

Minneapolis 2040 Phase 3B Civic Engagement Data - Housing

Source	Text
Harrison Neighborhood Association_Feb 2018	Don't gentrify the area. If property tax and rent/housing goes up, _ should income supply should always be greater than the demand. Mentor residents to sustain and maintain their homes successfully. Do not set up for failure. I will know. Do not discriminate against those who are non-white.
	Housing shortage is obvious, and there are ample opportunities to build apartment buildings in Harrison. Maybe combine one with a new supermarket or retail center.
	It's hard for a teacher to find an affordable place to live! Let's keep MPLS affordable. We need manatory inclusion zoning. We want "Right of first refusal". We want just cause conviction.
	Make affordable for the younh as much as possible.
	More help for home ownership programs that help first time home buyers to help build community wealth.
	Need to implement mandatory inclusionary zoning. Harrison neighborhood is a mixed income neighborhood + we would like to keep our neighborhood that way. We value diversity and the character of our "low income" neighborhood. Need to implement right of first refusal policy + just cause eviction policy. In addition to these policies we definitely need to increase the supply of housing by building new apartments and increasing the density of the neighborhood. However, we cannot allow these developments without the mandatory inclusionary zoning!

Source	Text
Harrison Neighborhood Association_Feb 2018	<p>People who live in existing homes need access to funds (no/low interest loans) to help them not lose their homes. Housing along transit lines = success for transit and also success for housing. Would love to see some innovation! Public-private partnerships to make new place based spaces for residents.</p>
Housing Comments - Maps	<p>The South Lyndale Ave corridor is an excellent opportunity to build additional housing density in SW Mpls, an area that needs serious attention from an affordable housing perspective. Redevelopment of older commercial and industrial properties along the corridor should be required to add height to allow for street level commercial with affordable housing above.</p>
	<p>the single family homes in this area look out of place in the heart of the city.</p>
	<p>The Ramp C/94 ramp and elevated freeway create a massive dead space in the Warehouse District/NorthLoop Neighborhood. The freeway should be removed, allowing land to be developed for housing. An at-grade boulevard with mass transit improvements and bike lanes could help maintain enhance the neighborhood.</p>
	<p>The Midtown Corridor has the framework to be a true linear park with no one needing cars due to the proximity to the Greenway and buses on Lake Street.</p>
	<p>Build here. Housing. Office. Commercial. a Straight line is the most effective way to move people, goods and services.</p>
	<p>The Lyndale corridor north of Franklin is prime for new medium and high density housing to support adding the #4 Metro Transit route to the high frequency network.</p>
	<p>The lowry corridor between the river and Central is an important commercial and transit corridor in NE. This corridor could use a major upgrade in residential and commercial properties. It has many abandoned buildings or severely underutilized lots and blocks. New apartment buildings and some new commercial and retail developments would be great in this corridor.</p>

Source

Text

Housing Comments - Maps

The Fruen Mill industrial site is THE PERFECT place to build housing that has space reserved for all socioeconomic statuses. The site could get a Trader Joe's and a gym and have a playground plus high rise condos. It would have to be done carefully, as to not further gentrification which displaces people on the low income part of the spectrum

The impound lot should close and be redeveloped into an area for housing. This area will soon have excellent mass transit access via the Green Line and Blue Line extensions as well as the C-line.

The Hennepin Avenue corridor isn't very dense with many one/two-story structures. Few new development projects have occurred along this stretch and those that have are low density (Giordanos building, Walgreens, etc.). The blocks along the corridor too are primarily single family homes and duplexes. The plan should dramatically upzone this area for mid-size to high rise apartment/condo and mixed use buildings. This is a prime opportunity along the high frequency transit corridor.

The upper middle class white neighborhood I grew up in. If we want to making housing just, that means that all neighbourhoods should include housing opportunities for everyone. That means my neighborhood too, no matter what some of my neighbors may say.

Yes in my backyard.

The entire area around 46th and Chicago should allow for duplexes, triplexes, and fourplexes by right. With the 'D line' aBRT project planned in the next few years, the Orange line stop at 46th and 35W, and existing service from the 46, this area will have (in fact already has) plentiful transit options. With a strong commercial node at 48th and Chicago and adding even more mixed use zoning along Chicago, this has the potential for real, sustainable growth.

The development at 4700 - including another coffee shop with a drive through - was a huge missed opportunity for a mixed use development practically adjacent to one of our most used biking and walking facilities. That drive through is going to create a traffic mess too!

The city needs more housing. Everywhere, every neighborhood.

The KMART lot represents a huge opportunity to build a dense mixed-sued neighborhood with great transit and biking access (Orange Line, Nicollet Ave, Lake St., Midtown Greenway).

The Waite Park neighborhood is almost completely made up of single family homes. 2800 block of Johnson is a commercial corridor and there are some empty lots and otherwise underutilized lots on this block. I would love to see some apartments along with a restaurant/bar and/or other retail as part of a development in this area.

Source	Text
Housing Comments - Maps	<p>The whole city needs better, affordable housing options, with good access to public transportation and walkability. This doesn't have to come in the form of new development always—large houses can be converted into apartments as well. I love living in a historic building (1920s) in Carag, but am afraid it will soon become unaffordable.</p>
	<hr/> <p>The West Loop area is tremendously underutilized land that represents a monumental opportunity to build a high density neighborhood in an increasingly transit-dense area. This also will help support the downtown core and its retail base.</p>
	<hr/> <p>This area can have taller apartments. Break past 2-story commercial buildings.</p>
	<hr/> <p>This area already has decent transit and infrastructure. There are numerous empty or underused lots for such a good location near downtown and uptown. This is a very mixed income area, with affordable rental units very near large single family homes.</p>
	<hr/> <p>There's too much parking lot and an under-used funeral home. Build apartments!</p>
	<hr/> <p>There is so much wasted space on huge, often empty parking lots. This area is in the heart of the city and has such good transit connections that are not taken adequate advantage of.</p>
	<hr/> <p>There is so much wasted land here. We don't need such a long on-ramp. This area could be redeveloped into a mixed use neighborhood/extension of the 54th/Lyndale node.</p>
	<hr/> <p>There is not enough, if any, affordable housing in the North Loop!</p>
	<hr/> <p>The Walgreens and other properties here underuse potentially valuable land. This site is directly served by transit and would be a great place for mixed housing and retail.</p> <hr/>

Source	Text
Housing Comments - Maps	<p>there are weird pockets of non-mfh housing here that don't make sense? some of them look like single lots? clean this up.</p>
	<hr/> <p>There are large open lots here - and proximity to transportation, shopping, etc.</p>
	<hr/> <p>There are a number of empty parking lots near parade stadium. These lots could be converted into housing (as an example I think of the West End development in SLP). Yes, the lots are used for many events (baseball, Blake School students, sculpture garden, etc.) - but in a new multi use development parking could be placed underground. This space would provide easy access to downtown (for jobs and entertainment) to the Walker Art Center, Loring Park, and biking/walking trails.</p>
	<hr/> <p>There are a number of apartment/condo projects in process, but this is where we need to add all we can. By adding housing, we can make a great neighborhood even more walkable and vibrant.</p>
	<hr/> <p>The whole city should have housing choices expanded to ensure that no one area misses out on opportunities for low cost living.</p>
	<hr/> <p>The Central Ave corridor is full of life and increasing amenities, is an amazing transit corridor, is located near downtown, etc. It only makes sense to support more housing opportunities along this corridor, and promote this as a main artery with excellent access to services and jobs (and food!)</p>
	<hr/> <p>The West side of Longfellow is residential. The East side is in limbo with the sale of the Roof Depot site to the City of Minneapolis. The City wants to move in more industry, the Water Works Maintenance Yard. EPIC & the Community want 3 acres of the 7+ acre site to locate 28 new affordable 2 bedroom living units on top of their proposed Indoor Urban Organic Farm.</p> <p>The choice is more industry and pollution or more more affordable housing and Green development. Note that EPIC and the Urban Farm were negotiating to purchase the entire 7+ acre site when the City threatened the use of Eminent Domain to force the sale to the City.</p> <p>Contact Carol Pass, Board President of EPIC (the East Phillips Improvement Coalition) at 612-916-8478 or cpass@runbox.com for details.</p>
	<hr/> <p>There are so many vacant lots in Folwell. Having tiny homes or building energy efficient smart homes and giving grants and loans to long term renters in the area would be an amazing initiative.</p>
	<hr/> <p>the blue line.</p>

Source

Text

Housing Comments - Maps

Surface parking lots that are generally empty

The 38th St light rail station is within easy walking distance of all housing in this area. There is already some commercial activity, although more is needed. This area in particular needs more 'missing middle' housing options (e.g., duplex, triplex, fourplex, and somewhat larger multi-family). It is unfathomable that in the midst of rapid population growth and increasing rent/home prices we keep predominantly single family zoning in much of this area.

Rent control + stop the density insanity.

Relocate Smith Foundry and Bituminous Roadways, major pollution sources, and Build Affordable Family Housing on the 2 sites of prime Transit Oriented Development potential. This is an economically challenged multi cultural residential community that has suffered under the plumes of these sites for decades. Note the children's playground immediately West of the smoke stacks of the Bituminous Roadways' Asphalt Plant. PAHS is a major cause of ADHD and Asthma, both endemic in East Phillips. It is unconscionable that these polluters have been allowed to coexist in this residential neighborhood. It would not be tolerated in Edina! Note that both polluting businesses' Permits to Pollute have expired and are, incredibly, being considered for re-issuance by the MPCA. NOW IS THE TIME TO ACT ON THESE SITES!

Redevelop the Kmart site! Mixed-use with affordable housing!

Redefine R1 to include all buildings 1-4 units by right.

Re-connecting this area to downtown and the North Loop can make it an appeal place to leave close to downtown.

Quick access to 35W and 62, aging commercial and housing, non-essential scenery that people won't get as worked up about preserving, and attractive intersections that could thrive with activity with more density.

replace with mixed-use w/ housing

Source	Text
Housing Comments - Maps	Proximity to downtown and U of M, already dense housing, transit connections, open develop-able land.
	Promote land uses and tax incentives that would encourage affordable high density, TOD along the Blue Line. Enough single family homes next to LRT, OK?
	Prime location for development. Some already owned by the county I have been told.
	Perfect location to develop a new high-density mixed-use district with affordable housing. The location is close to downtown, next to the Ceder Lake Trail, Bryn Mawr Meadows Park, freeway access, and all sorts of other amenities. This is a site that is primed for redevelopment with future light rail service. Minneapolis should be looking to create a new community of the future that is focused on sustainability. Not only would this area be the perfect location for such a project, but it could help put Minneapolis on the map for sustainable planning and design.
	Perfect location to add housing with close proximity to jobs and entertainment. This area should also focus its attention on the Ceder Lake Trail with businesses and retail that face and/or interact with the bike and pedestrian path. This is a strong amenity that should be the highlight of a new urban neighborhood. Redevelopment should also emphasize the Minneapolis Farmers Market by making it a central feature of the new community.
	People want to live here, but we can't currently build small scale apartments. Prices have risen quickly pricing people out - we need more housing options. Upzone the whole area!
	Opportunity for nice urban entry into Northeast
	Proximity to downtown and transit, dense residential already there, open land.
	The area to the east of Hiawatha is industrial and terrible. We need more housing, especially affordable housing, along the blue line

Source	Text
Housing Comments - Maps	Save our views - follow existing height restrictions. No more variances!
	<hr/> <p>Seward and Cedar-Riverside have great commercial areas, neighborhood parks, transit, and bike paths, but there hasn't been much new housing built. The city should help build market-rate housing in poorer neighborhoods for economic integration!</p>
	<hr/> <p>Sustainable housing, owner occupied by affordable, e.g.\$99,990, 1500 Square Foot Two Bedroom 2 Bath with third Bedroom Expansion. Single car attached garage. Units have Townhouse characteristics (front to rear) with garage in front providing for additional off street parking. Density is rated at two units per 1500 square foot lot. 5'-0"side yard setback. 30'-0" front yard.</p>
	<hr/> <p>this area could be great if you let more people live here!</p>
	<hr/> <p>surface parking doesn't belong here! this could be a great area.</p>
	<hr/> <p>Support small businesses by expanding housing choices at key corridor intersections</p>
	<hr/> <p>Support small businesses by expanding housing choices at key corridor intersections</p>
	<hr/> <p>Support small businesses by expanding housing choices at key corridor intersections</p>
	<hr/> <p>Senior housing on the east side of the St. Joseph's property that is underutilized.</p> <hr/>

Source

Text

Housing Comments - Maps

Such a deeply underutilized corridor.

Southwest Minneapolis has beautiful lakes, trails, and attractive schools. We need more modest and subsidized multifamily housing here.

Some of this land is still zoned industrial! The Hiawatha corridor, served by light rail, is not the place to be adding storage facilities and single-use retail. Allow more housing by the Blue Line!

so many damn parking lots

Smith Foundry needs to be relocated in favor of Affordable Family Housing. See other comments on the Roof Depot Site and Bituminous roadways. I hope they were not lost when I was unable to make the Draw an area function stop. Call me, text or email for information and ideas on these sites.
Brad Pass
612-916-8478
bpass@usinternet.com

smaller-footprint Riverside power plant and significant setback of Marshall Ave from the river means an opportunity for both riverfront parkland and higher-end premium-location housing. Lower-traffic corridor is less appropriate for high-density transit-based housing.

Since housing needs likely change multiple times, and often are unpredictably, making plans that aren't flexible is idiotic. Plans always change.

Still so many empty lots in this area! Look at the footprints in Elliot Park, or the ridiculous number of surface lots still downtown! Remove them and build housing--you could likely still retain the same number of parking spots while also making a dent in our ridiculously low rate of rental vacancy.

This area currently has a mix of houses and apartment buildings, but much of the area does not allow new apartment buildings, even though many already exist. More apartments are needed to keep costs from rising too quickly. Small apartment buildings can do this and keep neighborhoods livable.

Source	Text
Housing Comments - Maps	This area in the city is prohibitively expensive to live in and has become super gentrified. Please do something to make housing more affordable.
	This area has great access to high-frequency transit (10, 11 routes). Parts are very walkable. We need higher zoning near areas with great amenities like grocery stores, restaurants, etc.
	We need more housing options west of the lakes. We cannot allow these areas to continue to shut people out and remain enclaves of the privileged. We can allow these areas to densify without compromising their lower-scale character. It must become easier to build duplexes and triplexes and small apartment buildings.
	We need more housing everyone, especially in areas of opportunity. (I was attempting to highlight the places that are most racially segregated, where white people have kept out higher density and POC, but the map was hard to manage to do that especially well.) Concentrations of white people and high-income people need to be the first to welcome additional, more-dense housing to make up for our history of redlining, code matching redining, and exclusionary racial covenants.
	We need more affordable housing choices, particularly for families, in Downtown and at transit station areas.
	We need affordability everywhere and inclusionary housing. Bring back the "in lieu" fee policy. More rental options non-homeowner coops.
	We need a range of pricing for housing
	Very few affordable housing options here. (I can only afford it because I live w/ 2 others)
	We need more housing options west of the lakes. We cannot allow these areas to continue to shut people out and remain enclaves of the privileged. We can allow these areas to densify without compromising their lower-scale character. It must become easier to build duplexes and triplexes and small apartment buildings.

Source	Text
Housing Comments - Maps	Very desirable area with limited options. More housing needed to allow more families access to area amenities and also for older couples/singles who are downsizing. Many priced out of area, others unable to find smaller, quality apartments/condos.
	Upzone. Eliminate R1 and R1A primary zoning districts. Eliminate minimum lot sizes and maximum FARs.
	upzone uptown
	Upzone this area. No part of Minneapolis should be reserved by law for the exclusive use of a single family.
	Upzone please
	Upzone for greater housing density.
	Upzone for greater housing density
	Vacant, near transit
	Upzone everything in S. Minneapolis - this area has great transit corridors (Hennepin, Lyndale, Nicollet, Cedar, Chicago, Cedar and soon 35W with the Orange Line) - most of this area is SFH or duplexes and could greatly benefit from additional density.

Source

Text

Housing Comments - Maps

We need more medium-density housing in areas that are only single-family neighborhoods. It is important to offer housing opportunities for all incomes in amenity-rich areas of the city.

We need to add gradual density to our most desirable neighborhoods, like the recently rejected (technically approved with lower density) proposal for 44th Street. Adding density in in-demand areas helps share the high cost of land among more units, helping affordability in the surrounding area, and helps relieve pressure on less-in-demand areas to gentrify. We need more units in walkable, transit served areas where we were adding them 40 years ago before we down-zoned, like Linden Hills.

Woul like to own a small house or condo in my favorite neighborhood, Powderhorn. My current rental is an old building with little insulation, drafty windows, thin walls/ceilings, mice, and landlords who do little upkeep of the building. Unfortunately I can't afford anything more expensive and am stuck hoping rent does not increase.

With the proximity to the Light Rail, I believe this entire area would benefit from a massive facelift with high-rise mixed use buildings and 0 parking.

Whittier n'hood: -most diverse in state, new development is pushing ot long-time residents - no requirements for sub affordable units, and units that can accommodate families. Not just studios and 1 bedrooms. Lots of social service providers,clients.

Wherever possible the highway should be removed or capped with new housing replacing the lost land.

Where I currently live. I'm the last artist in my building, and I fear the day my rent finally gets pushed beyond my means. I LOVE all the new development in my neighborhood, but there needs to be a focus on various income levels. There are still a few parking lots in the Warehouse District to fill in, and I hope some of these become income-restricted units!

Where can seniors go to stay in minneapolis? 1 - density along transit routes 2 - planning for increases in densities in "enhanced" transit BRT-ABRT. Don't make the same lack of planning that occurred at the 46th Street Station.

WE NEED PEOPLE DOWNTOWN. Its pretty much a business district that becomes deserted by 6pm everyday. Saturdays and Sundays are scary quiet. People will live downtown, you just have to let them. Remove zoning barriers!

Source

Text

Housing Comments - Maps

When talking about "neighborhood engagement" don't let this be taken over by privileged homeowners as an excuse to keep out affordable housing, renters, housing density, and people of color. Consider undoing decades of racist exclusionary zoning/bank choices. Esp. in SW Mpls/Lakes.

We're making a lot of progress around the edges, but the core of the central business district is still very short on homes. The key to avoid a downtown that's dead (and dangerous) at night and on weekends is having people actually live there too.

Well served by transit, and with many jobs nearby, this is exactly where neighborhood interiors NEED to be small multifamily developments, lest the area become a haven for the gentry.

Wedge Neighborhood needs more affordable rental housing and starter homes.

Wealthy neighborhoods should take their fair share of new residents to prevent disproportional displacement in low income communities of color & gentrification.

We should ease the rules for constructing ADUs and other multiple housing uses on a single residential lot. This increases density and options for housing without changing the character of the neighborhood significantly.

We should allow and build more housing everywhere. Picking and choosing where to allow denser housing or commercial development is just fundamentally bad.

West Calhoun should be designated an Activity Center and a major push towards high rise housing should be made.

This area has bustling commercial areas and is extremely well-connected by transit. It is ideal for mid- to high-density housing. More people mean more cost effective services and amenities. We need to build all the housing we can in areas like this.

Source	Text
Housing Comments - Maps	<p>Upzone all of southwest Minneapolis. It's a great place to live, and I want my children to be able to afford to live here if they want to when they get older. We need more types of denser housing so that housing can be more affordable. This will also have the benefit of making public transit more cost effective and efficient for more people.</p>
	<p>University Avenue should have apartments along it.</p>
	<p>This is now an empty corner lot. I used to catch the bus here after leaving work. It's a large lot and could accommodate a 2-3 story apartment building.</p>
	<p>This is currently an underutilized industrial/storage property. It is located on a bus line, across from a shopping center, on an amazing park in an amazing neighborhood. It should become a multifamily housing site. Residents could take advantage of transit and nearby amenities.</p>
	<p>This is currently a dilapidated section of abandoned industrial land. It should be re-purposed for housing, especially with the green line nearby.</p>
	<p>This is a large empty lot within walking distance of downtown, and located on a street with 2 major, high frequency bus lines. It is the perfect place to put a mixed use development; one that would include affordable housing, market rate housing and retail stores and/or offices.</p>
	<p>This is a huge parking lot where I always see people loitering or harassing folks. That open space gives a lot of opportunity for people to be vulnerable by walking or getting in their vehicle after shopping. With housing in that area it would reduce a lot of people just hanging out loitering in the area because of security features on the exterior of the apartments as well as people watching and paying attention that can possibly be a witness to crime issues.</p>
	<p>This is a great commercial corridor -- now it needs more dense housing the entire length, and several blocks deep. Taller buildings, more opportunity for walkable places to live!!!</p>
	<p>This is the perfect location to add high density housing with easy access to transit, jobs, shopping, parks, and other public resources. This city needs more housing in areas that can support a car free lifestyle.</p>

Source	Text
Housing Comments - Maps	<p>This chunk of Mpls is undergoing rapid demographic shifts. Tons of younger, wealthier people are moving into duplexes and quadplexes that haven't been upgraded, but have seen increased rents due to the market. I know multiple neighbors who were forced out in this way.</p>
	<hr/> <p>This area is under utilized. It is right on the rail line and a good candidate for higher density housing.</p>
	<hr/> <p>This area is seriously under-utilized. I have to think that this space so close to downtown, transit and some of the city's best parks is a great opportunity to encourage housing.</p>
	<hr/> <p>This area is in need of redevelopment and would be a great site for multifamily housing near multiple bus routes and a shopping center</p>
	<hr/> <p>This area is an anachronism from the failed car-centric policies of the mid-twentieth century. Taking out the massive spaghetti-junction of on and off-ramps would allow more housing to be built and better connect Uptown and Loring Park</p>
	<hr/> <p>Open traffic through area, put KMart on one side, housing on other side of new though street.</p>
	<hr/> <p>This area has many great resources for families, better rated schools than most other parts of Minneapolis. However, affordable housing for families is absent in this area.</p>
	<hr/> <p>This area is under utilized. People living here would have access to public transportation and stores on lake street</p>
	<hr/> <p>Uptown has become almost exclusively luxury condos and fancy single-family homes or duplexes. It is creeping into Whittier, as well. Both of these areas need to preserve and expand existing affordable housing, otherwise it will disappear during the Uptown-ification of Whittier and South.</p> <hr/>

Source	Text
Housing Comments - Maps	<p>This lot has been empty for a long time. Several investors have come along trying to squeeze a maximum sized building for maximum profits, which don't have community values first. There are several smaller apartment buildings in the neighborhood that could be models for a successful structure here. The proximity to the park could make it a very attractive location for high-priced rentals, but I think this neighborhood is greatly lacking in affordable options. No investor or developer will build without the promise of high profits, so I think the city could step in to help guide and finance this empty lot into a wonderful housing space.</p>
	<p>This part of the city has way too much R1 and R1A/R1B zoning. It's a highly desirable part of the city, and currently only rich people can afford to live there. We need to make multi-unit housing an option everywhere. Duplexes and triplexes at the very least. R1 should basically not exist within the city.</p>
	<p>Undo the policies that resulted in redlining and begin to desegregate neighborhoods. Create incentives for developers to build affordable housing.</p>
	<p>underutilized land near transit routes</p>
	<p>underutilized land along transit routes</p>
	<p>underutilized land along high-frequency transit corridor: a great opportunity for high-density housing</p>
	<p>underutilized area</p>
	<p>Trendy parts of the city where people want to live should be forced to upzone to accommodate demand/interest, otherwise poor residents are pushed out and the dense urbanism provided by these neighborhoods is only available to the wealthy.</p>
	<p>This parking garage is a complete blight on the street. It should be torn down and replaced with housing.</p>

Source

Text

Housing Comments - Maps

Transit, biking, walking, etc.

Transit corridor that connects MPLS and ST PAUL. So. Much. Space. for redevelopment. Upzone upzone upzone! Add BRT with dedicated lanes. Lots nearby including access to trails, transit, food, jobs, parks, U of M, nearby St. Thomas and other universities.

Too much single-family zoning in areas where lots of people want to live. Upzone this to allow multi-family housing again (before the mass downzoning of 1975).

Too many empty lots, room for development/redevelopment in this area.

This underutilized property (currently industrial and seems to be semi-vacant) is adjacent to a bus line, across from a major shopping center, and in an incredible NE neighborhood. Ideal spot for apartments (multifamily housing).

This station on LRT is only to serve park, add housing nearby to ensure it is well used at all times.

This section of lake street needs improvement. It is a corridor close to the river that should have places to live, eat and drink.

Transit, biking and walking, access to amenities and jobs, lots of space that needs to be made more dense and upzoned. Possible Min-Hi Line!!

Not enough rentals available.

Source	Text
Housing Comments - Maps	We need af. Housing options in sw - equal access to all areas of the city.
	Not a lot of new construction or recently renovated multifamily units.
	Community Node
	Continue to expand housing choice and diversity in Downtown and surrounding areas. Implement development minimums to achieve highest possible concentration of housing choice in and around downtown.
	Currently used as overflow storage for used cars. Autos not actually sold at this location and does not benefit the area by providing any service other than installing giant speakers in old cars that creates a nuisance for people living and working here.
	Depending on what happens with the Creek water management issue and golf course, there may be an opportunity to make better use of some or all of the land that the course occupies (obviously would require Park Board involvement).
	Distribute affordable housing in all n'hoods of city- don't concentrate in n'hoods that are underserved- need market rate in those n'hoods.
	Don't build high rises that destroy the natural beauty of the lakes.
	Don't light up these big condos w/ light pollutions!

Source	Text
Housing Comments - Maps	East lake is under-utilized and doesn't have much housing. It could hold multi-story apartments with affordable units
	<hr/> East Lake Street is an underutilized transit corridor. Need to support more small businesses by increasing density
	<hr/> East Lake Street is an underutilized transit corridor. Need to support small businesses by increasing density.
	<hr/> East Lake Street is well served by frequent transit, targeted for future arterial BRT expansion, and ripe for densification! We need more residents to support emerging businesses and encourage more.
	<hr/> East Lake Street needs more density, especially in regards to multi-family affordable and market rate housing options, to make it more liveable and walkable, bikeable, and transit friendly for everyone.
	<hr/> East Lake Street needs more density, especially in regards to multi-family housing options, to make it more liveable and walkable.
	<hr/> East Lake Street should see a continuing wave of redevelopment and will need more housing to remain affordable.
	<hr/> Eliminate all R1 + R1A zoning
	<hr/> Eliminate mandatory parking minimums city-wide to reduce construction costs/rents. Eliminate transportation demand management study + shadow study requirements for proposed development. Allow more housing by-right and ban new + expanded historic districts.

Source	Text
Housing Comments - Maps	Empty underused parking lot
	<hr/> <p>Good access to transit (though transit needs to be improved), bikeways, services, and recreational amenities like the lakes... this is where people already want to live, based on the high rents, so let's make it more affordable for everyone to do so. Uptown and the surrounding areas shouldn't be only for the wealthiest among us (or those who bought in 30+ years ago).</p>
	<hr/> <p>Golf courses are a complete waste of space that could be used toward expanding housing options. If possible the Minikahda Club could be turned into high rise housing.</p>
	<hr/> <p>Get rid of the golf course. We need to stop spending our money to maintain a niche, elitest activity. Let the land that wants to be a lake do so, and then develop the rest as best as possible. This is a great opportunity in the middle of the city.</p>
	<hr/> <p>Franklin Ave light rail station is easily walkable from all locations within this area. While there is already some mid- and high-density housing available, the entire area needs to be up-zoned to allow for more housing options.</p>
	<hr/> <p>Fewer spaces for professionals and others at the U of MN and downtown who wish to not live in Marcy-Holmes or Dinkytown (parties are no fun for grad students).</p>
	<hr/> <p>Few multi-family, multi-use buildings and lots of underutilized land.</p>
Community Node	
	<hr/> <p>Expand housing options while ensuring building massing is compatible with the neighborhood. Establishing the Red Tile Elevator as the tallest structure and blending structure massing down from their will result in a vibrant, dense neighborhood that retains it's historic character and ensure towers are not built next to 1-4 story houses/buildings.</p> <hr/>

Source	Text
Housing Comments - Maps	Expand housing choice and diversity along key corridors in order to promote transit use and small businesses.
	Expand housing choice and density at the intersection of key corridors in order to promote transit use and support small businesses.
	Expand affordable housing options here. And also, more affordable condo options for families here (2 bdr apartments/condos). lots of millennials live in this area now and would like to continue living in the area in the future. however, the proliferation of expensive luxury housing and single family mansions here make it difficult to imagine a young couple starting a family in this neighborhood.
	expand affordable and high density, transit oriented housing options along the Blue Line
	Everywhere.
	At a bare minimum, 3-4 story apartments/condos, attached townhomes, courtyard homes, duplexes, triplexes, single-room occupancy, and smaller lot (~1,000 sqft) detached homes should all be allowed everywhere in the city. There is no justification for why a random block in places like Linden Hills, Standish, Folwell, or Windom Park can't accept these housing types. Development would be slow, with traffic/parking/etc impacts minimal on any appreciable time horizon.
	These housing typologies should not be limited to major streets or community corridors - neighborhoods like CARAG, Lowry Hill East, Whittier, and others show that 4-5 story apartments coexist with single family homes nicely. The pervasive density these buildings provide allow for more shops, restaurants, and other destinations for everyone within walking distance. Their density provides a market for transit service. They help soak up demand for housing with higher finishes, keeping older stock more affordable. If we allow denser housing everywhere, rather than a small fraction of our city's land, we'll get unexpected kinds of housing that meets more residents' needs, and likely at lower cost (parcels on commercial corridors are costly to redevelop).
	Everywhere all neighborhoods! Different income levels and types of buildings (subsidized and market rate)
	Expand housing choice and diversity along key corridors with high-frequency transit in order to promote transit use and small business + access to jobs.
	Community Node

Source

Text

Housing Comments - Maps

Community Node

commercial corridor would benefit from more residents

All the single family redevelopment in Linden Hills have been missed opportunities for missing middle (duplexes, townhomes etc.) Need to get rid of single family exclusivity here to provide more opportunities for housing.

All single family, and only kind of building that is happening here is teardowns for larger single family homes! Work with Palmisano to change zoning and lead the way for affordability

All of the south/southwest of the city needs to add "missing middle" housing to gradually increase density. We need to remove restriction on du- tri- and quad plexes and make small apartment buildings, like the one at 4500 Bloomington Ave and those on Chicago near 48th Street. Allowing gradual transition toward density can keep the "neighborhood character" while adding new neighbors.

Affordable housing should be available in all areas.

Access to transportation to downtown Minneapolis, St. Louis Park

Access to transit. Buffer to institutional use.

Along Hiawatha Ave LRT line from 50th to Downtown to provide more opportunities to live car free and concentrate development along high freq. transit corridors

Source	Text
Housing Comments - Maps	Access to Southdale and 50th/France jobs, good bike access to downtown and good bus service.
	A vacant house was recently demolished here, and it would be great to see more apartments in the area. The intersection of Bloomington/38th is well served by transit, has lots of food/grocery/amenities, and would benefit from having more people in the neighborhood.
	A Line comes through, growth of Ford Site will make this area more attractive. Should have 10-25 unit buildings allowed in corners.
	38th Street is full of potential.
	3 houses on the corner could be bought to develop small small affordable housing
	1400 SQ Foot Ywo story Georgetwon style construction on 50'wide 100 to 250 deep lots. Excellent proven duplex form which profides sustainability for owner due to the option having a renter willing to make monthly payments.
	Not a lot of TOD and multi-family housing here
	Abolish single-family zoning. Single-family zoning constrains the housing supply, concentrates wealth in the hands of homeowners, and drives up the cost of rent. (I say this as a homeowner myself).
	Good transit options exist and will only improve if planned and discussed transit investments come to fruition. Strong commercial area with too much single family housing. This area has increased significantly in price over the past decade and is becoming (perhaps already is) affordable for many. No reason to have so much single family housing here.

Source	Text
Housing Comments - Maps	Already well-populated with smaller apartment buildings, Marcy-Holmes is close to many employment and education destinations. Increased density will support the neighborhood goal of improved transit service.
	As these industrial areas are redeveloped, it is an opportunity to provide more multi-unit housing which doesn't exist much in the Longfellow neighborhood.
	Close to downtown, generally good access to transit. Minneapolis downzoned entire neighborhoods from R6 to R2B around 1975 and we need to look at the effects of this and consider whether that was wise (and whether we should reverse those things).
	Close to BRT, section of 46th Street needs to be expanded to provide adequate ROW for cars, bikes, and pedestrians. Opportunity for high density housing close to transit.
	Close proximity to transit that can bring you to both downtown minneapolis and the southern suburbs provides a great resource for job accessibility and affordable housing.
	city owns surface lot along Ewing south of 50th that is a little remote to conveniently support a lot of businesses in the area.....work with owner(s) at north end of the block to build a simple 1-level ramp to replace spaces in surface lot in a more effective location then support the development of the surface lot with work force, for-sale houses such as as pocket neighborhood...
	Chicago Avenue will be a high-frequency bus corridor. Need to support small business. Access to jobs and transit by increasing density.
	Cars smars
	Area contains 1 drug house , 1 house vacant for the last 8 years, and 1 lot now owned by the county (which is too small to build on). If all 4 lots were combined it could be developed into 2 large duplexes facing the alley and the alley closed at West Broadway. Not much room to do anything else.

Source	Text
Housing Comments - Maps	Can the city consider buying church properties that are for sale and use them for housing. IE off 61st St and Lyndale Ave on 62nd and aldrich. 2. across from windom spanish immerison school

Build a new high density housing district on the Hiawatha Golf Course which should be closed.

Breaking up large formerly industrial blocks is key to creating a better connected city. Housing is needed in this neighborhood.

Blue Line

Big time

Best transit, access to resources in the city. South Minneapolis is too low density. It's not sustainable to have huge swaths of the center of a metro with 3 million people be bungalows with big lawns.

assemble this area with collaboration from the owners and build a simple 1-level ramp to replace surface lot spaces and possible add supply; could go down 1- level, park at ground level and then go up 1 level; small ramp like the one at the NE Lunds store on University

Build Interstate Lids. Reduce vehicle noise, return the city-grid to its former glory.

Good transit, great location, lots to walk and bike to nearby. Space that need redevelopment.

Source	Text
Housing Comments - Maps	Allow duplexes in all SF districts. Yes. Triplex!
	<hr/> <p>Great access to transit, many historic buildings still waiting for redevelopment. Walkable amenities and good schools!</p>
	<hr/> <p>Minneapolis is a global city, and will continue to grow due to our diverse and robust economy and well-educated work force. As one of the two major cities in the inner urban core, Minneapolis should have few to no single family neighborhoods. It makes 0 sense.</p>
	<hr/> <p>Mid-City Industrial. This would expand housing choice because there really is very little to begin with. Many creative businesses are moving in here, and this could absolutely become another walk/bike friendly neighborhood similar to North Loop.</p>
	<hr/> <p>Medium/high density housing near the Blue Line.</p>
	<hr/> <p>Marcy Holmes and the St. Anthony area should be zoned for high rise apartment towers! We need to expand the high density riverfront area back from University Ave.</p>
	<hr/> <p>Many empty or underutilized lots here that could be redeveloped with mixed use (retail or office on first floor) buildings. New housing along the corridor could support ground-level retail and take advantage of existing transit.</p>
	<hr/> <p>Make the West Loop happen! Connected to (future) transit and current bike trails, this would be a huge boon for Mpls. Reconnect the grid from the North Loop and calm some of the streets that are outmoded as designed (for industrial). Lots of space for dense high-rise living near existing parkland. Uncover some of Bassett Creek.</p>
	<hr/> <p>Minneapolis is absurdly under-zoned almost everywhere outside of downtown, pockets of Uptown and the University of Minnesota. There is no reason most residential neighborhoods couldn't be filled with three or four-plexes. This will increase our tax base and offer significant relief to the budget woes of the Minneapolis Public Schools.</p> <hr/>

Source	Text
Housing Comments - Maps	Make it more dense! Access to jobs, food, education, transit, biking, walking, etc.
	Major opportunity to build a denser downtown neighborhood with great transit/bike/walking access. This low density area is prime for new residents, businesses, and housing options.
	Major corridor which is a no-brainer to place more housing.
	Lynn Lake would benefit from greater housing as we see with Hennepin-Lake, so more people can work where they live. This would also help support better mass transit options down lake street.
	LRT and green space must be capitalized upon in the means of high density and car-free housing in order to maximize ROI on those massive investments. There should be much more lenient building requirements on all land within 1/2 mile of rail transit and 1/4 mile of bus stops and parks. e.g: no FAR requirements, a 4-story height minimum, and firm parking maximums (.19 per unit)
	Lowry Hill, Kenwood, and East Isles all have great access to transit, parks, employment, and commercial corridors.
	Lowry Avenue needs to be made more pedestrian friendly in order to attract development of diverse housing. Allowing new developments along Lowry without addressing the pedestrian accessibility and safety issues will result in terrible and traffic and tragic accidents.
	Make ADUs easier to construct
	Lots of under-used land in the center of the city. Close to transit, etc.

Source	Text
Housing Comments - Maps	Minneapolis needs to allow greater housing choices across the whole city. The minimum zoning allowed in an area should be the equivalent of today's R4.

More affordable housing in SW and other high income areas of the city. In order to be a vibrant city, our neighborhoods must be economically integrated! This means habitat, tax credit projects, and market rate affordable.

Not a lot going on around there. Good space for luxury living.

great access to transit

North Minneapolis has a lot of vacant land that should and needs to be developed into 2-4 unit homes. Single Family is great, but lets match the character of the neighborhood but also build for more than one family. As family size decreases, this becomes more and more relevant.

Need to turn this area - ward 7/lakes area in to a vibrant part of MPLS. Need more affordable housing, allow large mansions to be turned back into duplexes and triplexes and rooming homes as they were historically.

Near light rail, airport, significant amount of under-utilized light industrial areas

Multifamily housing has been increasing in Northeast Minneapolis near the river, but it would be beneficial to encourage more density in the eastern part of Northeast Minneapolis

More affordable housing choices in affluent areas.

