediate	Medium density (20-50 du/acre), transitioning to low density in surrounding areas

	neighborhood	
Neighborhood commercial node	Generally provide retail or service uses on at least three corners of an intersection. Serve the surrounding neighborhood, with a limited number of businesses serving a larger area. Mix of uses occurs within and among structures	High density (50-120 du/acre), transitioning down to medium density in surrounding areas
Commercial corridor	Historically have been prominent destinations. Mix of uses, with commercial uses dominating	High density (50-120 du/acre), transitioning down to medium density in surrounding areas
Activity centers and growth centers	Mix of uses with citywide and regional draw. High intensity of uses, including employment, commercial, office, and residential uses.	High density (50-120 du/acre) and very high density (120-200 du/acre), dependent on context. Densities up to 800 du/acre may be allowed in or near all designated Growth Centers and within Activity Centers adjacent to Growth Centers, as consistent with adopted small area plans.
General commercial	Includes a broad range of commercial uses. This designation is reserved for areas that are less suited for mixed use development that includes residential. Typically located within other land use features.	Residential generally not appropriate for these areas.
Public and institutional	Accommodates public and semi-public uses,	Residential generally not appropriate for these

	including museums, hospitals, civic uses, stadiums, airport related uses, and college and university campuses. Note that some smaller uses (including schools, libraries, and emergency services) may be incorporated into Urban Neighborhood, where they are generally allowed.	areas.
Open space and parks	Applies to land or water areas generally free from development. Primarily used for park and recreation purposes, natural resource conservation, or historic or scenic purposes. This does not capture privately-owned and operated open spaces and plazas.	Residential generally not appropriate for these areas.
Industrial/transitional industrial	Includes areas suited for industrial development and limited supporting commercial uses. Transitional industrial districts may transfer to another use over time, while industrial districts are preserved for industrial use.	Residential generally not appropriate for these areas.

## Land Use Features

The City designates a series of land use features that indicate where certain types and intensities of development are most appropriate. Each type of land use feature is described below, along with designation criteria and policy guidance. A list of all

designated features is found later in the chapter. The land use features are also shown on Map 1.3.

## Community Corridors

In Minneapolis, streetcar routes and the traditional urban corridors they created serve as principal travel routes. The rhythm of development in community corridors contributes to the dynamic nature of city living and is a source of pride and identity for residents and workers. Many of these streets are designated here as Community Corridors because they serve distinct residential neighborhoods and contain limited commercial and mixed uses.

Community Corridors support new residential development from low- to high-density in specified areas, as well as increased housing diversity in neighborhoods. Community Corridors support limited commercial uses that are frequently concentrated in Neighborhood Commercial Nodes. Proposed commercial uses are evaluated according to their impacts on residential character.



*Community corridors, such as Hennepin Avenue, accommodate a range of housing densities and types.*

Design and development along Community Corridors is oriented towards the pedestrian experience and residential quality of life. These streets carry moderate volumes of traffic. These streets are important travel routes for both neighborhood residents and through traffic. In many cases, they are part of the Primary Transit Network that provides frequent, high quality transit service citywide.

### Criteria for designating Community Corridors

- Connect more than two neighborhoods
- Generally minor arterials, with some exceptions
- Part of the City's planned Primary Transit Network, with some exceptions
- Carry moderate traffic volumes, and may be principal travel routes for parts of the city
- Primarily residential with intermittent commercial uses clustered at intersections in nodes
- Traditional commercial and residential form and massing
- Commercial uses, generally small-scale retail sales and services, serving the immediate neighborhood

### **Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.**

- 1.9.1 Support the continued presence of existing small-scale retail sales and commercial services along Community Corridors.
- 1.9.2 Support new small-scale retail sales and services, commercial services, and mixed uses where Community Corridors intersect with Neighborhood Commercial Nodes.
- 1.9.3 Discourage uses that diminish the transit and pedestrian oriented character of Community Corridors, such as automobile services and drive-through facilities.
- 1.9.4 Discourage the conversion of existing residential uses to commercial uses outside of Neighborhood Commercial Nodes.
- 1.9.5 Encourage the development of low- to medium-density housing on Community Corridors to serve as a transition to surrounding low-density residential areas.
- 1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

## Commercial Corridors

Traditional Commercial Corridors in the city serve as boundaries connecting a number of neighborhoods and serve as focal points for activity. Development and revitalization of these corridors helps to strengthen surrounding urban neighborhoods.

Commercial Corridors can accommodate intensive commercial uses and high levels of traffic. The corridors support all types of commercial uses, with some light industrial and high density residential uses as well.

While the character of these streets is mainly commercial, residential areas are nearby and impacts from commercial uses must be mitigated as appropriate. Additionally, the City encourages new medium- to high-density residential development along Commercial Corridors, particularly as part of mixed use development. These corridors frequently carry large traffic volumes and must balance significant vehicular through-traffic capacity with automobile and pedestrian access to commercial property.

### Criteria for designating Commercial Corridors

- Historically have been prominent destinations in the City
- High traffic volumes
- Mix of uses, with commercial uses dominating
- Residential uses tend to be medium- to high-density

**Policy 1.10: Support development along Commercial Corridors that enhances the street’s character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.**

1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.

1.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with



*Redevelopment along Washington Avenue, a downtown commercial corridor, emphasizes active uses on the ground floor and traditional urban form for buildings.*

other designated corridors.

- 1.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.
- 1.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.
- 1.10.5 Encourage the development of high-density housing on Commercial Corridors.
- 1.10.6 Encourage the development of medium-density housing on properties adjacent to properties on Commercial Corridors.

### **Neighborhood Commercial Nodes**

Minneapolis' Neighborhood Commercial Nodes are typically comprised of a handful of small- and medium-sized businesses focused around one intersection. These nodes primarily serve the needs of the immediate surrounding area, although they may also contain specialty stores that serve a regional client base. Neighborhood business prosperity varies throughout the city and is affected by a variety of factors, including the buying power in the surrounding locality and competition from other commercial areas.

#### **Criteria for designating Neighborhood Commercial Nodes**

- Generally provide retail or service uses on at least three corners of an intersection
- Oriented to pedestrian traffic, with few automobile-oriented uses
- Generally serve the needs of the surrounding neighborhood, with a limited number of businesses serving a larger area
- Generally located at the intersections of community corridors
- Commercial uses are typically focused close to a single intersection, though may be more dispersed
- Generally have a historical commercial function and form
- Mix of uses occurs within and among structures

The character of Neighborhood Commercial Nodes is defined by the limited scale of businesses operating in these locations. Related to the city's historical growth pattern, these nodes generally consist of traditional commercial storefront buildings. They maintain a building typology and pedestrian orientation that is appropriate for the

surrounding residential neighborhoods.

**Policy 1.11: Preserve and enhance a system of Neighborhood Commercial Nodes that includes a mix of housing, neighborhood-serving retail, and community uses.**

1.11.1 Discourage the commercial territorial expansion of Neighborhood Commercial Nodes, except to adjacent corners of the node’s main intersection.

1.11.2 Support the continued presence of small-scale, neighborhood-

serving retail and commercial services in Neighborhood Commercial Nodes.



*13<sup>th</sup> & University NE neighborhood commercial node shows a cluster of small-scale commercial uses around an intersection*

1.11.3 Discourage new or expanded uses that diminish the transit and pedestrian character of Neighborhood Commercial Nodes, such as some automobile services and drive-through facilities.

1.11.4 Encourage a height of at least two stories for new buildings in Neighborhood Commercial Nodes, in keeping with neighborhood character.

1.11.5 Encourage the development of medium- to high-density housing where appropriate within the boundaries of Neighborhood Commercial Nodes, preferably in mixed use buildings with commercial uses on the ground floor.

1.11.6 Encourage the development of medium-density housing immediately adjacent to Neighborhood Commercial Nodes to serve as a transition to surrounding low-density residential areas.

1.11.7 Encourage the redevelopment of vacant commercial buildings and direct City services to these areas.

**Activity Centers**

As the result of the city’s historical development pattern, certain districts have functioned as hubs of activity and movement for decades. Other areas are experiencing a renaissance of business and development interest as unique

destinations. Activity Centers are the places that shape Minneapolis’ urban identity. They attract residents, workers, and visitors from throughout the city and region.

Activity Centers support a wide range of commercial, office, and residential uses. They typically have a busy street life with activity throughout the day and into the evening. They are heavily oriented towards pedestrians, and maintain a traditional urban form and scale. Activity Centers are also well-served by transit.

An important consideration is the balance between the benefits Activity Centers bring to the city as a whole and the need to mitigate undesirable impacts ranging from overflow parking and traffic impacts on neighborhood streets to a need for increased city services such as trash removal or street cleaning.

### Criteria for designating Activity Centers

- Diversity of uses with a city-wide and regional draw
- Do not typically support automobile uses.
- Complemented by medium- and high-density residential uses
- Accommodate retail and commercial services, entertainment uses, educational campuses, or other large-scale cultural or public facilities
- Traditional urban form regarding building siting and massing
- Significant pedestrian and transit orientation
- Uses that are active all day long and into the evening
- Mix of uses occurs within and among structures
- Unique urban character distinguishes them from other commercial areas because of the mix and complementary type of uses, as well as the traffic generated

**Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.**

1.12.1 Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.

1.12.2 Encourage mixed use buildings, with commercial uses

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*Activity Centers, such as Uptown, have a mix of uses that encourage pedestrian activity.*

located on the ground floor and secure entrances for residential uses.

- 1.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.
- 1.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.
- 1.12.5 Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.
- 1.12.6 Encourage the development of high- to very-high density housing within the boundaries of Activity Centers.
- 1.12.7 Encourage the development of medium- to high-density housing immediately adjacent to Activity Centers to serve as a transition to surrounding residential areas.
- 1.12.8 Support district parking strategies in Activity Centers, including shared parking facilities with uniform signage, and other strategies.
- 1.12.9 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.
- 1.12.10 Encourage developments to incorporate climate sensitive site and building design practices.

### Transit Station Areas

The Metropolitan Council anticipates 1 million new residents in the metropolitan area by 2030. Planning for improved public transportation is one strategy for accommodating and encouraging that growth. Minneapolis plays a strategic role in improving accessibility and providing alternatives to traffic congestion, as six of the nine regional transitway projects under development originate in Downtown Minneapolis. Transitway developments, as well as improvements to the bus transit system and transit station



2030 transitway system map (Metropolitan Council)

areas represent significant planning tasks for the city.

Transit Station Area (TSA) is a land use policy feature arising from regional investment in dedicated, fixed-route transit lines, referred to as “transitways” in the [Metropolitan Council’s 2030 Transportation Policy Plan](#) (e.g., light rail transit (LRT), commuter rail, and busway). These station areas represent unique opportunities and challenges that require special policy consideration. As such, TSAs call for tools that maximize potential community development benefits of transit while also strengthening and protecting the surrounding neighborhoods.

The transitway system, and its accompanying TSAs, is a component of the city’s and region’s Primary Transit Network (PTN). TSAs are generally located on regional transitway corridors, which have faster service with less frequent stops than other PTN routes. Public investment per station is typically fairly high. Local PTN routes, often located along commercial and community corridors, also provide high quality service – but tend to have more frequent stops and therefore less investment per station area.

The following general characteristics should be used to guide policy application and implementation steps in these areas:



*Plan for 38<sup>th</sup> Street Transit Station Area along the Hiawatha LRT shows a mix of uses and higher densities around the station*

- TSAs will be the subject of established master plans that identify and/or prioritize areas for change and preservation, with specific goals and objectives for redevelopment, public infrastructure, density and urban design.
- TSAs are located within an approximate ½ mile radius from transit stations, reflecting an understanding that most walking trips to and from transit

stations are ten minutes or less in duration. Density, human-scale urban design, and public infrastructure are especially critical in these areas. The actual size of TSAs is influenced by directness of routes, physical barriers, and the potential for those barriers to be lessened or bridged.

- Potential TSA densities and/or redevelopment opportunities are generally highest within ¼ mile of the transit station, but are also dependent upon factors such as existing neighborhood character, and the availability and cost of land.
- TSA development is designed with the pedestrian, bicyclist, and/or transit user in mind.
- TSA development serves individuals who are more likely to use transit (e.g., residents of higher density housing and office and retail workers).
- TSA development includes small-scale retail services that are neighborhood in scale and from which pedestrians, bicyclists, and/or transit riders are likely to benefit (e.g., coffee shop, day care, dry cleaners, small-scale grocery, flower shop).

#### Criteria for designating Transit Station Areas

- Area within ½ mile radius of a fixed-route transit station, including light rail, commuter rail, or busway
- The Minneapolis Plan does not delineate the precise geographic extent of these policy areas

#### **Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.**

- 1.13.1 Encourage pedestrian-oriented services and retail uses as part of higher density development near transit stations.
- 1.13.2 Pursue opportunities to integrate existing and new development with transit stations through joint development.
- 1.13.3 Discourage uses that diminish the transit and pedestrian character of areas around transit stations, such as automobile services, surface parking lots, and drive-through facilities.
- 1.13.4 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces near the station.
- 1.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.

- 1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

### Industrial Employment Districts

Ensuring that future employment growth can be directed in such a way that it supports a long-term goal of economic prosperity is an important aspect of the City's economic development strategy. As the city grows, its departments and agencies have a responsibility to make sure that it grows intelligently. The Minneapolis Plan calls for industrial districts to continue their employment and economic growth, acting as magnets for new investment.

The City's [Industrial Land Use and Employment Policy Plan](#) identifies Industrial Employment Districts with the objective to protect prime industrial space and to provide an opportunity for the City to support targeted industries and business clusters and to redevelop underutilized sites for economic development purposes.

#### Criteria for designating Industrial Employment Districts

- Protected areas intended for industrial growth and expansion without residential uses in their boundaries
- Designated in the Industrial Land Use and Employment Policy Plan

### Policy 1.14: Maintain Industrial Employment Districts to provide appropriate locations for industrial land uses.

- 1.14.1 Develop regulations for the Industrial Employment Districts that promote compatible industrial development and the efficient use of land.
- 1.14.2 Allow industrial uses outside of Industrial Employment Districts to transition over time to other uses.
- 1.14.3 Restrict the development and expansion of non-



*SEMI industrial employment district provides an opportunity for industrial growth within the city*

industrial uses within designated Industrial Employment Districts, limiting non-industrial uses to the types of uses and locations designated in the Industrial Land Use and Employment Plan.

1.14.4 Strongly discourage new residential uses in Industrial Employment Districts.

1.14.5 Encourage and implement buffering through the site plan review process to mitigate potential conflicts between industrial uses and adjacent other uses.

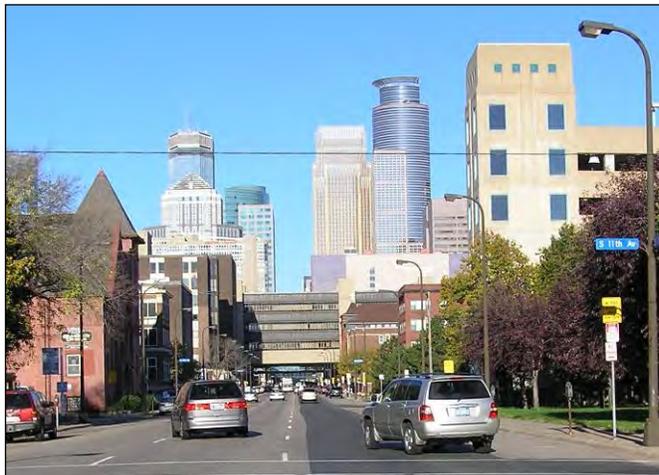
## Growth Centers

Growth Centers are busy, interesting and attractive places characterized by a concentration of business and employment activity and a wide range of complementary activities taking place throughout the day into the evening. These activities include residential, office, retail, entertainment and recreational uses.

### Criteria for designating Growth Centers

- Contain a significant concentration of employment activity.
- Employment complemented by a wide range of activities, including residential, office, retail, entertainment and recreational uses.

The concentration of employment-generating development in Growth Centers brings a critical mass of private and public sector firms, services, complementary retail and entertainment uses as well as a daily stream of employees to and from each site. Transit service to these centers is among the best in the metropolitan area. As unique job opportunity centers, they attract some of the area's most skilled workers and provide many of the highest paying jobs in the region.



*Downtown Minneapolis represents the largest Growth Center in the city and is the heart of the 7-county metropolitan region*

There are currently four designated Growth Centers. Each is described briefly below:

- **Downtown Minneapolis.** This Growth Center encompasses the area within the Downtown freeway loop. As the physical and economic center of the city,

Downtown is a logical place for a concentration of employment, housing,

and other complementary uses. The employment base is largely office, although retail, education, and health care also play important roles. The land use pattern strengthens the concentrated office core with surrounding entertainment, cultural, and residential development. High intensity uses are encouraged to make the best use of the premium location and to strengthen the city's core. Chapter 4 Economic Development provides additional guidance regarding commercial development in Downtown, as do several recently adopted small area plans (see Appendix B).

- **University of Minnesota.** After Downtown, the University area is home to one of the largest concentrations of employment in the city. The University is the state's land grant university and an asset to the city and surrounding metropolitan area. The University is a major presence in the city, with significant land use, economic, transportation, housing and cultural impacts on the city and region. While the University functions as a semi-autonomous body, it is part of an urban fabric that requires working in partnership with the City to weigh and balance diverse issues, interests and priorities. The area around the University includes significant residential densities, in part due to the large student population. However, surrounding neighborhoods, some of the oldest in the city, are concerned about spillover impacts of the University on their residential character. Consideration needs to be given to limiting negative impacts on these areas. In addition to the University itself, the SEMI area is an industrial employment center, with ongoing public investment in infrastructure to encourage additional industrial growth. The intensity of human activity and the scale of development and investment behoove a positive and productive working relationship with the University, the surrounding neighborhoods and business community.
- **Bassett Creek Valley.** Bassett Creek Valley is a designated Growth Center just outside of Downtown Minneapolis that is anticipated to experience intensive office and residential development. Guided by the approved [Bassett Creek Valley Master Plan](#), and with large tracts of City-owned land that are available for development, the area is proposed to include a large new park along Bassett Creek, a neighborhood retail node at Glenwood Avenue and Van White Memorial Boulevard, and high-rise office and residential development along Interstate 394. Redevelopment priorities include ensuring affordable housing, creating living wage jobs, and promoting good design. The City is partnering with public and private entities to assist in this major redevelopment project.
- **Wells Fargo/Hospitals area.** This area, located just south of Downtown, is home to several large institutional campuses including Wells Fargo Home Mortgage, Abbott Northwestern Hospital, and Children's Hospital. Although these are not contiguous, together they form a large concentration of employment and a cluster of supporting uses – such as

various other medical clinics and offices. The surrounding area includes a mix of residential densities, typical of neighborhoods close to the Downtown core. The character and scale of the surrounding area should be factored into any planned expansions of the institutional campuses or other complementary high intensity development.

**Policy 1.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.**

- 1.15.1 Support development of Growth Centers through planning efforts to guide decisions and prioritize investments in these areas.
- 1.15.2 Support the intensification of jobs in Growth Centers through employment-generating development.
- 1.15.3 Encourage the development of high- to very high-density housing within Growth Centers.
- 1.15.4 Promote the integration of major public and private institutional campuses located in Growth Centers, including health care and educational services, with the function and character of surrounding areas.

**Major Retail Centers**

As a developed urban center, Minneapolis has relatively few locations that can accommodate commercial centers featuring a variety of small, medium and large sized stores. Typically, the marketing formula for large-scale retail calls for new construction at an extremely low-density, one-story scale. Yet, as described in the Urban Design chapter of this plan, this type of development can be accommodated in an urban setting if it is properly located and designed.



*Plans for West Broadway Avenue near Lyndale Avenue reinforce its role as a major retail center.*

Major Retail Centers are unique locations that can accommodate large-scale retail uses. These locations are characterized by their immediate and easy connections to regional road networks. Although these sites may be more oriented to the automobile, they can be designed for pedestrians and other modes of transportation

to increase their compatibility with urban form and character. In addition, while traditional urban design for new buildings may not always be possible, it should be implemented where feasible. Decisions to locate such large-scale commercial uses in designated Major Retail Centers will be evaluated against their impacts on the surrounding area and the City's goals for sustainable, people-oriented development.

### Criteria for designating Major Retail Centers

- Large concentration of retail floor space, and have at least one major chain of grocery or household goods retail, with significant public parking.
- Convenient and direct access to a major road or highway, which is directly connected to the regional road network.

### **Policy 1.16: Support a limited number of Major Retail Centers, while promoting their compatibility with the surrounding area and their accessibility to transit, bicycle and foot traffic**

- 1.16.1 Encourage the development of mixed residential, office, institutional and, where appropriate, small-scale retail sales and services to serve as transitions between Major Retail Centers and neighboring residential areas.
- 1.16.2 Incorporate principles of traditional urban design in new and phased development, including buildings that reinforce the street wall, have windows that provide “eyes on the street”, and principal entrances that face the public sidewalks.
- 1.16.3 Encourage and implement buffering to lessen potential conflicts between uses in Major Retail Centers and surrounding areas.
- 1.16.4 Ensure the provision of high quality transit, bicycle and pedestrian access to Major Retail Centers.
- 1.16.5 Support district parking strategies in Major Retail Centers, including shared parking facilities, uniform signage for parking facilities, and other strategies.

Table 1a: Commercial Corridors

<b>Corridor</b>	<b>Designated Area</b>
Cedar Ave S / Minnehaha Ave	Hiawatha Ave to Washington Ave S
Central Ave (northern)	18 <sup>th</sup> Ave NE to 31 <sup>st</sup> Ave NE
Central Ave (southern)	University Ave SE to 7 <sup>th</sup> St NE
Chicago Ave	2 <sup>nd</sup> St S to Franklin Ave E
Excelsior Blvd	32 <sup>nd</sup> St W to Lake St W
Franklin Ave	Nicollet Ave to 30 <sup>th</sup> Ave S
Glenwood Ave N	12 <sup>th</sup> St N to Cedar Lake Rd N
Hennepin Ave	Mississippi River to 31 <sup>st</sup> St W
Hennepin Ave E	Mississippi River to 6 <sup>th</sup> St SE
Lagoon Ave	Dupont Ave S to Humboldt Ave S
Lake St	Mississippi River to Abbott Ave S
Lyndale Ave S	Dunwoody Ave to 31 <sup>st</sup> St W
Nicollet Ave (northern)	Washington Ave to 32 <sup>nd</sup> St W
Nicollet Ave (southern)	58 <sup>th</sup> St to city boundary
Riverside Ave / 4 <sup>th</sup> St S	15 <sup>th</sup> Ave S to Franklin Ave E
University Ave SE	Washington Ave SE to Emerald St
West Broadway Ave	Mississippi River to 26 <sup>th</sup> Ave N
Washington Ave S	Cedar Ave S to 10 <sup>th</sup> Ave N

Table 1b: Community Corridors

<b>Corridor</b>	<b>Designated Area</b>
15 <sup>th</sup> Ave SE / Como Ave SE	University Ave SE to 29 <sup>th</sup> Ave SE
2 <sup>nd</sup> St NE	Lowry Ave NE to Hennepin Ave
34 <sup>th</sup> Ave S	49 <sup>th</sup> St E to Hwy 62
38 <sup>th</sup> St	43 <sup>rd</sup> Ave S to Bryant Ave S
44 <sup>th</sup> Ave N	Webber Pkwy to Osseo Rd
44 <sup>th</sup> St W	City boundary to Upton Ave S
4 <sup>th</sup> St SE	1 <sup>st</sup> Ave NE to 15 <sup>th</sup> Ave SE
50 <sup>th</sup> St W	City boundary to Lyndale Ave S
Bloomington Ave	Franklin Ave to 54 <sup>th</sup> St E
Broadway Ave NE	Mississippi River to I-35W

Bryant Ave S	Lake St to 50 <sup>th</sup> St W
Cedar Ave	Hiawatha Ave to 48 <sup>th</sup> St E
Central Ave NE (northern)	31 <sup>st</sup> Ave NE to city boundary
Central Ave NE (southern)	18 <sup>th</sup> Ave NE to Mississippi River
Chicago Ave	Franklin Ave to 57 <sup>th</sup> St E
Dunwoody Ave	Van White Blvd to Hennepin Ave
Emerson Ave N	33 <sup>rd</sup> Ave N to 7 <sup>th</sup> St N
France Ave S	Glendale Terrace to 54 <sup>th</sup> St W
Franklin Ave	Nicollet Ave to Hennepin Ave
Fremont Ave N	7 <sup>th</sup> St N to 44 <sup>th</sup> Ave N
Glenwood Ave N	Cedar Lake Rd N to Penn Ave N
Hennepin Ave	31 <sup>st</sup> St W to 36 <sup>th</sup> St W
Hennepin Ave E	6 <sup>th</sup> St SE to 29 <sup>th</sup> Ave SE
Johnson St NE	29 <sup>th</sup> Ave NE to I-35W
Lake St W	Abbott Ave S to city boundary
Lowry Ave N	City boundary to Mississippi River
Lowry Ave NE	Mississippi River to Stinson Pkwy
Lyndale Ave N	42 <sup>nd</sup> Ave N to Plymouth Ave N
Lyndale Ave S (northern)	31 <sup>st</sup> St W to 41 <sup>st</sup> St W
Lyndale Ave S (southern)	Minnehaha Creek to city boundary
Marshall St NE	Lowry Ave NE to 8th Ave NE
Minnehaha Ave (northern)	Lake St to Nawadaha Blvd
Minnehaha Ave (southern)	Minnehaha Creek to 54 <sup>th</sup> St E
Nicollet Ave	32 <sup>nd</sup> St W to 58 <sup>th</sup> St
Penn Ave N	44 <sup>th</sup> Ave N to Cedar Lake Rd
Penn Ave S	50 <sup>th</sup> St W to city boundary
Plymouth Ave N	I-94 to Sheridan Ave N
University Ave NE	27 <sup>th</sup> Ave NE to Washington Ave SE
Van White Memorial Blvd	7 <sup>th</sup> St N to Dunwoody Ave
Webber Pkwy	44 <sup>th</sup> Ave N to Lyndale Ave N
West Broadway Ave	26 <sup>th</sup> Ave N to city boundary

Table 1c: Neighborhood Commercial Nodes

4 <sup>th</sup> St SE & 8 <sup>th</sup> Ave SE	46 <sup>th</sup> St W & Bryant Ave S
8 <sup>th</sup> St SE & 7 <sup>th</sup> Ave SE	48 <sup>th</sup> St & Nicollet Ave
13 <sup>th</sup> Ave NE & University Ave NE	48 <sup>th</sup> St E & Chicago Ave S
22 <sup>nd</sup> Ave NE & Johnson St NE	50 <sup>th</sup> St E & 34 <sup>th</sup> Ave S
25 <sup>th</sup> St E & Bloomington Ave	50 <sup>th</sup> St E & Hiawatha Ave
29 <sup>th</sup> Ave NE & Johnson St NE	50 <sup>th</sup> St W & Bryant Ave S
35 <sup>th</sup> St E & Bloomington Ave	50 <sup>th</sup> St W & Penn Ave S
36 <sup>th</sup> St W & Bryant Ave S	50 <sup>th</sup> St W & Xerxes Ave S
36 <sup>th</sup> St W & Lyndale Ave S	52 <sup>nd</sup> St E & Bloomington Ave
37 <sup>th</sup> Ave NE & Central Ave NE	54 <sup>th</sup> St E & 34 <sup>th</sup> Ave S
38 <sup>th</sup> St & Nicollet Ave	54 <sup>th</sup> St E & 43 <sup>rd</sup> Ave S
38 <sup>th</sup> St E & 4 <sup>th</sup> Ave S	54 <sup>th</sup> St E & Chicago Ave
38 <sup>th</sup> St E & 23 <sup>rd</sup> Ave S	54 <sup>th</sup> St E & Minnehaha Ave
38 <sup>th</sup> St E & 28 <sup>th</sup> Ave S	54 <sup>th</sup> St W & Lyndale Ave S
38 <sup>th</sup> St E & 42 <sup>nd</sup> Ave S	54 <sup>th</sup> St W & Penn Ave S
38 <sup>th</sup> St E & Bloomington Ave	56 <sup>th</sup> St E & Chicago Ave
38 <sup>th</sup> St E & Cedar Ave S	58 <sup>th</sup> St W & Lyndale Ave S
38 <sup>th</sup> St E & Chicago Ave S	60 <sup>th</sup> St E & Nicollet Ave
38 <sup>th</sup> St E & Minnehaha Ave S	60 <sup>th</sup> St E & Portland Ave
38 <sup>th</sup> St W & Grand Ave S	60 <sup>th</sup> St W & Penn Ave S
40 <sup>th</sup> St W & Lyndale Ave S	Cedar Ave S & Minnehaha Pkwy E
42 <sup>nd</sup> Ave N & Fremont Ave N	Como Ave SE & 16 <sup>th</sup> Ave SE
42 <sup>nd</sup> Ave N & Lyndale Ave N (Camden)	Diamond Lake Rd & Nicollet Ave
42 <sup>nd</sup> Ave N & Thomas Ave N	Glenwood Ave & Van White Blvd
42 <sup>nd</sup> St E & 28 <sup>th</sup> Ave S	Lowry Ave N & Emerson Ave N
42 <sup>nd</sup> St E & Bloomington Ave	Lowry Ave N & Penn Ave N
42 <sup>nd</sup> St E & Cedar Ave S	Lowry Ave NE & Marshall St NE
43 <sup>rd</sup> St & Nicollet Ave	Lowry Ave NE & University Ave NE
43 <sup>rd</sup> St W & Sheridan Ave S (Linden Hills)	Monroe St NE & Spring St NE
44 <sup>th</sup> Ave N & Penn Ave N	Penn Ave S & Cedar Lake Rd S
44 <sup>th</sup> St W & France Ave S (Morningside)	Plymouth Ave & Penn/Oliver Ave N
45 <sup>th</sup> Ave N & Lyndale Ave N	University Ave SE & 6 <sup>th</sup> Ave SE
46 <sup>th</sup> St & Nicollet Ave	University Ave SE & Bedford St SE

46 <sup>th</sup> St E & Bloomington Ave S	W Broadway Ave & Penn Ave N
-------------------------------------------	-----------------------------

Table 1d: Activity Centers

38 <sup>th</sup> Street LRT Station
46 <sup>th</sup> Street LRT Station
50 <sup>th</sup> & France
Cedar Riverside (includes 7 Corners)
Central & Lowry
Chicago & Lake
Dinkytown
East Hennepin
Eat Street (26 <sup>th</sup> St & Nicollet Ave)
Franklin Ave LRT Station
Grain Belt Complex (Broadway & Marshall)
Lake Street LRT Station
Loring Village
Lyn–Lake
Mill District
Nicollet & Lake
Stadium Village
Uptown
Warehouse District

Table 1e: Transit Station Areas

Hiawatha LRT
▪ Cedar Riverside
▪ Franklin Avenue
▪ Lake Street/Midtown
▪ 38 <sup>th</sup> Street
▪ 46 <sup>th</sup> Street
▪ 50 <sup>th</sup> Street/Minnehaha Park
▪ VA Medical Center
Central Corridor LRT
▪ West Bank
▪ East Bank
▪ Stadium Village
▪ Prospect Park/29 <sup>th</sup> Avenue
Multiple Lines
▪ Target Field
▪ Warehouse District/Hennepin Avenue
▪ Nicollet Mall
▪ Government Plaza
▪ Downtown East/Metrodome

Table 1f: Industrial Employment Districts

Humboldt
Mid-City
North Washington Jobs Park
SEMI
Seward/Hiawatha
Shoreham Yards
Upper River

Table 1g: Growth Centers

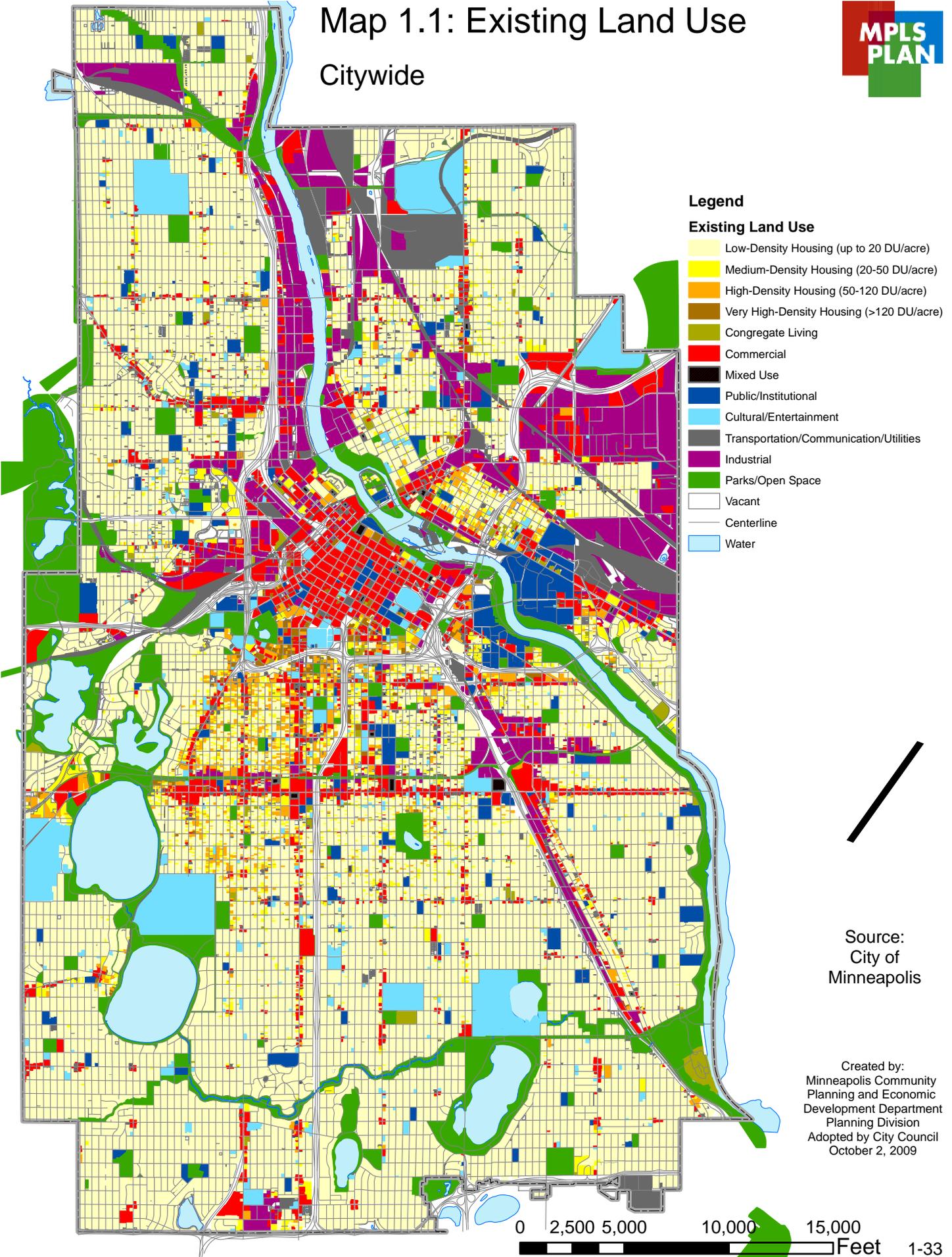
Bassett Creek Valley
Downtown
University of Minnesota/SEMI
Wells Fargo/Hospitals

Table 1h: Major Retail Centers

60 <sup>th</sup> & Lyndale
60 <sup>th</sup> & Nicollet
Calhoun & Excelsior
Hiawatha & Lake
Nicollet & Lake
Nicollet Mall
Quarry Center Dr & 35W
West Broadway & Lyndale

# Map 1.1: Existing Land Use

## Citywide



### Legend

#### Existing Land Use

- Low-Density Housing (up to 20 DU/acre)
- Medium-Density Housing (20-50 DU/acre)
- High-Density Housing (50-120 DU/acre)
- Very High-Density Housing (>120 DU/acre)
- Congregate Living
- Commercial
- Mixed Use
- Public/Institutional
- Cultural/Entertainment
- Transportation/Communication/Utilities
- Industrial
- Parks/Open Space
- Vacant
- Centerline
- Water



Source:  
City of  
Minneapolis

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Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 1.1a: Existing Land Use

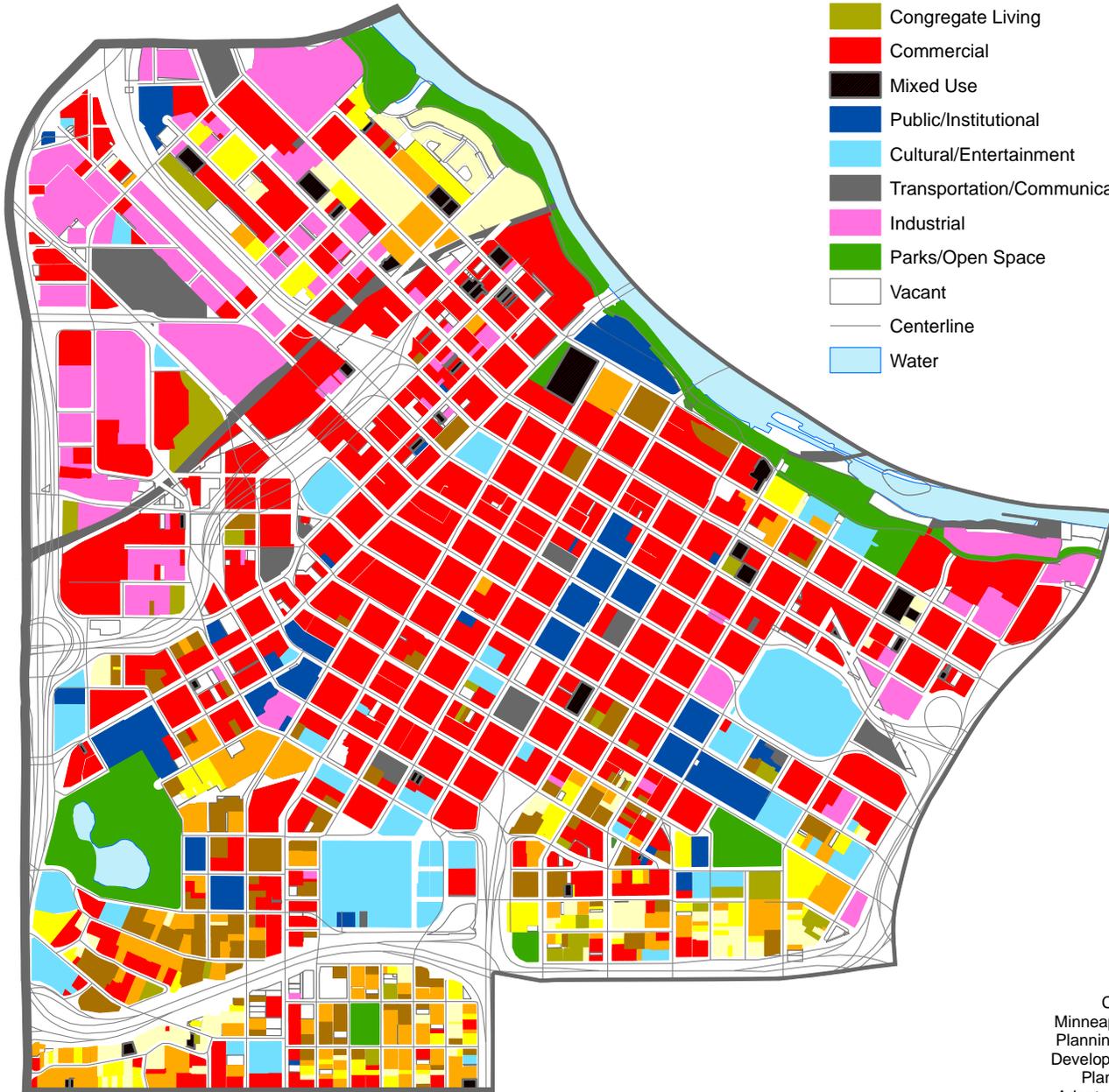
## Downtown Sector



### Legend

#### Existing Land Use

-  Low-Density Housing (up to 20 DU/acre)
-  Medium-Density Housing (20-50 DU/acre)
-  High-Density Housing (50-120 DU/acre)
-  Very High-Density Housing (>120 DU/acre)
-  Congregate Living
-  Commercial
-  Mixed Use
-  Public/Institutional
-  Cultural/Entertainment
-  Transportation/Communication/Utilities
-  Industrial
-  Parks/Open Space
-  Vacant
-  Centerline
-  Water



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# Map 1.1b: Existing Land Use

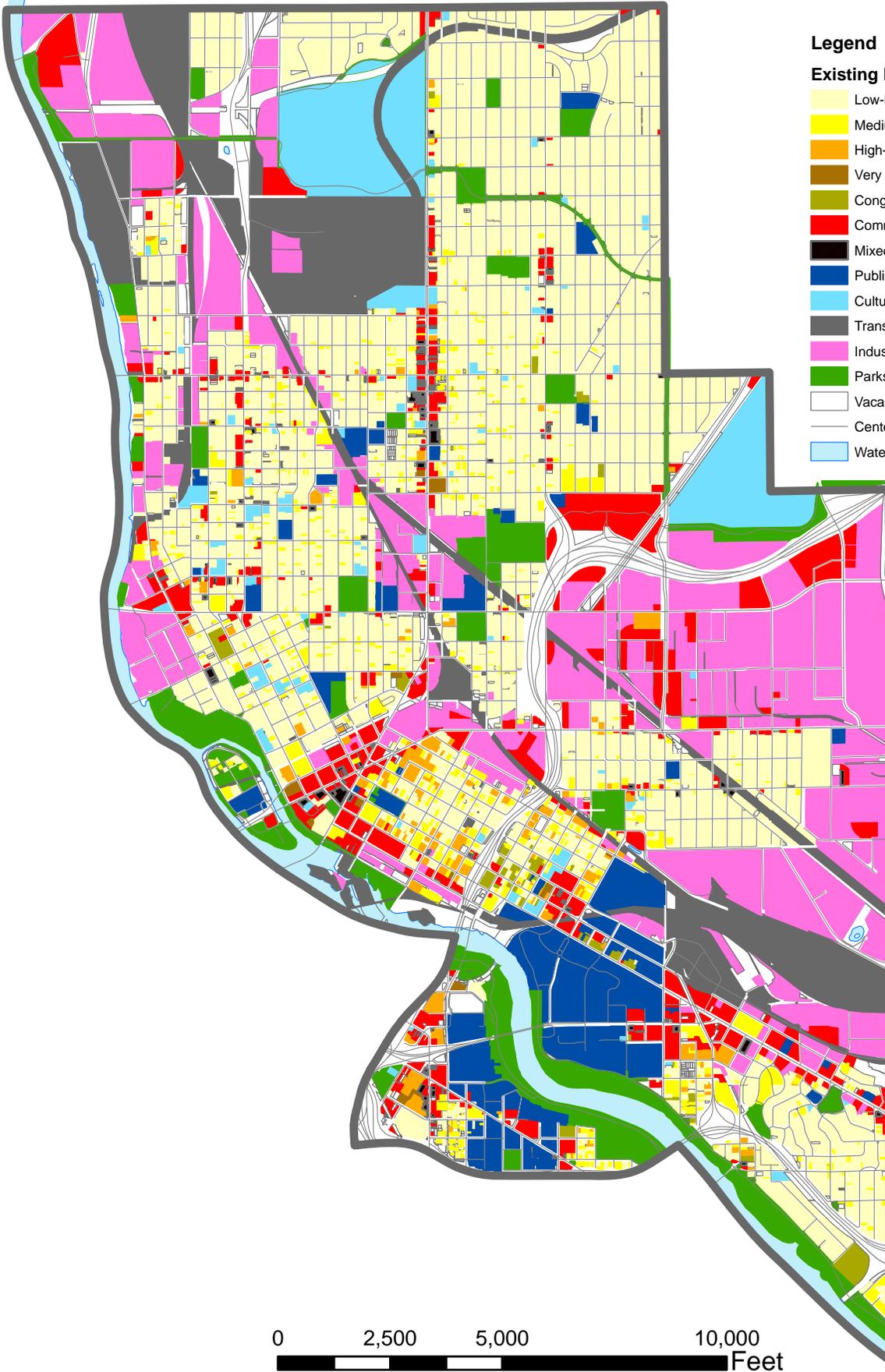
## East Sector



### Legend

#### Existing Land Use

- Low-Density Housing (up to 20 DU/acre)
- Medium-Density Housing (20-50 DU/acre)
- High-Density Housing (50-120 DU/acre)
- Very High-Density Housing (>120 DU/acre)
- Congregate Living
- Commercial
- Mixed Use
- Public/Institutional
- Cultural/Entertainment
- Transportation/Communication/Utilities
- Industrial
- Parks/Open Space
- Vacant
- Centerline
- Water



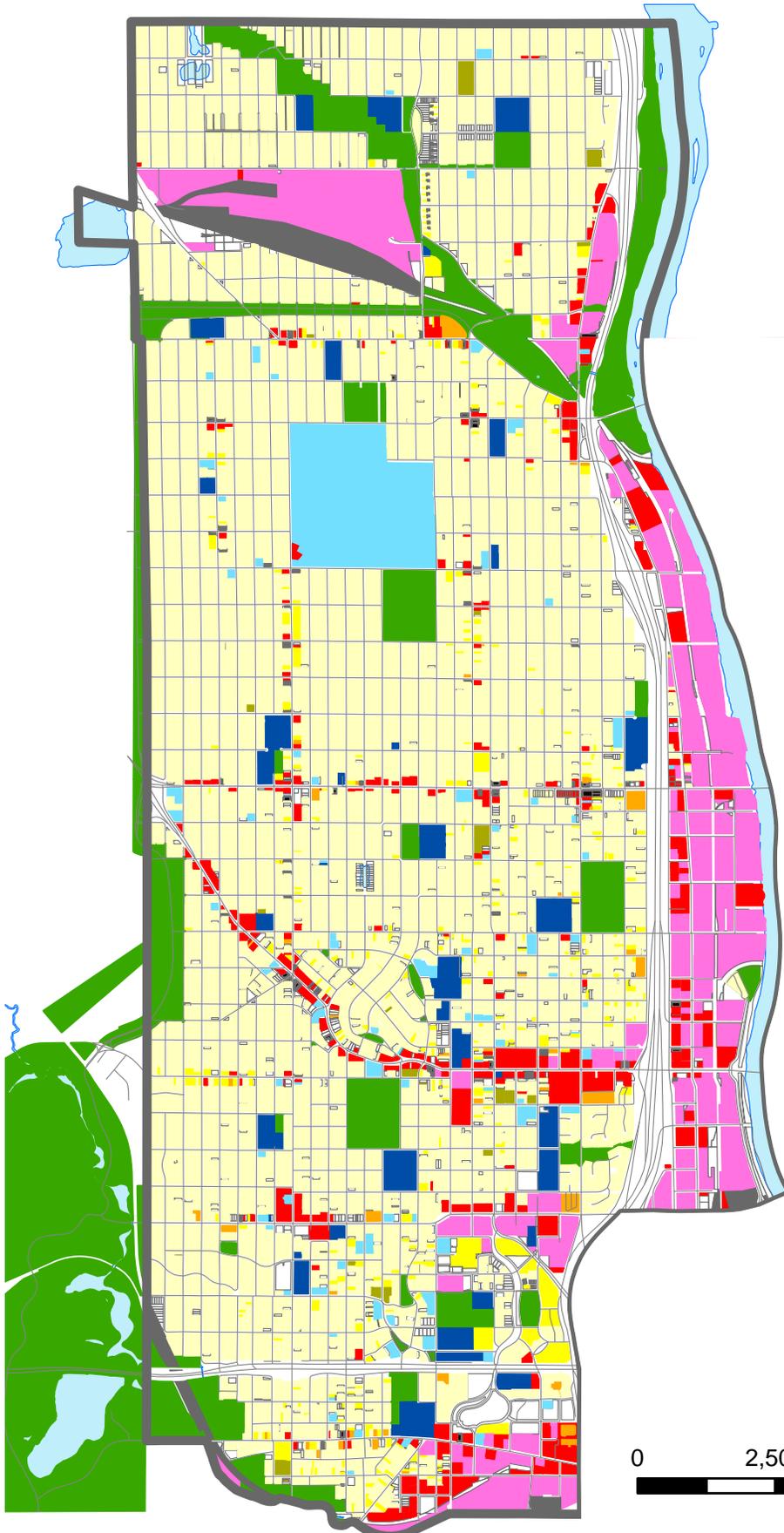
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October 2, 2009



# Map 1.1c: Existing Land Use

## North Sector



### Legend

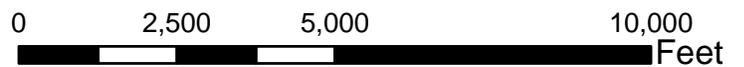
#### Existing Land Use

- Low-Density Housing (up to 20 DU/acre)
- Medium-Density Housing (20-50 DU/acre)
- High-Density Housing (50-120 DU/acre)
- Very High-Density Housing (>120 DU/acre)
- Congregate Living
- Commercial
- Mixed Use
- Public/Institutional
- Cultural/Entertainment
- Transportation/Communication/Utilities
- Industrial
- Parks/Open Space
- Vacant
- Centerline
- Water



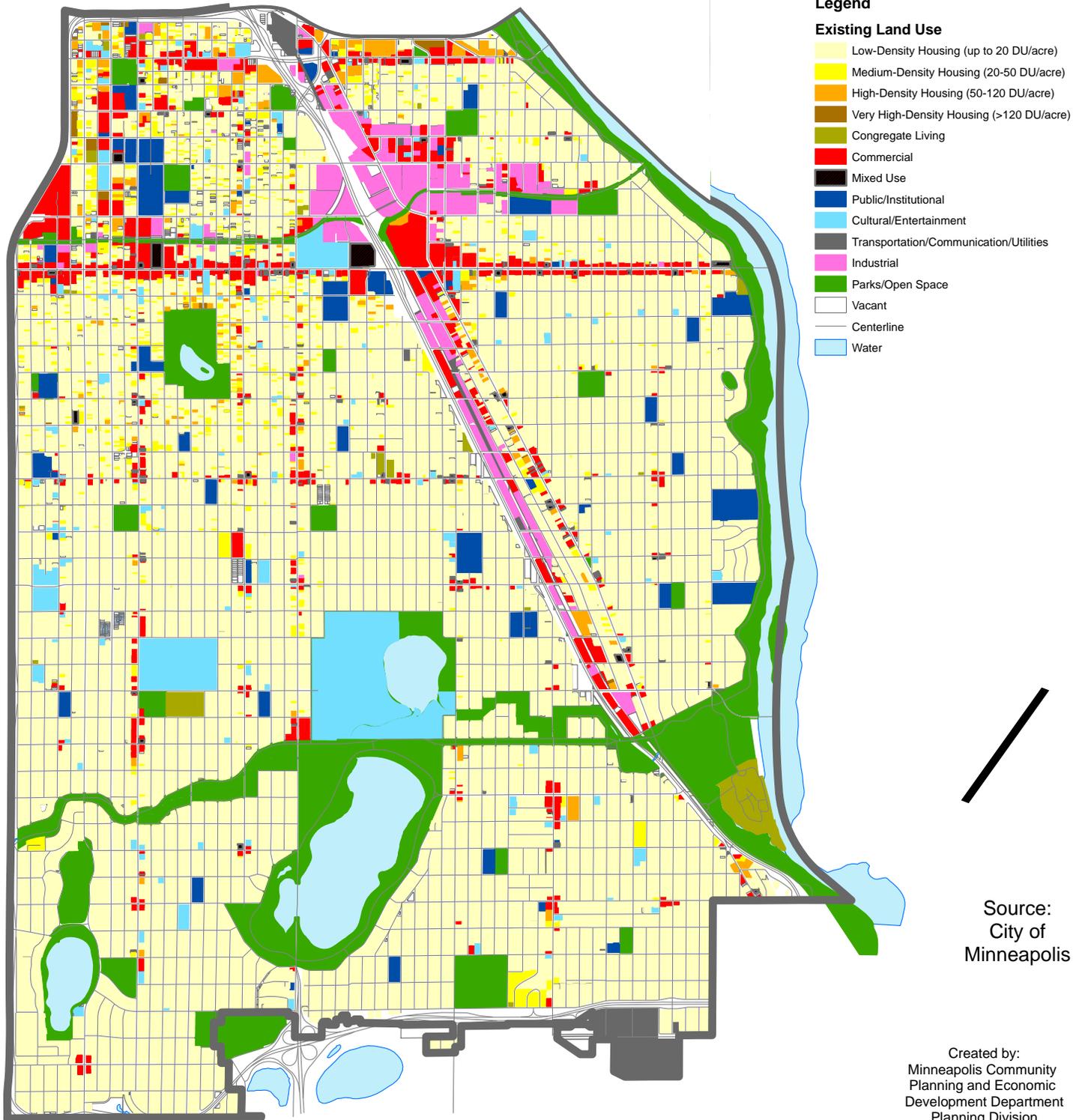
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October 2, 2009



# Map 1.1d: Existing Land Use

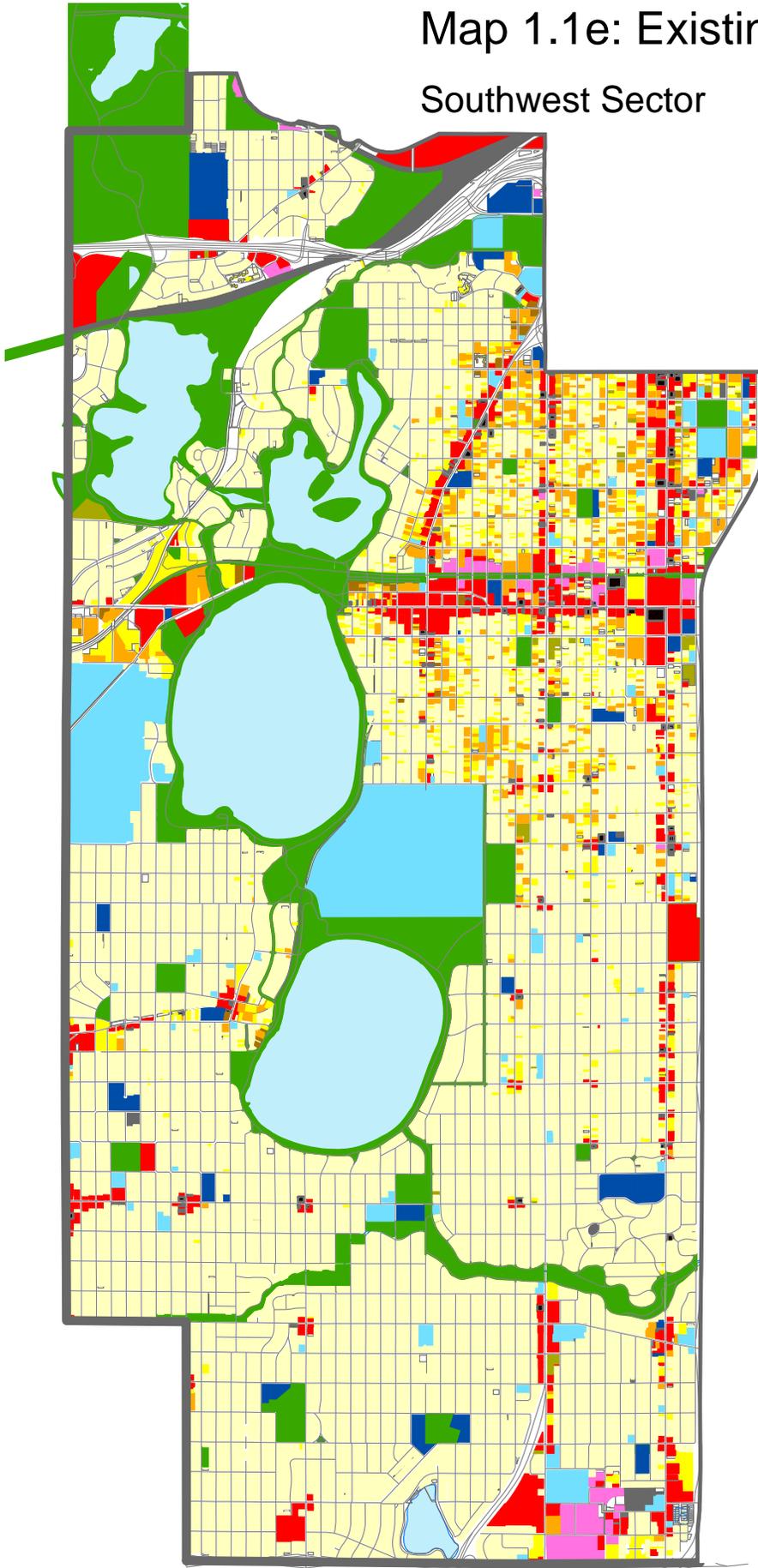
## South Sector



0 2,500 5,000 10,000 15,000 Feet

# Map 1.1e: Existing Land Use

## Southwest Sector



### Legend

#### Existing Land Use

- Low-Density Housing (up to 20 DU/acre)
- Medium-Density Housing (20-50 DU/acre)
- High-Density Housing (50-120 DU/acre)
- Very High-Density Housing (>120 DU/acre)
- Congregate Living
- Commercial
- Mixed Use
- Public/Institutional
- Cultural/Entertainment
- Transportation/Communication/Utilities
- Industrial
- Parks/Open Space
- Vacant
- Centerline
- Water



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Planning Division  
Adopted by City Council  
October 2, 2009



# Map 1.2: Future Land Use

## Citywide



### Legend

- Transit Station
- Growth Center
- Major Retail Center
- Activity Center
- Neighborhood Commercial Node
- Industrial Employment District
- Commercial Corridor
- Community Corridor
- Centerline
- Urban Neighborhood
- Mixed Use
- Commercial
- Public and Institutional
- Transitional Industrial
- Industrial
- Parks and Open Space
- Water

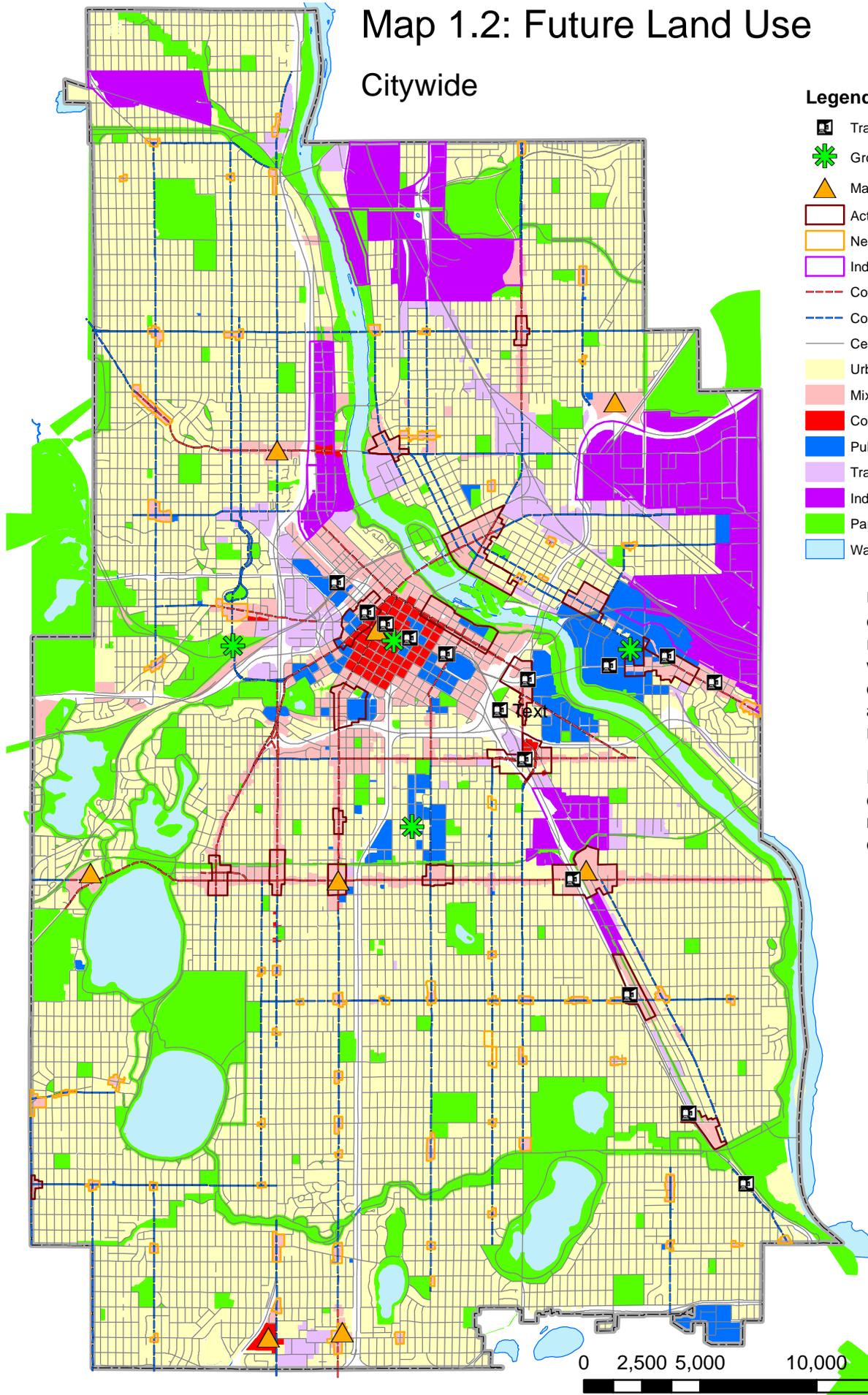
Urban neighborhood contains a range of residential densities, with a limited amount of other uses appropriate in a residential setting.