Source	Text
Housing Comments - Maps	Most homes are zoned single family which is a poor use of space and also ensures that most low wealth people can't live near the lakes!
	<hr/> More housing downtown! Good transit, great amenities! And apparent strong demand
	<hr/> More density! This is one of the neighborhoods with the closest proximity to downtown Minneapolis, and I would love to see more townhouses, condos, and small, affordable buildings (duplex, triplex, quads, all the way up to 6 story buildings) fill in this area. More housing needed, not just single family homes!
	<hr/> More density in southwest Mpls, especially along community and commercial corridors with good access to transit and retail! More housing in all the desirable places. Explore townhomes and other affordable family housing where aging single family exists, especially along busier streets.
	<hr/> More condos!! No more surface parking lots! Apartments are great too, but it would be nice if there were more opportunities for families to build equity and stay for the longer term in downtown.
	<hr/> more blue line
	<hr/> More affordable housing options in affluent areas.
	<hr/> More students are attending the U of MN than ever before and we need more housing to accommodate them! We need to allow for higher density to slow the upward pressure on rents.
	<hr/> lots of lower-density suburban style "urban renewal" single family homes mixed in with larger older homes; both could be converted to multi-unit rental or owner occupied projects of varying scales

Source	Text
Housing Comments - Maps	More housing and office buildings.
	Lots of available land right west of downtown that could be housing, retail, parks and connect the city better to the western suburbs.
	Great place to live. More housing options needed!
	Housing costs have risen so fast and far that it threatens the current semi-balanced mix (desirable) of meeting hsg needs of a mix of incomes (=important goal.). Slow the building craze & increased in rents + R.E. taxes to keep some real affordable housing (Whittier)
	Housing choices should be expanded throughout the entire city. We need more housing in every neighborhood. Zoning shouldn't limit housing choices as much as it does in every neighborhood currently, especially in those neighborhoods zoned solely for single-family housing.
	Housing choice and affordability is a city-wide problem. The current lack of affordable housing has roots going back decades in the downzoning of large swaths of the city, to the point where much of what is now "naturally occurring affordable housing" would be illegal to build today. I personally live in a 4 unit condo on a block currently zoned R2A, as a case in point. If we want to ensure access to affordable housing for all, we need to expand opportunities to build moderately dense housing city-wide. SFHs can exist next door to duplexes, triplexes, walkups, and other forms of slightly denser housing, as they always have but are no longer allowed to be built. If we are to keep Minneapolis affordable for all types of households at all income levels, broad upzoning is essential. We don't need to build 40 story towers in Armatage, but we could stand to have some duplexes down there. And along transit corridors, we should continue to build as densely as possible, as we should leverage those transit investments to keep cars off the road.
	Housing at the other end of Quarry parking lot, parking lot never full
	High-rise development without height restrictions should be allowed by-right in this area due to its proximity to downtown, transit corridors, and the city center.

Source	Text
Housing Comments - Maps	Housing should be available and affordable throughout the city, and that means making it legal to build the housing we need. The entire city should be zoned to allow for housing to meet demand.
	High-frequency transit corridors should support more density
	Green Line, next to downtown
	green line
	Greater density downtown is key to a dynamic, growing city. We need affordable, high density housing so workers can live where they work.
	Great transit options (future 'D line' aBRT, 5, 23) and some strong commercial space. This area has some housing options already, but more are needed. Should be upzoned to allow for, at least, 'missing middle' housing options (duplexes, triplexes, fourplexes, and somewhat larger) across entire area. Should target affordable housing investments to this area as well, since this area is bound to increase in cost in the next decade.
	Lots of infill opportunities here, close to transit.
	great site for workforce housing - a "pocket neighborhood" here could possibly yield 10-12 units of modest for sale housing on a street that can support it - much better than having the surface lot.....tell the council member to get over the idea of NOT building parking here - got to think more wholistically than that - please, use all the tools available!
	High-frequency transit corridors should have more density

Source	Text
Housing Comments - Maps	<p>I know this is single family heaven, but there are plenty of transit lines that could serve thousands of more people if we just built more multi-family housing along the lines. Transit service becomes drastically more inefficient by the time you reach the densities of deep south Minneapolis. At that point you are reliant on park and rides and malls. MORE HOUSING!</p>
	<hr/> <p>Green spaces are an undeniable asset to urban communities, and the founders of Minneapolis knew that. I find it to be an extremely poor use of land to have single-family homes with large yards so close to such a tremendous asset such as Powderhorn Park.</p>
	<p>I love the brick buildings on the north side of the park, and I believe structures of that scale should surround the entire park.</p>
	<p>I would love to see this corridor have more condo's and apartments built. It is close into the downtown core and could very easily become a thriving area which could positively impact the surrounding near north area.</p>
	<hr/> <p>I would like to see more affordable housing options in this area.</p>
	<hr/> <p>Lifetime in a neighborhood. Rental - Senior.</p>
	<hr/> <p>Let the market develop as much housing as it wants where ever the demand is! We need to harness the interest and get as many people back to the city. Keeping supply stronger will also keep units affordable! When it comes to housing, the city should have more of a laissez faire land use policy. Fight anti development residents. Convince them change is good and inevitable!</p>
	<hr/> <p>Lakes area neighborhoods in Ward 7 and 13 are great examples of exclusionary single family zoning. This leads to racial segregation and a lack of housing opportunity in desirable neighborhoods for people with less money.</p>
	<hr/> <p>Lake Street is a rapidly growing commercial corridor that needs residents to be able to sustain new small businesses. Lots of the neighborhood already has multi family housing that wouldn't be able to be built with the existing zoning code - we need to upzone the whole neighborhood to allow duplexes, triplexes, and small infill apartment buildings.</p>
	<hr/> <p>Keep existing affordable housing. Stop tearing down affordable housing. Inclusionary zoning.</p> <hr/>

Source	Text
Housing Comments - Maps	Lots of amenities, access public transit, and access to jobs locally and in the region via transit. Low vacancy rate and high demand say this area is a must for expanding housing choice.

Land bridges above 35W to create consistent streetwall for corridors that cross this chasm.

Interstate Lids.

In general in downtown, northeast, uptown I wish there were more condo (owner occupied) new construction units available.

Invest in CLCLT here. The Land Trust is KEY to providing affordable homeownership options for so many over north. CLCLT needs MILLIONS infused into its work.

In order for Minneapolis to grow in an equitable fashion, every neighborhood will have to accept greater density. We need density across the city, not just in downtown or Uptown. If we limit density to just a few areas, the city will be more segregated.

Not every part of the city needs towers. But the single family zoned neighborhoods across much of the city should be compelled to accept multi-family housing once again. Many of them have lots of multi-family buildings built at an earlier time. We should return to that. Duplex and triplex conversions, and low (three stories or less) multi-family buildings should be allowed by-right!

Interstate Lids

Lots and lots of opportunity downtown for living. More high rise towers for living.

Source	Text
Housing Comments - Maps	Interstate Lids.
Housing Comments - Open Houses	Positive housing sharing match ups, intential community law, seniors can get help paying shoveling walking + property_, prepare to convert garages with autonomous vehicles reducing vehicle ownership.
	Policies that encourage and/or require sustainable building and housing developments.
	Preserve home ownership which stablizes neighborhoods. When new high rises go up mandate a certain amount of affordable_ units in all areas of the city. Encourage duplexes _ 2 owners.
	Promote + support naturally occuring affordable housing more through financing + grants to current owners, not non-profit or for profit developers.
	permits/regulating for tiny houses + ADUs too strict- cost \$ + time - hard to navigate as a resident.
	Promote owner occupied duplexes. Key to affordable ownership for many.

Source	Text
Housing Comments - Open Houses	Property tax increases are huge but in NE I am not getting the infrastructure benefits.
	<hr/> <p>Property taxes are way too high. Taxing citizens out of their homes.</p>
	<hr/> <p>Provide incentives to include affordable housing in new construction (how do something like the A Mill lofts did for artists.</p>
	<hr/> <p>Provide wider variety of housing types at all affordable levels throughout City. Especially in traditionally exclusive SF neighborhoods</p>
	<hr/> <p>Preserve affordable housing- landlords must make repairs.</p>
	<hr/> <p>Rent control</p>
	<hr/> <p>Redefine affordability requirements (more 30% AMI)</p>
	<hr/> <p>Reduce parking min. Upzone entire city. Reduce cost of building. Increase supply of housing.</p>
	<hr/> <p>Reform the zoning code to make it easier to build a multi-family housing. Especially in amenity rich areas</p> <hr/>

Source	Text
Housing Comments - Open Houses	Remove single-family detached exclusive zoning district from the whole city.
	Rent control
	Rent Control has failed everywhere it has been tried, leading to fewer and poorer quality rental units. Consider tax incentives and grant programs for renovating existing housing in trade for affordable rent.
	Rent control, utilize empty lots , how can we make use of foreclosed houses in N. Mpls.
	Renters need better access to Municipal inspectors
	Repurpose unused or underused bldgs for affordable housing + new businesses - creates/makers working coops.
	People are moving into MPLS whether you like it or not. We have to plan for density intentionally to make sure it can remain a home for all current residents, as well.
	Resident cities, Create places to communities people will build lives here.
	Rezoning to allow greater density. We have a supply + demand problem + we need to allow more housing to be built.

Source	Text
Housing Comments - Open Houses	Raising skilled labor for and associate compensation is a better approach to matching people with affordable housing.
	<hr/> <p>Partner with educational institutions w/ excess land. 44th + 4th Head start. Affordable housing locations.</p>
	<hr/> <p>More safety nets for people who are going to be evicted or have to foreclose. *</p>
	<hr/> <p>Owning a car is the most important asset to get out of poverty</p>
	<hr/> <p>Mandate affordable housing with new construction.</p>
	<hr/> <p>Mandate inclusionary zoning</p>
	<hr/> <p>Right of first refusal for tenants before sale of their building</p>
	<hr/> <p>Mansion are cool and they got alos of rum.</p>
	<hr/> <p>More affordable housing now - not later. All new housing should have a % of affordable units.</p> <hr/>

Source	Text
Housing Comments - Open Houses	More apartments near parks, transit, + jobs.
	<hr/> <p>More condos - not all ppl who aspire to become a home-owner want a single family home.</p>
	<hr/> <p>More diverse housing options for all incomes, age groups, and family sizes.</p>
	<hr/> <p>More housing everywhere, including neighborhoods currently zoned low density. Both subsidized and market rate. Housing is a human right.</p>
	<hr/> <p>More number of units allowed by current zoning in areas of North, NE, and Seward. Encourage inclusion of studio apartments in future developments in these areas as well as multi-bedroom units</p>
	<hr/> <p>More of a "middle" 2-6 apt. buildings. Easier to rent + own.</p>
	<hr/> <p>More options for seniors/empty nesters.</p>
	<hr/> <p>Park dedication fee - should be connected to parks in areathat housing is built- or on the development site is better.</p>
	<hr/> <p>More row - housing or town- house style development.</p> <hr/>

Source	Text
Housing Comments - Open Houses	More units everywhere
	<hr/> <p>My credit reports shouldn't prevent me from finding decent affordable housing.</p>
	<hr/> <p>Need affordable housing in areas that don't have it. Also need market rate housing in areas where devpt not happening + where affordable is concentrated. Building disposable income to build retail.</p>
	<hr/> <p>Need affordable housing that is affordable to residents and remains for 30+ years</p>
	<hr/> <p>Need affordable housing that meets larger multigenerational households</p>
	<hr/> <p>Need system where only pay 1 rental ap fee - food for 1 year all landlords can access system</p>
	<hr/> <p>Neighborhood organizations should not be funded unless their memberships represents either their neighborhood or the city as a whole, in terms of POC & renters %. Whichever is more diverse/more renters/more historically marginalized & excluded.</p>
	<hr/> <p>Neither solution will help people gain reasonable incomes, strengthening families to support the education process will be what prevails.</p>
	<hr/> <p>New affordable still not affordable to people who live in community.</p> <hr/>

Source

Text

Housing Comments - Open Houses

No more yuppiebarns!

None of the plan addresses homelessness. That requires philanthropy collaborations as well

Overthrow the yoke of single-family zoning.

More supportive housing - help people transition to new neighborhood expectations.

Safe, stable, & affordable housing is critical to academic, success, employment opportunities, and overall wellness. Housing should be a basic human right and not subject to the whims of the market. Minneapolis should be a leader in production of new affordable housing, protection of tenants and preservation of NOAH. How can we change zoning to increase our building options? How do we create a larger and stable fund for both production and preservation?

We do not need any more high end housing - so no this as worded.

Set affordability measure sto local incomes (by nbrhd or city) versus Metro.

We are in an economic bubble. Employment is high and more people can afford homes, apts that are fancy. Raising rents leave others behind. This bubble too, will burst.

We need a council-person who engages and communicates with her constituents for continuing dialogue. She has been imposing a vision that existing residents don't want.

Source	Text
Housing Comments - Open Houses	We need cooperative housing
	<hr/> <p>We need more senior focused affordable housing. People want to downsize in the city, people want/need affordability, look to Europe and other non-traditional multi-housing - innovate!</p>
	<hr/> <p>We need to address the likely housing crisis we'll face when climate disasters displace more people, especially wealthier people who in turn will increase demand on our limited housing supply. Dangerous to think we can build to that demand when it hits, given simultaneous increasingly fragile systems that're connected. Like materials availability. Could also be disrupted.</p>
	<hr/> <p>We need to ensure that there is high \$ housing so that they can take the property tax burden off of other homeowners & renters (from a triplex owner)</p>
	<hr/> <p>We need to start building "middle ground" density housing - Duplexes, triplexes, 4-plexes something between single family + high rises.</p>
	<hr/> <p>What about seniors? Families? We are forcing seniors out with packing, current growth policies, lack of green. We tell seniors they can only live within home if they can walk blocks to find _ because density projects don't require parking + they _ park up streets.</p>
	<hr/> <p>What if we invested in housing & viewed it as reparations to people and neighborhoods who have been historically used, left out or pushed out?</p>
	<hr/> <p>When creating affordable housing, be sure people are not severed from their communities and support networks</p>
	<hr/> <p>Where is the affordable housing not just rental in SE Como and NE Mpls. Where do families with children fit in the picture? Where do seniors go - you _ don't want them to live in place? Where is the green space -downtown is a concrete diameter - no greenspace required. Stop developers demolishing and gutting whatever they want. Start respecting all residents, not just the wealthy. Affordable housing - SW and Linden Hills - Equity.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Who is building the housing? The city? Not my taxes.
	<hr/> <p>Why am I discouraged from improving my property? Permit fees for improvements I do are still assessed as if I hire it out - a \$10000 job in materials because a \$100000 job get feed for - why?</p>
	<hr/> <p>Why are improvements I make causing massive tax increases prior to final inspection? Why should I pay more tax for a nicer bath or kitchen? Why is this not a burden of the next owner who pays the new market value?</p>
	<hr/> <p>Why can people who own a home stay in place for 20+ years while renters start getting priced out after 5? More Hi-Density options.</p>
	<hr/> <p>Why increase density? People move to neighborhoods because they want to live there and because they can afford to. You will lose much of the beauty + livability of this wonderfu city if there is too much density!</p>
	<hr/> <p>Widen the geographic scope of section 8 and other housing assistance</p>
	<hr/> <p>Work better with neighborhoods on issues of density.</p>
	<hr/> <p>Work with neighborhood associations on housing issues. Lots of benefits to this.</p>
	<hr/> <p>Would like to see more duplex and 3-plexes being built.</p> <hr/>

Source

Text

Housing Comments - Open Houses

Would love to see a moritorium on high income condominiums and home construction until we've resolved the serious affordable housing shortage in the city.

Yes, require landlords to inform their tenants on where to vote, esp. in apartment buildings! Resist the voter suppression agenda which the other commenter apparently has a stake in!

You asked the wrong question. Affordable housing is not about building its about retaining existing affordable housing and decreasing gentrification.

Making zoning less restrictive - allow multiple unit housing throughout.

You cannot correct systemic racial inequalities by trying (and inevitably failing) to control the housing market

Use care when building multi-family housing in single-family house neighborhood. A huge length, width and height block of a building is a shock to these neighborhoods and will be forcefully rejected. Something I don't want to happen. Think of smaller units - town homes, duplexes, etc - that fit more in these neighborhoods.

Upzone!

Up-zone the City. Abolish R-1/R-2 zoning. Reduce minimum lot sie requirement & allow taller buildings. *

Up-zone neighborhood interiors - renters deserve to be able to live away from traffic and accompanying noise and air pollution

Source	Text
Housing Comments - Open Houses	Set property taxes to income level - so fixed income folks don't get priced out.
	<hr/> <p>Single family zoning is exclusionary zoning</p>
	<hr/> <p>Spread more density into single-family neighborhoods.</p>
	<hr/> <p>Srs want and need affordable age integrated housing Not age segregated.</p>
	<hr/> <p>Stevens Square not enough housing for young families same as twenty-five years ago</p>
	<hr/> <p>Stop allowing high end condo developers to destroy neighborhoods. Keep new buildings set back from sidewalks. More smaller apt buildings (4-8) Aprts (build better community). Retain, reuse old buildings. Keep houses affordable - promote ownership!</p>
	<hr/> <p>Stop building low income housing in polluted areas. Hook & Ladder.</p>
	<hr/> <p>Stop building new housing facilities and work more on neighborhood restoration.</p>
	<hr/> <p>Stop giving landlords all the power in housing courts - look how long it took to get _ restirected - his tenants had to hire lawyers + sue.</p> <hr/>

Source

Text

Housing Comments - Open Houses

Stop taxing the hell out of homeowners, and limit out-of-town investors who jack up rental rates.

Support + encourage ADU's and upzoning in neighborhoods.

Support affordable housing that actually serves the n'hood. "Workforce housing" can be cost prohibitive even though it is subsidized. Change standards?

Seeing the rich culture that a community has to offer and not cover it up but elevates it with intentions to grow communities that can learn, live and grow wealth together for its residents.

Take neighborhoods org's out of development process.

The city could help seniors consider housing coops w/ neighbors and friends to meet needs of people aging out of standard/_ orintneted homes. Ideation support!

The city should add "subsidized" public housing in usually nonaffordable (Linden Hills, Kenwood) areas to truly have a continuum of housing throughout the city.

The housing info-graphic "distribution of existing multi-family housing" does not identify duplexes

The housing presentation implies that racial bias is still in place. That is illegal. Enforce the law restrictions. *

Source

Text

Housing Comments - Open Houses

The question is, who build the housing? We should supprt the private developers in this effort - - - its way less expensive than when government does it.

The Whitter neighborhood is the most diverse in the state. It also has the most social service providers. We are already very well-served by bus transit. We need more subsidized affordable housing included in enw developments that address density needs and low-income families that need more than 2 bedrooms. Diverse choice in affordability is so important.

This is your "public" meeting to go ahead an do whatever " you " (city) wants to do process - what process.

Too much density and no vision incorporating many aspects of city living. Such as how quality of life issues (affordability, noise, loss of independent business, and general disregard for existing residents).

Transportation infrastructure isn't keeping up with density. Unless that changes, mobility esp for poorer (affordable housing) and seniors wo't be possible.

Triplex or 4-plex legal in all zoning disticts by right, no lot size minimum

Undo redlining-based exclusionary zoning.

Up-zone all of Minneapolis. No more single family zoning. *

Talk to landlords to get their concerns into the mix on affordable housing programs.

Source

Text

Housing Comments - Open Houses

Make sure all new housing works with transportation options (transit, walking, bicycling) + greenspace)

Dinkytown and surrounding neighborhoods have too much "luxury" housing or rental properties that are in terrible shape, but too expensive. This cannot continue.

Make ADU's legal for non-owner occupy properties

Being more detailed about these solutions. Analyzing the type of housing is important!

Big Houses. Matching seniors with millennials. More people each house. Better for property taxes and maintenance.

Bring back NRP!

Builkd market-rate public housing to subsidize low-cost units. Create a renter's commission.

Build affordable housing that connects neighbors - porches, benches, sidewalks, lighting

Build affordable units for every market rate unit.

Source	Text
Housing Comments - Open Houses	Build housing that can keep seniors in the city. Single level, affordable units.
	<hr/> Build more housing.
	<hr/> Build more. Especially in affordable price ranges. Reduce regulations and lower property taxes which are a big burden for low income households.
	<hr/> Change code to allow homes smaller than 500 sq ft - or "tiny homes". Also, communities of tiny homes for homeless as transition! *
	<hr/> Change policy to require developers to include affordable housing as a % of units.
	<hr/> Change zoning definitions - no part of the City should disallow quad-plexes
	<hr/> Change zoning to allow by-right developments 3-stories or a 2.2 FAR with a 1.1 FAR minimum. Eliminate single family zoning and make it illegal to rent single family houses. (air BnB included). Raise taxes on land as opposed to taxes on property.
	<hr/> City could better support people who wish to stay in current housing but who need minor (but essential) assistance in doing so.
	<hr/> Cohousing + cooperative housing. Save public housing.
	<hr/>

Source	Text
Housing Comments - Open Houses	Consider treatment of parts of tax base. Residential tied to owner's input. Commercial based on market not specific use.
	Crack down on landlord/management company monopolies. Encourage renovation and restoration of existing buildings and include incentives to landlord in order to make affordable
	Dense housing (not necessarily towers) needs to be spread into every neighborhood.
	Density does not equal affordability. Development of luxury housing drives up values of neighboring housing, and has a negative impact on affordability.
	Density in wealthy neighborhoods (Nolo, uptown, DT) will save affordable housing for low-income residents.
	Make all re-zoning known to the neighborhood and the neighborhood associations.
	Density like D.C. Setbacks & trees and long lasting buildings.
	Density! People focused transportation options, for all new developments.
	Discourage/disincentivize housing w/ high surface area (ext) to resident ratio - not sustainable w heating (& less likely to be dense).

Source	Text
Housing Comments - Open Houses	Do not concentrate poverty! *
	Be careful about continuing to raise property taxes. You will Price out creent property owners (home owners). Many of us stable home owner have seen our taxes double or triple!
	Duplexes to sixplexes
	Basic SRO type housing for practical rent along bus lines. Family housing - no apartments - still affordable.
	As we "grow" make sure we don't lose green space!
	"Affordability" must be pracical at local level.
	"Require" - if there is a teardown (i.e. SW Mpls) that the replacement wont' be the same size - or slightly larger. My neighborhood is losing all if it's affordable housing this way. I'm a Senior and would like to stay in my neighborhood! Carol
	? - How does sharing economy/_ / co-op housing fit into today's housing policy goals?
	Abolish City recognition of neighborhood organizations #ACRONO

Source	Text
Housing Comments - Open Houses	Abolish parking minimums - the free market can take care of car storage
	Actually protect N.O.A.H!
	Address housing s_ by helping homeless vet (get from jobs), need more low income housing should be distributed across city equally.
	Addressing the affordable housing crisis is important. However addressing affordable housing is not a proxy for addressing racism.
	ADU's fit character of heights, increase density, supports aging popn
	Affordabile housing accessible for people who were previously incarcerated.
	Affordability, access to ownership, rental for families, diversify communities.
	Affordable housing needs to be evenly distributed throughout the city, so as not to create large pockets of crime and poverty. Affordable housing and expensive housing should both have access to good quality public transit. More research and discussion about less expensive street car lines where tracks already exist. Affordable options?
	Afraid I will get Gentrified out of Loring. Have physical disability, can't drive and limited income. Need rent regulations.

Source

Text

Housing Comments - Open Houses

Allow & encourage townhomes & multifamily along community and commercial corridors

Allow apartment buildings all over the city and not just in certain zoned neighborhoods.

Allow for density such as at Loring Corners. That awesome space, those buildings + the sweetest alley (+ most photographed) in the city would not be legal to build today. Rethink our spaces + neighborhoods to allow for mixed use + dense areas like this.

Allow for low rise- hi density zoning in n'hoods, nestled between SFH. No zoning code currently allows for this.

Allow home owners and landlords to pull their own building permits *

Allow more 2-3 unit buildings in single family n'hoods.

Allow rooming houses and other co-housing models so we can build for less.

Also families. Absentee owners are taking over single family housing stock. This is not healthy. They lack green spaces. Work w/ school district to get schools back in all communitites not just wealthy areas w/ political clout.

And in a variety of neighborhoods

Source	Text
Housing Comments - Open Houses	Anything to address the growing homeless population at 35W/Lake St?
	Apartment enforcement maintenance + affordability, include multi-family in energy_ _, franchise fee investment in multifamily, energy fu_ inclusive fiancing tarif _ for efficiency.
	Artificially manipulation of supply/demand has rarely worked. There are too many variables in regards to human behavior and trends.
	Ban future sale of public land. Look at Singapore. Municipalize properties with service code violations. Turn into **** housing.
	Economic development is good- but it can't be just bringing external people in serve people who are there. Neighborhood first. Use artists to help people visualize opportunities.
	Density is good but there needs to be a story burden on developers to: mandate a component of affordability, serve neighborhoods that already exist.
	Eliminate parking minimums!!! Mix housing option types in every part of Mpls. Allow Granny-Flats. Allow mixed-use buildings in all neighborhoods. Switch to form-based code. Apartments with 3+ bedrooms for families with kids downtown. Push more transit oriented development. Mixed-use, walkable neighborhoods everywhere!
	Incentivize community and communal living. Public park investments instead of back yards. Shared wall for energy efficiency. Fewer restrictions on who can live together and where. Prioritize housing with more people per sq. ft.
	Incentivize developers to add affordable housing! Negotiate to make this happen! Diversity is what maeks a city a city!

Source	Text
Housing Comments - Open Houses	Include affordable housing in new development
	<hr/> Include open space + green space w/ development.
	<hr/> Edina and Mpls. Combine. Inclusionary zoning. Affordable housing. Sustainable building policy
	<hr/> Income caps to rent @ certain places to prevent negative gentrification
	<hr/> Increase people's income, financial literacy, rent out a bedroom, micro businesses, wereallin.org, onemn.org/shared prosperity model.
	<hr/> Increase supply of housing: market rate, subsidized, A.H. - one tool to address affordability
	<hr/> Increase the supply of affordable housing - not all housing.
	<hr/> Increasing rent cost is currently forcing long term residents out of the Loring Park neighborhood. We need rent regulations to protect us.
	<hr/> Increasing supply does not automatically equate w/ keeping housing affordable. Types are critical to this equation. Deep inventories of existing types/\$ paired w/ locations will help determine a wish/demand list.

Source	Text
Housing Comments - Open Houses	Invest in a diversity of housing options in the same neighborhood.
	<hr/> <p>Just cause eviction</p>
	<hr/> <p>Keep affordable housing affordable long-term while encourage landlords to invest upkeep properties.</p>
	<hr/> <p>Keep current low density zoning - this is what makes mpls so livable especially around the lakes. Add density downtown and in warehouse districts.</p>
	<hr/> <p>Keep single family house</p>
	<hr/> <p>Keep size, height, space size appropriate for neighborhoods no 30 story building in residential n'hood.</p>
	<hr/> <p>Landlords do not need to tell people where to vote. Not their role! No rent control - stop controlling the free market - if rent is too expensive no one will rent. This will correct itself. If you force section 8 on people, force people to take irresponsible renter - back the landlord up stop leaving them high + dry with tenant biased laws. Landlords are not rich either.</p>
	<hr/> <p>Less luxury apartments</p>
	<hr/> <p>Limit City investment in housing construction. Emphasize decreasing barriers to private housing development. Let market work.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Litigate bad actors/chronic offenses by landlords.
	Live up to zoning commitments and other promises made to existing residents.
	Locations to expand housing choice: should include not only areas that are racially concentrated areas of poverty, but also neighborhoods in SW, SE, & NE mpls. Kenwood Neighborhood should have affordable housing options.
	Loosen guidelines + zoning rules on ADUs so that larger + more populated ADUs can be built + on more properties (i.e. on triplex properties.)
	Make \$15 minimum wage for the whole state a part of the city legal agenda.
	Incentives, policy, ordinance, etc. to make it more attractive to build aff housing in SW. There is no reason right now for a developer to set aside space or units to aff. Housing.
	In historic districts, revitalize buildings first. When introducing new construction to increase housing supply, honor historic district guidelines and neighborhood master plans. Density should be appropriately scaled and compatible with the district.
	Income by race is the problem. Rather than Housing affordability by race.
	If city makes landlords take section 9 tenants they should pay for repairs.

Source	Text
Housing Comments - Open Houses	Enable small developers to build 3-4 unit housing everywhere. End parking minimums.
	Encourage more accessory dwelling units through an expansion and loosening of the ordinance.
	End homelessness like Utah!
	Enforce tenant law & strengthen it.
	Ensure housing options at all price points in every neighborhood. (Especially wealthy ones)
	If increasing density (up-zoning), demand that developers use "green" building features (e.g. energy efficiency) + quality materials for 3-plexes and larger.
	Get more support for rent and like rent a apartment based on your income not the neighborhood right now rich can afford better house that anywhere. Please *** to other people that is not who sit on the speculation!
	Get rid of owner-occupancy requirement for ADU's.
	Give \$ to n'hood groups to implement local housing strategies.

Source

Text

Housing Comments - Open Houses

Go back to annual reports of housing conditions by type, age as was done for decades by planning. Oldest housing needs investment. Without NRP city needs to lead.

Have every different kind of housing at a reasonable price for what it is.

High property taxes make Mpls housing costly and, in the long run, uncompetitive.

Higher wages make more housing affordable. *

For several decades the "Strategy of building more rental units in hopes of driving down market rental prices" has been employed. It is not working.

Housing concentration should be tilted towards more beds per unit family /roomate structures changing.

Homeownership is key to community and affordability- stability - long term

If applicable: reduce funding to "AHTF" and re-appropriate funding to build fully public housing in every ward, to be managed by "MPHA". Density and 0 parking is key. I would gladly pay 2% more in taxes for a limited time (5 years) to dedicate funding for this project.

I want to live in a neighborhood with lots of plants and animals.

Source	Text
Housing Comments - Open Houses	I very much appreciate the increasing housing density Marcy Holmes in particular has been experiencing - but all the new development is so expensive. Seems to be pricing people out. I want to see an expansion of truly affordable studios - that aren't super crappy. Why do all the new studios cost \$1000/month? For a small space, I want to pay less. New development is great but not when every new unit is unaffordable.
	<hr/> <p>I find city beautiful because it is less dense. Hard to cross streets safely. Density is making city ugly and less livable.</p>
	<hr/> <p>I like my R-1 single family house in my neighborhood of R-1 single-family houses. Why does that make me an evil person?</p>
	<hr/> <p>How do we help seniors stay in their homes? Property taxes are getting so high, people on fixed incomes are struggling to stay in their home they in been in for decades.</p>
	<hr/> <p>How can design for different sharing/private space models?</p>
	<hr/> <p>How are your "areas affordable for . . ." maps not racist?</p>
	<hr/> <p>Housing should be people focused and built/rehab according to needs of people already living there.</p>
	<hr/> <p>Housing growth in the city needs to be broadly distributed. Uptown is growing and stressing existing infrastructure but other areas are stagnant.</p> <hr/>

Source	Text
Housing Comments - Open Houses	How to help people currently in subsidized hsg move on when they are ready to buy/rent on their own (w/out subsidy)

Neighbors for More Neighbors_Dec 2017	<p>Neighborhood interiors also need to see development and need housing. Find food funding sources for affordable housing. Find a way to preserve NOAH at risk of being sold and upscaled. Upzone single family areas vacant lots. Reduce parking requirements. Return single family goods to historic density.</p>
---------------------------------------	---

When we talk about ending racially restrictive housing policies that means ending single-family zoning. Build more multifamily housing in desirable neighborhoods including wards 7 and 13. Past downzoning has left the city with less naturally occurring affordable housing. Protecting neighborhood "character" is racist.

We also need to allow/encourage higher density living in existing homes/houses and return them to historical densities as duplexes/triplexes/rooming homes/extended and larger families at least until parcels are redeveloped. Use property tax policy to encourage denser living (rate/resident/sqft). Smaller buildable sites. Upzone everything (and mixed use). Set minimum per parcel in zoning rather than max. Eliminate parking requirements altogether.

We absolutely need more overall housing across the city. Restrictive zoning throughout Minneapolis has contributed directly to the lack of Naturally Occurring Affordable Housing. Let's revisit the effects of the mass downzoning of the 1970s. Neighborhoods like the Wedge + Whittier need more multi-family housing, as does Linden Hills. We also need to allow more 'by-right' development. Mixed-use housing should be encouraged. More missing middle housing!

Initiatives to build out lots that are currently owned but grassy lots. Those are mostly in low zoned R2 and R2 areas. This isn't effective for building six-plex or 8-plex buildings, which are badly needed in this city. We also need high density, and nothing less on transit corridors. Nothing less than 100 units. The whole city needs to be zoned R4 or above in order to have viable density. With this reduce the parking requirements everywhere.

Allow missing middle/gentle density everywhere, not just on arterials/transit routes. Single family zoning is racist. Reduce restrictions that protect "character" a racist and classist construct. Eliminate occupancy limits in the zoning code. The luxury housing of today is the naturally occurring affordable housing of tomorrow. Set a density minimum requirement for city owned vacant lots. Allow more development by right - make dev for small developers easier. Legalize SRO/boarding houses.

Source	Text
Neighbors for More Neighbors_Dec 2017	Ground floor commercial in neighborhood interiors. Renter protections - contractors w/ municipal resources. End single family zoning. Upzone vacant lots. Streamline _esp. for affordable housing. There are lots of young and old adults who would be happy to live in small units like we build for students. Housing insecurity is _ from poverty and income.
	Eliminate parking minimums increase bike facilities/transit accessibility/car sharing. Upzone everywhere - esp vacant lots. Increase burden to obtain historic designation - ensure designation is for truly historic buildings and not just old - used too often to obstruct needed development. Facilitate and encourage mixed use development in neighborhood interiors/everywhere.
	Change every surface parking lot into housing with floor level retail for food. Address the redlined areas of the city. Upzone vacant lots - minimum units/size not maximum. Make legal current duplexes/triplexes. Remove parking minimums.
	Allow more mixed use develop (everywhere). Build more market and subsidized units in all neighborhoods, not just along arterial roads nad streets. Housing is a fundamental right. Reduce parking requirements everywhere. Get rid of parking minimums and max. Build more especially in transit rich neighborhoods. Improve development process (speed up). More by right development (appeals process slows development and adds costs). Upzone the entire city. Stop listening to the most privileged people. R1 and R1A are exclusionary in keeping people out. Legalize SRO, get rid of occupancy limits.
	I work in Near North and live in CIDNA. I've noticed problems in Near North due to the hgih density of foreclosures on rental houses and poor-quality land lords. I think more resources (FTEs) should be put into regulatory inspections to address this. In CIDNA, near where I live, there are some apartments and condos near Lake, but most of the neighborhood is expensive houses. To make it easier for people to live in Minneapolis, we need to build more apartments in neighborhoods like mine, and not just on Lake Street.

Source	Text
Nokomis East Neighborhood Association_Jan 2018	<p>Housing and Equity</p> <p>What currently works in Nokomis East? How can the comprehensive plan build on those assets/play to our strengths?</p> <p>Keep housing affordable (x2)</p> <p>Prevent teardown/rebuild (x2)</p> <p>Incentivize small house tear down & replace with affordable for neighborhood</p> <p>Commercial/MCD density to build up 34th Ave as a “spine” for neighborhood</p> <p>Building high density housing along higher traffic roads & higher use sites (light rail), dispersed</p> <p>One of the few areas in Minneapolis where homes more equitable</p> <p>Quiet and safe/ don’t add too many people</p> <p>What does not work so well? How can that change?</p> <p>Areas have been redlined/cutout (x6)</p> <p>Affordable and multi-family housing could be better dispersed in the neighborhood (x6)</p> <p>How to rezone to plan for redevelopment</p> <p>Houses go fast so there is shortage of affordable housing</p> <p>Still fairly white neighborhood, but changing</p> <p>Need more townhomes</p> <p>Concerned about gentrification and crime</p> <p>Keep this a single family neighborhood</p> <p>Additional thoughts?</p> <p>Have to plan for higher density going into the future</p> <p>Increase density, avoid gentrification</p> <p>Issue: everything is fully developed already</p>

Source

Text

Pedestrian Advisory Committee_Jan 2018

GOAL 6: Dense and Varied Housing Encourages and Supports Robust Walkability

RATIONALE: A diverse housing supply allows for residents of all incomes, family types, and circumstances. Housing density provides the economic and social base to support thriving commercial options and a vibrant cityscape, which encourages walking. New housing provides more ADA accessible units, benefiting those who walk and roll.

STRATEGIES

Encourage the development of new housing of all types, with a focus on multi-family and density, which most support robust walkability.

Ensure new regulations do not hinder development and worsen a shortage. Use common sense and an understanding of the housing market.

Support renters' rights; provide access to eviction legal aid.

Allow dense housing development throughout neighborhoods

Address historical redlining and current racial and economic segregation by using zoning and other tools to increase housing density and housing affordability in low-density and wealthy parts of the city

Facilitate developments (make by-right on every parcel in the city) of small-medium-sized apartment buildings

Allow boarding houses because they provide cost-effective housing, often to people at risk of homelessness.

SOU's or rooming housing are allowed for students on college campuses, and should be made legal elsewhere.

Allow and encourage the subdivision of single family homes to boarding homes, duplexes, triplexes

Reduce or eliminate a minimum unit size

Decrease minimum lot size for development

Facilitate more live/work housing and commercial options

Allow density through floor/area ratios

If residential zoning is a tool still being used to restrict housing, use minimum housing units allowed, rather than maximum; establish minimum densities at multiple scales to

Encourage increasing housing density directly adjacent to green space, waterways, and other destination/amenities.

Eliminate minimum setbacks.

Source	Text
Pedestrian Advisory Committee_Jan 2018	<p>GOAL 1: Grow Our City</p> <p>RATIONALE: We support growth and welcoming new people to live and thrive in our city. We recognize that greater density of residents supports more businesses and amenities and demand for services like transit and walk/bike infrastructure, and lowers individual carbon footprints. More residents and businesses also increase the tax base, spreading out the cost burden for government services.</p> <p>STRATEGIES:</p> <p>21st Century Zoning Amend current zoning practices that prevent new multi-family development in transit-rich areas of concentrated wealth.</p> <p>Diverse Neighborhoods, Complete Communities Support the creation of housing and services that meet the needs of a greater variety of our people by income, age, race, family type, etc., in every region of the city. The more economically, culturally, generational, and racially diverse a neighborhood, the more walkable. The more variety of land uses, the more walkable.</p> <p>Reconsider What We Mean by Safety Safety from vehicles is essential for walkability. However, safety and perception of safety depend on each individual's and communities' position in our existing inequitable society. Pedestrians of color, queer people and immigrants must feel safe around police. Approach "safety" issues such as "loitering," prostitution, drug dealing, homelessness and litter by first examining the root causes of these problems, and develop strategic partnerships to remedy them.</p> <p>Fund Public Transit To support sustainable growth and attract new residents interested in car-free living, develop a city fund for city public transportation projects that make walking and transit more convenient</p> <p>Set Mode Share Goals for Walking Set a goal and work towards achieving it.</p>
West Broadway Area Coalition_Jan 2018	<p>Prefer affordable housing first, market rate second; ownership opportunities for existing residents; further engagement with residents regarding preferred housing types.</p>

Minneapolis 2040 Phase 3B Civic Engagement Data - Commercial

Source	Text
Harrison Neighborhood Association_Feb 2018	Don't gentrify the area. If property tax and rent/housing goes up, _ should income supply should always be greater than the demand. Mentor residents to sustain and maintain their homes successfully. Do not set up for failure. I will know. Do not discriminate against those who are non-white.
	Housing shortage is obvious, and there are ample opportunities to build apartment buildings in Harrison. Maybe combine one with a new supermarket or retail center.
	It's hard for a teacher to find an affordable place to live! Let's keep MPLS affordable. We need manatory inclusion zoning. We want "Right of first refusal". We want just cause conviction.
	Make affordable for the younh as much as possible.
	More help for home ownership programs that help first time home buyers to help build community wealth.
	Need to implement mandatory inclusionary zoning. Harrison neighborhood is a mixed income neighborhood + we would like to keep our neighborhood that way. We value diversity and the character of our "low income" neighborhood. Need to implement right of first refusal policy + just cause eviction policy. In addition to these policies we definitely need to increase the supply of housing by building new apartments and increasing the density of the neighborhood. However, we cannot allow these developments without the mandatory inclusionary zoning!