For more details on categories, see narrative in land use chapter.



Source:  
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Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009  
Last amended  
June 28, 2016



0 2,500 5,000 10,000 15,000

Feet

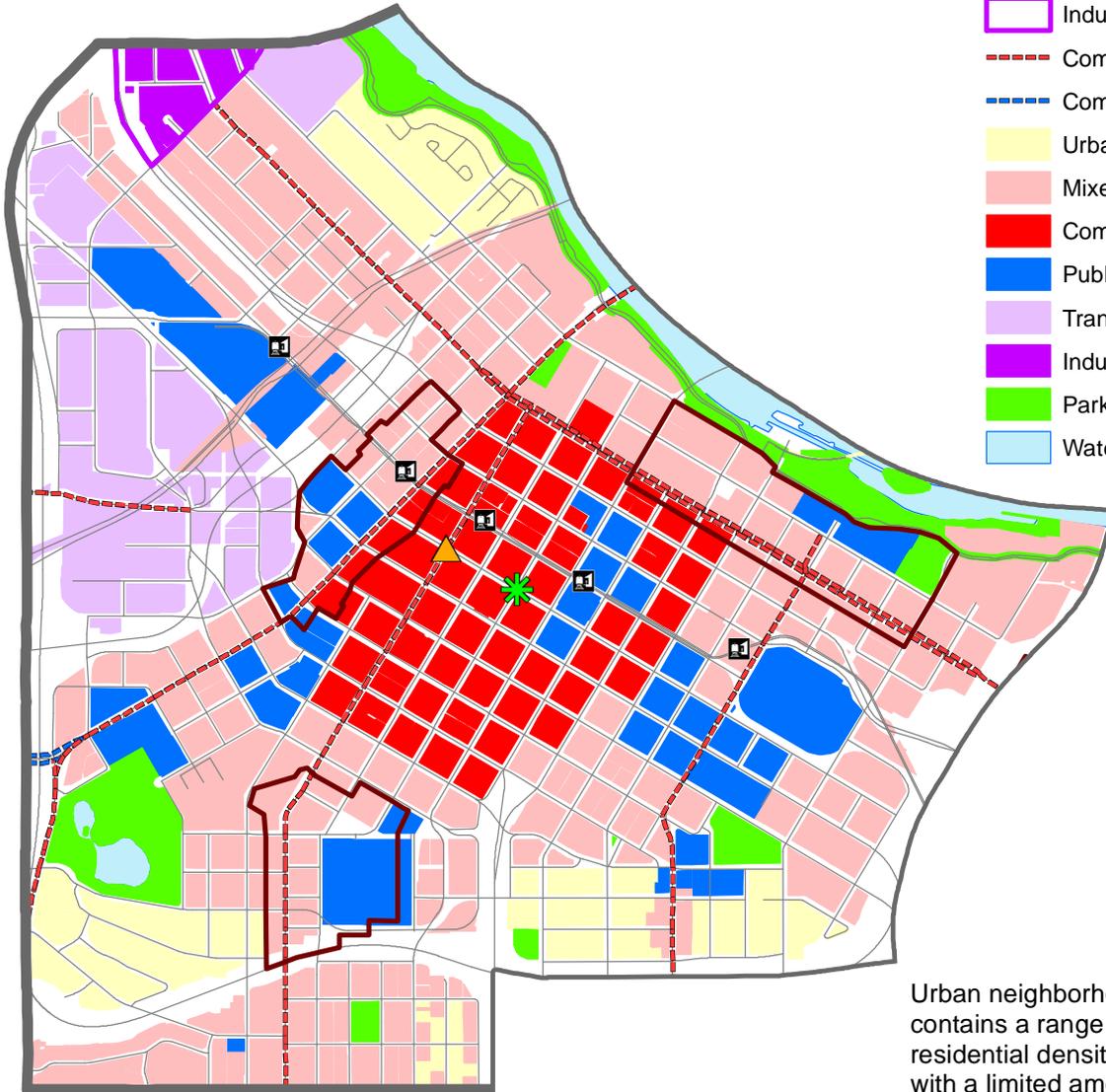
# Map 1.2a: Future Land Use

## Downtown Sector



### Legend

- Transit Station
- Growth Center
- Major Retail Center
- Activity Center
- Neighborhood Commercial Node
- Industrial Employment District
- Commercial Corridor
- Community Corridor
- Urban Neighborhood
- Mixed Use
- Commercial
- Public and Institutional
- Transitional Industrial
- Industrial
- Parks and Open Space
- Water



Urban neighborhood contains a range of residential densities, with a limited amount of other uses appropriate in a residential setting.

For more details on categories, see narrative in land use chapter.

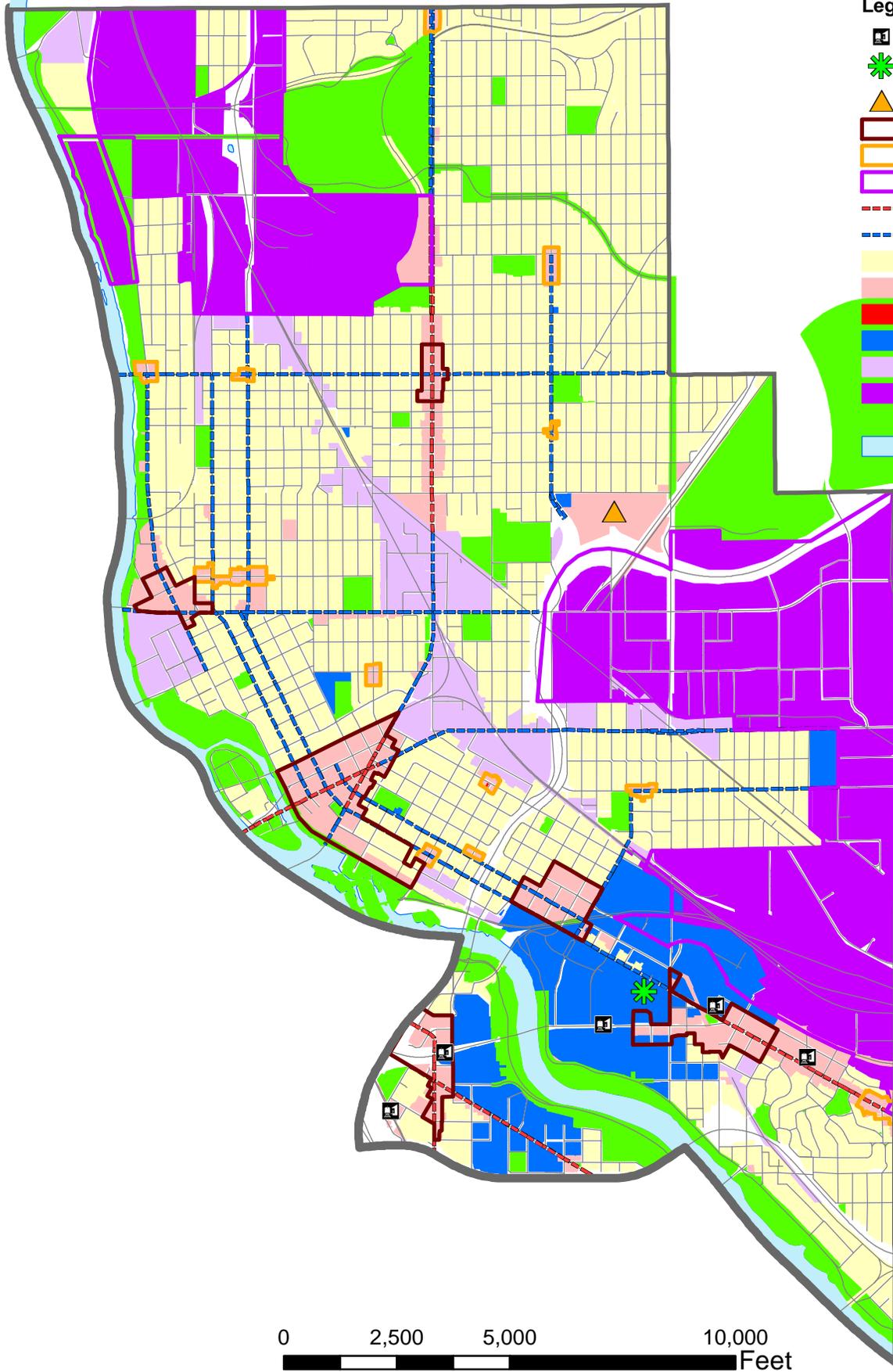
Source:  
City of  
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Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009  
Last amended  
June 28, 2016



# Map 1.2b: Future Land Use

## East Sector



### Legend

- Transit Station
- Growth Center
- Major Retail Center
- Activity Center
- Neighborhood Commercial Node
- Industrial Employment District
- Commercial Corridor
- Community Corridor
- Urban Neighborhood
- Mixed Use
- Commercial
- Public and Institutional
- Transitional Industrial
- Industrial
- Parks and Open Space
- Water

Urban neighborhood contains a range of residential densities, with a limited amount of other uses appropriate in a residential setting.

For more details on categories, see narrative in land use chapter.



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# Map 1.2c: Future Land Use

## North Sector



### Legend

- ⊠ Transit Station
- J Growth Center
- \* Major Retail Center
- ▭ Activity Center
- ▭ Neighborhood Commercial Node
- ▭ Industrial Employment District
- - - Commercial Corridor
- - - Community Corridor
- Urban Neighborhood
- Mixed Use
- Commercial
- Public and Institutional
- Transitional Industrial
- Industrial
- Parks and Open Space
- Water



Urban neighborhood contains a range of residential densities, with a limited amount of other uses appropriate in a residential setting.

For more details on categories, see narrative in land use chapter.



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Amended March 22, 2011



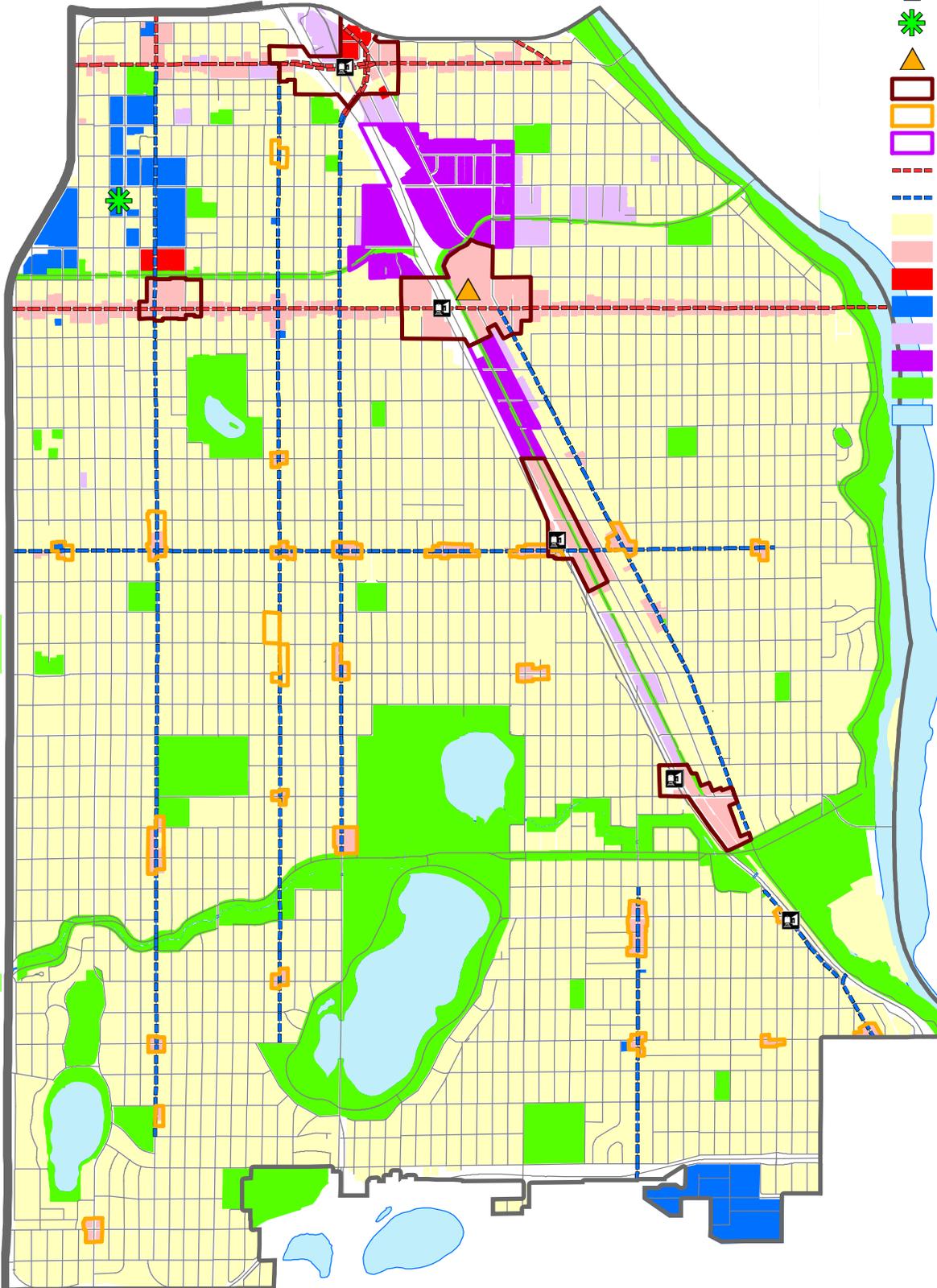
# Map 1.2d: Future Land Use

## South Sector



### Legend

- Transit Station
- Growth Center
- Major Retail Center
- Activity Center
- Neighborhood Commercial Node
- Industrial Employment District
- Commercial Corridor
- Community Corridor
- Urban Neighborhood
- Mixed Use
- Commercial
- Public and Institutional
- Transitional Industrial
- Industrial
- Parks and Open Space
- Water



Urban neighborhood contains a range of residential densities, with a limited amount of other uses appropriate in a residential setting.

For more details on categories, see narrative in land use chapter.



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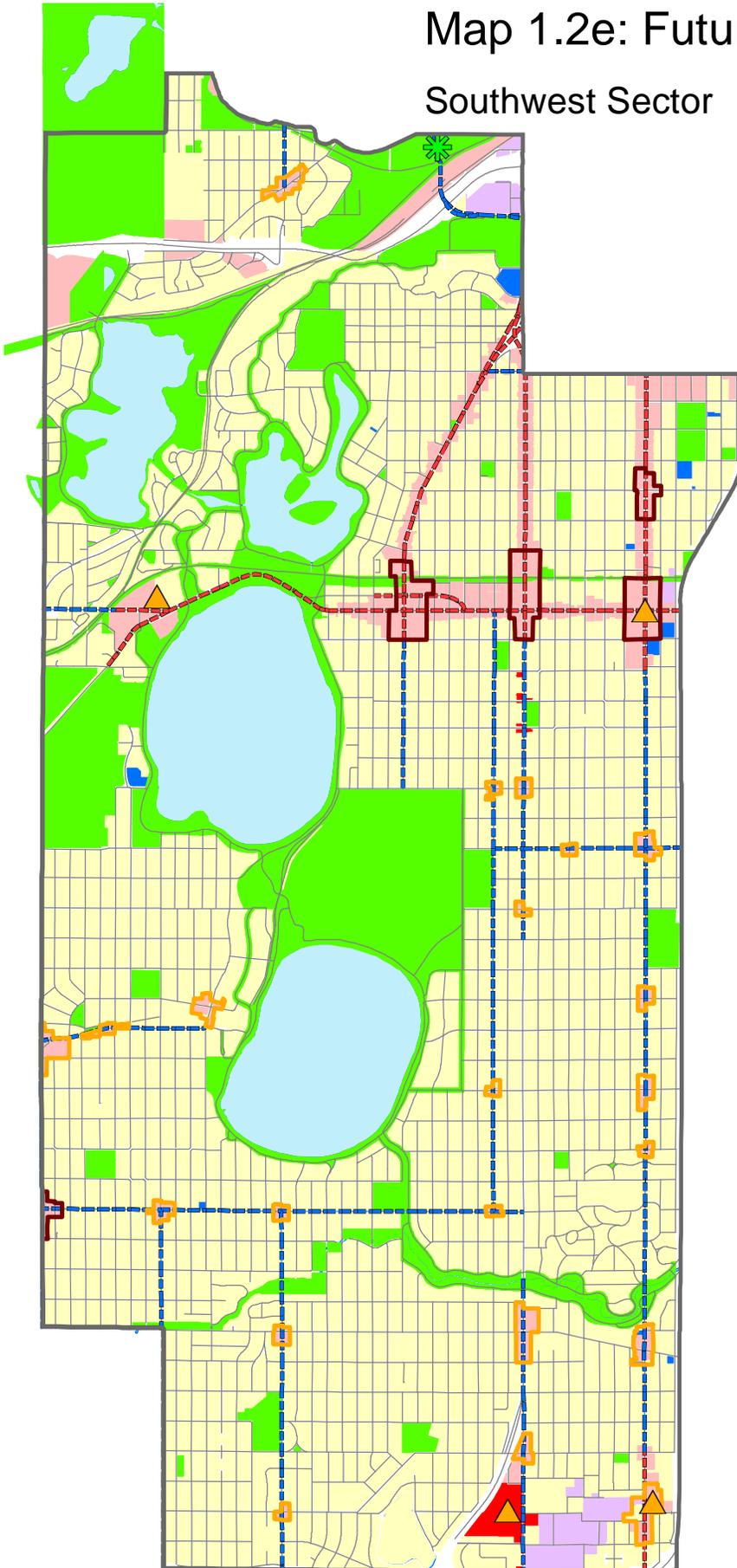
# Map 1.2e: Future Land Use

## Southwest Sector



### Legend

- Transit Station
- Growth Center
- Major Retail Center
- Activity Center
- Neighborhood Commercial Node
- Industrial Employment District
- Commercial Corridor
- Community Corridor
- Urban Neighborhood
- Mixed Use
- Commercial
- Public and Institutional
- Transitional Industrial
- Industrial
- Parks and Open Space
- Water



Urban neighborhood contains a range of residential densities, with a limited amount of other uses appropriate in a residential setting.

For more details on categories, see narrative in land use chapter.

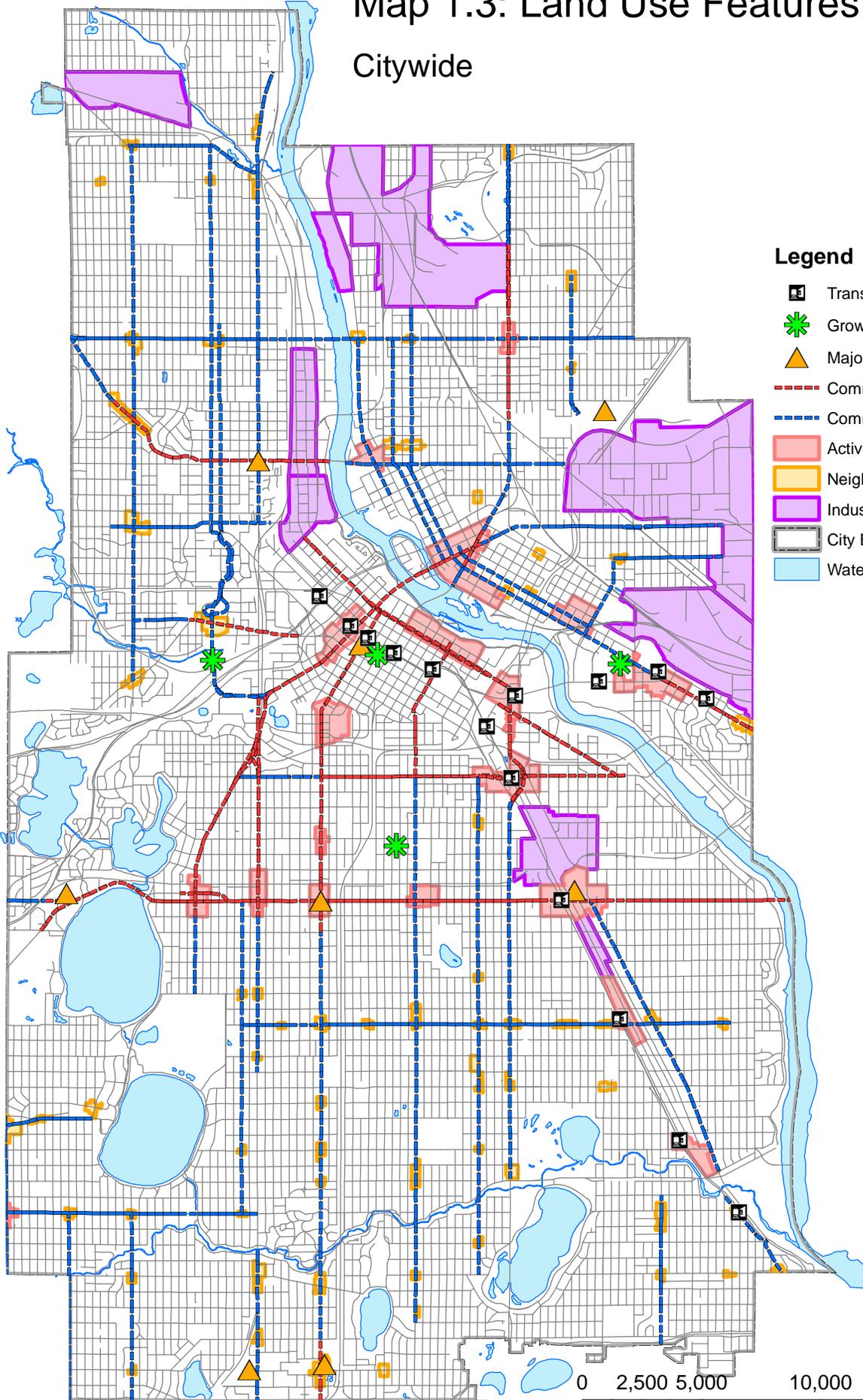


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June 28, 2016



# Map 1.3: Land Use Features

## Citywide



### Legend

- Transit Station
- Growth Center
- Major Retail Center
- Commercial Corridor
- Community Corridor
- Activity Center
- Neighborhood Commercial Node
- Industrial Employment District
- City Boundary
- Water



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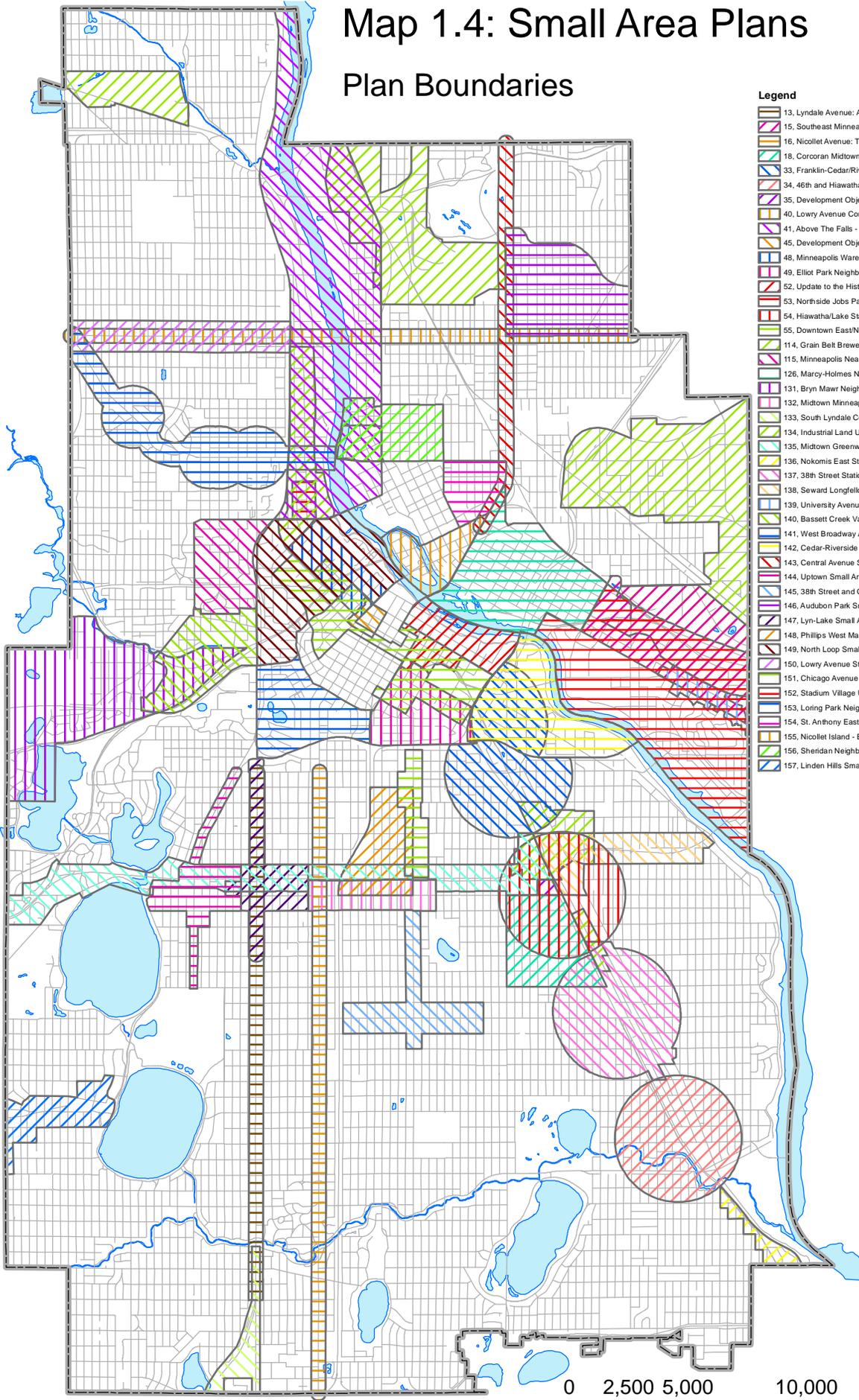
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June 28, 2016

0 2,500 5,000 10,000 15,000

Feet

# Map 1.4: Small Area Plans

## Plan Boundaries



### Legend

- 13, Lyndale Avenue: A Vision
- 15, Southeast Minneapolis Industrial (SEMI)/Bridal Veil Refined Master Plan
- 16, Nicollet Avenue: The Revitalization of Minneapolis Main Street
- 18, Corcoran Midtown Revival Plan
- 33, Franklin-Cedar/Riverside Transit-Oriented Development Master Plan
- 34, 46th and Hiawatha Station Area Master Plan
- 35, Development Objectives for the Hi-Lake Center
- 40, Lowry Avenue Corridor Plan
- 41, Above The Falls - A Master Plan for the Upper River in Minneapolis
- 45, Development Objectives for North Nicollet Mall
- 48, Minneapolis Warehouse Preservation Action Plan
- 49, Elliot Park Neighborhood Master Plan
- 52, Update to the Historic Mills District Master Plan
- 53, Northside Jobs Park Design Guidelines and Development Framework
- 54, Hiawatha/Lake Station Area Master Plan
- 55, Downtown East/North Loop Neighborhood Master Plan
- 114, Grain Belt Brewery Area Development Objectives
- 115, Minneapolis Near Northside Master Plan
- 126, Marcy-Holmes Neighborhood Master Plan
- 131, Bryn Mawr Neighborhood Land Use Plan
- 132, Midtown Minneapolis Land Use and Development Plan
- 133, South Lyndale Corridor Master Plan
- 134, Industrial Land Use and Employment Policy Plan
- 135, Midtown Greenway Land Use Plan
- 136, Nokomis East Station Area Plan
- 137, 38th Street Station Area Plan
- 138, Seward Longfellow Greenway Area Plan
- 139, University Avenue SE & 29th Avenue SE Development Objectives
- 140, Bassett Creek Valley Master Plan 2006
- 141, West Broadway Alive Plan
- 142, Cedar-Riverside Small Area Plan
- 143, Central Avenue Small Area Plan
- 144, Uptown Small Area Plan
- 145, 38th Street and Chicago Avenue Small Area / Corridor Framework Plan
- 146, Audubon Park Small Area Plan
- 147, Lyn-Lake Small Area Plan
- 148, Phillips West Master Land Use Plan
- 149, North Loop Small Area Plan
- 150, Lowry Avenue Strategic Plan
- 151, Chicago Avenue Corridor Plan
- 152, Stadium Village University Avenue Station Area Plan
- 153, Loring Park Neighborhood Master Plan
- 154, St. Anthony East Neighborhood Small Area Plan
- 155, Nicollet Island - East Bank Small Area Plan
- 156, Sheridan Neighborhood Small Area Plan
- 157, Linden Hills Small Area Plan



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June 28, 2016



## 2. Transportation

*Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.*



### Building the City Through Multi-modalism

Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Minneapolis seeks to develop transportation strategies that adapt and expand to address emerging needs, opportunities and priorities. The City is in a strategic position to promote access to multi-modal transportation options that serve residents, businesses and recreational services as the city and metropolitan region

gain population.

The principal means to efficiently meet the needs of the traveling public is through enhanced transit services. This requires ongoing investment and development of corridors served by light rail, commuter rail, streetcars, and buses. Key features of an effective system, one that ensures continued growth along major transportation corridors and in Growth Centers like Downtown and the University of Minnesota, are reliability and



*People walking, driving, bicycling, and riding transit during rush hour illustrate components of a dynamic multi-modal system.*

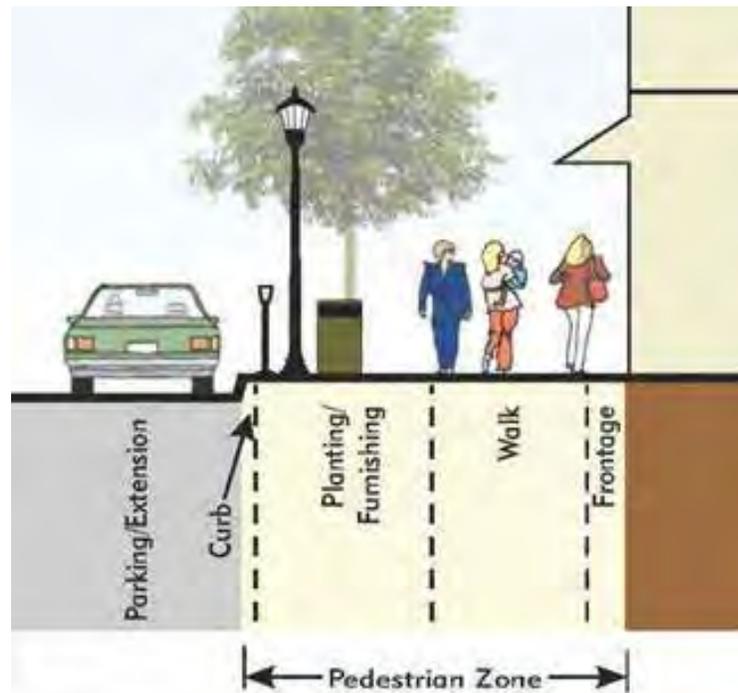
frequency of service. The City will take measures to support reliable levels of service for all transportation choices, including automobile, mass transit, bicycle, and pedestrian modes. By closely linking transportation planning with land use planning, urban design, and economic development strategies, the City will promote coordinated implementation of a consistent transportation vision.

**Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.**

- 2.1.1 Continue addressing the needs of all modes of transportation, emphasizing the development of a more effective transit network.
- 2.1.2 Coordinate land use planning and economic development strategies with transportation planning.
- 2.1.3 Ensure continued growth and investment through strategic transportation investments and partnerships.
- 2.1.4 Preserve the existing transportation grid through right-of-way preservation and acquisition.

## Modal Priorities and Neighborhood Context

Planning for a multi-modal transportation system involves establishing priorities at the system or network level as well as the level of an individual street. Transportation throughout the city occurs within public rights-of-way that accommodate a range of users, including those that drive, ride, bike or walk. Minneapolis' transportation system is largely based upon the traditional street grid, which provides a high degree of connectivity and flexibility. However, modifications to the street grid to accommodate new development and freeway construction have resulted in wider streets, narrower sidewalks, the loss of local street connections, and conversions of major streets to one-way operation. These changes often altered the character of the surrounding neighborhood, and have the cumulative effect of reducing overall connectivity for all modes of travel. Future growth in Minneapolis will rely on and support the increased use of walking, bicycling and transit modes, as well as a sensitivity to land uses along public rights-of-way.



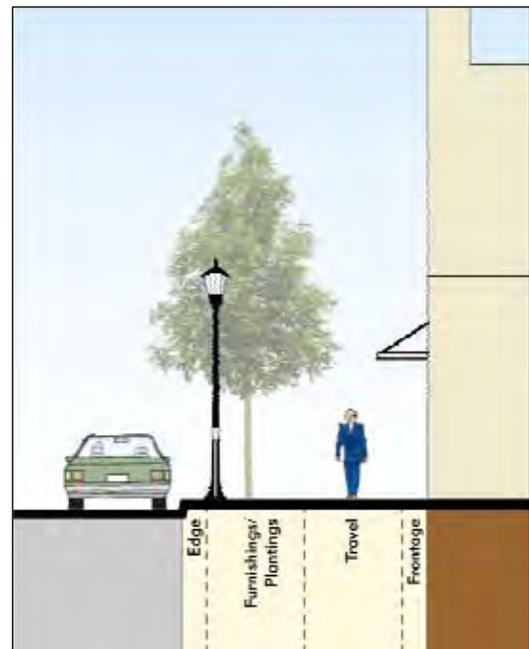
The challenge to find physical space to accommodate each mode means that not all modes will be accommodated in the same way. The street design realms in the figure above demonstrate the various modal needs in a hypothetical street corridor. Depending on the modal priority for an individual street, these modes will be allocated appropriate amounts of right-of-way. For example, some streets will have bike lanes and some will not; and some streets will have curb extensions while others will not.

**Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.**

- 2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.
- 2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.
- 2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.
- 2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.
- 2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.
- 2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.
- 2.2.7 Coordinate with the University of Minnesota, institutions and other large-scale users, as well as regional transportation agencies to manage transportation needs and manage transportation and parking impacts on nearby residential areas.

**Creating a Walkable City**

Walking is the most affordable and accessible mode of transportation, particularly for shorter trips. It serves everyone who lives, works, and plays in Minneapolis because everyone is a pedestrian at some point in a trip. Walking is a key component of the city’s public realm; parks, sidewalks, and plazas are the basis for the pedestrian environment. Walking supports the public transportation system, as transit riders must access buses and trains as pedestrians. Walking also supports active lifestyles and healthy citizens.



*Wide sidewalks with lighting and greening form attractive pedestrian environments.*

**Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.**

- 2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.
- 2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.

2.3.3 Develop and implement guidelines for streets and sidewalks to ensure safe, attractive, and accessible pedestrian facilities.



*Wide, well-equipped sidewalks – such as these on Hennepin Ave in Downtown – encourage pedestrian activity*

2.3.4 Maintain the street grid, reconnecting it where possible, and discourage the creation of superblocks that isolate pedestrians and increase walking distances.

- 2.3.5 Continue to enforce standards for building placement and design based primarily on the needs of pedestrians.
- 2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.
- 2.3.7 Minimize and consolidate driveway curb cuts as opportunities arise, and discourage curb cuts where alleys are available.

## Making Transit More Effective

Sustainable economic growth in the City of Minneapolis depends upon frequent and reliable transit service. In order to accommodate the projected growth in jobs and population, transit must become an attractive option for more travelers. The City will accomplish this by engaging in partnerships that coordinate transportation, land use and economic development planning at local and regional levels.

The focus of much of this work is the designation of a Primary Transit Network (PTN), a citywide system of frequent and reliable service being developed as a long-term, dependable travel option. The PTN includes both regional transitways (LRT, BRT, and commuter rail corridors) and high-frequency local transit corridors typically located on the city's commercial and community corridors. Map 2.13 shows the existing and planned PTN network. The city can accommodate growth and support increased density along these corridors and at key destinations as described in Chapter 1, Land Use. By building the city around these corridors, demand for transit service grows, which in turn necessitates improved transit service and facilities. Using transit becomes more attractive to more people more of the time.

**Policy 2.4: Make transit a more attractive option for both new and existing riders.**

2.4.1 Collaborate with regional partners to prioritize transit service and capital improvements along a network of corridors where standards for speed, frequency, reliability, and quality of passenger facilities are maintained.



*The Hiawatha LRT line in south Minneapolis provides an attractive transit alternative as well as catalyzing new residential and commercial development.*

2.4.2 Concentrate transit resources in a manner that improves overall service and reliability, including service for seniors, people with disabilities, and disadvantaged populations.

2.4.3 Encourage higher intensity and transit-oriented development to locate in areas well served by transit.

## Creating a Bicycle-Friendly City

Bicycling is an increasingly important part of life for many Minneapolis residents and visitors. It reflects commitment to a sustainable, healthy community. In addition to a premier network of recreational trails, the City is building a network of on- and off-street bicycle facilities to serve a variety of travel needs that include shopping, commuting to work and school, and recreation. These efforts will be complemented

by public and private partnerships that address other needs of bicycling such as parking, safety, and education. Motorist awareness and bicycle safety education campaigns promote overall commuter confidence and encourage cyclists.

**Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.**

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.



*Bicyclists riding in south Minneapolis enjoy some of the city's on-road facilities.*

2.5.3 Continue to integrate bicycling and transit facilities where needed, including racks on transit vehicles and bicycle parking near transit stops.

2.5.4 Implement and expand zoning regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.

2.5.5 Provide public bicycle parking facilities in major destinations such as Downtown, Activity Centers and Growth Centers.

2.5.6 Identify and utilize sources of funding for long-term maintenance of facilities, education and outreach.

2.5.7 Promote motorist awareness and bicycle safety education campaigns.

2.5.8 Incorporate bike parking into street furniture configurations.

## Managing Vehicle Traffic

As population and employment continue to grow, demand for travel in all modes increases. Even with an emphasis on creating a more balanced, multi-modal transportation system, the roadway network needs to accommodate additional

vehicle traffic. However, the overall capacity of the roadway network within the city will remain fairly constant with system expansion only at select locations. Some major roads, including the system of state and regional highways, will give priority to vehicle traffic over other modes. Many of these corridors also have dedicated facilities that give priority to transit and carpools, which help reduce demand for single occupancy vehicle travel and increase mass transit options for commuters.

**Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.**

2.6.1 Encourage the implementation of Travel Demand Management (TDM) plans and programs that identify opportunities for reducing the generation of new vehicle trips from large developments.

2.6.2 Support the use of toll facilities that improve transportation options and generate revenue for transportation projects.



*Completed in late 1971, Interstate 94's Lowry Avenue tunnel is a major traffic thoroughfare for the city.*

2.6.3 Implement strategies, such as preferential and discounted parking for low-emitting fuel efficient vehicles, car- and vanpooling, low-emitting fuel efficient taxi services, and car sharing programs, that increase vehicle occupancy and reduce the number of single occupancy vehicles.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

## Managing Freight Movement

The safe, efficient, and reliable movement of freight is vital to a healthy local and regional economy. All industries, especially manufacturing, construction, wholesale,

and retail trade, rely on a multi-modal freight system to transport goods. Truck traffic comprises most of the local and regional freight system in Minneapolis, with additional regional and international connections via rail, barge, and air.

The City of Minneapolis will accommodate the maintenance and expansion of freight infrastructure where benefits to the local and regional economy are apparent and where impacts to surrounding land uses are minimal. In the long term, some freight infrastructure will be phased out in order to further other goals of this plan.

For almost 100 years, shipping on the Mississippi River has been an alternate transportation option for Minneapolis businesses. While Minneapolis may elect for business reasons to close its barge shipping terminal, it will continue to provide storage locations for dredged materials. It also will not take any active steps to discontinue shipping on the river by other businesses as long as that remains a viable transportation option for them.

**Policy 2.7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.**

2.7.1 Support the [Metropolitan Council’s freight clustering strategy](#) by continuing to encourage the consolidation of industrial land uses in Industrial Employment Districts.

2.7.2 Support the continuation of existing freight rail infrastructure where consistent with land use policy.



*Accommodating freight movement and storage, such as these containers in north Minneapolis, is important to the city’s economic vitality*

2.7.3 Invest in safety improvements along viable railroad corridors.

2.7.4 Maintain a network of truck routes that ensures the safe and efficient delivery of goods to Minneapolis businesses and that directs truck traffic to a limited number of streets with appropriate weight limits.

2.7.5 Consider plans to close the City-owned [Upper Harbor Terminal](#), while still supporting shipping on the Mississippi River in other ways.

2.7.6 Encourage joint use of rail lines by freight and passenger rail where feasible.

## Managing Parking

Effective parking management is an important strategy in a multi-modal transportation system. Most land uses need some parking to ensure they are economically viable. On-street parking in particular can provide convenient access, while buffering sidewalks and outdoor seating from the impacts of auto traffic. On the other hand, excessive parking can promote automobile usage and traffic congestion, create pedestrian unfriendly environments, and damage the traditional urban character of an area.

As the city and the metropolitan area grow in population, the ability to accommodate an increased workforce requires the efficient and appropriate use of existing parking spaces. Economically and environmentally, the best use of existing parking can be supported by promoting car- and vanpooling, car sharing, and shared parking. These and other citywide initiatives promote a safe, comfortable and pleasant commute, balancing the demand for parking with objectives for economic and environmental vitality.

The City is committed to a policy direction designed to reduce car use, and thereby moderate both vehicle traffic and demand for parking. This includes land use policies and parking strategies that encourage increased use of transit, walking, biking, and carpooling. To address parking and mobility issues comprehensively, these strategies need to address the supply, management, and demand for parking spaces.

**Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.**

2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

2.8.2 Design and implement incentives for shared parking and



*On-street parking is important to neighborhood businesses, such as this northeast commercial node. The demand for on-street parking could be tempered through incentives and regulations.*

on-site car sharing programs, as well as carpooling and vanpooling.

- 2.8.3 Maximize the efficient use of off-street parking by developing district parking strategies in high density mixed-use areas such as Activity Centers and Growth Centers.
- 2.8.4 Consider eliminating minimum parking requirements for certain small-scale uses as well as parking requirements in areas served by off-street parking facilities that are available to the general public.
- 2.8.5 Continue to prohibit new commercial surface parking lots and to restrict the size of accessory surface parking lots in Downtown.
- 2.8.6 Encourage management of on-street parking in commercial areas primarily for short-term use by adjoining land uses.
- 2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.
- 2.8.8 Encourage employers to offer economic incentives that support transit use, such as providing employee transportation allowances as alternatives to free parking.
- 2.8.9 Ensure that parking facilities do not under-price their parking fees as compared to transit fares except to support carpooling and vanpooling as primary commuting modes.
- 2.8.10 Continue to implement discounted packages for carpooling and vanpooling in [City-owned or controlled parking facilities](#), and in leading by example, encourage private parking facilities to do likewise.

## Funding and Pricing Strategies

### Funding

Achieving the goal of a multi-modal transportation network will require substantial investment in new transit, bicycling, and pedestrian infrastructure, as well as funding for the ongoing maintenance and operation of these facilities. The scope and influence of these investments range from neighborhood-oriented projects such as streetscape enhancements to those of national significance such as intra-regional passenger rail lines. Across this spectrum, partnerships with appropriate agencies will be instrumental in turning plans into reality.

Regional transit lines such as light rail transit, bus rapid transit, and commuter rail are typically financed through a combination of local, state, and federal dollars. The City of Minneapolis recognizes the importance of accessing federal resources for

Minnesota transit projects and will continue to advocate for dedicated sources of transit funding to match federal funds.

While federal and state programs are important to building a multi-modal city, the City of Minneapolis will also continue to pursue innovative funding strategies that focus on local economic development outcomes and include the participation of private funding sources, including the development community. For example, a new local streetcar line may be funded in part by developers whose projects benefit from the enhanced transit service.

### Pricing

In recent years, various government agencies have begun to influence short-term transportation decisions through incentives and disincentives. For example, [Metro Transit](#) has worked with local employers to encourage regular transit use through its [Metropass](#) program, which offers deeply discounted bus and train passes. The [Minnesota Department of Transportation](#) has begun managing travel demand on some highways using [High-Occupancy Toll \(HOT\) lanes](#), allowing drivers to bypass congestion for a fee that adjusts dynamically to traffic conditions.

The City of Minneapolis will continue to support these and other programs that equate transportation decisions with market choices, and work toward tying daily choices to the long-term future. In addition to supporting other agencies, the city can play a direct role in developing a sustainable transportation system.

### **Policy 2.9: Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.**

- 2.9.1 Advocate for dedicated sources of transit funding at the state legislature.
- 2.9.2 Develop local sources of funding as well as the means to leverage private sources of funding for transit needs and capital improvements.
- 2.9.3 Link transit improvements, such as streetcars, to economic development outcomes.
- 2.9.4 Advocate for freeway toll facilities that improve transportation services and generate revenue for transit.
- 2.9.5 Support programs that encourage regular transit use, such as the Metropass program, and lead by example.



*The Metropass program leverages private resources to encourage transit ridership.*

## Supporting a Vibrant Multi-modal Downtown

Downtown Minneapolis is the hub of the regional transit system. In addition to being a workplace for over 140,000 people, it is also home to around 30,000 residents. People make over 520,000 daily trips into and out of Downtown in their cars and trucks, using light rail and buses, or by bicycle or on foot.



*Morning rush hour at the downtown Nicollet Mall LRT station. The LRT is an increasingly popular option for Downtown commuters and business travelers coming to the city from the international airport.*

The health of the city, as well as the region, depends upon confronting transportation challenges and ensuring continued investment and growth. It is essential that Downtown have a transportation system that meets the needs of employees, visitors, and residents alike. Without adequate use of walking, bicycling and transit, the street network cannot support significant growth. As the city grows, multi-modal transportation planning will ensure that travel to and throughout Downtown is efficient, understandable, reliable, and safe.

**Policy 2.10: Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.**

- 2.10.1 Concentrate transit facilities, services and amenities along a limited set of Downtown streets in order to improve efficiency, reliability and quality.
- 2.10.2 Encourage transit use Downtown, including promoting incentives to make transit more convenient and affordable for Downtown users.
- 2.10.3 Identify and develop primary pedestrian routes that encourage walking throughout Downtown and which are the focus of particular infrastructure improvements.

- 2.10.4 Improve the pedestrian environment Downtown to ensure it is a safe, enjoyable, and accessible place to walk. Encourage strategies such as wider sidewalks for pedestrian movement, trees, landscaping, street furniture, improved transit facilities, additional bicycle facilities, and on-street parking and other curbside uses.
- 2.10.5 Improve wayfinding and vertical circulation between the street and skyway system, particularly along primary transit and pedestrian routes.
- 2.10.6 Encourage changes to freeway access that are consistent with Downtown growth plans, support other modes of travel, and improve system connectivity.
- 2.10.7 Improve local transportation across freeways, including promoting adequate spacing and connectivity of streets and improved pedestrian, bicycle, and transit facilities on local streets crossing the freeways.
- 2.10.8 Manage the growth of the parking supply consistent with objectives for transit, walking and bicycling.
- 2.10.9 Promote car sharing programs for both commercial and residential projects.
- 2.10.10 Support the education and implementation activities of the [Downtown Transportation Management Organization \(TMO\)](#).
- 2.10.11 Provide parking incentives in city-owned parking facilities for carpools and vanpools, and encourage private parking facility owners to do the same.

## Advocating for Competitive, Sustainable Global Aviation



*The Minneapolis-St. Paul International Airport is part of the regional transportation system.*

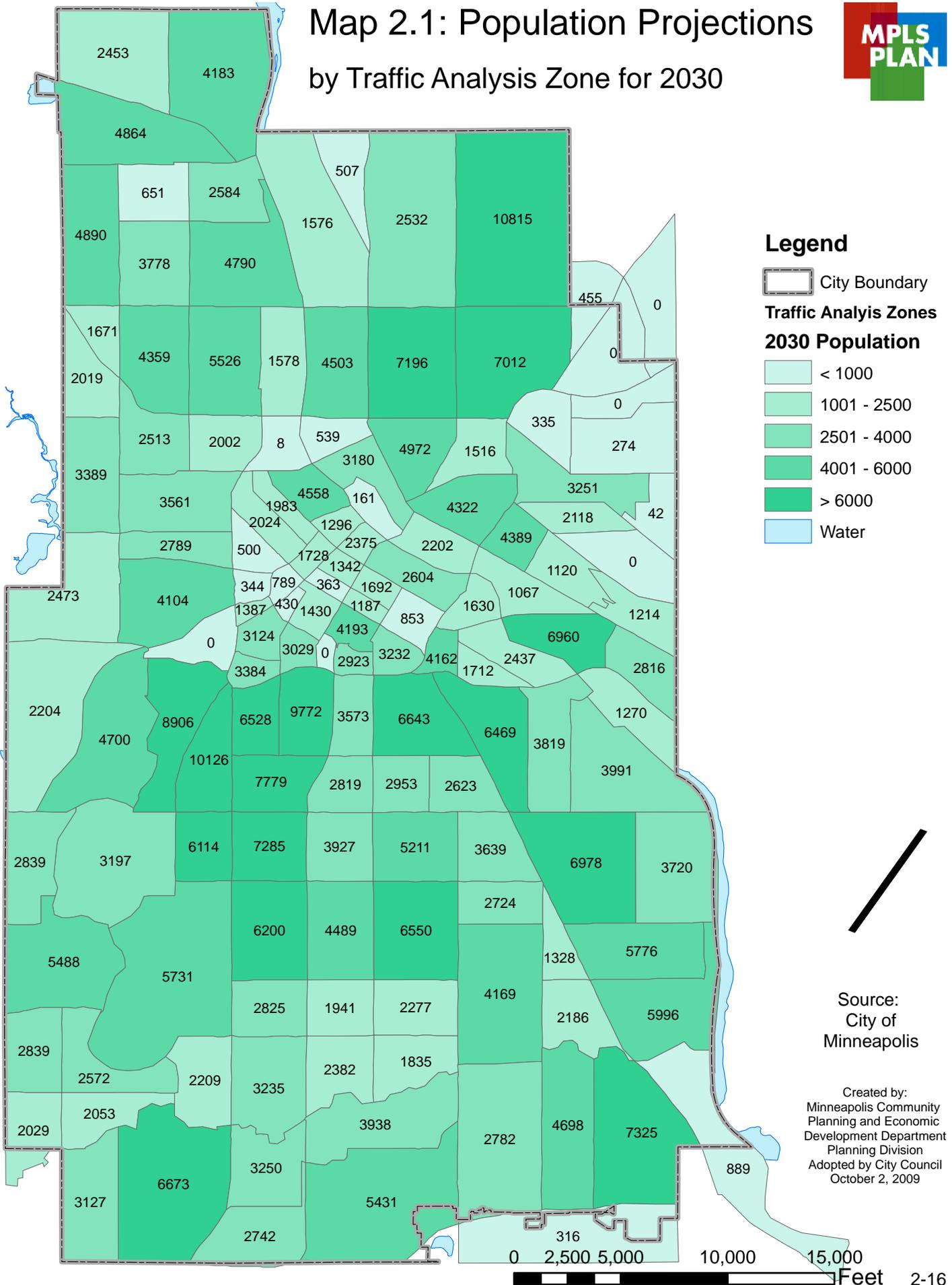
As one of the 20 busiest airports in the world, the [Minneapolis-St. Paul International Airport](#) is an economic driver in the region and the state. Although it is not located in the city, it is part of the city's multi-modal system, and provides global access for freight and passengers. The airport, as governed by the [Metropolitan Airports Commission](#), is connected to the city by light rail, bus, and automobile.