Source	Text
Harrison Neighborhood Association_Feb 2018	<p>People who live in existing homes need access to funds (no/low interest loans) to help them not lose their homes. Housing along transit lines = success for transit and also success for housing. Would love to see some innovation! Public-private partnerships to make new place based spaces for residents.</p>
Housing Comments - Maps	<p>The South Lyndale Ave corridor is an excellent opportunity to build additional housing density in SW Mpls, an area that needs serious attention from an affordable housing perspective. Redevelopment of older commercial and industrial properties along the corridor should be required to add height to allow for street level commercial with affordable housing above.</p>
	<p>the single family homes in this area look out of place in the heart of the city.</p>
	<p>The Ramp C/94 ramp and elevated freeway create a massive dead space in the Warehouse District/NorthLoop Neighborhood. The freeway should be removed, allowing land to be developed for housing. An at-grade boulevard with mass transit improvements and bike lanes could help maintain enhance the neighborhood.</p>
	<p>The Midtown Corridor has the framework to be a true linear park with no one needing cars due to the proximity to the Greenway and buses on Lake Street.</p>
	<p>Build here. Housing. Office. Commercial. a Straight line is the most effective way to move people, goods and services.</p>
	<p>The Lyndale corridor north of Franklin is prime for new medium and high density housing to support adding the #4 Metro Transit route to the high frequency network.</p>
	<p>The lowry corridor between the river and Central is an important commercial and transit corridor in NE. This corridor could use a major upgrade in residential and commercial properties. It has many abandoned buildings or severely underutilized lots and blocks. New apartment buildings and some new commercial and retail developments would be great in this corridor.</p>

Source

Text

Housing Comments - Maps

The Fruen Mill industrial site is THE PERFECT place to build housing that has space reserved for all socioeconomic statuses. The site could get a Trader Joe's and a gym and have a playground plus high rise condos. It would have to be done carefully, as to not further gentrification which displaces people on the low income part of the spectrum

The impound lot should close and be redeveloped into an area for housing. This area will soon have excellent mass transit access via the Green Line and Blue Line extensions as well as the C-line.

The Hennepin Avenue corridor isn't very dense with many one/two-story structures. Few new development projects have occurred along this stretch and those that have are low density (Giordanos building, Walgreens, etc.). The blocks along the corridor too are primarily single family homes and duplexes. The plan should dramatically upzone this area for mid-size to high rise apartment/condo and mixed use buildings. This is a prime opportunity along the high frequency transit corridor.

The upper middle class white neighborhood I grew up in. If we want to making housing just, that means that all neighbourhoods should include housing opportunities for everyone. That means my neighborhood too, no matter what some of my neighbors may say.

Yes in my backyard.

The entire area around 46th and Chicago should allow for duplexes, triplexes, and fourplexes by right. With the 'D line' aBRT project planned in the next few years, the Orange line stop at 46th and 35W, and existing service from the 46, this area will have (in fact already has) plentiful transit options. With a strong commercial node at 48th and Chicago and adding even more mixed use zoning along Chicago, this has the potential for real, sustainable growth.

The development at 4700 - including another coffee shop with a drive through - was a huge missed opportunity for a mixed use development practically adjacent to one of our most used biking and walking facilities. That drive through is going to create a traffic mess too!

The city needs more housing. Everywhere, every neighborhood.

The KMART lot represents a huge opportunity to build a dense mixed-sued neighborhood with great transit and biking access (Orange Line, Nicollet Ave, Lake St., Midtown Greenway).

The Waite Park neighborhood is almost completely made up of single family homes. 2800 block of Johnson is a commercial corridor and there are some empty lots and otherwise underutilized lots on this block. I would love to see some apartments along with a restaurant/bar and/or other retail as part of a development in this area.

Source	Text
Housing Comments - Maps	<p>The whole city needs better, affordable housing options, with good access to public transportation and walkability. This doesn't have to come in the form of new development always—large houses can be converted into apartments as well. I love living in a historic building (1920s) in Carag, but am afraid it will soon become unaffordable.</p>
	<hr/> <p>The West Loop area is tremendously underutilized land that represents a monumental opportunity to build a high density neighborhood in an increasingly transit-dense area. This also will help support the downtown core and its retail base.</p>
	<hr/> <p>This area can have taller apartments. Break past 2-story commercial buildings.</p>
	<hr/> <p>This area already has decent transit and infrastructure. There are numerous empty or underused lots for such a good location near downtown and uptown. This is a very mixed income area, with affordable rental units very near large single family homes.</p>
	<hr/> <p>There's too much parking lot and an under-used funeral home. Build apartments!</p>
	<hr/> <p>There is so much wasted space on huge, often empty parking lots. This area is in the heart of the city and has such good transit connections that are not taken adequate advantage of.</p>
	<hr/> <p>There is so much wasted land here. We don't need such a long on-ramp. This area could be redeveloped into a mixed use neighborhood/extension of the 54th/Lyndale node.</p>
	<hr/> <p>There is not enough, if any, affordable housing in the North Loop!</p>
	<hr/> <p>The Walgreens and other properties here underuse potentially valuable land. This site is directly served by transit and would be a great place for mixed housing and retail.</p> <hr/>

Source	Text
Housing Comments - Maps	there are weird pockets of non-mfh housing here that don't make sense? some of them look like single lots? clean this up.
	There are large open lots here - and proximity to transportation, shopping, etc.
	There are a number of empty parking lots near parade stadium. These lots could be converted into housing (as an example I think of the West End development in SLP). Yes, the lots are used for many events (baseball, Blake School students, sculpture garden, etc.) - but in a new multi use development parking could be placed underground. This space would provide easy access to downtown (for jobs and entertainment) to the Walker Art Center, Loring Park, and biking/walking trails.
	There are a number of apartment/condo projects in process, but this is where we need to add all we can. By adding housing, we can make a great neighborhood even more walkable and vibrant.
	The whole city should have housing choices expanded to ensure that no one area misses out on opportunities for low cost living.
	The Central Ave corridor is full of life and increasing amenities, is an amazing transit corridor, is located near downtown, etc. It only makes sense to support more housing opportunities along this corridor, and promote this as a main artery with excellent access to services and jobs (and food!)
	<p>The West side of Longfellow is residential. The East side is in limbo with the sale of the Roof Depot site to the City of Minneapolis. The City wants to move in more industry, the Water Works Maintenance Yard. EPIC & the Community want 3 acres of the 7+ acre site to locate 28 new affordable 2 bedroom living units on top of their proposed Indoor Urban Organic Farm.</p> <p>The choice is more industry and pollution or more more affordable housing and Green development. Note that EPIC and the Urban Farm were negotiating to purchase the entire 7+ acre site when the City threatened the use of Eminent Domain to force the sale to the City.</p> <p>Contact Carol Pass, Board President of EPIC (the East Phillips Improvement Coalition) at 612-916-8478 or cpass@runbox.com for details.</p>
	There are so many vacant lots in Folwell. Having tiny homes or building energy efficient smart homes and giving grants and loans to long term renters in the area would be an amazing initiative.
	the blue line.

Source

Text

Housing Comments - Maps

Surface parking lots that are generally empty

The 38th St light rail station is within easy walking distance of all housing in this area. There is already some commercial activity, although more is needed. This area in particular needs more 'missing middle' housing options (e.g., duplex, triplex, fourplex, and somewhat larger multi-family). It is unfathomable that in the midst of rapid population growth and increasing rent/home prices we keep predominantly single family zoning in much of this area.

Rent control + stop the density insanity.

Relocate Smith Foundry and Bituminous Roadways, major pollution sources, and Build Affordable Family Housing on the 2 sites of prime Transit Oriented Development potential. This is an economically challenged multi cultural residential community that has suffered under the plumes of these sites for decades. Note the children's playground immediately West of the smoke stacks of the Bituminous Roadways' Asphalt Plant. PAHS is a major cause of ADHD and Asthma, both endemic in East Phillips. It is unconscionable that these polluters have been allowed to coexist in this residential neighborhood. It would not be tolerated in Edina! Note that both polluting businesses' Permits to Pollute have expired and are, incredibly, being considered for re-issuance by the MPCA. NOW IS THE TIME TO ACT ON THESE SITES!

Redevelop the Kmart site! Mixed-use with affordable housing!

Redefine R1 to include all buildings 1-4 units by right.

Re-connecting this area to downtown and the North Loop can make it an appeal place to leave close to downtown.

Quick access to 35W and 62, aging commercial and housing, non-essential scenery that people won't get as worked up about preserving, and attractive intersections that could thrive with activity with more density.

replace with mixed-use w/ housing

Source	Text
Housing Comments - Maps	Proximity to downtown and U of M, already dense housing, transit connections, open develop-able land.
	<hr/> <p>Promote land uses and tax incentives that would encourage affordable high density, TOD along the Blue Line. Enough single family homes next to LRT, OK?</p>
	<hr/> <p>Prime location for development. Some already owned by the county I have been told.</p>
	<hr/> <p>Perfect location to develop a new high-density mixed-use district with affordable housing. The location is close to downtown, next to the Ceder Lake Trail, Bryn Mawr Meadows Park, freeway access, and all sorts of other amenities. This is a site that is primed for redevelopment with future light rail service. Minneapolis should be looking to create a new community of the future that is focused on sustainability. Not only would this area be the perfect location for such a project, but it could help put Minneapolis on the map for sustainable planning and design.</p>
	<hr/> <p>Perfect location to add housing with close proximity to jobs and entertainment. This area should also focus its attention on the Ceder Lake Trail with businesses and retail that face and/or interact with the bike and pedestrian path. This is a strong amenity that should be the highlight of a new urban neighborhood. Redevelopment should also emphasize the Minneapolis Farmers Market by making it a central feature of the new community.</p>
	<hr/> <p>People want to live here, but we can't currently build small scale apartments. Prices have risen quickly pricing people out - we need more housing options. Upzone the whole area!</p>
	<hr/> <p>Opportunity for nice urban entry into Northeast</p>
	<hr/> <p>Proximity to downtown and transit, dense residential already there, open land.</p>
	<hr/> <p>The area to the east of Hiawatha is industrial and terrible. We need more housing, especially affordable housing, along the blue line</p> <hr/>

Source

Text

Housing Comments - Maps

Save our views - follow existing height restrictions. No more variances!

Seward and Cedar-Riverside have great commercial areas, neighborhood parks, transit, and bike paths, but there hasn't been much new housing built. The city should help build market-rate housing in poorer neighborhoods for economic integration!

Sustainable housing, owner occupied by affordable, e.g.\$99,990, 1500 Square Foot Two Bedroom 2 Bath with third Bedroom Expansion. Single car attached garage. Units have Townhouse characteristics (front to rear) with garage in front providing for additional off street parking. Density is rated at two units per 1500 square foot lot. 5'-0"side yard setback. 30'-0" front yard.

this area could be great if you let more people live here!

surface parking doesn't belong here! this could be a great area.

Support small businesses by expanding housing choices at key corridor intersections

Support small businesses by expanding housing choices at key corridor intersections

Support small businesses by expanding housing choices at key corridor intersections

Senior housing on the east side of the St. Joseph's property that is underutilized.

Source

Text

Housing Comments - Maps

Such a deeply underutilized corridor.

Southwest Minneapolis has beautiful lakes, trails, and attractive schools. We need more modest and subsidized multifamily housing here.

Some of this land is still zoned industrial! The Hiawatha corridor, served by light rail, is not the place to be adding storage facilities and single-use retail. Allow more housing by the Blue Line!

so many damn parking lots

Smith Foundry needs to be relocated in favor of Affordable Family Housing. See other comments on the Roof Depot Site and Bituminous roadways. I hope they were not lost when I was unable to make the Draw an area function stop. Call me, text or email for information and ideas on these sites.

Brad Pass
612-916-8478
bpass@usinternet.com

smaller-footprint Riverside power plant and significant setback of Marshall Ave from the river means an opportunity for both riverfront parkland and higher-end premium-location housing. Lower-traffic corridor is less appropriate for high-density transit-based housing.

Since housing needs likely change multiple times, and often are unpredictably, making plans that aren't flexible is idiotic. Plans always change.

Still so many empty lots in this area! Look at the footprints in Elliot Park, or the ridiculous number of surface lots still downtown! Remove them and build housing--you could likely still retain the same number of parking spots while also making a dent in our ridiculously low rate of rental vacancy.

This area currently has a mix of houses and apartment buildings, but much of the area does not allow new apartment buildings, even though many already exist. More apartments are needed to keep costs from rising too quickly. Small apartment buildings can do this and keep neighborhoods livable.

Source	Text
Housing Comments - Maps	This area in the city is prohibitively expensive to live in and has become super gentrified. Please do something to make housing more affordable.
	This area has great access to high-frequency transit (10, 11 routes). Parts are very walkable. We need higher zoning near areas with great amenities like grocery stores, restaurants, etc.
	We need more housing options west of the lakes. We cannot allow these areas to continue to shut people out and remain enclaves of the privileged. We can allow these areas to densify without compromising their lower-scale character. It must become easier to build duplexes and triplexes and small apartment buildings.
	We need more housing everyone, especially in areas of opportunity. (I was attempting to highlight the places that are most racially segregated, where white people have kept out higher density and POC, but the map was hard to manage to do that especially well.) Concentrations of white people and high-income people need to be the first to welcome additional, more-dense housing to make up for our history of redlining, code matching redining, and exclusionary racial covenants.
	We need more affordable housing choices, particularly for families, in Downtown and at transit station areas.
	We need affordability everywhere and inclusionary housing. Bring back the "in lieu" fee policy. More rental options non-homeowner coops.
	We need a range of pricing for housing
	Very few affordable housing options here. (I can only afford it because I live w/ 2 others)
	We need more housing options west of the lakes. We cannot allow these areas to continue to shut people out and remain enclaves of the privileged. We can allow these areas to densify without compromising their lower-scale character. It must become easier to build duplexes and triplexes and small apartment buildings.

Source	Text
Housing Comments - Maps	Very desirable area with limited options. More housing needed to allow more families access to area amenities and also for older couples/singles who are downsizing. Many priced out of area, others unable to find smaller, quality apartments/condos.
	Upzone. Eliminate R1 and R1A primary zoning districts. Eliminate minimum lot sizes and maximum FARs.
	upzone uptown
	Upzone this area. No part of Minneapolis should be reserved by law for the exclusive use of a single family.
	Upzone please
	Upzone for greater housing density.
	Upzone for greater housing density
	Vacant, near transit
	Upzone everything in S. Minneapolis - this area has great transit corridors (Hennepin, Lyndale, Nicollet, Cedar, Chicago, Cedar and soon 35W with the Orange Line) - most of this area is SFH or duplexes and could greatly benefit from additional density.

Source

Text

Housing Comments - Maps

We need more medium-density housing in areas that are only single-family neighborhoods. It is important to offer housing opportunities for all incomes in amenity-rich areas of the city.

We need to add gradual density to our most desirable neighborhoods, like the recently rejected (technically approved with lower density) proposal for 44th Street. Adding density in in-demand areas helps share the high cost of land among more units, helping affordability in the surrounding area, and helps relieve pressure on less-in-demand areas to gentrify. We need more units in walkable, transit served areas where we were adding them 40 years ago before we down-zoned, like Linden Hills.

Woul like to own a small house or condo in my favorite neighborhood, Powderhorn. My current rental is an old building with little insulation, drafty windows, thin walls/ceilings, mice, and landlords who do little upkeep of the building. Unfortunately I can't afford anything more expensive and am stuck hoping rent does not increase.

With the proximity to the Light Rail, I believe this entire area would benefit from a massive facelift with high-rise mixed use buildings and 0 parking.

Whittier n'hood: -most diverse in state, new development is pushing ot long-time residents - no requirements for sub affordable units, and units that can accommodate families. Not just studios and 1 bedrooms. Lots of social service providers,clients.

Wherever possible the highway should be removed or capped with new housing replacing the lost land.

Where I currently live. I'm the last artist in my building, and I fear the day my rent finally gets pushed beyond my means. I LOVE all the new development in my neighborhood, but there needs to be a focus on various income levels. There are still a few parking lots in the Warehouse District to fill in, and I hope some of these become income-restricted units!

Where can seniors go to stay in minneapolis? 1 - density along transit routes 2 - planning for increases in densities in "enhanced" transit BRT-ABRT. Don't make the same lack of planning that occurred at the 46th Street Station.

WE NEED PEOPLE DOWNTOWN. Its pretty much a business district that becomes deserted by 6pm everyday. Saturdays and Sundays are scary quiet. People will live downtown, you just have to let them. Remove zoning barriers!

Source

Text

Housing Comments - Maps

When talking about "neighborhood engagement" don't let this be taken over by privileged homeowners as an excuse to keep out affordable housing, renters, housing density, and people of color. Consider undoing decades of racist exclusionary zoning/bank choices. Esp. in SW Mpls/Lakes.

We're making a lot of progress around the edges, but the core of the central business district is still very short on homes. The key to avoid a downtown that's dead (and dangerous) at night and on weekends is having people actually live there too.

Well served by transit, and with many jobs nearby, this is exactly where neighborhood interiors NEED to be small multifamily developments, lest the area become a haven for the gentry.

Wedge Neighborhood needs more affordable rental housing and starter homes.

Wealthy neighborhoods should take their fair share of new residents to prevent disproportional displacement in low income communities of color & gentrification.

We should ease the rules for constructing ADUs and other multiple housing uses on a single residential lot. This increases density and options for housing without changing the character of the neighborhood significantly.

We should allow and build more housing everywhere. Picking and choosing where to allow denser housing or commercial development is just fundamentally bad.

West Calhoun should be designated an Activity Center and a major push towards high rise housing should be made.

This area has bustling commercial areas and is extremely well-connected by transit. It is ideal for mid- to high-density housing. More people mean more cost effective services and amenities. We need to build all the housing we can in areas like this.

Source	Text
Housing Comments - Maps	<p>Upzone all of southwest Minneapolis. It's a great place to live, and I want my children to be able to afford to live here if they want to when they get older. We need more types of denser housing so that housing can be more affordable. This will also have the benefit of making public transit more cost effective and efficient for more people.</p>
	<hr/> <p>University Avenue should have apartments along it.</p>
	<hr/> <p>This is now an empty corner lot. I used to catch the bus here after leaving work. It's a large lot and could accommodate a 2-3 story apartment building.</p>
	<hr/> <p>This is currently an underutilized industrial/storage property. It is located on a bus line, across from a shopping center, on an amazing park in an amazing neighborhood. It should become a multifamily housing site. Residents could take advantage of transit and nearby amenities.</p>
	<hr/> <p>This is currently a dilapidated section of abandoned industrial land. It should be re-purposed for housing, especially with the green line nearby.</p>
	<hr/> <p>This is a large empty lot within walking distance of downtown, and located on a street with 2 major, high frequency bus lines. It is the perfect place to put a mixed use development; one that would include affordable housing, market rate housing and retail stores and/or offices.</p>
	<hr/> <p>This is a huge parking lot where I always see people loitering or harassing folks. That open space gives a lot of opportunity for people to be vulnerable by walking or getting in their vehicle after shopping. With housing in that area it would reduce a lot of people just hanging out loitering in the area because of security features on the exterior of the apartments as well as people watching and paying attention that can possibly be a witness to crime issues.</p>
	<hr/> <p>This is a great commercial corridor -- now it needs more dense housing the entire length, and several blocks deep. Taller buildings, more opportunity for walkable places to live!!!</p>
	<hr/> <p>This is the perfect location to add high density housing with easy access to transit, jobs, shopping, parks, and other public resources. This city needs more housing in areas that can support a car free lifestyle.</p> <hr/>

Source	Text
Housing Comments - Maps	This chunk of Mpls is undergoing rapid demographic shifts. Tons of younger, wealthier people are moving into duplexes and quadplexes that haven't been upgraded, but have seen increased rents due to the market. I know multiple neighbors who were forced out in this way.
	This area is under utilized. It is right on the rail line and a good candidate for higher density housing.
	This area is seriously under-utilized. I have to think that this space so close to downtown, transit and some of the city's best parks is a great opportunity to encourage housing.
	This area is in need of redevelopment and would be a great site for multifamily housing near multiple bus routes and a shopping center
	This area is an anachronism from the failed car-centric policies of the mid-twentieth century. Taking out the massive spaghetti-junction of on and off-ramps would allow more housing to be built and better connect Uptown and Loring Park
	Open traffic through area, put KMart on one side, housing on other side of new though street.
	This area has many great resources for families, better rated schools than most other parts of Minneapolis. However, affordable housing for families is absent in this area.
	This area is under utilized. People living here would have access to public transportation and stores on lake street
	Uptown has become almost exclusively luxury condos and fancy single-family homes or duplexes. It is creeping into Whittier, as well. Both of these areas need to preserve and expand existing affordable housing, otherwise it will disappear during the Uptown-ification of Whittier and South.

Source	Text
Housing Comments - Maps	<p>This lot has been empty for a long time. Several investors have come along trying to squeeze a maximum sized building for maximum profits, which don't have community values first. There are several smaller apartment buildings in the neighborhood that could be models for a successful structure here. The proximity to the park could make it a very attractive location for high-priced rentals, but I think this neighborhood is greatly lacking in affordable options. No investor or developer will build without the promise of high profits, so I think the city could step in to help guide and finance this empty lot into a wonderful housing space.</p>
	<hr/> <p>This part of the city has way too much R1 and R1A/R1B zoning. It's a highly desirable part of the city, and currently only rich people can afford to live there. We need to make multi-unit housing an option everywhere. Duplexes and triplexes at the very least. R1 should basically not exist within the city.</p>
	<hr/> <p>Undo the policies that resulted in redlining and begin to desegregate neighborhoods. Create incentives for developers to build affordable housing.</p>
	<hr/> <p>underutilized land near transit routes</p>
	<hr/> <p>underutilized land along transit routes</p>
	<hr/> <p>underutilized land along high-frequency transit corridor: a great opportunity for high-density housing</p>
	<hr/> <p>underutilized area</p>
	<hr/> <p>Trendy parts of the city where people want to live should be forced to upzone to accommodate demand/interest, otherwise poor residents are pushed out and the dense urbanism provided by these neighborhoods is only available to the wealthy.</p>
	<hr/> <p>This parking garage is a complete blight on the street. It should be torn down and replaced with housing.</p>

Source

Text

Housing Comments - Maps

Transit, biking, walking, etc.

Transit corridor that connects MPLS and ST PAUL. So. Much. Space. for redevelopment. Upzone upzone upzone! Add BRT with dedicated lanes. Lots nearby including access to trails, transit, food, jobs, parks, U of M, nearby St. Thomas and other universities.

Too much single-family zoning in areas where lots of people want to live. Upzone this to allow multi-family housing again (before the mass downzoning of 1975).

Too many empty lots, room for development/redevelopment in this area.

This underutilized property (currently industrial and seems to be semi-vacant) is adjacent to a bus line, across from a major shopping center, and in an incredible NE neighborhood. Ideal spot for apartments (multifamily housing).

This station on LRT is only to serve park, add housing nearby to ensure it is well used at all times.

This section of lake street needs improvement. It is a corridor close to the river that should have places to live, eat and drink.

Transit, biking and walking, access to amenities and jobs, lots of space that needs to be made more dense and upzoned. Possible Min-Hi Line!!

Not enough rentals available.

Source	Text
Housing Comments - Maps	We need af. Housing options in sw - equal access to all areas of the city.
	Not a lot of new construction or recently renovated multifamily units.
	Community Node
	Continue to expand housing choice and diversity in Downtown and surrounding areas. Implement development minimums to achieve highest possible concentration of housing choice in and around downtown.
	Currently used as overflow storage for used cars. Autos not actually sold at this location and does not benefit the area by providing any service other than installing giant speakers in old cars that creates a nuisance for people living and working here.
	Depending on what happens with the Creek water management issue and golf course, there may be an opportunity to make better use of some or all of the land that the course occupies (obviously would require Park Board involvement).
	Distribute affordable housing in all n'hoods of city- don't concentrate in n'hoods that are underserved- need market rate in those n'hoods.
	Don't build high rises that destroy the natural beauty of the lakes.
	Don't light up these big condos w/ light pollutions!

Source	Text
Housing Comments - Maps	East lake is under-utilized and doesn't have much housing. It could hold multi-story apartments with affordable units
	<hr/> East Lake Street is an underutilized transit corridor. Need to support more small businesses by increasing density
	<hr/> East Lake Street is an underutilized transit corridor. Need to support small businesses by increasing density.
	<hr/> East Lake Street is well served by frequent transit, targeted for future arterial BRT expansion, and ripe for densification! We need more residents to support emerging businesses and encourage more.
	<hr/> East Lake Street needs more density, especially in regards to multi-family affordable and market rate housing options, to make it more liveable and walkable, bikeable, and transit friendly for everyone.
	<hr/> East Lake Street needs more density, especially in regards to multi-family housing options, to make it more liveable and walkable.
	<hr/> East Lake Street should see a continuing wave of redevelopment and will need more housing to remain affordable.
	<hr/> Eliminate all R1 + R1A zoning
	<hr/> Eliminate mandatory parking minimums city-wide to reduce construction costs/rents. Eliminate transportation demand management study + shadow study requirements for proposed development. Allow more housing by-right and ban new + expanded historic districts.

Source	Text
Housing Comments - Maps	Empty underused parking lot
	<p>Good access to transit (though transit needs to be improved), bikeways, services, and recreational amenities like the lakes... this is where people already want to live, based on the high rents, so let's make it more affordable for everyone to do so. Uptown and the surrounding areas shouldn't be only for the wealthiest among us (or those who bought in 30+ years ago).</p>
	<p>Golf courses are a complete waste of space that could be used toward expanding housing options. If possible the Minikahda Club could be turned into high rise housing.</p>
	<p>Get rid of the golf course. We need to stop spending our money to maintain a niche, elitest activity. Let the land that wants to be a lake do so, and then develop the rest as best as possible. This is a great opportunity in the middle of the city.</p>
	<p>Franklin Ave light rail station is easily walkable from all locations within this area. While there is already some mid- and high-density housing available, the entire area needs to be up-zoned to allow for more housing options.</p>
	<p>Fewer spaces for professionals and others at the U of MN and downtown who wish to not live in Marcy-Holmes or Dinkytown (parties are no fun for grad students).</p>
	<p>Few multi-family, multi-use buildings and lots of underutilized land.</p>
	<p>Community Node</p>
	<p>Expand housing options while ensuring building massing is compatible with the neighborhood. Establishing the Red Tile Elevator as the tallest structure and blending structure massing down from their will result in a vibrant, dense neighborhood that retains it's historic character and ensure towers are not built next to 1-4 story houses/buildings.</p>

Source	Text
Housing Comments - Maps	Expand housing choice and diversity along key corridors in order to promote transit use and small businesses.
	Expand housing choice and density at the intersection of key corridors in order to promote transit use and support small businesses.
	Expand affordable housing options here. And also, more affordable condo options for families here (2 bdr apartments/condos). lots of millennials live in this area now and would like to continue living in the area in the future. however, the proliferation of expensive luxury housing and single family mansions here make it difficult to imagine a young couple starting a family in this neighborhood.
	expand affordable and high density, transit oriented housing options along the Blue Line
	Everywhere.
	At a bare minimum, 3-4 story apartments/condos, attached townhomes, courtyard homes, duplexes, triplexes, single-room occupancy, and smaller lot (~1,000 sqft) detached homes should all be allowed everywhere in the city. There is no justification for why a random block in places like Linden Hills, Standish, Folwell, or Windom Park can't accept these housing types. Development would be slow, with traffic/parking/etc impacts minimal on any appreciable time horizon.
	These housing typologies should not be limited to major streets or community corridors - neighborhoods like CARAG, Lowry Hill East, Whittier, and others show that 4-5 story apartments coexist with single family homes nicely. The pervasive density these buildings provide allow for more shops, restaurants, and other destinations for everyone within walking distance. Their density provides a market for transit service. They help soak up demand for housing with higher finishes, keeping older stock more affordable. If we allow denser housing everywhere, rather than a small fraction of our city's land, we'll get unexpected kinds of housing that meets more residents' needs, and likely at lower cost (parcels on commercial corridors are costly to redevelop).
	Everywhere all neighborhoods! Different income levels and types of buildings (subsidized and market rate)
	Expand housing choice and diversity along key corridors with high-frequency transit in order to promote transit use and small business + access to jobs.
	Community Node

Source

Text

Housing Comments - Maps

Community Node

commercial corridor would benefit from more residents

All the single family redevelopment in Linden Hills have been missed opportunities for missing middle (duplexes, townhomes etc.) Need to get rid of single family exclusivity here to provide more opportunities for housing.

All single family, and only kind of building that is happening here is teardowns for larger single family homes! Work with Palmisano to change zoning and lead the way for affordability

All of the south/southwest of the city needs to add "missing middle" housing to gradually increase density. We need to remove restriction on du- tri- and quad plexes and make small apartment buildings, like the one at 4500 Bloomington Ave and those on Chicago near 48th Street. Allowing gradual transition toward density can keep the "neighborhood character" while adding new neighbors.

Affordable housing should be available in all areas.

Access to transportation to downtown Minneapolis, St. Louis Park

Access to transit. Buffer to institutional use.

Along Hiawatha Ave LRT line from 50th to Downtown to provide more opportunities to live car free and concentrate development along high freq. transit corridors

Source	Text
Housing Comments - Maps	Access to Southdale and 50th/France jobs, good bike access to downtown and good bus service.
	A vacant house was recently demolished here, and it would be great to see more apartments in the area. The intersection of Bloomington/38th is well served by transit, has lots of food/grocery/amenities, and would benefit from having more people in the neighborhood.
	A Line comes through, growth of Ford Site will make this area more attractive. Should have 10-25 unit buildings allowed in corners.
	38th Street is full of potential.
	3 houses on the corner could be bought to develop small small affordable housing
	1400 SQ Foot Ywo story Georgetwon style construction on 50'wide 100 to 250 deep lots. Excellent proven duplex form which profides sustainability for owner due to the option having a renter willing to make monthly payments.
	Not a lot of TOD and multi-family housing here
	Abolish single-family zoning. Single-family zoning constrains the housing supply, concentrates wealth in the hands of homeowners, and drives up the cost of rent. (I say this as a homeowner myself).
	Good transit options exist and will only improve if planned and discussed transit investments come to fruition. Strong commercial area with too much single family housing. This area has increased significantly in price over the past decade and is becoming (perhaps already is) affordable for many. No reason to have so much single family housing here.

Source	Text
Housing Comments - Maps	<p>Already well-populated with smaller apartment buildings, Marcy-Holmes is close to many employment and education destinations. Increased density will support the neighborhood goal of improved transit service.</p>
	<p>As these industrial areas are redeveloped, it is an opportunity to provide more multi-unit housing which doesn't exist much in the Longfellow neighborhood.</p>
	<p>Close to downtown, generally good access to transit. Minneapolis downzoned entire neighborhoods from R6 to R2B around 1975 and we need to look at the effects of this and consider whether that was wise (and whether we should reverse those things).</p>
	<p>Close to BRT, section of 46th Street needs to be expanded to provide adequate ROW for cars, bikes, and pedestrians. Opportunity for high density housing close to transit.</p>
	<p>Close proximity to transit that can bring you to both downtown minneapolis and the southern suburbs provides a great resource for job accessibility and affordable housing.</p>
	<p>city owns surface lot along Ewing south of 50th that is a little remote to conveniently support a lot of businesses in the area.....work with owner(s) at north end of the block to build a simple 1-level ramp to replace spaces in surface lot in a more effective location then support the development of the surface lot with work force, for-sale houses such as as pocket neighborhood...</p>
	<p>Chicago Avenue will be a high-frequency bus corridor. Need to support small business. Access to jobs and transit by increasing density.</p>
	<p>Cars smars</p>
	<p>Area contains 1 drug house , 1 house vacant for the last 8 years, and 1 lot now owned by the county (which is too small to build on). If all 4 lots were combined it could be developed into 2 large duplexes facing the alley and the alley closed at West Broadway. Not much room to do anything else.</p>

Source	Text
Housing Comments - Maps	Can the city consider buying church properties that are for sale and use them for housing. IE off 61st St and Lyndale Ave on 62nd and aldrich. 2. across from windom spanish immerison school

Build a new high density housing district on the Hiawatha Golf Course which should be closed.

Breaking up large formerly industrial blocks is key to creating a better connected city. Housing is needed in this neighborhood.

Blue Line

Big time

Best transit, access to resources in the city. South Minneapolis is too low density. It's not sustainable to have huge swaths of the center of a metro with 3 million people be bungalows with big lawns.

assemble this area with collaboration from the owners and build a simple 1-level ramp to replace surface lot spaces and possible add supply; could go down 1- level, park at ground level and then go up 1 level; small ramp like the one at the NE Lunds store on University

Build Interstate Lids. Reduce vehicle noise, return the city-grid to its former glory.

Good transit, great location, lots to walk and bike to nearby. Space that need redevelopment.

Source	Text
Housing Comments - Maps	Allow duplexes in all SF districts. Yes. Triplex!
	<hr/> <p>Great access to transit, many historic buildings still waiting for redevelopment. Walkable amenities and good schools!</p>
	<hr/> <p>Minneapolis is a global city, and will continue to grow due to our diverse and robust economy and well-educated work force. As one of the two major cities in the inner urban core, Minneapolis should have few to no single family neighborhoods. It makes 0 sense.</p>
	<hr/> <p>Mid-City Industrial. This would expand housing choice because there really is very little to begin with. Many creative businesses are moving in here, and this could absolutely become another walk/bike friendly neighborhood similar to North Loop.</p>
	<hr/> <p>Medium/high density housing near the Blue Line.</p>
	<hr/> <p>Marcy Holmes and the St. Anthony area should be zoned for high rise apartment towers! We need to expand the high density riverfront area back from University Ave.</p>
	<hr/> <p>Many empty or underutilized lots here that could be redeveloped with mixed use (retail or office on first floor) buildings. New housing along the corridor could support ground-level retail and take advantage of existing transit.</p>
	<hr/> <p>Make the West Loop happen! Connected to (future) transit and current bike trails, this would be a huge boon for Mpls. Reconnect the grid from the North Loop and calm some of the streets that are outmoded as designed (for industrial). Lots of space for dense high-rise living near existing parkland. Uncover some of Bassett Creek.</p>
	<hr/> <p>Minneapolis is absurdly under-zoned almost everywhere outside of downtown, pockets of Uptown and the University of Minnesota. There is no reason most residential neighborhoods couldn't be filled with three or four-plexes. This will increase our tax base and offer significant relief to the budget woes of the Minneapolis Public Schools.</p> <hr/>

Source

Text

Housing Comments - Maps

Make it more dense! Access to jobs, food, education, transit, biking, walking, etc.

Major opportunity to build a denser downtown neighborhood with great transit/bike/walking access. This low density area is prime for new residents, businesses, and housing options.

Major corridor which is a no-brainer to place more housing.

Lynn Lake would benefit from greater housing as we see with Hennepin-Lake, so more people can work where they live. This would also help support better mass transit options down lake street.

LRT and green space must be capitalized upon in the means of high density and car-free housing in order to maximize ROI on those massive investments. There should be much more lenient building requirements on all land within 1/2 mile of rail transit and 1/4 mile of bus stops and parks.
e.g: no FAR requirements, a 4-story height minimum, and firm parking maximums (.19 per unit)

Lowry Hill, Kenwood, and East Isles all have great access to transit, parks, employment, and commercial corridors.

Lowry Avenue needs to be made more pedestrian friendly in order to attract development of diverse housing. Allowing new developments along Lowry without addressing the pedestrian accessibility and safety issues will result in terrible and traffic and tragic accidents.

Make ADUs easier to construct

Lots of under-used land in the center of the city. Close to transit, etc.

Source

Text

Housing Comments - Maps

Minneapolis needs to allow greater housing choices across the whole city. The minimum zoning allowed in an area should be the equivalent of today's R4.

More affordable housing in SW and other high income areas of the city. In order to be a vibrant city, our neighborhoods must be economically integrated! This means habitat, tax credit projects, and market rate affordable.

Not a lot going on around there. Good space for luxury living.

great access to transit

North Minneapolis has a lot of vacant land that should and needs to be developed into 2-4 unit homes. Single Family is great, but lets match the character of the neighborhood but also build for more than one family. As family size decreases, this becomes more and more relevant.

Need to turn this area - ward 7/lakes area in to a vibrant part of MPLS. Need more affordable housing, allow large mansions to be turned back into duplexes and triplexes and rooming homes as they were historically.

Near light rail, airport, significant amount of under-utilized light industrial areas

Multifamily housing has been increasing in Northeast Minneapolis near the river, but it would be beneficial to encourage more density in the eastern part of Northeast Minneapolis

More affordable housing choices in affluent areas.

Source

Text

Housing Comments - Maps

Most homes are zoned single family which is a poor use of space and also ensures that most low wealth people can't live near the lakes!

More housing downtown! Good transit, great amenities! And apparent strong demand

More density! This is one of the neighborhoods with the closest proximity to downtown Minneapolis, and I would love to see more townhouses, condos, and small, affordable buildings (duplex, triplex, quads, all the way up to 6 story buildings) fill in this area. More housing needed, not just single family homes!

More density in southwest Mpls, especially along community and commercial corridors with good access to transit and retail! More housing in all the desirable places. Explore townhomes and other affordable family housing where aging single family exists, especially along busier streets.

More condos!! No more surface parking lots! Apartments are great too, but it would be nice if there were more opportunities for families to build equity and stay for the longer term in downtown.

more blue line

More affordable housing options in affluent areas.

More students are attending the U of MN than ever before and we need more housing to accommodate them! We need to allow for higher density to slow the upward pressure on rents.

lots of lower-density suburban style "urban renewal" single family homes mixed in with larger older homes; both could be converted to multi-unit rental or owner occupied projects of varying scales

Source**Text**

Housing Comments - Maps

More housing and office buildings.

Lots of available land right west of downtown that could be housing, retail, parks and connect the city better to the western suburbs.

Great place to live. More housing options needed!

Housing costs have risen so fast and far that it threatens the current semi-balanced mix (desirable) of meeting hsg needs of a mix of incomes (=important goal.). Slow the building craze & increased in rents + R.E. taxes to keep some real affordable housing (Whittier)

Housing choices should be expanded throughout the entire city. We need more housing in every neighborhood. Zoning shouldn't limit housing choices as much as it does in every neighborhood currently, especially in those neighborhoods zoned solely for single-family housing.