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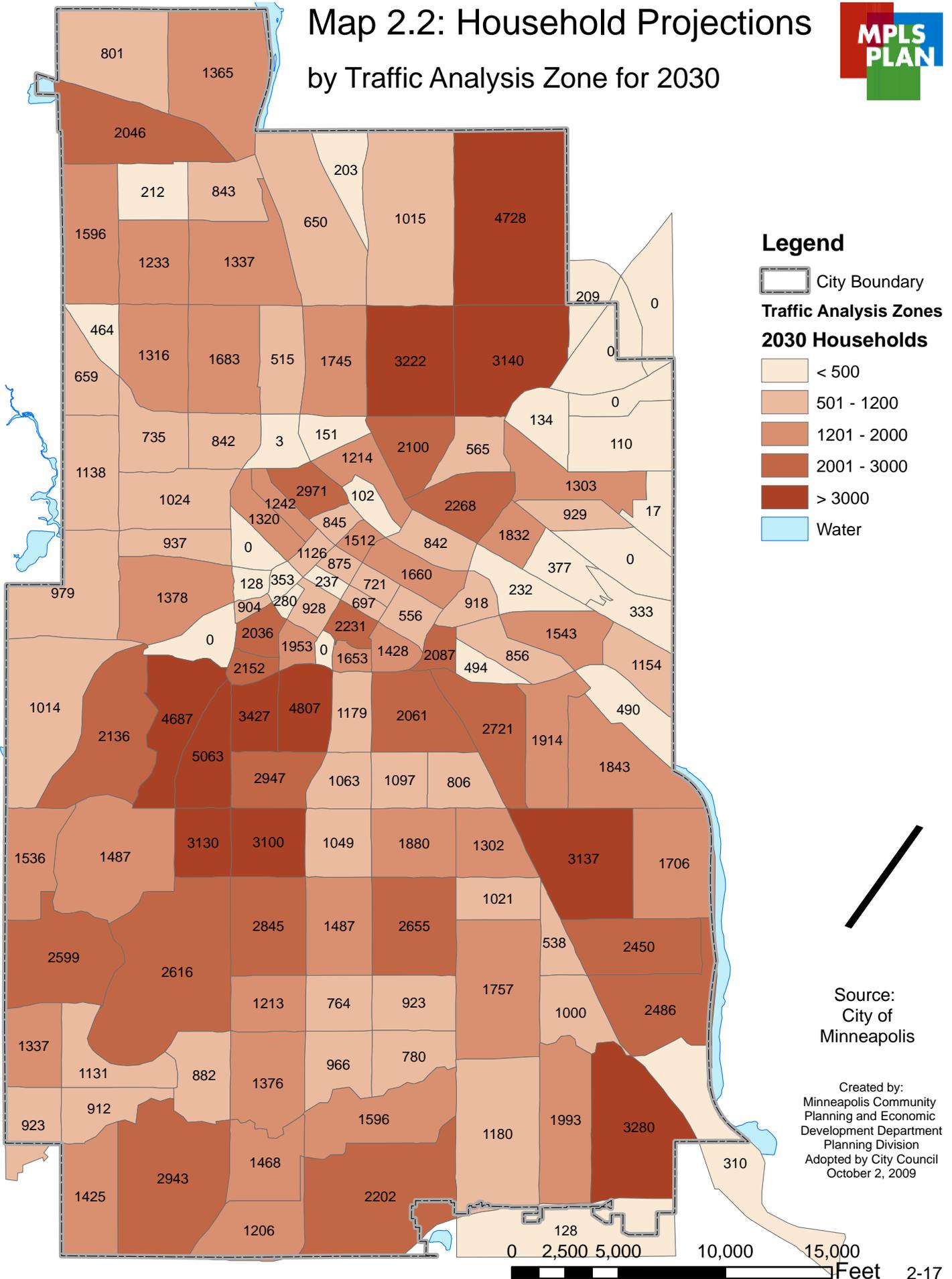
**Policy 2.11: Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.**

- 2.11.1 Advocate for a broader, more integrated, statewide approach for making the most cost effective use of the state's existing facilities serving all residents of the state with a safe, sustainable and environmentally acceptable aviation system.
- 2.11.2 Promote convenient multi-modal access between the airport and the city, including automobile, truck, transit, and where appropriate, bicycle, and pedestrian travel.
- 2.11.3 Protect facilities such as radio beacons, lighting and other aids used in airport navigation, from physical encroachment and electronic interference.
- 2.11.4 Ensure development is consistent with the provisions of [Minneapolis-St. Paul International Airport \(Wold-Chamberlain Field\) Zoning Ordinance](#) and [14 CFR Part 77, Objects Affecting Navigable Airspace](#) as applicable.
- 2.11.5 Advocate for healthy airline competition to serve international markets in order to support and attract businesses.

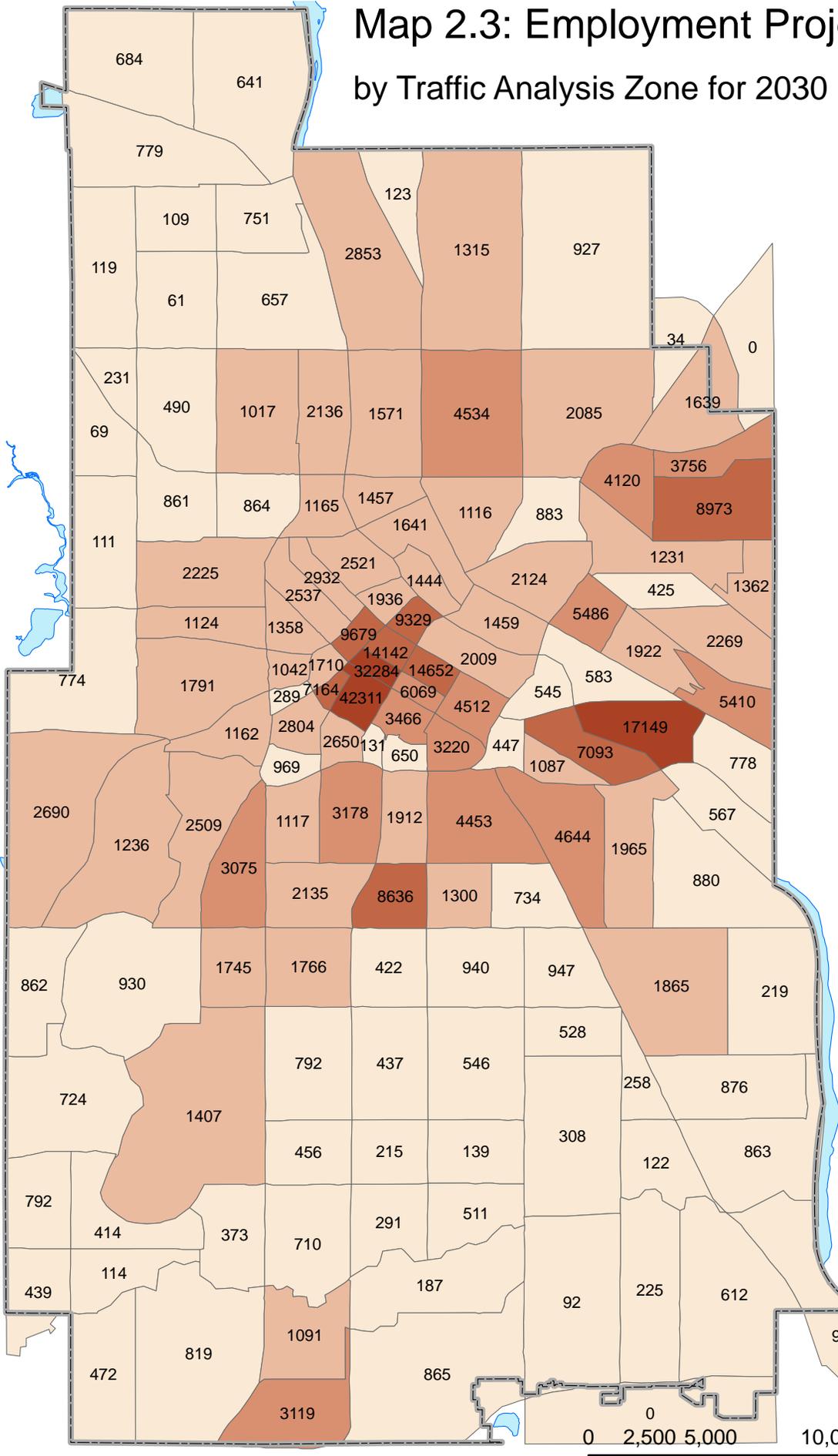
# Map 2.1: Population Projections by Traffic Analysis Zone for 2030



# Map 2.2: Household Projections by Traffic Analysis Zone for 2030



# Map 2.3: Employment Projections by Traffic Analysis Zone for 2030



**Legend**

- City Boundary
- Traffic Analysis Zones**
- 2030 Employment**
- < 1000
- 1001 - 3000
- 3001 - 7000
- 7001 - 15000
- > 15000
- Water

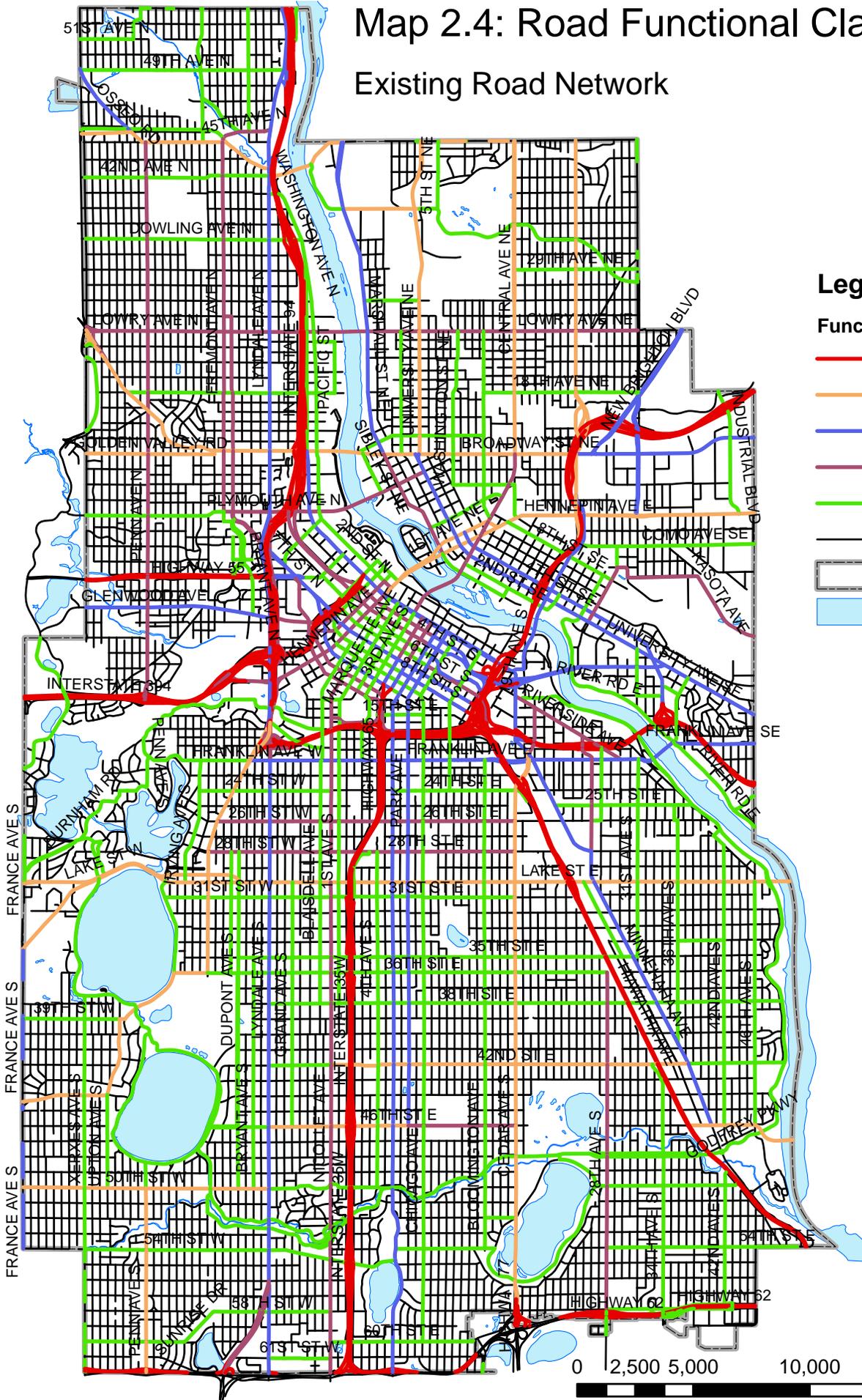
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October 2, 2009



# Map 2.4: Road Functional Class

## Existing Road Network



### Legend

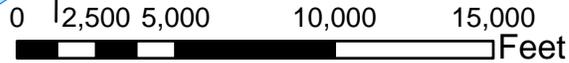
#### Functional Class

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- B Minor
- Major Collector
- Centerline
- City Boundary
- Water



Source:  
Metropolitan  
Council

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October 2, 2009



# Map 2.5: Road Functional Class

## Proposed New Roads

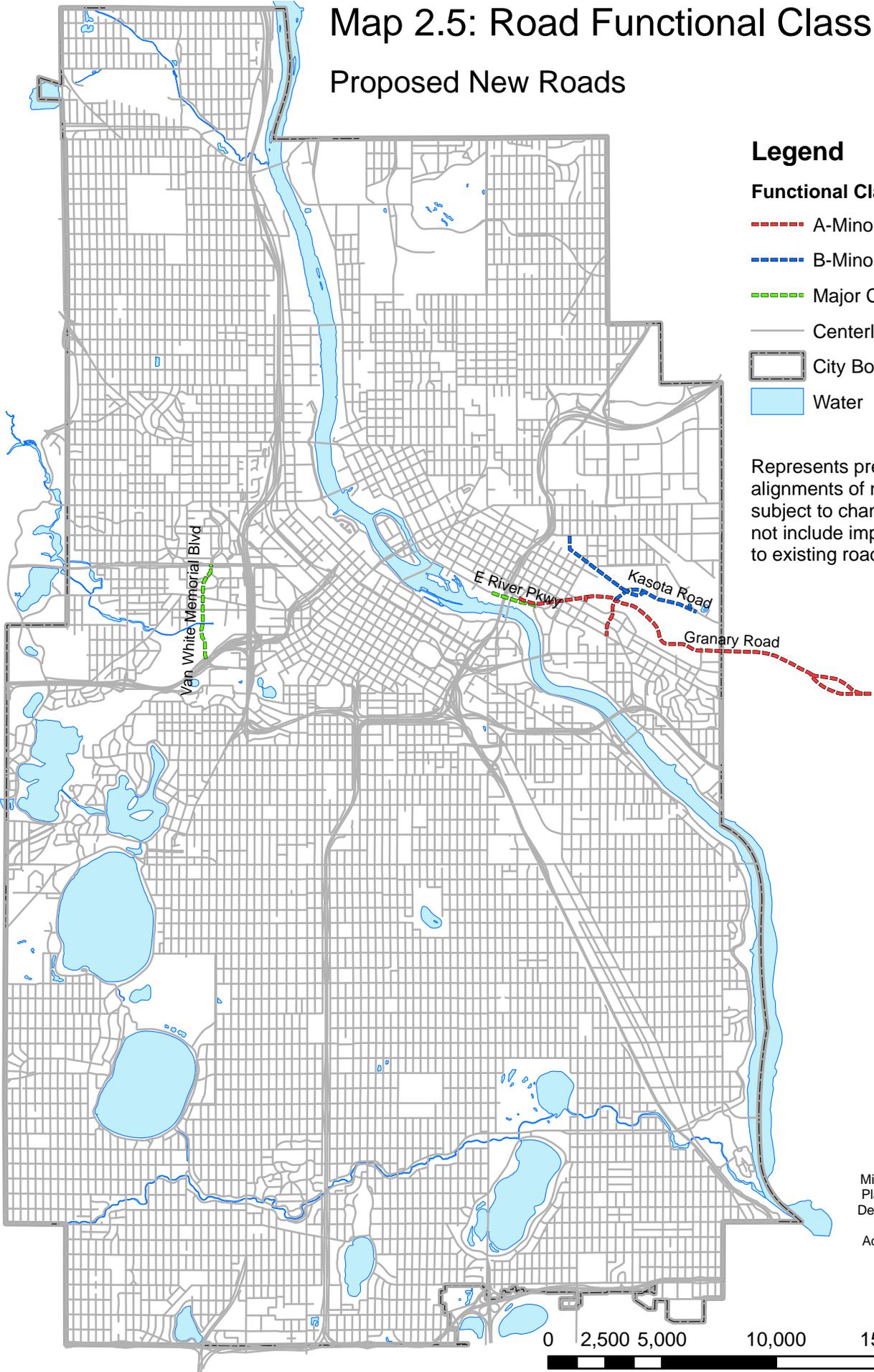


### Legend

#### Functional Class - Proposed

- - - A-Minor Augmenter
- - - B-Minor
- - - Major Collector
- Centerline
- City Boundary
- Water

Represents preliminary alignments of new roads, subject to change. Does not include improvements to existing roads.



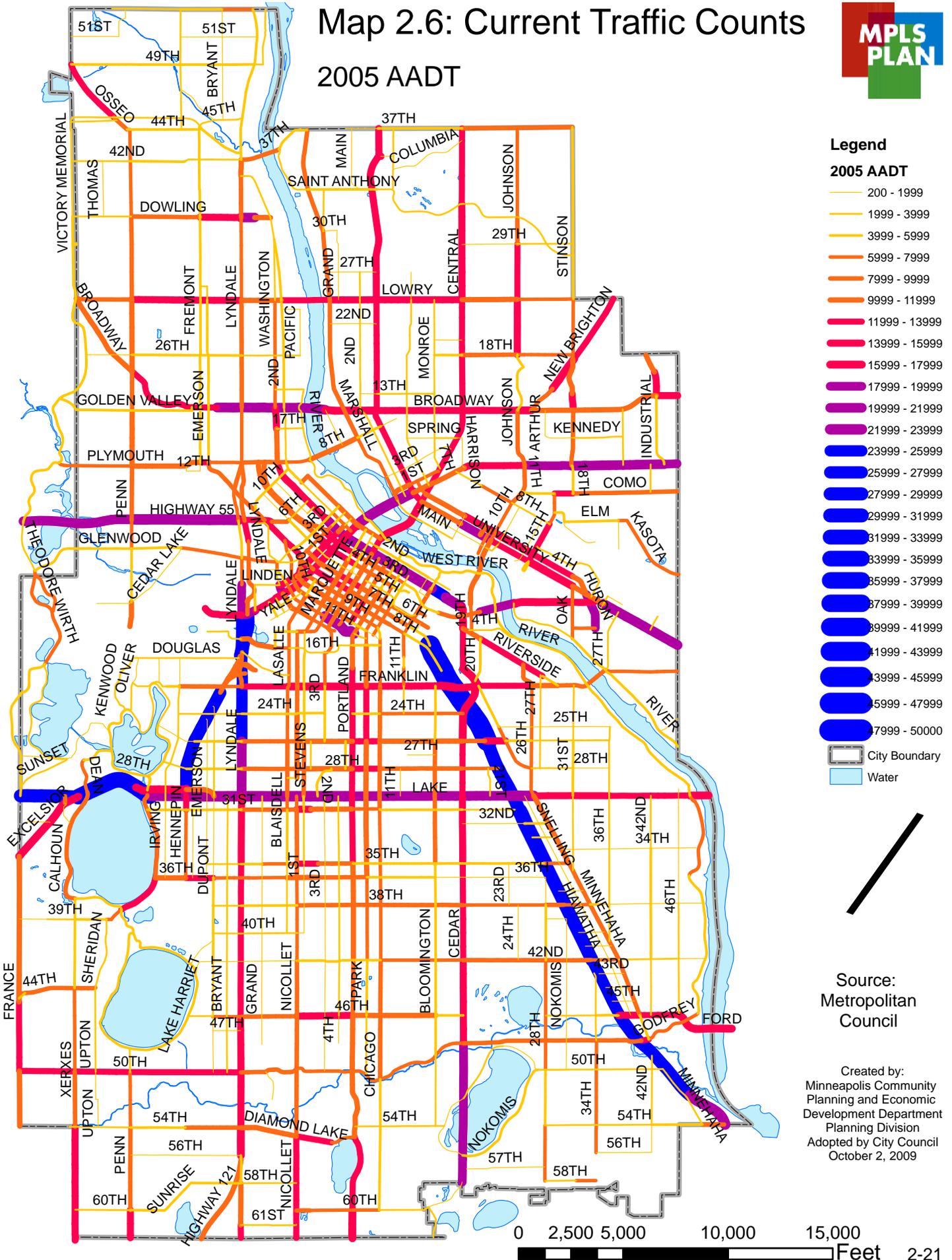
Sources:  
Metropolitan Council and  
City of Minneapolis

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Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

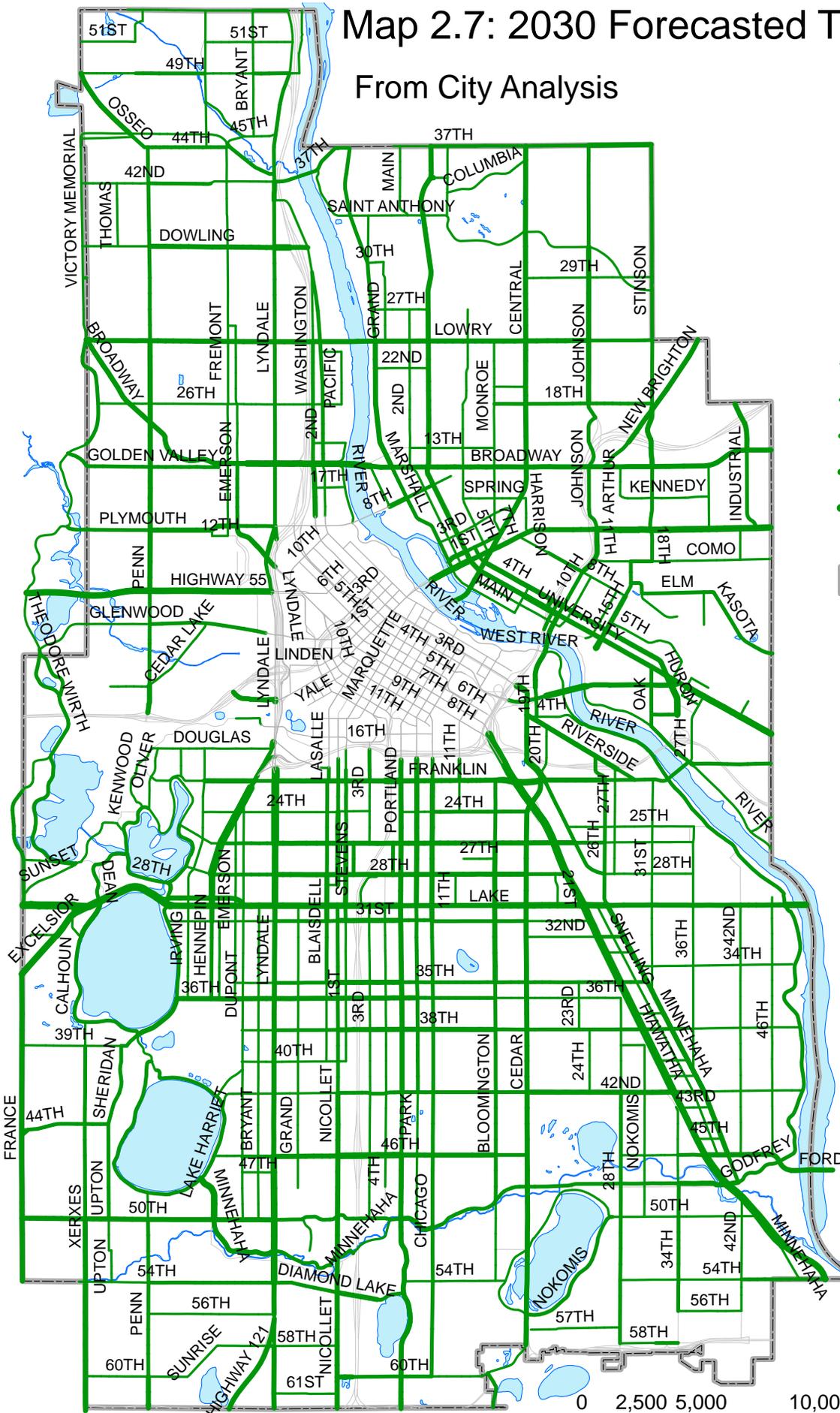


# Map 2.6: Current Traffic Counts

## 2005 AADT



# Map 2.7: 2030 Forecasted Traffic From City Analysis



## Legend

### Forecasted Traffic

#### 2030 ADT

- no data
- 5,000 or less
- 5,001 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- more than 30,000

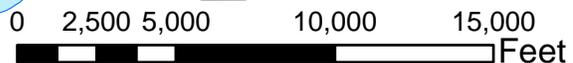
- Major Roads
- City Boundary
- Water



Source:  
City of  
Minneapolis

Created by:  
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Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

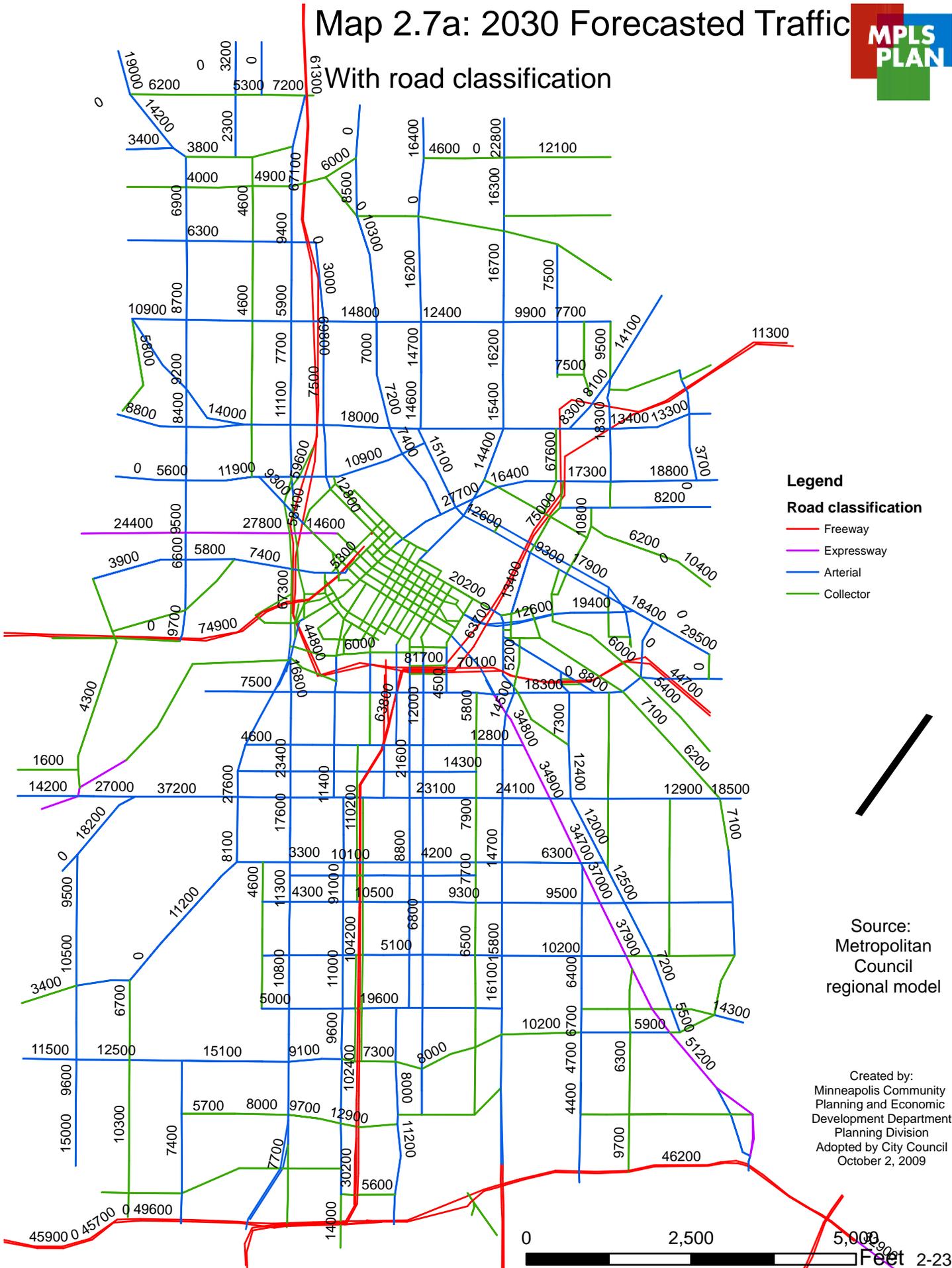
Projected 2030 traffic volumes were developed by applying annualized growth factors by sector of the city to the 2005 Average Annual Daily Traffic Counts. These annualized growth factors were derived from the Metropolitan Council's regional model for arterial and collector roadways in each sector. These growth factors are as follows: North Sector (0.50%), Northeast/Southeast Sector (0.40%), South Sector (0.60%), and Southwest Sector (0.50%).



# Map 2.7a: 2030 Forecasted Traffic



## With road classification

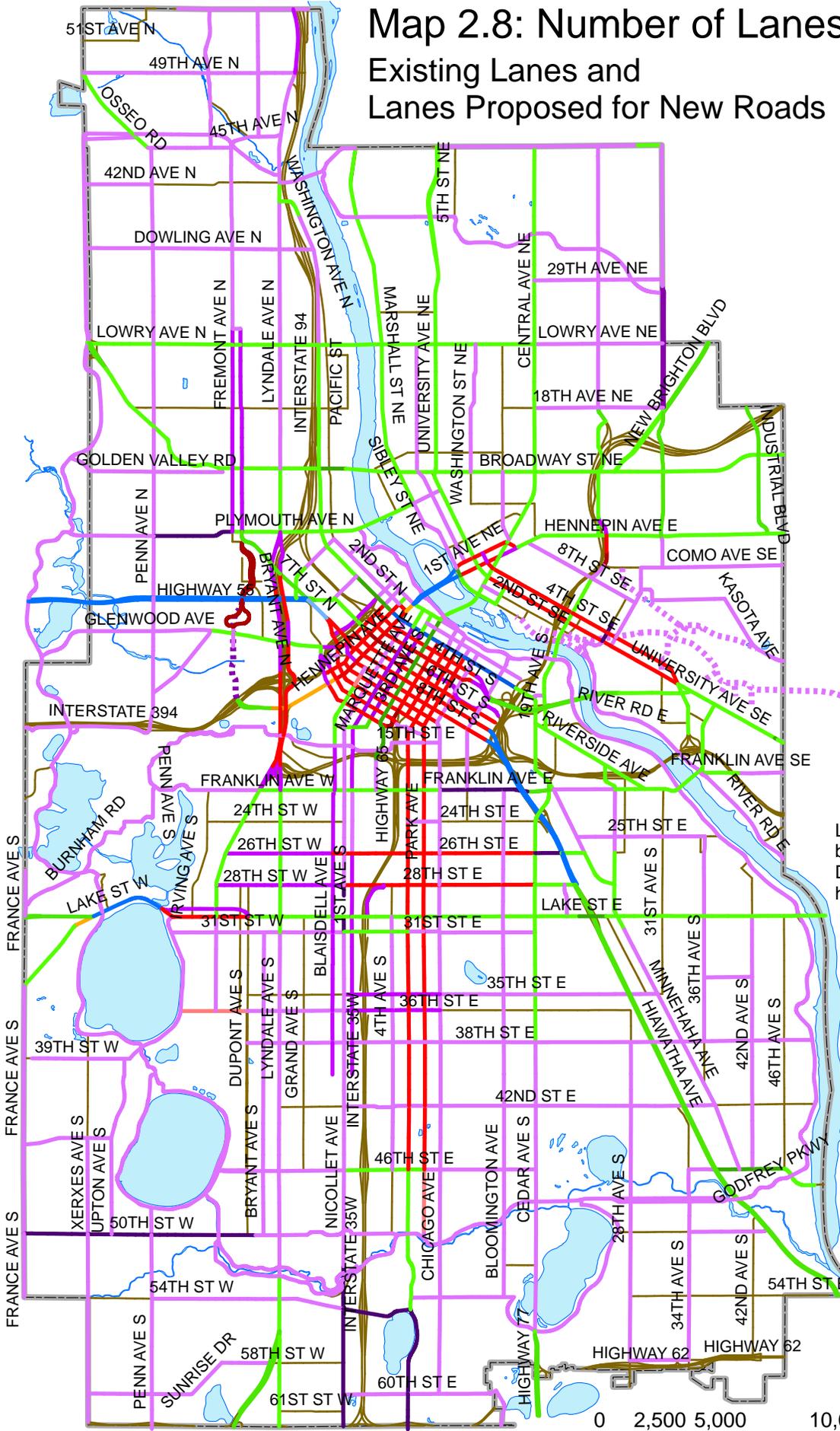


- Legend**
- Road classification**
- Freeway
  - Expressway
  - Arterial
  - Collector

Source:  
Metropolitan  
Council  
regional model

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Development Department  
Planning Division  
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October 2, 2009

# Map 2.8: Number of Lanes Existing Lanes and Lanes Proposed for New Roads



**Legend**

**Number of Lanes - Existing**

- 1(1-Way)
- 2
- 2(1-Way)
- 2(1-Way)+bus
- 2 Divided
- 2 w/Turn Lanes
- 3
- 3(1-Way)
- 3(1-Way)+bus
- 4
- 4 Divided
- 4 w/Turn Lanes
- 5
- 5 Divided
- 6
- 6 Divided
- 6 w/Turn Lanes

**Number of Lanes - Proposed**

- 2
- 2D
- Other Major Roads

Lane width may change based on future analysis. Does not include interstate highway system improvements.

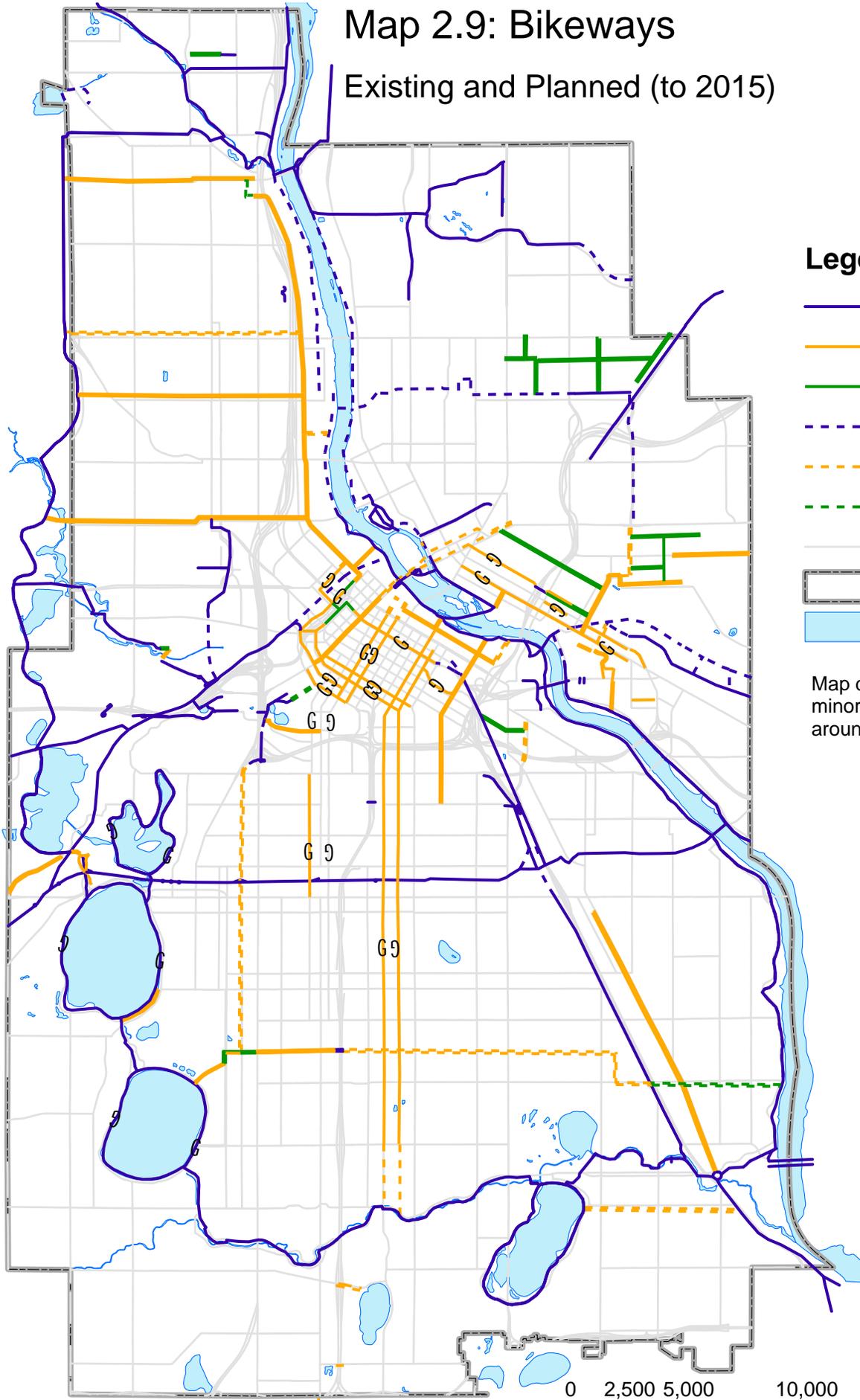
Sources:  
Metropolitan Council and City of Minneapolis

Created by:  
Minneapolis Community Planning and Economic Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 2.9: Bikeways

## Existing and Planned (to 2015)



### Legend

- Existing Off Street
- Existing On Street
- Existing Signed
- - - Future Off Street
- - - Future On Street
- - - Proposed Signed
- Major Roads
- City Boundary
- Water

Map does not show minor connecting trails around parks



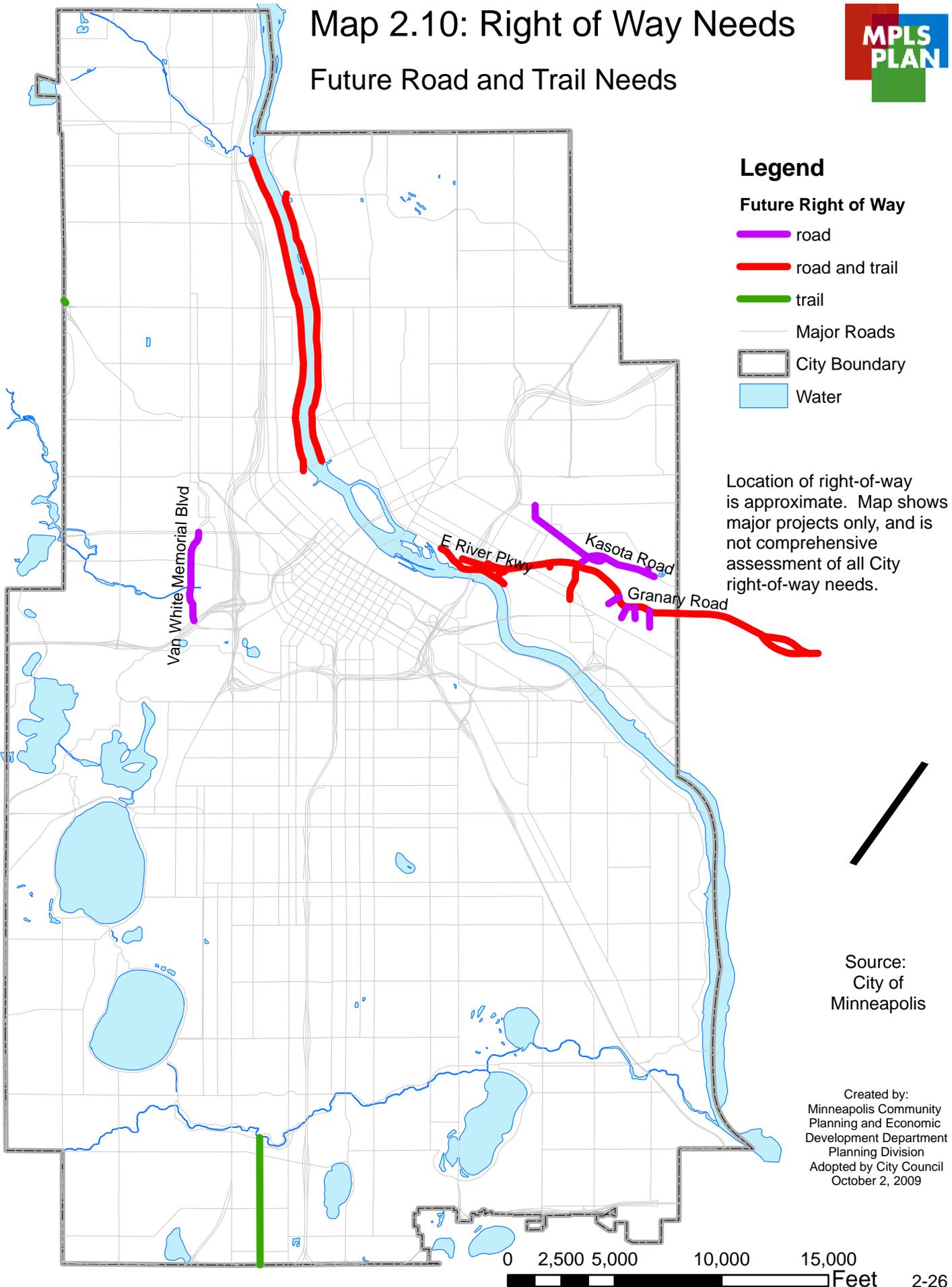
Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
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# Map 2.10: Right of Way Needs

## Future Road and Trail Needs



### Legend

- Future Right of Way**
- road
- road and trail
- trail
- Major Roads
- City Boundary
- Water

Location of right-of-way is approximate. Map shows major projects only, and is not comprehensive assessment of all City right-of-way needs.

Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
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Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

0 2,500 5,000 10,000 15,000  
Feet

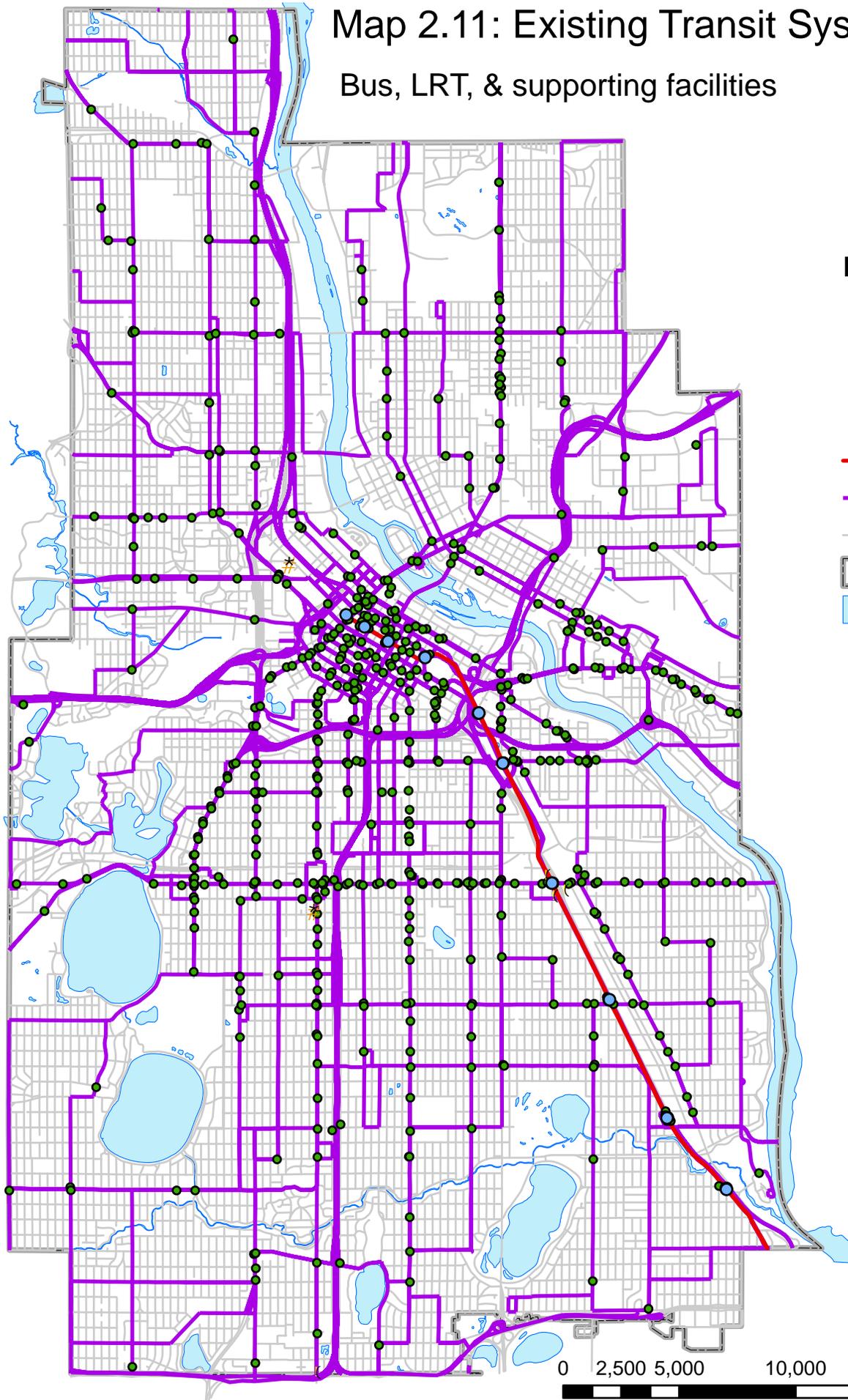
# Map 2.11: Existing Transit System

## Bus, LRT, & supporting facilities



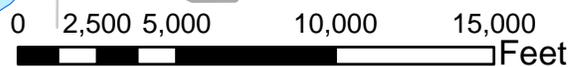
### Legend

- LRT Station
- Park and Ride
- Bus Garage
- Bus Shelter
- LRT Line
- Bus Routes
- Centerline
- City Boundary
- Water

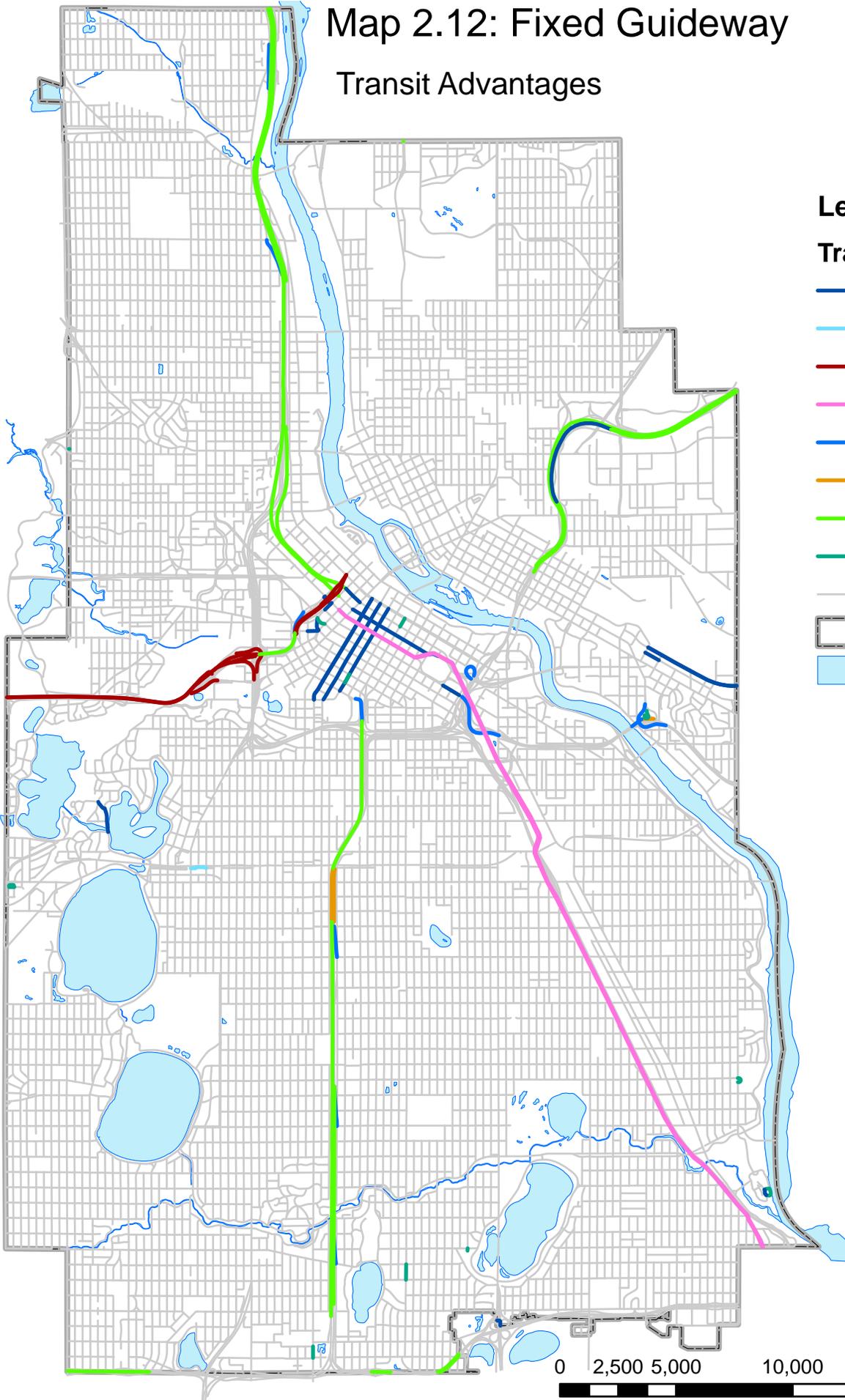


Source:  
Metropolitan  
Council

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# Map 2.12: Fixed Guideway Transit Advantages



## Legend

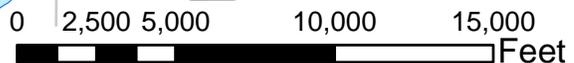
### Transit Advantages

- Bus Lane
- Busway
- HOT Lane
- LRT
- Meter Bypass
- Online Station
- Shoulder Lane
- Turnaround
- Centerline
- City Boundary
- Water



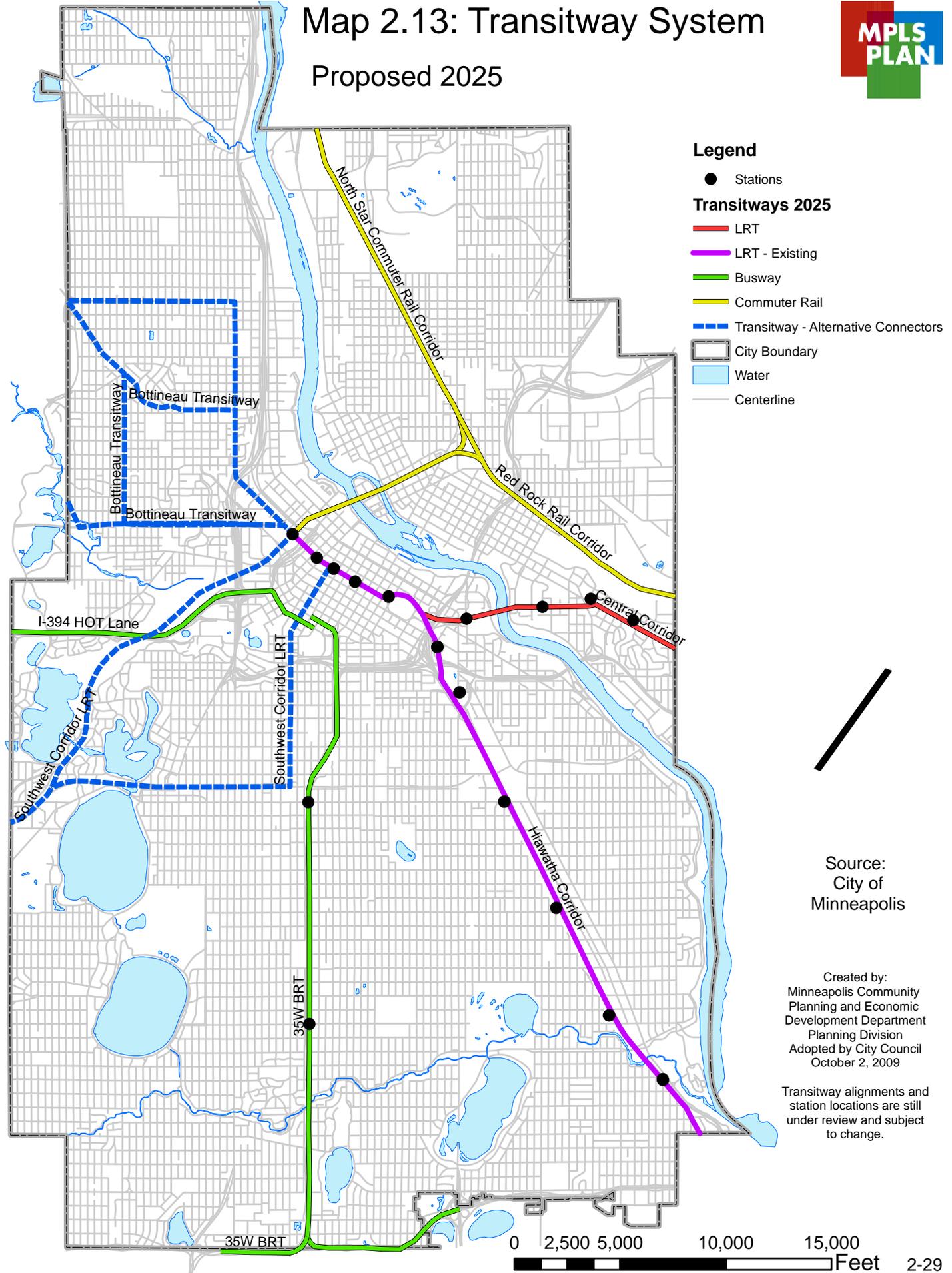
Source:  
Metropolitan  
Council

Created by:  
Minneapolis Community  
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Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

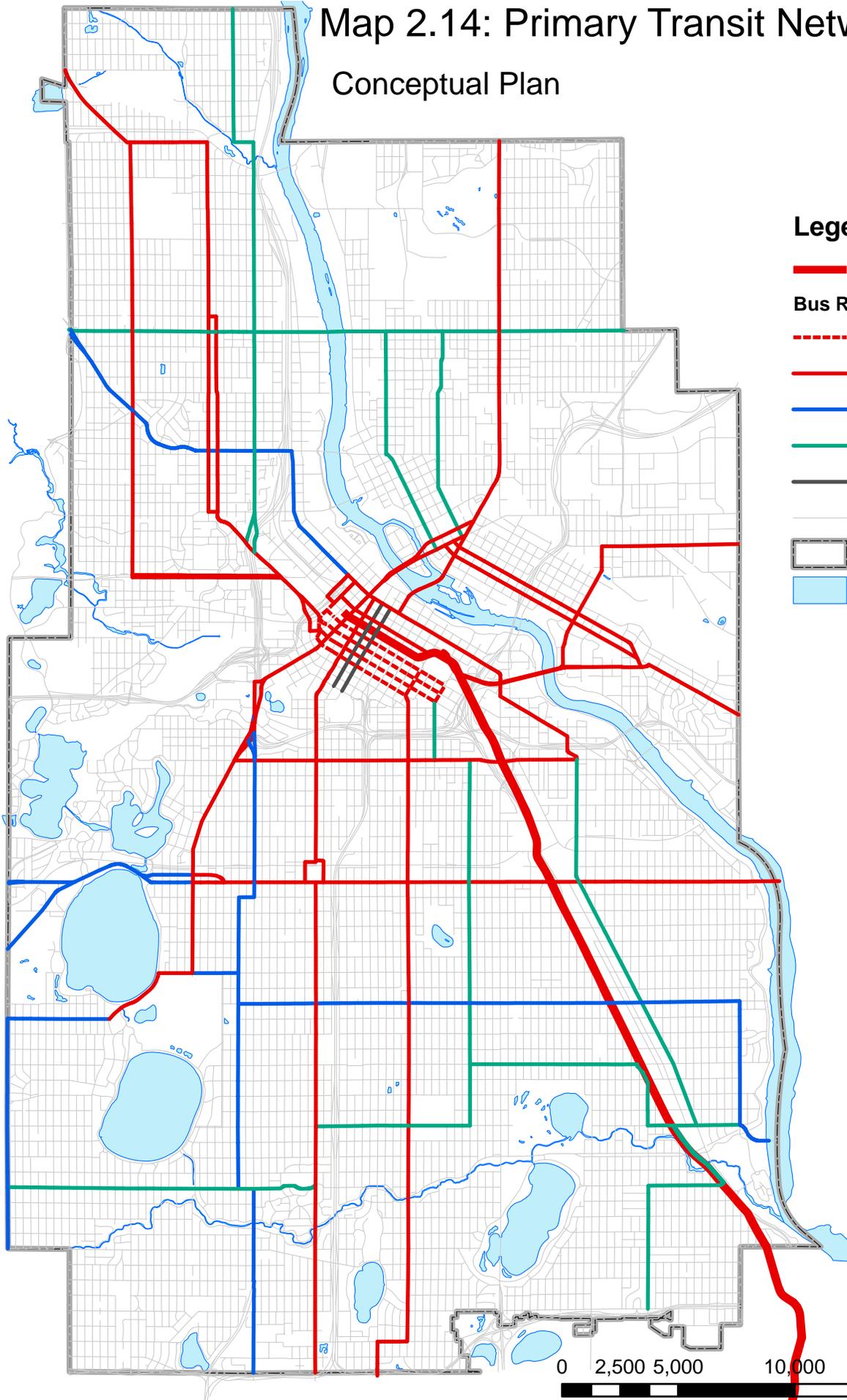


# Map 2.13: Transitway System

Proposed 2025



# Map 2.14: Primary Transit Network Conceptual Plan



## Legend

- Existing LRT
- Bus Routes**
- - - PTN TBD
- Definite PTN
- Recommended PTN
- Candidate PTN
- Express Bus
- Centerline
- City Boundary
- Water



Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

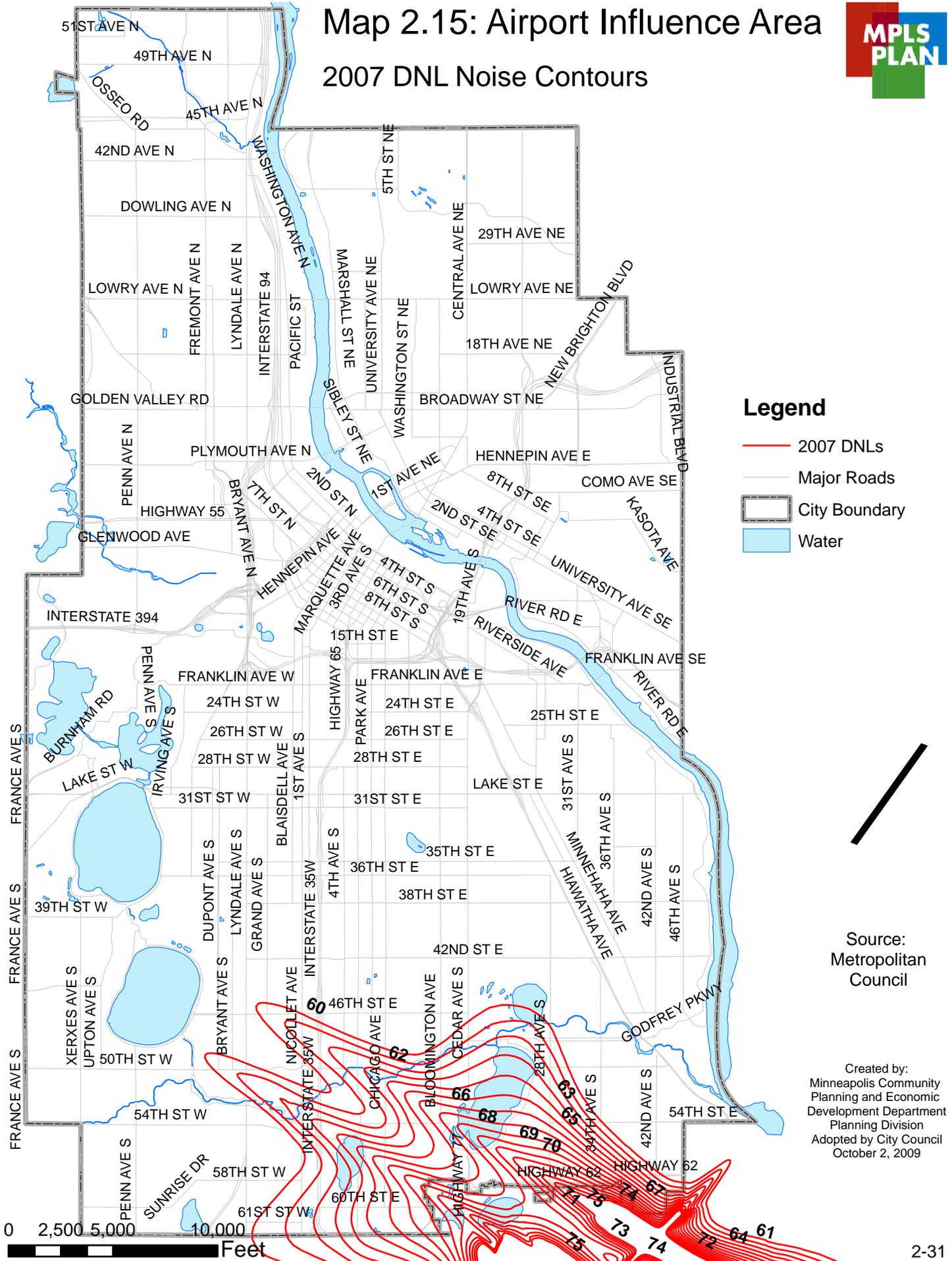
NOTE: The Primary Transit  
Network is more extensive  
than the High Frequency  
Network initiated by Metro  
Transit in 2007.