Housing choice and affordability is a city-wide problem. The current lack of affordable housing has roots going back decades in the downzoning of large swaths of the city, to the point where much of what is now "naturally occurring affordable housing" would be illegal to build today. I personally live in a 4 unit condo on a block currently zoned R2A, as a case in point. If we want to ensure access to affordable housing for all, we need to expand opportunities to build moderately dense housing city-wide. SFHs can exist next door to duplexes, triplexes, walkups, and other forms of slightly denser housing, as they always have but are no longer allowed to be built. If we are to keep Minneapolis affordable for all types of households at all income levels, broad upzoning is essential. We don't need to build 40 story towers in Armatage, but we could stand to have some duplexes down there. And along transit corridors, we should continue to build as densely as possible, as we should leverage those transit investments to keep cars off the road.

Housing at the other end of Quarry parking lot, parking lot never full

High-rise development without height restrictions should be allowed by-right in this area due to its proximity to downtown, transit corridors, and the city center.

Source

Text

Housing Comments - Maps

Housing should be available and affordable throughout the city, and that means making it legal to build the housing we need. The entire city should be zoned to allow for housing to meet demand.

High-frequency transit corridors should support more density

Green Line, next to downtown

green line

Greater density downtown is key to a dynamic, growing city. We need affordable, high density housing so workers can live where they work.

Great transit options (future 'D line' aBRT, 5, 23) and some strong commercial space. This area has some housing options already, but more are needed. Should be upzoned to allow for, at least, 'missing middle' housing options (duplexes, triplexes, fourplexes, and somewhat larger) across entire area. Should target affordable housing investments to this area as well, since this area is bound to increase in cost in the next decade.

Lots of infill opportunities here, close to transit.

great site for workforce housing - a "pocket neighborhood" here could possibly yield 10-12 units of modest for sale housing on a street that can support it - much better than having the surface lot.....tell the council member to get over the idea of NOT building parking here - got to think more wholistically than that - please, use all the tools available!

High-frequency transit corridors should have more density

Source

Text

Housing Comments - Maps

I know this is single family heaven, but there are plenty of transit lines that could serve thousands of more people if we just built more multi-family housing along the lines. Transit service becomes drastically more inefficient by the time you reach the densities of deep south Minneapolis. At that point you are reliant on park and rides and malls. MORE HOUSING!

Green spaces are an undeniable asset to urban communities, and the founders of Minneapolis knew that. I find it to be an extremely poor use of land to have single-family homes with large yards so close to such a tremendous asset such as Powderhorn Park.

I love the brick buildings on the north side of the park, and I believe structures of that scale should surround the entire park.

I would love to see this corridor have more condo's and apartments built. It is close into the downtown core and could very easily become a thriving area which could positively impact the surrounding near north area.

I would like to see more affordable housing options in this area.

Lifetime in a neighborhood. Rental - Senior.

Let the market develop as much housing as it wants where ever the demand is! We need to harness the interest and get as many people back to the city. Keeping supply stronger will also keep units affordable! When it comes to housing, the city should have more of a laissez faire land use policy. Fight anti development residents. Convince them change is good and inevitable!

Lakes area neighborhoods in Ward 7 and 13 are great examples of exclusionary single family zoning. This leads to racial segregation and a lack of housing opportunity in desirable neighborhoods for people with less money.

Lake Street is a rapidly growing commercial corridor that needs residents to be able to sustain new small businesses. Lots of the neighborhood already has multi family housing that wouldn't be able to be built with the existing zoning code - we need to upzone the whole neighborhood to allow duplexes, triplexes, and small infill apartment buildings.

Keep existing affordable housing. Stop tearing down affordable housing. Inclusionary zoning.

Source	Text
Housing Comments - Maps	Lots of amenities, access public transit, and access to jobs locally and in the region via transit. Low vacancy rate and high demand say this area is a must for expanding housing choice.

Land bridges above 35W to create consistent streetwall for corridors that cross this chasm.

Interstate Lids.

In general in downtown, northeast, uptown I wish there were more condo (owner occupied) new construction units available.

Invest in CLCLT here. The Land Trust is KEY to providing affordable homeownership options for so many over north. CLCLT needs MILLIONS infused into its work.

In order for Minneapolis to grow in an equitable fashion, every neighborhood will have to accept greater density. We need density across the city, not just in downtown or Uptown. If we limit density to just a few areas, the city will be more segregated.

Not every part of the city needs towers. But the single family zoned neighborhoods across much of the city should be compelled to accept multi-family housing once again. Many of them have lots of multi-family buildings built at an earlier time. We should return to that. Duplex and triplex conversions, and low (three stories or less) multi-family buildings should be allowed by-right!

Interstate Lids

Lots and lots of opportunity downtown for living. More high rise towers for living.

Source	Text
Housing Comments - Maps	Interstate Lids.
Housing Comments - Open Houses	Positive housing sharing match ups, intential community law, seniors can get help paying shoveling walking + property_, prepare to convert garages with autonomous vehicles reducing vehicle ownership.
	Policies that encourage and/or require sustainable building and housing developments.
	Preserve home ownership which stablizes neighborhoods. When new high rises go up mandate a certain amount of affordable_ units in all areas of the city. Encourage duplexes _ 2 owners.
	Promote + support naturally occuring affordable housing more through financing + grants to current owners, not non-profit or for profit developers.
	permits/regulating for tiny houses + ADUs too strict- cost \$ + time - hard to navigate as a resident.
	Promote owner occupied duplexes. Key to affordable ownership for many.

Source	Text
Housing Comments - Open Houses	Property tax increases are huge but in NE I am not getting the infrastructure benefits.
	<hr/> <p>Property taxes are way too high. Taxing citizens out of their homes.</p>
	<hr/> <p>Provide incentives to include affordable housing in new construction (how do something like the A Mill lofts did for artists.</p>
	<hr/> <p>Provide wider variety of housing types at all affordable levels throughout City. Especially in traditionally exclusive SF neighborhoods</p>
	<hr/> <p>Preserve affordable housing- landlords must make repairs.</p>
	<hr/> <p>Rent control</p>
	<hr/> <p>Redefine affordability requirements (more 30% AMI)</p>
	<hr/> <p>Reduce parking min. Upzone entire city. Reduce cost of building. Increase supply of housing.</p>
	<hr/> <p>Reform the zoning code to make it easier to build a multi-family housing. Especially in amenity rich areas</p> <hr/>

Source	Text
Housing Comments - Open Houses	Remove single-family detached exclusive zoning district from the whole city.
	Rent control
	Rent Control has failed everywhere it has been tried, leading to fewer and poorer quality rental units. Consider tax incentives and grant programs for renovating existing housing in trade for affordable rent.
	Rent control, utilize empty lots , how can we make use of foreclosed houses in N. Mpls.
	Renters need better access to Municipal inspectors
	Repurpose unused or underused bldgs for affordable housing + new businesses - creates/makers working coops.
	People are moving into MPLS whether you like it or not. We have to plan for density intentionally to make sure it can remain a home for all current residents, as well.
	Resident cities, Create places to communities people will build lives here.
	Rezoning to allow greater density. We have a supply + demand problem + we need to allow more housing to be built.

Source	Text
Housing Comments - Open Houses	Raising skilled labor for and associate compensation is a better approach to matching people with affordable housing.
	Partner with educational institutions w/ excess land. 44th + 4th Head start. Affordable housing locations.
	More safety nets for people who are going to be evicted or have to foreclose. *
	Owning a car is the most important asset to get out of poverty
	Mandate affordable housing with new construction.
	Mandate inclusionary zoning
	Right of first refusal for tenants before sale of their building
	Mansion are cool and they got alos of rum.
	More affordable housing now - not later. All new housing should have a % of affordable units.

Source	Text
Housing Comments - Open Houses	More apartments near parks, transit, + jobs.
	More condos - not all ppl who aspire to become a home-owner want a single family home.
	More diverse housing options for all incomes, age groups, and family sizes.
	More housing everywhere, including neighborhoods currently zoned low density. Both subsidized and market rate. Housing is a human right.
	More number of units allowed by current zoning in areas of North, NE, and Seward. Encourage inclusion of studio apartments in future developments in these areas as well as multi-bedroom units
	More of a "middle" 2-6 apt. buildings. Easier to rent + own.
	More options for seniors/empty nesters.
	Park dedication fee - should be connected to parks in areathat housing is built- or on the development site is better.
	More row - housing or town- house style development.

Source	Text
Housing Comments - Open Houses	More units everywhere
	<hr/> <p>My credit reports shouldn't prevent me from finding decent affordable housing.</p>
	<hr/> <p>Need affordable housing in areas that don't have it. Also need market rate housing in areas where devpt not happening + where affordable is concentrated. Building disposable income to build retail.</p>
	<hr/> <p>Need affordable housing that is affordable to residents and remains for 30+ years</p>
	<hr/> <p>Need affordable housing that meets larger multigenerational households</p>
	<hr/> <p>Need system where only pay 1 rental ap fee - food for 1 year all landlords can access system</p>
	<hr/> <p>Neighborhood organizations should not be funded unless their memberships represents either their neighborhood or the city as a whole, in terms of POC & renters %. Whichever is more diverse/more renters/more historically marginalized & excluded.</p>
	<hr/> <p>Neither solution will help people gain reasonable incomes, strengthening families to support the education process will be what prevails.</p>
	<hr/> <p>New affordable still not affordable to people who live in community.</p> <hr/>

Source	Text
Housing Comments - Open Houses	No more yuppiebarns!
	<hr/> <p>None of the plan addresses homelessness. That requires philanthropy collaborations as well</p>
	<hr/> <p>Overthrow the yoke of single-family zoning.</p>
	<hr/> <p>More supportive housing - help people transition to new neighborhood expectations.</p>
	<hr/> <p>Safe, stable, & affordable housing is critical to academic, success, employment opportunities, and overall wellness. Housing should be a basic human right and not subject to the whims of the market. Minneapolis should be a leader in production of new affordable housing, protection of tenants and preservation of NOAH. How can we change zoning to increase our building options? How do we create a larger and stable fund for both production and preservation?</p>
	<hr/> <p>We do not need any more high end housing - so no this as worded.</p>
	<hr/> <p>Set affordability measure sto local incomes (by nbrhd or city) versus Metro.</p>
	<hr/> <p>We are in an economic bubble. Employment is high and more people can afford homes, apts that are fancy. Raising rents leave others behind. This bubble too, will burst.</p>
	<hr/> <p>We need a council-person who engages and communicates with her constituents for continuing dialogue. She has been imposing a vision that existing residents don't want.</p> <hr/>

Source	Text
Housing Comments - Open Houses	We need cooperative housing
	We need more senior focused affordable housing. People want to downsize in the city, people want/need affordability, look to Europe and other non-traditional multi-housing - innovate!
	We need to address the likely housing crisis we'll face when climate disasters displace more people, especially wealthier people who in turn will increase demand on our limited housing supply. Dangerous to think we can build to that demand when it hits, given simultaneous increasingly fragile systems that're connected. Like materials availability. Could also be disrupted.
	We need to ensure that there is high \$ housing so that they can take the property tax burden off of other homeowners & renters (from a triplex owner)
	We need to start building "middle ground" density housing - Duplexes, triplexes, 4-plexes something between single family + high rises.
	What about seniors? Families? We are forcing seniors out with packing, current growth policies, lack of green. We tell seniors they can only live within home if they can walk blocks to find _ because density projects don't require parking + they _ park up streets.
	What if we invested in housing & viewed it as reparations to people and neighborhoods who have been historically used, left out or pushed out?
	When creating affordable housing, be sure people are not severed from their communities and support networks
	Where is the affordable housing not just rental in SE Como and NE Mpls. Where do families with children fit in the picture? Where do seniors go - you _ don't want them to live in place? Where is the green space -downtown is a concrete diameter - no greenspace required. Stop developers demolishing and gutting whatever they want. Start respecting all residents, not just the wealthy. Affordable housing - SW and Linden Hills - Equity.

Source	Text
Housing Comments - Open Houses	Who is building the housing? The city? Not my taxes.
	<hr/> <p>Why am I discouraged from improving my property? Permit fees for improvements I do are still assessed as if I hire it out - a \$10000 job in materials because a \$100000 job get feed for - why?</p>
	<hr/> <p>Why are improvements I make causing massive tax increases prior to final inspection? Why should I pay more tax for a nicer bath or kitchen? Why is this not a burden of the next owner who pays the new market value?</p>
	<hr/> <p>Why can people who own a home stay in place for 20+ years while renters start getting priced out after 5? More Hi-Density options.</p>
	<hr/> <p>Why increase density? People move to neighborhoods because they want to live there and because they can afford to. You will lose much of the beauty + livability of this wonderfu city if there is too much density!</p>
	<hr/> <p>Widen the geographic scope of section 8 and other housing assistance</p>
	<hr/> <p>Work better with neighborhoods on issues of density.</p>
	<hr/> <p>Work with neighborhood associations on housing issues. Lots of benefits to this.</p>
	<hr/> <p>Would like to see more duplex and 3-plexes being built.</p> <hr/>

Source

Text

Housing Comments - Open Houses

Would love to see a moritorium on high income condominiums and home construction until we've resolved the serious affordable housing shortage in the city.

Yes, require landlords to inform their tenants on where to vote, esp. in apartment buildings! Resist the voter suppression agenda which the other commenter apparently has a stake in!

You asked the wrong question. Affordable housing is not about building its about retaining existing affordable housing and decreasing gentrification.

Making zoning less restrictive - allow multiple unit housing throughout.

You cannot correct systemic racial inequalities by trying (and inevitably failing) to control the housing market

Use care when building multi-family housing in single-family house neighborhood. A huge length, width and height block of a building is a shock to these neighborhoods and will be forcefully rejected. Something I don't want to happen. Think of smaller units - town homes, duplexes, etc - that fit more in these neighborhoods.

Upzone!

Up-zone the City. Abolish R-1/R-2 zoning. Reduce minimum lot sie requirement & allow taller buildings. *

Up-zone neighborhood interiors - renters deserve to be able to live away from traffic and accompanying noise and air pollution

Source	Text
Housing Comments - Open Houses	Set property taxes to income level - so fixed income folks don't get priced out.
	<hr/> Single family zoning is exclusionary zoning
	<hr/> Spread more density into single-family neighborhoods.
	<hr/> Srs want and need affordable age integrated housing Not age segregated.
	<hr/> Stevens Square not enough housing for young families same as twenty-five years ago
	<hr/> Stop allowing high end condo developers to destroy neighborhoods. Keep new buildings set back from sidewalks. More smaller apt buildings (4-8) Aprts (build better community). Retain, reuse old buildings. Keep houses affordable - promote ownership!
	<hr/> Stop building low income housing in polluted areas. Hook & Ladder.
	<hr/> Stop building new housing facilities and work more on neighborhood restoration.
	<hr/> Stop giving landlords all the power in housing courts - look how long it took to get _ restirected - his tenants had to hire lawyers + sue.

Source	Text
Housing Comments - Open Houses	Stop taxing the hell out of homeowners, and limit out-of-town investors who jack up rental rates.
	<hr/> <p>Support + encourage ADU's and upzoning in neighborhoods.</p>
	<hr/> <p>Support affordable housing that actually serves the n'hood. "Workforce housing" can be cost prohibitive even though it is subsidized. Change standards?</p>
	<hr/> <p>Seeing the rich culture that a community has to offer and not cover it up but elevates it with intentions to grow communities that can learn, live and grow wealth together for its residents.</p>
	<hr/> <p>Take neighborhoods org's out of development process.</p>
	<hr/> <p>The city could help seniors consider housing coops w/ neighbors and friends to meet needs of people aging out of standard/_ or tenet homes. Ideation support!</p>
	<hr/> <p>The city should add "subsidized" public housing in usually nonaffordable (Linden Hills, Kenwood) areas to truly have a continuum of housing throughout the city.</p>
	<hr/> <p>The housing info-graphic "distribution of existing multi-family housing" does not identify duplexes</p>
	<hr/> <p>The housing presentation implies that racial bias is still in place. That is illegal. Enforce the law restrictions. *</p> <hr/>

Source	Text
Housing Comments - Open Houses	The question is, who build the housing? We should supprt the private developers in this effort - - - its way less expensive than when government does it.
	The Whitter neighborhood is the most diverse in the state. It also has the most social service providers. We are already very well-served by bus transit. We need more subsidized affordable housing included in enw developments that address density needs and low-income families that need more than 2 bedrooms. Diverse choice in affordability is so important.
	This is your "public" meeting to go ahead an do whatever " you " (city) wants to do process - what process.
	Too much density and no vision incorporating many aspects of city living. Such as how quality of life issues (affordability, noise, loss of independent business, and general disregard for existing residents).
	Transportation infrastructure isn't keeping up with density. Unless that changes, mobility esp for poorer (affordable housing) and seniors wo't be possible.
	Triplex or 4-plex legal in all zoning disticts by right, no lot size minimum
	Undo redlining-based exclusionary zoning.
	Up-zone all of Minneapolis. No more single family zoning. *
	Talk to landlords to get their concerns into the mix on affordable housing programs.

Source	Text
Housing Comments - Open Houses	Make sure all new housing works with transportation options (transit, walking, bicycling) + greenspace)
	Dinkytown and surrounding neighborhoods have too much "luxury" housing or rental properties that are in terrible shape, but too expensive. This cannot continue.
	Make ADU's legal for non-owner occupy properties
	Being more detailed about these solutions. Analyzing the type of housing is important!
	Big Houses. Matching seniors with millennials. More people each house. Better for property taxes and maintenance.
	Bring back NRP!
	Buikld market-rate public housing to subsidize low-cost units. Create a renter's commission.
	Build affordable housing that connects neighbors - porches, benches, sidewalks, lighting
	Build affordable units for every market rate unit.

Source	Text
Housing Comments - Open Houses	Build housing that can keep seniors in the city. Single level, affordable units.
	<hr/> <p>Build more housing.</p>
	<hr/> <p>Build more. Especially in affordable price ranges. Reduce regulations and lower property taxes which are a big burden for low income households.</p>
	<hr/> <p>Change code to allow homes smaller than 500 sq ft - or "tiny homes". Also, communities of tiny homes for homeless as transition! *</p>
	<hr/> <p>Change policy to require developers to include affordable housing as a % of units.</p>
	<hr/> <p>Change zoning definitions - no part of the City should disallow quad-plexes</p>
	<hr/> <p>Change zoning to allow by-right developments 3-stories or a 2.2 FAR with a 1.1 FAR minimum. Eliminate single family zoning and make it illegal to rent single family houses. (air BnB included). Raise taxes on land as opposed to taxes on property.</p>
	<hr/> <p>City could better support people who wish to stay in current housing but who need minor (but essential) assistance in doing so.</p>
	<hr/> <p>Cohousing + cooperative housing. Save public housing.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Consider treatment of parts of tax base. Residential tied to owner's input. Commercial based on market not specific use.
	Crack down on landlord/management company monopolies. Encourage renovation and restoration of existing buildings and include incentives to landlord in order to make affordable
	Dense housing (not necessarily towers) needs to be spread into every neighborhood.
	Density does not equal affordability. Development of luxury housing drives up values of neighboring housing, and has a negative impact on affordability.
	Density in wealthy neighborhoods (Nolo, uptown, DT) will save affordable housing for low-income residents.
	Make all re-zoning known to the neighborhood and the neighborhood associations.
	Density like D.C. Setbacks & trees and long lasting buildings.
	Density! People focused transportation options, for all new developments.
	Discourage/disincentivize housing w/ high surface area (ext) to resident ratio - not sustainable w heating (& less likely to be dense).

Source	Text
Housing Comments - Open Houses	Do not concentrate poverty! *
	Be careful about continuing to raise property taxes. You will Price out creent property owners (home owners). Many of us stable home owner have seen our taxes double or triple!
	Duplexes to sixplexes
	Basic SRO type housing for practical rent along bus lines. Family housing - no apartments - still affordable.
	As we "grow" make sure we don't lose green space!
	"Affordability" must be pracical at local level.
	"Require" - if there is a teardown (i.e. SW Mpls) that the replacement wont' be the same size - or slightly larger. My neighborhood is losing all if it's affordable housing this way. I'm a Senior and would like to stay in my neighborhood! Carol
	? - How does sharing economy/_ / co-op housing fit into today's housing policy goals?
	Abolish City recognition of neighborhood organizations #ACRONO

Source	Text
Housing Comments - Open Houses	Abolish parking minimums - the free market can take care of car storage
	<hr/> <p>Actually protect N.O.A.H!</p>
	<hr/> <p>Address housing s_ by helping homeless vet (get from jobs), need more low income housing should be distributed across city equally.</p>
	<hr/> <p>Addressing the affordable housing crisis is important. However addressing affordable housing is not a proxy for addressing racism.</p>
	<hr/> <p>ADU's fit character of heights, increase density, supports aging popn</p>
	<hr/> <p>Affordabile housing accessible for people who were previously incarcerated.</p>
	<hr/> <p>Affordability, access to ownership, rental for families, diversify communities.</p>
	<hr/> <p>Affordable housing needs to be evenly distributed throughout the city, so as not to create large pockets of crime and poverty. Affordable housing and expensive housing should both have access to good quality public transit. More research and discussion about less expensive street car lines where tracks already exist. Affordable options?</p>
	<hr/> <p>Afraid I will get Gentrified out of Loring. Have physical disability, can't drive and limited income. Need rent regulations.</p> <hr/>

Source

Text

Housing Comments - Open Houses

Allow & encourage townhomes & multifamily along community and commercial corridors

Allow apartment buildings all over the city and not just in certain zoned neighborhoods.

Allow for density such as at Loring Corners. That awesome space, those buildings + the sweetest alley (+ most photographed) in the city would not be legal to build today. Rethink our spaces + neighborhoods to allow for mixed use + dense areas like this.

Allow for low rise- hi density zoning in n'hoods, nestled between SFH. No zoning code currently allows for this.

Allow home owners and landlords to pull their own building permits *

Allow more 2-3 unit buildings in single family n'hoods.

Allow rooming houses and other co-housing models so we can build for less.

Also families. Absentee owners are taking over single family housing stock. This is not healthy. They lack green spaces. Work w/ school district to get schools back in all communitites not just wealthy areas w/ political clout.

And in a variety of neighborhoods

Source	Text
Housing Comments - Open Houses	Anything to address the growing homeless population at 35W/Lake St?
	Apartment enforcement maintenance + affordability, include multi-family in energy_, franchise fee investment in multifamily, energy fu_ inclusive financing tarif_ for efficiency.
	Artificially manipulation of supply/demand has rarely worked. There are too many variables in regards to human behavior and trends.
	Ban future sale of public land. Look at Singapore. Municipalize properties with service code violations. Turn into **** housing.
	Economic development is good- but it can't be just bringing external people in serve people who are there. Neighborhood first. Use artists to help people visualize opportunities.
	Density is good but there needs to be a story burden on developers to: mandate a component of affordability, serve neighborhoods that already exist.
	Eliminate parking minimums!!! Mix housing option types in every part of Mpls. Allow Granny-Flats. Allow mixed-use buildings in all neighborhoods. Switch to form-based code. Apartments with 3+ bedrooms for families with kids downtown. Push more transit oriented development. Mixed-use, walkable neighborhoods everywhere!
	Incentivize community and communal living. Public park investments instead of back yards. Shared wall for energy efficiency. Fewer restrictions on who can live together and where. Prioritize housing with more people per sq. ft.
	Incentivize developers to add affordable housing! Negotiate to make this happen! Diversity is what maeks a city a city!

Source	Text
Housing Comments - Open Houses	Include affordable housing in new development
	<hr/> Include open space + green space w/ development.
	<hr/> Edina and Mpls. Combine. Inclusionary zoning. Affordable housing. Sustainable building policy
	<hr/> Income caps to rent @ certain places to prevent negative gentrification
	<hr/> Increase people's income, financial literacy, rent out a bedroom, micro businesses, wereallin.org, onemn.org/shared prosperity model.
	<hr/> Increase supply of housing: market rate, subsidized, A.H. - one tool to address affordability
	<hr/> Increase the supply of affordable housing - not all housing.
	<hr/> Increasing rent cost is currently forcing long term residents out of the Loring Park neighborhood. We need rent regulations to protect us.
	<hr/> Increasing supply does not automatically equate w/ keeping housing affordable. Types are critical to this equation. Deep inventories of existing types/\$ paired w/ locations will help determine a wish/demand list.
	<hr/>

Source	Text
Housing Comments - Open Houses	Invest in a diversity of housing options in the same neighborhood.
	<hr/> <p>Just cause eviction</p>
	<hr/> <p>Keep affordable housing affordable long-term while encourage landlords to invest upkeep properties.</p>
	<hr/> <p>Keep current low density zoning - this is what makes mpls so livable especially around the lakes. Add density downtown and in warehouse districts.</p>
	<hr/> <p>Keep single family house</p>
	<hr/> <p>Keep size, height, space size appropriate for neighborhoods no 30 story building in residential n'hood.</p>
	<hr/> <p>Landlords do not need to tell people where to vote. Not their role! No rent control - stop controlling the free market - if rent is too expensive no one will rent. This will correct itself. If you force section 8 on people, force people to take irresponsible renter - back the landlord up stop leaving them high + dry with tenant biased laws. Landlords are not rich either.</p>
	<hr/> <p>Less luxury apartments</p>
	<hr/> <p>Limit City investment in housing construction. Emphasize decreasing barriers to private housing development. Let market work.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Litigate bad actors/chronic offenses by landlords.
	<hr/> <p>Live up to zoning commitments and other promises made to existing residents.</p>
	<hr/> <p>Locations to expand housing choice: should include not only areas that are racially concentrated areas of poverty, but also neighborhoods in SW, SE, & NE mpls. Kenwood Neighborhood should have affordable housing options.</p>
	<hr/> <p>Loosen guidelines + zoning rules on ADUs so that larger + more populated ADUs can be built + on more properties (i.e. on triplex properties.)</p>
	<hr/> <p>Make \$15 minimum wage for the whole state a part of the city legal agenda.</p>
	<hr/> <p>Incentives, policy, ordinance, etc. to make it more attractive to build aff housing in SW. There is no reason right now for a developer to set aside space or units to aff. Housing.</p>
	<hr/> <p>In historic districts, revitalize buildings first. When introducing new construction to increase housing supply, honor historic district guidelines and neighborhood master plans. Density should be appropriately scaled and compatible with the district.</p>
	<hr/> <p>Income by race is the problem. Rather than Housing affordability by race.</p>
	<hr/> <p>If city makes landlords take section 9 tenants they should pay for repairs.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Enable small developers to build 3-4 unit housing everywhere. End parking minimums.
	<hr/> <p>Encourage more accessory dwelling units through an expansion and loosening of the ordinance.</p>
	<hr/> <p>End homelessness like Utah!</p>
	<hr/> <p>Enforce tenant law & strengthen it.</p>
	<hr/> <p>Ensure housing options at all price points in every neighborhood. (Especially wealthy ones)</p>
	<hr/> <p>If increasing density (up-zoning), demand that developers use "green" building features (e.g. energy efficiency) + quality materials for 3-plexes and larger.</p>
	<hr/> <p>Get more support for rent and like rent a apartment based on your income not the neighborhood right now rich can afford better house that anywhere. Please *** to other people that is not who sit on the speculation!</p>
	<hr/> <p>Get rid of owner-occupancy requirement for ADU's.</p>
	<hr/> <p>Give \$ to n'hood groups to implement local housing strategies.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Go back to annual reports of housing conditions by type, age as was done for decades by planning. Oldest housing needs investment. Without NRP city needs to lead.

Have every different kind of housing at a reasonable price for what it is.

High property taxes make Mpls housing costly and, in the long run, uncompetitive.

Higher wages make more housing affordable. *

For several decades the "Strategy of building more rental units in hopes of driving down market rental prices" has been employed. It is not working.

Housing concentration should be tilted towards more beds per unit family /roomate structures changing.

Homeownership is key to community and affordability- stability - long term

If applicable: reduce funding to "AHTF" and re-appropriate funding to build fully public housing in every ward, to be managed by "MPHA". Density and 0 parking is key. I would gladly pay 2% more in taxes for a limited time (5 years) to dedicate funding for this project.

I want to live in a neighborhood with lots of plants and animals.

Source	Text
Housing Comments - Open Houses	I very much appreciate the increasing housing density Marcy Holmes in particular has been experiencing - but all the new development is so expensive. Seems to be pricing people out. I want to see an expansion of truly affordable studios - that aren't super crappy. Why do all the new studios cost \$1000/month? For a small space, I want to pay less. New development is great but not when every new unit is unaffordable.
	<hr/> I find city beautiful because it is less dense. Hard to cross streets safely. Density is making city ugly and less livable.
	<hr/> I like my R-1 single family house in my neighborhood of R-1 single-family houses. Why does that make me an evil person?
	<hr/> How do we help seniors stay in their homes? Property taxes are getting so high, people on fixed incomes are struggling to stay in their home they in been in for decades.
	<hr/> How can design for different sharing/private space models?
	<hr/> How are your "areas affordable for . . ." maps not racist?
	<hr/> Housing should be people focused and built/rehab according to needs of people already living there.
	<hr/> Housing growth in the city needs to be broadly distributed. Uptown is growing and stressing existing infrastructure but other areas are stagnant.
	<hr/>

Source	Text
Housing Comments - Open Houses	How to help people currently in subsidized hsg move on when they are ready to buy/rent on their own (w/out subsidy)

Neighbors for More Neighbors_Dec 2017	<p>Neighborhood interiors also need to see development and need housing. Find food funding sources for affordable housing. Find a way to preserve NOAH at risk of being sold and upscaled. Upzone single family areas vacant lots. Reduce parking requirements. Return single family goods to historic density.</p>
---------------------------------------	---

When we talk about ending racially restrictive housing policies that means ending single-family zoning. Build more multifamily housing in desirable neighborhoods including wards 7 and 13. Past downzoning has left the city with less naturally occurring affordable housing. Protecting neighborhood "character" is racist.

We also need to allow/encourage higher density living in existing homes/houses and return them to historical densities as duplexes/triplexes/rooming homes/extended and larger families at least until parcels are redeveloped. Use property tax policy to encourage denser living (rate/resident/sqft). Smaller buildable sites. Upzone everything (and mixed use). Set minimum per parcel in zoning rather than max. Eliminate parking requirements altogether.

We absolutely need more overall housing across the city. Restrictive zoning throughout Minneapolis has contributed directly to the lack of Naturally Occurring Affordable Housing. Let's revisit the effects of the mass downzoning of the 1970s. Neighborhoods like the Wedge + Whittier need more multi-family housing, as does Linden Hills. We also need to allow more 'by-right' development. Mixed-use housing should be encouraged. More missing middle housing!

Initiatives to build out lots that are currently owned but grassy lots. Those are mostly in low zoned R2 and R2 areas. This isn't effective for building six-plex or 8-plex buildings, which are badly needed in this city. We also need high density, and nothing less on transit corridors. Nothing less than 100 units. The whole city needs to be zoned R4 or above in order to have viable density. With this reduce the parking requirements everywhere.

Allow missing middle/gentle density everywhere, not just on arterials/transit routes. Single family zoning is racist. Reduce restrictions that protect "character" a racist and classist construct. Eliminate occupancy limits in the zoning code. The luxury housing of today is the naturally occurring affordable housing of tomorrow. Set a density minimum requirement for city owned vacant lots. Allow more development by right - make dev for small developers easier. Legalize SRO/boarding houses.

Source	Text
Neighbors for More Neighbors_Dec 2017	Ground floor commercial in neighborhood interiors. Renter protections - contractors w/ municipal resources. End single family zoning. Upzone vacant lots. Streamline _esp. for affordable housing. There are lots of young and old adults who would be happy to live in small units like we build for students. Housing insecurity is _ from poverty and income.
	Eliminate parking minimums increase bike facilities/transit accessibility/car sharing. Upzone everywhere - esp vacant lots. Increase burden to obtain historic designation - ensure designation is for truly historic buildings and not just old - used too often to obstruct needed development. Facilitate and encourage mixed use development in neighborhood interiors/everywhere.
	Change every surface parking lot into housing with floor level retail for food. Address the redlined areas of the city. Upzone vacant lots - minimum units/size not maximum. Make legal current duplexes/triplexes. Remove parking minimums.
	Allow more mixed use develop (everywhere). Build more market and subsidized units in all neighborhoods, not just along arterial roads nad streets. Housing is a fundamental right. Reduce parking requirements everywhere. Get rid of parking minimums and max. Build more especially in transit rich neighborhoods. Improve development process (speed up). More by right development (appeals process slows development and adds costs). Upzone the entire city. Stop listening to the most privileged people. R1 and R1A are exclusionary in keeping people out. Legalize SRO, get rid of occupancy limits.
	I work in Near North and live in CIDNA. I've noticed problems in Near North due to the hgih density of foreclosures on rental houses and poor-quality land lords. I think more resources (FTEs) should be put into regulatory inspections to address this. In CIDNA, near where I live, there are some apartments and condos near Lake, but most of the neighborhood is expensive houses. To make it easier for people to live in Minneapolis, we need to build more apartments in neighborhoods like mine, and not just on Lake Street.