Central Corridor LRT will  
replace the existing Route  
16 bus service as the PTN  
in the Washington Ave /  
University Ave corridor.

Other transitways are  
planned, but routes have  
not yet been finalized.

0 2,500 5,000 10,000 15,000  
Feet 2-30

# Map 2.15: Airport Influence Area 2007 DNL Noise Contours



### 3. Housing

*Minneapolis will build and maintain the strength, vitality, and stability of the city's neighborhoods by providing a variety of housing opportunities to meet the needs of all members of the community.*



*The architectural diversity of homes in Marcy Holmes adds to the neighborhood character and vitality.*

Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Shelter is a basic component of human welfare. Where housing is absent, essential endeavors like maintaining a job or supporting the education of children become very challenging. The city supports the development of housing that addresses the plight of the homeless and meets the needs of disadvantaged families.

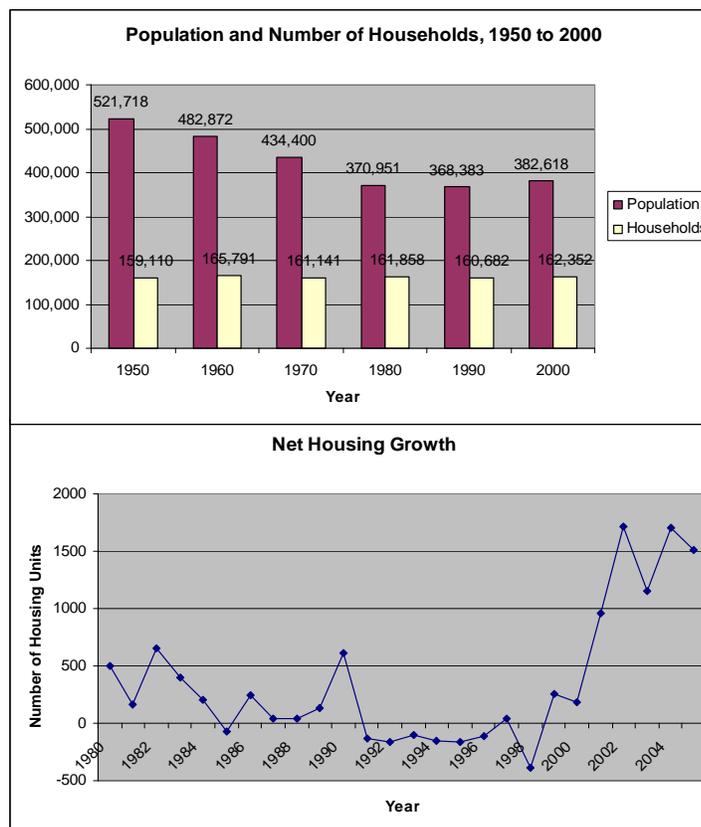
Communities with concentrations of poverty face challenges related to public safety, disinvestment and education quality. New housing can have a revitalizing effect in these communities, and should be designed to attract a healthy mix of households of various means.

City residents are young and old, families and singles, of different cultural backgrounds and with different needs. The diversity of the existing Minneapolis housing stock is a community asset that helps meet these different needs. City policy builds on this strength by encouraging the construction of new ownership and rental housing that is designed to meet the needs of a broad range of residential submarkets.

Housing quality has safety and health implications for its occupants. If left unchecked, the deteriorating condition of one property can dampen the interest of neighboring property owners, creating a ripple effect of decline that spreads across blocks and neighborhoods. To check this cycle, the City works to ensure that the existing housing stock is maintained, and that new housing is durable and of high quality.

## Housing in Minneapolis

Minneapolis boasts a diverse and attractive housing stock, ranging from single family units to high-density apartment and condominium buildings. About half of the housing units in the city are single family homes. The rest are in multifamily buildings that range from duplexes to very large developments. This diverse mix of housing types is a consequence of having been produced over different eras of the city's history.



Neighborhoods show very different character, depending on when their housing was constructed. The earlier neighborhoods to develop show a mix of single family houses, duplexes, and small multifamily buildings. Some areas within these neighborhoods were later subject to major urban renewal projects, which added large multifamily buildings to the mix. Postwar neighborhoods tend to be more homogeneous with mostly single family houses, albeit still sprinkled with

duplexes and smaller apartment buildings. More recently, multifamily housing developments have brought additional residents to locations such as Downtown and the city’s commercial corridors.

The amount of housing in Minneapolis has shown distinct trends over time. The city’s initial housing boom was largely completed by 1950. The next three decades saw the loss of 30% of the city’s population, largely as a result of shrinking household sizes and out-migration to the suburbs, newly accessible because of the interstate highway system. While population declined, the housing unit count remained relatively constant. From 1980 to 2000, the city’s population stabilized, and housing construction was in balance with housing demolition. Starting around 2000, the city started to grow once again. Today, new multifamily housing developments are being built as some metropolitan residents are rediscovering the advantages of living in the urban core. From 2000 to 2006, the city averaged a net increase of around 1,200 housing units per year.

In most parts of the city there is a robust market for buying and renting housing units. Some areas, however, have experienced disinvestment over the years and a decline in the quality of the housing stock. The recent and ongoing foreclosure crisis has exacerbated these conditions. It has resulted in numerous vacant housing units, and threatened many households with dislocation and great financial setback. The city and numerous collaborators have mounted an aggressive response through strengthening long-standing programs and launching innovative efforts.

## Housing Growth, Density and Location

By increasing the housing stock and retaining and attracting residents, the city establishes a foundation for a strong and vibrant future. Increased population has a number of positive effects. New households can:

- stabilize and support the city’s commercial districts;
- provide a basis for a strengthened transit system;
- contribute to safer streets; and
- improve the tax base, which keeps schools and



*While the city has always had duplexes and multi-family housing units, townhomes such as this structure provide a housing alternative close to the Franklin Avenue LRT Station.*

libraries open, and supports city services

From a regional perspective, directing growth to the core city is more economically efficient and environmentally sustainable than growth in suburban locations.

As a core city, Minneapolis has an established grid of streets and blocks that are already fully developed. For this reason, housing growth frequently requires acquisition and demolition of previously developed areas, with new construction following at an increased density.

**Policy 3.1: Grow by increasing the supply of housing.**

- 3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.
- 3.1.2 Use planning processes and other opportunities for community engagement to build community understanding of the important role that urban density plays in stabilizing and strengthening the city.
- 3.1.3 Continue to streamline city development review, permitting, and licensing to make it easier to develop property in the City of Minneapolis.

Housing growth brings the benefits of increased density, but location matters. New housing that is located on the city’s best transit corridors or in centers of activity provides the greatest benefits, and is the least disruptive of existing neighborhoods. These areas have been identified in the city’s comprehensive plan as commercial and community corridors, growth centers, activity centers, retail centers, and neighborhood commercial nodes. Support for greater density must be balanced against the importance for new housing to be compatible with nearby existing development, and with the character of the area in which it is being built.

**Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.**

- 3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.



*The Oaks Hiawatha development is located near the Hiawatha LRT line and is an example of higher density residential housing.*

- 3.2.2 Engage in dialogue with communities about appropriate locations for housing density, and ways to make new development compatible with existing structures and uses.

## Affordable Housing & Homelessness

The City is committed to promoting stable, affordable, high quality housing choices for all Minneapolis residents. Its leadership in supporting new affordable housing development, and stabilizing and preserving existing affordable dwelling units has been recognized by the Metropolitan Council and others. The City’s priorities for creating and retaining affordable housing are described in the City’s Unified Housing Policy.

The City and other funders of affordable housing have historically placed a high priority on creating housing that is affordable to households earning 50 percent or less of the metropolitan median income. While this remains a City priority, the City also recognizes the importance of meeting needs across the housing continuum, since families at all income levels play essential roles in the city’s economic and social vitality. Mixed income housing (i.e. housing that contains dwelling units targeted to households of varying means) is increasingly being built in Minneapolis.

### **Policy 3.3: Increase housing that is affordable to low and moderate income households.**

- 3.3.1 Continue to utilize housing development finance programs to foster growth in the city's affordable housing stock in all parts of the city.

- 3.3.2 Utilize city housing resources and partnerships to preserve the affordability of existing affordable housing.

- 3.3.3 Work to provide affordable housing for both rental and ownership markets at a broad range of income levels.



*The Linden Hills Townhomes are affordable with a classic look.*

- 3.3.4 Support policies and programs that create long-term and perpetually affordable housing units.

- 3.3.5 Support the development of housing with supportive services that help households gain stability in areas such as employment, housing retention, parenting, and substance abuse challenges.

- 3.3.6 Use planning processes, requests for proposals for city owned properties,

and other community engagement processes to engage in dialogue with community participants about affordable housing and its compatibility with all Minneapolis neighborhoods.

- 3.3.7 Increase low-income family access to ongoing rental assistance.
- 3.3.8 Foster partnerships with housing developers, financial institutions, faith communities and others to extend the city's capacity to create affordable housing.
- 3.3.9 Partner with other municipalities, along with county, metropolitan, state and federal agencies and policymakers, to develop a regional strategy for increasing the supply of affordable housing, supported by a more predictable, long-term revenue stream.

The City of Minneapolis partners with Hennepin County and other municipalities to end the cycle of homelessness using a common road map, the report [Heading Home Hennepin: The Ten-Year Plan to End Homelessness in Minneapolis and Hennepin County](#).

**Policy 3.4: Preserve and increase the supply of safe, stable, and affordable supportive housing opportunities for homeless youth, singles and families.**

- 3.4.1 Promote increased development of housing for very low-income households earning 30% or less of metropolitan median income.
- 3.4.2 Support the creation of additional supportive housing units for homeless youth, singles and families.



*The Many Rivers development offers housing and supportive services to formerly homeless families.*

- 3.4.3 Support the creation of additional shelter beds for youth.
- 3.4.4 Evaluate City policies and regulations related to the creation of supportive housing and smaller housing units, including Single Room Occupancy (SRO) housing.
- 3.4.5 Implement and promote additional strategies to reduce homelessness, such as those identified in Heading Home Hennepin.

## Community Stabilization and Market-Building

Disadvantaged communities face multiple challenges such as disinvestment, crime, and underperforming schools. These challenges are mutually reinforcing, making significant improvement of any of them difficult to achieve without also addressing the others. Property speculation and poor management of rental housing can exert additional destabilizing effects, with property deterioration and livability impacts.

Many of these conditions are being addressed vigorously by the city along with community-minded private, philanthropic and community-based partner organizations. Their efforts include working to improve the market appeal of disadvantaged communities in order to attract a broad socio-economic mix of new households. Strategies for doing this include building or improving community assets, improving the quality of new housing that is being produced, and providing incentives for the production of mixed income and market rate housing in addition to new affordable housing.



*Heritage Park is a mixed income community that includes both affordable and market rate housing.*

Housing management issues have inspired responses that include diligent and creative code enforcement, the promotion of infill ownership housing, and the creation of a program that focuses on vigorously remedying issues at the most problematic locations.



*The Humboldt Greenway development is adding high value homes and affordable housing opportunities in the Camden community.*

### **Policy 3.5: Improve the stability and health of communities of concentrated disadvantage through market building strategies, and strategies that preserve and increase home ownership.**

3.5.1 Work to improve the stability and sustainability of the city's disadvantaged communities by taking measures to diversify the household mix and allay historic patterns of concentration of poverty.

3.5.2 Pursue an integrated array of development and revitalization strategies to attract a broadened socio-economic mix of residents to communities of concentrated disadvantage.

- 3.5.3 Utilize program criteria in city housing finance programs that give preference to low income and homeless housing projects in non-poverty concentrated areas, and that prioritize high quality mixed-income and market rate housing projects in disadvantaged communities.
- 3.5.4 Work with for-profit, nonprofit, and governmental partners to increase understanding of the need for market-building investments in communities of concentrated disadvantage.
- 3.5.5 Focus development activities strategically in priority areas within disadvantaged communities so that it results in the greatest impact.
- 3.5.6 Use promotion strategies and City development resources and programs to build home ownership in high rental neighborhoods.
- 3.5.7 Create pathways for qualified low-income families to become homeowners, with appropriate support, with an emphasis on improving minority homeownership rates.
- 3.5.8 Reduce the number of foreclosures through strategies such as home ownership counseling, public education about responsible mortgages and early warning systems that flag problem issues before default is inevitable.
- 3.5.9 Utilize and expand the city's development programs and tools to jumpstart investment in the city's disadvantaged communities.
- 3.5.10 Support the timely development of infill housing on vacant lots. Use partnerships and incentives to reduce duration of vacancy.
- 3.5.11 Use education and code enforcement to ensure that rental housing is responsibly managed, and that the number and occupancy of dwelling units does not exceed legal limits.
- 3.5.12 Continue to work in a vigorous and multidisciplinary manner to identify and remedy problem properties that have disproportionate public safety and livability impacts on the surrounding community.

## Housing Choice

In some ways, the variety of housing developments in Minneapolis is a good match for its diverse population. In other ways, the existing housing stock, built over the course of a century, is inflexible in comparison with changing consumer preferences. For example, postwar housing that once accommodated middle class families might feel cramped by today's standards. There is also a relative scarcity of transitional housing designed for the aging baby boomer generation approaching retirement.

People's need for housing is dependent on their household size, and also on their time in life. Singles, couples, families with kids, empty nesters, and the elderly all experience changing needs for housing as time passes. The City of Minneapolis supports the development of housing that enriches these options and meets people's varying needs.

**Policy 3.6: Foster complete communities by preserving and increasing high quality housing opportunities suitable for all ages and household types.**

3.6.1 Promote the development of housing suitable for people and households in all life stages that can be adapted to accommodate changing housing needs over time.

3.6.2 Promote housing development in all communities that meets the needs of households of different sizes and income levels.

3.6.3 Maintain a healthy supply of multifamily ownership and rental housing, and promote the development of alternative forms of homeownership such as cooperative housing and co-housing.



*The assortment of housing in this downtown neighborhood is suitable for a variety of ages and household types.*

3.6.4 Provide and maintain moderate and high-density residential areas, as well as areas that are predominantly developed with single and two family structures.

3.6.5 Promote accessible housing designs to support persons with disabilities and the elderly.

3.6.6 Actively enforce anti-discrimination laws and act to promote Fair Housing practices.

## Housing Quality and Maintenance

The age, character and quality of housing play a large role in defining neighborhood character. Older homes possess unique architectural features and collectively define a neighborhood's visual character. They are defining assets that should be preserved where feasible.

Housing that is allowed to deteriorate can damage the health and safety of its occupants. It carries the equivalent to a financial debt that must be borne by an owner or occupant at some point in the future. For these reasons, the City devotes programmatic resources across several departments to maintain the condition of city housing.

**Policy 3.7: Maintain the quality, safety and unique character of the city's housing stock.**

- 3.7.1 Promote and incentivize private investment in housing maintenance and renovation.
- 3.7.2 Encourage and support innovative programs and practices that reduce foreclosure, tax forfeiture, and demolition of the city's housing stock.
- 3.7.3 Attend carefully and promptly to vacant housing in order to reduce property damage and community impacts.
- 3.7.4 Utilize decision-making criteria when considering possible demolitions that recognize the value that the original housing stock typically has for surrounding properties and the community.
- 3.7.5 Promote the use of high quality materials in new housing construction to minimize long-term deterioration of the housing stock.
- 3.7.6 Continue regular inspections of rental housing to preserve its functionality and safety.
- 3.7.7 Administer [Truth in Sale of Housing](#) inspections for city housing to provide consumer disclosure information and to repair certain life-safety items.



*"Rebuilding Together" volunteers in 2007.*

- 3.7.8 Seek stronger enforcement methods to discourage the illegal stripping of metals and historic elements from vacant housing.
- 3.7.9 Reduce exposure to environmental health hazards such as lead-based paint and asthma triggers through enforcement of the property maintenance codes, and programmatic initiatives and partnerships.
- 3.7.10 Support the implementation of the [2010 Plan to Eliminate Childhood Lead Poisoning](#).
- 3.7.11 Ensure safety, livability and durability of the housing stock through enforcement of the Minnesota State Building Code.

## Community Livability

Well-maintained houses and yards add value to a community. Conversely, houses or yards that are not maintained have unfortunate impacts on the desirability and market value of the surrounding community. Under City code, it is the responsibility of every property owner to maintain his or her property to minimum standards. The city is committed to enforcing these codes in order to maintain the strength and value of city neighborhoods.

### **Policy 3.8: Preserve and strengthen community livability by enforcing high standards of property management and maintenance.**

- 3.8.1 Ensure attractive, livable neighborhoods by education and enforcement of the housing and property maintenance codes.



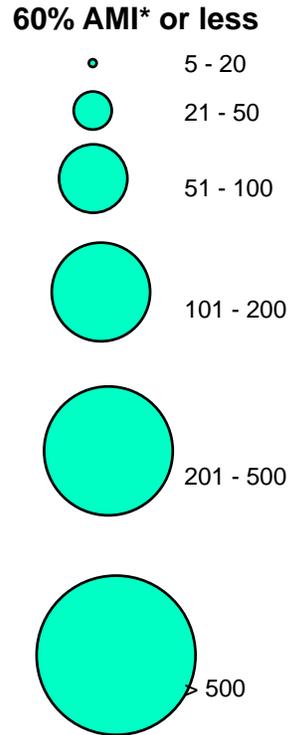
*Attractive landscaping enhances the value of a home and the appeal of a residential area.*

- 3.8.2 Systematically inspect all residential parcels throughout Minneapolis to make sure buildings and yards are properly maintained.
- 3.8.3 Reduce the number of vacant and boarded buildings.

# Map 3.1: Affordable Housing Existing Distribution



## Legend



- Major Roads
- City Boundary
- Water
- Impacted Area

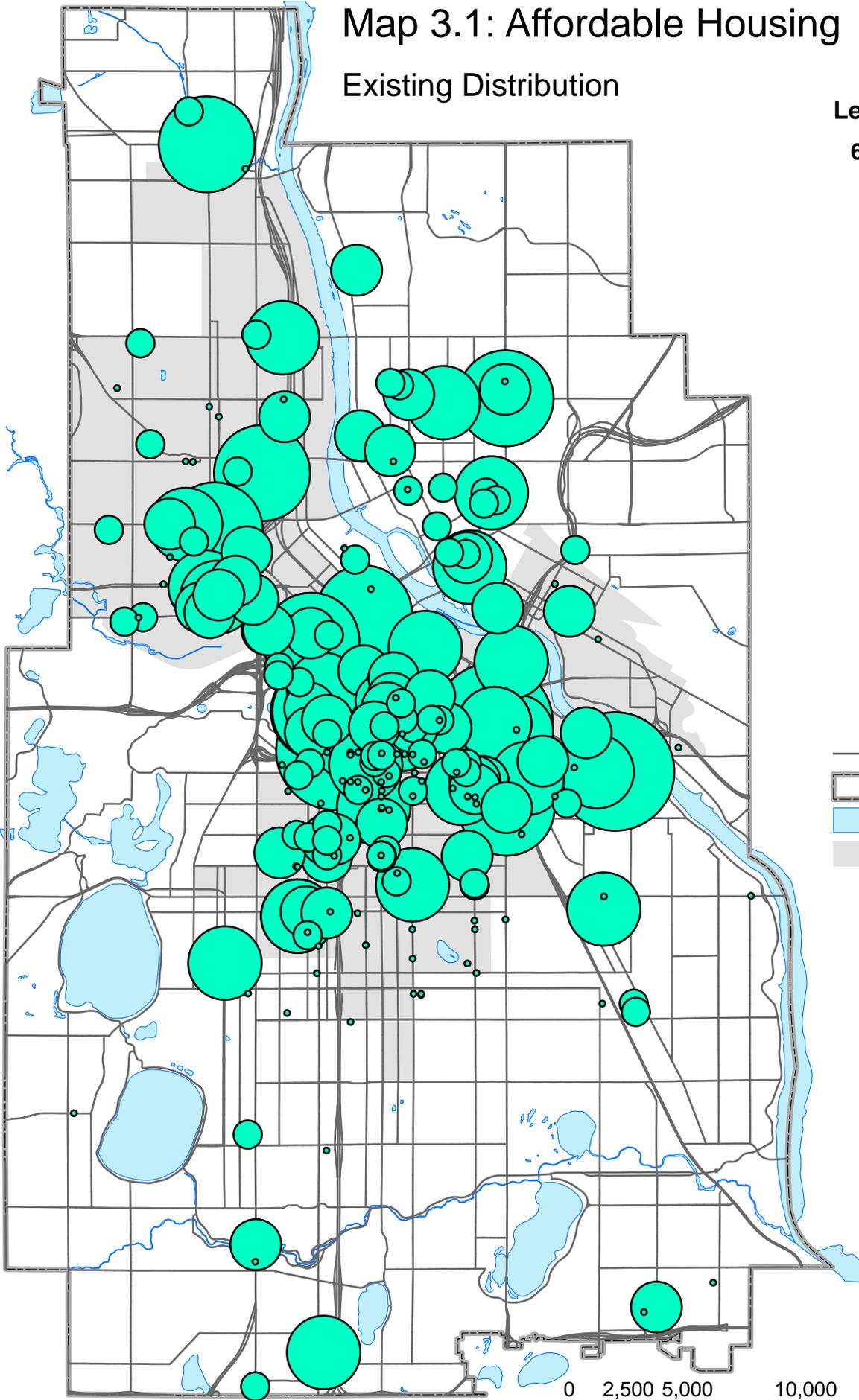


Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

Note: Does NOT reflect  
planned distribution.

\* Area Median Income



0 2,500 5,000 10,000 15,000

Feet

## 4. Economic Development

*Minneapolis will grow as the regional center for employment, commerce, industry and tourism, providing opportunities for residents, entrepreneurs and visitors.*



*The Southeast Minneapolis Industrial Area has benefited from the implementation of the 2001 SEMI Refined Master Plan with new stormwater management facilities, open space and a connected street system supporting a mix of uses and intensity of job growth.*

Minneapolis is fortunate to have a robust economy. The city's economy is diversified with strength in numerous business sectors, including health care, finance, retail, and services. Minneapolis is home to a concentration of institutions of higher learning and boasts a correspondingly highly-educated workforce. The city has a vibrant arts community, a concentrated and dynamic Downtown core, and quality transit facilities. The diverse nature of the economy tempers impacts of any economic downturns, provides employment opportunities for all skill and education levels, and meets the retail and service needs of residents and visitors. These strong attributes define a city where people want to work, play, and visit. Minneapolis is committed to building on these strengths to enhance our sustainable economy.

The economic health of Minneapolis is not without its challenges. The K-12 public education system suffers from declining enrollment, low graduation rates, and competition from suburban, private, and charter schools. The perception of public safety citywide is a serious barrier to increased business activity. Like many central cities, Minneapolis faces competition from suburban and exurban areas for business development. National economic and demographic trends point to a shrinking workforce, so Minneapolis will need to be proactive in attracting and retaining a talent pool. Although Minneapolis is developed to its borders, it is still able to accommodate new growth. Opportunities for redevelopment exist, particularly along Commercial Corridors, within Downtown and other Growth Centers, and in Industrial Employment Districts.

Minneapolis recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located. The following chapter provides policy framework to grow and protect the health of these features.

**Policy 4.1: Support private sector growth to maintain a healthy, diverse economy.**

- 4.1.1 Use public development resources and other tools to leverage maximum private sector investment for public benefit.
- 4.1.2 Seek out and implement long-term redevelopment projects that catalyze revitalization and private sector investment.
- 4.1.3 Engage higher education institutions such as the University of Minnesota in research, service, teaching, and development activities.
- 4.1.4 Improve the coordination of economic development activity among units of government, the business community, neighborhood organizations and nonprofit agencies.
- 4.1.5 Continue to streamline City [development review, permitting and licensing](#) to make it easier to develop property in the City of Minneapolis.

## Businesses

Healthy businesses are essential to a vibrant destination city. The City of Minneapolis provides both policy and program assistance to a wide range of businesses that make the city their home. The City strives to facilitate assistance to these businesses through a variety of policies, programs, tools and approaches. Coordinating this assistance with the city's land use policies and regulations helps create conditions for business development, growth and retention across all sectors.



*Future land use and infrastructure improvements in SEMI.*

The City plays a significant role in maintaining and expanding the physical infrastructure that contributes to Minneapolis' competitive advantage in attracting, retaining and growing businesses. An example of increased infrastructure investment is the [Southeast Minneapolis Industrial \(SEMI\) Area](#), a 700 acre rail yard being transformed into a light industrial park. The construction of stormwater management facilities, open space and a reconnected street system will support a new mix of uses north of University Avenue and opportunities for significant job growth in the area.

The City continues to be a leader in developing its technological infrastructure, most recently through its [Wireless Minneapolis](#) initiative. This is an example of a public sector technology investment that will have far-reaching effects on both the business community and city residents.

Not only does Wireless Minneapolis provide wireless internet access citywide, but it also positively impacts public safety, promotes a sustainable city, maximizes economic development opportunities, and addresses disparities in access to technology.



*In 2007, Minneapolis was one of the first large cities in the US to go wireless.*

The City also plays an important role in helping to remove pollution as a barrier to redevelopment. Through partnerships with the [Minnesota Department of Employment and Economic Development \(DEED\)](#), the [Metropolitan Council](#) and [Hennepin County](#), public investments in pollution remediation have transformed polluted Minneapolis sites into new housing, health clinics, retail buildings and light industrial manufacturing facilities.

Despite the many assets and advantages of the City of Minneapolis, unique challenges exist to operating a business or developing commercial real estate in an urban area. Due to these challenges, the private lending market often limits financing in central cities to offset the perceived higher risk. To counteract this market conservatism, the city has a [number of financing programs for loans to businesses](#) of all types and sizes and real estate development projects, from performing arts centers to factories to cooperative grocery stores.

**Policy 4.2: Promote business start-ups, retention and expansion to bolster the existing economic base.**



*Thriving on Central Avenue in Northeast Minneapolis, Holy Land Deli expanded to another location at the Midtown Global Market and added a hummus production facility.*

4.2.1 Promote access to the resources and information necessary for successful operation of healthy businesses.

4.2.2 Continue to link businesses with organizations that provide technical assistance and best practice models within the city.

4.2.3 Continue to assist businesses in identifying appropriate locations within the city.

4.2.4 Assist in site assembly for strategic commercial and industrial properties where appropriate.

4.2.5 Encourage small business opportunities, such as appropriate home occupations and business incubators, in order to promote individual entrepreneurs and business formation.

**Policy 4.3: Develop and maintain the city’s technological and information infrastructure to ensure the long-term success and competitiveness of Minneapolis in regional, national and global markets.**

4.3.1 Promote the use of best available technology in upgrading communication linkages to the region and the world.

4.3.2 Develop new and innovative means for city government to communicate with businesses.

4.3.3 Develop technological and information infrastructure in order to offer high quality working environments for businesses.

4.3.4 Electronically link schools, libraries and community centers into

telecommunications and information infrastructure.

**Policy 4.4: Remove site contamination as a barrier to private investment and redevelopment.**

- 4.4.1 Continue to coordinate pollution cleanup and land readying activities in order to provide clean and competitive sites.
- 4.4.2 Encourage federal, state and metropolitan support for pollution cleanup and land readying activities.
- 4.4.3 Establish a priorities hierarchy for contaminated sites that reflects the City's business plan.



*Between 1995 and 2002 the North Washington Jobs Park added seven new job-generating buildings on previously contaminated land.*

**Policy 4.5: Attract businesses investing in high job density and low impact, light industrial activity to support the existing economic base.**

- 4.5.1 Align workforce investments with targeted industrial employers identified and defined in the [Industrial Land Use and Employment Policy Plan](#) as “21st Century” and “Opportunity” industries.
- 4.5.2 Set aside at least half of the city's available industrial business assistance for targeted industries.
- 4.5.3 Encourage on-site job training among industrial workforce development programs.
- 4.5.4 Maintain and continue to develop strong relationships with the Minneapolis Workforce Investment Board, the [Minnesota Department of Employment and Economic Development](#), the [Minnesota State Colleges and Universities system](#), the [University of Minnesota](#), and the [Minneapolis School District](#).
- 4.5.5 Increase resident employment at existing and new industrial businesses through workforce development.
- 4.5.6 Institute biennial surveys of industrial businesses to ensure city efforts are responsive to current needs and conditions.

## People

Human capital is critical to the success of any economy. In order to meet the needs of developing and growing business in the regional economy, the city's labor force must be well educated, appropriately skilled and adequately prepared for emerging

job opportunities. For all residents to enjoy the benefit of economic growth and wealth creation, efforts must focus on preparing a qualified, ready-to-employ resident workforce.



*Art Attack at the Northrup King building in Northeast Minneapolis provides artists like Adrienne Grahn an opportunity to open their studios to a broader audience.*

The individuals who make up the Minneapolis workforce are at the heart of the city's diverse economy. The spirit and energy that entrepreneurs and artists bring to Minneapolis is paramount to the city's economic success. Historically, artists have played a large role in realizing the hidden potential of many Minneapolis neighborhoods (see Chapter 9: Arts & Culture for more information). Additionally, recent immigrants who open their own businesses have fueled revitalization of areas through

their small business activities. The City provides tools and support to these independent entrepreneurs.

A full spectrum of educational opportunities, from pre-kindergarten to continuing education, allows residents to be prepared for this dynamic economy. Minneapolis is already strong in its post-secondary options, but more attention needs to be paid to preparing Minneapolis children and youth for the workforce and providing opportunities for current workers to gain more skills. Examples of the city's commitment to youth include programs linking middle- and high-school students with summer jobs, as well as putting high school graduates on a career path by getting tuition paid for two years at participating local colleges.

For residents to thrive, they need options available to make the best decisions for their employment. As an urban center, Minneapolis is rich in educational opportunities, transit alternatives, a diverse job base, and housing choices. By assisting to remove barriers to employment, residents can make their own job choices through each stage of their lives.

**Policy 4.6 Focus resources and efforts on building and maintaining a skilled and employable workforce.**

- 4.6.1 Promote the work readiness of city residents and the development of skills that respond to emerging opportunities with employers that offer good jobs.
- 4.6.2 Create vocational and occupational training for job seekers in collaboration with corporate partners and educational institutions.

- 4.6.3 Support youth employment, apprenticeship and mentorship initiatives in preparation for city jobs.



*Donna, Abdihakim, and Sadiki spent summer break of 2007 working with the Lake Street Council as part of the [Step-Up program](#).*



*Carrie, a student at Patrick Henry High School, was a Step-Up intern for Carlson Companies in 2007.*

**Policy 4.7: Focus resources and efforts on connecting residents to good jobs.**

- 4.7.1 Continue to link job creation for unemployed and underemployed residents to city assistance programs.
- 4.7.2 Work to inform Minneapolis residents of jobs that are available in the city and throughout the metropolitan region.

**Policy 4.8: Continue to pursue the removal of barriers that prevent residents from holding living wage jobs and achieving economic self-sufficiency.**

- 4.8.1 Improve the affordability and variety of housing choices for Minneapolis workers.
- 4.8.2 Improve public and alternative transportation that links workers to jobs.
- 4.8.3 Promote a more comprehensive range of child and elder care services.
- 4.8.4 Promote on-site day care as an employment assistance program.
- 4.8.5 Generate more opportunities to retain older workers in the workforce.

## Places

Businesses are located in a variety of places throughout the city. These places, whether Downtown, business districts, neighborhoods, or industrial areas, are essential to maintaining a high quality attractive city to businesses and their employees, as well as the surrounding residential areas. The vitality of these places is supported through private sector investments, public and private partnerships, and the city's business finance tools, infrastructure investments, and supportive land use policies.

### Business Districts



*Cedar Riverside is well-known for its theaters, music venues, destination retailers, and ethnic businesses.*

Minneapolis supports commercial growth in areas well served by transit, a good pedestrian environment, and a correspondingly growing residential population. These business districts are fundamental to creating and sustaining a healthy city. Minneapolis business districts provide essential goods, services, gathering places, jobs and entrepreneurial opportunities to Minneapolis residents and workers throughout the city. Many business districts serve as destinations; attracting visitors to sample unique restaurants,

buy specialty goods, or experience the eclectic of a diverse urban environment. The city's [Great Streets](#) initiative is an example of a program that works to enhance the success of commercial corridors and nodes, supporting small businesses and the neighborhoods surrounding them.

### **Policy 4.9: Focus economic development efforts in strategic locations for continued growth and sustained vitality.**

- 4.9.1 Prioritize economic development efforts around designated neighborhood commercial nodes, commercial corridors, activity centers, and growth centers.
- 4.9.2 Support industrial growth and expansion within Industrial



*A 10-acre high-intensity industrial site in the Humboldt Industrial Employment District was replaced with Real Estate Recycling, a change that dramatically increased the number of industrial jobs in the area.*

## Employment Districts.

### **Industrial Employment Districts**

As the industrial sectors grow, it is the responsibility of the City to guide the growth to maximize benefits for both industrial businesses and residents. Industrial Employment Districts (Map 4.2), as identified in the [Industrial Land Use and Employment Policy Plan](#), identify parts of the city as protected areas for prime industrial space. These areas are usually well-served by rail and the interstate systems for easy access, and offer opportunities for business growth with minimal impacts to residential neighborhoods. Within these districts, synergy is encouraged among industrial businesses to help support business efficiencies, job retention, and better utilization of sites.

#### **Policy 4.10: Prioritize Industrial Employment Districts for industrial uses.**

- 4.10.1 Secure vacant and underutilized sites within Industrial Employment Districts for industrial uses.
- 4.10.2 Coordinate infrastructure investments with needs of targeted industrial employers.
- 4.10.3 Support the continuation of existing freight rail infrastructure, where consistent with land use policy, that serve Industrial Employment Districts as an alternative system of moving goods, separate from the interstate and truck route system.

### **Large-Scale Revitalization**

Large-scale revitalization efforts require the most assistance by the City but reap impressive benefits. Areas in need of revitalization are usually identified through policy and go through extensive visioning processes with stakeholders from the surrounding area to set goals and priorities. Once an adopted plan is in place, public and private partners proceed with implementation, often spanning multiple years. Implementation may include additional analysis, such as engineering and architectural studies, rezoning studies, and infrastructure improvements to support access or pedestrian amenities as well as private investment and development.

The City has played a major role in the revitalization of the Downtown riverfront. With the direction of an adopted small area plan, the Mill District portion of the riverfront was transformed from an abandoned rail yard and industrial area into a completely new Downtown neighborhood. The street grid was reestablished, industrial pollution was cleaned up, connections were created to the river, park space was allocated, and sites were subdivided to prepare the area for a large amount of new housing and commercial development that would not have been possible without strategic public investments.

*Mill District: Before and After*



*2nd Street South, east of 5th Street in the 1980's. In 1994, the estimated market value of the area was \$25 million*



*Twelve years later, the estimated market value had jumped to \$334 million*

Strategic infrastructure projects can create a sense of place where none existed. Not only are major road infrastructure and cleanup projects important, but they in turn pave the way for consistent pedestrian lighting and landscaping, public gathering spaces, and possible restoration of historic elements of an area. The City will continue to identify parts of the city in need of these improvements – such as Shoreham Yards and the Hiawatha Light Rail Corridor – as future places where people want to live, work, and visit.

**Policy 4.11: Attract businesses to the city through strategic infrastructure investments.**

- 4.11.1 Enhance and maintain transportation, wastewater, green space, and other physical infrastructure to serve the needs of businesses where appropriate.
- 4.11.2 Promote sustainability practices in the redevelopment of areas, including access to mass transit and the use of green technology.
- 4.11.3 Prioritize strategic infrastructure investments in alignment with small area plans and other adopted policies.



*Policy implementation for the Franklin transit station area includes creating new development parcels and increasing pedestrian safety through the reconfiguration of the area's major street network.*

## Downtown Strength



*Downtown Minneapolis is the center of the Upper Midwest economic region.*

Downtown is the region's cultural and business center with more than 150,000 employees and 900,000 visitors annually. It is home to world class cultural and entertainment venues, numerous large employers, over 5,000 hotel rooms, and around 30,000 residents. Recent planning ensures that residents, workers, and visitors are served by high quality transit service and expanded commuter bicycle routes. Future planning for Downtown will capitalize on this economic vitality and work towards increasing this status. By promoting and enhancing its unique urban qualities, Downtown Minneapolis can sustain its competitive advantage over its regional and global competitors.

By retaining existing employers and encouraging others to relocate, Downtown will continue to serve as the Upper Midwest's largest employment center. Downtown currently includes 42 percent of the region's Class-A office space, with the majority of the tenant base comprised of financial/insurance firms, law firms, and other professional service providers. Another substantial tenant presence – concentrated along the south end of Nicollet Mall—are Target vendors surrounding the company's downtown offices. The variety of business industries in Downtown strengthens the area's diversity and vitality.

Current projections show that Downtown will absorb approximately 6.6 million square feet of new office development by 2020. The City aspires to increase that absorption rate and reinforce the prominence of Downtown as a desirable and sustainable place to do business for both large employers and business startups. The Downtown office core should develop in a concentrated pattern, supporting Downtown retail and taking advantage of transit facilities and nearby housing. Housing should be encouraged to locate on the periphery of the office core but still in close proximity for convenient access.

A key element of a successful Downtown is also the presence of places to shop. Downtown will need to take more aggressive steps in order to successfully participate in an increasingly competitive and changing metropolitan retail market. Historically, Downtown retail has experienced ups and downs corresponding to fluctuations in the office market. However, the growing presence of a residential population has turned Downtown into more of a 24-hour city, supporting Downtown retail and entertainment attractions. Functional retail, where office workers and downtown residents can shop for daily goods and services, will help Downtown compete with the suburbs for additional employers. Also, creating a destination retail presence along Nicollet Mall can capture the new high-end tier of Downtown residents and visitors.



*Nicollet Mall is a fun place to shop and watch people walking by.*

While the most appropriate location for prominent retailers is in the office core, Downtown's growing resident population needs neighborhood-serving retail. The Downtown residential population is located in neighborhoods surrounding the urban core. More than distance separates them. The office core, major streets and highway corridors, and difficult pedestrian environments (see Map 4.1 Downtown Districts) impede connectedness. Because of this, Downtown's nearly 14,000 households do not comprise a single market but instead several submarkets. Downtown office workers will most likely continue to be a primary driver for the Downtown retail market, so any new neighborhood-serving retailers will likely position themselves in areas between the office core and residential neighborhoods. The most desirable location for these uses is along the designated Commercial Corridors.

In order to sustain a Downtown that provides entertainment as well as goods and services, it will be important to improve both the number of visitors and residents to the area. Event venues – which attract a mix of local residents, regional residents, regional visitors, convention delegates and out-of-state visitors – play a major role in generating and supporting retail, restaurant, and entertainment businesses. For these reasons, Minneapolis will continue to support the growth of entertainment opportunities in Downtown.

Cultural, entertainment, hospitality and educational opportunities contribute to the success of Downtown. In Downtown it is possible to work during the day, attend evening classes at one of several colleges, go to conventions, shop at a variety of stores, and visit world-renown museums and theaters, professional sports games, restaurants or nightclubs. Downtown is not only a good place to work and shop, it is also a fun and unique place to spend time.

Highlighting Downtown as a great place to work and visit is a high priority for the City. Downtown needs to provide a positive image, offer an attractive and safe environment, and capitalize on its unique qualities as the city center to better attract businesses, shoppers, visitors, and residents. Meeting these challenges will enable Downtown to continue its role as the economic and cultural center for the region.

**Policy 4.12: Downtown will continue to be the economic engine of the Upper Midwest region by strengthening its employment core.**

- 4.12.1 Retain a concentrated office core (identified as “Commercial” on the Future Land Use map) where residential development as a primary use and expansions of government uses are discouraged.
- 4.12.2 Encourage new office development at premium sites on the north end of Nicollet Mall in addition to other locations within the core.
- 4.12.3 Encourage business retention and expansion programs aimed at supporting major employers in Downtown.
- 4.12.4 Develop a marketing strategy geared toward enticing employers to move into Downtown.
- 4.12.5 Support the continued strength and growth of the Downtown convention and hospitality industry.

**Policy 4.13: Downtown will continue to be the most sustainable place to do business in the metro area.**

- 4.13.1 Support the development of a variety of businesses of all sizes within Downtown.
- 4.13.2 Encourage existing Downtown buildings to retrofit using sustainable design practices, including energy efficiency, additional green space, and bicycle facilities.
- 4.13.3 Support opportunities for new Downtown development to build to a high standard of sustainability.
- 4.13.4 Increase the pedestrian orientation of the Commercial Corridors connecting to adjacent neighborhoods and cultural amenities.
- 4.13.5 Create inviting public spaces and green corridors within the office core.



*This sidewalk area on the Washington Avenue Commercial Corridor is dark and uninviting.*

- 4.13.6 Provide efficient transportation options for Downtown users to get around within the district.
- 4.13.7 Continue to support Downtown housing that is affordable for all people who live and work in Downtown.
- 4.13.8 Continue to improve Downtown infrastructure to meet the needs of businesses, residents and visitors.

**Policy 4.14: Encourage recruitment and retention of retailers in Downtown that fill a functional need for office workers and residents.**

- 4.14.1 Create a marketing strategy to entice functional retailers into locating Downtown.



*The Downtown Target headquarters is a two-story model with a visible vertical circulation point, leading employees and shoppers from the street into the skyway system.*

- 4.14.2 Encourage neighborhood-serving retailers to locate in areas serving the Downtown residential areas, such as on Commercial Corridors.
- 4.14.3 Promote good urban design principles with new large-scale retailers in Downtown.
- 4.14.4 Create parking strategies for Downtown retailers to make shopping more convenient, such as short-term on-street parking, parking validation programs, and clear signage and directions to available parking facilities.

**Policy 4.15: Continue to support the variety of institutional uses Downtown that serve students, visitors, employees, and residents.**



*Opportunities for education and life-long learning are important to the competitiveness of any economic center. [Minneapolis Community & Technical College](#) and [Metropolitan State University](#) are located on the southern end of the office core.*

- 4.15.1 Concentrate government offices and social services to promote functional efficiencies between the various branches and levels of government.
- 4.15.2 Maintain a presence of educational facilities in Downtown – pre-K, K-12, and higher education – to support Minneapolis residents in achieving employment goals.
- 4.15.3 Allow for the physical expansion of medical services in Downtown with designs that effectively integrate them into the surrounding neighborhood.

**Policy 4.16 Strengthen Downtown’s position as a regional cultural, entertainment and commercial center that serves Downtown employees, visitors, and residents.**

- 4.16.1 Maintain a destination Retail District along Nicollet Mall.
- 4.16.2 Provide a continuous retail presence within the Retail District by requiring active commercial uses on the street level.
- 4.16.3 Support an Entertainment District in Downtown with primarily entertainment uses at the street level.
- 4.16.4 Encourage activities and uses in Downtown for people of all ages.
- 4.16.5 Support development of Downtown Minneapolis as a unique retail, arts, and

cultural destination.

- 4.16.6 Preserve and build upon Downtown's cultural, entertainment and hospitality amenities, such as the convention center, professional sports venues and the Central Riverfront.
- 4.16.7 Improve real and perceived safety issues in Downtown.



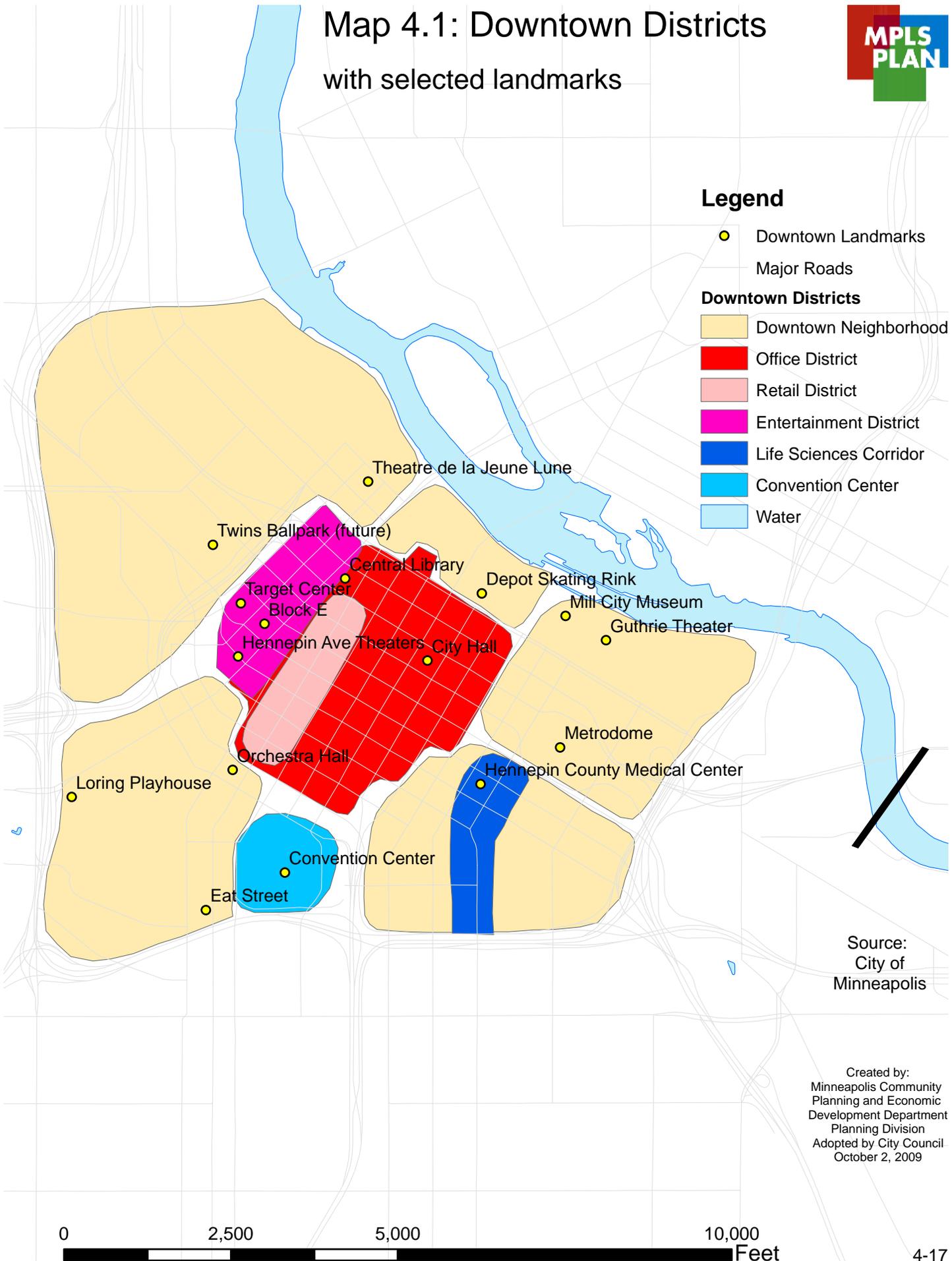
*The presence of police walking patrols improves the perception of Downtown safety.*

# Map 4.1: Downtown Districts with selected landmarks



## Legend

- Downtown Landmarks
- Major Roads
- Downtown Districts**
- Downtown Neighborhood
- Office District
- Retail District
- Entertainment District
- Life Sciences Corridor
- Convention Center
- Water

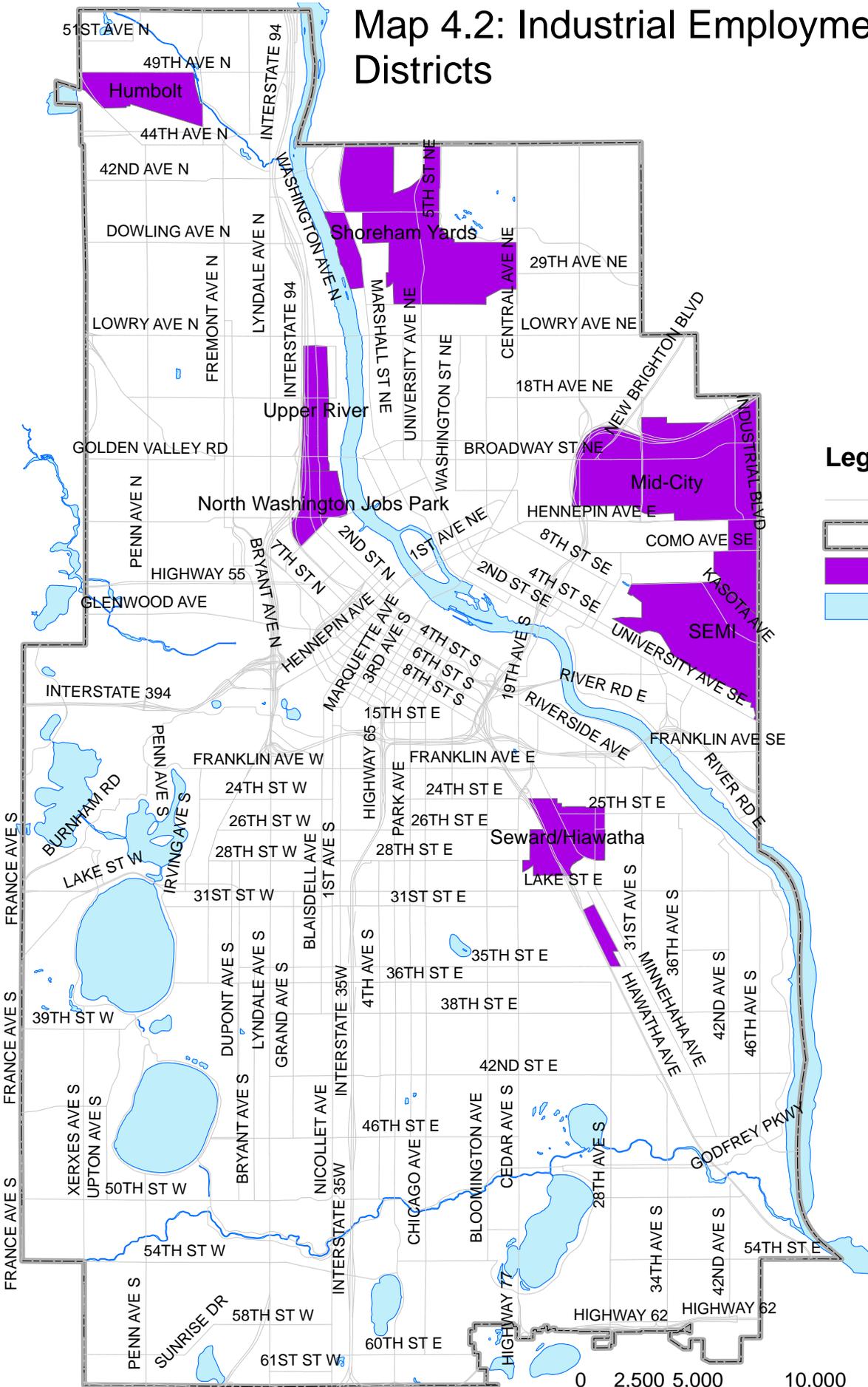


Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 4.2: Industrial Employment Districts



## Legend

- Major Roads
- City Boundary
- Industrial District
- Water

Source:  
Metropolitan  
Council

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

0 2,500 5,000 10,000 15,000

Feet 4-18

## 5. Public Services and Facilities

*Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.*



A sustainable city is one in which its residents live in a healthy and safe environment, have access to excellent education, and have opportunities to participate in civic life. A sustainable city plans carefully for its future through meaningful public engagement while making its core functions efficient and easily accessible. This chapter outlines policies and implementation steps for promoting the sustainability of government functions and individual well-being through supporting education, libraries, coordinated public facilities, quality infrastructure, public safety, public health, and equal access to government services.