Source	Text
Nokomis East Neighborhood Association_Jan 2018	<p>Housing and Equity</p> <p>What currently works in Nokomis East? How can the comprehensive plan build on those assets/play to our strengths?</p> <p>Keep housing affordable (x2)</p> <p>Prevent teardown/rebuild (x2)</p> <p>Incentivize small house tear down & replace with affordable for neighborhood</p> <p>Commercial/MCD density to build up 34th Ave as a “spine” for neighborhood</p> <p>Building high density housing along higher traffic roads & higher use sites (light rail), dispersed</p> <p>One of the few areas in Minneapolis where homes more equitable</p> <p>Quiet and safe/ don’t add too many people</p> <p>What does not work so well? How can that change?</p> <p>Areas have been redlined/cutout (x6)</p> <p>Affordable and multi-family housing could be better dispersed in the neighborhood (x6)</p> <p>How to rezone to plan for redevelopment</p> <p>Houses go fast so there is shortage of affordable housing</p> <p>Still fairly white neighborhood, but changing</p> <p>Need more townhomes</p> <p>Concerned about gentrification and crime</p> <p>Keep this a single family neighborhood</p> <p>Additional thoughts?</p> <p>Have to plan for higher density going into the future</p> <p>Increase density, avoid gentrification</p> <p>Issue: everything is fully developed already</p>

Source	Text
Pedestrian Advisory Committee_Jan 2018	<p>GOAL 6: Dense and Varied Housing Encourages and Supports Robust Walkability</p> <p>RATIONALE: A diverse housing supply allows for residents of all incomes, family types, and circumstances. Housing density provides the economic and social base to support thriving commercial options and a vibrant cityscape, which encourages walking. New housing provides more ADA accessible units, benefiting those who walk and roll.</p> <p>STRATEGIES</p> <p>Encourage the development of new housing of all types, with a focus on multi-family and density, which most support robust walkability.</p> <p>Ensure new regulations do not hinder development and worsen a shortage. Use common sense and an understanding of the housing market.</p> <p>Support renters' rights; provide access to eviction legal aid.</p> <p>Allow dense housing development throughout neighborhoods</p> <p>Address historical redlining and current racial and economic segregation by using zoning and other tools to increase housing density and housing affordability in low-density and wealthy parts of the city</p> <p>Facilitate developments (make by-right on every parcel in the city) of small-medium-sized apartment buildings</p> <p>Allow boarding houses because they provide cost-effective housing, often to people at risk of homelessness.</p> <p>SOU's or rooming housing are allowed for students on college campuses, and should be made legal elsewhere.</p> <p>Allow and encourage the subdivision of single family homes to boarding homes, duplexes, triplexes</p> <p>Reduce or eliminate a minimum unit size</p> <p>Decrease minimum lot size for development</p> <p>Facilitate more live/work housing and commercial options</p> <p>Allow density through floor/area ratios</p> <p>If residential zoning is a tool still being used to restrict housing, use minimum housing units allowed, rather than maximum; establish minimum densities at multiple scales to</p> <p>Encourage increasing housing density directly adjacent to green space, waterways, and other destination/amenities.</p> <p>Eliminate minimum setbacks.</p>

Source	Text
Pedestrian Advisory Committee_Jan 2018	<p>GOAL 1: Grow Our City</p> <p>RATIONALE: We support growth and welcoming new people to live and thrive in our city. We recognize that greater density of residents supports more businesses and amenities and demand for services like transit and walk/bike infrastructure, and lowers individual carbon footprints. More residents and businesses also increase the tax base, spreading out the cost burden for government services.</p> <p>STRATEGIES:</p> <p>21st Century Zoning Amend current zoning practices that prevent new multi-family development in transit-rich areas of concentrated wealth.</p> <p>Diverse Neighborhoods, Complete Communities Support the creation of housing and services that meet the needs of a greater variety of our people by income, age, race, family type, etc., in every region of the city. The more economically, culturally, generational, and racially diverse a neighborhood, the more walkable. The more variety of land uses, the more walkable.</p> <p>Reconsider What We Mean by Safety Safety from vehicles is essential for walkability. However, safety and perception of safety depend on each individual's and communities' position in our existing inequitable society. Pedestrians of color, queer people and immigrants must feel safe around police. Approach "safety" issues such as "loitering," prostitution, drug dealing, homelessness and litter by first examining the root causes of these problems, and develop strategic partnerships to remedy them.</p> <p>Fund Public Transit To support sustainable growth and attract new residents interested in car-free living, develop a city fund for city public transportation projects that make walking and transit more convenient</p> <p>Set Mode Share Goals for Walking Set a goal and work towards achieving it.</p>
West Broadway Area Coalition_Jan 2018	<p>Prefer affordable housing first, market rate second; ownership opportunities for existing residents; further engagement with residents regarding preferred housing types.</p>

Minneapolis 2040 Phase 3B Civic Engagement Data - Connectivity

Source	Text
Connectivity Comments - Maps	10th Avenue is already a highly-used bicycle corridor, with its own Midtown Greenway exit and park access, but despite a significant desire-path through the park between 34th and 33rd street there is no official bike connection. Paving this small portion of grass (and creating a short, one-block contraflow bike lane on the northern side of the connection) would go a long way toward improving the connection between Powderhorn and Midtown.
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"

Source	Text
Connectivity Comments - Maps	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"
	See comment under "Portland Ave"

Source	Text
Connectivity Comments - Maps	See comment under "Portland Ave"
	<hr/> <p>See comment under "Portland Ave"</p>
	<hr/> <p>See comment under "Portland Ave"</p>
	<hr/> <p>See comment under "Portland Ave"</p>
	<hr/> <p>See comment under "Portland Ave"</p>
	<hr/> <p>See comment under "Portland Ave"</p>
	<hr/> <p>See comment under "Portland Ave"</p>
	<hr/> <p>See comment under "Portland Ave"</p>
	<p>Broadway Ave NE is what some people call a "Death Road" 2 lanes, all the way to the curb. No shoulder. Sometimes just a minimum sidewalk with light poles and utility boxes in the way, making an EXTREMELY dangerous trek for any ROW user not in a car.</p>
	<hr/> <p>See comment under "Portland Ave"</p>
	<p>It is also abhorrently redundant to have a high-speed county road immediately adjacent to an Interstate Highway. A design such as that only encourages more use of private vehicles, therefore increasing pollution and congestion.</p> <hr/>

Source	Text
Connectivity Comments - Maps	That Amazon has to run its own shuttle buses from Cedar-Riverside out to its facility in Shakopee is a perfect symbol of the problem we have with urban living, suburban-working households. Transit serves them particularly poorly, and that problem needs addressing.
	Terrible connectivity for all modes due to street design at the Quarry shopping center. No protected routes from the street, bus stops to shopping areas. Unnecessary slip-lanes everywhere. Missing sidewalks. Strange intersection geometry. Really just a disaster.
	Taking transit from Uptown neighborhoods to Downtown should be quick and easy, but too often, buses are full or stuck in traffic jams (especially if there's any bad weather). Mixed-traffic streetcars won't help with this. Arterial BRT or some other type of transit that moves quickly and carries lots of people in all conditions -- that's what we need, and we need it ASAP.
	Take out every other bus stop (this is largely applicable on most routes). Stopping every one or two blocks is ridiculous and slows the bus way down. Stops every 3-4 blocks are not a huge burden on the passengers and could result in quicker travel times for users.
	Greenway street car would be great here! We really should make it as easy as possible for our densest neighborhoods to connect with transit.
	Table them for safety clearing priority.
	Streetscape projects, especially downtown and uptown and on transit routes should prioritize the peds and bikes! Stay true to the complete streets policy, even when it's politically hard. Road diets everywhere, when volumes allow. The projects done to date have been great! Diamond Lake/54th, Nicollet, Lyndale, and 50th are great examples. Keep it up.
	Streetcar needed
	street parking should be replaced with bike lanes. if there is already a bike lane, and street parking, then the street parking should be replaced with a dedicated bus lane. or put sidewalk cafes in it. do anything but private car storage. street parking is an incredibly inefficient use of our public right of way. i refuse to subsidize private car storage.
	also, ban cars.
	Street car or light rail down lake street to support high density and connect with downtown

Source	Text
Connectivity Comments - Maps	<p data-bbox="448 380 781 411">See comment under "Portland Ave"</p> <p data-bbox="448 436 1498 495">Humanize Hiawatha. Remove its privilege of being an urban highway. Make it 3-lanes (one each direction, with a center-turn lane) and develop housing in all the extra space.</p>
	<p data-bbox="448 533 1549 592">Stop screwing around and get serious about improving transit options for City residents, workers, and visitors - finally getting the 1st phase of the Nicollet-Central Streetcar off the ground would be a start!</p>
	<p data-bbox="448 684 1549 743">Some of the busiest transit routes serve the relatively poorer communities east of 35W and along East Lake St. Upgrading these routes to BRT would be a boon for a lot of folks who rely on them for transportation.</p>
	<p data-bbox="448 835 773 867">Sidewalk-level protected bikeways</p>
	<p data-bbox="448 989 1549 1047">Sidewalk is too narrow and obstructed with poles, which you can see from the desire line where people walk and bike off of it.</p>
	<p data-bbox="448 1140 1549 1199">Sharrows and 35-40mph traffic don't mix. Central is the main biking and walking route to NE but it lacks even basic bike lanes, crosswalks, and pleasant sidewalks.</p>
	<p data-bbox="448 1291 1373 1323">Seriously begging you - please make the Lake/Marshall Street Bridge safe for people riding bicycles!</p>
	<p data-bbox="448 1444 1549 1503">Seems like there are a lot of dreamer with ideas but its time for some action on making these buildings/lots into a neighborhood asset not just property that is for sale.</p>
	<p data-bbox="448 1528 1276 1560">I think maybe a strip of storefronts with outdoor seating facing the new redesigned park.</p>
	<p data-bbox="448 1598 781 1629">See comment under "Portland Ave"</p> <p data-bbox="448 1629 1549 1713">I also find it very frustrating that roads in general continue to merge after an intersection, as opposed to before. A zipper merge is only intended for highways and car-only spaces at higher speeds. If a lane is to end, It should end at the intersection by means of a turn-only lane and a dedicated thru lane.</p>
	<p data-bbox="448 1738 1549 1822">Merging after an intersection only instigates speeding and vehicular aggression (you can observe engines revving across Franklin Bridge as motorists try to squeeze ahead at the merge), and is hardly conducive to a safe urban area dedicated to people walking and biking.</p>

Source	Text
Connectivity Comments - Maps	See comment under "Portland Ave" Also, Note to use Lake Street as the preferred option for the Midtown Transit line. Keep the Greenway non-motorized!
	See comment under "Portland Ave" Return Cedar to its original straight alignment.
	South Minneapolitans who work in St. Paul face overly long multiple-transfer transit commutes. Please connect the 38th, 42nd, and/or 46th st corridors with downtown St. Paul via transit!
	See comment under "Portland Ave"
	see comment on "at-grade" crossings.
	Same goes for Nicollet Ave - a tunnel should have been in consideration for the recent reconstruction, but we should at least plan for one moving forward.
	Partner with Hennepin County and the State of Minnesota to prioritize funding for reconstruction of W 50th St / County Hwy 21 to make this important corridor more walkable while maintaining or improving traffic flow. Current street infrastructure has very narrow sidewalks immediately adjacent to traffic lanes. This street is a major artery serving SW Mpls and is a major commuting path for residents to jobs in the area, Edina, and the rest of the metro area via Hwy 100. This important corridor needs to continue to function well for vehicles while becoming more friendly to pedestrians accessing the neighborhood business nodes at 50th/France, 50th/Xerxes, 50th/Penn, 50th/Bryant, as well as Lynnhurst Park, Burroughs School, Lake Harriet School, Mt Olivet Church, etc. park & portland should have bollards on the lanes; should also continue as protected lanes all the way south.
	park & portland should have bollards on the lanes; should also continue as protected lanes all the way south.

Source	Text
Connectivity Comments - Maps	Other than St. Anthony Parkway and a bike path along 18 avenue and a couple other short bike paths, there are really any good protected bike lanes that fully connect up with other bike routes. A protected bike lane to get downtown would be idea. The "Shared bike/car" roads are a nice start, but we definitely need protected/dedicated lanes. Way too many bikers/pedestrians are getting killed by cars!
	Not specifically a Mpls problem, but let's extend the Greenway!
	North-south bike routes are basically non-existent in SW. Maybe reduce parking to one side on Xerxes and put in a 2-way bikeway.
	North-South bike connectivity here is not adequate. Designated "route" on Hennepin is not comfortable or safe to use. Crosswalks on 4-lane roads (like the one at 5th and E Hennepin) are not safe.
	Northeast and Saint Anthony should connect via street car or light rail, considering they are both major nodes, but not easily moved between for pedestrians.
	North Minneapolis's connection to the rest of the city is depressingly bad. Like much of the city, it is a car-centric wasteland. Let's update this section of the city to make it better for transit, walking, and biking connections between downtown and the Northside.
	Path does not connect to the beg button. There shouldn't be a bed button, but if there is going to be one, wheelchairs and bikes need to be able to roll up to it.
	North Minneapolis is often forgotten, but many people living in North rely on transit to get around, and we should ensure quality transit links from North to the job centers not just in the downtowns, but increasingly in the suburbs.
	No good transit options east -west in south minneapolis

Source	Text
Connectivity Comments - Maps	Nicollet is a desirable place to go to, and it should have protected bike facilities, so that cyclists can access its restaurants and stores just as easily as car drivers can.

Nicollet busses could be reset to even/odd block stops and cut half the time for stops/pick up.

Nice Ride to connect to lakes, parks, LRT stations.

Nice Ride to connect to lakes, parks, LRT stations.

Nice Ride at Nokomis Library

need to connect commercial corridors with transit

Need pedestrian scale lighting along corridor. Need pedestrian signals for crossings and improved traffic control to provide safe routes to school for children walking/biking to Keewaydin from east of 34th.

Need pedestrian scale lighting along corridor.

No more bike lanes

Source	Text
Connectivity Comments - Maps	Pedestrian crossing over the river would great enhance both North and NE Minneapolis, create magnificent recreational opportunities, views of downtown Minneapolis and the Mississippi River.

Pedestrians and bikers use this connection despite the fact that there are 0 facilities here. A connection should be added.

People drive University like it's still a highway in the city and it lacks decent sidewalks or bike lanes.

Safety for people on the bridges.

Safer crossings

Safer crossings

Roads downtown are so wide! For what? Rush hour? For the rest of the day, they are a nightmare for pedestrians, bicyclists, and anyone who lives there. Lets narrow these roads, build wider sidewalks and more protected bike lanes. Enough with these massive three lane roads. In St. Paul, in Washington DC, in Boston, in Philadelphia, in Portland, somehow they survive with narrower roads downtown. So can we.

Remove the 4th St viaduct and reconnect the street grid to make the area less hostile to bikes and peds.

Remove street parking, and/or a lane of cars in order to allow a 2-way cycle-track with a planted buffer on the north side of the street. This will reduce conflict for round-trip downtown journeys so they only need to use one road when exiting the Hiawatha trail.

Source	Text
Connectivity Comments - Maps	Remove stoplights at lower volume intersections. Why stops are calmer and easier to walk thru.
	<p>Remedy this trail crossing so bikers don't need to bottleneck on the sidewalk in a hair-pin turn. Align the crossing parallel with the train tracks, and table the crossing (as mentioned earlier) with speed bumps in each direction for motorists 30ft before the crossing.</p> <p>An identical situation occurs at the Cedar-Riverside LRT station. It is a very dangerous scenario if the intent is to have MORE people using transit and cycling, making these bottlenecks more and more dangerous and congested. Redo SWLRT LPA and route it via Uptown.</p>
	Reconnect 60th all the way west, if only as a bikeway. It will be years still before 66th is completed.
	Protected.
	Protected bike lanes
	<p>Poor connection to Cedar Lake Trail going north from Loring Park. Many use Cedar Lake Trail to access NE or DT/north loop, and while there is a great lane on 12th, thats a one way, so not helpful for ppl coming from the south. RN, the best way to go is under 394 past the basilica, then into the City's Public Works lot past the gas station. THis is fine but not the most user-friendly route for more casual cyclists.</p>
	<p>Please prioritize people walking, riding their bicycles, and taking transit in the downtown core. Please! No more bikeways that end abruptly. No more narrow sidewalks. Improve all crossings. Add things that make us feel HAPPY while walking, bicycling, and taking transit. Please bring street life back to downtown - require first floor windows and retail in all buildings.</p>
	Please make protected bikeways along Minnehaha.

Source	Text
Connectivity Comments - Maps	Please make LaSalle (or some other connection between Downtown and Whittier) SAFER for bikes. Sharrows on this street are scary. Cars go too fast!
	Please make Lake Street a place for PEOPLE too! Right now it doesn't feel safe to walk, bike, take transit or even drive on Lake Street. It's awful.
	Please connect pedestrian bridge to 3rd street bike lane. There is one final "death block" between 1st and 2nd N where cars are driving 50+ as they try to get on the 394/94 on ramps. Terrifying.
	Please connect cedar lake trail to center of downtown
	Please connect cedar lake trail to center of downtown
	Please add a traffic calming circle. People drive crazy fast down 33rd street between the stop signs.
	The 6 should be, at a minimum, upgraded to aBRT.
	Need pedestrian lighting and amenities to connect LRT / VA to Nokomis.
	The area to the east of Hiawatha is super industrial and terrible for pedestrians. There is a great opportunity here for green space.

Source	Text
Connectivity Comments - Maps	The bike lane should continue.
	Vehicles stopping and/or parking in the new protected bike lane are a real problem. We should add the originally-planned planters, and the planned 4-3 conversion south of 8th Street where the lack of turn lanes generates stacking.
	Use rail corridor for transit
	Use rail corridor for transit
	Unsafe. People don't understand this intersection
	Turn 10th into a bicycle boulevard between 24th and 42nd streets. With a few minor connectivity improvements it would be a fantastic neighborhood amenity. Unlike 11th and 13th street, the two other nearby Greenway exits, 10th street is not impeded by Powderhorn Park, which makes it the better option for many people biking.
	Transit-only lanes on Hennepin will really reduce travel times and make transit a more competitive option.
	Transit tunnels downtown by 2040.
	Transit that connects the east side of the riverfront to DT and the green line is unreliable and sparse. Increased development on the east side of campus, near dinkytown, and along the river between the university and central/hennepin will need better transit service to promote a car-lite lifestyle.

Source	Text
Connectivity Comments - Maps	Transit on Nicollet Mall was inefficient before reconstruction. Optimized signal timing should be implemented ASAP if it wasn't part of the reconstruction to ensure that buses are not slower than walking through DT.
	Want to be able to ride a bike from my house to the park w/o getting on the street
	Transit downtown is ok, but walking and biking are unpleasant, confusing, and often unsafe. More protected bikeways, please!
	Trails!
	Trail connection between the Mississippi East Bank Trail and the 18th Ave Greenway/Bikeway is needed.
	Too many one ways with 2 lanes going down to one lane for bikers. 26th st + 28th st especially. Why not use the greenway??
	this would be a great area to make in to a small protected green way bike path that would connect to 28 and 26 bike lines and the Greenway bike bath. this could have some string bass parks Gardens and small amount of car parking.
	This stretch is a dangerous mess, and is only going to get worse with the new driver through. It needs major traffic calming. Most obvious is to put in a real bump out (driving speed right over the painted one on the east side at 47th). Ideally, we'd add bike and pedestrian facilities to encourage that heavy traffic on the creek path to visit these local businesses.
	This should be light rail or, at least, streetcar in the midtown greenway. It should connect the Southwest LRT to the Blue Line. This needs to be a priority. This corridor is one of the most dense in the city outside of downtown. It is bustling with retail and housing. It needs fixed route mass transit.

Source

Text

Connectivity Comments - Maps

This should be a bike bridge into St. Paul.

This section of road NEEDS a protected bike lane. It's embarrassing for the city to have such awful biking connection between downtown and the U.

This section of bike connection is extremely poorly designed, and the bikes just ride on the sidewalk or the wrong way in traffic. Have to meet people where they are rather than trying to force them to make a nonsensical decision.

Transit - east - west routes are needed!

this needs to be connected to the river trails north of here along the river

Water Works Park is a fantastic beginning, but I would love to see all of West River Parkway be turned entirely car-free, with the potential for food truck markets on weekends, and recreation year-round.

Our parks and open space are too precious for careless motorists to have the option to halfheartedly take a joyride, and risk the lives of countless others.

We have this beautiful parkway/drive and Nice Ride took out the bikes this year! It was in a nice area where it was flat and easy for seniors to ride a bike. Also need some at the other end of the drive, near Lowry and the drive.

You are chasing us away by the obsession with adding more bike trails that interfere with navigating streets by car and by neglecting pedestrians. City needs better mass transit in northeast section of northeast. Also you show a supreme ignorance of the needs of seniors and anyone else over 50 taking care of aging parents and their own health issues. We need and want to use our cars Lisa bender and we will vote with our feet if you don't wise up and stop your assinine war on carss. No streetcar either.

Brt would be better. Bet. Why all the push for high high density everywhere? You are run k g the city for the majority who moved here for single family homes and lower density neighborhoods ... Neighborhoods that feel like actual neighborhoods. Anthills of density do not. They cater to a young transient population or upper income empty nesters who most like travel or have se kind home or cabin out of the city for relief. You are ruining it for the rest of us.

Source	Text
Connectivity Comments - Maps	<p>Work with MNDot to close this ramp. I have had far too many instances of almost being hit while walking and biking along 11th ave, that I now intentionally avoid the bridge even though it is a shorter route for my destinations. A motorist exiting the freeway with only a stop sign has the mentality to just keep going, and yield as opposed to coming to a full stop and looking around the area.</p> <p>The exit is also redundant, excessive, and confusing for those who simply want to continue on 94WB and especially since the exit on Washington is so close, and is properly (if not overly) built for the traffic it experiences.</p>
	<hr/> <p>Work with MNDot to close this ramp and exit, and instead, simply terminate at the parking lots.</p>
	<hr/> <p>Work with MetroTransit to build a Northstar station here.</p>
	<hr/> <p>Work with MetroTransit to build a Northstar station here.</p>
	<hr/> <p>Wish this was a protected bike lane.</p>
	<hr/> <p>Wish it was more than just buses. Also, still faster to take a car from other parts of Minneapolis than to take a bus!</p>
	<hr/> <p>Why does the bike lane stop on Central Ave NE?</p>
	<hr/> <p>While the Lake Street bridge over the Greenway has been closed, this route has accommodated a lot of bikers connecting to the lanes that start on Chicago Ave south of Lake Street. It would be so much safer to have bike lanes connecting Chicago Ave to 28th and 26th streets</p>
	<hr/> <p>We could use at least one cross walk in this area. There's a beautiful park and community center at Pearl Park, and very nice neighborhoods to walk through around it. But, we either have to cross Diamond Lake Road at 35W or Portland Ave. Putting a cross walk at Clinton for all the kids who cross there would be great.</p> <hr/>

Source	Text
Connectivity Comments - Maps	We, need some night life, or coffee shops some place that i want to meet friends at other then marries cafe.
	<hr/> <p>We need two directional bike lanes</p>
	<hr/> <p>We need to at least plan for a future with an E-W tunnel for light rail and bus operations, similar to Seattle's downtown tunnel</p>
	<hr/> <p>We need the 18th Ave Bike Trail to connect to the bike trail along the river. We also need these to connect NE Minneapolis to North, as it is dangerous to bike or walk along Lowry or Broadway.</p>
	<hr/> <p>We need more Nice Ride stations along the parkway and drive.</p>
	<hr/> <p>We need more and better bike and walking connections over/under 62.</p>
	<hr/> <p>We need more and better bike and walking connections over the freeway.</p>
	<hr/> <p>We need bus rapid transit in bus only lanes along the hennepin avenue corridor.</p>
	<hr/> <p>We need better ways to get across the city from north to south. Without a car, this trek takes an hour or more by bike or bus, which is a prohibitive amount of time. It separates people and services and leaves north Minneapolis residents (predominantly black and lower income) isolated.</p> <hr/>

Source	Text
Connectivity Comments - Maps	We need better accessibility EVERYWHERE.
	We need two directional bike lanes
	This map does not have biking facilities on it! But this connection between Hiawatha bike trail and 11th Avenue is heavily used and is terribly designed. Improve this connection to lessen accidents.
	This is one of the most dangerous intersections in the city - curb bumpouts, banning right on reds, pedestrian signal prioritization and bus bumpouts are badly needed to improve safety.
	This is NOT a good bike boulevard. Put traffic circles in. Slow traffic. Reduce the number of cars using it as a high-speed through street.
	The whole city could be served better by transit, walkability and biking. Even areas that already have good connectivity could stand for improvement. In addition to improving roads in underserved areas, we should look at improving bikeways and sidewalks in areas that already have clearly dedicated facilities.
	Example: Bryant Ave might seem great, but using it as a cyclist, you might be prone to being harassed by drivers who are just using it to shortcut through the neighborhood and avoid Lyndale and Hennepin.
	Example: missing off-street biking facilities along University Ave and 4th, which are essentially one-way highways, discourages cyclists from using these spaces.
	The very good U of M bikeways end in a deadend where you have to walk your bike down a flight of stairs. This seems like an easy fix...
	The Powderhorn neighborhood is affordable and interesting, but difficult for people without cars, especially during the winter when biking is more difficult. The neighborhood could use much better access to public transportation.
	The Northstar Commuter rail line could add more stops or share its rail line with a higher frequency Downtown/North Loop/Northeast transit line.

Source	Text
Connectivity Comments - Maps	The north loop needs more bike options - it's not easy to connect to the trails and rest of the city.
	The MN Hi Line is a great idea and we should put it in here.
	The Midtown rail line needs to be the city's TOP transit priority once the SWLRT is built. It is the densest, most transit-dependent corridor in the entire Twin Cities region!
	Once SWLRT construction starts, Minneapolis needs to demand the Met Council move those planners and designers over to working on the Midtown route.
	The Midtown Greenway should get a streetcar and should have a bike path that extends across the river into St. Paul
	The Midtown Greenway needs a high-frequency rail transit line to speed up the cross-town commute and expand transit in dense S. Minneapolis neighborhoods.
	There is a bike path along St. Anthony Parkway and another bike path along stinson from 88 south to Hennepin Ave., but no bike path between the two. Those two ends should be completed. This would give riders, runners, walkers a nice safe route to the U of M area.
	The Midtown Greenway crossing at 26th should be made safer to cross.
	The fourth street viaduct is detrimental for the walkability and livability of the North Loop. It must be removed to bring this area into the twenty-first century.
	The fact that this is marked as a bike route must be a joke. The amount of traffic on University, coupled with the fact that there is not a light or stopping at this intersection means that it is difficult and dangerous to cross University Ave at 22nd St. I bike with my son in a trailer and I refuse to cross at this intersection due to the unsafeness of it.

Source

Text

Connectivity Comments - Maps

The enter city can use more infrastructure for walking, biking, and more frequent transit options.

The end of the 6th St. bike lane, which puts bikes directly in front of on-coming traffic, needs signage and direction to the continuation on the plaza.

The crossing at Hiawatha and 32nd should be made safer and easier for bikers to use, and bike lanes on 32nd should extend from south high to the river.

The county is trying to cram too many traffic lanes into too little space and as a result this road is dangerous and uncomfortable for bikes and pedestrians. It needs decent sidewalks, bike lanes, and crosswalks, even if that means traffic moves slower.

The city needs to invest in faster bus service to/from Uptown and the U, even if the Metropolitan Council won't pay for it.

the bike path here from north needs a connection to the rest of the river trail south along the river.

The bike lanes must continue across from North. Lowry NE is not a good biking street.

The light rail station at Warehouse district is terrible to use during the winter. The sidewalks aren't shoveled and the shelters don't have working heat.

There is no safe bike/walk connectivity between the grand rounds and the bike trail on 18th and the river. This road is traveled by semi-trucks at high speeds making it unsafe for bike riding in regular lanes of traffic. The sidewalks on this road are directly on the road, in bad repair and again, dangerously close to high speed traffic.

Source	Text
Connectivity Comments - Maps	There need to be more E-W bike connections south of the Midtown Greenway.
	There needs to be a safe local alternative for bikes and pedestrians south of the Midtown Greenway.
	This is how people exit the greenway to get to Midtown Global as well as powderhorn. Need a lane on 10th, as well as a simple route around the dead-end/culdesac (?) on 10th between Lake and 31st.
	This is an extremely hostile intersection for pedestrians and cyclists. Crosswalks and/or green painted bike lane markers would ensure that drivers pay attention to pedestrians and cyclists from all angles of this intersection.
	This is a vital link for people without cars to get to the University and Downtown. I'm very disappointed it was so poorly implemented.
	This is a transfer point on two business bus routes and there's no shelter for southbound, eastbound or westbound passengers!!
	This is a critical area connecting the E Lake corridor to bus, LRT, and the greenway, as well as numerous commercial options that meet the needs of many different residents. Even with the improvements already made to the area in front of the new county service center, the Lake and Hiawatha intersection remains extremely dangerous to navigate on foot or bike due to traffic conditions. There is a huge opportunity here to expand connectivity, as well as access to non-car transportation options. The Lake St LRT station is also one of the most poorly maintained and unsafe-feeling in the city--improving this would also expand transit use.
	This is a commercial node and there's no bus shelter in either direction.
	This intersection is confusing for cyclists. Am I supposed to move out of the protected land and turn left against traffic to go down West River Parkway? Who knows? Need better signage, but more importantly, better design (like wide curb ramps) to help people know where to go.

Source	Text
Connectivity Comments - Maps	<p>This entire area is awful for getting around if you're not in a car. These spaghetti-junctions need to be trimmed down for there to be any chance of walkability in the area.</p>
	<hr/> <p>This entire "downtown Northeast" area needs a major road diet on all streets to actually be a comfortable place to live, work, and play.</p>
	<hr/> <p>This connection into St. Paul feels unsafe, but its one of the only options to get to our neighboring city by bike. Please work with the City of St. Paul to improve this connection.</p>
	<hr/> <p>This connection from 9th and 10th Avenues downtown to Plymouth Avenue North is one of the most dangerous bikeways in the city. During rush hour, Maplewood buses take up the entire bike lane, forcing cyclists into rush-hour traffic lanes. Then, all of a sudden, the bike lane switches to the other side of the road. Absolutely nonsensical -- I've almost been hit a dozen times in this area.</p>
	<hr/> <p>This bike trail should not cross at grade. 8th Ave is busy and dangerous during rush hours. This trail should go under the Plymouth Bridge,</p>
	<hr/> <p>This area is terrible to walk through, and terrible for bus access. As a pedestrian it feels unsafe, and as a transit rider the buses run too infrequently.</p>
	<hr/> <p>This area is such a drain on the community it was built on. The spaghetti junction needs to be tamed and this huge highway scar needs to be capped.</p>
	<hr/> <p>There's room for the bike lane on the bridge. It just needs to be striped.</p>
	<hr/> <p>There's not reason for the bike lane to disappear at the intersection, where it's most needed.</p> <hr/>

Source

Text

Connectivity Comments - Maps

There's no sidewalk here. There is a clear desire line. And a bus stop.

There's a beg button for the crosswalk here. First, there shouldn't be as there should be an automatic walk cycle here as it's fairly heavily walked. Second, the sidewalk doesn't connect to the beg button. How is a person in a wheelchair support to reach it? Third, there is no curb ramp. It's hard to get from the curb into the crosswalk with a stroller, much less in a wheelchair. Fourth, there's a manhole cover in the logical place to stand to wait. This is unacceptable.

There should be dedicated bus lanes on Hennepin to make getting from Uptown to Downtown and back much more efficient for people that take public transit. Too frequently the bus that I ride gets stuck in the traffic of individuals driving their cars.

There should be a train line here. The people who don't want this on 46th St. should move if they don't like it, so that those lots can be used for medium density mixed use.

There should be a protected bike path from the southern side of Bde Maka Ska that connects to the 36th Street protected bike lane. We need to better connect our protected bike facilities.

The bike lane ends at the foot of the bridge.

Need northbound bike lane here.

Streetcar would work well in this corridor

need easier, safer route under/over 62

Source	Text
Connectivity Comments - Maps	Chicago Ave bike lanes end at Lake. Need more bike crossings of Lake.
	Central should be converted from 4 lanes to 3 lanes, increase the number of bump outs for east-west crossings, and add protected bike lanes (instead of just painted bike lanes). By making Central safer we can increase pedestrian activity and better support the businesses and art districts on and nearby it.
	Central Ave NE bike infrastructure is scary - fast cars. Narrow bike lanes no protection. I want to bike to businesses on Central, but feel afraid to do so and also this is an important connection to NE.
	Cedar/Franklin intersection is overbuilt and dangerous. It cuts Seward off from the light rail. The county's recent rebuild isn't much of an improvement.
	Cedar is built to be a speedway during rush hour and is unsafe to bike or walk along. Encourage cars to use Hwy 55 and make this safer to walk and bike along.
	Cedar Ave does not have regular bus service south of 35th St; making the #111 (or similar route) into a regular service would provide important connectivity to University/St. Paul destinations.
	Can I just say - please improve it all. We need better infrastructure, policies, protections, and programming for people walking, biking, and taking transit EVERYWHERE in the city.
	Buses too slow
	Buses too slow

Source	Text
Connectivity Comments - Maps	Chicago Avenue needs much improved transit. The BRT line should be implemented immediately.
	Buses too slow
	Buses slow on 3rd, stoplights not timed well for bus drop offs
	Buses in DT get caught in traffic. The city should convert general lanes to bus-only lanes to give a time advantage to people on local transit. Especially 7th and 8th since those buses serve areas of poverty on S Chicago, S Bloomington, N Penn, and N Emerson/Fremont. An equitable city would find ways to maximize improvements for those who need it the most.
	Bus shelters. There are none south of Lake for southbound passengers.
	Bus shelter
	Bus shelter
	Bus shelter
	Bus shelter

Source	Text
Connectivity Comments - Maps	Build the Midtown Streetcar! There is no better overall opportunity to improve transit in Minneapolis than the Midtown corridor. The right-of-way exists and is relatively clear. The corridor is densely populated. It would also link two light rail lines. This needs to happen.
	Build the metro rail line to the south western suburbs, and improve the existing bike trails to St. Louis Park with a Greenway-style trail straight to downtown.
	Buses slow on Hennepin, need less stops or a through route that runs 'express' with little to no stops
	City needs to invest in better crosswalks and bus service on Nicollet now, not when some streetcar may or may not be built.
	City of lakes and water and people love it. More walkways, biking, ways for people to see it could help more people appreciate the environment, support local business along commercial areas.
	City should take over park board parkways to eliminate jurisdictional nightmare in street design and planning projects.
	Cross the river and the bike facilities seem to disappear. Or at least the ones that started on the south side.
	Create a small curb-cut here for people biking, improve the connection between 10th and the Greenway/28th/26th.
	Create "exits" from Dinkytown Greenway, esp. 15th Ave.

Source	Text
Connectivity Comments - Maps	Continue to develop inner NE as a pedestrian-focused district. Lots of dangerous intersections in this area.
	<hr/> <p>Continue the protected bike lanes on 36th across 35W and into the Central/Powderhorn neighborhoods. Doing so would connect 36th with the paired 1st/Blaisdell lanes, Park/Portland, and Chicago. People are already being directed onto 36th due to the Lakefront trails and protected bike lane--let's make it safe, let's connect it.</p>
	<hr/> <p>Connect two highly-used bike and walking facilities.</p>
	<hr/> <p>Connect to GreenWay, make Nicollet go straight through, put KMart on one side of new street, housing on other side. Should have been done years ago.</p>
	<hr/> <p>Connect to Greenway!</p>
	<hr/> <p>Connect the Midtown Greenway through the Longfellow neighborhood to the 38th street station with a neighborhood greenway!</p>
	<hr/> <p>Connect the Greenway to St. Paul</p>
	<hr/> <p>Connect north to ne mpls along 26th ave north over the mississippi river</p>
	<hr/> <p>Connect North and NE Minneapolis via a pedestrian bridge and trail connection from the Mississippi East Bank Trail and 18th Ave Bikeway.</p> <hr/>

Source	Text
Connectivity Comments - Maps	Complete the Grand Rounds 'missing link'.
	Complete the disconnected bike lane.
	Complete the disconnected bike lane
	Complete the disconnected bike lane
	Complete the disconnected bike lane
	Complete the disconnected bike lane
	Complete the disconnected bike lane
	Complete grand rounds along 29th ave SE to connect SE como + prospect park + add hiking trail + bikeway + take pressure off 18th. Add park.
	Commuting to downtown by transit from this neighborhood stinks. The buses are always way late/early, and don't make their connections, which extends the time of the commute and negatively affects reliability.

Source	Text
Connectivity Comments - Maps	build something with a commercial use like a coffee shop
	<hr/> <p>Dangerous. So much wasted space.</p>
	<hr/> <p>BRT is a bad idea, worse in every way than trains.</p>
	<hr/> <p>Broadway is scary on a bike...all the way through. When I drive for work I feel unsafe on it even. 4-3 road diet with bike lanes might do the trick.</p>
	<hr/> <p>Add bike lanes to activity centers. There are so many destinations on Hennepin + Lyndale + other commercial corridors that should be more directly accessible to bikers.</p>
	<hr/> <p>Add an alternative 5 northbound route that goes up Penn Avenue.</p>
	<hr/> <p>Absolutely terrifying for people walking, biking, etc.</p>
	<hr/> <p>A trail connection between the Mississippi East Bank Trail and the 18th Ave Greenway/Bikeway is desperately needed. Social trails already exist and this connection would make both trail more accessible to the neighborhood and City.</p>
	<hr/> <p>A safe bike and pedestrian crossing at E. Hennepin is definitely needed!!!!!! The existing sidewalk to crosswalk jag is very dangerous and is the source of much anxiety for many bicyclists who cross here regularly. There are so few safe routes in NE, and there are certainly challenges with railroads, but those need to be overcome to provide a safe biking network. North south route in the east side connecting with downtown and other lanes/trails in the city desperately needed.</p> <hr/>

Source**Text**

Connectivity Comments - Maps

A method of getting from the Minneapolis East Bank Trail to the Broadway St bridge is desperately needed.

A half-century of freeway building divided neighborhoods and cut off downtown from the rest of the city, the city will never have a vibrant, functional downtown, or any chance for sustainable, urban density without usable pedestrian connections between downtown and nearby residential neighborhoods and commercial corridors - its time to start rebuilding pedestrian connections to heal that divide!

A continuous east-west bikeway would benefit all of North/NE.

A better diagonal connection from the riverfront near DT to NE near the Quarry would improve bicycle access to DT for a large number of neighborhoods.

Add marked crosswalks for pedestrians!

8th St. needs bike lanes when it is repaved. At least over to 11th Ave, where the bike route could go north to the Hiawatha trail or south to 24th St.

46th St. and Hiawatha is one of the worst intersections in the city. The A-Line is a good start, but realistically it needs to be upgraded to rail in the long run. Crossing these streets is a nightmare and the lights take FOREVER.

38th St west of Hiawatha is a mess. It lacks safe crosswalks or comfortable sidewalks and is dangerous to bike along. It could be a connection but acts as a barrier.

Need more transit connections to 38th Street LRT service, which is fast and frequent, but #23 bus headways are insufficient.

Source	Text
Connectivity Comments - Maps	<p>38th Ave S and 28th St E is a dangerous intersection for children and adults accessing Brackett Park and the Midtown Greenway from the neighborhood via walking, bicycling, and driving. Countless near misses and at least one bicycle/car crash has been witnessed by neighbors. Sightlines, speeding traffic, and very low compliance to the three-way stop sign controlled intersection is a problem. A speedtable, bumpouts, and other traffic calming elements are needed.</p>
	<p>34th ave is a great candidate for a greenway. It would provide access to the longfellow neighborhood and destinations on lake street from the midtown greenway.</p>
	<p>31st should get bike lanes from Hiawatha to the lakes to be a consistent and safe bike route parallel to Lake Street.</p>
	<p>27th Ave S at the Midtown Greenway is dangerous. What traffic calming can be done?</p>
	<p>26th Ave S at the Midtown Greenway is dangerous. What traffic calming and intersection safety improvements can be done?</p>
	<p>121 at 58th street intersection is way over built. 121 needs complete reconstruction, eliminating the free left turn lanes, pork chops and sheer volume. This is over built by 3 times, probably. It is a large walk and bike route for Kenny and Anthony.</p>
	<p>58th from Nicollet to Kenny school needs bike lanes and safer crossings for children.</p>
	<p>Align street crossing parallel to LRT tracks. See note at 11th ave s and the LRT Trail.</p>
	<p>All of Chicago Ave is perfect for increased activity and already supports a robust community. The D Line BRT planed by Metro Transit and the already existing 5 bus provide great connectivity up and down the corridor. South of 42nd Street in the Nokomis area has the lowest level of rental property in Minneapolis and should have it's percentage of rental property rise accordingly.</p>

Source

Text

Connectivity Comments - Maps

Already zoned for density, this area lacks public transit but is full of local natural resources.

Bloomington is a wide street, and already sees significant bicycle traffic despite having no built-in lanes or street calming. Like Chicago to its west, there is room to stripe basic bicycle lanes without changing the parking or transit functionality whatsoever. South of Minnehaha Creek, Bloomington is already slated to get bicycle lanes, and it would be wonderful to see them extended north to Franklin.

Bloomington Ave needs a bike lane, both to connect to the rest of the bike network and, just as importantly, to slow cars who speed on a street that's too wide. It also needs bumpouts at all intersections to prevent cars from passing on the right at intersections and improve pedestrian safety.

Bikes cannot solve much of our transportation issue. Much as we might like. We have winters, long dark periods.

Bike/pedestrian path in the rail tunnel to provide critically missing connection across the HWY62 barrier.

Bike paths w/out hills.

Bike lanes should never just disappear.

Bike lanes disappear on bridge, we need this bike connection!

Bike lane stops/does not connect to the one a block down.

Source	Text
Connectivity Comments - Maps	Bike lane
	Bike lane
	bike and walk bath!!!
	Better signage for the Loring Greenway would be great. It's a good route (we should build as many of these as possible!) but relatively hidden.
	Better park programming, including sports other than basketball and soccer. Maybe chess, pottery, music, free wifi More nature not just grass and trees, like plants, gardens, bushes, natural water features...
	Better connection from W River Parkway to North Mississippi Regional Park
	Better and more frequent bus lines would be very helpful in this area
	Better access to transit is essential for a more equitable society.
	Balance walkability with being able to drive and park where we need to.

Source	Text
Connectivity Comments - Maps	<p>As the Wedge, Whittier, ECCO, CARAG, etc get more dense, we need to ensure high quality transit to get them to their jobs and leisure activities without cars. (Here's where I'll say bypassing these areas with SWLRT is/was a huge mistake.) Nobody likes driving in Uptown, but nobody should have to.</p>
	<p>As someone without a car, the whole city could have better transit connectivity. I do bike, but not in the winter (I am sure that is true of many people) but there are some places I don't wind up going because they're too difficult to get to. Other than downtown and uptown, everywhere else could use more bus lines and light rail options.</p>
	<p>As one of the few cross-town streets in south Minneapolis that crosses both Hiawatha and 35W, 35th street needs to be safer for people biking and walking. Due to the lack of genuine, cross-town options, people biking are frequently on 35th street, which is unsafe and functions more like a highway onramp than as a neighborhood street. The portion west of Chicago is especially dangerous for people biking, but due to the lack of safe nearby options, riding here is practically unavoidable in many situations.</p>
	<p>As a major thoroughfare with amazing retail businesses, Lake Street should be safe to walk and bike on. It should also get better transit ASAP w/ a BRT line.</p>
	<p>Broadway is terrible to cross, walk alongside of, and certainly bike down. It really cuts off NE</p>
	<p>Dear lord, please fix this intersection/corridor. It's one of the worst, most dangerous I've ever, ever seen. Please make Minnehaha/Hiawatha/Lake Street safe for people!</p>
	<p>38th is wide enough for a bike lane, which would calm traffic and add connections to the existing network.</p>
	<p>Downtown is currently built for vehicles. Continue to develop strategies to re-focus the downtown public realm on pedestrians and bicycles.</p>
	<p>Lots of activity and lots of places to go but there could be better transit like railways, more bike paths, busing, etc.</p>

Source	Text
Connectivity Comments - Maps	Link St. Anthony Main to the Dinkytown Greenway.
	<hr/> <p>Light rail station at Franklin Ave. This is a place where there should be very easy access for bikes and pedestrians, and it's a terrible bleak area to walk through. The roads are wide and fast and it's very isolated.</p>
	<hr/> <p>Lake street/marshall bridge should have a protected bike lane like franklin.</p>
	<hr/> <p>Lake street is currently not good to walk or ride a bike on.</p>
	<hr/> <p>Lake St under Hiawatha Area. This is heavily trafficked by pedestrians, LRT station and bus routes, but the road is so large and cars drive so fast. It's scary to go through the intersection on a bike or on foot.</p>
	<hr/> <p>Its time to do something with this building.</p>
	<hr/> <p>It's time for 25th Street to have a crossing. Work with the County to make this happen. As density in the area increases, this is a disaster waiting to happen, especially now that the bus stop is at 25th due to the construction on 26th at the Rex site! If yall dont make it happen, the community will have to do it themselves.</p>
	<hr/> <p>It's a miracle no pedestrian or cyclist has died at this intersection yet. Please fix it. Cars fly around this blind curve and I've had close calls.</p>
	<hr/> <p>Lowry ave is a mini-highway running through residential neighborhoods. In NE specifically it has to be one of the ugliest streets in the city because of what property owners have done to mitigate the effects of the traffic. Slow the traffic down, invest in making it a commercial corridor and provide better transit service.</p> <hr/>

Source	Text
Connectivity Comments - Maps	It's a good idea.
	<p>It would be great if there was a bike lane that went down a street like 38th from Bryant or Lyndale, all the way to the river. We need another east-West route south of the Greenway.</p>
	<p>It should be possible to bike into downtown from this section of NE without getting on a street with cars. If that's not an option, some kind of more protected bikeway should be in place.</p>
	<p>It is statistically proven that County roads are significantly more dangerous and have much higher rates of speeding than the roads that Minneapolis owns. County roads within city limits also add more bureaucracy and delays when it comes time to plan road projects, and given the recent (awful) redevelopment of Franklin and Cedar, the intersection appears more confusing and dangerous to anyone not in a vehicle.</p>
	<p>I am aware local option for speed limits are currently held hostage at the state level, but I believe a huge step Minneapolis could take would be to buy all county roads (and all of the Midtown Greenway without train tracks) from Hennepin County.</p>
	<p>It can be difficult to use the light rail and walk to the American Indian Cultural Corridor.</p>
	<p>Invest in green stormwater infrastructure!! All streets and building projects.</p>
	<p>instead of marking the sidewalk with hilariously ineffective "DO NOT RIDE BIKES ON SIDEWALK" spraypaint, create an actual alternative, like, putting in a fancy grade-separated bike lane on the very wide sidewalk</p>
	<p>Instead of designated bus lanes, the City should expand a North/South light rail line. Transit options will be a crucial element of the city's development over the next several decades. City's such as Denver which are creating opportunities for residents to live completely car free are drawing you g professionals and new residents from across the country. We need to be at the cutting edge of these efforts. As a resident myself, I don't want to ever own a car, but this city does not make it easy for those who cannot walk or bike.</p>
	<p>Installing a pedestrian/bicyclist refuge here (like the one at 42nd a few blocks to the south) would make crossing 38th street significantly easier and safer for people biking on the 17th avenue bicycle boulevard. Personally, I choose to take Bloomington past 38th street rather than cross on 17th with no signal/traffic calming, but Bloomington doesn't feel safe, either.</p>

Source

Text

Connectivity Comments - Maps

Increase safety at this crossing for pedestrians!

It would be great to see a roundabout at this intersection of two bicycle boulevards.

Lowry is the most direct route across North and NE but very dangerous on foot or by bike. It doesn't even have ADA sidewalks in parts of NE!

Lyndale is too wide and dangerous to bikes and pedestrians. It's a barrier for people trying to walk or bike in the neighborhood.

Make the 29th Ave S closure at the Midtown Greenway permanent please!

dedicated lanes for bus transit!

need easier, safer route over/under 62

need easier, safer bike route over/under 62

need easier, safer bike route over or under 62

Source	Text
Connectivity Comments - Maps	Need bike / walk connections to future light rail stop.
	<hr/> <p>Need better access from 26th and West Broad to the future light rail connection.</p>
	<hr/> <p>much of this area is used as through roads for commuters from the northern suburbs driving into and out of downtown. it is not very safe for bikes on most of the roads. Many of the sidewalks are in disrepair, cracked, missing curbs or directly connected to busy roads without any medians,boulivards, etc to protect walkers from road grit, puddles, and possibly getting plowed into by a drunk driver leaving one of the many bars in the area.</p>
	<hr/> <p>More walking support! People are trapped in cold cars, sitting still, can't keep warm on their own. Support outside culture!</p>
	<hr/> <p>More transit lines should be passed through the densest parts of the city, and the most underserved.</p>
	<hr/> <p>More transit lines should be passed through the densest parts of the city, and the most underserved.</p>
	<hr/> <p>More transit lines should be passed through the densest parts of the city, and the most underserved.</p>
	<hr/> <p>More protected bikeways!</p>
	<hr/> <p>More protected bike lanes around the U! Reduce lanes on streets like University that can be deadly and lead to speeding and make it dangerous to bike and walk.</p> <hr/>

Source	Text
Connectivity Comments - Maps	More protected bike lanes and increased rider frequency in lower wealth communitites. Thank you!!
	More crosswalks
	More arts, maybe even a couple of venues. There needs to be a reason for people who are not committing crime to want to be present in this area in the evening.
	Minnehaha Ave at the Midtown Greenway is a dangerous intersection. What traffic calming and intersection safety improvements can be done to eliminate double threat of drivers passing around other drivers yielding to people on bicycles?
	Midtown Rail will be a huge improvement to crosstown transit! Build it now.
	Mass transit routes through density, further increased by transit-oriented developments
	Mass transit routes through density, further increased by transit-oriented developments
	Make the Harriet-Como Streetcar line a fully functioning transit line to connect to the Midtown Greenway and Uptown Transit Center.
	Increase frequency of the 23, if only between south Minneapolis and uptown.

Source	Text
Connectivity Comments - Maps	In South Minneapolis 46th Street is the only transit connection between the popular Nicollet Ave bus line, the future Orange line BRT, the future D Line BRT, and the Blue line LRT and the A line BRT. However this connection is poor.
	Need bike / walk connection to future light rail stop.
	Improve safety for people on bridges
	Franklin is the main connector across the northern edge of South Minneapolis but it's deadly for pedestrians and bicyclists. It needs traffic calming, bike lanes, and real sidewalks.
	Franklin Ave is surprisingly frequently biked, despite being terrifying and dangerous west of Hiawatha.
	Finish grand rounds
	Extending the 38th street bike lanes across Hiawatha would create a significant new cross-town bike route in south Minneapolis, and would help to slow traffic on a dangerous corridor.
	Extend the Midtown Greenway across the Mississippi River!
	Extend Midtown Greenway to the University of Minnesota.

Source	Text
Connectivity Comments - Maps	Express buses (or line 53) from Minneapolis to St Paul via Lake Street that operate outside of the traditional rush hour times, running once an hour.
	Explore the possibility of adding an additional Northstar rail station in NE. This would provide a fast ride to downtown/north loop compared with current local bus service (pretty slow).
	Explore the possibility of a bus route from the University of Minnesota up Stinson past the Quarry into the far north east Minneapolis neighborhoods. A family member attending the university faced significant difficulty commuting to campus due to the peculiar lack of direct bus routes. I also find it strange that the university and the Quarry shopping center are not more effectively linked by transit due to the concentration of both amenities and jobs and the relatively geographic proximity.
	Explore extending the Greenway over the Mississippi River to St. Paul
	Expand the Midtown Greenway to Saint Paul! Even though this is just a small route in Minneapolis, the major problem is bridging the Mississippi. If the Twin Cities are to continue to lead the nation on bicycle infrastructure, this is the absolute key project.
	Expand the 21 bus line west of lake street
	Every person in Minneapolis should have access to safe walking, safe biking, and reliable frequent transit. It's especially important for areas with destinations (Lyndale Avenue, Broadway, Central Avenue), and it's important that it connect places that have little transit to useful things. We've made every corner of the city work well for drivers, now let's live out our Complete Streets policy and do the same for the rest of us!
	Entire 38th St Corridor could be safer for bike/ped/car
	Enforcement on: cars stopped or parked in bike lanes (common issue with uber, lyft, and delivery vehicles). Vehicles "creeping" into crosswalks especially in areas marked "no turn on red"

Source	Text
Connectivity Comments - Maps	East Lake Street would be a much better corridor for everyone with a 4 to 3 lane conversion that would add bike lanes and aBRT.
	Drivers move through this area way too fast - traffic calming, improved pedestrian infrastructure is badly needed. Perhaps a beautiful planted round-about with monument would work.
	Downtown north-south transit tunnel is long overdue and would be a vast improvement for thousands of users, well above those who will benefit from investments in METRO Green and Blue Line Extensions. The City should take stronger role in advocating for and funding transit improvements that benefit city residents and businesses.
	Improve sidewalks. Too many / too wide curb cuts for driveways make for unsafe walking conditions, especially in winter.
	Freeway cap
	Freeway cap
	East Lake needs a 3-4 conversion and bike lanes, connecting across the bridge to the bike lanes on Marshall.
	Get parked cars out of the bike lane
	If you've tried to bike this route (from downtown to cedar riverside trail connection) you don't have to ask why. It's bizrarre, confusing,and not well signed.

Source	Text
Connectivity Comments - Maps	Freeways are barriers for people walking and biking. Let's plan and set aside money to improve freeway crossings.
	<hr/> <p>If it is true that "Trails have right of way, and road users must yield", I would like all trails with at-grade crossings have the roadway be "tabled" or raised to trail-level, and have a speed bump in each direction of travel 35ft before trail to remind motorists of the upcoming trail.</p>
	<p>Presently, all "at-grade" crossings are terrifying to cross due to the lack of attention being paid by speeding motorists. The overhead lights don't do enough, and are also tacky at all hours of the day.</p>
	<p>Greenway @ Minnehaha is an other trouble intersection.</p>
	<p>If is very difficult to get from the south to the north end of the city. Why not put in a light rail or express bus line to connect these two parts and help integrate people and services?</p>
	<hr/> <p>I'd like to see improvements on 29th Street to make it more biking and walking friendly.</p>
	<hr/> <p>I would like to see commercial development on the ground level of whatever is built here, which may require some rezoning.</p>
	<hr/> <p>I wish there was a bike path on this side of the river connecting St. Anthony Parkway with the bike path further south.</p>
	<hr/> <p>I love the parkway, but there is no reason it shouldn't be open to buses. It would cut down on congestion and save a ton of time for anyone using transit</p>
	<hr/> <p>I live in Ioring park and I'm noticing its hard to walk to retail</p>
	<hr/> <p>I honestly don't care at all about L.O.S. for cars. Bikes/peds/transit could be awesome without bowing to needs of drivers.</p> <hr/>

Source

Text

Connectivity Comments - Maps

Downtown needs wider sidewalks, better crosswalks, and more protected bike lanes.

Hiawatha and Lake Street is a very dangerous and bad place to walk and bike.

I figure start small and go bigger: there needs to be a NO RIGHT TURN ON RED law downtown. Having bump outs at corners would be good too, but ultimately, unless people are told to stop outright, they will continue to "curl" around corners and it's amazing I haven't been killed in my own neighborhood. I have pounded many car hoods.

Get parked cars out of the bike lane

Getting to and from downtown via the river should be a priority. As it is, the river trails north of downtown don't connect well to other bike trails and protected bikeways.

Glenwood has the potential to be a thriving corridor with improved pedestrian and bicycle access and amenities.

Great location for a bike path!

Get parked cars out of the bike lane

Great opportunity for transit to all major parks in minneapolis

Source	Text
Connectivity Comments - Maps	Greenway street car!! (please!)
	<hr/> <p>Hennepin Ave should be safer for walking and biking on and should have much improved transit.</p>
	<hr/> <p>Having a bike path that spans over the train tracks would be of great benefit. Currently the only way to get from University to Central on bike means having to take Lowery avenue and bike under a narrow, highly trafficked train bridge. It is not safe. There is a bike route on 5th St that routes you all the way down to 22nd. That route takes you much further south than necessary for most people.</p> <hr/>
Connectivity Comments - Open Houses	Read Tom Wolfe "Bauhaus to Our House". How do people naturally behave?
	<hr/> <p>Pedestrian infrastructure too (not just bikes). I'm glad Mpls doesn't use all our tax dollars to subsidize only automobile infrastructure!</p>
	<hr/> <p>People focused transportation should be a/the top priority when thinking about the future of Mpls.</p>
	<hr/> <p>Perceive safety and person security to go downtown and use mass transit and walking</p> <hr/>

Source

Text

Connectivity Comments - Open Houses Please support street cars on West Broadway.

Plow ends of sidewalks so walkers can get from one block to another w/ out breaking a leg.

Prefer off road bike trails and bike boulevards. (One to 1-1/2 lane bike routes on busy streets)

Prioritize people focused transportation in a BOLD way. Wider sidewalks, protected infrastructure, transit that is comfortable & reliable & safe streets.

Prioritize walkers, sheelchairs users, + bikers over cars. Prioritize transit over cars. Parking should not be the priority. Winter sidewalk maintenance should be a duty of an entity not homeowners since they sometimes can't/won't do a decent job + walking becomes dangerous.

Prioritize walking, mass transit, and more parking. Not bikes.

Prioritize walkins over bikins

Protect green space. Green space is what makes Mpls great.

Pedestrian bumpouts at busy intersections.

Source

Text

Connectivity Comments - Open Houses Protected bike lanes with very visible, tall, poles make a lot more sense than proposed concrete. Bike lanes on frequent bus routes make it hard for pick up/drop off should be part of evaluation. Plastic dividers in bussees area that may have Metro Mobility pick-up block vans.

Protected bike lanes.

Protected bikeways are family-friendly. Those of us with littles want lots more of them.

Provide incentives for using transit, biking, etc.? People (myself included) get very comfortable in their cars.

Put as much effort and money into walkways as bike lanes.

Protected bike lanes are good, but I want drivers to be used to bikes in the road, sharing it w/ them safely. If I'm not on the road, but in a protected lane, the drivers won't be as aware of me when I to need to be on their road sharing a lane w/ them.

No more multi-lane one ways! (I'm looking at you, downtown)

Outfit street lamps so light is not lost upward - more efficient and pleasant for pedestrians at night and lowers light pollution.

Met Council is not acting quick enough on aBRT. City should just go it alone on funding.

Source

Text

Connectivity Comments - Open Houses More and better bike racks at businesses for customers and employees.

Reconstruction project along Broadway Ave from western city limits to eastern city limits that addresses pedestrian + bicycle access along corridor intersections.

More bike lanes, wider sidewalks, shorter crossings.

More BRT (not just light rail)

More bus routes that go e/w w/o going downtown - takes too long to go from S MSP to W metro, other areas.

More emphasis should be put into providing safety at crosswalks for pedestrians

More express busses that don't stop on every corner.

Parking in ramps/streets could have surcharges on top of parking rate to encourage other methods of transportation.

More late night transit options.

Source

Text

Connectivity Comments - Open Houses Move stop lights to near-side (approach-side of an intersection. This forces cars to stop further behind the intersection + not creep into crosswalks + bike lanes (of not along Hennepin/Lyndale corridor)

Need food options, benches, & public restrooms at very transit point for equitable city.

Need to address lack of drainage of sidewalks, issues from plows with no/minimal boulevards.

Need to track vehicle air and noise pollution on our streets & impacts on adjacent uses/residents, check fine grain equity vs SFH owners.

Need ways to charge electric vehicles when there is limited off-street parking. *

Nicer benches + heated bus shelters. Too much priority given to cars + parking downtown. Encourage retail on the streets not the skyways. Fewer skyways + more street life. Priority given to transit downtown - lanes + lights.

Not everyone bikes - there's already a lot of infrastructure existing or planned. Don't turn off other groups of people.

Our commercial areas, especially uptown, are ugly environments for walking. Barren, dirty, uninteresting. Trees that actually live more than 3 years. Landscaping. Places to sit. Please!

More lighting. * * *

Source	Text
Connectivity Comments - Open Houses	Mpls is a bikeable city and should ensure safety of bicycle corridors & riders by : 1) educating motorists, 2) plowing lanes in bad weather; 3) striping, denoting, barriers.
	Too many bus transfers need to get places. Bus stop not always safe feeling.
	Reduce parking min. & max throughout the city.
	Transit only lanes on all downtown streets for the superbowl.
	Transportation for seniors (when biking not an option). Transport alternatives to cars or Metro Mobility.
	Trolleys like Toronoto has- cheaper easier than the LRT struggle. Every major artery needs pollution free transportation.
	Trolleys on every major corridor... 1) mass transit 2) Ped 3) bike 4) auto...
	Use real data, not ideology, to drive decisions. Yes, even you (us).
	Use some of the new, creative ways to mark crosswalks - to really get the attention of drivers are bikers.

Source	Text
Connectivity Comments - Open Houses	Walkability important, but also shade and rest spots for elders.
	<hr/> <p>We need more marked pedestrian crosswalks, especially on 46th st.</p>
	<hr/> <p>Transit only lanes needed, especially on 7th, 8th, and hennepin.</p>
	<hr/> <p>We need much more federal and state funding for transit and affordable housing. Cities can (not) do these things by themselves</p>
	<hr/> <p>We need sidewalks/walkways built to drain/ particularly w more freeze-thaw cycling. Perhaps tabled intersections since corners are so bad/dangerous.</p>
	<hr/> <p>We need wider sidewalks & protected bike lanes down commercial corridors.</p>
	<hr/> <p>What is the actual strategy for these "actions" how can I rate something that is so abstract?</p>
	<hr/> <p>What is the cost of maintaining current skyways.</p>
	<hr/> <p>Wider sidewalks (See Hennepin, Franklin, Etc. Encourage other modes of travel. More frequent transit service. More heated bus shelters. Smart LRT that goes through Uptown.</p> <hr/>

Source	Text
Connectivity Comments - Open Houses	Work w/ Hennepin county to improve safety of arterials (Lake, Hennepin, Lyndale) - prioritize people over vehicles ... min. speed, min. ped x-ings.

Mayor live stream moving through city w/o car. -challenge can you do it?

Yes please - especially walking + transit! So imp_ for equity - we are all walkers (not all bikers - sorry!)

We need off street protected bikeways if you want POC people to bike.

Too much transit is designed to go from downtown to suburbs. It's hard for me to get from Tangletown to the _ takes way too long.

Too much traffic congestion. Have thoroughfares for cars too.

The city is doing well on walking, biking (at least in Tangletown) but mass transit is another matter.

Reduce/eliminate parking mins. Consider transit w/ new housing that's affordable.

Remove obstructions on sidewalks that reduce ability to pass in wheelchair, with stroller, with cart, etc.

Source	Text
Connectivity Comments - Open Houses	Remove parking minimum requirements. Consider: is it the city's responsibility to provide + care for on-street parking for free?
	<hr/> Require/enforce traffic laws for bikeers - ticket them!
	<hr/> Rethink bus stops to be community nodes! Books, food, heat, art, etc.
	<hr/> Road rage pitting bikes against automobile is next foreseeable for future accidents.
	<hr/> Safe places to lock bikes + incentives for safe biking (helmets/lights)
	<hr/> Safe spaces for all modes, all abilities - even at expnse of auto speed/travel
	<hr/> Safer for walkers if we want to be a "real city" we need to focus on how we develop community including walkable? Not such car focus.
	<hr/> Safer, narrower, calmer streets. Safe for walking and bicycling. *
	<hr/> Separate low vol. streets should accommodate bikes so unsafe to put bikes on main streets! Counter productive to create gridlock w. bike lanes. I bike too.

Source

Text

Connectivity Comments - Open Houses Shoveling sidewalks in winter, more benches, more bus shelters with heaters.

Smaller block sized and more walk-fiendly alleyways. * *

So much more light rail please.

Speed up enforcement of shoveling walks.

Spend city & (capital + ops) improving transit - aBRT, local route, bus stops, etc.

Stop focusing on bike lands at expense of other more vital interest of all city residents

Stop ignoring the fact that biking is not racially neutral.

Stop ignoring the real world needs of businesses that rely on customer who don't ride bikes or take the bus.

Reconstruction project along Lyndale Ave from the northern city limits to the southern city limits that addresses pedestrian + bicycle access along corridor intersections.

Source

Text

Connectivity Comments - Open Houses Maximize use of existing bike trails by funneling bikes to them.

Don't require everyone to go DT to transfer.

Make the 4 a high-frequency route like the 6.

Build a safe bike/walk infrastructure that encourage POC to use it.

Build arterial BRT now!

Build bike racks on LRT side of city hall.... (not policy, I Know..)

Build bus-only lanes on Hennepin, Lyndale, Lake + Franklin Avenues w/ signal preemption + increased frequency

Build woonerfs and plazas- people only spaces!

Bus shelters are often full of wacko drunks + meth addicts - takinga bus is the last resort of the poor.

Source	Text
Connectivity Comments - Open Houses	But adapt it or add a companion policy addressing green infrastructure (stormwater mgmt, tree canopy, habitat, reduce UHI, increase air quality).

Calm minor streets to create shared space where protected lanes are overkill. End parking minimums.

Bring Back NRP !

Car-free event to raise awareness of what it is like to move through the city w/o private car.

Congestion fees. (if you drive in you pay fees)

Connected, protected bicycling network, equitable, reliable transit options, increase funding for making our streets safe for people.

Create & fund a livable streets program/department.

Create a public awareness/education campaign about pedestrian safety - what are the laws? - for pedestrians, for drivers, for bicyclists.

Creative street designs should be the norm. Curbless, chicanes, ped zones, woonerfs.

Source	Text
Connectivity Comments - Open Houses	Crosswalk need to be re(painted) on a routine basis. Also - why not add pedestrian controlled crosswalk signals over the whole city. They exist in select locations only.

Making people crazy mad + frustrated because they drive is like using a cattle prod to achieve your "Goals"

Current winter sidewalk report to 311 doesn't work. Would like the City to clear sidewalks. And better clear bike lanes. Curb outs are hard to walk/use.

Cars don't belong on our main community/res. Corridors where transit is!

Do not add so many bike lanes that driving is impossible.

Bring back Car-to-Go! Car sharing is key to living without owning a car.

Both goals for walking biking are good, but need to consider the specific area where its done doesn't _ other traffic issues.

"beg buttons" should only serve to expedite cycle at intersections. Every cycle should have walk signal.

20 is plenty, reduce speed limit in the city.

Source

Text

Connectivity Comments - Open Houses Abolish free on-street parking.

Abolish minimum parking requirements. * *

Add nature walking trails with native plantings in areas that lack a lake to walk around. Boulevard gardens, complete grand rounds along 29th _ st with added park.

Add walking trail with native planting around parks that are not near lakes. We all need nature.

Affordability of transit impacts how often I use.

Aggressively take space from private cars. *

Bridges & other pinch points should be glorious, not horrible whether over the river or crossing highways.

All street parking should be paid-parking or get rid of - no parking is actually "free"

Allow buses to not stop at LRT tracks going E/W on 46th Street.

Source**Text**

Connectivity Comments - Open Houses Are skyways included in the walking lanes?

As someone who has been a committed bicycle commuter for decades, I'm a bit concerned that we are going overboard with protected bike lanes that are reducing traffic flow on certain arteries through the city. The resulting hostility from drivers make me feel less safe. I would love there to be no cars, not going to happen.

Balance is key. Unless transit is improved to a point of irresistibility changing street profiles is just going to anger residents rather than encourage them to change modes.

Benches on the boulevards for (elder) walkers to use. The senior group needs to be recognized + this would be so welcomed! Everyone is aging.

Bigger sidewalks

Bike lanes are cool and all . . . But you can paint as many bike lanes as you want, and there's only so many people that will start biking. Practicality will get more people biking, and that means having practical destinations within a practical biking distance. That's why I think changing zoning to allow for dense, mixed-use neighborhoods is more important to get people biking than adding bike lanes. Switching to a form-based code could do this, or up-zoning, allowing mixed-use buildings. Also, road-diets to #slowthecars makes me safer than bike-lanes.

Bike riders ignored - need high frequency + shelters. Just as bus riders walk to stop, so can employees + residents. Prioritize transit oriented development for people with disabilities, seniors + integrated housing for both.

All the way up to 41st St Station on Central.

Don't forget some people still drive cars

Source

Text

Connectivity Comments - Open Houses Curb protected bike lanes and floating bus stops. Severely penalize motorists for not obeying traffic/stopping laws. Rules need not apply to buses. No protection = more common sense.

Durable bollards used for protected bike lanes! LPI more lights let pedestrians cross before cars. Get rid of right turns on red it's dangerous.

It is way too difficult to commute from Mpls to St Paul via mass transit.

Drivers distracted by phones make me not bike.

It's a limiting structure to ask citizens to choose the effectiveness of two options as proposed to a bigger detailed plan.

Keep to the complete streets policy! It's really good for our City!

Land bridges N and South of Broadway.

Late night bus environment can be dicey bus driver is not crowd control.

Leading Pedestrian Intervals at every stoplight.

Source

Text

Connectivity Comments - Open Houses Legacy business projects on a small scale.

Integrate downtown bus stops. City routes into employment zone. Let the burbs use Hennepin.

Let pedestrians have a seat at the table.

Like, even minimal traffic enforcement would be great.

Loss of parking on street a concern today- may not be in future. Transition period difficult to navigate. Bike advocate voices should be balanced out.

Love the skyways. Pedestrian highways like bikeways. Faster than streets. Promote health. Beautiful art + people watching.

Lower parking maximums and ban new parking garages along high-frequency transit corridors.

Lower speed limits - Como + E. Henn.

Lower speed limits 30 to 25 mph or less. 25 to 20 "parkways"

Source

Text

Connectivity Comments - Open Houses Make it so older and/or infirm people don't have to drive everywhere

make street parking cost (a little) bit.

Let's focus on mass transit where it can be used for everything (not just 9-5 community) and not just where the right-of-way is easiest. I.E. not freight rail lines when Nicollet or Hennepin makes more sense.

Improve bikeway design for when emergency vehicles need to pass.

It would be more accessible if retail was off of corridors in neighborhoods.

Idaho stop.

Educate on rights and regulations for bikers and pedestrians. *Aggressively AVOID taking spaces from private cars. You too will be older and/or infirm someday yourself too!

Enforce regulations on ice/snow sidewalk clearing. Find a way to promptly remove mountains of snow piled up by plows.

Ensure that transit is accessible + easy to use for people w/ disabilities.

Source

Text

Connectivity Comments - Open Houses Especially in winter, when difficult to see where intersection begins!

Ever reconstruction on a street served by buses should rebuild with infrastructure to support aBRT

Importance of planted blvds next to sidewalks.

Fill in the gaps in the ped's bike conenctions.

Fill sidewalk gaps. Strict enforcement of snow removal. Make it easier to access transit. KSTP example.

Find a way to strink low-volume streets to calm traffic and reduce maintenance costs.

Facilitate Access to Midtown, Greenway and Bryant bike blvd to encourage use instead of diluting to other streets

Get rid of parking min. Protected bike-lanes with durable bollards and planters. Reduce speed limit in City . 20 is plenty. More Zebra crossings at all intersections. LPI everywhere, let pedestrians have a head start when crossing. Fix Lyn-Lake, cars travel too fast, too many lanes.

Get rid of parking minimums, focus on transit-oriented development; traffic calming tools like curb extension, chicanes, raised crosswalks, narrow lanes, and (single-lane) round-a-bouts.

Source

Text

Connectivity Comments - Open Houses Give more priority to transit on streets- it takes too long to get downtown on city buses given car traffic.

Give people walking, biking and/or transit plenty of space

Have a rideshare/van/etc. to take residents to run errands - particularly groceries. *

Have the City clear sidewalk snow. *

I moved to Mpls from ATL because it's navigable without a care. I can't afford one.

Idaho stop!

Freeway express bus northeast johnson to 35w to downtown. All express service on southside.

Source	Text
Corcoran Neighborhood Organization_Jun 2017	<p data-bbox="438 525 1546 556">Pedestrian Oriented Streetscapes & Vibrant Public Realm</p> <p data-bbox="438 556 1546 640">These nodes provide a great opportunity to provide goods and services within walking distance of residents. Welcoming streetscapes create additional opportunity for businesses to attract customers and take advantage of outdoor spaces.</p> <p data-bbox="438 640 1546 756">Given the neighborhood-oriented nature of streetcar nodes, pedestrian safety and comfort should be paramount. Automobile traffic, if not properly managed, can make these intersections inhospitable to non-motorized traffic or outdoor-oriented activities. CNO would encourage the City to deploy traffic-calming features near Streetcar Era nodes.</p> <p data-bbox="438 756 1546 892">Where appropriate and welcomed by local business, CNO would further encourage the City to advance policies and programs that encourage the use of sidewalk furniture or fixtures at these small nodes. While larger businesses districts can often rely on Special Service Districts to collectively fund and manage such amenities, these small nodes often lack the potential for such administrative infrastructure. Technical and financial assistance from the City, perhaps administered through business associations or CDCs, have potential to mitigate this barrier.</p> <p data-bbox="438 892 1546 976">Specific to the Corcoran Neighborhood, we would encourage the City to install features that calm traffic on 35th Street. This might include additional stop signs and street features that reinforce the observance of the existing stop signs.</p>

Source	Text
Nokomis East Neighborhood Association_Jan 2018	<p>Transportation and Urban Design</p> <p>What currently works in Nokomis East? How can the Comprehensive Plan build on those assets/play to our strengths?</p> <p>Access to/convenience of light rail and public transportation (x7)</p> <p>Revamp of 34th Ave S (x6)</p> <p>Access to commercial zones, parks, lakes, parkways (x3)</p> <p>Neighborhood is walkable and bikeable (x3)</p> <p>VA light rail station needs a better connection (x2)</p> <p>Light rail and public transportation are great to access airport & downtown</p> <p>58 Street needs sidewalks</p> <p>Sidewalk along Highway 62 to connect to 34th Ave S</p> <p>No speed bumps</p> <p>There are services and stores within walking distance</p> <p>Love the lack of chain restaurants</p> <p>Not hilly!</p>

Source

Text

Pedestrian Advisory Committee_Jan 2018

GOAL 1: Grow Our City

RATIONALE: We support growth and welcoming new people to live and thrive in our city. We recognize that greater density of residents supports more businesses and amenities and demand for services like transit and walk/bike infrastructure, and lowers individual carbon footprints. More residents and businesses also increase the tax base, spreading out the cost burden for government services.

STRATEGIES:

21st Century Zoning

Amend current zoning practices that prevent new multi-family development in transit-rich areas of concentrated wealth.

Diverse Neighborhoods, Complete Communities

Support the creation of housing and services that meet the needs of a greater variety of our people by income, age, race, family type, etc., in every region of the city. The more economically, culturally, generational, and racially diverse a neighborhood, the more walkable. The more variety of land uses, the more walkable.

Reconsider What We Mean by Safety

Safety from vehicles is essential for walkability. However, safety and perception of safety depend on each individual's and communities' position in our existing inequitable society. Pedestrians of color, queer people and immigrants must feel safe around police. Approach "safety" issues such as "loitering," prostitution, drug dealing, homelessness and litter by first examining the root causes of these problems, and develop strategic partnerships to remedy them.

Fund Public Transit

To support sustainable growth and attract new residents interested in car-free living, develop a city fund for city public transportation projects that make walking and transit more convenient

Set Mode Share Goals for Walking

Set a goal and work towards achieving it.

GOAL 2: Placemaking and Neighborhood Branding Supports Livability through Greater Walkability

RATIONALE: While known for its lakes and parks, additional jewels of Minneapolis are its neighborhoods.

A vibrant and sustainable neighborhood is one in which walking plays an important role in the residents', and visitors', lives, because it is safe, efficient, convenient, and enjoyable.

In order to improve the walkability of neighborhoods, and therefore the residents' and visitors' engagement with the neighborhood, efforts to support placemaking and branding efforts need to be encouraged and supported through zoning, procedure, and policy reform.

STRATEGIES:

Permit and support neighborhood branding efforts (ie. neighborhood signage now prohibited by sign code)

Increase public art

Facilitate artful crosswalks in more locations

Utilize "paint the pavement" as a technique for traffic calming and public art

Install and maintain traffic calming infrastructure that is location-specific and culturally relevant, as well as aesthetically appropriate.

Permit and encourage neighborhood adoption of public right of way land (traffic circles, bump-out gardens, street furniture, street clean-up, street-condition reporting, boulevard plantings, benches, bike parking, transit shelters, etc.)

Permit increased variety of appropriately sized business signage

Make neighborhood events easier and cheaper to hold by removing restrictive and costly requirements at the municipal level.

Source	Text
Pedestrian Advisory Committee_Jan 2018	<p>GOAL 4: A Thriving Downtown and Vibrant, Community-Enhancing Commercial Nodes and Corridors</p> <p>RATIONALE: Downtown and our commercial corridors are pedestrian-generators. Attention to creating and sustaining vibrant, equitable, compelling, and competitive public spaces where people are already living, working, learning, shopping, connecting, and playing, will boost walking and the economy.</p> <p>STRATEGIES:</p> <ul style="list-style-type: none"> Reduce/remove parking ramp entrances/exits and curb cuts, including removing warnings for those walking on the sidewalk. Emphasize driver responsibility for pedestrian safety when driving across sidewalks. Restrict vehicles during certain times of day at high pedestrian areas to increase walkability Reduce number of lanes and lane widths to reduce speeds Increase sidewalk and boulevard widths. Add bicycle lanes (and bicycle parking), to reduce conflict on sidewalk. Maintain walking connections. Maintain and (re)connect the street grid for people on foot. Activate public alleyways by allowing and encouraging alley-fronting and accessible storefronts and other uses Encourage smaller storefronts and differentiated uses on building exteriors Allow and encourage busking and other non-permanent street activity. Prioritize public transit and dedicated transit routes to reduce air and noise pollution and parking demands Facilitate public spaces beyond traditional greenspace parks, such as plazas and squares, where people are drawn to meet up and spend time Encourage and/or provide publicly accessible restrooms Discourage empty buildings, empty storefronts, and empty homes through a tax or fee structure Design streets to allow for frequent, easy, and safe crossings back and forth, regardless of intersection or signalization presence. Start converting our most vibrant streets to be pedestrian-only, per international trends <p>SKYWAYS SUBSET:</p> <ul style="list-style-type: none"> No new skyways Explore means by which existing skyways can be made fully public for transportation. Work to address the harmful impacts of having so much street-life and retail activity take place in private spaces (skyways) with controlled access. Consider the racial and economic segregation that occurs. <p>GOAL 5: A Legible, Comfortable and Safe Streetscape and Built Environment</p> <p>RATIONALE: To promote safe, pedestrian-first street features, recognizing geographic realities and challenging historical street design that has focused on vehicles rather than walkability.</p> <p>STRATEGIES</p> <ul style="list-style-type: none"> Place street signage visible and oriented to pedestrians. Label every street. Install sidewalk-oriented and pedestrian-scale lighting on all streets, rather than cobra lights Use lighting to highlight/enhance placemaking Allow and facilitate conversion of certain streets to car-free/pedestrian only. Milwaukee Avenue is a precedent that should be reproduced. Reduce/eliminate curb cuts. Make sure curb-cuts are ADA compliant. Install and maintain plentiful seating, greenery, trash and recycling (and composting!), and adequate bike racks to keep walkways clear. Encourage and allow awnings, bus shelters, building overhangs and other protection from inclement weather. Reduce/eliminate setback requirements and vary setbacks to increase pedestrian interest Wider minimum sidewalk widths Recognize that people walk during the winter and address impediments winter weather brings (municipal sidewalk clearance) Where sealcoating is used, demand complete rock/chip removal

Source

Text

West Broadway Area Coalition_Jan
2018

Support streetcar, but also think ABRT is an option that could happen sooner; support TOD; want a transit center at Emerson Fremont intersections.
Want improved pedestrian environment and TOD along BRT routes.

Their land use recommendations include improved pedestrian safety, increased density through mixed-use developments, and providing connections to public gather spaces and greenspace.

Minneapolis 2040 Phase 3B Civic Engagement Data - Complete Communities

Source	Text
Harrison Neighborhood Association_Feb 2018	Don't gentrify the area. If property tax and rent/housing goes up, _ should income supply should always be greater than the demand. Mentor residents to sustain and maintain their homes successfully. Do not set up for failure. I will know. Do not discriminate against those who are non-white.
	Housing shortage is obvious, and there are ample opportunities to build apartment buildings in Harrison. Maybe combine one with a new supermarket or retail center.
	It's hard for a teacher to find an affordable place to live! Let's keep MPLS affordable. We need mandatory inclusion zoning. We want "Right of first refusal". We want just cause conviction.
	Make affordable for the youth as much as possible.
	More help for home ownership programs that help first time home buyers to help build community wealth.
	Need to implement mandatory inclusionary zoning. Harrison neighborhood is a mixed income neighborhood + we would like to keep our neighborhood that way. We value diversity and the character of our "low income" neighborhood. Need to implement right of first refusal policy + just cause eviction policy. In addition to these policies we definitely need to increase the supply of housing by building new apartments and increasing the density of the neighborhood. However, we cannot allow these developments without the mandatory inclusionary zoning!

Source	Text
Harrison Neighborhood Association_Feb 2018	<p>People who live in existing homes need access to funds (no/low interest loans) to help them not lose their homes. Housing along transit lines = success for transit and also success for housing. Would love to see some innovation! Public-private partnerships to make new place based spaces for residents.</p>
Housing Comments - Maps	<p>The South Lyndale Ave corridor is an excellent opportunity to build additional housing density in SW Mpls, an area that needs serious attention from an affordable housing perspective. Redevelopment of older commercial and industrial properties along the corridor should be required to add height to allow for street level commercial with affordable housing above.</p>
	<p>the single family homes in this area look out of place in the heart of the city.</p>
	<p>The Ramp C/94 ramp and elevated freeway create a massive dead space in the Warehouse District/NorthLoop Neighborhood. The freeway should be removed, allowing land to be developed for housing. An at-grade boulevard with mass transit improvements and bike lanes could help maintain enhance the neighborhood.</p>
	<p>The Midtown Corridor has the framework to be a true linear park with no one needing cars due to the proximity to the Greenway and buses on Lake Street.</p>
	<p>Build here. Housing. Office. Commercial. a Straight line is the most effective way to move people, goods and services.</p>
	<p>The Lyndale corridor north of Franklin is prime for new medium and high density housing to support adding the #4 Metro Transit route to the high frequency network.</p>
	<p>The lowry corridor between the river and Central is an important commercial and transit corridor in NE. This corridor could use a major upgrade in residential and commercial properties. It has many abandoned buildings or severely underutilized lots and blocks. New apartment buildings and some new commercial and retail developments would be great in this corridor.</p>

Source

Text

Housing Comments - Maps

The Fruen Mill industrial site is THE PERFECT place to build housing that has space reserved for all socioeconomic statuses. The site could get a Trader Joe's and a gym and have a playground plus high rise condos. It would have to be done carefully, as to not further gentrification which displaces people on the low income part of the spectrum

The impound lot should close and be redeveloped into an area for housing. This area will soon have excellent mass transit access via the Green Line and Blue Line extensions as well as the C-line.