## Public Buildings

Public schools, libraries, recreation centers, and park buildings all serve as centers of neighborhood activity (see Map 5.1). In Minneapolis, these facilities are owned and maintained by separate entities, including [Minneapolis Public Schools](#), [Hennepin County Library](#), and the [Minneapolis Park and Recreation Board](#). Each makes its facilities available on a limited basis to community groups and members of the public for uses outside of its core programming, such as neighborhood meetings or intramural sports. This practice helps connect those agencies to the community and further strengthens the role of public buildings as community focal points.

As demographics and programming change, so will the need for public buildings. Some agencies will expand services, while others will be looking for new ways of using facilities that are no longer needed for their original purpose. The City of Minneapolis will play a role in encouraging public agencies to explore opportunities for sharing facilities where the community and financial benefits are apparent. In the case that a public building closes altogether or a new facility is built, the City will ensure that the re-use or establishment of that building is consistent with community priorities and the land use policies of The Minneapolis Plan.



*Thoughtful coordination, planning, and community involvement will be required to identify appropriate ways to re-use public buildings. Tuttle School, above, closed in 2007.*

Land use planning processes throughout the city sometimes identify city-owned buildings and facilities that, if closed or moved elsewhere, would help achieve desirable development objectives. An example is a [Public Works](#) facility near the 46<sup>th</sup> Street Light Rail Transit station that will be surplus property after its operations are combined with others at a new facility under development. City departments will continue to work together to identify these opportunities, secure funding for relocation, and plan for appropriate siting of new facilities.

**Policy 5.1: Coordinate facility planning among city departments and public institutions.**

- 5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.
- 5.1.2 Explore opportunities for co-location of public services where appropriate.
- 5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.
- 5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.



*Students in Minneapolis have access to a wide variety of educational opportunities.*

## Education

Minneapolis offers a wealth of educational opportunities to residents of the city and the region, including early childhood learning centers, the Minneapolis Public Schools’ community and magnet schools, private and charter K-12 schools, and vocational and higher education institutions. These institutions operate through a variety of funding and management structures, with limited involvement by the City of Minneapolis. The City has many opportunities, however, to ensure quality lifelong education for all Minneapolis residents. Access to appropriate facilities, a diverse mix of students, strong neighborhood connections, and opportunities for learning outside of the classroom all contribute to a well-performing school. Through its role in providing planning and infrastructure, the City will continue to create an urban environment that supports lifelong learning.

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**Policy 5.2: Support the efforts of public and private institutions to provide a wide range of educational choices for Minneapolis students and residents throughout the city.**

- 5.2.1 Work with institutions to ensure that school facilities are safe, accessible, and functionally appropriate for a diverse array of educational programs.
- 5.2.2 Encourage new educational institutions to locate in existing school buildings, or at sites that take advantage of proximity to transit such as neighborhood commercial nodes or commercial and community corridors.
- 5.2.3 Encourage educational institutions to locate downtown, in areas that best take advantage of proximity to office, retail and housing.
- 5.2.4 Connect residents to educational opportunities throughout the city, including magnet schools, community education, early childhood family education, post-secondary education, and vocational and higher education.
- 5.2.5 Encourage the use of public transportation as a means of connecting students to educational opportunities throughout the city.
- 5.2.6 Develop partnerships between City departments and educational institutions to align strategies and provide internships, class projects, and other opportunities to connect students to the community.
- 5.2.7 Encourage partnerships between educational institutions and private sector employers to promote training opportunities and entrepreneurial advancements.
- 5.2.8 Provide infrastructure (sidewalks, crosswalks, signage, etc), education, and enforcement to ensure safe routes to neighborhood schools.

## Libraries

In addition to educational institutions, libraries provide an essential public service that contributes to lifelong learning. Like schools, the City of Minneapolis does not directly provide library service. All libraries in Minneapolis and suburban Hennepin County are owned and operated by Hennepin County Library as a result of unification with the Minneapolis Public Library. While the strengths of each system contributes to a more effective county-wide library, Minneapolis will continue to play a role in ensuring that the libraries within its boundaries provide services that are unique to a growing and changing urban environment.

**Policy 5.3: Support a strong library system with excellent services, programs, and collections to meet a variety of informational and educational needs.**

- 5.3.1 Through active engagement with the Hennepin County Library board, ensure that the unified Hennepin County Library contributes to the long-term viability of libraries in Minneapolis.
- 5.3.2 Advocate for high quality service that is responsive to the diverse and changing needs and interests of all library patrons.
- 5.3.3 Ensure open access to a premier collection of print and electronic material.
- 5.3.4 Provide an equitable array of services and programs that enable, encourage, and teach people to connect to information.

## Property and Infrastructure

Minneapolis strives to keep the built environment safe, attractive and functional for residents, businesses and visitors. The City provides basic infrastructure and public services to all neighborhoods, including bridges, streets, traffic signals, street lighting, drinking water, sanitary sewer, stormwater management, and solid waste removal and recycling services. It is necessary to maintain these functions to keep the city viable, and to plan for the future as the city evolves. This means maintaining a capital improvement program (CIP) that includes an inventory of facilities, forecasts future needs, and plans for the location of future investments (see Appendix H). Given limited resources for capital improvements, the CIP must reflect a balance of the city’s priorities, from immediate safety improvements to long-term investments with economic development outcomes. It should also take advantage of opportunities for partnering with other agencies to leverage funds and improve coordination, while maintaining ownership of the city’s most valuable assets, such as its prized water filtration plant.



*Improving the quality and condition of infrastructure is critical to maintaining a sustainable city.*

In addition to public infrastructure, it is important that both new construction and

older buildings located in the city are safe and habitable. The scope of this work can range from building code conformance to fire code requirements. Coordinating enforcement efforts within City departments will ensure that common goals are accomplished. Part of keeping up the appearance of neighborhoods involves educating the public. Through education and enforcement, the City will ensure that all neighborhoods are attractive and livable and everyone can take pride in them.

**Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.**

- 5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
- 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
- 5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
- 5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

**Policy 5.5: Improve the appearance and physical condition of private property throughout the city.**

- 5.5.1 Educate the public about regulations affecting the maintenance of private property.
- 5.5.2 Use regulation and the development review process to ensure that redevelopment enhances the safety and appearance of private property.
- 5.5.3 Provide coordinated licensing, inspection and enforcement services aimed at ensuring attractive and livable neighborhoods.

## Public Safety

Watching over safety and security is a traditional function of government, and is especially important for achieving sustainable growth. Reducing crime and improving the perception of safety will affect the degree to which Minneapolis retains and attracts residents, jobs, and visitors.

Rapid response to emergencies is a function that calls upon all sectors of government. The collapse of the Interstate 35W bridge in 2007 demonstrated that first responders, such as the [Minneapolis Fire Department](#), are critical to recovery and safety functions. The response also highlighted the importance of maintaining an

emergency operations plan and coordinating closely with other public safety agencies.

Every neighborhood merits the same degree of safety. The [Minneapolis Police Department](#) has committed to a citywide community-based crime prevention approach in which the department works with individual neighborhoods to reduce the fear of crime, foster community and police cooperation, and improve the quality of life in Minneapolis neighborhoods. These methods are based on a shared commitment to making neighborhoods peaceful and livable environments. The effectiveness of such broad, community-based measures must be complemented by police and prosecution initiatives aimed at improving crime prevention and law enforcement. Strategic thinking about resource allocation and sharing of information between different jurisdictions, such as Hennepin County, are also tremendously important in order to use financial resources and personnel most effectively.



*The Interstate 35W bridge collapse of 2007 demonstrated the critical role of first responders and maintaining an emergency operations plan.*

In addition to keeping neighborhoods safe, it is essential for Downtown to be safe and to project an image of safety. Downtown is the regional center of commerce and culture and a destination for more visitors than any other place in the city. As a result, the rise and fall of the incidence of crime downtown affects the Minneapolis experience for a large number of people. Law enforcement strategies for Downtown should be designed and implemented with sensitivity to its unique role in the city and region.

**Policy 5.6: Improve the safety and security of residents, workers, and visitors.**

- 5.6.1 Improve the effectiveness of law enforcement through community outreach efforts and focusing resources in areas of need.
- 5.6.2 Strengthen cooperative efforts with other agencies, especially [Hennepin County](#), to improve conviction rates for criminal offenses.
- 5.6.3 Augment community-based policing with neighborhood-driven crime prevention efforts, including educating the public about laws and available resources and services.
- 5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

- 5.6.5 Maintain a law enforcement emphasis downtown, recognizing its unique position as the center of activity in the city and region.
- 5.6.6 Maintain an [Emergency Operations Plan](#) by planning, acquiring equipment, and training for response to emergencies and disasters.

## Public Health

There has been a traditional link between public health and planning since the earliest planning efforts. The exposé of the squalid housing conditions of New York City tenements in the late nineteenth century by photographer Jacob Riis set off a movement to improve living conditions in central cities. The planning and public health connection is still strong, as evident in the work of current practitioners to create healthy places. Through land use, transportation, and infrastructure decisions, community design influences individual and community health. From reducing obesity by creating walkable communities to improving air quality through decreased reliance on automobile travel, public health issues can be addressed through planning policies.



*Farmers markets contribute to good nutrition by providing a source for healthy, locally-grown produce.*

Minneapolis can improve the health of all residents by promoting community design and healthy environments. Minneapolis neighborhoods should be designed to allow and encourage residents to be healthy. Walkable neighborhoods, with a mix of residential, employment, recreation, and commercial opportunities enable people to walk or bike to their destinations. Adequate public transportation reduces the need for automobile use, which can improve air quality by reducing pollutants from vehicle emissions. Good nutrition can be sustained by ensuring that all residents have access to a full-service grocery store as well as promoting community gardens and farmers markets. Minneapolis can also minimize disease-causing risk factors, such as reducing the harmful effects of lead poisoning with lead paint remediation programs and improving air quality by prohibiting smoking in public places.

### **Policy 5.7: Protect and improve individual, community, and environmental health.**

- 5.7.1 Support the health of individuals through direct services, initiatives, research,

and advocacy.

- 5.7.2 Integrate physical activity into the everyday life of residents through land use and transportation planning.
- 5.7.3 Promote nutrition using strategies to ensure access to healthy foods for all residents.
- 5.7.4 Implement regulations and incentives that ensure healthy homes, workplaces, and other environments

## Equal Access and Community Engagement

The City of Minneapolis offers a wide array of services to people who live, work and play within its boundaries. Many of these functions implement the policies of this plan, while others are core responsibilities of any municipality and receive more detailed policy guidance elsewhere. In either case, all activities undertaken by the City are taking place in the context of a growing and increasingly diverse community. As demographics change and policies for the future of the city continue to be refined, processes for interfacing with the public should be refined as well. This includes ensuring that decision-making involves effective engagement with a full range of stakeholders.



*At the Minneapolis Development Review counter, residents, contractors, and developers can access several city services in one place.*

### **Policy 5.8: Make city government more responsive to the needs of people who use its services.**

- 5.8.1 Ensure equal access to city services and contracts across the protected classes.
- 5.8.2 Continue to improve accessibility of core government functions through service enhancements such as [Minneapolis Development Review](#) and [Minneapolis 311](#).
- 5.8.3 Effectively [engage the public](#) when making decisions that create, remove, or change a city service, project, or policy.
- 5.8.4 Take steps to ensure that membership of city boards and commissions represent a cross section of the city's cultural diversity and geography.

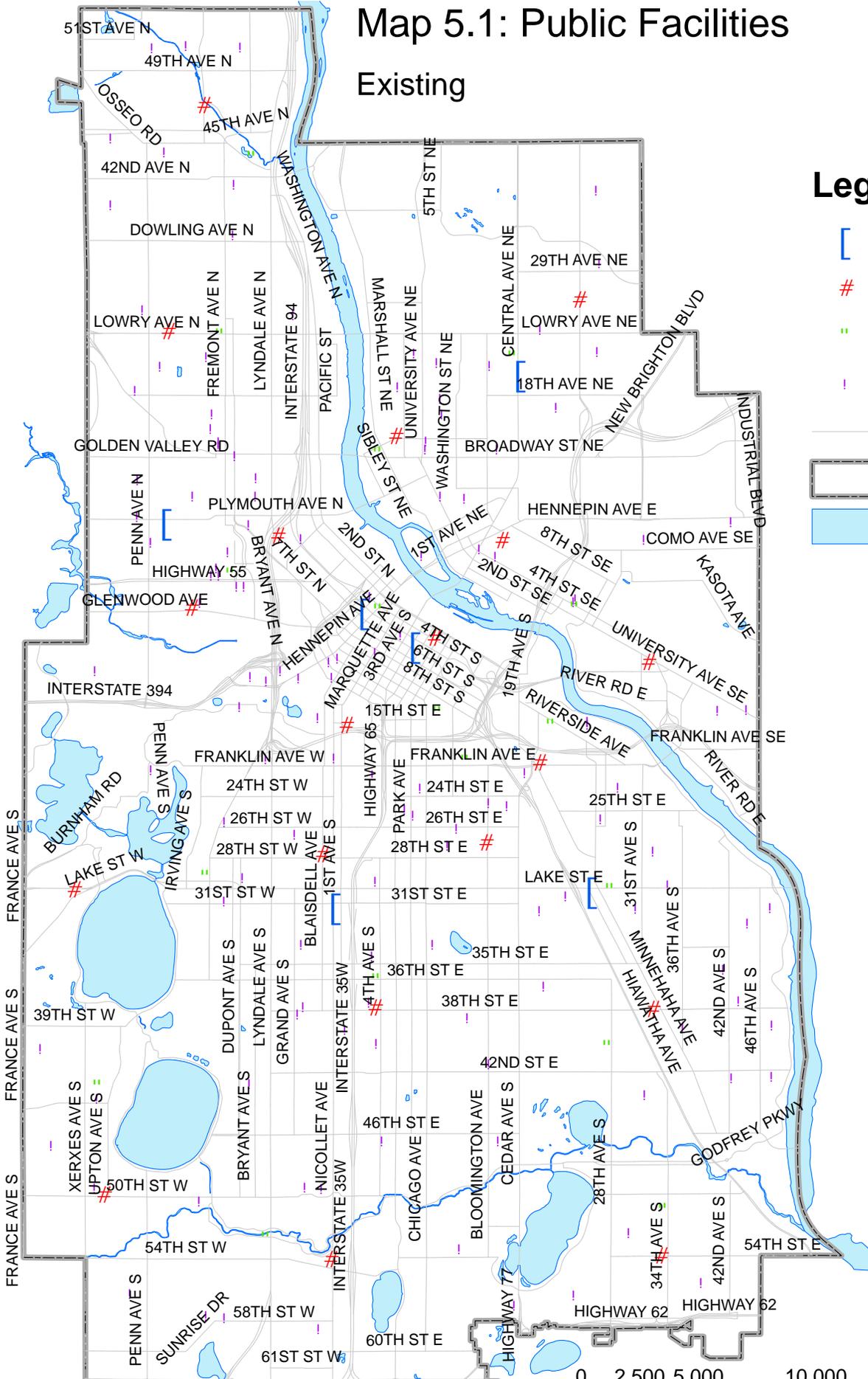
# Map 5.1: Public Facilities

Existing



## Legend

- [ Police Station
- # Fire Station
- Library
- School
- Major Roads
- City Boundary
- Water



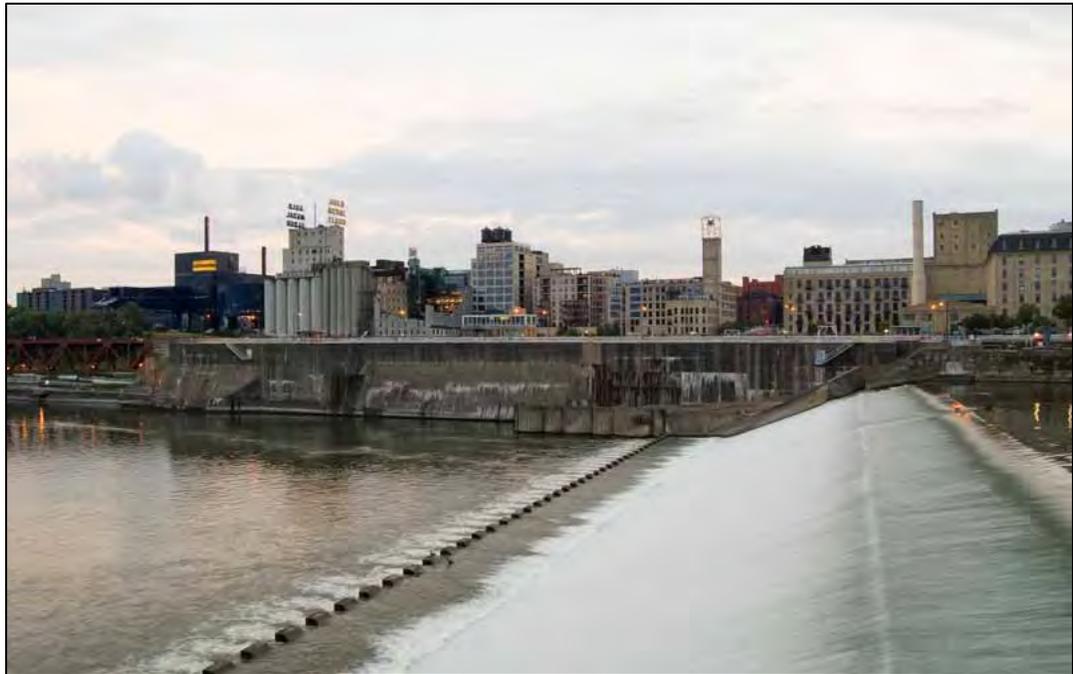
Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



## 6. Environment

*Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.*



*Minneapolis is recognized for its commitment to sustainability by government agencies like the US Environmental Protection Agency and by consumer groups like move.com, a real estate and home improvement organization.*

Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. The City adopted [Sustainability Indicators](#) as a means of focusing and measuring its efforts.



The City promotes environmental stewardship in a variety of ways:

- Revising and ensuring compliance with ordinances and policies.
- Researching and implementing best practices.
- Providing incentives to the market to encourage environmentally-beneficial practices.
- Providing information and outreach to residents, businesses, developers and other organizations.
- Implementing sustainable operation and maintenance practices, such as fleet management.
- Integrating environmental, social and economic objectives for sustainable growth and development into city policies.
- Encouraging partnerships with other organizations within the city to make public buildings, operations and maintenance sustainable.
- Advocating at various government levels on sustainability issues.
- Leading by example.

This chapter addresses City policies and implementation steps related to City operations, global warming, climate change, resource conservation and air quality, renewable energy, sustainable sites, the urban tree canopy, water resource, noise, indoor environmental quality, and social equity.

## City Operations

The City of Minneapolis is committed to sustainable practices. With over 3,600 employees, 150 facilities, 1,063 miles of roadways, 832 miles of sanitary sewers, 556 miles of storm drains and 1,000 miles of water mains, the City is in a unique position to implement and influence approaches to achieving a balance between the environment, the economy and the community. That unique position is reinforced by its direct purchasing impacts and indirect impact of transferring its knowledge to others. As early adopters, the City can demonstrate and showcase applications of new technologies, such as green roofs, rain gardens, porous-pavement surfaces, and the use of environmentally friendly cleaning products.

### **Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.**

- 6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

- 6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
- 6.1.3 Apply the city-adopted [US Green Building Council's LEED \(Leadership in Energy and Environmental Design\) standards](#) and the [State of Minnesota Sustainable Building B3 Guidelines](#) as tools for design and decision-making when developing, renovating or operating city facilities.
- 6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
- 6.1.5 Continue to modify and improve processes to replace chemicals, vehicles, equipment, and fuels with safer alternatives to reduce emissions, noise and other pollutants resulting from city operations.

## Global Warming, Climate Change, Resource Conservation, and Air Quality

The City of Minneapolis is in attainment for air quality through the Federal Clean Air Act. This is due in part to the geographic location of the city, and in part to the range of businesses located in the city. Air quality in Minneapolis is among the best of large urban areas in the country. Most of outdoor environmental pollution stems from the use of fossil fuels by vehicles and the energy sources for heating, cooling and powering buildings. Making conscious decisions and lifestyle choices can help to reduce demands on natural resources so that air quality in Minneapolis remains among the best of large urban areas in the country.

### **Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.**

- 6.2.1 Work at the state and regional level to encourage analysis and implementation of sustainable energy generation within the city, including energy produced by renewable fuels, co-generation facilities, and clean alternative fuels.
- 6.2.2 Support energy efficiency and resource conservation.
- 6.2.3 Minimize carbon dioxide and other emissions and other impacts from small gasoline engines and recreational equipment.



*Alternative modes of travel, such as bicycling, can contribute to air quality improvements.*

- 6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.
- 6.2.5 Implement traffic control measures to minimize delay and vehicle emissions on roadways.
- 6.2.6 Support the development of multi-modal transportation networks.
- 6.2.7 Promote the development of sustainable site and building standards.

Energy conservation practices can minimize impacts on global climate change, reduce dependency on non-renewable fossil fuels and minimize the need for utility companies to build additional coal and nuclear energy plants. Well over half of the nation's energy demands are used to heat, cool and light the spaces where people live and work. Encouraging everyone to participate in state and national initiatives such as local utility sponsored energy design programs can help implement energy efficient systems, appliances and fixtures, and protect natural resources.

**Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.**

- 6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.
- 6.3.2 Ensure that developments use storm water BMPs (Best Management Practices).
- 6.3.3 Encourage developments to use life-cycle assessments, commissioning and post-occupancy evaluations.
- 6.3.4 Encourage developments to utilize renewable energy sources, including solar, wind, geothermal, hydro, and biomass.
- 6.3.5 Support the development of sustainable site and building standards on a citywide basis.
- 6.3.6 Incentivize compliance with adopted city sustainability standards in projects that receive financial assistance from the City.



*Rain gardens can provide effective stormwater management functions and contribute to the visual appeal of an area.*

- 6.3.7 Inform developers, businesses, and residents about utility-sponsored energy conservation programs, and sustainable design deconstruction and construction practices.
- 6.3.8 Promote businesses, goods and services that implement an environmentally friendly reuse and recycling system.
- 6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.
- 6.3.10 Promote climate sensitive site and building design practices.

Renewable energy sources such as biomass, geothermal, solar, water and wind are from regenerative natural energy sources and are constant in supply over time. The City of Minneapolis, in partnership with utilities, state and federal agencies, businesses and citizens, can utilize renewable energy sources readily available in the area to promote sustainable living.

**Policy 6.4: Expand the use of renewable energy.**

- 6.4.1 Partner with others, including research institutions, to explore the feasibility of alternative energy sources for Minneapolis government operations, and for use by residents and businesses.
- 6.4.2 Encourage use and generation of renewable energy systems in the city.
- 6.4.3 Educate and inform residents and business about opportunities to increase utilization of renewable energy sources.
- 6.4.4 Take measures for the protection and development of access to sources of renewable energies, especially solar and wind power.



*Hydro-electric power is a renewable energy resource. Hydro-electric generation does not use fossil fuels that emit greenhouse gasses.*

**Sustainable Sites**

Minneapolis will strive to become a sustainable place to live and conduct business by supporting the efficient use of land through appropriate distribution of density and

transit, preservation initiatives, environmental remediation, effective policy, education, and beautification. Land use decisions focused around sustainability are essential if the city is to conserve its resources and preserve its assets for future generations. Furthermore, education, incentives and regulations all have a critical role in improving the quality of the present and future urban environment.

**Policy 6.5: Support the efficient use of land and development that reduces the reliance on fossil fuels.**

- 6.5.1 Support transit-oriented development, mixed-use projects and other multi-modal development patterns.
- 6.5.2 Encourage development projects that maximize the development capacity of the site while at the same time reducing non-renewable energy needs.
- 6.5.3 City participation in a project (land assembly, financing, environmental remediation) shall favor projects that maximize the development capacity of the site.
- 6.5.4 Educate citizens about the environmental, economic, and equity implications of land use and transportation decisions, and enlist the partnership of citizen and advocacy organizations in moving toward more sustainable patterns of development.



*The Midtown Exchange Building was originally the site of a Sears store. There are now offices, commercial businesses, ethnic restaurants, and residences.*

Maximizing energy efficiency and adopting policies that influence sustainable lifestyle choices and conservation practices are some of the first steps a community can take in educating individuals and communities about the costs of wasteful resource use. The City has taken steps to lead this cause by implementing a sustainability plan which institutes policies on a citywide basis.

**Policy 6.6: Advocate for federal, state, metropolitan and county policies and programs that support sustainable development.**

- 6.6.1 Support finance programs and tax policies that foster intensive redevelopment projects in central cities.
- 6.6.2 Support policy changes that help to minimize environmental externalities and that shift the public infrastructure costs associated with inefficient development patterns that increase urban sprawl to the responsible

developers and governments.

Rehabilitation of contaminated land is crucial for safe and productive land use. It is also important to plan for present and future pollution prevention and remediation. City policies must be devised to ensure that future businesses are not contaminating or having adverse impacts on an individual site or community as a whole.

**Policy 6.7: Preserve and protect land from pollution and encourage the remediation of contaminated sites.**

- 6.7.1 Support the environmental cleanup and remediation of brownfields and other contaminated sites to enhance the availability of urban land for redevelopment.
- 6.7.2 Support implementation controls that prevent and minimize toxic releases and waste disposal.
- 6.7.3 Require projects that receive city assistance to disclose efforts to minimize toxic releases and waste disposal.
- 6.7.4 Educate and inform developers on the use of nontoxic, safe products and materials, and the impact of toxic releases and waste disposal.

## Urban Tree Canopy

An important aspect of overall improvements to the quality of the air, water, neighborhoods and public spaces is the presence of mature, healthy trees, gardens, and wetlands in the city. The urban forest serves many purposes and provides many economic and ecological benefits. Strategic tree planting on a citywide basis is a proven complementary approach to environmental conservation and urban living.

**Policy 6.8: Encourage a healthy thriving urban tree canopy and other desirable forms of vegetation.**

- 6.8.1 Enforce and educate the public on the City’s Urban Forest Policy.
- 6.8.2 Achieve, at a minimum, no net loss of the urban tree canopy by maintaining and preserving existing trees and planting new trees on public and private property.



*Despite years of losing trees to disease, there are over 220,000 trees in Minneapolis; tree lined streets are common throughout the City of Minneapolis.*

- 6.8.3 The city’s built infrastructure will support a healthy thriving urban tree canopy through street and sidewalk guidelines and other means.
- 6.8.4 Protect the city’s critical ecosystems.
- 6.8.5 Continue to invest in the health of the urban forest and other vegetated areas by avoiding monocultures and planting a variety of native and other hardy, non-invasive species.
- 6.8.6 Continue to recognize the functions and values of the urban forest and tree canopy which provide many economic and ecological benefits such as reducing storm water runoff and pollution, absorbing air pollutants, providing wildlife habitats, absorbing carbon dioxide, providing shade, stabilizing soils, increasing property values and increasing energy savings.

## Water Resource Management

Minneapolis has a tradition of valuing its lakes, streams, wetlands and the Mississippi River. As it is defined by its surface waters, the city manages its water resources to maintain the quality of life of the city’s residents, support the city’s continued economic prosperity, and address emerging and existing regulatory challenges. The health and vitality of the city’s lakes, urban streams and groundwater are linked to how each resident and business owner manages their property as well as to how the City manages its infrastructure systems. Through integrated efforts on a watershed scale, the City is working toward a future free from flooding and water quality degradation.

**Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.**

- 6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
- 6.9.2 Continue to implement the city’s floodplain and shoreland Ordinances, and the Mississippi River Critical Area plan.
- 6.9.3 Accomplish the guiding principles of the city’s [Local Surface Water Management Plan](#), which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable



*Open space and parks provide places for recreation and also serve the environment.*

manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

- 6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.
- 6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
- 6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
- 6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.
- 6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

## Solid Waste and Recycling

Businesses and individuals are making tremendous inroads in recycling and reducing the solid waste that goes to area landfills. Through its own example, and by educating residents, workers, and business owners about best practices and best available technologies in waste management, the city will encourage others to reduce waste whenever possible.

### **Policy 6.10: Coordinate and operate waste management programs that focus on reducing, reusing and recycling solid waste prior to disposal.**

- 6.10.1 Operate waste management practices consistent with the state approved waste management hierarchy.
- 6.10.2 Follow source reduction criteria in all City operations for new construction, demolition and renovation activities.
- 6.10.3 Educate citizens about the risks associated with using products that generate hazardous waste.
- 6.10.4 Minimize use of products in City operations that generate hazardous waste.
- 6.10.5 Strongly emphasize and promote reduction, reuse and recycling, including the purchase of recycled materials in residential, business and industrial and government operations and building practices.



- 6.10.6 Encourage deconstruction and construction waste management plans in development proposals and projects to minimize the amount of waste going to landfills and promote sustainable building practices.
- 6.10.7 Encourage reuse of existing materials or use of products with recycled content materials for city purposes, including new construction or renovation projects.
- 6.10.8 Encourage standards for product purchase decisions based on selecting products that have high post-consumer and pre-consumer recycled material content, long product life expectancy, and product life cycles with minimal environmental impacts, and high potential for reuse or recycling.
- 6.10.9 Educate residents and property owners about the benefits of recycling, and of properly composting and reusing yard wastes and organic plant-based food waste.
- 6.10.10 Provide seasonal yard waste collection services from spring through fall.
- 6.10.11 Assign waste that cannot be reused, recycled or composted to facilities that recover some of the energy value in garbage.
- 6.10.12 Use landfilling as a last alternative for waste disposal.



*Composting bins for yard waste and free mulch are available at sites across the city. Mulch is better for controlling weeds in flower beds than chemicals, which can run off into storm drains and leach into groundwater sources*

## Noise

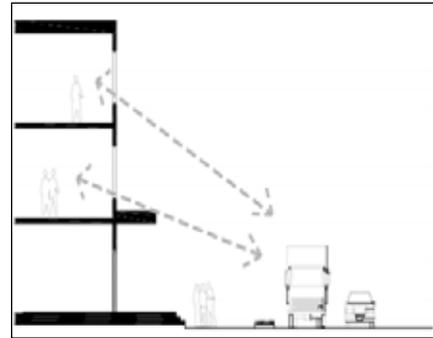
Numerous sources of noise are found throughout the City of Minneapolis, ranging from household appliances and lawn mowers to roadway noise and airplanes. Noise pollution can affect human health and community livability. Noise pollution can be mitigated through awareness and education, better building design, regulations such as noise mitigation requirements along freeways and highways, and enforcement.

### **Policy 6.11: Take measures to reduce noise pollution at point and non-point sources.**

- 6.11.1 Work with other governmental units, owners and developers to identify and implement ways to buffer and reduce noise originating from businesses, industries, railroads and rail corridors, freeways and highways, and airports.
- 6.11.2 Encourage acoustic attenuation in all new construction, large additions and renovations to reduce interior noise level transfers by enhancing acoustical

performance from interior to interior and exterior to interior point sources.

- 6.11.3 Seek stricter enforcement of noise standards for businesses, vehicles (especially motorcycles, trucks and buses), small engines (leaf blowers, lawnmowers, snow blowers and chain saws) and sound systems.

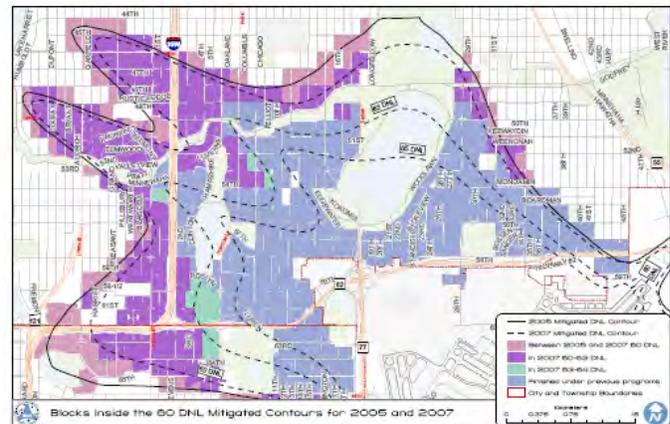


*Acoustic attenuation is used to reduce interior noise levels.*

Operational activities of the Minneapolis-St. Paul (MSP) International Airport conflict with neighborhoods located in its vicinity. These neighborhoods were developed before the airport, thus there are few preventive measures available to ensure a greater degree of land use compatibility with the airport. The city has and will continue to aggressively advocate for corrective measures to mitigate noise impacts on residents.

**Policy 6.12: Minneapolis recognizes the economic value of the Minneapolis-St. Paul (MSP) International Airport but will advocate for measures to reduce its noise impacts.**

- 6.12.1 Advocate for alternative airport strategies to meet increased demand and continue opposition to any future development of a third parallel runway at MSP.



*Map showing the 60 DNL line*

- 6.12.2 Advocate for the extension of the sound insulation program to the Minneapolis Airport Commission's (MAC) 60 DNL line.

- 6.12.3 Advocate for conversion of the entire MSP fleet to manufactured Stage 3 (reduced noise impact) aircraft or better by the year 2015.

- 6.12.4 Advocate for maximizing use of the north-south runway, 17-35 as a more equitable noise distribution measure.

- 6.12.5 Advocate for operational measures that minimize noise and other environmental impacts on neighboring communities and for procedures

which equitably distribute noise in nearby communities.

- 6.12.6 Advocate for measures and state participation which allow for a greater degree of community enhancement, stabilization and redevelopment in the airport influence area.
- 6.12.7 Continue working with other neighboring communities to advocate measures to reduce the total noise footprint at MSP.

## Indoor Environmental Quality

A sense of place is influenced in the design of the homes people live in and buildings they occupy. Indoor environmental quality can have a major affect on the health, well-being and productivity of the occupants of a building since a majority of the population spends at least two thirds of their time indoors. Incorporating sustainable design practices achieves optimal indoor environmental quality and ensures the wellness of all occupants.

### **Policy 6.13: Promote optimal indoor environmental quality.**

- 6.13.1 Provide adequate ventilation and optimal thermal comfort.
- 6.13.2 Use environmentally friendly materials, products, and finishes that contain low or no VOCs (volatile organic compounds) and no added urea-formaldehyde.
- 6.13.3 Minimize sources and concentrations of pollution such as air pollutants, noise, hazardous particulates and chemical pollutants.
- 6.13.4 Provide access to natural daylight and views.
- 6.13.5 Use environmentally friendly cleaning and maintenance products.
- 6.13.6 Promote the use of environmentally friendly operations and maintenance plans.
- 6.13.7 Continue to prohibit smoking in public places and in places of work.



*Natural light fills the interior of the Pillsbury Center.*

## Social Equity

Minneapolis will demonstrate its commitment to a safe, sustainable environment by ensuring equal opportunity for human development and growth, achievement of

human potential, and the choice for all residents to live an environmentally sustainable lifestyle. Everyone will have access to all of the city's services, resources, natural amenities, transportation, education and opportunity to ensure social equity, community engagement, development and growth that enhances the fabric of a sustainable city. Through promoting and protecting the civil rights of the citizens of Minneapolis, sources of environmental pollution will not be concentrated in neighborhoods of one race or ethnicity, near sensitive populations, or in economically disadvantaged areas. Social sustainability is an essential component to the success of the city. It is connected to political, human and community development that promotes diversity and cultural and historical connectedness to the natural environment.

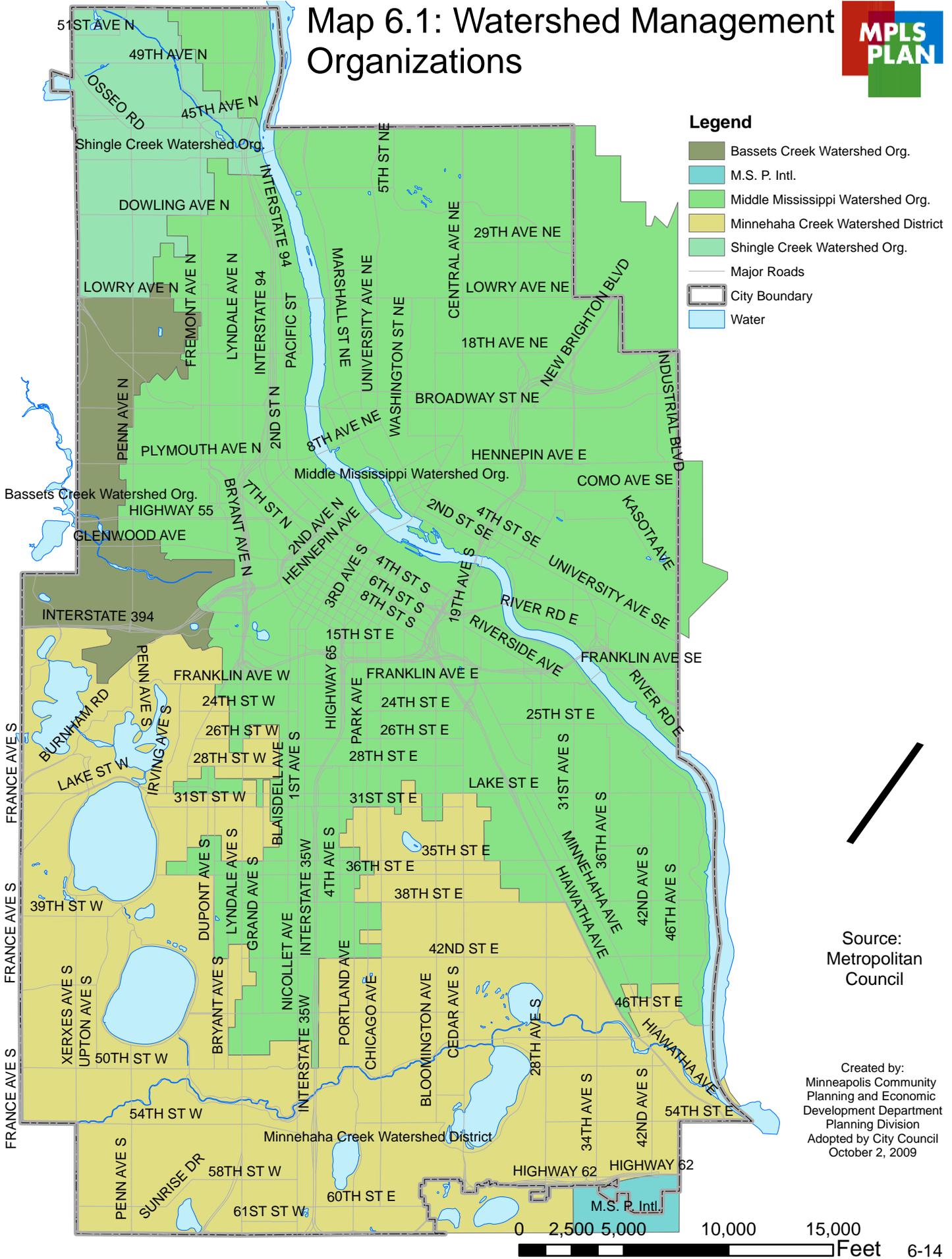
**Policy 6.14: Preserve and enhance the quality of the urban environment to promote sustainable lifestyles for its citizens.**

- 6.14.1 Promote environmental stewardship and awareness through education and outreach.
- 6.14.2 Consider the needs of the surrounding population and sensitive populations when engaging in city practices.
- 6.14.3 Work with builders and building managers to minimize nuisance conditions.

**Policy 6.15: Support local businesses, goods and services to promote economic growth, to preserve natural resources, and to minimize of the carbon footprint.**

- 6.15.1 Invest in local businesses, goods and services.
- 6.15.2 Support the growth and development of local businesses.

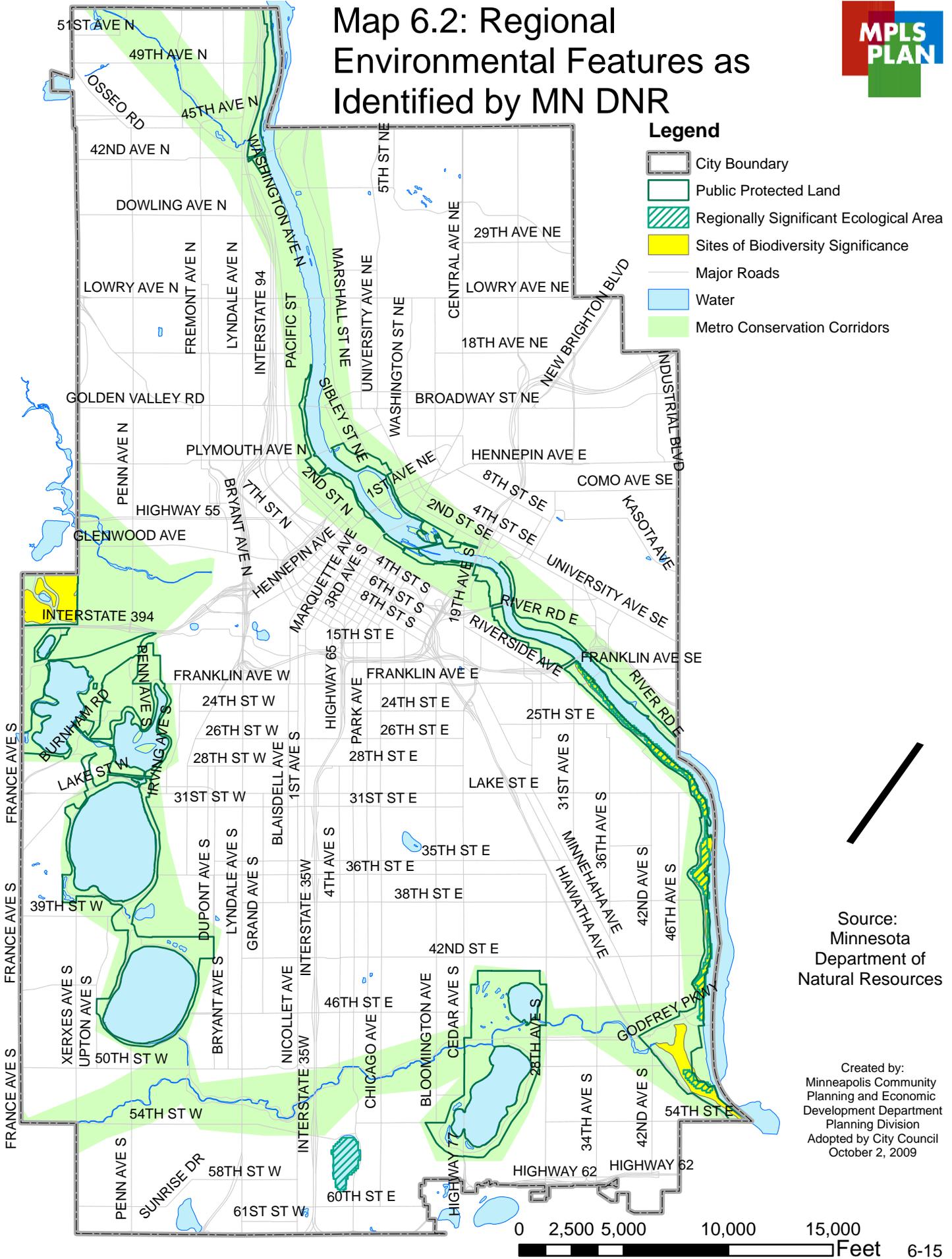
# Map 6.1: Watershed Management Organizations



Source:  
Metropolitan  
Council

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

# Map 6.2: Regional Environmental Features as Identified by MN DNR

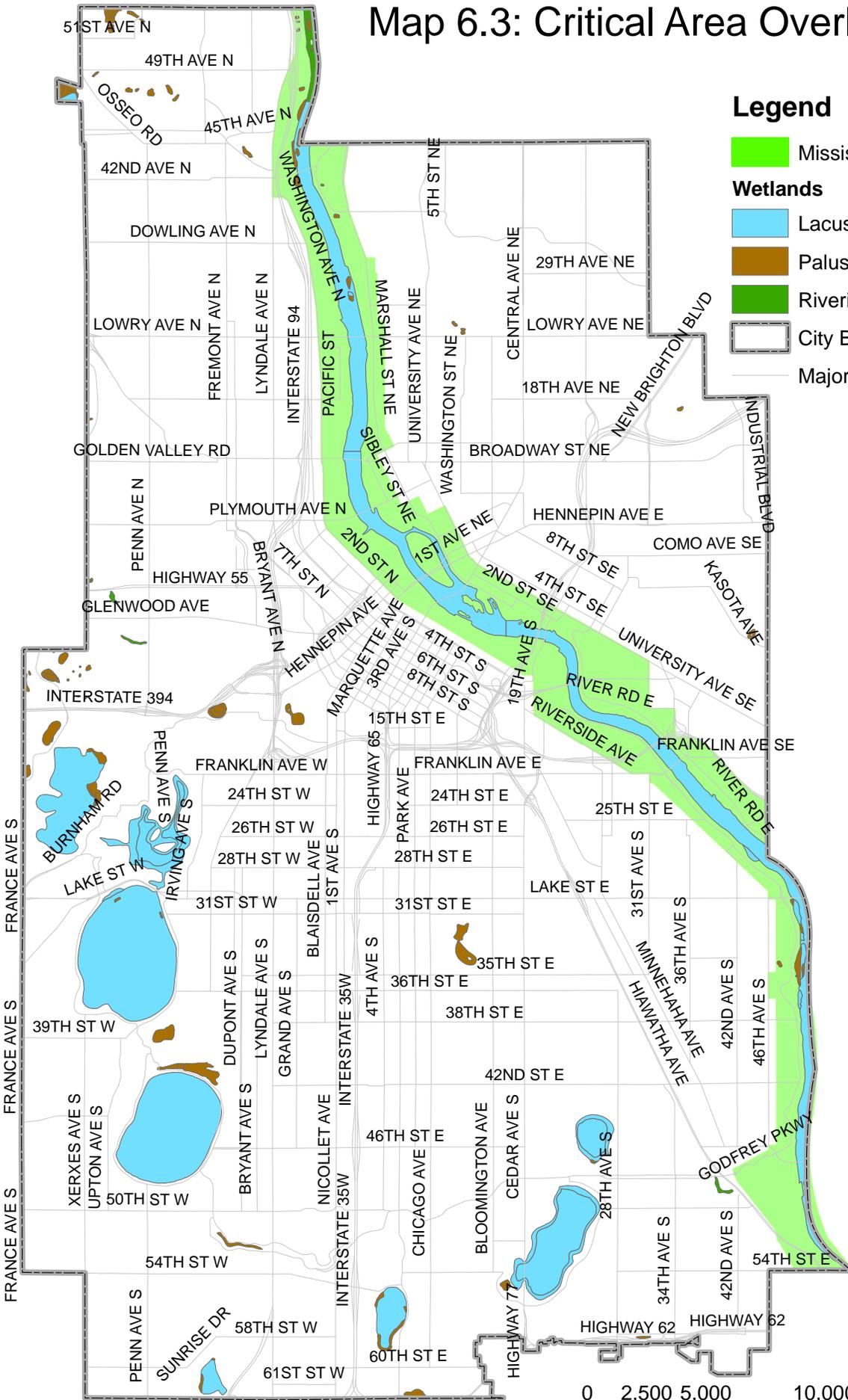


# Map 6.3: Critical Area Overlay



## Legend

- Mississippi River Critical Area
- Wetlands**
- Lacustrine wetland
- Palustrine wetland
- Riverine wetland
- City Boundary
- Major Roads



Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

0 2,500 5,000 10,000 15,000

Feet

## 7. Open Space & Parks

*Minneapolis will cooperate with other jurisdictions, public agencies, and the private sector to provide open space, green space, and recreational facilities to meet the short and long-term needs of the community and enhance the quality of life for city residents.*



*The plaza at the Hennepin County Government Center in downtown Minneapolis (left), and Peavey Plaza (above), jointly owned by the City and the Minnesota Orchestra, are popular gathering spots. Their water features, benches and trees are attractive venues for concerts or lunch with friends. Peavey Plaza Photographed by PD Larsen*

Minneapolis is known throughout the country as a city with a high quality of life. One of the reasons for this is the abundance of open spaces and parks. Minneapolis has sparkling lakes, a dynamic riverfront, quiet creeks and gushing waterfalls all linked by the [Grand Rounds National Scenic Byway](#). In addition, a multitude of neighborhood parks provide important gathering and recreation space. Several parks and trails in Minneapolis are also part of the premier Regional Parks System. Envisioned 125 years ago, the [Minneapolis Park and Recreation Board](#) (MPRB) managed park system delights Minneapolis' residents and visitors.

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

This chapter addresses the full spectrum of open spaces and parks found in Minneapolis and ones that could be created in the future to enhance the quality of

life of its residents. As the city continues to grow, it must support the parks system while enhancing other open spaces and public gathering spots in order to:

- Enhance the health of its citizens
- Provide opportunities for education
- Ensure access to recreational opportunities for a wide range of residents
- Preserve and enhance ecological functions
- Preserve historic resources and feature public art
- Strengthen the beauty and quality of the city's built form
- Support economic development and tourism, and
- Serve as catalysts for unique partnerships that improve the city.

## Parks and Recreation Governance

The governance of the parks and recreational areas in Minneapolis is unlike most other municipalities in the United States. The Minneapolis Park and Recreation Board is legally separate from the City. The MPRB has nine elected officials (Board of Commissioners), who serve four-year terms. It is the Board, rather than the City, which is responsible for maintaining and developing the Minneapolis park system and planting and maintaining boulevard trees. The Mayor recommends the tax levies and budget for the Park Board, and the City Council and Mayor approve the allocations of local government aid from the state for Park Board operations. The budget considers funding for ongoing operations and maintenance and the development of new park amenities.

Over the years, the Minneapolis park system has grown from a few city parks to a large, nationally recognized park system of more than 6,400 acres of land and water, including over 182 park properties throughout the city and 49 year-round staffed recreation centers (see Map 7.2 Existing regional parks and trails).

The MPRB serves the nearly 400,000 Minneapolis residents, offering recreational, environmental and other park programs and services for all ages. The Minneapolis park system also serves as a regional resource with seven parks and three trails also being part of the Regional Parks System (see Map 7.2 Existing regional parks and trails and Map 7.3 Planned regional park expansions from Park Board).

This chapter strives to set goals and objectives that allow the City of Minneapolis and the MPRB to work both collaboratively and independently to protect, enhance, and create a variety of open spaces and recreational opportunities for the citizens of

Minneapolis. This chapter also guides other potential future partnerships and supports the development of open spaces such as plazas and gardens by a variety of groups.



*The Minneapolis Park and Recreation Board manages the park system, recreation programming, and cares for street trees in Minneapolis.*

This chapter first outlines visions and goals created by the MPRB through its comprehensive plan process. The [MPRB Comprehensive Plan](#) defines a vision for the park system which is alert to the needs of the community and integral to a thriving city. Key elements of the plan are summarized below.

Additionally, this chapter presents policies created by the City of Minneapolis within its larger comprehensive plan update process. These policies are intended to support and expand upon the MPRB vision and goals to ensure that all open spaces are valued and seen as a unique set of spaces that greatly enhance our city and quality of life. These policies are presented in the “Additional Open Spaces” section of the chapter.

## The MPRB Comprehensive Plan

The MPRB Comprehensive Plan outlines several issues that currently affect the park and recreation system and present both challenges and opportunities in the future. These include:

- The Built City: Unlike the late 1800s when the park system was created, Minneapolis is now a fully developed urban city. Most new development

occurs on previously developed land. Few parcels remain that are suitable for parkland, and land costs are high. At the same time, demand on the parks is expected to grow.

- **Demographic Shifts:** Changes in the city's population include a higher percentage of individuals living alone; fewer households with children; and broader racial and ethnic diversity. This changes the nature of the demand for parks and recreation facilities.
- **Environmental Pressures:** Due to invasive species, tree disease, and pollution, the management of natural areas, trees, and water bodies requires a new level of investment of both time and finances.
- **Regional Connections and Pressures:** The Minneapolis Park and Recreation Board is one of ten implementing agencies that provide regional parks for the 3.1 million people that live in the metropolitan area. The Minneapolis park system receives the highest number of regional park visits per year. As regional development and growth continues, the demand on the Minneapolis park system's regional parks and trails is expected to grow. Additionally, several watersheds and the Mississippi National River and Recreation Area span across the Minneapolis Parks System.
- **Signs of the Times:** Local, state, national, and world events shape the perceptions and needs of city residents and park visitors. Key factors include: emergency preparedness, rising operational and material costs; environmental changes, and an increase in the appeal of public and private partnerships.
- **Heritage and Historic Preservation:** As the park system ages, its features gain historic importance. This provides opportunities for greater historic interpretation and programming, but can also mean increased costs. Historic preservation will need to be considered in the early stages of planning alterations to park facilities.
- **New Recreation Trends:** Recreation is shaped by a number of factors such as demographics and the introduction of new activities. This presents new needs and preferences.

The MPRB Comprehensive Plan outlines a vision statement and four vision themes that will guide future development, operations, and maintenance of the Minneapolis park system to 2020:

- Urban forests, natural areas, and waters that endure and captivate
- Recreation that inspires personal growth, healthy lifestyles, and a sense of community

- Dynamic parks that shape city character and meet diverse community needs
- A safe place to play, celebrate, contemplate, and recreate

Each of these themes is supported by a series of goals and strategies. While all of the goals and strategies are key to maintaining and improving parks and recreation, the MPRB comprehensive plan theme of “Dynamic parks that shape the city character and meet diverse community needs” speaks most directly to future park needs.

Strategies for creating future parks include:

- Continuing to expand physical access to the Mississippi River in a manner that is aesthetically compatible with the riverfront and sensitive to the environment, giving priority to implementing the [Above the Falls Master Plan](#).
- Providing a well-maintained, safe, and continuous trail system, giving priority to completing the “missing link” of the Grand Rounds Parkway, and providing trail connection in northeast Minneapolis.
- Balancing the distribution of premier park and recreation features across the city, giving priority to adding features to north and northeast Minneapolis.
- Developing and/or implementing park plans to acquire parkland and build amenities in current or projected growth areas of the city: Bassett Creek Valley, Hiawatha LRT Corridor, Downtown, Southeast Minneapolis Industrial, Midtown Greenway Corridor, Upper River, Northeast Industrial, North Loop, and Central Riverfront.
- Ensuring easy park access for all residents by providing parks within an easy walk from their homes (no more than six blocks) and achieving a ratio of .01 acres of parkland per household.
- Working with the City of Minneapolis and other entities to identify and support multi-mode transportation corridors between parks, with preference given to routes that encourage non-motorized linkages between parks.

## Additional Open Spaces

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

window into understanding the natural environment. Open spaces also offer areas for human interaction, food production, and an element of beauty in our daily lives.

The city contains numerous open spaces which are not official parks or recreation areas, yet are important elements in the built environment. For example, the city has



*Opportunities exist to exist to add and enhance open spaces throughout the city.*

approximately 60 community gardens which

are a focal point for neighborhoods and community food systems. Locally grown and distributed food is an important to human and ecological health. Other examples include the Midtown Greenway; plazas; pocket parks; cultural and historic landscapes such as cemeteries; as well as corporate and college campuses and school spaces.

Providing new types of outdoor amenities will allow the city to continue to transform into a sustainable and functional environment. The development and design of new open spaces should respond to the changing demographics and an ever-changing built environment. Future possibilities exist to give the city the equivalent of a central square; provide green infrastructure such as green roofs, bioswales, and rain gardens; develop high quality open space as part of new developments; and to better preserve the city's existing open spaces.

### **Safety, Community Health, and Recreation**

When people feel safe and can pursue healthy activities such as recreation and relaxation, there are direct benefits to the overall health of the population. Improving and expanding open space can provide opportunities for exercise, recreation, socializing, relaxation, and production of locally grown foods.

**Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.**

7.1.1 Ensure that adjacent land uses contribute to the safety and ambiance of parks and open spaces.

- 7.1.2 Ensure safety in open spaces by encouraging Crime Prevention through Environmental Design strategies.
- 7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.
- 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.



*Community gardens contribute to community sustainability and community health by providing locally-grown foods to residents and a pleasant form of activity and recreation. They are also a form of open space.*

- 7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.
- 7.1.6 Support the creation and improvement of community gardens and food markets which sell locally and regionally grown foods.
- 7.1.7 Where appropriate, support the planting of edible fruit and vegetable plants.
- 7.1.8 Encourage the development of open spaces that provide amenities for year round use.

### **Education**

The benefits of open spaces and parks can not be realized if people are unaware of all of the opportunities that exist to use and enjoy these spaces. Open spaces and parks allow residents to learn more about their natural environment, the benefits open space, and what can be done to both enjoy and protect these resources.

**Policy 7.2: Provide residents and visitors information about recreational locations, events, programs and educational opportunities.**

- 7.2.1 Coordinate with other agencies to help promote educational and recreational events and programs being held in open spaces and parks.
- 7.2.2 Educate residents, developers, businesses, and visitors about the variety of open spaces and the benefits they provide.
- 7.2.3 Promote educational events for residents, businesses, and developers which include opportunities to learn how they can protect and enhance the Minneapolis’ natural environment.
- 7.2.4 Provide opportunities for people to learn about the natural environment, geography, history, design and other elements found in open spaces through a variety of interpretive tools.
- 7.2.5 Evaluate the needs of users in order to provide effective signage, kiosks, and other way-finding tools to make people aware of open spaces.

**Equity and Equal Access**



*Clear signage and lighting make open spaces more accessible*

Access to resources can be affected by the number, location, size, and quality of facilities, the level of comfort and the ease of traveling to a place, and an individual’s physical ability.

Improving access to open spaces and parks for underserved areas and populations is an important priority for the city. In addition, existing facilities must be preserved and enhanced so they are available for future generations.

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**Policy 7.3: Maintain and improve the accessibility of open spaces and parks to all residents.**

- 7.3.1 Ensure that access to the city's lakes, streams and the Mississippi River continues to be maintained for the benefit of present and future citizens of Minneapolis.
- 7.3.2 Encourage the development of a broad array of recreation facilities and opportunities in response to a diverse range of resident interests.
- 7.3.3 Support the development of additional publicly accessed open spaces in underserved areas.
- 7.3.4 Encourage the equitable spatial distribution of community gardens and food markets to provide all Minneapolis communities with access to healthy, locally grown food.
- 7.3.5 Promote designs that ensure access to open space for people with a range of abilities.
- 7.3.6 Ensure that in all areas of the city people feel safe so that they are comfortable using parks and open spaces.

**Ecology**

Open space can maintain and improve the natural environment. In an urban environment such as Minneapolis, it is important to improve ecological functions of the natural environment.

**Policy 7.4: Work to restore and preserve ecosystem functions in green open space areas.**

- 7.4.1 Consider the impacts of open space on connectivity and habitat fragmentation when acquiring, altering, or disposing of land.
- 7.4.2 Support the acquisition and retention of land which performs important ecosystem functions.
- 7.4.3 Identify ecological impacts on open spaces and parks caused by urban uses, for example stormwater runoff, and work to mitigate these impacts in order to advance environmental and human health.
- 7.4.4 Encourage the protection, conservation and maintenance of the environment in the design and operation of open spaces.
- 7.4.5 Increase the use of green infrastructure to decrease the city's impact on the natural environment.

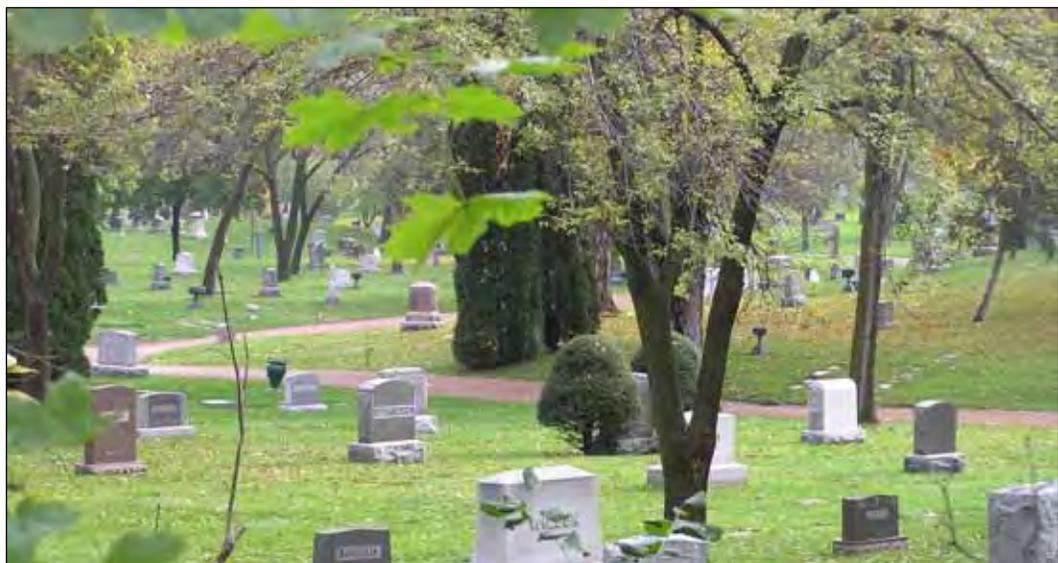
7.4.6 Encourage planting of appropriate vegetation for this climate and environment.



*Native plants are more resistant to drought and harsh climatic conditions.*

### **Art and Historic Resources**

Open spaces frequently contain important historic and artistic features. For example, cemeteries inform visitors about the lives of past generations and often contain artistic architectural features. Many parks, plazas, and public gardens contain art, sculptures, fountains, and other features. Even landscapes themselves can be historic or a form of art.



*Cemeteries can be historic landscapes, including water and artistic features such as sculptures. Their vistas also provide a sense of openness, something seen and experienced from the outside.*

**Policy 7.5: Protect landscapes that are significant to the historic legacy of Minneapolis, the region and state, and preserve and expand artistic features in publicly accessed open spaces.**

- 7.5.1 Encourage the preservation of historic buildings, memorials and monuments found in open spaces throughout the city.
- 7.5.2 Develop a comprehensive inventory of significant historic, artistic, and cultural landscape features within the city to ensure their protection into the future.
- 7.5.3 Encourage the integration of public art into the development and renovation of open spaces and parks and encourage the interpretation of the landscape through art.
- 7.5.4 Use open space to protect prime public view corridors such as those of landmark buildings, significant open spaces, and/or water bodies.

**Beauty and Built Form**

Open spaces and parks are an integral part of the urban fabric. As the city is continually redeveloped, opportunities to better design the built environment and weave together its different components should be taken.

**Policy 7.6: Continue to beautify open spaces through well designed landscaping that complements and improves the city’s urban form on many scales – from street trees to expansive views of lakes and rivers.**



*Important open spaces, like the indoor Crystal Court in the IDS Tower, are often provided as part of development projects (photo used with permission of the Inland Group of Companies)*

- 7.6.1 Where open spaces and the built environment interface, seek greater design integration between them to create interesting spaces for active and passive use.
- 7.6.2 Provide visual and physical connections between urban areas and open spaces including lakes and rivers.
- 7.6.3 Invest in the greening of streets, particularly those that connect into and supplement the parks and open spaces network.
- 7.6.4 Provide private landowners and developers with incentives to create and maintain publicly accessible open spaces or green infrastructure.
- 7.6.5 Develop design standards for the creation of publicly accessed open space on private property, such as plazas in new developments.
- 7.6.6 Promote open space design that enhances the four season experience for all Minneapolis residents and visitors.
- 7.6.7 Maintain multimodal transportation corridors to link open spaces and parks with surrounding neighborhoods.



*Open spaces and parks can enhance economic development and tourism. Gold Medal Park, a public-private partnership, opened in 2007 and is close to the Mississippi River, the Guthrie Theater and other community amenities*

## Economic Development and Tourism

Parks and open spaces are significant amenities which have been shown to increase investment in cities, attract businesses, and retain residents.

### **Policy 7.7: Support the expansion and maintenance of open spaces and parks in order to increase economic development and to promote tourism.**

- 7.7.1 Support marketing of the city that involves festivals and other events that take place in open spaces throughout the city.
- 7.7.2 Work with business representatives to better understand the open space needs of employees and how they can be served.
- 7.7.3 Promote open space and parks as resources to businesses and their employees.
- 7.7.4 Invest in open space to help improve economically challenged neighborhoods.

## Coordination

A host of organizations and individuals control various lands in the city that can contribute to a robust open space network. Partnerships must be forged to create new spaces that can benefit the public and enhance the city.

### **Policy 7.8: Strengthen existing and create new partnerships, including public-private partnerships, to deliver the best park and open space system possible.**

- 7.8.1 Continue to collaborate and coordinate space sharing, maintenance agreements, and programming among public agencies.
- 7.8.2 Support the preservation of former transportation corridors that are intact or largely intact and use them to connect neighborhoods to each other and to major amenities.
- 7.8.3 Encourage new development projects to incorporate open spaces and green spaces through land use regulations and other regulatory tools.
- 7.8.4 Continue to identify future needs related to open space and pursue innovative options for creating new publicly accessed open space.
- 7.8.5 Explore opportunities for partnerships linking farmers markets, community gardens and open space.

## Downtown Policies

Downtown Minneapolis has seen an increase of approximately 10,000 new residents since 2000, bringing the downtown population to approximately 30,000 people. While parks and open space have always been important resources to Downtown workers and visitors, the increased residential density is creating an additional need for more greening of Downtown.

Change in the density and demographics of downtown have put new demands on the type and location of open spaces. For example, spaces are now being used in the early mornings and evenings by downtown residents and needs go beyond those desired by daytime visitors.

### **Policy 7.9: Work to develop high quality open spaces in Downtown.**

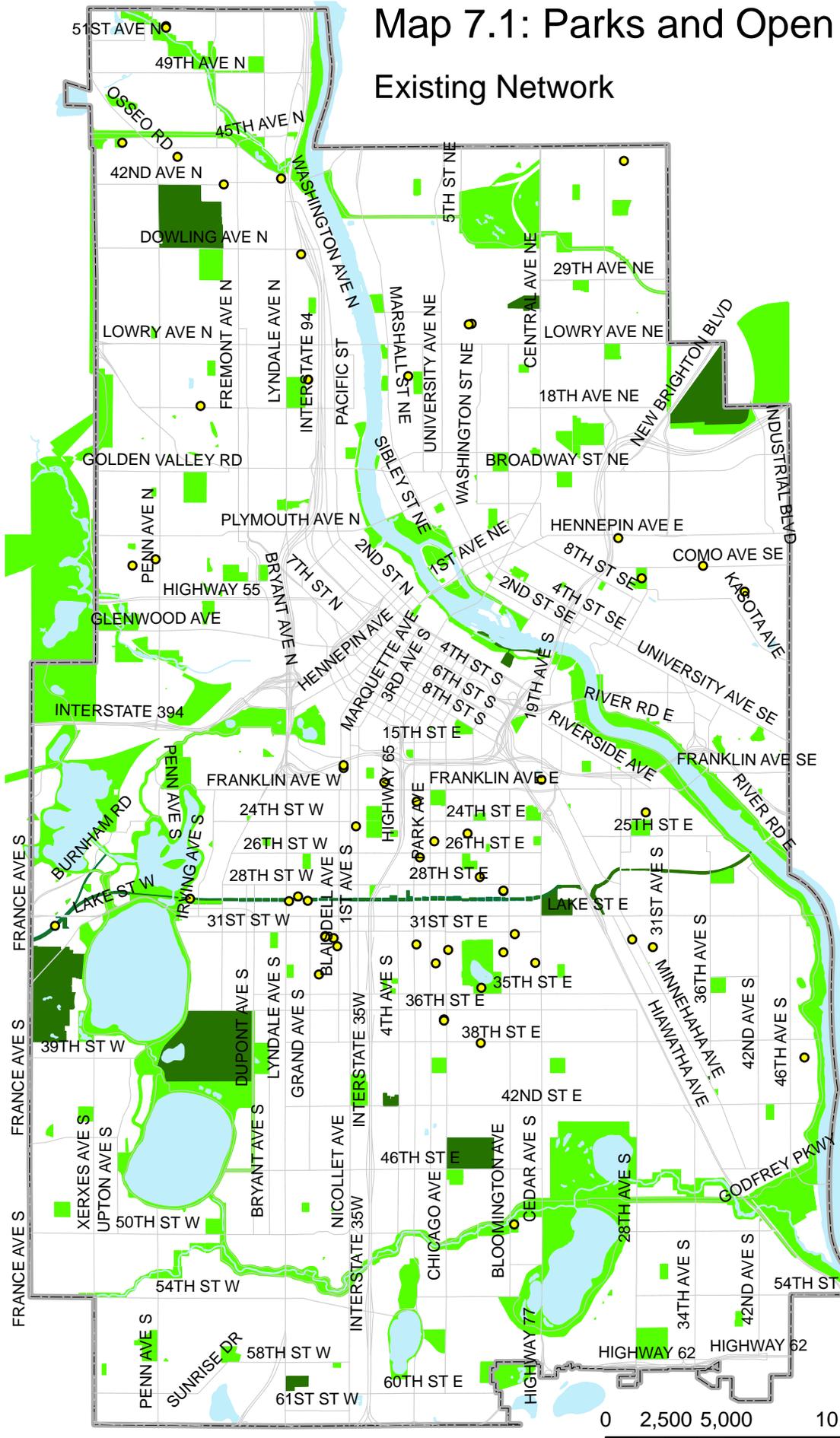
- 7.9.1 Encourage the creation of new parks and plazas that are easily accessible by Downtown workforce and residents
- 7.9.2 Support the incremental greening of Downtown through the addition of more trees, plantings, and small open spaces.
- 7.9.3 Promote the Mississippi River as a major landscape feature and recreation opportunity.
- 7.9.4 Ensure that people feel safe in Downtown open spaces.
- 7.9.5 Encourage activity in Downtown parks and plazas seven days a week.



*Incremental greening enhances urban environments.*

# Map 7.1: Parks and Open Space

## Existing Network



- Legend**
- MPRB Parks
  - Other Open Space
  - Community Gardens
  - Major Roads
  - City Boundary
  - Water

Does not include open spaces located on portions of larger parcels, including Downtown plazas and green space, school grounds, institutional campuses, etc.



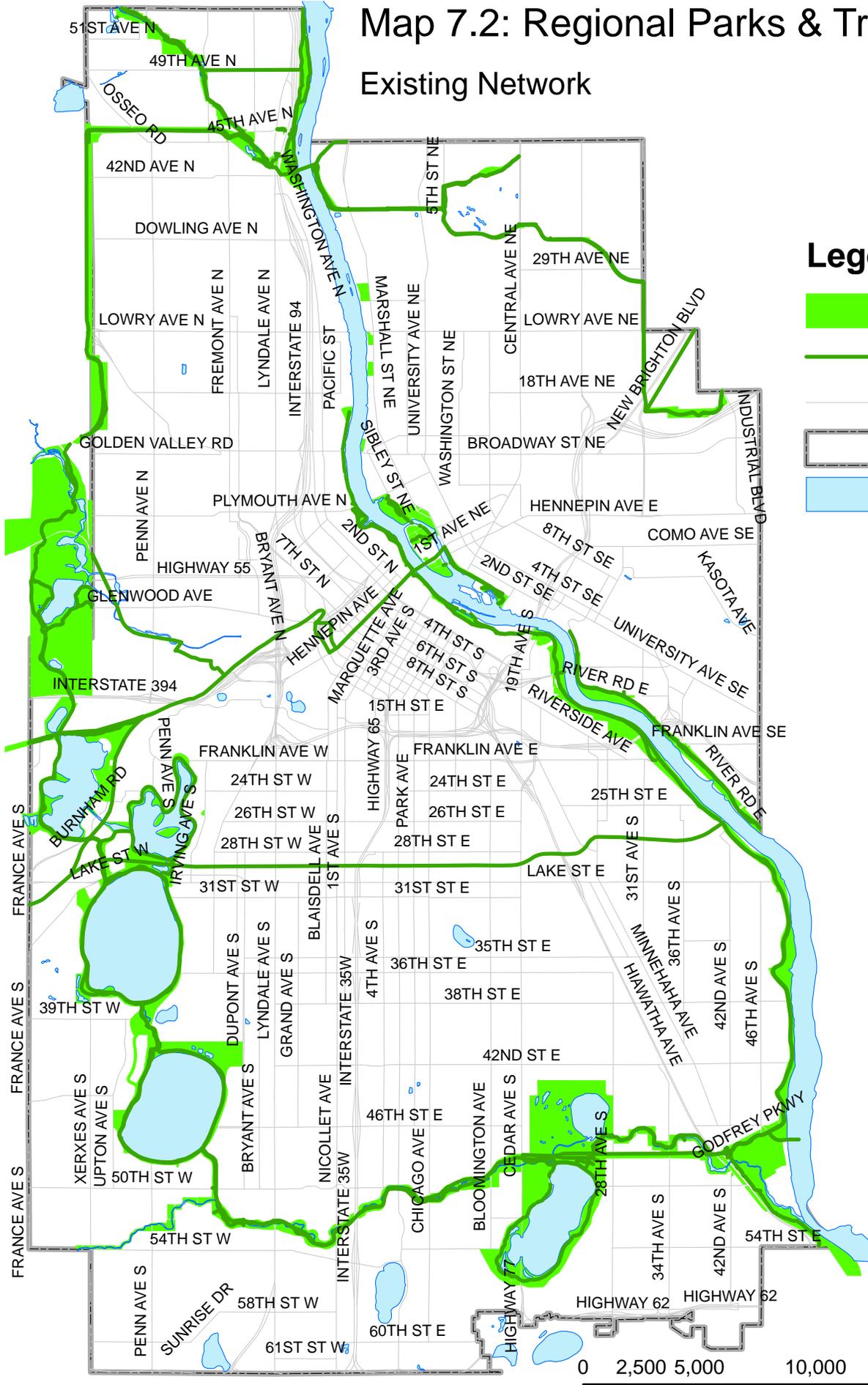
Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 7.2: Regional Parks & Trails

## Existing Network



### Legend

- Regional Parks
- Regional Trails
- Major Roads
- City Boundary
- Water



Sources:  
 Minneapolis Park and Recreation Board and Metropolitan Council

Created by:  
 Minneapolis Community Planning and Economic Development Department  
 Planning Division  
 Adopted by City Council  
 October 2, 2009



# Map 7.3: Regional Parks & Trails

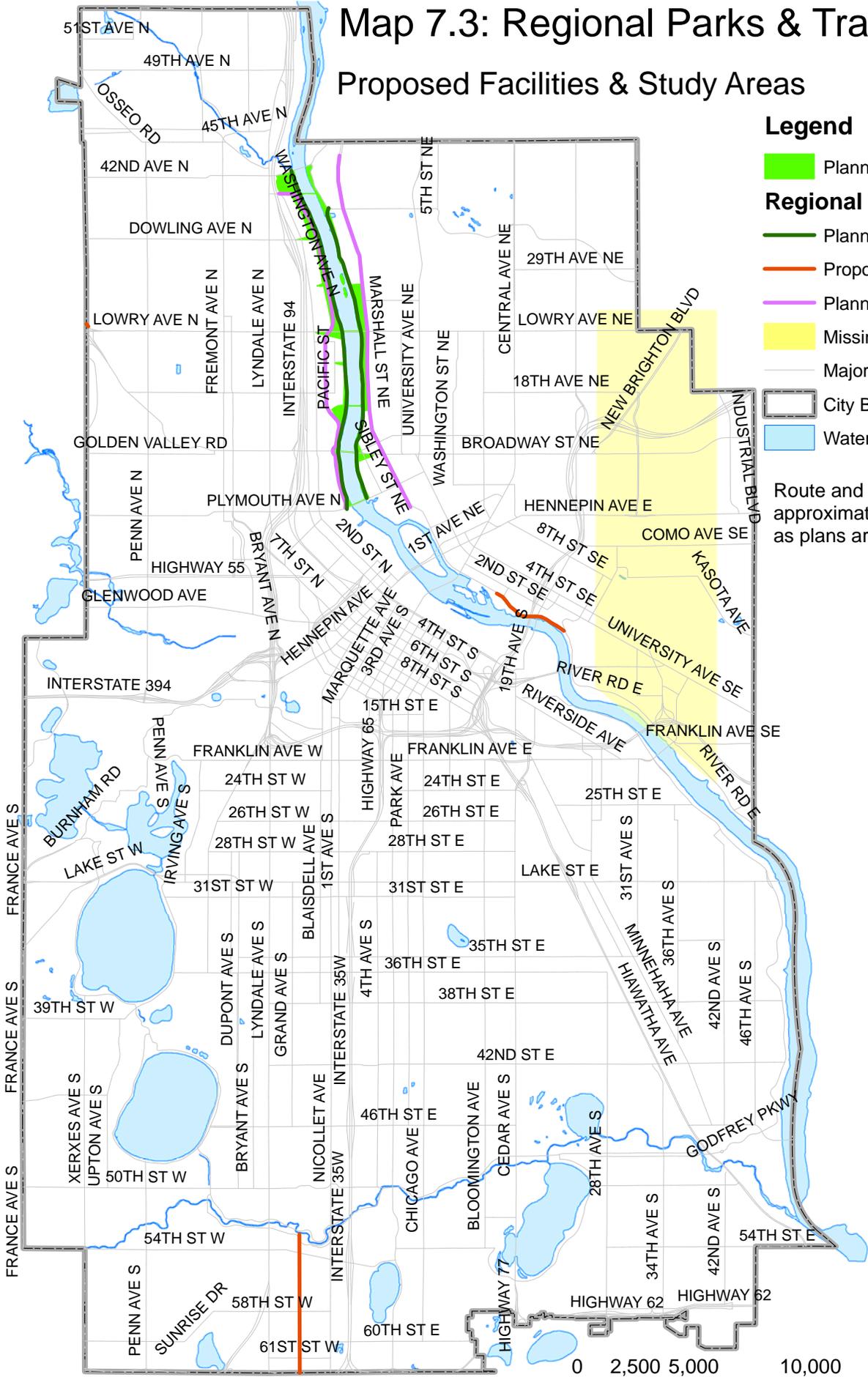
## Proposed Facilities & Study Areas



### Legend

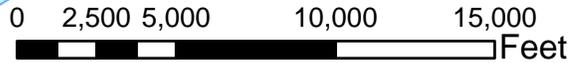
- Planned Regional Parks
- Regional Trails**
- Planned Trails
- Proposed Trails
- Planned Parkways
- Missing Link Study Area
- Major Roads
- City Boundary
- Water

Route and park locations are approximate and will be refined as plans are implemented.

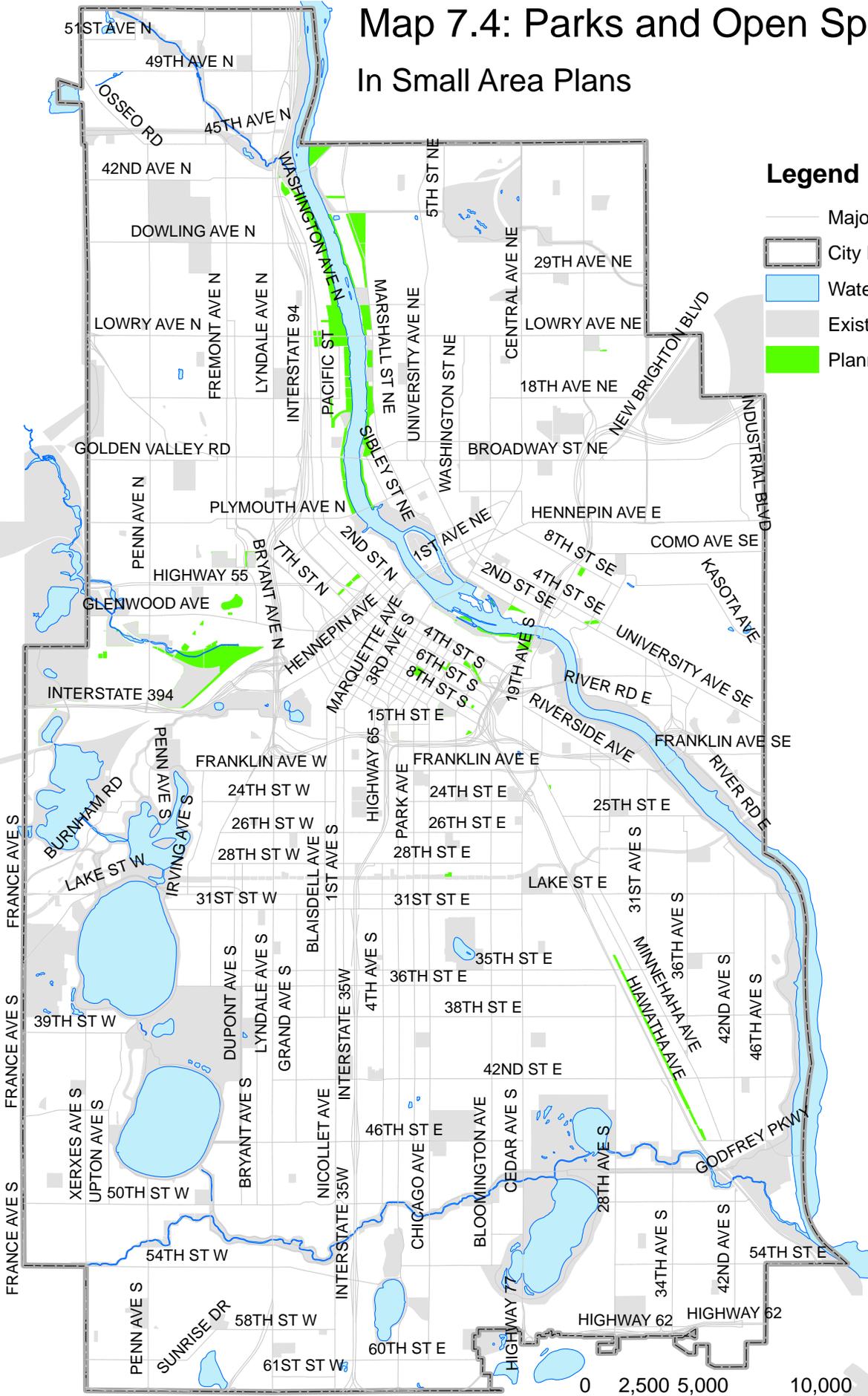


Source:  
Minneapolis  
Park and  
Recreation  
Board

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 7.4: Parks and Open Space In Small Area Plans



## Legend

- Major Roads
- City Boundary
- Water
- Existing Parks/Open Space
- Planned Open Space

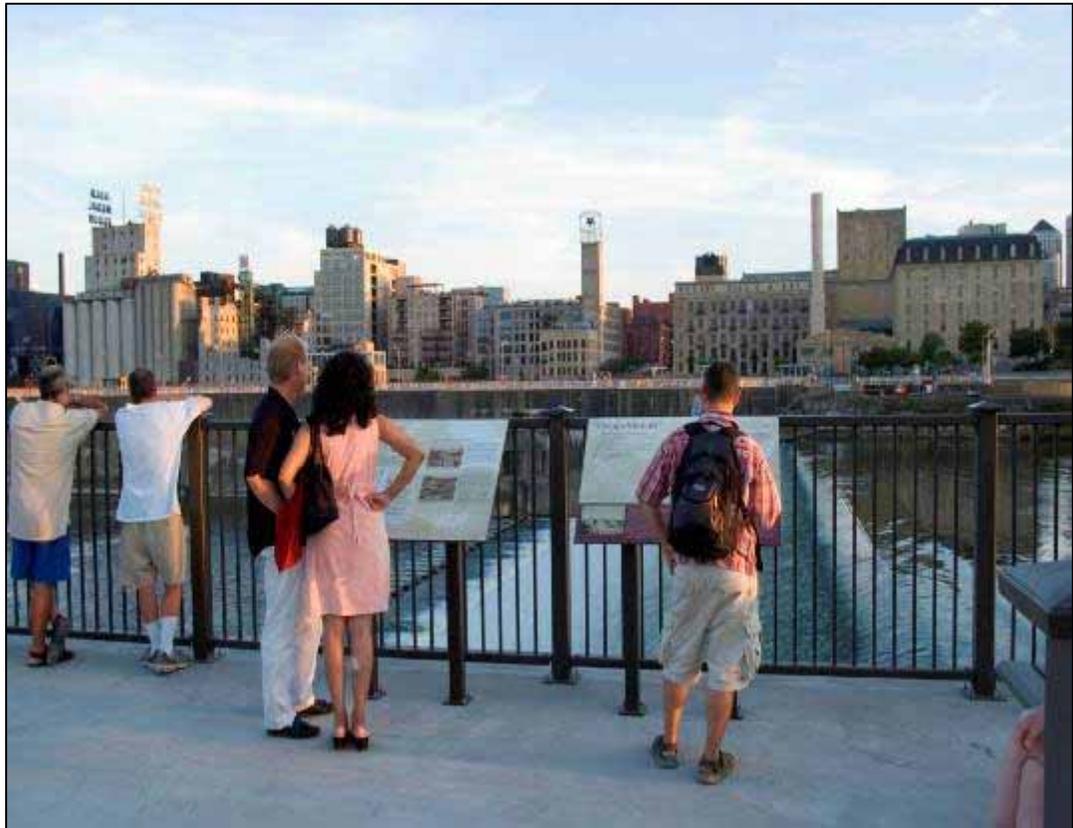
Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



## 8. Heritage Preservation

*Minneapolis will promote the sustainable practice of protecting and reusing our culturally significant built and natural environment, including buildings, districts, landscapes, and historic resources, while advancing growth through preservation policies.*



*The Milling District, as viewed from St. Anthony Falls, is an area of the city where historical and cultural resources have been preserved and adapted to serve current and future uses.*

Heritage preservation in Minneapolis extends past the brick and mortar of buildings to the landscape, both natural and altered by humans, and into the stories and experiences of the people who came here before. Around the United States, heritage and historic preservation are used interchangeably to denote the practice of preserving and reusing historic resources. While the term historic preservation relates to buildings, sites, structures, objects, or districts that have historical, architectural, archaeological, or cultural value, the term heritage preservation encompasses the historical and cultural significance of the built environment and landscape for the community today and future generations.

This chapter is organized into three sections: Historic Resources, Future Preservation Goals, and Programs & Preservation Essentials. The first section explores the known historic resources in Minneapolis, such as designated properties, historic surveys and archeology. Future Preservation Goals acknowledges the new frameworks in which to view heritage, like cultural landscapes, preservation of the public realm and neighborhood preservation.



*St. Anthony Falls and the Pillsbury "A" Mill, 1905, photo courtesy of the Minnesota Historical Society*

Preservation Essentials addresses many of the processes involved in the day to day functions of preservation within Minneapolis municipal government.

## Historic Resources

### Historic Districts & Individual Landmarks

Historic resources are considered to be properties with significant historical, cultural, architectural, archaeological or engineering importance. The federal government, as well as local and state governments, can designate historic resources. The federal designations are called the [National Register of Historic Places](#) or [National Register Landmarks](#) and these properties are designated through a nomination process. The State of Minnesota can designate properties through state statute and the City can also designate properties through the local nomination process. Locally designated properties are protected for exterior, and sometimes interior, alterations.

Presently, Minneapolis has [eleven locally designated historic districts and one-hundred and forty-six landmarks](#). Buildings in historic districts typically have shared characteristics while individual landmarks span a variety of architectural styles and architects. While all buildings have a history, historic designation means that a property has a greater significance to local or national history. The significance may be the way the building or landscape is designed, or the significance may be the persons associated with the building, including owners, tenants, and designers.



*Homes in the [Milwaukee Avenue Historic District](#) are protected by historic designation to ensure perpetuation of their visually cohesive design.*

Buildings and other features within districts share a past which is significant either historically, culturally, architecturally, archaeologically or by virtue of engineering. Some districts are both locally and nationally designated. Historic districts in Minneapolis range from districts that cover multiple neighborhoods, such as in the [St. Anthony Falls](#) and [Warehouse](#) Historic Districts, to smaller districts that comprise a few blocks, as in the [Healy Block](#) or [Fifth Street Southeast Historic District](#). Of the eleven locally designated districts, two are also listed on the National Register of Historic Places.

The individually designated landmarks vary in their historic use, location, architectural style, and date of construction. Many of the [individual landmarks](#) in Downtown Minneapolis are commercial, institutional or cultural, such as the Foshay Tower, Basilica of St. Mary, and the State Theater. In residential neighborhoods, many landmarks are residential, commercial, civic or religious, such as homes designed by Frank Lloyd Wright and William Purcell, the Midtown Exchange, Fire Station Number 42, and Pioneers and Soldiers Memorial Cemetery. As the city ages, newer historic resources are eligible for preservation protection. Currently, the City is completing a re-survey of potential historic resources. One of the driving forces behind the current survey is to balance the designated properties. The re-survey of the city attempts to balance the historic properties by investigating properties from the recent past, variety of geographic locations in the city, and land uses. Certain areas, such neighborhoods in and around downtown, have a wealth of designated properties. Other parts of the city have historic resources; however, many have not been identified through historic surveys. Although buildings and resources constructed after World War II are now eligible for listing on the [National Register of Historic Places](#), there are few city landmarks representing mid-20<sup>th</sup> century history

in the built environment. In addition to preserving the recent past, resources once considered unimportant, are being hailed as contributing to our city's significant history. The [Midtown Greenway](#) (historically known as the Chicago, Milwaukee and St. Paul Railroad Grade Separation), an abandoned railroad trench, has experienced a rebirth as a bike and pedestrian corridor and is now on the National Register of Historic Places.

**Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.**

- 8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.
- 8.1.2 Require new construction in historic districts to be compatible with the historic fabric.
- 8.1.3 Encourage new developments to retain historic resources, including landscapes, incorporating them into new development rather than removal.
- 8.1.4 Designate resources recommended for designation from historic surveys and listed on the National Register of Historic Places which have no local protection.

**Policy 8.2: Continue to evaluate potential historic resources for future studies and designation as the city ages.**

- 8.2.1 Future surveys should focus on completion of a basic or reconnaissance survey of the entire city which incorporates nominations of potential landmarks or historic districts.
- 8.2.2 Identify and document the city's 20<sup>th</sup> century and post-war resources as part of the city's heritage. These resources may be increasingly threatened due to lack of awareness or the information necessary to evaluate their significance.
- 8.2.3 Contemporary architectural styles, such as resources from the last half of the 20<sup>th</sup> Century, as well as architects, should be identified and evaluated as part of future survey efforts.

### **Archeological Resources**

Minneapolis is a relatively new city. Much of the urban fabric was constructed from the mid to late 19<sup>th</sup> century up to the present. A cycle of construction, demolition and rebuilding, often rapidly paced, was characteristic of Minneapolis' development, a trend that has continued to the present. Continued construction has no doubt resulted in the obliteration of potential archeological sites and artifacts, both prehistoric and historic. Areas around the city's lakes, river and streams were used as settlements by indigenous people and have the potential to yield information about

these communities. Evidence of this use has been identified, for example, on the islands in Lake of the Isles. Archeology, however, is not limited to prehistoric or Native American sites. Recent development and redevelopment along the riverfront, for example, revealed a wealth of archeological sites associated with the city's early milling, lumber, and water powered industries.



*Archeological dig in Elliot Park, 2005*

**Policy 8.3: Explore and protect potential archeological resources in the city.**

- 8.3.1 Examine potential archeological sites and artifacts as part of historic resource surveys undertaken by the city.
- 8.3.2 Protect potential and known prehistoric, as well as 19<sup>th</sup> and 20<sup>th</sup> century archaeological sites and artifacts
- 8.3.3 Utilize existing identified sites, such as those associated with the city's milling and industry along the riverfront, as examples for documentation and interpretation of archeological resources.

**Future Preservation Goals**

Over time, new ways to view our shared history become noticeable. Previously undervalued resources are pushed into the spotlight because of an emergence of new ways of thinking about the built and natural environment. One example of this is neighborhoods that reflect a certain era of housing. Preservationists have started to examine whether historic districts are possible for these intact neighborhoods. This reflects a change from only designating the grandiose homes of prominent city and business leaders to recognizing the importance of the character of neighborhoods with vernacular housing.



*Homes built after WWII, like this South Minneapolis Lustron home, are an example of the growing popularity of mid-century architecture.*

Historic resources can also be evaluated for criteria other than architectural style. Landscapes, such as natural or planned parks and plazas, are resources that are gaining more prominence as historical resources. In addition to preserving buildings for their architectural significance, the history of people, organizations, and activities can be a reason for historic designation. Currently, much of the properties protected by historic designation reflect early white settlement in Minneapolis. Recognizing the influence that Native American settlement patterns had on modern city development is important, as well as how early minority groups interacted in the city, such as African Americans and other immigrant groups. Properties should also be evaluated for the influences by particular people, organizations, and events on the growth and development of Minneapolis.

### **Historic Contexts**

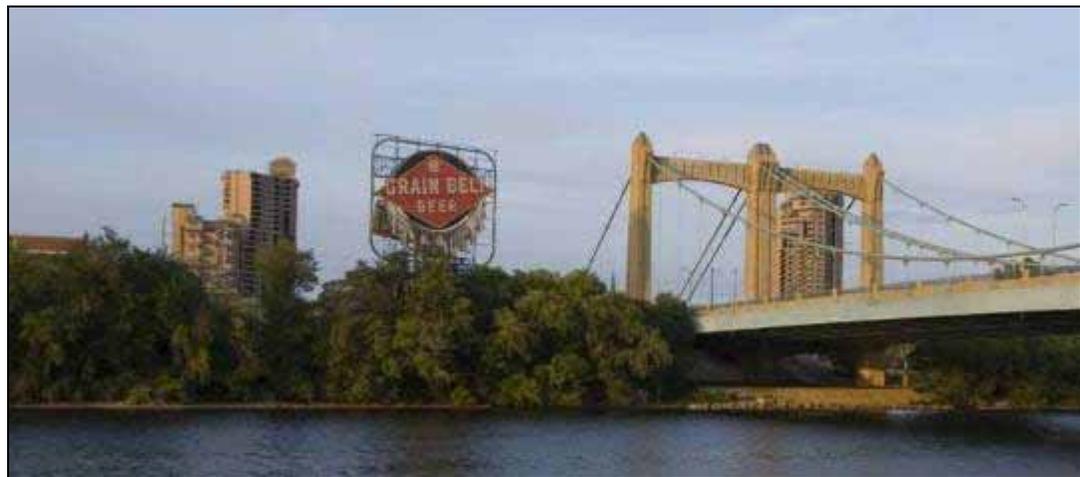
Historic resources or properties are viewed within a context, or an interrelated condition in which the resources exist or occur. Contexts are important themes in the prehistory or history of a community, state, or the nation during a particular period of time. Historic contexts can be organized by subject, place, and time and link properties to important historic trends.

### Historic Contexts & period of significance

Architecture—1855 to present  
 Business and Industry—1821 to present  
 Civic—1872 to present  
 Culture, Fine and Applied Arts—1883 to present  
 Education—1836 to present  
 Residential Development— 1847 to present  
 Religious and Social Organization—1830 to present  
 Transportation—1823 to present

The contexts that many historic resources in Minneapolis are viewed include industrial (such as the milling and railroad industries), commercial development, prominent architecture and architects, as well as civic related, like schools and religious places of assembly, as identified in the *Preservation Plan for Minneapolis, 1990*. Over time, new contexts may become prominent, such as modern architecture, development and transportation patterns, and cultural contributions by ethnic or community groups. Context studies are often used to highlight and identify previously unrecognized historic resources.

The period of significance is that period of time in which the property achieved importance. The period may be as short as one year; however, a property can also have achieved significance during several distinct periods of time, as in the case of an archaeological site. In the case of a historic district, the date of significance is usually the date of the oldest building within the district. The ending date of the period of significance is the time by which significant development of the property, or the property's importance ended.



*The Grain Belt sign on Nicollet Island is an example of an underrepresented historic resource.*

**Policy 8.4: Examine and evaluate the contexts in which historic resources are analyzed.**

- 8.4.1 Complete context studies associated with the city’s history and development, such as the impact of [Grand Rounds](#) park system or transportation systems, to evaluate their impact on the built and natural environment.
- 8.4.2 Evaluate the impact of the ethnic and community groups on the natural and built environment.

**Cultural Landscapes**

The city is a mixture of buildings and open spaces. A focus on buildings belies the fact that history is imprinted on nature as well. While the City has moved quickly to designate many of the area’s most important buildings in the decades following urban renewal, a large category of historic resources has yet to be comprehensively identified and potentially designated: landscapes. Historic and cultural landscapes are more than parks, encompassing a wide variety of spaces and features including: Native American trails and encampments, old industrial sites, walls, woodlands, archeological sites, cemeteries, religious landscapes, formal and informal gardens, fairgrounds, college campus spaces, and much more. The City currently has a few designations that could fall under the category of historic landscape, but there is a potential for much more work.

Currently, few infrastructure projects are designated. Bridges, canals, locks and dams, railroad corridors, and stone or wood-paved roads are a few examples. The impact that infrastructure has on the history of the city is another resource to document.



*The [Pioneers and Soldiers Memorial Cemetery](#) is a locally and nationally designated historic landscape.*

**Policy 8.5: Recognize and preserve the important influence of landscape on the cultural identity of Minneapolis.**

- 8.5.1 Identify and protect important historic and cultural landscapes.
- 8.5.2 Encourage planting and maintenance of street trees and other natural elements in historic districts to promote livability.
- 8.5.3 Preserve historic materials typically found in public spaces, such as street materials like pavers, lighting and other resources.

**Property Maintenance**

Property maintenance is an important aspect of preserving and enhancing historic structures, whether they are historically designated or not. The city’s role in property maintenance includes educational, technical, and financial assistance. Educational assistance is provided through proactive inspections, the city website, informational brochures, and events such as [Minneapolis Housing Fairs](#) and the [Minneapolis/St. Paul Home Tour](#). Staff also provides property owners of historically designated structures information on how to ensure repairs and maintenance are done in a way that maintains the property’s historic integrity.

Ongoing property maintenance is the informal and less regulated work surrounding the general maintenance and upkeep of the built environment. It can be viewed as a means and not an end, and can be utilized in all types of reuse projects, not just projects involving designated properties. Ongoing property maintenance can ensure the desirability of a single home or neighborhood. Preventing, or at the least



mitigating, the demolition of existing housing, commercial and industrial buildings can ensure neighborhood reinvestment based on existing cultural resources.

*Ongoing maintenance is key in preserving historic architecture as evidenced in this North Minneapolis Queen Anne Victorian home.*

**Policy 8.6: Provide educational, financial, technical, and regulatory assistance to ensure the survival of the city’s historic resources.**

- 8.6.1 Increase the information on the City’s [heritage preservation website](#) about the resources available.
- 8.6.2 Identify financial assistance for historic properties such as loans and grants targeted to historic properties.
- 8.6.3 Enhance technical assistance by subsidizing architectural assistance for property maintenance and remodeling issues.
- 8.6.4 Ensure maintenance of properties through regulatory enforcement of the City Code, specifically as it relates to historic resources.

**Reduce, Reuse, and Recycle**

Demolishing buildings often rips the fabric of the city as the character of neighborhoods disappears. Moreover, demolition of structures and throwing out building materials adds waste to landfills and makes the reuse of building materials for housing and other needs impossible. Applying the ethic of “*reduce, reuse, and recycle*” to buildings with the goal of neighborhood revitalization can have positive results for Minneapolis communities, the natural environment, and society.



*Demolition of a single-family house.*

The need for demolitions can be reduced by adapting the building to a new use which meets the needs of the existing owner or selling the property to an owner who will use the property as is. Moving the structure in whole or part to a vacant lot is another alternative. Analyzing the historic significance of properties to determine

their historic value can prevent demolition. Properties worthy of historic designation should not be demolished or relocated. These options keep the city's building stock intact and conserve the energy and resources required to build a new structure.

If none of the above options are possible, reusing building materials in the structure is preferable. This can be accomplished through salvage. Property owners can offer the opportunity to salvage building materials. Salvage rights could be sold for all or part of the building. Materials could be reused by developers or homeowners, or acquired and resold by businesses specializing in salvaged materials.

If there is no demand for salvaged materials, recycling building materials is the next best option. Simply providing recycling containers on site during demolition and informing workers on how to use the containers can divert large amounts of waste from going to landfills. If a building cannot be moved and if materials cannot be salvaged or recycled, the resources must be thrown out. At any time during the process of reducing, reusing, or recycling buildings, documentation of the structure could also take place.

**Policy 8.7: Create a regulatory framework and consider implementing incentives to support the ethic of “reduce, reuse, and recycle” and revitalization for buildings and neighborhoods.**

- 8.7.1 Protect historic resources from demolition and explore alternatives to demolition.
- 8.7.2 Research and modify the preservation and zoning ordinances as they relate to demolition of historic resources, in order to better serve neighborhoods.
- 8.7.3 Develop regulations and/or processes that ensure the timely and appropriate construction of buildings once demolition occurs.
- 8.7.4 Encourage relocation of historic resources as a last means of preservation for endangered properties.
- 8.7.5 Preserve artifacts from structures and sites that are historically, architecturally or culturally significant and seek to reintroduce these artifacts into the city's streetscape and building interiors.
- 8.7.6 Encourage the recycling and reuse of building materials from demolitions and remodels in order to conserve natural resources and remove material from the waste stream.
- 8.7.7 Work with private and public sector stakeholders to develop a salvage system that minimizes the loss of building materials, promotes the reuse of materials, and requires recycling containers to be present on-site with guidance on their use.

8.7.8 Develop a salvage process for materials from any City-initiated demolitions.

### Conservation Districts

In addition to regular maintenance and adherence to the zoning code, other tools exist to preserve neighborhood character. A Conservation District is a zoning or preservation tool used to help communities protect certain characteristics in their neighborhood. They concentrate on protecting such things as architecture styles, densities of the area, heights of structures, and setback guidelines. The scope and size of conservation districts may vary; and the regulations of the district may affect design elements, structure size, building demolition, and land use. While Minneapolis currently does not have conservation districts, this tool can be effective for preserving neighborhood character.

#### **Policy 8.8: Preserve neighborhood character by preserving the quality of the built environment.**

- 8.8.1 Preserve and maintain the character and quality of residential neighborhoods with regulatory tools such as the zoning code and housing maintenance code.
- 8.8.2 In addition to local designation, develop other preservation tools, like conservation districts, to preserve the historic character of neighborhoods and landscapes.

### Preservation Essentials

Heritage preservation in Minneapolis is advanced by the work of City staff and the [Heritage Preservation Commission \(HPC\)](#). Staff reviews administrative applications for minor alterations to districts and landmarks and also prepares reports to the HPC for approval of major alteration to districts and landmarks, as well as reviewing demolition permits for potential historic resources. City staff also works with other government partners, such as the [Minnesota State Historic Preservation Office \(SHPO\)](#) and the [Minneapolis Park and Recreation Board](#) to further preservation plans and programs. A myriad of organizations, such as [Preserve Minneapolis](#), the [Preservation Alliance of Minnesota](#), and the [American Institute of Architects](#) promote preservation through education efforts.

In addition to the work involved with historic resources, the City is involved with many programs that promote preservation. Education and outreach programs target Minneapolis residents and others interested in preservation. Preservation staff is involved in many programs and review processes within the city as well as with the State of Minnesota, such as environmental reviews and [“Section 106”](#) reviews. Preservation policies are also used in the creation of neighborhood or small area plans.

## Preservation & Land Use Planning

Land use planning in Minneapolis integrates a preservation ethic into long range and strategic planning. Many neighborhood and small area plans adopted by the City have historic preservation components. Neighborhoods such as [Marcy-Holmes](#) and [Whittier](#) have significant historic districts or landmarks, with plans that include policies and implementation steps related to the continued maintenance of historic resources and guidelines for infill development. In addition, City-led plans have historic components, such as the [Midtown Exchange \(Sears, Roebuck & Co. Mail Order Warehouse and Retail Store\)](#) and the [Grain Belt Brewery Redevelopment](#) .

### Policy 8.9: Integrate preservation planning in the larger planning process.

8.9.1 Incorporate preservation at the earliest stage of comprehensive planning, small area plans, and neighborhood revitalization strategies.

8.9.2 Incorporate preservation in early land use and planning evaluations, including federal reviews such as 106 Reviews and Environment Assessments, and city processes such as [Capital Long Range Improvement Committee \(CLIC\)](#) and preliminary development review.



*Humboldt Greenway homes reflect historic building design*

8.9.3 Encourage property owners and developers to consider historic resources early in the development review process by promoting the preliminary review and early consultation with preservation staff.

## Revitalization and Preservation

Historic preservation can be a strategy in redevelopment or revitalization of a neighborhood or area of the city. Reuse and rehabilitation of historic buildings can be a catalyst for other investment, especially in neighborhoods with barriers to economic success. While renovating an older building has many positive impacts to the community, the cost of renovating a historic building to property owners and developers can often be a major issue. Working with developers early in the process can help to streamline preservation requirements and increase the project success.

**Policy 8.10: Promote the benefits of preservation as an economic development tool and a method to achieve greater environmental sustainability and city vitality.**

- 8.10.1 Encourage rehabilitation of buildings and landscapes to stimulate economic activity in depressed areas.
- 8.10.2 Establish property tax relief for historic building owners whose building is in an economically depressed area.
- 8.10.3 Establish a local funding stream for preservation work which directly contributes to the city's economic growth.
- 8.10.4 Encourage the occupation and reuse of historic structures in areas targeted by the city for revitalization by contributing resources to make older buildings more energy efficient and therefore less expensive to operate.
- 8.10.5 Prioritize the reuse of the city's historic buildings as a strategy for sustainable development.
- 8.10.6 Market the city's high quality, architecturally interesting, readily available and affordable housing and commercial properties.
- 8.10.7 Use planning tools, such as transfer of development rights and historic variances, as well as economic incentives, such as tax increment financing and tax abatements, to retain historic structures while compensating for the loss of development potential.
- 8.10.8 Promote financial preservation incentives for property owners and developers.
- 8.10.9 Develop heritage tourism strategies.



*Restoration of historic buildings aids revitalization, such as the [State Theater](#) and other historic theaters along Hennepin Avenue.*

## Preservation Regulations

Minneapolis has a preservation toolbox that includes ordinances, design guidelines, and plans. These tools need to stay current in order to best evaluate modifications to historic resources as well as new construction in historic districts. Many district design guidelines were written in the 1980s and should be modified to integrate greater city goals, such as sustainable building practices and accommodating increased population growth.

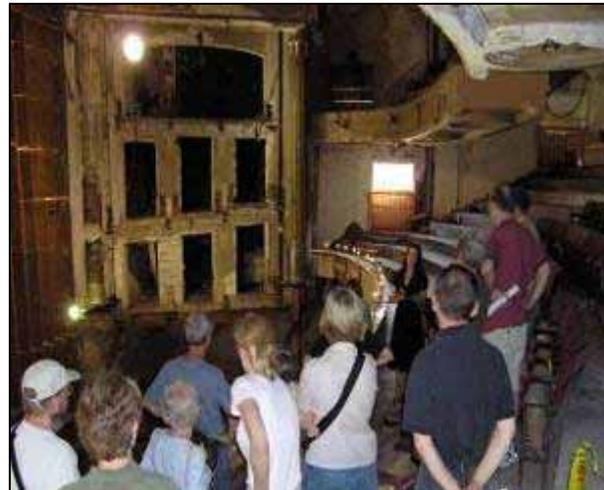
### **Policy 8.11: Improve and adapt preservation regulations to recognize City goals, current preservation practices, and emerging historical contexts.**

- 8.11.1 Update the preservation ordinance to include the codification of local districts and landmarks, discourage demolition of historic resources, and incorporate conservation districts.
- 8.11.2 Revise existing historic district guidelines and require guidelines for all new local districts and landmarks
- 8.11.3. Create and use design guidelines for existing historic landscapes.

## Education and Outreach Programs

Citizens from all walks of life can be involved in learning about and preserving the city's historic resources. Preserving the city's built past can incorporate a range of approaches, from education about the importance of maintaining historic buildings to recognition and designation of previously unaccounted historic resources.

Other approaches important to success in historic preservation projects rely on technical support and citizen involvement in designation campaigns. The role of residents and property owners in identifying, preserving, protecting, and adaptively reusing buildings is critical to keeping Minneapolis' heritage strong.