The Hennepin Avenue corridor isn't very dense with many one/two-story structures. Few new development projects have occurred along this stretch and those that have are low density (Giordanos building, Walgreens, etc.). The blocks along the corridor too are primarily single family homes and duplexes. The plan should dramatically upzone this area for mid-size to high rise apartment/condo and mixed use buildings. This is a prime opportunity along the high frequency transit corridor.

The upper middle class white neighborhood I grew up in. If we want to making housing just, that means that all neighbourhoods should include housing opportunities for everyone. That means my neighborhood too, no matter what some of my neighbors may say.

Yes in my backyard.

The entire area around 46th and Chicago should allow for duplexes, triplexes, and fourplexes by right. With the 'D line' aBRT project planned in the next few years, the Orange line stop at 46th and 35W, and existing service from the 46, this area will have (in fact already has) plentiful transit options. With a strong commercial node at 48th and Chicago and adding even more mixed use zoning along Chicago, this has the potential for real, sustainable growth.

The development at 4700 - including another coffee shop with a drive through - was a huge missed opportunity for a mixed use development practically adjacent to one of our most used biking and walking facilities. That drive through is going to create a traffic mess too!

The city needs more housing. Everywhere, every neighborhood.

The KMART lot represents a huge opportunity to build a dense mixed-sued neighborhood with great transit and biking access (Orange Line, Nicollet Ave, Lake St., Midtown Greenway).

The Waite Park neighborhood is almost completely made up of single family homes. 2800 block of Johnson is a commercial corridor and there are some empty lots and otherwise underutilized lots on this block. I would love to see some apartments along with a restaurant/bar and/or other retail as part of a development in this area.

Source**Text**

Housing Comments - Maps

The whole city needs better, affordable housing options, with good access to public transportation and walkability. This doesn't have to come in the form of new development always—large houses can be converted into apartments as well. I love living in a historic building (1920s) in Carag, but am afraid it will soon become unaffordable.

The West Loop area is tremendously underutilized land that represents a monumental opportunity to build a high density neighborhood in an increasingly transit-dense area. This also will help support the downtown core and its retail base.

This area can have taller apartments. Break past 2-story commercial buildings.

This area already has decent transit and infrastructure. There are numerous empty or underused lots for such a good location near downtown and uptown. This is a very mixed income area, with affordable rental units very near large single family homes.

There's too much parking lot and an under-used funeral home. Build apartments!

There is so much wasted space on huge, often empty parking lots. This area is in the heart of the city and has such good transit connections that are not taken adequate advantage of.

There is so much wasted land here. We don't need such a long on-ramp. This area could be redeveloped into a mixed use neighborhood/extension of the 54th/Lyndale node.

There is not enough, if any, affordable housing in the North Loop!

The Walgreens and other properties here underuse potentially valuable land. This site is directly served by transit and would be a great place for mixed housing and retail.

Source	Text
Housing Comments - Maps	there are weird pockets of non-mfh housing here that don't make sense? some of them look like single lots? clean this up.
	There are large open lots here - and proximity to transportation, shopping, etc.
	There are a number of empty parking lots near parade stadium. These lots could be converted into housing (as an example I think of the West End development in SLP). Yes, the lots are used for many events (baseball, Blake School students, sculpture garden, etc.) - but in a new multi use development parking could be placed underground. This space would provide easy access to downtown (for jobs and entertainment) to the Walker Art Center, Loring Park, and biking/walking trails.
	There are a number of apartment/condo projects in process, but this is where we need to add all we can. By adding housing, we can make a great neighborhood even more walkable and vibrant.
	The whole city should have housing choices expanded to ensure that no one area misses out on opportunities for low cost living.
	The Central Ave corridor is full of life and increasing amenities, is an amazing transit corridor, is located near downtown, etc. It only makes sense to support more housing opportunities along this corridor, and promote this as a main artery with excellent access to services and jobs (and food!)
	The West side of Longfellow is residential. The East side is in limbo with the sale of the Roof Depot site to the City of Minneapolis. The City wants to move in more industry, the Water Works Maintenance Yard. EPIC & the Community want 3 acres of the 7+ acre site to locate 28 new affordable 2 bedroom living units on top of their proposed Indoor Urban Organic Farm. The choice is more industry and pollution or more more affordable housing and Green development. Note that EPIC and the Urban Farm were negotiating to purchase the entire 7+ acre site when the City threatened the use of Eminent Domain to force the sale to the City. Contact Carol Pass, Board President of EPIC (the East Phillips Improvement Coalition) at 612-916-8478 or cpass@runbox.com for details.
	There are so many vacant lots in Folwell. Having tiny homes or building energy efficient smart homes and giving grants and loans to long term renters in the area would be an amazing initiative.
	the blue line.

Source

Text

Housing Comments - Maps

Surface parking lots that are generally empty

The 38th St light rail station is within easy walking distance of all housing in this area. There is already some commercial activity, although more is needed. This area in particular needs more 'missing middle' housing options (e.g., duplex, triplex, fourplex, and somewhat larger multi-family). It is unfathomable that in the midst of rapid population growth and increasing rent/home prices we keep predominantly single family zoning in much of this area.

Rent control + stop the density insanity.

Relocate Smith Foundry and Bituminous Roadways, major pollution sources, and Build Affordable Family Housing on the 2 sites of prime Transit Oriented Development potential. This is an economically challenged multi cultural residential community that has suffered under the plumes of these sites for decades. Note the children's playground immediately West of the smoke stacks of the Bituminous Roadways' Asphalt Plant. PAHS is a major cause of ADHD and Asthma, both endemic in East Phillips. It is unconscionable that these polluters have been allowed to coexist in this residential neighborhood. It would not be tolerated in Edina! Note that both polluting businesses' Permits to Pollute have expired and are, incredibly, being considered for re-issuance by the MPCA. NOW IS THE TIME TO ACT ON THESE SITES!

Redevelop the Kmart site! Mixed-use with affordable housing!

Redefine R1 to include all buildings 1-4 units by right.

Re-connecting this area to downtown and the North Loop can make it an appeal place to leave close to downtown.

Quick access to 35W and 62, aging commercial and housing, non-essential scenery that people won't get as worked up about preserving, and attractive intersections that could thrive with activity with more density.

replace with mixed-use w/ housing

Source	Text
Housing Comments - Maps	Proximity to downtown and U of M, already dense housing, transit connections, open develop-able land.
	<hr/> <p>Promote land uses and tax incentives that would encourage affordable high density, TOD along the Blue Line. Enough single family homes next to LRT, OK?</p>
	<hr/> <p>Prime location for development. Some already owned by the county I have been told.</p>
	<hr/> <p>Perfect location to develop a new high-density mixed-use district with affordable housing. The location is close to downtown, next to the Ceder Lake Trail, Bryn Mawr Meadows Park, freeway access, and all sorts of other amenities. This is a site that is primed for redevelopment with future light rail service. Minneapolis should be looking to create a new community of the future that is focused on sustainability. Not only would this area be the perfect location for such a project, but it could help put Minneapolis on the map for sustainable planning and design.</p>
	<hr/> <p>Perfect location to add housing with close proximity to jobs and entertainment. This area should also focus its attention on the Ceder Lake Trail with businesses and retail that face and/or interact with the bike and pedestrian path. This is a strong amenity that should be the highlight of a new urban neighborhood. Redevelopment should also emphasize the Minneapolis Farmers Market by making it a central feature of the new community.</p>
	<hr/> <p>People want to live here, but we can't currently build small scale apartments. Prices have risen quickly pricing people out - we need more housing options. Upzone the whole area!</p>
	<hr/> <p>Opportunity for nice urban entry into Northeast</p>
	<hr/> <p>Proximity to downtown and transit, dense residential already there, open land.</p>
	<hr/> <p>The area to the east of Hiawatha is industrial and terrible. We need more housing, especially affordable housing, along the blue line</p> <hr/>

Source

Text

Housing Comments - Maps

Save our views - follow existing height restrictions. No more variances!

Seward and Cedar-Riverside have great commercial areas, neighborhood parks, transit, and bike paths, but there hasn't been much new housing built. The city should help build market-rate housing in poorer neighborhoods for economic integration!

Sustainable housing, owner occupied by affordable, e.g.\$99,990, 1500 Square Foot Two Bedroom 2 Bath with third Bedroom Expansion. Single car attached garage. Units have Townhouse characteristics (front to rear) with garage in front providing for additional off street parking. Density is rated at two units per 1500 square foot lot. 5'-0"side yard setback. 30'-0" front yard.

this area could be great if you let more people live here!

surface parking doesn't belong here! this could be a great area.

Support small businesses by expanding housing choices at key corridor intersections

Support small businesses by expanding housing choices at key corridor intersections

Support small businesses by expanding housing choices at key corridor intersections

Senior housing on the east side of the St. Joseph's property that is underutilized.

Source

Text

Housing Comments - Maps

Such a deeply underutilized corridor.

Southwest Minneapolis has beautiful lakes, trails, and attractive schools. We need more modest and subsidized multifamily housing here.

Some of this land is still zoned industrial! The Hiawatha corridor, served by light rail, is not the place to be adding storage facilities and single-use retail. Allow more housing by the Blue Line!

so many damn parking lots

Smith Foundry needs to be relocated in favor of Affordable Family Housing. See other comments on the Roof Depot Site and Bituminous roadways. I hope they were not lost when I was unable to make the Draw an area function stop. Call me, text or email for information and ideas on these sites.
Brad Pass
612-916-8478
bpass@usinternet.com

smaller-footprint Riverside power plant and significant setback of Marshall Ave from the river means an opportunity for both riverfront parkland and higher-end premium-location housing. Lower-traffic corridor is less appropriate for high-density transit-based housing.

Since housing needs likely change multiple times, and often are unpredictably, making plans that aren't flexible is idiotic. Plans always change.

Still so many empty lots in this area! Look at the footprints in Elliot Park, or the ridiculous number of surface lots still downtown! Remove them and build housing--you could likely still retain the same number of parking spots while also making a dent in our ridiculously low rate of rental vacancy.

This area currently has a mix of houses and apartment buildings, but much of the area does not allow new apartment buildings, even though many already exist. More apartments are needed to keep costs from rising too quickly. Small apartment buildings can do this and keep neighborhoods livable.

Source	Text
Housing Comments - Maps	This area in the city is prohibitively expensive to live in and has become super gentrified. Please do something to make housing more affordable.
	<hr/> <p>This area has great access to high-frequency transit (10, 11 routes). Parts are very walkable. We need higher zoning near areas with great amenities like grocery stores, restaurants, etc.</p>
	<hr/> <p>We need more housing options west of the lakes. We cannot allow these areas to continue to shut people out and remain enclaves of the privileged. We can allow these areas to densify without compromising their lower-scale character. It must become easier to build duplexes and triplexes and small apartment buildings.</p>
	<hr/> <p>We need more housing everyone, especially in areas of opportunity. (I was attempting to highlight the places that are most racially segregated, where white people have kept out higher density and POC, but the map was hard to manage to do that especially well.) Concentrations of white people and high-income people need to be the first to welcome additional, more-dense housing to make up for our history of redlining, code matching redining, and exclusionary racial covenants.</p>
	<hr/> <p>We need more affordable housing choices, particularly for families, in Downtown and at transit station areas.</p>
	<hr/> <p>We need affordability everywhere and inclusionary housing. Bring back the "in lieu" fee policy. More rental options non-homeowner coops.</p>
	<hr/> <p>We need a range of pricing for housing</p>
	<hr/> <p>Very few affordable housing options here. (I can only afford it because I live w/ 2 others)</p>
	<hr/> <p>We need more housing options west of the lakes. We cannot allow these areas to continue to shut people out and remain enclaves of the privileged. We can allow these areas to densify without compromising their lower-scale character. It must become easier to build duplexes and triplexes and small apartment buildings.</p> <hr/>

Source	Text
Housing Comments - Maps	Very desirable area with limited options. More housing needed to allow more families access to area amenities and also for older couples/singles who are downsizing. Many priced out of area, others unable to find smaller, quality apartments/condos.
	Upzone. Eliminate R1 and R1A primary zoning districts. Eliminate minimum lot sizes and maximum FARs.
	upzone uptown
	Upzone this area. No part of Minneapolis should be reserved by law for the exclusive use of a single family.
	Upzone please
	Upzone for greater housing density.
	Upzone for greater housing density
	Vacant, near transit
	Upzone everything in S. Minneapolis - this area has great transit corridors (Hennepin, Lyndale, Nicollet, Cedar, Chicago, Cedar and soon 35W with the Orange Line) - most of this area is SFH or duplexes and could greatly benefit from additional density.

Source

Text

Housing Comments - Maps

We need more medium-density housing in areas that are only single-family neighborhoods. It is important to offer housing opportunities for all incomes in amenity-rich areas of the city.

We need to add gradual density to our most desirable neighborhoods, like the recently rejected (technically approved with lower density) proposal for 44th Street. Adding density in in-demand areas helps share the high cost of land among more units, helping affordability in the surrounding area, and helps relieve pressure on less-in-demand areas to gentrify. We need more units in walkable, transit served areas where we were adding them 40 years ago before we down-zoned, like Linden Hills.

Woul like to own a small house or condo in my favorite neighborhood, Powderhorn. My current rental is an old building with little insulation, drafty windows, thin walls/ceilings, mice, and landlords who do little upkeep of the building. Unfortunately I can't afford anything more expensive and am stuck hoping rent does not increase.

With the proximity to the Light Rail, I believe this entire area would benefit from a massive facelift with high-rise mixed use buildings and 0 parking.

Whittier n'hood: -most diverse in state, new development is pushing ot long-time residents - no requirements for sub affordable units, and units that can accommodate families. Not just studios and 1 bedrooms. Lots of social service providers,clients.

Wherever possible the highway should be removed or capped with new housing replacing the lost land.

Where I currently live. I'm the last artist in my building, and I fear the day my rent finally gets pushed beyond my means. I LOVE all the new development in my neighborhood, but there needs to be a focus on various income levels. There are still a few parking lots in the Warehouse District to fill in, and I hope some of these become income-restricted units!

Where can seniors go to stay in minneapolis? 1 - density along transit routes 2 - planning for increases in densities in "enhanced" transit BRT-ABRT. Don't make the same lack of planning that occurred at the 46th Street Station.

WE NEED PEOPLE DOWNTOWN. Its pretty much a business district that becomes deserted by 6pm everyday. Saturdays and Sundays are scary quiet. People will live downtown, you just have to let them. Remove zoning barriers!

Source

Text

Housing Comments - Maps

When talking about "neighborhood engagement" don't let this be taken over by privileged homeowners as an excuse to keep out affordable housing, renters, housing density, and people of color. Consider undoing decades of racist exclusionary zoning/bank choices. Esp. in SW Mpls/Lakes.

We're making a lot of progress around the edges, but the core of the central business district is still very short on homes. The key to avoid a downtown that's dead (and dangerous) at night and on weekends is having people actually live there too.

Well served by transit, and with many jobs nearby, this is exactly where neighborhood interiors NEED to be small multifamily developments, lest the area become a haven for the gentry.

Wedge Neighborhood needs more affordable rental housing and starter homes.

Wealthy neighborhoods should take their fair share of new residents to prevent disproportional displacement in low income communities of color & gentrification.

We should ease the rules for constructing ADUs and other multiple housing uses on a single residential lot. This increases density and options for housing without changing the character of the neighborhood significantly.

We should allow and build more housing everywhere. Picking and choosing where to allow denser housing or commercial development is just fundamentally bad.

West Calhoun should be designated an Activity Center and a major push towards high rise housing should be made.

This area has bustling commercial areas and is extremely well-connected by transit. It is ideal for mid- to high-density housing. More people mean more cost effective services and amenities. We need to build all the housing we can in areas like this.

Source	Text
Housing Comments - Maps	<p>Upzone all of southwest Minneapolis. It's a great place to live, and I want my children to be able to afford to live here if they want to when they get older. We need more types of denser housing so that housing can be more affordable. This will also have the benefit of making public transit more cost effective and efficient for more people.</p>
	<hr/> <p>University Avenue should have apartments along it.</p>
	<hr/> <p>This is now an empty corner lot. I used to catch the bus here after leaving work. It's a large lot and could accommodate a 2-3 story apartment building.</p>
	<hr/> <p>This is currently an underutilized industrial/storage property. It is located on a bus line, across from a shopping center, on an amazing park in an amazing neighborhood. It should become a multifamily housing site. Residents could take advantage of transit and nearby amenities.</p>
	<hr/> <p>This is currently a dilapidated section of abandoned industrial land. It should be re-purposed for housing, especially with the green line nearby.</p>
	<hr/> <p>This is a large empty lot within walking distance of downtown, and located on a street with 2 major, high frequency bus lines. It is the perfect place to put a mixed use development; one that would include affordable housing, market rate housing and retail stores and/or offices.</p>
	<hr/> <p>This is a huge parking lot where I always see people loitering or harassing folks. That open space gives a lot of opportunity for people to be vulnerable by walking or getting in their vehicle after shopping. With housing in that area it would reduce a lot of people just hanging out loitering in the area because of security features on the exterior of the apartments as well as people watching and paying attention that can possibly be a witness to crime issues.</p>
	<hr/> <p>This is a great commercial corridor -- now it needs more dense housing the entire length, and several blocks deep. Taller buildings, more opportunity for walkable places to live!!!</p>
	<hr/> <p>This is the perfect location to add high density housing with easy access to transit, jobs, shopping, parks, and other public resources. This city needs more housing in areas that can support a car free lifestyle.</p> <hr/>

Source**Text**

Housing Comments - Maps

This chunk of Mpls is undergoing rapid demographic shifts. Tons of younger, wealthier people are moving into duplexes and quadplexes that haven't been upgraded, but have seen increased rents due to the market. I know multiple neighbors who were forced out in this way.

This area is under utilized. It is right on the rail line and a good candidate for higher density housing.

This area is seriously under-utilized. I have to think that this space so close to downtown, transit and some of the city's best parks is a great opportunity to encourage housing.

This area is in need of redevelopment and would be a great site for multifamily housing near multiple bus routes and a shopping center

This area is an anachronism from the failed car-centric policies of the mid-twentieth century. Taking out the massive spaghetti-junction of on and off-ramps would allow more housing to be built and better connect Uptown and Loring Park

Open traffic through area, put KMart on one side, housing on other side of new though street.

This area has many great resources for families, better rated schools than most other parts of Minneapolis. However, affordable housing for families is absent in this area.

This area is under utilized. People living here would have access to public transportation and stores on lake street

Uptown has become almost exclusively luxury condos and fancy single-family homes or duplexes. It is creeping into Whittier, as well. Both of these areas need to preserve and expand existing affordable housing, otherwise it will disappear during the Uptown-ification of Whittier and South.

Source	Text
Housing Comments - Maps	<p>This lot has been empty for a long time. Several investors have come along trying to squeeze a maximum sized building for maximum profits, which don't have community values first. There are several smaller apartment buildings in the neighborhood that could be models for a successful structure here. The proximity to the park could make it a very attractive location for high-priced rentals, but I think this neighborhood is greatly lacking in affordable options. No investor or developer will build without the promise of high profits, so I think the city could step in to help guide and finance this empty lot into a wonderful housing space.</p>
	<hr/> <p>This part of the city has way too much R1 and R1A/R1B zoning. It's a highly desirable part of the city, and currently only rich people can afford to live there. We need to make multi-unit housing an option everywhere. Duplexes and triplexes at the very least. R1 should basically not exist within the city.</p>
	<hr/> <p>Undo the policies that resulted in redlining and begin to desegregate neighborhoods. Create incentives for developers to build affordable housing.</p>
	<hr/> <p>underutilized land near transit routes</p>
	<hr/> <p>underutilized land along transit routes</p>
	<hr/> <p>underutilized land along high-frequency transit corridor: a great opportunity for high-density housing</p>
	<hr/> <p>underutilized area</p>
	<hr/> <p>Trendy parts of the city where people want to live should be forced to upzone to accommodate demand/interest, otherwise poor residents are pushed out and the dense urbanism provided by these neighborhoods is only available to the wealthy.</p>
	<hr/> <p>This parking garage is a complete blight on the street. It should be torn down and replaced with housing.</p>

Source

Text

Housing Comments - Maps

Transit, biking, walking, etc.

Transit corridor that connects MPLS and ST PAUL. So. Much. Space. for redevelopment. Upzone upzone upzone! Add BRT with dedicated lanes. Lots nearby including access to trails, transit, food, jobs, parks, U of M, nearby St. Thomas and other universities.

Too much single-family zoning in areas where lots of people want to live. Upzone this to allow multi-family housing again (before the mass downzoning of 1975).

Too many empty lots, room for development/redevelopment in this area.

This underutilized property (currently industrial and seems to be semi-vacant) is adjacent to a bus line, across from a major shopping center, and in an incredible NE neighborhood. Ideal spot for apartments (multifamily housing).

This station on LRT is only to serve park, add housing nearby to ensure it is well used at all times.

This section of lake street needs improvement. It is a corridor close to the river that should have places to live, eat and drink.

Transit, biking and walking, access to amenities and jobs, lots of space that needs to be made more dense and upzoned. Possible Min-Hi Line!!

Not enough rentals available.

Source

Text

Housing Comments - Maps

We need af. Housing options in sw - equal access to all areas of the city.

Not a lot of new construction or recently renovated multifamily units.

Community Node

Continue to expand housing choice and diversity in Downtown and surrounding areas. Implement development minimums to achieve highest possible concentration of housing choice in and around downtown.

Currently used as overflow storage for used cars. Autos not actually sold at this location and does not benefit the area by providing any service other than installing giant speakers in old cars that creates a nuisance for people living and working here.

Depending on what happens with the Creek water management issue and golf course, there may be an opportunity to make better use of some or all of the land that the course occupies (obviously would require Park Board involvement).

Distribute affordable housing in all n'hoods of city- don't concentrate in n'hoods that are underserved- need market rate in those n'hoods.

Don't build high rises that destroy the natural beauty of the lakes.

Don't light up these big condos w/ light pollutions!

Source	Text
Housing Comments - Maps	East lake is under-utilized and doesn't have much housing. It could hold multi-story apartments with affordable units
	<hr/> East Lake Street is an underutilized transit corridor. Need to support more small businesses by increasing density
	<hr/> East Lake Street is an underutilized transit corridor. Need to support small businesses by increasing density.
	<hr/> East Lake Street is well served by frequent transit, targeted for future arterial BRT expansion, and ripe for densification! We need more residents to support emerging businesses and encourage more.
	<hr/> East Lake Street needs more density, especially in regards to multi-family affordable and market rate housing options, to make it more liveable and walkable, bikeable, and transit friendly for everyone.
	<hr/> East Lake Street needs more density, especially in regards to multi-family housing options, to make it more liveable and walkable.
	<hr/> East Lake Street should see a continuing wave of redevelopment and will need more housing to remain affordable.
	<hr/> Eliminate all R1 + R1A zoning
	<hr/> Eliminate mandatory parking minimums city-wide to reduce construction costs/rents. Eliminate transportation demand management study + shadow study requirements for proposed development. Allow more housing by-right and ban new + expanded historic districts.

Source	Text
Housing Comments - Maps	Empty underused parking lot
	<hr/> <p>Good access to transit (though transit needs to be improved), bikeways, services, and recreational amenities like the lakes... this is where people already want to live, based on the high rents, so let's make it more affordable for everyone to do so. Uptown and the surrounding areas shouldn't be only for the wealthiest among us (or those who bought in 30+ years ago).</p>
	<hr/> <p>Golf courses are a complete waste of space that could be used toward expanding housing options. If possible the Minikahda Club could be turned into high rise housing.</p>
	<hr/> <p>Get rid of the golf course. We need to stop spending our money to maintain a niche, elitest activity. Let the land that wants to be a lake do so, and then develop the rest as best as possible. This is a great opportunity in the middle of the city.</p>
	<hr/> <p>Franklin Ave light rail station is easily walkable from all locations within this area. While there is already some mid- and high-density housing available, the entire area needs to be up-zoned to allow for more housing options.</p>
	<hr/> <p>Fewer spaces for professionals and others at the U of MN and downtown who wish to not live in Marcy-Holmes or Dinkytown (parties are no fun for grad students).</p>
	<hr/> <p>Few multi-family, multi-use buildings and lots of underutilized land.</p>
	<hr/> <p>Community Node</p>
	<hr/> <p>Expand housing options while ensuring building massing is compatible with the neighborhood. Establishing the Red Tile Elevator as the tallest structure and blending structure massing down from their will result in a vibrant, dense neighborhood that retains it's historic character and ensure towers are not built next to 1-4 story houses/buildings.</p> <hr/>

Source	Text
Housing Comments - Maps	Expand housing choice and diversity along key corridors in order to promote transit use and small businesses.
	Expand housing choice and density at the intersection of key corridors in order to promote transit use and support small businesses.
	Expand affordable housing options here. And also, more affordable condo options for families here (2 bdr apartments/condos). lots of millennials live in this area now and would like to continue living in the area in the future. however, the proliferation of expensive luxury housing and single family mansions here make it difficult to imagine a young couple starting a family in this neighborhood.
	expand affordable and high density, transit oriented housing options along the Blue Line
	Everywhere.
	At a bare minimum, 3-4 story apartments/condos, attached townhomes, courtyard homes, duplexes, triplexes, single-room occupancy, and smaller lot (~1,000 sqft) detached homes should all be allowed everywhere in the city. There is no justification for why a random block in places like Linden Hills, Standish, Folwell, or Windom Park can't accept these housing types. Development would be slow, with traffic/parking/etc impacts minimal on any appreciable time horizon.
	These housing typologies should not be limited to major streets or community corridors - neighborhoods like CARAG, Lowry Hill East, Whittier, and others show that 4-5 story apartments coexist with single family homes nicely. The pervasive density these buildings provide allow for more shops, restaurants, and other destinations for everyone within walking distance. Their density provides a market for transit service. They help soak up demand for housing with higher finishes, keeping older stock more affordable. If we allow denser housing everywhere, rather than a small fraction of our city's land, we'll get unexpected kinds of housing that meets more residents' needs, and likely at lower cost (parcels on commercial corridors are costly to redevelop).
	Everywhere all neighborhoods! Different income levels and types of buildings (subsidized and market rate)
	Expand housing choice and diversity along key corridors with high-frequency transit in order to promote transit use and small business + access to jobs.
	Community Node

Source

Text

Housing Comments - Maps

Community Node

commercial corridor would benefit from more residents

All the single family redevelopment in Linden Hills have been missed opportunities for missing middle (duplexes, townhomes etc.) Need to get rid of single family exclusivity here to provide more opportunities for housing.

All single family, and only kind of building that is happening here is teardowns for larger single family homes! Work with Palmisano to change zoning and lead the way for affordability

All of the south/southwest of the city needs to add "missing middle" housing to gradually increase density. We need to remove restriction on du- tri- and quad plexes and make small apartment buildings, like the one at 4500 Bloomington Ave and those on Chicago near 48th Street. Allowing gradual transition toward density can keep the "neighborhood character" while adding new neighbors.

Affordable housing should be available in all areas.

Access to transportation to downtown Minneapolis, St. Louis Park

Access to transit. Buffer to institutional use.

Along Hiawatha Ave LRT line from 50th to Downtown to provide more opportunities to live car free and concentrate development along high freq. transit corridors

Source	Text
Housing Comments - Maps	Access to Southdale and 50th/France jobs, good bike access to downtown and good bus service.
	A vacant house was recently demolished here, and it would be great to see more apartments in the area. The intersection of Bloomington/38th is well served by transit, has lots of food/grocery/amenities, and would benefit from having more people in the neighborhood.
	A Line comes through, growth of Ford Site will make this area more attractive. Should have 10-25 unit buildings allowed in corners.
	38th Street is full of potential.
	3 houses on the corner could be bought to develop small small affordable housing
	1400 SQ Foot Ywo story Georgetwon style construction on 50'wide 100 to 250 deep lots. Excellent proven duplex form which profides sustainability for owner due to the option having a renter willing to make monthly payments.
	Not a lot of TOD and multi-family housing here
	Abolish single-family zoning. Single-family zoning constrains the housing supply, concentrates wealth in the hands of homeowners, and drives up the cost of rent. (I say this as a homeowner myself).
	Good transit options exist and will only improve if planned and discussed transit investments come to fruition. Strong commercial area with too much single family housing. This area has increased significantly in price over the past decade and is becoming (perhaps already is) affordable for many. No reason to have so much single family housing here.

Source	Text
Housing Comments - Maps	Already well-populated with smaller apartment buildings, Marcy-Holmes is close to many employment and education destinations. Increased density will support the neighborhood goal of improved transit service.
	As these industrial areas are redeveloped, it is an opportunity to provide more multi-unit housing which doesn't exist much in the Longfellow neighborhood.
	Close to downtown, generally good access to transit. Minneapolis downzoned entire neighborhoods from R6 to R2B around 1975 and we need to look at the effects of this and consider whether that was wise (and whether we should reverse those things).
	Close to BRT, section of 46th Street needs to be expanded to provide adequate ROW for cars, bikes, and pedestrians. Opportunity for high density housing close to transit.
	Close proximity to transit that can bring you to both downtown minneapolis and the southern suburbs provides a great resource for job accessibility and affordable housing.
	city owns surface lot along Ewing south of 50th that is a little remote to conveniently support a lot of businesses in the area.....work with owner(s) at north end of the block to build a simple 1-level ramp to replace spaces in surface lot in a more effective location then support the development of the surface lot with work force, for-sale houses such as as pocket neighborhood...
	Chicago Avenue will be a high-frequency bus corridor. Need to support small business. Access to jobs and transit by increasing density.
	Cars smars
	Area contains 1 drug house , 1 house vacant for the last 8 years, and 1 lot now owned by the county (which is too small to build on). If all 4 lots were combined it could be developed into 2 large duplexes facing the alley and the alley closed at West Broadway. Not much room to do anything else.

Source	Text
Housing Comments - Maps	Can the city consider buying church properties that are for sale and use them for housing. IE off 61st St and Lyndale Ave on 62nd and aldrich. 2. across from windom spanish immerison school
	Build a new high density housing district on the Hiawatha Golf Course which should be closed.
	Breaking up large formerly industrial blocks is key to creating a better connected city. Housing is needed in this neighborhood.
	Blue Line
	Big time
	Best transit, access to resources in the city. South Minneapolis is too low density. It's not sustainable to have huge swaths of the center of a metro with 3 million people be bungalows with big lawns.
	assemble this area with collaboration from the owners and build a simple 1-level ramp to replace surface lot spaces and possible add supply; could go down 1- level, park at ground level and then go up 1 level; small ramp like the one at the NE Lunds store on University
	Build Interstate Lids. Reduce vehicle noise, return the city-grid to its former glory.
	Good transit, great location, lots to walk and bike to nearby. Space that need redevelopment.

Source	Text
Housing Comments - Maps	Allow duplexes in all SF districts. Yes. Triplex!
	Great access to transit, many historic buildings still waiting for redevelopment. Walkable amenities and good schools!
	Minneapolis is a global city, and will continue to grow due to our diverse and robust economy and well-educated work force. As one of the two major cities in the inner urban core, Minneapolis should have few to no single family neighborhoods. It makes 0 sense.
	Mid-City Industrial. This would expand housing choice because there really is very little to begin with. Many creative businesses are moving in here, and this could absolutely become another walk/bike friendly neighborhood similar to North Loop.
	Medium/high density housing near the Blue Line.
	Marcy Holmes and the St. Anthony area should be zoned for high rise apartment towers! We need to expand the high density riverfront area back from University Ave.
	Many empty or underutilized lots here that could be redeveloped with mixed use (retail or office on first floor) buildings. New housing along the corridor could support ground-level retail and take advantage of existing transit.
	Make the West Loop happen! Connected to (future) transit and current bike trails, this would be a huge boon for Mpls. Reconnect the grid from the North Loop and calm some of the streets that are outmoded as designed (for industrial). Lots of space for dense high-rise living near existing parkland. Uncover some of Bassett Creek.
	Minneapolis is absurdly under-zoned almost everywhere outside of downtown, pockets of Uptown and the University of Minnesota. There is no reason most residential neighborhoods couldn't be filled with three or four-plexes. This will increase our tax base and offer significant relief to the budget woes of the Minneapolis Public Schools.

Source	Text
Housing Comments - Maps	Make it more dense! Access to jobs, food, education, transit, biking, walking, etc.
	Major opportunity to build a denser downtown neighborhood with great transit/bike/walking access. This low density area is prime for new residents, businesses, and housing options.
	Major corridor which is a no-brainer to place more housing.
	Lynn Lake would benefit from greater housing as we see with Hennepin-Lake, so more people can work where they live. This would also help support better mass transit options down lake street.
	LRT and green space must be capitalized upon in the means of high density and car-free housing in order to maximize ROI on those massive investments. There should be much more lenient building requirements on all land within 1/2 mile of rail transit and 1/4 mile of bus stops and parks. e.g: no FAR requirements, a 4-story height minimum, and firm parking maximums (.19 per unit)
	Lowry Hill, Kenwood, and East Isles all have great access to transit, parks, employment, and commercial corridors.
	Lowry Avenue needs to be made more pedestrian friendly in order to attract development of diverse housing. Allowing new developments along Lowry without addressing the pedestrian accessibility and safety issues will result in terrible and traffic and tragic accidents.
	Make ADUs easier to construct
	Lots of under-used land in the center of the city. Close to transit, etc.

Source	Text
Housing Comments - Maps	Minneapolis needs to allow greater housing choices across the whole city. The minimum zoning allowed in an area should be the equivalent of today's R4.

More affordable housing in SW and other high income areas of the city. In order to be a vibrant city, our neighborhoods must be economically integrated! This means habitat, tax credit projects, and market rate affordable.

Not a lot going on around there. Good space for luxury living.

great access to transit

North Minneapolis has a lot of vacant land that should and needs to be developed into 2-4 unit homes. Single Family is great, but lets match the character of the neighborhood but also build for more than one family. As family size decreases, this becomes more and more relevant.

Need to turn this area - ward 7/lakes area in to a vibrant part of MPLS. Need more affordable housing, allow large mansions to be turned back into duplexes and triplexes and rooming homes as they were historically.

Near light rail, airport, significant amount of under-utilized light industrial areas

Multifamily housing has been increasing in Northeast Minneapolis near the river, but it would be beneficial to encourage more density in the eastern part of Northeast Minneapolis

More affordable housing choices in affluent areas.

Source

Text

Housing Comments - Maps

Most homes are zoned single family which is a poor use of space and also ensures that most low wealth people can't live near the lakes!

More housing downtown! Good transit, great amenities! And apparent strong demand

More density! This is one of the neighborhoods with the closest proximity to downtown Minneapolis, and I would love to see more townhouses, condos, and small, affordable buildings (duplex, triplex, quads, all the way up to 6 story buildings) fill in this area. More housing needed, not just single family homes!

More density in southwest Mpls, especially along community and commercial corridors with good access to transit and retail! More housing in all the desirable places. Explore townhomes and other affordable family housing where aging single family exists, especially along busier streets.

More condos!! No more surface parking lots! Apartments are great too, but it would be nice if there were more opportunities for families to build equity and stay for the longer term in downtown.

more blue line

More affordable housing options in affluent areas.

More students are attending the U of MN than ever before and we need more housing to accommodate them! We need to allow for higher density to slow the upward pressure on rents.

lots of lower-density suburban style "urban renewal" single family homes mixed in with larger older homes; both could be converted to multi-unit rental or owner occupied projects of varying scales

Source

Text

Housing Comments - Maps

More housing and office buildings.

Lots of available land right west of downtown that could be housing, retail, parks and connect the city better to the western suburbs.

Great place to live. More housing options needed!

Housing costs have risen so fast and far that it threatens the current semi-balanced mix (desirable) of meeting hsg needs of a mix of incomes (=important goal.). Slow the building craze & increased in rents + R.E. taxes to keep some real affordable housing (Whittier)

Housing choices should be expanded throughout the entire city. We need more housing in every neighborhood. Zoning shouldn't limit housing choices as much as it does in every neighborhood currently, especially in those neighborhoods zoned solely for single-family housing.

Housing choice and affordability is a city-wide problem. The current lack of affordable housing has roots going back decades in the downzoning of large swaths of the city, to the point where much of what is now "naturally occurring affordable housing" would be illegal to build today. I personally live in a 4 unit condo on a block currently zoned R2A, as a case in point. If we want to ensure access to affordable housing for all, we need to expand opportunities to build moderately dense housing city-wide. SFHs can exist next door to duplexes, triplexes, walkups, and other forms of slightly denser housing, as they always have but are no longer allowed to be built. If we are to keep Minneapolis affordable for all types of households at all income levels, broad upzoning is essential. We don't need to build 40 story towers in Armatage, but we could stand to have some duplexes down there. And along transit corridors, we should continue to build as densely as possible, as we should leverage those transit investments to keep cars off the road.

Housing at the other end of Quarry parking lot, parking lot never full

High-rise development without height restrictions should be allowed by-right in this area due to its proximity to downtown, transit corridors, and the city center.

Source	Text
Housing Comments - Maps	Housing should be available and affordable throughout the city, and that means making it legal to build the housing we need. The entire city should be zoned to allow for housing to meet demand.

High-frequency transit corridors should support more density

Green Line, next to downtown

green line

Greater density downtown is key to a dynamic, growing city. We need affordable, high density housing so workers can live where they work.

Great transit options (future 'D line' aBRT, 5, 23) and some strong commercial space. This area has some housing options already, but more are needed. Should be upzoned to allow for, at least, 'missing middle' housing options (duplexes, triplexes, fourplexes, and somewhat larger) across entire area. Should target affordable housing investments to this area as well, since this area is bound to increase in cost in the next decade.

Lots of infill opportunities here, close to transit.

great site for workforce housing - a "pocket neighborhood" here could possibly yield 10-12 units of modest for sale housing on a street that can support it - much better than having the surface lot.....tell the council member to get over the idea of NOT building parking here - got to think more wholistically than that - please, use all the tools available!

High-frequency transit corridors should have more density

Source

Text

Housing Comments - Maps

I know this is single family heaven, but there are plenty of transit lines that could serve thousands of more people if we just built more multi-family housing along the lines. Transit service becomes drastically more inefficient by the time you reach the densities of deep south Minneapolis. At that point you are reliant on park and rides and malls. MORE HOUSING!

Green spaces are an undeniable asset to urban communities, and the founders of Minneapolis knew that. I find it to be an extremely poor use of land to have single-family homes with large yards so close to such a tremendous asset such as Powderhorn Park.

I love the brick buildings on the north side of the park, and I believe structures of that scale should surround the entire park.

I would love to see this corridor have more condo's and apartments built. It is close into the downtown core and could very easily become a thriving area which could positively impact the surrounding near north area.