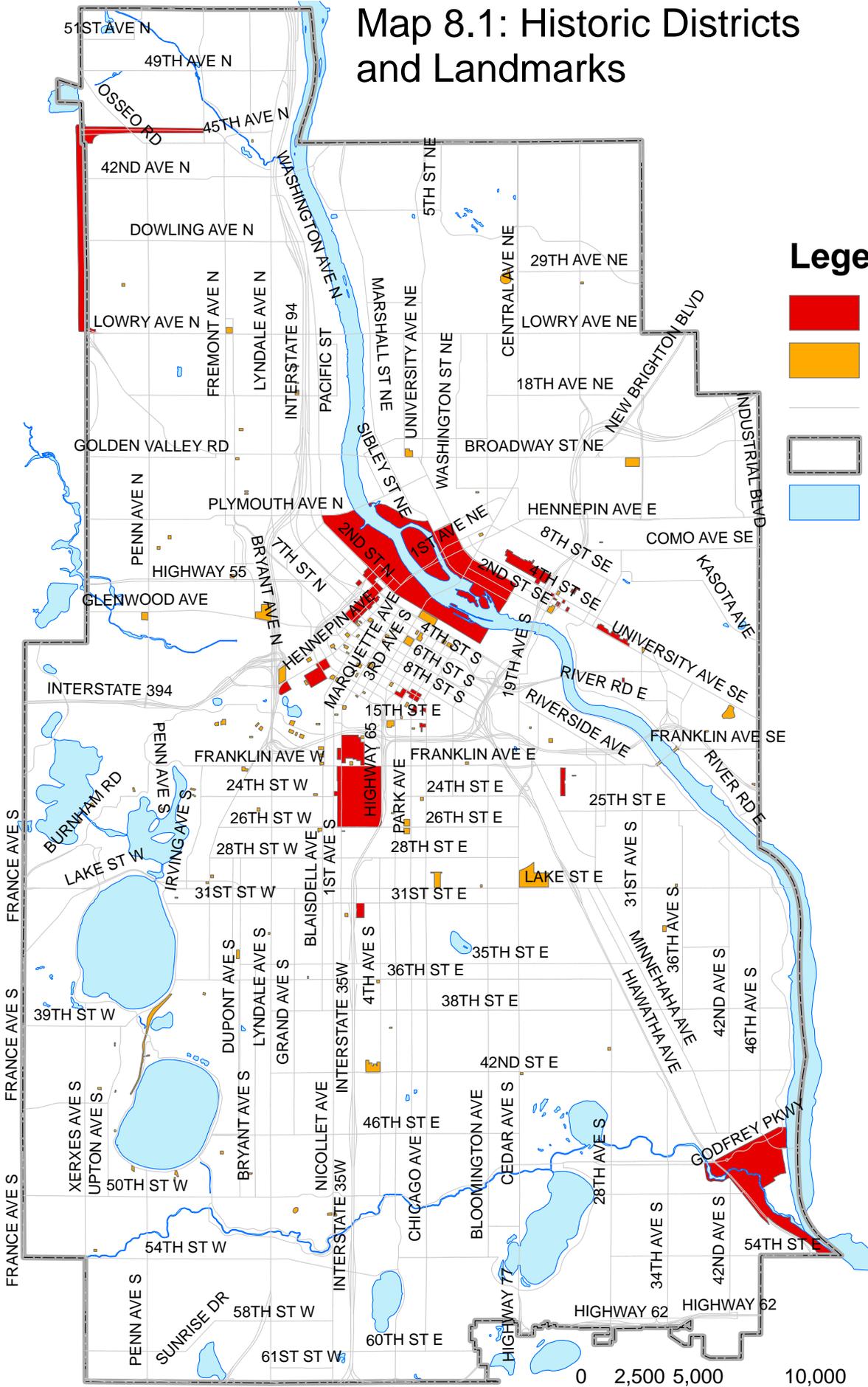
*Walking tours, like this one of the [Schubert Theater](#), are one way to promote the city's historic resources and awareness of their value.*

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**Policy 8.12: Raise awareness of the history of Minneapolis and promote the quality of the built environment.**

- 8.12.1 Promote heritage preservation planning efforts to important stakeholders, including other city offices, the public, and preservation organizations.
- 8.12.2 Continue to work with the State Historic Preservation Office (SHPO) and preservation organizations to promote education and incentive programs.
- 8.12.3 Involve residents and neighborhood organizations in review of heritage preservation applications.
- 8.12.4 Continue to recognize outstanding projects, programs, individuals and organizations that have significantly contributed to the heritage of Minneapolis and enhancement of the urban environment.
- 8.12.5 Provide educational activities, such as walking tours, to foster appreciation of Minneapolis' history and the built and natural environment.
- 8.12.6 Design and install appropriate and interpretive signs and historical markers for designated historic districts and landmarks.
- 8.12.7 Work with [Minneapolis Public Schools](#) and the [Heritage Preservation Commission](#) to prepare a preservation curriculum package for instructors.

# Map 8.1: Historic Districts and Landmarks



- ### Legend
- Historic Districts
  - Landmarks
  - Major Roads
  - City Boundary
  - Water

Source:  
City of  
Minneapolis

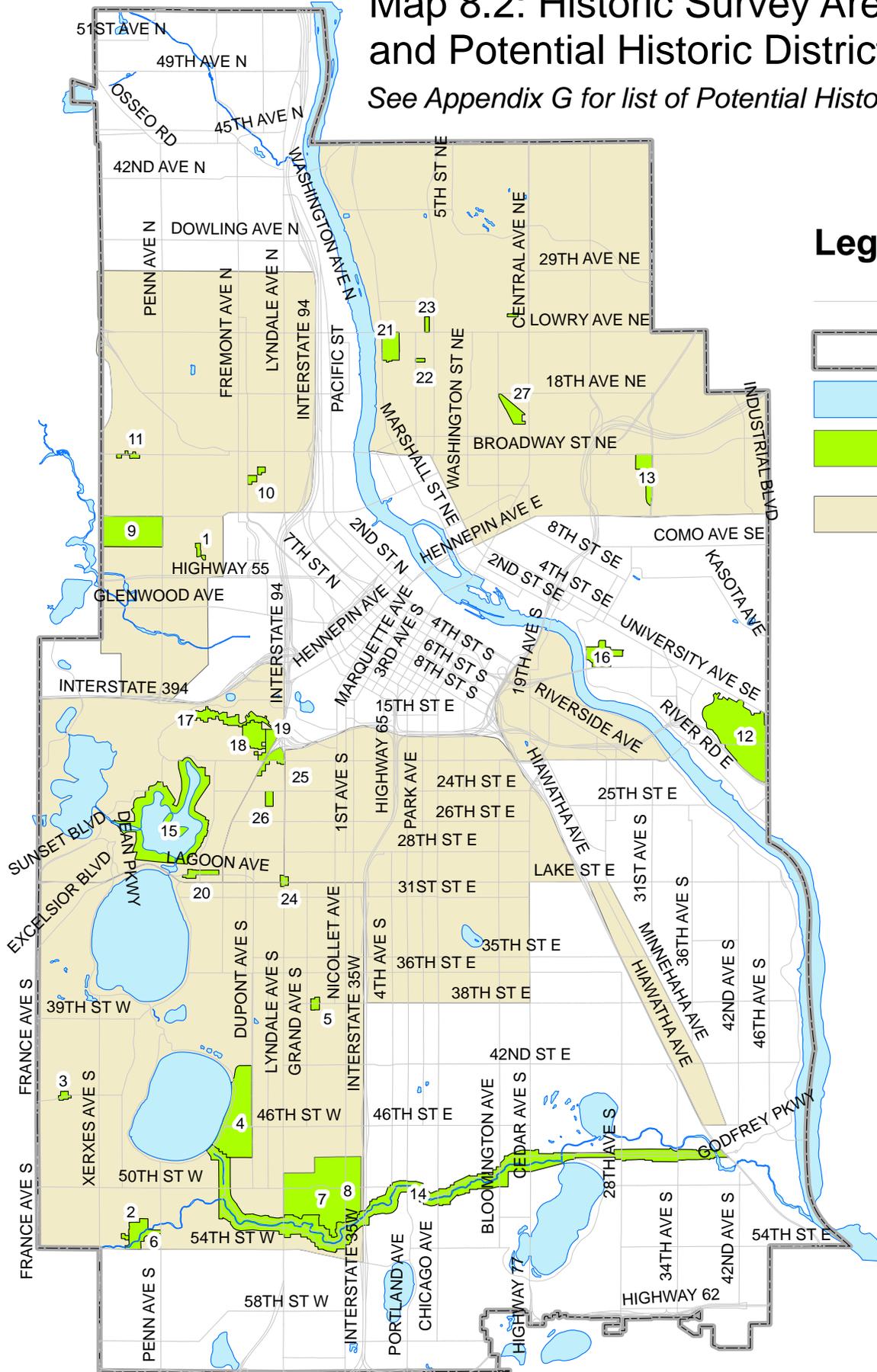
Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 8.2: Historic Survey Areas and Potential Historic Districts



See Appendix G for list of Potential Historic Districts



## Legend

- Major Roads
- City Boundary
- Water
- Potential Historic Districts
- Areas of re-survey



Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



## 9. Arts and Culture

*Minneapolis will continually grow into a more diverse and vibrant city, ensuring that residents have access to rich and meaningful arts and cultural activities that are vital to the city's quality of life and economic success.*



*The Powderhorn Art Fair is part of Minneapolis Arts Weekend, an opportunity for art lovers of all ages to enjoy art, music and culture at locations around the city.*

The arts community in Minneapolis has a long tradition of grassroots arts activity, and is nationally recognized for the dynamism and creativity of arts-related events in the city. Minneapolis' arts community thrives on its ever-increasing cultural plurality, and some of our most vibrant cultural resources are based in the city's neighborhoods. From Northeast Minneapolis, home to the city's first designated arts district, to the West Bank Theatre district, to cultural festivals such as May Day, Juneteenth, and Minneapolis MOSAIC, arts organizations enrich community life in Minneapolis by providing learning experiences, entertainment, creative inspiration, economic benefits and cultural understanding to patrons and participants alike.

### Economic Development and Leadership

Linking arts and culture with economic development is a strategic direction for the City and correlates with research into the increasing importance of creative capital in

the [21<sup>st</sup> century global economy](#). New ideas and innovations generated by talented individuals are the fuel for developing and sustaining globally competitive enterprises. A highly mobile creative class is attracted to cities like Minneapolis with a unique quality of place, diversity of lifestyle options, and opportunities to exercise their creativity at work and play with other talented people.



*The Hennepin Avenue Theater District features venues, like the historic State Theater for performing arts and concerts.*

**Policy 9.1: Integrate and utilize arts and culture as a resource for economic development.**

- 9.1.1 Create policies that define the city’s role in the planning, development, operation, and management of cultural facilities throughout Minneapolis.
- 9.1.2 Collaborate with community-based arts organizations (such as [ArtSpace](#), [Metropolitan Regional Arts Council](#), and [Springboard for the Arts](#)) to build capacity and knowledge among organizations engaged in developing cultural facilities.
- 9.1.3 Provide workshops and training for Minneapolis nonprofit cultural organizations in facilities development.
- 9.1.4 Explore and identify indicators for measuring the economic impact of cultural activities, and build the capacity of the Department of Community Planning and Economic Development (CPED) staff to document economic and other benefits of cultural development through mapping and economic impact studies.

- 9.1.5 Develop a creative industries strategy and integrate it into the city’s economic development policies and practices.
- 9.1.6 Encourage the implementation of the [Northeast Arts Action Plan](#), and the creation of cultural plans for other neighborhoods and districts.
- 9.1.7 Support the film and commercial production industry by providing assistance with permitting, locations and coordination with city services.
- 9.1.8 Make Minneapolis a more livable place for artists through support for arts initiatives that contribute to the city’s community development priorities.



*Constructed in the mid-1920’s as a movie theater, the Ritz Theater today is a 221-seat performance and studio space and is a nexus of the neighborhood arts scene.*

The need for strong, visible and vigorous leadership for arts and culture within the city is one of the most crucial ingredients for successful implementation of a cultural plan. Significant cultural leadership has emerged from the staff and boards of cultural organizations themselves – both large and small organizations. Equally important are the foundation, corporate and individual funders who have supported Minneapolis’ ascension to world class status as a creative city.

It is critical that the city’s cultural and civic leadership become more representative, reflecting the diversity of the community. Elected officials who are strong and positive advocates for the arts are needed. Their leadership is critical to moving

forward with cultural planning recommendations and objectives.

**Policy 9.2: Develop robust leadership on behalf of cultural development.**

- 9.2.1 Create a Department or Division of Arts & Cultural Affairs, with staff, funding, and ongoing advisory input from the [Minneapolis Arts Commission](#).
- 9.2.2 Recruit people of color and diverse geography into cultural leadership roles.
- 9.2.3 Strengthen the Minneapolis Arts Commission with visionary, diverse, and influential leadership.
- 9.2.4 Encourage arts leaders to become engaged with city leaders and support those who take strong arts positions.
- 9.2.5 Seek affirmation and support of the plan from corporate, foundation and individual philanthropy through the influence of elected officials, Minneapolis Arts Commission and the [Arts and Culture Plan](#) Advisory Committee members.
- 9.2.6 Empower the Minneapolis Arts Commission as the central advisory body with public art decisions in the city.

## Funding and Resources

Strong foundation, corporate and individual philanthropic support is generally credited with enabling the Minneapolis cultural community to achieve its enviable depth and breadth. However, there should be concern over whether Minneapolis' cultural excellence can be sustained without a broader base of funding, including city support.

In the past, the two main strategies for city support of arts and culture have been: 1) involvement in capital and infrastructure projects, including renovation and operation of city-owned historic theatres, land acquisition and parking facilities for major cultural institutions, and various types of assistance for facilities projects of cultural institutions; and 2) development of a public art program. The city lacks cultural infrastructure found in most major American cities, usually administered by a local arts agency, such as direct grants to artists and organizations, technical assistance, programming initiatives, cultural marketing and regular convening of cultural and community leaders.



*Founded in 1963 by Sir Tyrone Guthrie (pictured above), the Guthrie Theater is a world-class major resident theater that showcases Tony award winning productions and debuts new theatrical works. The building contrasts with and complements the neighboring historic mills.*

**Policy 9.3: Increase resources for arts and culture in Minneapolis.**

- 9.3.1 Identify a dedicated funding mechanism with the priority for supporting small and mid-sized arts organizations and individual artists.
- 9.3.2 Encourage and celebrate private support of arts and culture and recognize exemplary initiatives.
- 9.3.3 Require arts and cultural organizations that benefit from City financial support to create space for and access to facilities for small and medium-sized art and cultural organizations.

The City funds public art through a voluntary allocation of the annual net debt bond, the exact amount determined annually through the Capital Long Range Improvement Committee and budget adoption process. The public art program is administered by Cultural Affairs staff in the Planning Division of CPED, and overseen by the Minneapolis Arts Commission. In addition, the Minneapolis Public Library Board has a public art program, the Department of Public Works has initiated a number of projects, and Neighborhood Revitalization Program funding has been used for public art.



*The City of Minneapolis supports installations of public art such as P.S. Wish You Were Here, 2005 by Andrea Myklebust and Stanton Sears, located at Lake Street E and West River Road.  
Photo by Sue Hartley*

**Policy 9.4: Strengthen the City’s public art program by providing a definite funding commitment and confirming policy.**

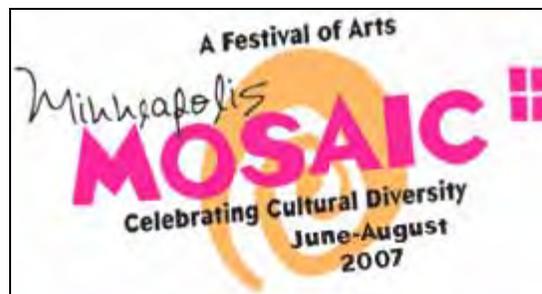
- 9.4.1 Continue to develop and refine public art policies and procedures.
- 9.4.2 Develop a Public Art Plan that will establish priorities for public art projects and locations for the next ten years. Yearly public art work plans should reflect these priorities.
- 9.4.3 Fund public art with a portion of the annual net debt bond as part of the City’s annual Capital Long Range Improvement Plan.
- 9.4.4 Develop partnerships with small and large arts institutions, galleries and museums, for the purposes of commissioning works, establishing artists in residence in city departments, developing exhibits in public buildings, and assisting with public art maintenance.
- 9.4.5 Establish exhibit and performance spaces in select, appropriate public buildings.

In order to appreciate diverse art and cultural opportunities, the public must know about them. Better communication and outreach will help residents take full advantage of cultural resources.

## Marketing and Promotion

**Policy 9.5: Promote the city’s arts and culture to residents, visitors, and civic and community leadership as an integral aspect of Minneapolis’s identity, quality of life, economic vitality and civic health.**

- 9.5.1 Work with the City’s Communications Department, in its capacity as a conduit to the public for City of Minneapolis activities, to integrate arts and cultural messages and activities in various communications efforts.
- 9.5.2 [Meet Minneapolis](#) (former Greater Minneapolis Convention and Visitors Association) will develop an arts and cultural marketing plan to promote the city’s cultural resources to local, national and international audiences.



*[Minneapolis Mosaic](#) is a summer-long celebration showcasing the rich diversity of Minneapolis’ music, dance, theater, the visual arts, film and the literary arts.*

Nationwide, nonprofit organizations, commercial businesses and other sectors of the community develop partnerships and shared service initiatives. Education, human services, and government partnerships have been created to serve economic and community development, education, promotion, and other common concerns. The City can stimulate similar collaborations to promote arts and culture.

**Policy 9.6: Promote collaborations among arts and cultural organizations, artists, the City, and other partners.**

- 9.6.1 Partner with Hennepin County, other municipalities, the Metropolitan Council, and state and federal entities on issues of mutual concern, such as regional funding, arts education, and promotion.
- 9.6.2 Meet Minneapolis will compile and review annually a master list of arts and cultural organizations, starting from existing lists.
- 9.6.3 The Hennepin County Library, the unified library system will develop its capacity as an arts and culture resource and activity center, and identify and review annually a listing of arts resource people.
- 9.6.4 Minneapolis Arts Commission will convene regular meetings or workshops with arts and cultural organizations around specific topics or for sharing information and identifying collaboration opportunities.

- 9.6.5 Establish a task force to make recommendations for integrating the arts into the city's design review function, policies and practices.

## Education

The need to build and sustain strong cultural learning opportunities for Minneapolis youth – both in school and out of school – is paramount. This priority has been clearly linked to success in school and work, training the city's future artists and building the creative and civic capital of the future.



*Experiencing and making works of art benefits youth and the community. Community public art workshops are one way of bringing the arts to neighborhoods. Photo by Alan Wilfahrt*

### **Policy 9.7: Preserve and strengthen arts education opportunities for Minneapolis youth and adults.**

- 9.7.1 City leaders will advocate for arts education and lifelong learning through the arts.
- 9.7.2 [Art in Public Places](#) will include education and youth development components in its projects.
- 9.7.3 Integrate arts education and lifelong learning programs into the operating policies of the city-owned arts facilities.

- 9.7.4 Include arts education as a criterion for determining City support for development of cultural facilities
- 9.7.5 Continue to support cross-cultural learning opportunities, such as MOSAIC, and examine ways the MOSAIC model can continue to evolve and work with Minneapolis schoolchildren.
- 9.7.6 Act as a liaison to connect the art education initiatives of arts and cultural institutions, higher education institutions, and community-based organizations and neighborhoods.
- 9.7.7 Provide information on parking and transportation for school field trips to arts and cultural institutions.

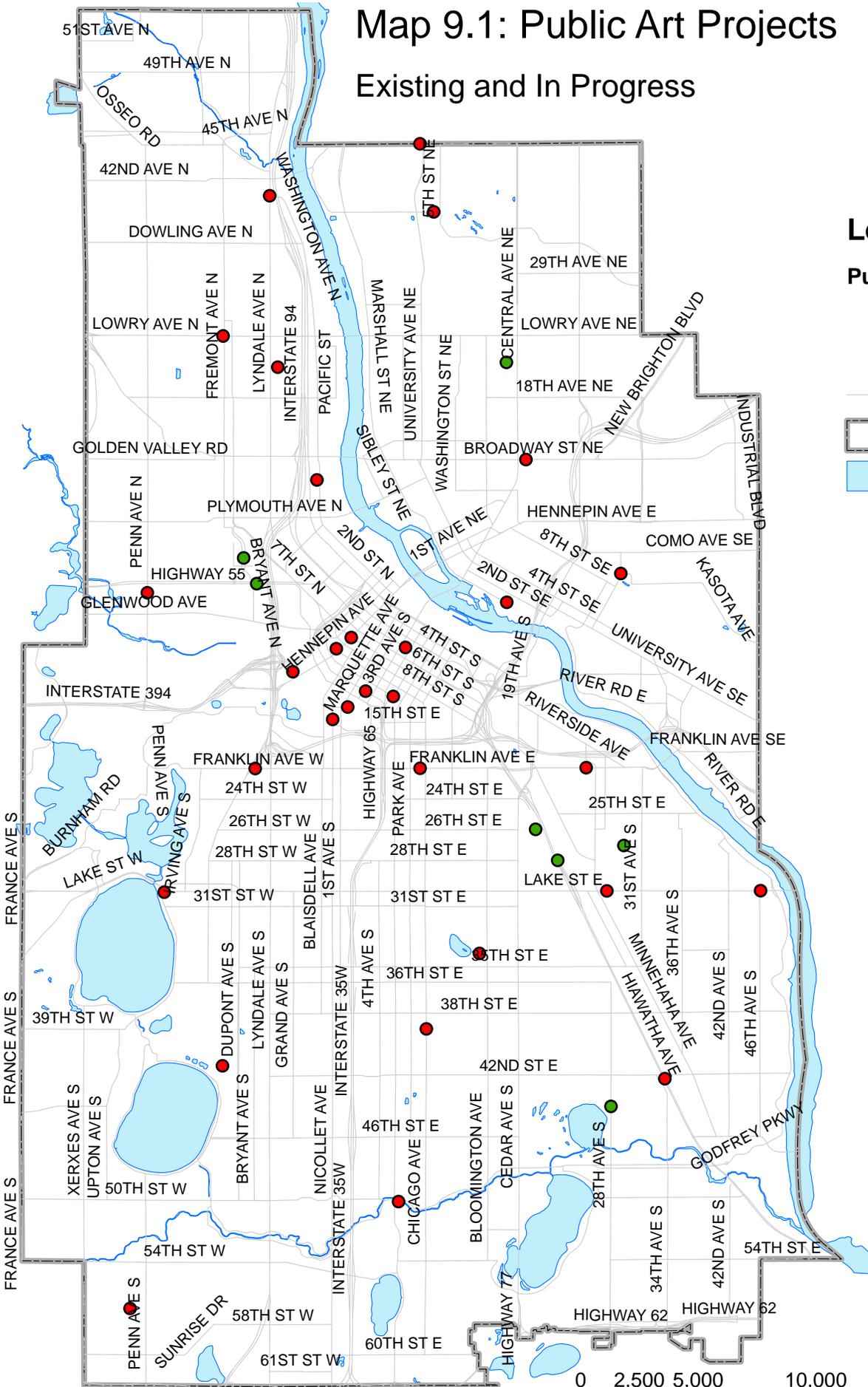


*From engaging neighborhoods in public art, to providing opportunities for learning through the arts and enjoying live performances at neighborhood and major theaters, a city with vibrant arts and culture provides opportunities for life-long learning and enrichment.*



# Map 9.1: Public Art Projects

## Existing and In Progress



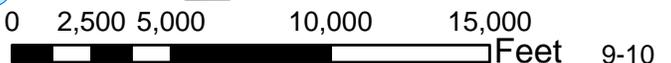
### Legend

- Public Art Projects**
- Complete
  - In Progress
  - Major Roads
  - City Boundary
  - Water

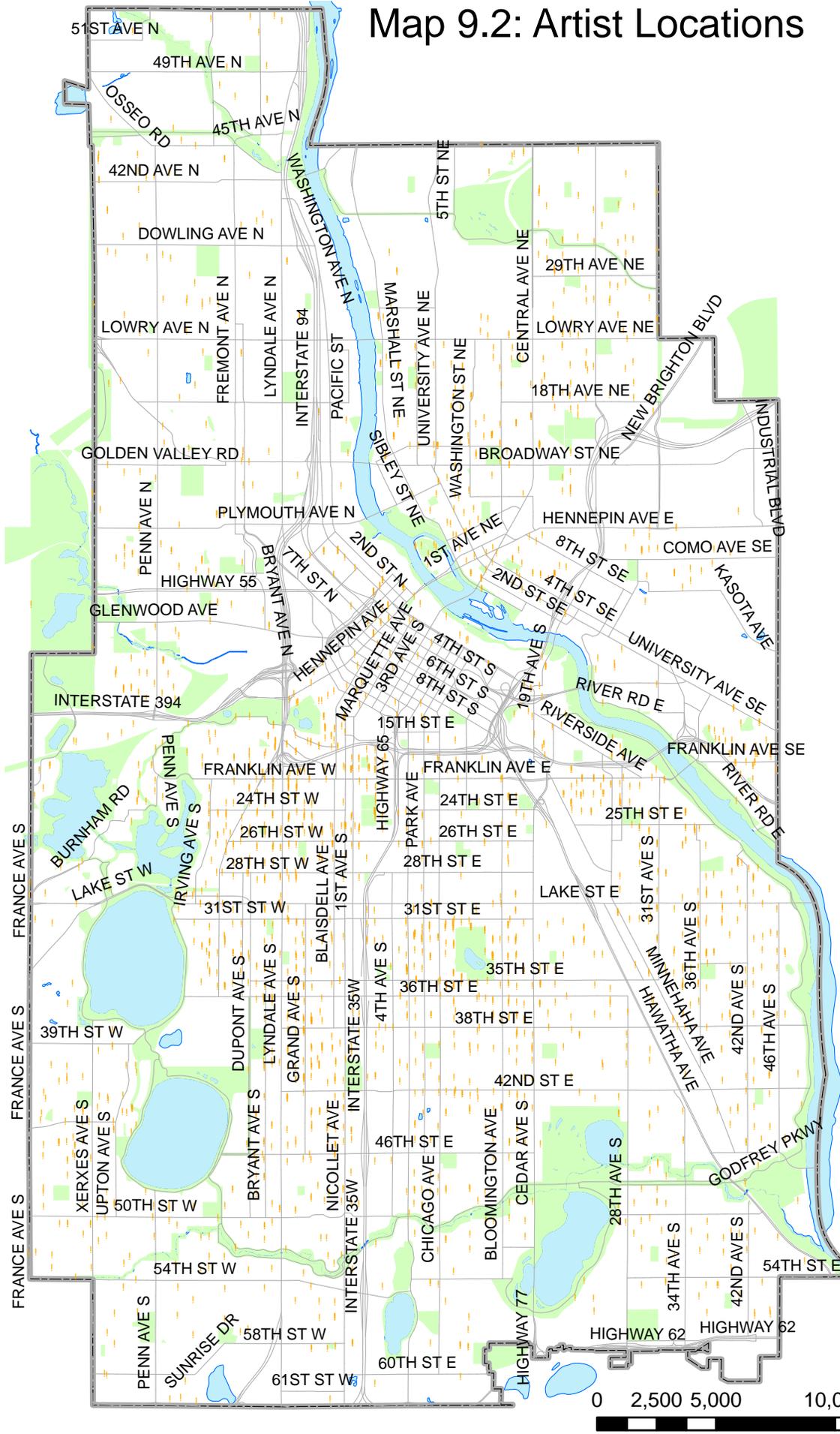


Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009



# Map 9.2: Artist Locations



## Legend

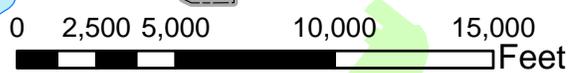
- Artists
- Major Roads
- City Boundary
- Parks
- Water

Based on mailing lists of Minneapolis artists. May not necessarily be location of work space.



Sources:  
 Minnesota State Arts Board and Metropolitan Regional Arts Commission

Created by:  
 Minneapolis Community Planning and Economic Development Department  
 Planning Division  
 Adopted by City Council  
 October 2, 2009



## 10. Urban Design

*Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.*



*A range of building types and forms intermingle near Downtown*

Urban design combines aspects of architecture, landscape architecture, public works, transportation systems and public art to create dynamic urban environments. Urban design and urban form affect movement of people, goods and services, human interactions with the built and natural environments and human health. This chapter provides a design framework for community development and guidelines for new construction and redevelopment.

### Traditional Urban Form

Urban form is a term that describes the physical attributes of a traditional city: Rectangular blocks connected by avenues, streets, and ribbon-like arterials along which people move about and commerce bustles. These connections, combined with presence of sidewalks, transit and urban amenities like parks and buildings from different eras of a city's history comprise a dynamic urbanism. Traditional urban form is the overarching policy that will drive the design of new developments, streets and public realm in the City of Minneapolis.

*“The traditional city is the sublime, complex and popular manifestation of civility and conviviality. It is the perfect synthesis between territory, culture and human communities. It is stable and stimulating for individuals, for locals and strangers, for residents and hosts, for industry, business, crafts, art, for communication and interaction, for social, cultural, intellectual and commercial exchanges, activities and inventions. Despite quick and dramatic and unprecedented changes and innovations in the past century, the traditional city has remained a good and desirable place to live. It has proven to be perfectly compatible with modern life. . . it is both an experiential reality and a realistic project of contemporary civilization”*

*--Prince Of Wales Urban Design Task Force, 1996*

Traditional urban form for Minneapolis consists of a network of streets with a pattern of lower-density residential neighborhoods with higher-density, mixed-use corridors and nodes. It includes pedestrian-scale buildings and street designs that reflect the presence of pedestrians as well as automobiles, transit and bicycles. Our urban form also reflects the fact that Minneapolis is a Winter City. Utilizing climate sensitive design strategies adapted to our northern environment can create and enhance year round urban livability by making the winter environment more safe, comfortable and enjoyable at the pedestrian realm. Snow removal for safety and active winter transportation (walking and biking), minimizing the shadowing of pedestrian spaces used in the wintertime, as well as landscaping for winter visual interest and wind screening are important. These elements of the built and natural environment give the city a unique identity and present unique challenges.

The urban neighborhood pattern resulted from the days of Minneapolis’ growth as a streetcar city that created residential neighborhoods built at a scale measured in “walking time”. Most residents can reach the shops and services they need within a few blocks of their homes and workplaces. People are not required to drive every time they leave their home in search of goods, services or entertainment, and the purpose of many trips can be accomplished by traveling to a single location.

The pattern and scale of the streets, open spaces and buildings that make up the city fabric have a direct and daily impact on how residents and citizens move about, patronize local shops and businesses, meet their neighbors and enjoy the city’s amenities. In parts of the city, the network of streets and blocks, the gridlike neighborhood, is efficient. Pedestrians can walk relatively directly between any two points. However, in other parts of the city, suburban style cul-de-sac development impedes that efficiency, or the street grid has been blocked off by artificial barriers. Still other parts of the network have been transected by obstacles—interstate highways or LRT crossings. In these areas urban form is impacted and the network needs healing. Urban design can contribute to that by providing the policy framework and preferred standard for new development and built form that is subsequently implemented through the regulatory framework of the City’s Zoning Code.

## Traditional urban form in residential areas

Neighborhood architecture forms a varied backdrop to the experience of place that impresses on sidewalk stroll in Longfellow or Lowry Hill or Northeast Minneapolis. Porches, gables and attic windows punctuate the housing landscape. A combination of the brand new and the old exist side by side on many city streets and are good examples of accommodating and encouraging the new while preserving and appreciating the old. The shape and feel of neighborhoods can be impacted by the width of a road, the height of a building, the distance a structure is set back from the property line, window design and pattern, and the orientation of buildings in relation to the street.



*Residential areas in Minneapolis often are identified as having large front yard setbacks, consistent heights, front porches, and a healthy tree canopy.*



## Traditional urban form in commercial and mixed-use structures and areas

Good design must be used to ensure that mixed-use developments are functional, attractive, and withstand the test of time. Successful mixed-use buildings and areas attract pedestrians by bringing their storefronts to the sidewalk's edge, orienting building design to the street and respecting traditional urban form by providing transitions to adjacent structures, keeping building heights to a scale compatible with the surrounding neighborhood.

Commercial and mixed-use areas should be designed in order to be accessible from a balanced variety of transportation modes, including pedestrian, automobiles, transit and bicycles. Responding to the demands of traditional urban form requires design solutions that prioritize the appeal of the pedestrian environment, emphasize diversity in form and materials, and promote a distinctive identity for an area.

## Downtown

### Skyline



The height of buildings conveys a sense of the type and intensity of use of the building or area, and it also symbolizes the importance of the use within the broader community. With respect to Downtown, the height of buildings contributes to an understanding of how Downtown is organized and the importance of its various functions. The Downtown skyline also is a source of civic pride. As such, it should be considered a community asset.

**Policy 10.1: Promote building designs and heights that enhance and complement the image and form of the Downtown skyline, provide transition to the edges of Downtown and protect the scale and quality in areas of distinctive physical or historical character.**

- 10.1.1 Concentrate the tallest buildings in the Downtown core.
- 10.1.2 Building placement should preserve and enhance public view corridors that focus attention on natural or built features, such as landmark buildings, significant open spaces or water bodies.
- 10.1.3 Building placement should allow light and air into the site and surrounding properties.

### The Pedestrian Environment

Streets and sidewalks serve as the primary pedestrian network and are Downtown Minneapolis' greatest opportunity for improving the public realm. Streets designed for pedestrian use contribute to Downtown's public nature, vibrant image and synergy by encouraging pedestrian circulation and activities and by integrating Downtown's various attractions. To foster this type of environment at the street level the first floor of buildings need to be designed with the pedestrian in mind.

**Policy 10.2: Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements.**

- 10.2.1 The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk.
- 10.2.2 The street level of buildings should have windows to allow for clear views into and out of the building.
- 10.2.3 Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive building walls such as windows, green walls, architectural details, and murals.
- 10.2.4 Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street.
- 10.2.5 Locate access to and egress from parking ramps mid-block and at right angles to minimize disruptions to pedestrian flow at the street level.
- 10.2.6 Arrange buildings within a site in order to minimize the generation of wind currents at ground level.
- 10.2.7 Locate buildings so that shadowing on public spaces and adjacent properties is minimized.
- 10.2.8 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.



*This active pedestrian area accommodates active and passive users with interesting paving, separation of uses, as well as lighting and other amenities.*

## Skyways

Skyways play an integral role in the movement of pedestrians in Downtown Minneapolis. Because skyways connect office buildings, retail stores, parking structures and residential structures to one another, priorities should be placed on maintaining uniform hours of operation, consistent directional signage, and convenient and easily accessible vertical connections between street and skyway levels. All new internal skyways should be designed in such a way that allows pedestrians to maintain a visual connection with the street in order to help them orient themselves while navigating through the system.

### **Policy 10.3: Use skyways to connect buildings Downtown.**

- 10.3.1 Provide maximum transparency of skyway walls in order to provide views to the outside that help users orient themselves.
- 10.3.2 Maintain uniform skyway hours of operation wherever possible.
- 10.3.3 Provide consistent and uniform directional signage and accessible skyway system maps near skyway entrances, particularly along primary transit and pedestrian routes.
- 10.3.4 Provide convenient and easily accessible vertical connections between the skyway system and the public sidewalks, particularly along primary transit and pedestrian routes.
- 10.3.5 Maintain functional links in the skyway system while adjoining properties undergo redevelopment or renovation.
- 10.3.6 Limit skyway expansion to the downtown core and at other key sites with high-intensity uses in order to minimize low-usage skyways and maximize street-level pedestrian activity in growing downtown neighborhoods and historic areas.

## Multi-Family Residential

New housing development provides an opportunity to reinforce the urban character of specific areas of the city. Building more housing close to or within commercial developments is the key to stronger commercial and other mixed-use markets. The location of new housing developments within close range of amenities such as shopping, cultural or recreational facilities, job targets, or transportation corridors focuses the city's growth into specific areas, as designated in this plan. At all times, multi-family residential development needs to have a clear connection to the street with adequate windows, architectural details and landscaping. The scale of the development should be compatible with the character of the surrounding area.

The character of Minneapolis' urban neighborhoods is a great asset to the city and is

highly valued by residents. Good development enhances its surroundings and adds to the dynamism of the city. While renovations and redevelopment are necessary and often desirable, care should be taken that the new development does not detract from the character of its surroundings. As shown in this illustration, this does not mean buildings must always remain exactly as they have been, or that new neighborhoods need to mimic their neighbors, but it does require consideration of compatibility through attention to building form, scale, massing, and architectural detail.



*The Wellstone is Phase III of the Franklin-Portland Gateway project and features mixed uses that meet the street, use of vegetation to beautify the pedestrian realm and revitalize an underused and undervalued corner. The articulated mass and façade enhance the visual effect of the project.*

*Photo courtesy of Minnesota Green Communities*

**Policy 10.4: Support the development of residential dwellings that are of high quality design and compatible with surrounding development.**

- 10.4.1 Maintain and strengthen the architectural character of the city's various residential neighborhoods.
- 10.4.2 Promote the development of new housing that is compatible with existing development in the area and the best of the city's existing housing stock.
- 10.4.3 Advance the understanding of urban housing and retail design among members of the design and development community.



*The street-level commercial at 26<sup>th</sup> & Nicollet draws pedestrians in by use of windows. Residents of owner-occupied condominiums in this medium-scale mixed use development benefit from having retail close by.*



*This infill development in downtown Minneapolis is an example of how new development can be sized and scaled to maximize compatibility with adjacent structures.*

**Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.**

- 10.5.1 Smaller-scale, multi-family residential development is more appropriate along Community Corridors and Neighborhood Commercial Nodes.
- 10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.
- 10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

**Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.**

- 10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.
- 10.6.2 Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water.
- 10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.
- 10.6.4 Orient buildings and building entrances to the street with pedestrian

amenities like wider sidewalks and green spaces.

10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.

10.6.6 Integrate transit facilities and bicycle parking amenities into the site design.



*Crescent Trace Condominiums in Sheridan Neighborhood are an example of development that takes advantage of nearby open space for natural light.*

## Single-Family and Two-Family Residential

Each neighborhood in the city possesses a distinct character, made up of the houses, commercial buildings, open spaces, streets and alleys that organize patterns of activity happening in their midst. The elements that make these places special are similar, but their details vary tremendously. While this section addresses urban design of single and two-family residential areas, these policies may also apply to urban neighborhoods with a mix of higher density housing and appropriate non-residential land uses.

The roots of any neighborhood's physical character are found in its housing stock, streets and history. Recognizing these elements and using them to fortify neighborhood livability is central to revitalization efforts throughout the city.



**Policy 10.7: Maintain and preserve the quality and unique character of the city's existing housing stock.**

- 10.7.1 Rehabilitation of older and historic housing stock should be encouraged over demolition.
- 10.7.2 Encourage the use of high quality and durable materials for construction and historic preservation.
- 10.7.3 Encourage adaptive reuse, retrofit and renovation projects that make the city's housing stock competitive on the regional market.
- 10.7.4 Renovation of housing should reflect the setbacks, orientation, pattern, materials, height and scale of surrounding dwellings.
- 10.7.5 Provide the flexibility in the city's ordinances to improve and maintain existing structures.

New housing development, or infill development, is an opportunity to reinforce the urban character of specific areas of the city. Low density residential redevelopment in Minneapolis can occur on a grand scale such as the Humboldt Greenway or Heritage Park redevelopments.



*Humboldt Greenway is a partnership between Hennepin County and the City of Minneapolis to construct a new greenway and housing on Humboldt Avenue North. The houses sit close to the street, on narrow lots, to create a comfortable, pedestrian-scaled environment. To accommodate the expectations of the new housing market, the houses are larger than typical older houses in Minneapolis, as well as the houses of the surrounding neighborhood. Shared side lots provide outdoor space, in lieu of larger backyards. Alleys and garage placement replicate the typical neighborhood feel of the city.*

*Photos courtesy of Metropolitan Design Center University of Minnesota  
www.designcenter.umn.edu*

More often, redevelopment of single family homes and duplexes is a result of demolition of obsolete or dilapidated structures. Even when redevelopment happens on a small scale, the new home has great potential to impact the surrounding neighborhood.

The size, scale and materials of new housing are vital to compatibility with existing homes and neighborhoods. The desirability of Minneapolis neighborhoods is enhanced when new homes are incorporated with the design of their neighborhoods.



*Each of these pictures illustrates a design concept of traditional urban form. In the picture above, note the materials and style of the house in relation to the others pictured. This is an example of design not contributing to neighborhood character. The small home in the upper right picture illustrates building form and image being out of context with the surrounding structures. The picture to the immediate right is an example of building organization and function not serving traditional urban form. The attached garage breaks up back yard site lines and creates a scale of massing that breaks up the neighborhood context.*



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**Policy 10.8: Strengthen the character and desirability of the city's urban neighborhood residential areas while accommodating reinvestment through infill development.**

- 10.8.1 Infill development shall reflect the setbacks, orientation, pattern, materials, height and scale of surrounding dwellings.
- 10.8.2 Infill development shall incorporate the traditional layout of residential development that includes a standard front and side yard setbacks, open space in the back yard, and detached garage along the alley or at back of lot.
- 10.8.3 Building features of infill development, such as windows and doors, height of floors, and exposed basements, shall reflect the scale of surrounding dwellings.
- 10.8.4 Detached garages are preferred over attached garages and should be accessory in size and use to the primary residential structure.
- 10.8.5 New driveways should be prohibited on blocks that have alley access and no existing driveways.
- 10.8.6 Traditional setbacks, orientations, pattern, height and scale of dwellings should be created in areas where no clear pattern exists.
- 10.8.7 Low density residential development proposals should be evaluated and compared to the form and density of the neighborhood.
- 10.8.8 Appropriate non-residential land uses, such as institutional, public and suitable commercial uses, should be integrated into low density residential areas through proper building location and design, landscaping, and other site improvements.

## Mixed-Use and Transit-Oriented Development

The term mixed-use can apply to a single structure or a set of buildings massed together as a unit. A mixed-use development in one building accommodates more than one use vertically, such as a multi-family residential building with office or retail on the ground floor. A mixed-use development may be horizontal; a series of single-use buildings, some commercial or office and others residential, next to each other. Transit-oriented development almost always includes mixed-use development and most mixed-use developments or areas will be transit-oriented. Transit-oriented development should be located not only in station areas along the regional LRT or BRT transitways, but also along the local Primary Transit Network corridors. Many of the urban design standards for mixed-use and transit-oriented development are the same as those found in other sections of this chapter – especially those for commercial and multi-family development – and should be utilized where relevant.



*The location of the LRT station, such as this rendering of a station along the Hiawatha Corridor, provides an opportunity to complement its activity with a mix of housing and commercial activity. Higher density new development and rehabilitation of existing buildings will reinforce the station as a focal point for the neighborhood.*

**Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.**



*This mixed use development illustrates good built form and image. Pedestrian access to and from the building are clearly identified. Balconies are inserted and windows are oriented towards the park across the street. Shared parking and loading docks are located in the interior of this building.*

- 10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.
- 10.9.2 Promote building and site design that delineates between public and private spaces.
- 10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.
- 10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

## Commercial

Commercial buildings and uses provide needed amenities and services to communities. Their design and placement should be strategic so that negative impacts on surrounding uses, especially residential, are mitigated. A new commercial structure will be considered in terms of its size, scale, intensity of uses and relationship to the street, to users and to its neighbors. Consultations with project proponents combined with site plan review and other city regulatory tools help ensure that an intensive commercial development is well designed, attractive and pleasant, and withstands the test of time.

Successful commercial buildings and areas attract pedestrians by bringing their storefronts close to the sidewalk's edge, providing adequate sidewalk space for pedestrian movement and four season amenities, orienting building design to the street, and respecting traditional urban form by keeping building heights to a level that is compatible with the surrounding neighborhood. Auto-oriented uses will successfully manage the interests of vehicles, transit, and pedestrians, with safety and appropriate siting in mind. Auto-oriented uses will be discouraged where adjacent to single family neighborhoods, in areas targeted for pedestrian-oriented development, and on sites incapable of supporting the requirements of a successful auto-oriented use.



*Note the use of lighting, plantings and the placement of storefronts close to the sidewalk edge. These features contribute to active and dynamic commercial areas.*

Large-scale, big-box retailers can have a place in an urban environment as long as their design adheres to urban principles. Support for large-scale commercial at city locations like the downtown core, activity centers, transit station areas, and commercial corridors can be accomplished in three ways: 1) through adaptive reuse of existing structures; 2) through new construction of multi-level and multi-use buildings with structured, underground parking; and 3) through incorporation of traditional urban design principles in the renovation and redevelopment of older, existing suburban-style shopping areas. Through these approaches traditional big-box retailers can gain a foothold in the urban market without imposing a suburban, car-dependent model.

**Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.**

10.10.1 Enhance the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality four season public spaces and infrastructure.

10.10.2 Identify commercial areas in the city that reflect, or used to reflect, traditional urban form and develop appropriate standards and preservation or restoration objectives for these areas.



*1101 West Broadway - Before*



*1101 West Broadway -After*

10.10.3 Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities.

10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.

10.10.5 Limit the visual impact of existing billboards in neighborhood commercial areas.

10.10.6 Require storefront window transparency to assure both natural surveillance and an inviting pedestrian experience.

10.10.7 Encourage the renovation of existing commercial buildings.

**Policy 10.11: Seek new commercial development that is attractive, functional and adds value to the physical environment.**

10.11.1 Require the location of new commercial development (office, research and development, and related light manufacturing) to take advantage of locational amenities and coexist with neighbors in mixed-use environments.

10.11.2 Ensure that new commercial developments maximize compatibility with surrounding neighborhoods.

10.11.3 Continue to curb the inefficient use of land by regulating minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.

10.11.4 Maximize the year round potential for public transit, biking, and walking in new developments.

## Industrial

Industrial land uses have their place in the city and are encouraged to locate in geographic areas designated as Industrial Employment Districts so as to minimize conflicts with residential uses. These districts are located close to major transportation corridors so as to minimize noise and traffic disruption. Industrial building design should adhere to the same principles as other development in having adequate windows, quality materials, architectural features and green space. Consolidation or shared parking between industrial users is encouraged to reduce surface water runoff and improve aesthetics. There should be a pedestrian connection between the industrial building and the sidewalk via walkways, and entrances should be oriented to the street.



*Coloplast's North American Headquarters in north Minneapolis illustrates many concepts of urban industrial building design.*

### **Policy 10.12: Design industrial uses with appropriate transitions and other design features which minimize negative impacts on surrounding residential uses.**

10.12.1 Provide appropriate physical transition and separation using green space, fencing, setbacks or orientation between industrial uses and other surrounding uses.

10.12.2 Encourage site planning for new developments that orients the “back” of proposed buildings to the “back” of existing development.

10.12.3 Require additional screening and buffering for new developments next to residential areas.

10.12.4 Design industrial sites to ensure direct access to major truck routes and freeways as a way to minimize automobile and truck impacts on residential

streets and alleys.

10.12.5 Promote quality design and building orientation of industrial development that is appropriate with the surrounding neighborhoods.

10.12.6 Use the site plan review process to ensure that lighting and signage associated with industrial uses do not create negative impacts for residential properties.

## Institutional and Public Buildings

As educational institutions, public buildings, hospitals and corporations change, expand and increase their presence in city neighborhoods, residents and business owners have grappled with the challenge of accommodating these changes in a compatible, mutually advantageous way. Vital, healthy institutions bring stability and presence to any city neighborhood. Attention to transitions is one way to balance the location and expansion of these institutions, the scale and character of pedestrian or other street level activity and neighborhood livability.

The design of public buildings and facilitates can inspire, transform and catalyze communities. Institutions and public buildings and facilities should set the standard for urban design in Minneapolis, utilizing quality materials and site planning that are reflective of their prominence and importance to the community.



*Large scale institutions, like Wells Fargo and the University of Minnesota can contribute to the quality of life in adjacent communities through sensitive design.*

**Policy 10.13: Work with institutional and public partners to assure that the scale and form of new development or expansion will occur in a manner most compatible with the surrounding area.**

10.13.1 Concentrate the greatest density and height in the interior of institutional campuses with stepped-down building design as it transitions to the neighborhood.

10.13.2 Develop building forms on the edges of institutional property which are most reflective of neighboring properties as the preferred option, while recognizing that in certain circumstances greater bulk and density may be preferable to expansion beyond existing campus boundaries.

10.13.3 Encourage institutional uses and public buildings and facilities to incorporate architectural and site design that is reflective of their civic importance and that identifies their role as focal points for the community.

10.13.4 Promote active uses at the ground floor level.

## Public Spaces

Public spaces in Winter Cities are successful when they are designed with people in mind for year round use. Those spaces tend to be popular and well-used because they are proximate to residences, like a city park, or businesses, like a downtown plaza. Maintaining and improving existing public spaces is essential to their continued use. New public spaces must be created with careful attention to location, accessibility and sustainability. New public spaces should be encouraged proximate to where there is already a lot of activity or where there is no public space currently available and where multiple forms of access are possible. A variety of uses and amenities for the public space should be explored to maximize interest and functionality. Public spaces may also be green spaces, valued not only for the respite they provide for city residents and workers, but also for the ecological functions they serve in terms of stormwater management and improving air quality. These spaces can be large-scaled, such as Gold Medal Park or smaller, green niches.



*This green space on the roof of the Crown Plaza building is an example of a green niche. Greening in downtown provides a welcome respite from concrete and provides an ecological function by reducing the heat island effect.*

**Policy 10.14: Encourage development that provides functional and attractive gathering spaces.**



*Peavey Plaza in downtown Minneapolis is an example of a popular plaza and gathering space in the city.*

*Peavey Plaza photo by PD Larson*

10.14.1 Increase resident access to and use of facilities and meeting spaces in parks, libraries, schools, and not-for-profit institutions and places of worship.

10.14.2 Investigate existing gathering spaces on publicly owned land that are underutilized and make recommendations about how they could be improved.

10.14.3 Encourage the creation of new parks and plazas.

10.14.4 Emphasize improving public access to and movement along the riverfront.

10.14.5 Views of the river should favor vistas that try to give longer views of the river.

10.14.6 Develop public plaza standards that give specific guidance on preferred design and maintenance of seating, lighting, landscaping and other amenities utilizing climate sensitive design principles.



*Broad sidewalks showcasing interesting land features or public art can be enhanced through strategic placement of seating, lighting and other amenities. Esther Short Park in Vancouver, WA is example of a public space attractive for family gatherings and special community events.*

## Streets and Sidewalks

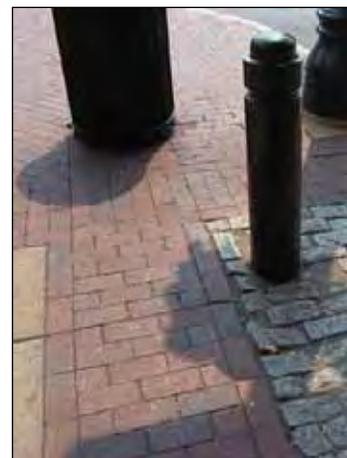
Street and sidewalk design is shaped by the relationships of land use, buildings, parking areas, sidewalks, landscaping and street furnishings. Recognizing that traditional street grid designs can result in a positive, greater impact to the economic vitality of a community, policies are developed to bring pedestrians and bicyclists back to the streets and reduce the impact of auto-oriented streets. It is the city's goal to provide these amenities and improve mobility, livability and sustainability through high-quality designs, adequate capacity, and reduced impervious surfaces.

**Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.**

- 10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.
- 10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.
- 10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.
- 10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.
- 10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

**Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.**

- 10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.
- 10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.
- 10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and



*Historic cobblestone materials integrated in sidewalk construction*

pedestrian flows.

- 10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

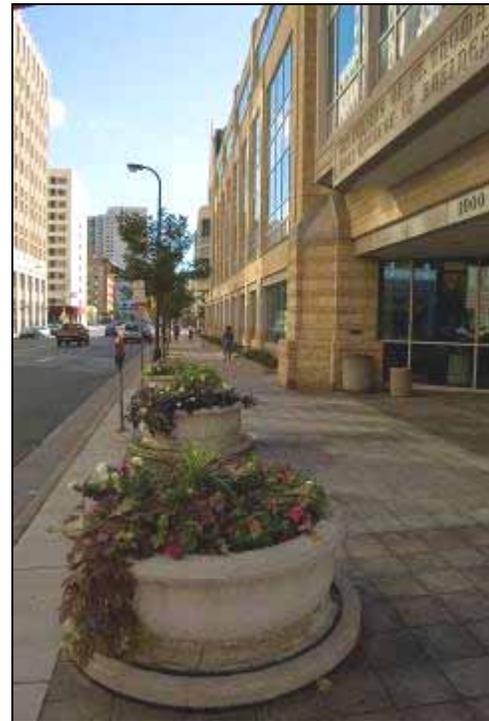


*Plantings buffer pedestrians from adjacent traffic and add visual interest to the streetscape.*

## Lighting



*Over 40,700 street lights illuminate the City of Minneapolis. Different types of street lights include ornamental, shoebox, parkway, wood pole and those on state, county, or private property. City policy intends to provide positive social, economic and equitable benefits to residents, businesses and transportation users.*



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

**Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city and promote environmentally friendly lighting systems.**

- 10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.
- 10.17.2 Require circuit installations below grade for new developments.
- 10.17.3 Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.
- 10.17.4 Ensure that all site lighting requirements and directional signs have

appropriate illumination levels to comply with zoning and industry illumination standards.

- 10.17.5 Integrate exterior building lighting design to attune with building designs and landscaping.
- 10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.
- 10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts and transit station areas.
- 10.17.8 Update city zoning code to reflect best available practices related to dark skies and the environmental benefits of strategic lighting management.

## Parking Facilities

Certain areas of the city generate demand far beyond their immediate boundaries, and need to accommodate significant automobile traffic through the provision of parking facilities. While clearly a necessary element in an urban setting, parking facilities can have serious negative visual effects on their surroundings if not designed carefully. Any parking facility, regardless of whether it is a surface parking lot or a structured parking ramp, should be designed so as to blend in with its surroundings.



*A landscape buffer around a parking lot, as illustrated in the picture on the left, creates visual interest, preserves the streetscape, and adds a sense of safety for pedestrians. Parking lots without landscaping, such as those pictured on the right, are not visually appealing and do not provide an attractive or secure pedestrian environment.*



*Buffalo Rising is a uniquely urban LEED certified parking structure in Santa Monica that utilizes environmentally-friendly building materials. Its street level retail, Zen garden and translucency encourage pedestrian activity.*

*Photo courtesy of BuffaloRising.com*



*This parking structure use of materials, window fenestration, screening and active ground floor uses minimizes the visual impact*



*The impact of this parking structure is magnified by its sloped floors, lack of fenestration and lack of automobile screening*

**Policy 10.18: Reduce the visual impact of automobile parking facilities.**

- 10.18.1 Require that parking lots meet or exceed the landscaping and screening requirements of the zoning code, especially along transit corridors, adjacent to residential areas, and areas of transition between land uses.
- 10.18.2 Parking lots should maintain the existing street face in developed areas and establish them in undeveloped areas through the use of fencing, walls, landscaping or a combination thereof along property lines.
- 10.18.3 Locate parking lots to the rear or interior of the site.
- 10.18.4 Provide walkways within parking lots in order to guide pedestrians through the site.
- 10.18.5 Design parking structures so sloping floors do not dominate the appearance of the walls.
- 10.18.6 The ground floor of parking structures should be designed with active uses along the street walls except where frontage is needed to provide for vehicular and pedestrian access.
- 10.18.17 Minimize the width of ingress and egress lanes along the public right of way in order to provide safe pedestrian access across large driveways.
- 10.18.18 Encourage appropriate land uses to share parking lots to reduce the size and visual impact of parking facilities.



*Creative, yet simple landscaping softens this storefront commercial area.*

## Landscaping

A well-designed landscape will create and define spaces while softening the built environment. Landscaping provides beauty and visual interest, shade and environmental benefits, as well as screening and buffering of uses. It is important to consider the types of plants and trees and how they will tolerate and impact their surrounding environment. Design and maintenance of the landscaped areas are important factors as well. The following policy and implementation steps provide guidance for landscaped areas in the city.

**Policy 10.19: Landscaping is encouraged in order to complement the scale of the site and its surroundings, enhance the built environment, create and define public and private spaces, buffer and screen, incorporate crime prevention principles, and provide shade, aesthetic appeal, and environmental benefits.**

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

10.19.2 Plant and tree types should complement the surrounding area and should include a variety of species throughout the site that include seasonal interest. Species should be indigenous or proven adaptable to the local climate and should not be invasive on native species.

10.19.3 Landscaped areas should include plant and tree types that address ecological function, including the interception and filtration of stormwater, reduction of the urban heat island effect, and preservation and restoration of natural amenities.

10.19.4 Landscaped areas should be maintained in accordance with [Crime Prevention Through Environmental Design \(CPTED\)](#) principles, to allow views into and out of the site, to preserve view corridors and to maintain sight lines at vehicular and pedestrian intersections.

10.19.5 Landscaping plans should be designed to facilitate future maintenance including the consideration of irrigation systems, drought and salt-resistant species, ongoing performance of storm water treatment practices, snow storage, access to sun, proximity to buildings, paved surfaces and overhead utilities.

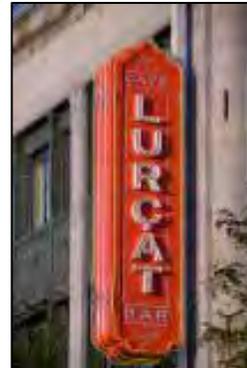


*Example of landscaped median in a parking lot.*

10.19.6 Green roofs, living walls, and porous pavement are encouraged but are not meant to be a substitute for ground-level landscaping of sites as landscaping provides both a natural amenity and aesthetic beauty to the urban landscape.

10.19.7 Boulevard landscaping and improvements, in accordance with applicable city polices, are encouraged.

## Signs



*Example of signage that is appropriate to the scale and style of buildings.*

Sign design needs to balance the desire to convey information with a need to maintain visual aesthetics so that signage is not intrusive. The scale of signage should be geared towards the pedestrian and less to the automobile. Unique signage that incorporates unusual materials or designs is encouraged.

### **Policy 10.20: Promote an attractive environment by minimizing visual clutter and confusion caused by a proliferation of signage.**

10.20.1 Location, size, height and spacing of off-premise advertising signs and billboards shall be regulated to minimize their visual blighting effects.

10.20.2 Master sign plans shall be submitted for multi-tenant buildings to ensure a complementary relationship between signage and the architecture of a building.

10.20.3 Develop incentives for exceptional sign design and style, including a special review process to ensure appropriate location, size, height and compatible design to the architecture of the building and other signage.

10.20.4 Develop a consistent, city-wide wayfinding signage design and maintenance plan for neighborhoods, trails, etc.

**Policy 10.21: Unique areas and neighborhoods within the city should have a special set of sign standards to allow for effective signage appropriate to the planned character of each area/neighborhood.**

10.21.1 Supporting the regional draw of Downtown entertainment areas, larger scale signage shall be allowed in appropriate places (such as the Hennepin Avenue Downtown Entertainment Area and Nicollet Mall Overlay District).

10.21.2 To promote street life and activity, signs should be located and sized to be viewed by people on foot (not vehicles) in order to preserve and encourage the pedestrian character of commercial areas that have traditional urban form.

10.21.3 Encourage effective signage that is appropriate to the character of the city's historic districts and landmarks, and preserves the integrity of historic structures.

## Crime Prevention Through Environmental Design (CPTED) Principles

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

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

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



*CPTED in open spaces and parks—the picture on the left exhibits characteristics of a CPTED site. There are clear sight lines, eyes on the street from nearby residences and fencing to secure the area from adjacent uses. The picture on the right (courtesy of the Metropolitan Design Center) illustrates conditions considered unsafe according to CPTED guidelines: poor lighting, hiding spots and isolation.*



*CPTED in commercial and residential areas—Factors that enhance safety include activity on the street and pedestrian-friendly environments, signage and access to help. As shown in the picture on the left conditions that contribute to unsafe places include poor lighting and isolation.*

**Policy 10.22: Use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned and private land.**

10.22.1 Integrate “eyes on the street” into building design through the use of windows to foster safer and more successful commercial areas in the city.

10.22.2 Orient new housing to the street to foster safe neighborhoods.

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

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

- 10.22.5 Locate landscaping, sidewalks, lighting, fencing and building features to clearly guide pedestrian movement on or through the site and to control and restrict people to appropriate locations.
- 10.22.6 Use innovative building designs and landscaping to limit or eliminate the opportunity for graffiti tagging.
- 10.22.7 Locate entrances, exits, signs, fencing, landscaping, and lighting to distinguish between public and private areas, control access, and to guide people coming to and going from the site.

## Minneapolis, Winter City

Minneapolis, as a winter city, can use urban design to make winter into a community asset. Showcasing year-round livability and vibrancy is important for community health, sustainability and economic vitality. Urban design can be utilized to celebrate the winter months. By paying attention to patterns of wind and sunshine, buildings and public spaces can invite year-round activity, extending the seasons for things like public markets or concerts in public plazas. Some cities clear snow from sidewalks and bike lanes before clearing streets as a means of encouraging active lifestyles and for getting people out of their cars. Lighting is an effective means of creating ambience and framing a streetscape or business district that invites activity through the dark months of winter.



*This picture illustrates a number of aspects of urban design in a winter city: lighting to create ambience and visual interest, and building design. Lighting on bridges creates visual interest. Note the Federal Reserve Bank on the right, that takes advantage of sun patterns and minimizes the effects of blustering winter winds with curved building faces.*

One climate-sensitive design principle is preserving solar access so that pedestrian spaces remain sunny, even when the sun is at its lowest by locating taller buildings on the north side of streets or stepping them down to reduce shaded areas. A second climate-sensitive design principle is providing shelter from the wind; tall, isolated buildings increase wind speed at ground level. By stepping down buildings and

grouping them with others of similar heights, effects of winter winds are minimized. In addition, south-facing setbacks are opportunities for pocket parks that provide comfortable seating. Streetscaping, screens and buffers, as well as vegetation can also provide wind barriers. Appropriate colors, materials and lighting are climate-sensitive design considerations that can enhance winter living. Color can be introduced with plantings or temporary features such as banners, as well as through materials like colored cement and construction materials, street lighting and public art.

**Policy 10.23 Promote climate-sensitive design principles to make the winter environment safe, comfortable and enjoyable.**

- 10.23.1 Consider solar access, shelter from wind and snow storage and removal in site design.
- 10.23.2 Locate pedestrian places on the sunny sides of streets and buildings to shelter from the wind and utilize the sun's warmth.
- 10.23.3 Consider building context, placement, and height to manage wind speeds.
- 10.23.4 Encourage snow removal and storage practices that promote pedestrian and bicycle activity and safety.
- 10.23.5 Utilize pedestrian lighting, seasonal lighting, and furniture to increase comfort and safety so that streets become places for people.
- 10.23.6 Encourage street tree plantings to reduce wind speed and provide separation between pedestrians and cars.
- 10.23.7 Consider topography and site grading so that snowmelt is directed away from roads and pedestrian areas to avoid icy conditions and from basements to avoid snowmelt infiltration.
- 10.23.8 Develop guidance that encourages climate-sensitive design for residential and commercial buildings, parking lots, and open spaces and parks.



*By installing gas heaters and wind screens, business owners can extend their outdoor seasons, and residents and visitors can enjoy the cool, crisp fresh air during a Minneapolis winter.*



*Wider sidewalks, like those pictured on Nicollet Mall consider pedestrian movement as well as snow storage. Effective and efficient snow removal encourages pedestrian activity, and promotes safety for bicyclists and motorists.*



*Encourage outdoor activity with special events that draw participants and spectators.*

## Rivers, Lakes and Natural Features

Minneapolis (meaning “city of waters”) got its name from the abundance of creeks, rivers, lakes, ponds and wetlands found within its boundaries. Since the city’s first settlement and the work of the original parks designers, the lakes and creeks in particular proved to be important identifying features for the city.

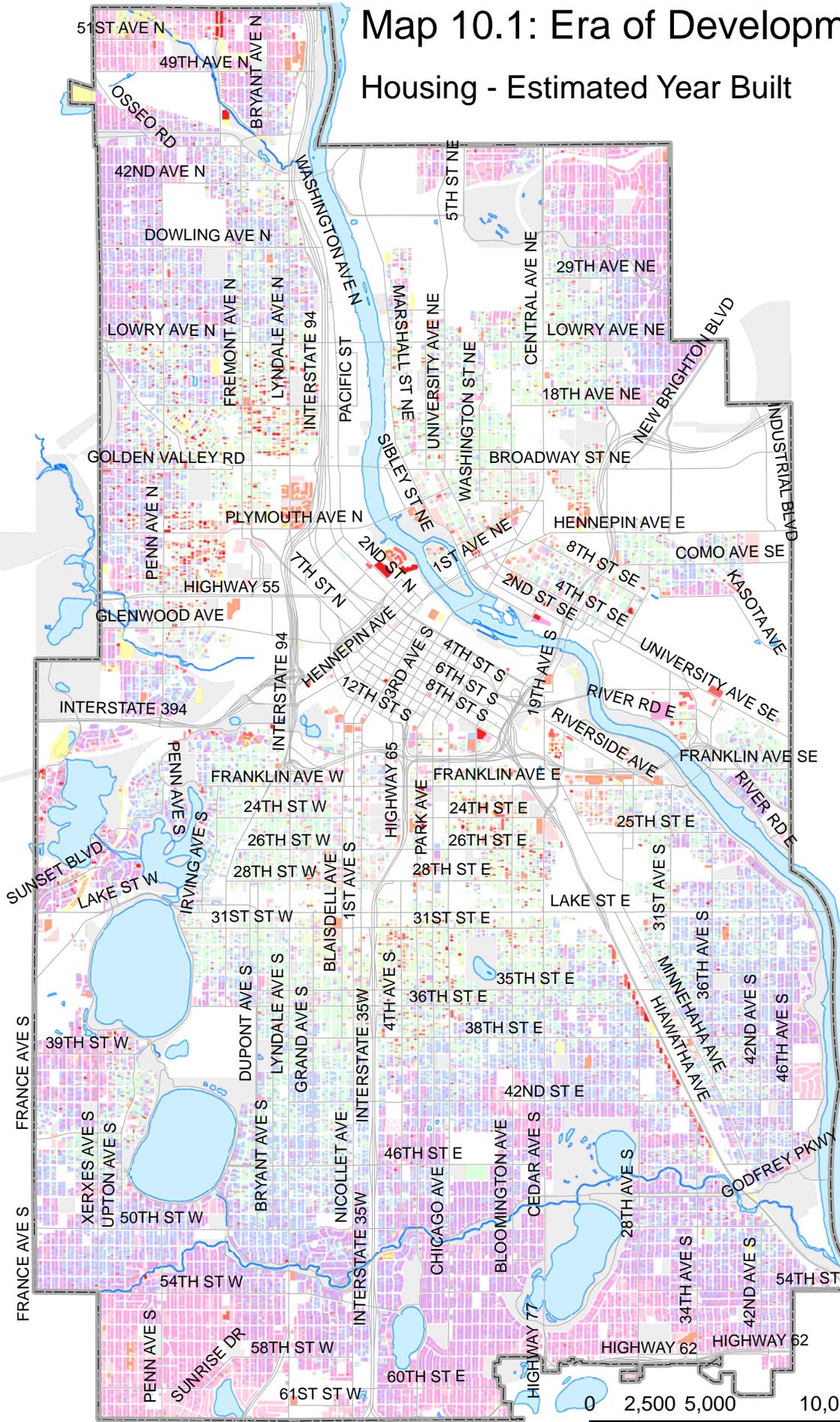
The Mississippi River connects the entire city from Camden in the north to the Nokomis and Longfellow communities at Minnehaha Falls. It is playing a changing role in shaping the city’s identity as the main modes of transportation and economic growth have shifted from river travel to freeway travel. Access to the river and its recreational uses varies considerably, based primarily on historic patterns of urban development. Planning and redevelopment activities along the river are also framed in the context of required planning, through the [Mississippi River Critical Area Plan](#) and are further enhanced by Minneapolis’ participation in other multi-jurisdictional planning activities, such as the National Parks Service’s Mississippi National River and Recreation Area Comprehensive Management Plan.

**Policy 10.24: Preserve the natural ecology and the historical features that define Minneapolis’ unique identity in the region.**

- 10.24.1 Incorporate natural features and historic sites into planning and development in order to link the city with the river, the lakes and creeks.
- 10.24.2 Continue to revitalize the Central Riverfront and Upper River area as a residential, recreational, cultural and entertainment district.
- 10.24.3 Increase public access to, along and across the river in the form of parks, cyclist/pedestrian bridges, greenways, sidewalks and trails.
- 10.24.4 Ensure that future riverfront development will be consistent with the city’s Mississippi River Critical Area Plan.
- 10.24.5 Improve land use aesthetics along the river.
- 10.24.6 Develop new housing near amenities located along the riverfront, lakes and creeks.
- 10.24.7 Complete the North Mississippi regional parks system and its connections to North Metro communities.

# Map 10.1: Era of Development

## Housing - Estimated Year Built



### Legend

- Major Roads
- ▭ City Boundary
- Housing Year Built**
- 1-4 Unit Residential**
- Pre 1889
- 1890 - 1899
- 1900 - 1916
- 1917 - 1927
- 1928 - 1944
- 1945 - 1954
- 1955 - 1967
- 1968 - 1976
- 1977 - 1989
- 1990 - 1999
- 2000 - 2004
- Water
- Parks

Source:  
City of  
Minneapolis

Created by:  
Minneapolis Community  
Planning and Economic  
Development Department  
Planning Division  
Adopted by City Council  
October 2, 2009

0 2,500 5,000 10,000 15,000

Feet 10-34

# 11. Implementation

The structure and resources to implement the policies of The Minneapolis Plan for Sustainable Growth are well developed. This structure includes a regional framework as provided by the state statute and Metropolitan Council policy, and City policies, programs and budgetary and regulatory tools.

While not a comprehensive guide to all city programs, policies, and budgetary tools, this chapter illustrates how the comprehensive plan is implemented in the city. It begins with a succinct overview of the regional policy framework and continues with the implementation framework specific to the City of Minneapolis. This chapter also includes a description of City of Minneapolis resources, including budgets, fiscal tools, regulations and plans, such as the Capital Improvement Program.

## The Regional Framework

The [regional framework](#) is established in state statute and regional policy as administered by the Metropolitan Council. Three criteria are used to evaluate this plan within the regional context:

**Conformance**—how the plan conforms to all metropolitan system policy plans for transportation, water resources and parks

**Consistency**—how the plan addresses every major statutory requirement and regional policies as outlined in the [2030 Regional Development Framework](#) and system plans. Consistency also extends to consideration in terms of the Mississippi River Critical Area Plan and the City’s water supply plan, including emergency and conservation plans.

**Compatibility**—is the plan compatible with those of neighboring jurisdictions, including the Minneapolis School District.

The regional framework requires certain components and features in a comprehensive plan. These are contained in this chapter and include:

- *Official Controls*—“official controls” refers to ordinances, fiscal devices and other strategies used to implement the comprehensive plan.
- *Capital Improvement Program*—the five-year Capital Improvement Program (CIP) that details each capital project, the estimated cost and funding source.
- *Housing Implementation Program*—the official controls, programs and fiscal tools the City will use to implement its housing goals and policies.
- *Consistency Between Plan and Local Controls*—the ways the City of Minneapolis

works to ensure internal consistency between its official local controls and the comprehensive plan

Conformance, consistency and compatibility apply internally to the City of Minneapolis, across all levels of city government, including boards. The Minneapolis Plan for Sustainable Growth must demonstrate “The Three C’s” on a local level as well as a regional level. This means that all other plans and City programs, policies, budgets and initiatives and department business plans need to demonstrate consistency with the policies contained in this plan.

## Implementing The Minneapolis Plan for Sustainable Growth

This plan provides a broad framework for City department business plans, adopted small area plans and other plans adopted by the City, including [neighborhood master plans, area master plans and corridor plans](#); citywide topical plans such as those for [housing](#), parks, [public works](#) and [arts and culture](#), site-specific plans such as development objectives. The plan also provides a broad framework for the City’s regulations, including ordinances and the zoning code. Consistency with the plan is an important consideration when the City is bonding for capital projects. Finally the plan is the umbrella for goals, strategies and specific programs located within departments of the city. Many of these are referenced below, with links to related documents for those who wish to know more details regarding plan implementation. Related plans and programs of particular relevance are included or summarized in the appendices.

The remainder of this chapter is divided into six sections. The first provides a quick overview of how the policy chapters in this plan will be implemented. It covers topics, beginning with land use and ending with urban design, outlining city departments responsible for implementing those policies. Look to the business plans for these departments to learn about specific benchmarks, schedules, funding allocations, or project priorities. The next four sections are required by state statute. The sixth section describes the variety of other approaches to implementation that are used city-wide.

Some departments, such as Finance, Communications, Human Resources, Business Information Services, City Clerk, and the offices of the Mayor and council members perform citywide services affecting all areas of government through oversight, financial management, and general guidance. While the roles of these departments tend to fall under general city operations rather than implementations of specific policies, they are vital to the implementation of any city plan. Other departments and organizations focus on specific topics. These general responsibilities are outlined by topic below.

**Table 11a: Primary Implementation Strategies by Topic**

Short term – 0 to 5 years (*may also be ongoing throughout entire timeframe*)

Medium term – 5 to 10 years

Long term – more than 10 years

Chapter	Primary Implementation Strategies	Lead City Departments and Key Partner Agencies
<b>Land Use</b>		
Short term	<b>Zoning and subdivision ordinances</b> – Continue to enforce existing ordinances, and make incremental changes as needed to respond to changing conditions and further implement policy. A text amendment incorporating airport safety zoning, height limitation and noise attenuation has been initiated and is expected to be acted on in 2008. Beyond that, no major changes are needed to ensure the ordinances are consistent with the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED), Planning Division</li> <li>▪ Department of City Assessor</li> </ul>
Short term	<b>Development review process</b> – Continue to use the development review process to ensure projects are consistent with the comprehensive plan and other city plans and ordinances. At this point, no major changes are need to ensure the process is consistent with the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED), Planning Division</li> <li>▪ Department of Regulatory Services</li> </ul>
Medium term	<b>Small area planning</b> – Conduct small area plans to provide more detailed land use and development guidance for targeted areas around the city, including growth centers, activity centers, and other areas facing growth or change	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED), Planning Division</li> </ul>
<b>Transportation</b>		
Short term	<b>Capital improvements program funding process</b> – Continue to review, prioritize and fund capital projects which are consistent with and implement the comprehensive plan, including new bicycle and pedestrian facilities and upgraded roads and bridges.	<ul style="list-style-type: none"> <li>▪ Department of Public Works</li> <li>▪ Hennepin County</li> <li>▪ Metropolitan Council</li> </ul>
Short term	<b>Operations and maintenance</b> – Continue to fund and complete projects that maintain or improve the current level of service for various modes of transportation, including traffic operations and maintenances to roads, bridges, parking facilities, and bicycle and pedestrian facilities.	<ul style="list-style-type: none"> <li>▪ Department of Public Works</li> <li>▪ Hennepin County</li> <li>▪ Metropolitan Council</li> </ul>
Short term	<b>Parking</b> – Evaluate existing parking supply and policy guidance in city and make	<ul style="list-style-type: none"> <li>▪ Department of Public Works</li> </ul>

	changes as need to ensure consistency with comprehensive plan.	<ul style="list-style-type: none"> <li>CPED – Planning</li> </ul>
Medium term	<b>Aviation</b> – Work to ensure the city is represented in ongoing work on regional airport planning, including the upcoming MSP comprehensive plan update, TPP update and zoning and performance standards	<ul style="list-style-type: none"> <li>CPED – Planning</li> </ul>
Medium term	<b>Multi-modal planning</b> – Complete plans for city transportation infrastructure, including bicycle and pedestrian facilities, roads, and streetcars; coordinate with development of land use plans to ensure close compatibility between the two	<ul style="list-style-type: none"> <li>Department of Public Works</li> <li>Community Planning and Economic Development (CPED)</li> </ul>
Long term	<b>Primary transit network</b> – Plan for and implement projects which create a connected citywide and regional transit network, including light rail, commuter rail, buses, streetcars, and other modes	<ul style="list-style-type: none"> <li>Department of Public Works</li> <li>Hennepin County</li> <li>Metropolitan Council</li> </ul>
<b>Housing</b>		
Short term	<b>Grant and loan programs</b> – Implement comprehensive plan vision for housing through a portfolio of housing grant and loan programs, with focus on affordability, choice, and quality.	<ul style="list-style-type: none"> <li>CPED – Housing</li> <li>Department of Regulatory Services</li> </ul>
Short term	<b>Code and related regulatory framework</b> – Continue to enforce existing ordinances, and make incremental changes as needed to respond to changing conditions and further implement the comprehensive plan. At this time, no major changes are needed to implement the plan.	<ul style="list-style-type: none"> <li>CPED – Housing</li> <li>Department of Regulatory Services</li> </ul>
Short term	<b>Coordinated response to foreclosures</b> – Continue city focus on addressing recent issues with foreclosures, vacant and boarded homes, and other impacts on the community via the Five Point Strategy and other approaches.	<ul style="list-style-type: none"> <li>CPED – Housing</li> <li>Department of Regulatory Services</li> </ul>
Short term	<b>Inspections</b> – Continue to use inspections to ensure compliance with existing plans and ordinances, and to identify issues which need city attention.	<ul style="list-style-type: none"> <li>CPED – Housing</li> <li>Department of Regulatory Services</li> </ul>
Long term	<b>Affordable housing</b> – Meet or exceed regional affordable housing goals for the city by supporting the development of a range of housing choices, particularly in areas without a concentration of low income housing	<ul style="list-style-type: none"> <li>CPED – Housing</li> </ul>
<b>Economic Development</b>		
Short term	<b>Technical assistance, grant, and loan</b>	<ul style="list-style-type: none"> <li>CPED – Economic</li> </ul>

	<b>programs</b> – Continue to use portfolio of tools and programs linked to economic development goals to implement the comprehensive plan’s vision.	Development, Employment and Training
Short term	<b>Targeted redevelopment areas</b> – Link economic development promotion and assistance to targeted areas throughout the city, including industrial and commercial districts and other growth areas	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> </ul>
Medium term	<b>Community partnerships</b> – Build strong, mutually beneficial partnerships with community organizations to support economic development goals, with a particular focus on Downtown and other employment centers	<ul style="list-style-type: none"> <li>▪ CPED – Economic Development, Employment and Training</li> <li>▪ Other public agencies – Hennepin County, Minnesota Department of Employment and Economic Development (DEED), Minnesota Pollution Control Agency (MPCA), Minneapolis Public Schools</li> <li>▪ Higher education and vocational institutions</li> </ul>
<b>Public Services and Facilities</b>		
Short term	<b>Capital improvements program funding process</b> – Continue to review, prioritize and fund capital projects which are consistent with and implement the comprehensive plan, including improvements to city-owned buildings and infrastructure.	<ul style="list-style-type: none"> <li>▪ Department of Public Works</li> <li>▪ Health and Family Support</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Civil Rights</li> <li>▪ Regulatory Services</li> <li>▪ Communications</li> </ul>
Short term	<b>Service provision</b> – Continue to provide high quality city services to the community, including public safety, water, sanitation, health, and others	<ul style="list-style-type: none"> <li>▪ Department of Public Works</li> <li>▪ Health and Family Support</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Civil Rights</li> <li>▪ Regulatory Services</li> <li>▪ Communications</li> </ul>
Medium term	<b>Partnerships</b> – Build partnerships with related agencies and boards to ensure implementation of comprehensive plan policies and goals. Support libraries through funding for capital improvements.	<ul style="list-style-type: none"> <li>▪ Department of Public Works</li> <li>▪ Health and Family Support</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Civil Rights</li> <li>▪ Regulatory Services</li> <li>▪ Communications</li> <li>▪ Minneapolis Public Schools</li> <li>▪ Hennepin County Library</li> </ul>

Short term	<b>Operations and maintenance</b> – Continue to fund and complete projects that maintain or improve the current level of service for city maintained infrastructure, including water, wastewater, and transportation facilities	<ul style="list-style-type: none"> <li>▪ Department of Public Works</li> <li>▪ Health and Family Support</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Civil Rights</li> <li>▪ Regulatory Services</li> <li>▪ Communications</li> </ul>
<b>Environment</b>		
Short term	<b>Capital improvements program funding process</b> – Continue to review, prioritize and fund capital projects which are consistent with and implement the comprehensive plan. Track process towards implementing the plan over time.	<ul style="list-style-type: none"> <li>▪ Public Works</li> <li>▪ Regulatory Services</li> <li>▪ Health and Family Support</li> <li>▪ City Coordinator’s Office</li> </ul>
Short term	<b>Service provision</b> – Continue to provide high quality city services to the community, water, sanitation, health, and others	<ul style="list-style-type: none"> <li>▪ Public Works</li> <li>▪ Regulatory Services</li> <li>▪ Health and Family Support</li> <li>▪ City Coordinator’s Office</li> </ul>
Medium term	<b>City operations</b> – Work to make incremental changes to city operations which are consistent with a vision of a sustainable city, and lead by example. Includes improvements in energy conservation and emissions reduction.	<ul style="list-style-type: none"> <li>▪ Public Works</li> <li>▪ Regulatory Services</li> </ul>
Medium term	<b>City’s Sustainability Initiative</b> – Continue to implement and strengthen the city’s sustainability initiative consistent with the comprehensive plan. Track progress toward stated goals, and make changes as needed in response to changing conditions and opportunities.	<ul style="list-style-type: none"> <li>▪ Public Works</li> <li>▪ Regulatory Services</li> <li>▪ Health and Family Support</li> <li>▪ City Coordinator’s Office</li> </ul>
Short term	<b>Operations and maintenance</b> – Continue to fund and complete projects that maintain or improve the current level of service for city maintained infrastructure, including stormwater, sewer, and water supply system maintenance.	<ul style="list-style-type: none"> <li>▪ Public Works</li> <li>▪ Regulatory Services</li> <li>▪ Health and Family Support</li> <li>▪ City Coordinator’s Office</li> </ul>
Medium term	<b>Review of zoning and other City ordinances</b> – Review ordinances to ensure that they reflect the comprehensive plan’s vision for a sustainable city, and make incremental changes as needed in response to changing conditions and opportunities. At this point, no major revisions are anticipated in the near future.	<ul style="list-style-type: none"> <li>▪ Public Works</li> <li>▪ Regulatory Services</li> <li>▪ Health and Family Support</li> <li>▪ City Coordinator’s Office</li> </ul>
<b>Open Space and Parks</b>		
Short term	<b>Zoning and subdivision ordinances</b> –	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> </ul>

	Continue to enforce existing ordinances, and make incremental changes as needed to respond to changing conditions and further implement policy. At this point, no major changes are needed to ensure the ordinances are consistent with the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ Minneapolis Park and Recreation Board</li> <li>▪ Public Works</li> </ul>
Short term	<b>Park Board operations</b> – Continue to work with the Minneapolis Park and Recreation Board regarding maintaining and expanding the park system and its services, consistent with both the city’s the MPRB’s comprehensive plans.	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> <li>▪ Minneapolis Park and Recreation Board</li> <li>▪ Public Works</li> </ul>
Short term	<b>Operations and maintenance</b> – Continue to fund and complete projects that maintain or improve the parks and open space system, in partnership with the MPRB. City role includes lighting, road maintenance, tree maintenance, and other improvements.	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> <li>▪ Minneapolis Park and Recreation Board</li> <li>▪ Public Works</li> </ul>
<b>Heritage Preservation</b>		
Short term	<b>Historic preservation ordinance</b> – Continue to enforce existing ordinance, and make incremental changes as needed to respond to changing conditions and further implement policy. At this point, no major changes are needed to ensure the ordinance is consistent with the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> <li>▪ Hennepin County</li> <li>▪ State Historic Preservation Office (SHPO)</li> </ul>
Short term	<b>Historic design guidelines</b> – Continue to enforce existing standards, and make incremental changes as needed to respond to changing conditions and further implement policy. At this point, no major changes are needed to ensure the ordinances are consistent with the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> <li>▪ Hennepin County</li> <li>▪ State Historic Preservation Office (SHPO)</li> </ul>
Medium term	<b>Historic survey and context studies</b> – Complete historic surveys and context studies throughout the city as needed to provide a comprehensive view of historical resources, and to further assist with ensuring their proper preservation	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> <li>▪ Hennepin County</li> <li>▪ State Historic Preservation Office (SHPO)</li> </ul>
Medium term	<b>Development review process</b> – Continue to use the development review process to ensure projects are consistent with the comprehensive plan and other city plans and ordinances. At this point, no major changes are need to ensure the process is consistent with the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> <li>▪ Hennepin County</li> <li>▪ State Historic Preservation Office (SHPO)</li> </ul>
<b>Arts and Culture</b>		
Short term	<b>Film permitting and technical assistance</b> – Continue to provide film permitting and related technical assistance as needed,	<ul style="list-style-type: none"> <li>▪ CPED – Cultural Affairs</li> </ul>

	including tracking progress	
Medium term	<b>Public art program</b> – Continue to implement the city’s vision for public art, including developing a public art master plan	<ul style="list-style-type: none"> <li>▪ CPED – Cultural Affairs</li> <li>▪ Public Works (Public Art)</li> </ul>
Short term	<b>Capital improvements program</b> – Continue to review, prioritize and fund capital projects which are consistent with and implement the comprehensive plan including public art projects.	<ul style="list-style-type: none"> <li>▪ CPED – Cultural Affairs</li> <li>▪ Public Works (Public Art)</li> </ul>
<b>Urban Design</b>		
Short term	<b>Zoning and subdivision ordinances</b> – Continue to enforce existing ordinances, and make incremental changes as needed to respond to changing conditions and further implement policy. At this point, no major changes are needed to ensure the ordinances are consistent with the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> </ul>
Short term	<b>Development review process</b> – Continue to use the development review process to ensure projects are consistent with the comprehensive plan and other city plans and ordinances. At this point, no major changes are need to ensure the process is consistent with the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ CPED – Planning</li> </ul>

## Official Controls

In this context, “official controls” refers to ordinances, fiscal devices and other strategies used to implement the comprehensive plan. The 2030 Development Framework encourages communities in the region to explore and use a variety of innovative ordinances and other official controls to implement their comprehensive plans. Minneapolis does that through its [code of ordinances](#).

### Zoning Ordinance

The land use and urban design segments of The Minneapolis Plan are implemented through a local zoning ordinance. The City’s existing zoning ordinance is largely consistent with the policy recommendations in the 2030 Development Framework, as shown below:

- *Accommodate growth forecasts through reinvestment at appropriate densities: 5 units or more in developed areas and target higher density in locations with convenient access to transportation corridors and with adequate sewer capacity*

The City’s zoning ordinance readily accommodates density. The least

dense residential district accommodates over 7 units per acre, and several mixed use districts allow for well over 100 units per acre. Furthermore, density and floor area ratio bonuses – for features such as underground parking, affordable housing, transit facilities, and public art – can allow for much higher densities for eligible development projects. Higher density zoning is located intentionally along major transit corridors and in walkable areas well-served by transit and other modes. An internal analysis indicates that the city has the capacity to accommodate significantly more than projected growth within these designated areas. Sewer capacity is considered as part of development review, and is generally not a major issue since the city is fully developed and served by public water and sewer.

- *Approve and permit reinvestment projects that make cost effective use of infrastructure and increase density.*

Virtually all development within the city occurs on parcels that are already well-served by existing infrastructure. Increased densities are encouraged through medium and high density residential and mixed use districts, planned unit developments, and cluster development tools that allow for higher densities, taller buildings, smaller lots, reduced yards, and shared green space.

- *Adopt ordinances to accommodate growth and use land and infrastructure efficiently (examples: developing zoning techniques for mixed use development, transit oriented development, overlay districts, planned unit development provisions, and traditional neighborhood development overlay zones.)*

All commercial districts in Minneapolis allow a mix of various residential densities and commercial uses. The [Industrial Overlay District](#) allows residential, commercial, and industrial mixes. The planned unit development ordinance language provides additional flexibility for larger developments. The City makes use of a number of overlay districts to promote other development objectives, including the Pedestrian-Oriented Overlay District, which was developed to preserve and protect the pedestrian character of designated areas.

- *Support the conversion or reuse of underutilized lands in order to accommodate growth forecasts, ensure efficient utilization of existing infrastructure investments and meet community needs.*

Almost all new development in the city is located on lands that have been developed in the past and are served by existing infrastructure, and as a result many do take place on what could be termed underutilized lands. The zoning ordinance is designed to take into account existing site limitations and nonconformities.

The City' zoning districts include several main categories, listed below. A more complete account of this can be found in Appendix H.

- Residence districts – Zoning districts R1, R1A, R2, R3, R4, R5, and R6 are primarily for residential uses. R1 districts tend to be single family, R2 and R3 small scale multi-family, and R4 and above larger multi-family development.
- Office residence districts – Zoning districts OR1, OR2, and OR3 are mixed use districts, allowing primarily residential development with some smaller scale commercial. They range from neighborhood to institutional scale.
- Commercial districts – Zoning districts C1, C2, C3A, C3S, and C4 are mixed use districts. They allow a range of commercial uses from neighborhood to large scale, and also accommodate residential uses.
- Downtown districts – Zoning districts B4, B4S, and B4C are used just in Downtown Minneapolis. They are mixed use districts, which allow much higher densities and heights than allowed elsewhere in the city.
- Industrial districts – Zoning districts I1, I2, and I3 accommodate primarily industrial uses. While some commercial uses are allowed, residential uses generally are not (without an overlay district).
- Overlay districts – A series of special purpose overlay districts provide more specific guidance in designated areas throughout the city. These include Pedestrian Oriented Overlay District, Linden Hills Overlay District, Industrial Living Overlay District, Transitional Parking Overlay District, Shoreland Overlay District, Floodplain Overlay District, Mississippi River Critical Area Overlay District, Downtown Parking Overlay District, Downtown Housing Overlay District, Downtown Height Overlay District, Nicollet Mall Overlay District, Harmon Area Overlay District, and North Phillips Overlay District.

### **Subdivision Ordinance**

[Chapter 598](#) of the Minneapolis Code of Ordinances establishes land subdivision regulations which are designed to facilitate and implement the subdivision and re-subdivision of land consistent with the policies of the comprehensive plan and zoning regulations.

### **Heritage Preservation**

Heritage Preservation Regulations are established within the Minneapolis Code of Ordinances, [Chapter 599](#) as authorized by state law [M.S. 471.193, Municipal Heritage Preservation](#), as well as [Minnesota Historic District Act of 1971](#). The Preservation Ordinance establishes the Heritage Preservation Commission to have the authority

to survey historic resources, designate historic resources, and review alterations to designated properties. One of the purposes of the Heritage Preservation Ordinance is to implement the policies of the comprehensive plan

In addition to the Preservation Ordinance, preservation policies are implemented through historic surveys and context studies, historic design guidelines, and the participation of preservation staff in the development review process. Historic surveys and context studies identify and evaluate types of properties and actual properties that should be designated historic. As authorized in the Preservation Ordinance, Heritage Preservation Design Guidelines are used in the review of alterations to designated properties, new construction in historic districts, and signage. CPED staff work with the [State Historic Preservation Office \(SHPO\)](#) for federal and state review, including the Section 106 process and environmental reviews.

### **Fiscal Tools**

The City of Minneapolis uses a full range of available fiscal tools to support the city and the goals of The Minneapolis Plan. These include the property tax, special assessments, tax increment financing (TIF), fees and charges, bonding, and state and federal aid. The City's [annual budget document](#) provides a comprehensive look at how these fiscal tools are being used and for what purpose.

### **Water Treatment and Distribution**

As described in Chapter 6, the City has a series of existing plans which provide guidance on its water supply and treatment policies and procedures. In addition, the City's regulatory framework provides specific guidance on the operation of its water supply operations.

[Chapter 509 of the Minneapolis Code of Ordinances](#) contains regulations governing the city's water treatment and distribution system. The services provided by the [Minneapolis Water Distribution and Treatment Division](#) include the supply, treatment and distribution of water. The City's product consistently meets higher standards than those set by local, state and federal regulatory agencies.

### **Surface Water and Sewers**

Chapter 52 of the [Minneapolis Code of Ordinances](#) regulates erosion and sediment control for land disturbing activities. Chapter 54 regulates stormwater management for development and redevelopment activities. Chapter 510 governs the operation of the city's stormwater utility. Chapter 511 regulates sewers and sewage disposal. These regulations are implemented and enforced through the City's [Department of Public Works](#), in cooperation with other city, county, regional, and state partners.

One of the primary concerns related to city and regional water resources is negative impacts from urban stormwater runoff. The City of Minneapolis enforces ordinances designed to minimize negative stormwater rate, volume, and pollutant impacts:

- Requiring erosion control for new developments, housing projects, and other land disturbing activities to reduce the amount of soil and contaminants leaving construction sites
- Requiring long-term stormwater management for new developments to manage stormwater on-site and minimize adverse effects of stormwater volume, rate, and contaminants on water resources
- Controlling the application of pesticides by licensing applicators and restricting the sale and use of fertilizers containing phosphorus
- Controlling hazardous spills and enforcing regulations that prohibit illegal dumping and improper disposal into the storm drain system
- Preventing violations of non-stormwater discharges (industrial by-products that are clean or treated prior to discharge) by reviewing permit applications and renewals, and investigating complaints against existing permits
- Requiring removal of roof rainleader and other clearwater connections from the sanitary sewer system to eliminate Combined Sewer Overflows.

### **Critical Area Plan**

The [Minneapolis Mississippi River Critical Area Plan](#), and the various adopted ordinances that support it, are another component of the official controls that implement the comprehensive plan. The purposes of the state's Mississippi River Corridor Critical Area designation are to:

- protect and preserve a unique and valuable state and regional resource for the benefit of the health, safety, and welfare of the citizens for the state, region, and nation;
- prevent and mitigate irreversible damage to this state, regional, and national resource;
- preserve and enhance the corridor's natural, aesthetic, cultural, and historic values for the public use;
- protect and preserve the river as an essential element in the national, state, and regional transportation, sewer and water, and recreational systems; and
- protect and preserve the biological and ecological functions of the corridor.

Local units of government are required to adopt critical area plans and regulations

that comply with the Mississippi River Critical Area Program. Local units of government and regional and state agencies shall permit development in the corridor only in accordance with those adopted plans and regulations.

The current Minneapolis Critical Area Plan, adopted in 2006, is an update of the 1989 Critical Area Plan and includes additional policies. It documents the city's river corridor resources and sets forth those policies and implementation strategies the City has adopted to protect the natural, cultural, historic, commercial, and recreational value of the river corridor. The plan is implemented through a number of existing city ordinances.

## Capital Improvement Program

### Overview of Process

The City has a [five-year capital improvement program \(CIP\)](#). Annually, City departments and independent boards and commissions prepare new and/or modify existing capital improvement proposals. The Finance Department, the CPED Planning Division and the Capital Long-Range Improvement Committee (CLIC) review the capital improvement proposals.

The Capital Long-Range Improvement Committee is a citizen advisory committee to the Mayor and City Council. The committee is authorized to have 33 appointed members, composed of two members per Council Ward and seven at-large members for the Mayor. The committee elects a Chair and Vice Chair of the whole group and also breaks into two programmatic task forces with approximately an equal number of members in each. Each task force elects a Chair and Vice Chair. Collectively, these six elected members form the Executive Committee and represent CLIC in meetings with the Mayor and City Council.

The two task forces are officially titled “Transportation and Property Services” and “Government Management, Health and Safety and Human Development”. They are commonly referred to as the Transportation task force and the Human Development task force. The task forces receive and review all Capital Budget Requests (CBR's) for their program areas as submitted by the various City departments, independent boards and commissions. During two all-day meetings, employees who prepared the CBR's formally present their needs and offer explanations for their requests. Task force members then rate all proposals using a rating system with several specific criteria and create a numerical rating for each project. Highest rated priorities are then balanced against available resources by year to arrive at a cohesive five year capital improvements program recommendation to the Mayor.

The Mayor takes the CLIC recommendations into consideration for his proposed budget that is submitted to the City Council. Finally, the City Council modifies and adopts its capital improvement program.

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## Areas Funded by CIP

Funding through the City's CIP supports City policies as established in The Minneapolis Plan, including the statutory requirements for funding transportation, wastewater, water supply, and parks and open space facilities. Included in the 2007-2011 CIP are funds for:

- Municipal Building Commission (City facilities)
- Library Board (library facilities and the Unified Library System)
- Park Board (parks and open space)
- Public Works, including:
  - Facility improvements
  - Street paving
  - Sidewalk program
  - Bridges
  - Traffic control and lighting
  - Bicycle trails
  - Stormwater conveyance and management
  - Sanitary sewer
  - Water
  - Parking
  - Solid waste
- Miscellaneous other projects, including:
  - Public art
  - Information technology
  - Public safety

A full version of the 2007-2011 CIP is included in Appendix H.

## 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. These are outlined below with more detail provided in Appendix D.

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 51,000 newly constructed affordable housing units, the Council set targets for each municipality to achieve between 2011 and 2020. The City of Minneapolis' share of this overall goal is 4,224 new affordable housing units. This is slightly larger than the share in the regional report on affordable housing, as it reflects revised forecasts for city growth, as depicted in this report.

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

- Proximity to low wage jobs compared to the number of local low wage workers
- Existing percentage of affordable housing
- Level of transit services

The City of Minneapolis acknowledges its share in the regional need for low- and moderate-income housing. It is committed to achieving the goal as stated above. Additionally, the City is committed to growing its housing stock at all income levels, consistent with projections.

### **Affordable Housing Programs and Fiscal Devices**

In 2004, the City Council adopted Resolution 2004R-260, the [Affordable Housing Resolution](#) with the desire to clarify and streamline existing City housing policies by adopting a unified document that consolidates various fragmented policies of the City in a manner consistent with The Minneapolis Plan. The Unified Housing Policies include general policy principles and also address affordable housing, Single-Room Occupancy Housing and the conditions where demolition may occur, senior housing, the preservation and stabilization of federally (HUD) subsidized rental housing, and homeless housing.

Housing policy implementation at the City of Minneapolis is managed primarily through the [CPED Housing Policy & Development Division](#), in partnership with [Regulatory Services](#), [Health and Family Support](#), and other departments and partner agencies. The Housing Policy & Development Division administers a range of programs which develop and preserve affordable housing, eliminate blighting influences, encourage private market activities, and assist low income households in

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purchasing and rehabilitating homes. These include direct assistance programs as well as various fiscal devices, and are funded through a variety of different sources. As of the date of this plan's adoption, these programs and devices include:

- [Affordable Housing Trust Fund Program \(AHTF\)](#)
- [Affordable Ownership Housing Development Program](#)
- [Emergency Shelter Grant \(ESG\) Program](#)
- [Higher Density Corridor Housing Program](#)
- [Low-Income Housing Tax Credits \(LIHTC\)](#)
- [Multifamily Housing Revenue Bond \(HRB\) Program](#)
- [Nonprofit Development Assistance Program](#)
- [Tax Increment Financing \(TIF\)](#)
- [Capital Acquisition Revolving Fund \(CARF\)](#)
- [Century Homes Program](#)
- [Distressed Properties - Vacant Housing Recycling Program](#)
- [The Home Ownership Program](#)
- [Home Ownership Works \(HOW\) Program](#)
- [Housing Replacement Tax Increment Districts](#)
- [Senior Housing Regeneration Program™ \(SHRP\)](#)
- [CityLiving – Mortgage Loans](#)
- [Code Abatement Loans](#)
- [Home Repair Loans](#)
- [American Dream Downpayment Initiative - Affordability Loan](#)
- [Minneapolis Advantage](#)
- [Don't Borrow Trouble](#)
- [Five-Point Strategy](#)

- [Northside Home Fund](#)

Details about specific progress on program objectives is described in the annual [HUD Consolidated Plan for Housing and Community Development](#), and the [Consolidated Annual Performance Report](#).

### **Official Controls**

Housing regulations are addressed in Title 12 of the [Minneapolis Code of Ordinances](#). In addition to housing code regulations, this section provides regulatory guidance for the housing programs described above – including rehabilitation grants, homeownership initiatives, and affordable housing development programs.

Zoning and subdivision ordinances are also supportive of housing goals. As a developed city and a city dedicated to sustainable growth, Minneapolis recognizes that affordable rehabilitation of its existing housing stock is crucial to the continuing vitality of its neighborhoods. Furthermore, City regulations are supportive of the construction of new affordable housing, with flexible design mechanisms such as higher allowed densities and planned unit development provisions.

The Minneapolis City Council enacts ordinances to regulate construction, maintenance, and remodeling so that the buildings where we live, work, and play will be safe. The city uses permits to make sure that the work is done in compliance with those ordinances.

The City of Minneapolis enforces national and international codes adopted by the State of Minnesota. These include the [State Building Code](#), [State Electrical Code](#) and [State Plumbing Code](#). Codes are available online or in print form at [Minnesota's Bookstore](#).

The City's [311 system](#) assists builders, contractors, developers and homeowners with the codes and permits required to build or remodel. 311 is the point of entry into the building process. Sometimes a site plan, a zoning site review, and an inspections plan review are required before a permit can be issued.

## **Consistency Between Plan and Local Controls**

The 1995 amendments to the [Metropolitan Land Planning Act](#) require that official local controls be consistent with the community's comprehensive plan. Communities may not adopt any new official controls that conflict with the comprehensive plan, or permit activity in conflict with metropolitan system plans.

The City of Minneapolis is well aware of this requirement and has made every effort to see that official local controls are consistent with The Minneapolis Plan. The City has established that existing local controls are consistent with the [2030 Regional Development Framework](#), conform to the metropolitan system plans, and are

congruent with all other elements of the comprehensive plan. The City's zoning ordinance and zoning map were overhauled in 1999 in conjunction with adoption of The Minneapolis Plan. The map and ordinance continue to be revised as needed.

## Other Approaches to Implementation

While the tools listed above are important, there are many other approaches to implementation of policy in the city. These are described below:

**City Council strategic planning**—The City Council periodically reviews City progress and sets goals for upcoming years regarding top priorities. The most recent version of these goals is entitled [Minneapolis 2020](#). While the goals are more narrowly focused than the scope of the comprehensive plan and reflect priorities for near-term implementation, they are consistent with the overall comprehensive plan policy direction. Appendix H shows the relationship between the Council's goals and the comprehensive plan, confirming that all the goals are linked to comprehensive plan policy, and vice versa. However, it should be noted that these are the goals of the current administration, and they may change in future years. Progress towards these goals is tracked through [Results Minneapolis](#).

**Annual budget**—The City of Minneapolis [annual budget process](#) integrates information from city-wide priority setting, capital improvements program, annual infrastructure operation and maintenance costs, and departmental review processes to establish annual resource allocations. Budgetary priorities are reviewed for consistency with comprehensive plan policy.

**Department business plans**—The departments in City of Minneapolis government develop [annual business plans](#), which direct the specific programs and activities in their jurisdiction. These business plans are linked to funding in the City's budgetary process. Business plans provide another way to review progress towards comprehensive plan policy goals.

**Interdepartmental coordination**—Many important issues are not contained within one department's purview. Minneapolis has designed several initiatives to improve interdepartmental coordination and to create a more user-friendly interface for those who do business with the city. An example is [Minneapolis Development Review \(MDR\)](#), which provides a "one stop" approach for those wishing to improve or develop property within the city. The [Preliminary Development Review](#) process brings together representatives from several departments to review significant development proposals early on, so that important issues can be identified and dealt with.

**Topical and area plans**—Many topic- and area-specific plans are cited throughout this document. These plans provide more specific guidance than the general policy in the comprehensive plan. The city will continue to develop, update, and implement these plans as needed. As with other regulations and policies, these plans will be

consistent with the comprehensive plan.

Since the comprehensive plan provides particular focus on land use planning, Appendix B contains a summary of recent small area land use plans adopted by the city, including land use maps.

Other plans that are used in the implementation of the comprehensive plan include historic surveys and context studies. The City undertakes these types of plans to identify and analyze types of properties and actual properties that should be designated historic.

Recent plans adopted in other departments include:

- [\*\*Access Minneapolis\*\*](#)—ten-year action plan that addresses a full range of transportation modes, options and issues
- [\*\*Minneapolis Local Surface Water Management Plan\*\*](#)—an adopted plan to guide the city in conserving, protecting, and managing its surface water resources
- [\*\*Minneapolis Plan for Arts and Culture\*\*](#)—a ten-year strategic plan that defines the role of the City of Minneapolis in supporting the arts and culture
- [\*\*Community Health Services Plan\*\*](#)—a four-year plan that highlights new initiatives and on-going services that protect and improve people's health by preventing illness, disease, and disability
- [\*\*Mississippi River Critical Area Plan\*\*](#)—a plan documenting the city's river corridor resources and setting forth policies and implementation strategies the city has adopted to protect the natural, cultural, historic, commercial, and recreational values of the Mississippi river corridor
- [\*\*Heading Home Hennepin\*\*](#)—a ten-year action plan, developed in a joint planning effort with Hennepin County, aimed at addressing and eliminating homelessness
- [\*\*Minneapolis GreenPrint\*\*](#)—a strategy to reduce the city's environmental footprint and integrate sustainability into city decision-making that tracks progress towards goals for ten key environmental indicators for the city
- [\*\*Wireless Minneapolis\*\*](#)—a recent initiative to supply wireless internet service citywide. When completed, it will provide residents, businesses and visitors with wireless broadband access anywhere in the city

**Internal boards and commissions**—The City of Minneapolis has more than 45 citizen advisory and regulator boards, commissions and committees. These

organizations, composed of citizen volunteers, advise the city on current issues and assist the city in policy development and administration of services. These boards and commissions include:

- **Appeal boards**—hear and act on citizen appeals concerning actions by city officials regarding their property
- **Planning and development boards**—assist the City in making sound development decisions that reflect the city’s comprehensive planning efforts, historical preservation policies, neighborhood and community priorities, and zoning regulations
- **General advisory boards**—advise city elected officials on policy issues, some formally and some informally
- **Other jurisdictional boards and commissions**—not created or convened by the City, but including City representation in their membership
- **Special service districts**—defined areas within the city where special services are rendered, with costs paid from charges to the area; services may include maintenance of street furniture, plantings, lighting, and other amenities provided within a district
- **Watershed management organizations**—state-created boards for the four watersheds represented within the city

The City works closely to each of these, some of which have their own budgetary and planning processes, to ensure that important city-wide policies are being implemented.

**Intergovernmental coordination**—In Minneapolis, public schools, libraries, and parks and recreation are governed by separate entities – [Minneapolis Public Schools](#), [Hennepin County Library](#), and the [Minneapolis Park and Recreation Board](#). Furthermore, the City works directly with other public agencies to implement shared goals, including [Minnesota Department of Transportation](#), [Hennepin County](#), and the [Metropolitan Council](#). The relationship between the [University of Minnesota](#) and the City is a unique one, and has important implications from a number of perspectives, including education, economic development, and transportation. Policy and implementation documents for these bodies which relate to the comprehensive plan include:

- [The Minneapolis Park and Recreation Comprehensive Plan](#)
- [Minneapolis Public Schools strategic planning](#)
- [Hennepin County/Minneapolis unified library system planning](#)

To ensure consistency between plans, the City also convenes meetings with neighboring jurisdictions. This outreach promotes understanding across jurisdictional boundaries, sharing of information and best practices, and promotes goodwill.

**Neighborhood organizations**—Minneapolis contains 81 defined neighborhoods, each with their own unique identity, characteristics, and amenities. A strong network of neighborhood organizations links these neighborhoods to one another and the city as a whole. Since 1990, neighborhood planning, initiatives, and funding have been coordinated through the [Neighborhood Revitalization Program \(NRP\)](#). Through NRP, neighborhood associations have been identifying and helping to meet their neighborhood's housing, safety, economic development, recreation, health, social service, environment and transportation needs. In building the capacity of associations and residents to actively engage in civic life and implement solutions to local issues, NRP has helped rebuild communities in the city.

This program is facing a time of change, as its source of dedicated funding ends in 2009, after 20 years. City leadership is pursuing a multi-pronged strategy to study and address the issue. The city will continue to work with its neighborhoods regardless of the status of this program, particularly with regards to their important role in facilitating public participation and input. A Community Engagement Task Force is one aspect of this work. The Task Force is furthering discussions on community engagement, not only as it relates to neighborhoods but the entire city enterprise. See Appendix B for a summary of NRP planning efforts to date and how they relate to the comprehensive plan.

**Partnering with the private sector**—including both for-profit and nonprofit organizations is a valuable strategy in addressing complex issues. In particular, it can leverage limited resources and tap expertise on specific topics. The city will continue to identify and strengthen these partnerships to further shared goals for the public good.

**Mayoral initiatives**—Mayor Rybak has established a series of priorities for his terms as mayor of Minneapolis. These initiatives are consistent with comprehensive plan goals and strategies, focusing on some [top priorities](#) for implementation. They include:

- Closing the gaps between people and places
- Preparing the next generation for the future
- Reweaving the urban fabric
- Sustainability

While the person holding this office changes, the mayor provides policy direction and a platform to champion important causes for the city and its citizens.

**Intergovernmental relations**—Part of implementing a plan is an assessment of any regulatory barriers or fiscal constraints that would limit the ability to achieve an objective. The City’s legislative agenda addresses priority issues at the regional, state, and federal levels. The agenda, which is reviewed annually and implemented continually, is coordinated through the City’s [Intergovernmental Relations Department](#). There is regular communication between federal, state, and local levels regarding issues that have an impact on the city.

**Comprehensive plan update process.** Work on the comprehensive plan will not end with its adoption. A variety of internal processes will track progress on the plan. The plan will be periodically reviewed and updated as needed to ensure that it is relevant and consistent. Periodic progress reports will be available to show how the city is doing in implementing its comprehensive plan.

## Implementation Challenges

One important consideration when proceeding with implementation of a plan is identifying potential obstacles which the City must address in order to implement the plan. These challenges have been identified across the various City departments, and are summarized below, along with a brief description of how the comprehensive plan addresses these issues:

- **Growing and changing population**— As the city’s population grows and changes—its racial and ethnic diversity and aging population—the needs and demands of government also change. Population trends were analyzed as part of the development of the comprehensive plan, and it is designed to be flexible to these changing needs.
- **Evolving technology**—The availability of upgraded technology can help accomplish tasks more quickly and efficiently. However, resources and training are needed to take advantage of advances in technology. The comprehensive plan does not get into the specifics of what is needed, but rather provides general policy support for using the best available technology.
- **The city’s changing role**—The city’s role in the region, and how it should work with other partners at the neighborhood, regional, state, and national levels, is changing in response to larger trends. The comprehensive plan addresses the needs for partnerships and inter-jurisdictional cooperation in various contexts.
- **Security concerns**—Issues around this topic fall into two major categories: improved strategies for dealing with public safety and crime in the city, as well as emergency preparedness and disaster response, including homeland security. These issues create an uncertain environment, and create the need for additional planning and

preparation. Safety and security issues are addressed in the Public Services and Facilities chapter.

- **Limited resources**—While resources are never unlimited, recent issues have impacted the city significantly. These include cuts in state aid, changes in how property is assessed, and increases in demands for services without corresponding increases in funding. The city’s infrastructure and public facilities require ongoing maintenance and renewal which requires a dedicated and sustained investment of new and existing resources. The city increasingly recognizes the critical nexus between public works and economic development. A new and flexible funding source that can respond quickly to emerging needs and opportunities will help ensure that Minneapolis is a great city of the future. The comprehensive plan addresses generally the need for sustainable funding sources, including directly advocating for state and federal funding, strengthening financial partnerships, encouraging growth and investment that builds the tax base, and efficiencies in coordinating services.
- **Climate change**—Conducting city business and providing essential public services will have to be done in ways that minimize the ecological footprint of the city, invest in greening, energy efficiencies and public-private partnerships while encouraging smart urban design and promoting the city as a prime location for living, working and playing.

The intention of the City is that the Minneapolis Plan for Sustainable Growth will remain a living document. As it is implemented, it will be regularly reviewed and updated as needed to adjust for changing conditions. Although the long-term vision for the city will remain, the details may change. In this way, the plan will continue to provide strong, relevant guidance for the city in the coming years.

## Amending the Plan

During the life of the comprehensive plan, it may become necessary from time to time to amend the document, particularly when new information becomes available regarding conditions and opportunities within the city. While the City would like to minimize the necessity of amending the plan, it realizes that this is a necessary strategy to ensure that the plan remains relevant and useful throughout its life.

The City has the ability to amend the comprehensive plan, in compliance with the Metropolitan Council’s [prescribed process](#). In the previous version of the plan, several amendments were originated by the city and approved. No procedure existed for anyone else to originate a request for a comprehensive plan amendment.

With the addition of several new elements to the plan – in particular, a detailed future land use map – the City determined it would be useful to have an option for

others to request a plan amendment. Similar to other jurisdictions in the region, this is designed primarily to allow those with an interest in a property to request an amendment to the future land use designation, alongside other development approvals necessary for a proposed development. This will not replace or alter the Metropolitan Council's prescribed process, but may relieve some of the City's burden in processing these requests, while also ensuring these decisions are made in a timely and consistent manner.

The City will retain discretion over the details of this process, including distinguishing those linked to a specific development proposal from others which may be less time sensitive. The City also retains the right to amend the plan as needed through an internal process, without initiation by an external applicant.

Information on the City's amendment process will be available through the planning department.