I would like to see more affordable housing options in this area.

Lifetime in a neighborhood. Rental - Senior.

Let the market develop as much housing as it wants where ever the demand is! We need to harness the interest and get as many people back to the city. Keeping supply stronger will also keep units affordable! When it comes to housing, the city should have more of a laissez faire land use policy. Fight anti development residents. Convince them change is good and inevitable!

Lakes area neighborhoods in Ward 7 and 13 are great examples of exclusionary single family zoning. This leads to racial segregation and a lack of housing opportunity in desirable neighborhoods for people with less money.

Lake Street is a rapidly growing commercial corridor that needs residents to be able to sustain new small businesses. Lots of the neighborhood already has multi family housing that wouldn't be able to be built with the existing zoning code - we need to upzone the whole neighborhood to allow duplexes, triplexes, and small infill apartment buildings.

Keep existing affordable housing. Stop tearing down affordable housing. Inclusionary zoning.

Source

Text

Housing Comments - Maps

Lots of amenities, access public transit, and access to jobs locally and in the region via transit. Low vacancy rate and high demand say this area is a must for expanding housing choice.

Land bridges above 35W to create consistent streetwall for corridors that cross this chasm.

Interstate Lids.

In general in downtown, northeast, uptown I wish there were more condo (owner occupied) new construction units available.

Invest in CLCLT here. The Land Trust is KEY to providing affordable homeownership options for so many over north. CLCLT needs MILLIONS infused into its work.

In order for Minneapolis to grow in an equitable fashion, every neighborhood will have to accept greater density. We need density across the city, not just in downtown or Uptown. If we limit density to just a few areas, the city will be more segregated.

Not every part of the city needs towers. But the single family zoned neighborhoods across much of the city should be compelled to accept multi-family housing once again. Many of them have lots of multi-family buildings built at an earlier time. We should return to that. Duplex and triplex conversions, and low (three stories or less) multi-family buildings should be allowed by-right!

Interstate Lids

Lots and lots of opportunity downtown for living. More high rise towers for living.

Source	Text
Housing Comments - Maps	Interstate Lids.
Housing Comments - Open Houses	Positive housing sharing match ups, intential community law, seniors can get help paying shoveling walking + property_, prepare to convert garages with autonomous vehicles reducing vehicle ownership.
	Policies that encourage and/or require sustainable building and housing developments.
	Preserve home ownership which stablizes neighborhoods. When new high rises go up mandate a certain amount of affordable units in all areas of the city. Encourage duplexes _ 2 owners.
	Promote + support naturally occuring affordable housing more through financing + grants to current owners, not non-profit or for profit developers.
	permits/regulating for tiny houses + ADUs too strict- cost \$ + time - hard to navigate as a resident.
	Promote owner occupied duplexes. Key to affordable ownership for many.

Source	Text
Housing Comments - Open Houses	Property tax increases are huge but in NE I am not getting the infrastructure benefits.
	<hr/> <p>Property taxes are way too high. Taxing citizens out of their homes.</p>
	<hr/> <p>Provide incentives to include affordable housing in new construction (how do something like the A Mill lofts did for artists.</p>
	<hr/> <p>Provide wider variety of housing types at all affordable levels throughout City. Especially in traditionally exclusive SF neighborhoods</p>
	<hr/> <p>Preserve affordable housing- landlords must make repairs.</p>
	<hr/> <p>Rent control</p>
	<hr/> <p>Redefine affordability requirements (more 30% AMI)</p>
	<hr/> <p>Reduce parking min. Upzone entire city. Reduce cost of building. Increase supply of housing.</p>
	<hr/> <p>Reform the zoning code to make it easier to build a multi-family housing. Especially in amenity rich areas</p> <hr/>

Source	Text
Housing Comments - Open Houses	Remove single-family detached exclusive zoning district from the whole city.
	<hr/> <p>Rent control</p>
	<hr/> <p>Rent Control has failed everywhere it has been tried, leading to fewer and poorer quality rental units. Consider tax incentives and grant programs for renovating existing housing in trade for affordable rent.</p>
	<hr/> <p>Rent control, utilize empty lots , how can we make use of foreclosed houses in N. Mpls.</p>
	<hr/> <p>Renters need better access to Municipal inspectors</p>
	<hr/> <p>Repurpose unused or underused bldgs for affordable housing + new businesses - creates/makers working coops.</p>
	<hr/> <p>People are moving into MPLS whether you like it or not. We have to plan for density intentionally to make sure it can remain a home for all current residents, as well.</p>
	<hr/> <p>Resident cities, Create places to communities people will build lives here.</p>
	<hr/> <p>Rezoning to allow greater density. We have a supply + demand problem + we need to allow more housing to be built.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Raising skilled labor for and associate compensation is a better approach to matching people with affordable housing.
	<hr/> <p>Partner with educational institutions w/ excess land. 44th + 4th Head start. Affordable housing locations.</p>
	<hr/> <p>More safety nets for people who are going to be evicted or have to foreclose. *</p>
	<hr/> <p>Owning a car is the most important asset to get out of poverty</p>
	<hr/> <p>Mandate affordable housing with new construction.</p>
	<hr/> <p>Mandate inclusionary zoning</p>
	<hr/> <p>Right of first refusal for tenants before sale of their building</p>
	<hr/> <p>Mansion are cool and they got alos of rum.</p>
	<hr/> <p>More affordable housing now - not later. All new housing should have a % of affordable units.</p> <hr/>

Source	Text
Housing Comments - Open Houses	More apartments near parks, transit, + jobs.
	<hr/> <p>More condos - not all ppl who aspire to become a home-owner want a single family home.</p>
	<hr/> <p>More diverse housing options for all incomes, age groups, and family sizes.</p>
	<hr/> <p>More housing everywhere, including neighborhoods currently zoned low density. Both subsidized and market rate. Housing is a human right.</p>
	<hr/> <p>More number of units allowed by current zoning in areas of North, NE, and Seward. Encourage inclusion of studio apartments in future developments in these areas as well as multi-bedroom units</p>
	<hr/> <p>More of a "middle" 2-6 apt. buildings. Easier to rent + own.</p>
	<hr/> <p>More options for seniors/empty nesters.</p>
	<hr/> <p>Park dedication fee - should be connected to parks in areathat housing is built- or on the development site is better.</p>
	<hr/> <p>More row - housing or town- house style development.</p> <hr/>

Source	Text
Housing Comments - Open Houses	More units everywhere
	<hr/> <p>My credit reports shouldn't prevent me from finding decent affordable housing.</p>
	<hr/> <p>Need affordable housing in areas that don't have it. Also need market rate housing in areas where devpt not happening + where affordable is concentrated. Building disposable income to build retail.</p>
	<hr/> <p>Need affordable housing that is affordable to residents and remains for 30+ years</p>
	<hr/> <p>Need affordable housing that meets larger multigenerational households</p>
	<hr/> <p>Need system where only pay 1 rental ap fee - food for 1 year all landlords can access system</p>
	<hr/> <p>Neighborhood organizations should not be funded unless their memberships represents either their neighborhood or the city as a whole, in terms of POC & renters %. Whichever is more diverse/more renters/more historically marginalized & excluded.</p>
	<hr/> <p>Neither solution will help people gain reasonable incomes, strengthening families to support the education process will be what prevails.</p>
	<hr/> <p>New affordable still not affordable to people who live in community.</p> <hr/>

Source	Text
Housing Comments - Open Houses	No more yuppiebarns!
	<hr/> <p>None of the plan addresses homelessness. That requires philanthropy collaborations as well</p>
	<hr/> <p>Overthrow the yoke of single-family zoning.</p>
	<hr/> <p>More supportive housing - help people transition to new neighborhood expectations.</p>
	<hr/> <p>Safe, stable, & affordable housing is critical to academic, success, employment opportunities, and overall wellness. Housing should be a basic human right and not subject to the whims of the market. Minneapolis should be a leader in production of new affordable housing, protection of tenants and preservation of NOAH. How can we change zoning to increase our building options? How do we create a larger and stable fund for both production and preservation?</p>
	<hr/> <p>We do not need any more high end housing - so no this as worded.</p>
	<hr/> <p>Set affordability measure sto local incomes (by nbrhd or city) versus Metro.</p>
	<hr/> <p>We are in an economic bubble. Employment is high and more people can afford homes, apts that are fancy. Raising rents leave others behind. This bubble too, will burst.</p>
	<hr/> <p>We need a council-person who engages and communicates with her constituents for continuing dialogue. She has been imposing a vision that existing residents don't want.</p> <hr/>

Source	Text
Housing Comments - Open Houses	We need cooperative housing
	We need more senior focused affordable housing. People want to downsize in the city, people want/need affordability, look to Europe and other non-traditional multi-housing - innovate!
	We need to address the likely housing crisis we'll face when climate disasters displace more people, especially wealthier people who in turn will increase demand on our limited housing supply. Dangerous to think we can build to that demand when it hits, given simultaneous increasingly fragile systems that're connected. Like materials availability. Could also be disrupted.
	We need to ensure that there is high \$ housing so that they can take the property tax burden off of other homeowners & renters (from a triplex owner)
	We need to start building "middle ground" density housing - Duplexes, triplexes, 4-plexes something between single family + high rises.
	What about seniors? Families? We are forcing seniors out with packing, current growth policies, lack of green. We tell seniors they can only live within home if they can walk blocks to find _ because density projects don't require parking + they _ park up streets.
	What if we invested in housing & viewed it as reparations to people and neighborhoods who have been historically used, left out or pushed out?
	When creating affordable housing, be sure people are not severed from their communities and support networks
	Where is the affordable housing not just rental in SE Como and NE Mpls. Where do families with children fit in the picture? Where do seniors go - you _ don't want them to live in place? Where is the green space -downtown is a concrete diameter - no greenspace required. Stop developers demolishing and gutting whatever they want. Start respecting all residents, not just the wealthy. Affordable housing - SW and Linden Hills - Equity.

Source	Text
Housing Comments - Open Houses	Who is building the housing? The city? Not my taxes.
	<hr/> <p>Why am I discouraged from improving my property? Permit fees for improvements I do are still assessed as if I hire it out - a \$10000 job in materials because a \$100000 job get feed for - why?</p>
	<hr/> <p>Why are improvements I make causing massive tax increases prior to final inspection? Why should I pay more tax for a nicer bath or kitchen? Why is this not a burden of the next owner who pays the new market value?</p>
	<hr/> <p>Why can people who own a home stay in place for 20+ years while renters start getting priced out after 5? More Hi-Density options.</p>
	<hr/> <p>Why increase density? People move to neighborhoods because they want to live there and because they can afford to. You will lose much of the beauty + livability of this wonderfu city if there is too much density!</p>
	<hr/> <p>Widen the geographic scope of section 8 and other housing assistance</p>
	<hr/> <p>Work better with neighborhoods on issues of density.</p>
	<hr/> <p>Work with neighborhood associations on housing issues. Lots of benefits to this.</p>
	<hr/> <p>Would like to see more duplex and 3-plexes being built.</p> <hr/>

Source

Text

Housing Comments - Open Houses

Would love to see a moritorium on high income condominiums and home construction until we've resolved the serious affordable housing shortage in the city.

Yes, require landlords to inform their tenants on where to vote, esp. in apartment buildings! Resist the voter suppression agenda which the other commenter apparently has a stake in!

You asked the wrong question. Affordable housing is not about building its about retaining existing affordable housing and decreasing gentrification.

Making zoning less restrictive - allow multiple unit housing throughout.

You cannot correct systemic racial inequalities by trying (and inevitably failing) to control the housing market

Use care when building multi-family housing in single-family house neighborhood. A huge length, width and height block of a building is a shock to these neighborhoods and will be forcefully rejected. Something I don't want to happen. Think of smaller units - town homes, duplexes, etc - that fit more in these neighborhoods.

Upzone!

Up-zone the City. Abolish R-1/R-2 zoning. Reduce minimum lot sie requirement & allow taller buildings. *

Up-zone neighborhood interiors - renters deserve to be able to live away from traffic and accompanying noise and air pollution

Source	Text
Housing Comments - Open Houses	Set property taxes to income level - so fixed income folks don't get priced out.
	Single family zoning is exclusionary zoning
	Spread more density into single-family neighborhoods.
	Srs want and need affordable age integrated housing Not age segregated.
	Stevens Square not enough housing for young families same as twenty-five years ago
	Stop allowing high end condo developers to destroy neighborhoods. Keep new buildings set back from sidewalks. More smaller apt buildings (4-8) Aprts (build better community). Retain, reuse old buildings. Keep houses affordable - promote ownership!
	Stop building low income housing in polluted areas. Hook & Ladder.
	Stop building new housing facilities and work more on neighborhood restoration.
	Stop giving landlords all the power in housing courts - look how long it took to get _ restirected - his tenants had to hire lawyers + sue.

Source	Text
Housing Comments - Open Houses	Stop taxing the hell out of homeowners, and limit out-of-town investeors who jack up rental rates.
	<hr/> <p>Support + encourage ADU's and upzoning in neighborhoods.</p>
	<hr/> <p>Support affordable housing that actually serves the n'hood. "Workforce housing" can be cost prohibitive even though it is subsidized. Change standards?</p>
	<hr/> <p>Seeing the rich culture that a community has to offer and not cover it up but elvates it with intentions to grow communities that can learn, live and grow wealth together for it residents.</p>
	<hr/> <p>Take neighborhoods org's out of development process.</p>
	<hr/> <p>The city could help seniors consider housing coops w/ neighbors and friends to meet needs of people aging out of standard/_ oritneted homes. Ideation support!</p>
	<hr/> <p>The city should add "subsidized" public housing in usually nonaffordable (Linden Hills, Kenwood) areas to truly have a continum of housing throughout the city.</p>
	<hr/> <p>The housing info-graphic "distribution of existing multi-family housing" does not identify duplexes</p>
	<hr/> <p>The housing presentation implies that racial bias is still in place. That is illegal. Enforce the law restrictions. *</p> <hr/>

Source

Text

Housing Comments - Open Houses

The question is, who build the housing? We should supprt the private developers in this effort - - - its way less expensive than when government does it.

The Whitter neighborhood is the most diverse in the state. It also has the most social service providers. We are already very well-served by bus transit. We need more subsidized affordable housing included in enw developments that address density needs and low-income families that need more than 2 bedrooms. Diverse choice in affordability is so important.

This is your "public" meeting to go ahead an do whatever " you " (city) wants to do process - what process.

Too much density and no vision incorporating many aspects of city living. Such as how quality of life issues (affordability, noise, loss of independent business, and general disregard for existing residents).

Transportation infrastructure isn't keeping up with density. Unless that changes, mobility esp for poorer (affordable housing) and seniors wo't be possible.

Triplex or 4-plex legal in all zoning disticts by right, no lot size minimum

Undo redlining-based exclusionary zoning.

Up-zone all of Minneapolis. No more single family zoning. *

Talk to landlords to get their concerns into the mix on affordable housing programs.

Source	Text
Housing Comments - Open Houses	Make sure all new housing works with transportation options (transit, walking, bicycling) + greenspace)
	Dinkytown and surrounding neighborhoods have too much "luxury" housing or rental properties that are in terrible shape, but too expensive. This cannot continue.
	Make ADU's legal for non-owner occupy properties
	Being more detailed about these solutions. Analyzing the type of housing is important!
	Big Houses. Matching seniors with millennials. More people each house. Better for property taxes and maintenance.
	Bring back NRP!
	Buikld market-rate public housing to subsidize low-cost units. Create a renter's commission.
	Build affordable housing that connects neighbors - porches, benches, sidewalks, lighting
	Build affordable units for every market rate unit.

Source	Text
Housing Comments - Open Houses	Build housing that can keep seniors in the city. Single level, affordable units.
	<hr/> <p>Build more housing.</p>
	<hr/> <p>Build more. Especially in affordable price ranges. Reduce regulations and lower property taxes which are a big burden for low income households.</p>
	<hr/> <p>Change code to allow homes smaller than 500 sq ft - or "tiny homes". Also, communities of tiny homes for homeless as transition! *</p>
	<hr/> <p>Change policy to require developers to include affordable housing as a % of units.</p>
	<hr/> <p>Change zoning definitions - no part of the City should disallow quad-plexes</p>
	<hr/> <p>Change zoning to allow by-right developments 3-stories or a 2.2 FAR with a 1.1 FAR minimum. Eliminate single family zoning and make it illegal to rent single family houses. (air BnB included). Raise taxes on land as opposed to taxes on property.</p>
	<hr/> <p>City could better support people who wish to stay in current housing but who need minor (but essential) assistance in doing so.</p>
	<hr/> <p>Cohousing + cooperative housing. Save public housing.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Consider treatment of parts of tax base. Residential tied to owner's input. Commercial based on market not specific use.
	Crack down on landlord/management company monopolies. Encourage renovation and restoration of existing buildings and include incentives to landlord in order to make affordable
	Dense housing (not necessarily towers) needs to be spread into every neighborhood.
	Density does not equal affordability. Development of luxury housing drives up values of neighboring housing, and has a negative impact on affordability.
	Density in wealthy neighborhoods (Nolo, uptown, DT) will save affordable housing for low-income residents.
	Make all re-zoning known to the neighborhood and the neighborhood associations.
	Density like D.C. Setbacks & trees and long lasting buildings.
	Density! People focused transportation options, for all new developments.
	Discourage/disincentivize housing w/ high surface area (ext) to resident ratio - not sustainable w heating (& less likely to be dense).

Source	Text
Housing Comments - Open Houses	Do not concentrate poverty! *
	Be careful about continuing to raise property taxes. You will Price out creent property owners (home owners). Many of us stable home owner have seen our taxes double or triple!
	Duplexes to sixplexes
	Basic SRO type housing for practical rent along bus lines. Family housing - no apartments - still affordable.
	As we "grow" make sure we don't lose green space!
	"Affordability" must be pracical at local level.
	"Require" - if there is a teardown (i.e. SW Mpls) that the replacement wont' be the same size - or slightly larger. My neighborhood is losing all if it's affordable housing this way. I'm a Senior and would like to stay in my neighborhood! Carol
	? - How does sharing economy/_ / co-op housing fit into today's housing policy goals?
	Abolish City recognition of neighborhood organizations #ACRONO

Source	Text
Housing Comments - Open Houses	Abolish parking minimums - the free market can take care of car storage
	Actually protect N.O.A.H!
	Address housing s_ by helping homeless vet (get from jobs), need more low income housing should be distributed across city equally.
	Addressing the affordable housing crisis is important. However addressing affordable housing is not a proxy for addressing racism.
	ADU's fit character of heights, increase density, supports aging popn
	Affordabile housing accessible for people who were previously incarcerated.
	Affordability, access to ownership, rental for families, diversify communities.
	Affordable housing needs to be evenly distributed throughout the city, so as not to create large pockets of crime and poverty. Affordable housing and expensive housing should both have access to good quality public transit. More research and discussion about less expensive street car lines where tracks already exist. Affordable options?
	Afraid I will get Gentrified out of Loring. Have physical disability, can't drive and limited income. Need rent regulations.

Source	Text
Housing Comments - Open Houses	Allow & encourage townhomes & multifamily along community and commercial corridors
	<hr/> <p>Allow apartment buildings all over the city and not just in certain zoned neighborhoods.</p>
	<hr/> <p>Allow for density such as at Loring Corners. That awesome space, those buildings + the sweetest alley (+ most photographed) in the city would not be legal to build today. Rethink our spaces + neighborhoods to allow for mixed use + dense areas like this.</p>
	<hr/> <p>Allow for low rise- hi density zoning in n'hoods, nestled between SFH. No zoning code currently allows for this.</p>
	<hr/> <p>Allow home owners and landlords to pull their own building permits *</p>
	<hr/> <p>Allow more 2-3 unit buildings in single family n'hoods.</p>
	<hr/> <p>Allow rooming houses and other co-housing models so we can build for less.</p>
	<hr/> <p>Also families. Absentee owners are taking over single family housing stock. This is not healthy. They lack green spaces. Work w/ school district to get schools back in all communitites not just wealthy areas w/ political clout.</p>
	<hr/> <p>And in a variety of neighborhoods</p> <hr/>

Source	Text
Housing Comments - Open Houses	Anything to address the growing homeless population at 35W/Lake St?
	<hr/> <p>Apartment enforcement maintenance + affordability, include multi-family in energy_, franchise fee investment in multifamily, energy fu_ inclusive financing tarif_ for efficiency.</p>
	<hr/> <p>Artificially manipulation of supply/demand has rarely worked. There are too many variables in regards to human behavior and trends.</p>
	<hr/> <p>Ban future sale of public land. Look at Singapore. Municipalize properties with service code violations. Turn into **** housing.</p>
	<hr/> <p>Economic development is good- but it can't be just bringing external people in serve people who are there. Neighborhood first. Use artists to help people visualize opportunities.</p>
	<hr/> <p>Density is good but there needs to be a story burden on developers to: mandate a component of affordability, serve neighborhoods that already exist.</p>
	<hr/> <p>Eliminate parking minimums!!! Mix housing option types in every part of Mpls. Allow Granny-Flats. Allow mixed-use buildings in all neighborhoods. Switch to form-based code. Apartments with 3+ bedrooms for families with kids downtown. Push more transit oriented development. Mixed-use, walkable neighborhoods everywhere!</p>
	<hr/> <p>Incentivize community and communal living. Public park investments instead of back yards. Shared wall for energy efficiency. Fewer restrictions on who can live together and where. Prioritize housing with more people per sq. ft.</p>
	<hr/> <p>Incentivize developers to add affordable housing! Negotiate to make this happen! Diversity is what maeks a city a city!</p> <hr/>

Source	Text
Housing Comments - Open Houses	Include affordable housing in new development
	<hr/> Include open space + green space w/ development.
	<hr/> Edina and Mpls. Combine. Inclusionary zoning. Affordable housing. Sustainable building policy
	<hr/> Income caps to rent @ certain places to prevent negative gentrification
	<hr/> Increase people's income, financial literacy, rent out a bedroom, micro businesses, wereallin.org, onemn.org/shared prosperity model.
	<hr/> Increase supply of housing: market rate, subsidized, A.H. - one tool to address affordability
	<hr/> Increase the supply of affordable housing - not all housing.
	<hr/> Increasing rent cost is currently forcing long term residents out of the Loring Park neighborhood. We need rent regulations to protect us.
	<hr/> Increasing supply does not automatically equate w/ keeping housing affordable. Types are critical to this equation. Deep inventories of existing types/\$ paired w/ locations will help determine a wish/demand list.

Source	Text
Housing Comments - Open Houses	Invest in a diversity of housing options in the same neighborhood.
	<hr/> <p>Just cause eviction</p>
	<hr/> <p>Keep affordable housing affordable long-term while encourage landlords to invest upkeep properties.</p>
	<hr/> <p>Keep current low density zoning - this is what makes mpls so livable especially around the lakes. Add density downtown and in warehouse districts.</p>
	<hr/> <p>Keep single family house</p>
	<hr/> <p>Keep size, height, space size appropriate for neighborhoods no 30 story building in residential n'hood.</p>
	<hr/> <p>Landlords do not need to tell people where to vote. Not their role! No rent control - stop controlling the free market - if rent is too expensive no one will rent. This will correct itself. If you force section 8 on people, force people to take irresponsible renter - back the landlord up stop leaving them high + dry with tenant biased laws. Landlords are not rich either.</p>
	<hr/> <p>Less luxury apartments</p>
	<hr/> <p>Limit City investment in housing construction. Emphasize decreasing barriers to private housing development. Let market work.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Litigate bad actors/chronic offenses by landlords.
	Live up to zoning commitments and other promises made to existing residents.
	Locations to expand housing choice: should include not only areas that are racially concentrated areas of poverty, but also neighborhoods in SW, SE, & NE mpls. Kenwood Neighborhood should have affordable housing options.
	Loosen guidelines + zoning rules on ADUs so that larger + more populated ADUs can be built + on more properties (i.e. on triplex properties.)
	Make \$15 minimum wage for the whole state a part of the city legal agenda.
	Incentives, policy, ordinance, etc. to make it more attractive to build aff housing in SW. There is no reason right now for a developer to set aside space or units to aff. Housing.
	In historic districts, revitalize buildings first. When introducing new construction to increase housing supply, honor historic district guidelines and neighborhood master plans. Density should be appropriately scaled and compatible with the district.
	Income by race is the problem. Rather than Housing affordability by race.
	If city makes landlords take section 9 tenants they should pay for repairs.

Source	Text
Housing Comments - Open Houses	Enable small developers to build 3-4 unit housing everywhere. End parking minimums.
	Encourage more accessory dwelling units through an expansion and loosening of the ordinance.
	End homelessness like Utah!
	Enforce tenant law & strengthen it.
	Ensure housing options at all price points in every neighborhood. (Especially wealthy ones)
	If increasing density (up-zoning), demand that developers use "green" building features (e.g. energy efficiency) + quality materials for 3-plexes and larger.
	Get more support for rent and like rent a apartment based on your income not the neighborhood right now rich can afford better house that anywhere. Please *** to other people that is not who sit on the speculation!
	Get rid of owner-occupancy requirement for ADU's.
	Give \$ to n'hood groups to implement local housing strategies.

Source

Text

Housing Comments - Open Houses

Go back to annual reports of housing conditions by type, age as was done for decades by planning. Oldest housing needs investment. Without NRP city needs to lead.

Have every different kind of housing at a reasonable price for what it is.

High property taxes make Mpls housing costly and, in the long run, uncompetitive.

Higher wages make more housing affordable. *

For several decades the "Strategy of building more rental units in hopes of driving down market rental prices" has been employed. It is not working.

Housing concentration should be tilted towards more beds per unit family /roomate structures changing.

Homeownership is key to community and affordability- stability - long term

If applicable: reduce funding to "AHTF" and re-appropriate funding to build fully public housing in every ward, to be managed by "MPHA". Density and 0 parking is key. I would gladly pay 2% more in taxes for a limited time (5 years) to dedicate funding for this project.

I want to live in a neighborhood with lots of plants and animals.

Source	Text
Housing Comments - Open Houses	I very much appreciate the increasing housing density Marcy Holmes in particular has been experiencing - but all the new development is so expensive. Seems to be pricing people out. I want to see an expansion of truly affordable studios - that aren't super crappy. Why do all the new studios cost \$1000/month? For a small space, I want to pay less. New development is great but not when every new unit is unaffordable.
	<hr/> <p>I find city beautiful because it is less dense. Hard to cross streets safely. Density is making city ugly and less livable.</p>
	<hr/> <p>I like my R-1 single family house in my neighborhood of R-1 single-family houses. Why does that make me an evil person?</p>
	<hr/> <p>How do we help seniors stay in their homes? Property taxes are getting so high, people on fixed incomes are struggling to stay in their home they in been in for decades.</p>
	<hr/> <p>How can design for different sharing/private space models?</p>
	<hr/> <p>How are your "areas affordable for . . ." maps not racist?</p>
	<hr/> <p>Housing should be people focused and built/rehab according to needs of people already living there.</p>
	<hr/> <p>Housing growth in the city needs to be broadly distributed. Uptown is growing and stressing existing infrastructure but other areas are stagnant.</p> <hr/>

Source	Text
Housing Comments - Open Houses	How to help people currently in subsidized hsg move on when they are ready to buy/rent on their own (w/out subsidy)

Neighbors for More Neighbors_Dec 2017	<p>Neighborhood interiors also need to see development and need housing. Find food funding sources for affordable housing. Find a way to preserve NOAH at risk of being sold and upscaled. Upzone single family areas vacant lots. Reduce parking requirements. Return single family goods to historic density.</p>
---------------------------------------	---

When we talk about ending racially restrictive housing policies that means ending single-family zoning. Build more multifamily housing in desirable neighborhoods including wards 7 and 13. Past downzoning has left the city with less naturally occurring affordable housing. Protecting neighborhood "character" is racist.

We also need to allow/encourage higher density living in existing homes/houses and return them to historical densities as duplexes/triplexes/rooming homes/extended and larger families at least until parcels are redeveloped. Use property tax policy to encourage denser living (rate/resident/sqft). Smaller buildable sites. Upzone everything (and mixed use). Set minimum per parcel in zoning rather than max. Eliminate parking requirements altogether.

We absolutely need more overall housing across the city. Restrictive zoning throughout Minneapolis has contributed directly to the lack of Naturally Occurring Affordable Housing. Let's revisit the effects of the mass downzoning of the 1970s. Neighborhoods like the Wedge + Whittier need more multi-family housing, as does Linden Hills. We also need to allow more 'by-right' development. Mixed-use housing should be encouraged. More missing middle housing!

Initiatives to build out lots that are currently owned but grassy lots. Those are mostly in low zoned R2 and R2 areas. This isn't effective for building six-plex or 8-plex buildings, which are badly needed in this city. We also need high density, and nothing less on transit corridors. Nothing less than 100 units. The whole city needs to be zoned R4 or above in order to have viable density. With this reduce the parking requirements everywhere.

Allow missing middle/gentle density everywhere, not just on arterials/transit routes. Single family zoning is racist. Reduce restrictions that protect "character" a racist and classist construct. Eliminate occupancy limits in the zoning code. The luxury housing of today is the naturally occurring affordable housing of tomorrow. Set a density minimum requirement for city owned vacant lots. Allow more development by right - make dev for small developers easier. Legalize SRO/boarder houses.

Source	Text
Neighbors for More Neighbors_Dec 2017	Ground floor commercial in neighborhood interiors. Renter protections - contractors w/ municipal resources. End single family zoning. Upzone vacant lots. Streamline _esp. for affordable housing. There are lots of young and old adults who would be happy to live in small units like we build for students. Housing insecurity is _ from poverty and income.
	Eliminate parking minimums increase bike facilities/transit accessibility/car sharing. Upzone everywhere - esp vacant lots. Increase burden to obtain historic designation - ensure designation is for truly historic buildings and not just old - used too often to obstruct needed development. Facilitate and encourage mixed use development in neighborhood interiors/everywhere.
	Change every surface parking lot into housing with floor level retail for food. Address the redlined areas of the city. Upzone vacant lots - minimum units/size not maximum. Make legal current duplexes/triplexes. Remove parking minimums.
	Allow more mixed use develop (everywhere). Build more market and subsidized units in all neighborhoods, not just along arterial roads nad streets. Housing is a fundamental right. Reduce parking requirements everywhere. Get rid of parking minimums and max. Build more especially in transit rich neighborhoods. Improve development process (speed up). More by right development (appeals process slows development and adds costs). Upzone the entire city. Stop listening to the most privileged people. R1 and R1A are exclusionary in keeping people out. Legalize SRO, get rid of occupancy limits.
	I work in Near North and live in CIDNA. I've noticed problems in Near North due to the hgih density of foreclosures on rental houses and poor-quality land lords. I think more resources (FTEs) should be put into regulatory inspections to address this. In CIDNA, near where I live, there are some apartments and condos near Lake, but most of the neighborhood is expensive houses. To make it easier for people to live in Minneapolis, we need to build more apartments in neighborhoods like mine, and not just on Lake Street.

Source	Text
Nokomis East Neighborhood Association_Jan 2018	<p>Housing and Equity</p> <p>What currently works in Nokomis East? How can the comprehensive plan build on those assets/play to our strengths?</p> <p>Keep housing affordable (x2)</p> <p>Prevent teardown/rebuild (x2)</p> <p>Incentivize small house tear down & replace with affordable for neighborhood</p> <p>Commercial/MCD density to build up 34th Ave as a “spine” for neighborhood</p> <p>Building high density housing along higher traffic roads & higher use sites (light rail), dispersed</p> <p>One of the few areas in Minneapolis where homes more equitable</p> <p>Quiet and safe/ don’t add too many people</p> <p>What does not work so well? How can that change?</p> <p>Areas have been redlined/cutout (x6)</p> <p>Affordable and multi-family housing could be better dispersed in the neighborhood (x6)</p> <p>How to rezone to plan for redevelopment</p> <p>Houses go fast so there is shortage of affordable housing</p> <p>Still fairly white neighborhood, but changing</p> <p>Need more townhomes</p> <p>Concerned about gentrification and crime</p> <p>Keep this a single family neighborhood</p> <p>Additional thoughts?</p> <p>Have to plan for higher density going into the future</p> <p>Increase density, avoid gentrification</p> <p>Issue: everything is fully developed already</p>

Source

Text

Pedestrian Advisory Committee_Jan
2018

GOAL 6: Dense and Varied Housing Encourages and Supports Robust Walkability

RATIONALE: A diverse housing supply allows for residents of all incomes, family types, and circumstances. Housing density provides the economic and social base to support thriving commercial options and a vibrant cityscape, which encourages walking. New housing provides more ADA accessible units, benefiting those who walk and roll.

STRATEGIES

Encourage the development of new housing of all types, with a focus on multi-family and density, which most support robust walkability.

Ensure new regulations do not hinder development and worsen a shortage. Use common sense and an understanding of the housing market.

Support renters' rights; provide access to eviction legal aid.

Allow dense housing development throughout neighborhoods

Address historical redlining and current racial and economic segregation by using zoning and other tools to increase housing density and housing affordability in low-density and wealthy parts of the city

Facilitate developments (make by-right on every parcel in the city) of small-medium-sized apartment buildings

Allow boarding houses because they provide cost-effective housing, often to people at risk of homelessness.

SOU's or rooming housing are allowed for students on college campuses, and should be made legal elsewhere.

Allow and encourage the subdivision of single family homes to boarding homes, duplexes, triplexes

Reduce or eliminate a minimum unit size

Decrease minimum lot size for development

Facilitate more live/work housing and commercial options

Allow density through floor/area ratios

If residential zoning is a tool still being used to restrict housing, use minimum housing units allowed, rather than maximum; establish minimum densities at multiple scales to

Encourage increasing housing density directly adjacent to green space, waterways, and other destination/amenities.

Eliminate minimum setbacks.

Source	Text
Pedestrian Advisory Committee_Jan 2018	<p>GOAL 1: Grow Our City</p> <p>RATIONALE: We support growth and welcoming new people to live and thrive in our city. We recognize that greater density of residents supports more businesses and amenities and demand for services like transit and walk/bike infrastructure, and lowers individual carbon footprints. More residents and businesses also increase the tax base, spreading out the cost burden for government services.</p> <p>STRATEGIES:</p> <p>21st Century Zoning Amend current zoning practices that prevent new multi-family development in transit-rich areas of concentrated wealth.</p> <p>Diverse Neighborhoods, Complete Communities Support the creation of housing and services that meet the needs of a greater variety of our people by income, age, race, family type, etc., in every region of the city. The more economically, culturally, generational, and racially diverse a neighborhood, the more walkable. The more variety of land uses, the more walkable.</p> <p>Reconsider What We Mean by Safety Safety from vehicles is essential for walkability. However, safety and perception of safety depend on each individual's and communities' position in our existing inequitable society. Pedestrians of color, queer people and immigrants must feel safe around police. Approach "safety" issues such as "loitering," prostitution, drug dealing, homelessness and litter by first examining the root causes of these problems, and develop strategic partnerships to remedy them.</p> <p>Fund Public Transit To support sustainable growth and attract new residents interested in car-free living, develop a city fund for city public transportation projects that make walking and transit more convenient</p> <p>Set Mode Share Goals for Walking Set a goal and work towards achieving it.</p>
West Broadway Area Coalition_Jan 2018	<p>Prefer affordable housing first, market rate second; ownership opportunities for existing residents; further engagement with residents regarding preferred housing types.</p>

Minneapolis 2040 Phase 3B Civic Engagement Data - Climate Change

Source	Text
Harrison Neighborhood Association_Feb 2018	Don't gentrify the area. If property tax and rent/housing goes up, _ should income supply should always be greater than the demand. Mentor residents to sustain and maintain their homes successfully. Do not set up for failure. I will know. Do not discriminate against those who are non-white.
	Housing shortage is obvious, and there are ample opportunities to build apartment buildings in Harrison. Maybe combine one with a new supermarket or retail center.
	It's hard for a teacher to find an affordable place to live! Let's keep MPLS affordable. We need mandatory inclusion zoning. We want "Right of first refusal". We want just cause conviction.
	Make affordable for the youth as much as possible.
	More help for home ownership programs that help first time home buyers to help build community wealth.
	Need to implement mandatory inclusionary zoning. Harrison neighborhood is a mixed income neighborhood + we would like to keep our neighborhood that way. We value diversity and the character of our "low income" neighborhood. Need to implement right of first refusal policy + just cause eviction policy. In addition to these policies we definitely need to increase the supply of housing by building new apartments and increasing the density of the neighborhood. However, we cannot allow these developments without the mandatory inclusionary zoning!

Source	Text
Harrison Neighborhood Association_Feb 2018	<p>People who live in existing homes need access to funds (no/low interest loans) to help them not lose their homes. Housing along transit lines = success for transit and also success for housing. Would love to see some innovation! Public-private partnerships to make new place based spaces for residents.</p>
Housing Comments - Maps	<p>The South Lyndale Ave corridor is an excellent opportunity to build additional housing density in SW Mpls, an area that needs serious attention from an affordable housing perspective. Redevelopment of older commercial and industrial properties along the corridor should be required to add height to allow for street level commercial with affordable housing above.</p>
	<p>the single family homes in this area look out of place in the heart of the city.</p>
	<p>The Ramp C/94 ramp and elevated freeway create a massive dead space in the Warehouse District/NorthLoop Neighborhood. The freeway should be removed, allowing land to be developed for housing. An at-grade boulevard with mass transit improvements and bike lanes could help maintain enhance the neighborhood.</p>
	<p>The Midtown Corridor has the framework to be a true linear park with no one needing cars due to the proximity to the Greenway and buses on Lake Street.</p>
	<p>Build here. Housing. Office. Commercial. a Straight line is the most effective way to move people, goods and services.</p>
	<p>The Lyndale corridor north of Franklin is prime for new medium and high density housing to support adding the #4 Metro Transit route to the high frequency network.</p>
	<p>The lowry corridor between the river and Central is an important commercial and transit corridor in NE. This corridor could use a major upgrade in residential and commercial properties. It has many abandoned buildings or severely underutilized lots and blocks. New apartment buildings and some new commercial and retail developments would be great in this corridor.</p>

Source

Text

Housing Comments - Maps

The Fruen Mill industrial site is THE PERFECT place to build housing that has space reserved for all socioeconomic statuses. The site could get a Trader Joe's and a gym and have a playground plus high rise condos. It would have to be done carefully, as to not further gentrification which displaces people on the low income part of the spectrum

The impound lot should close and be redeveloped into an area for housing. This area will soon have excellent mass transit access via the Green Line and Blue Line extensions as well as the C-line.

The Hennepin Avenue corridor isn't very dense with many one/two-story structures. Few new development projects have occurred along this stretch and those that have are low density (Giordanos building, Walgreens, etc.). The blocks along the corridor too are primarily single family homes and duplexes. The plan should dramatically upzone this area for mid-size to high rise apartment/condo and mixed use buildings. This is a prime opportunity along the high frequency transit corridor.

The upper middle class white neighborhood I grew up in. If we want to making housing just, that means that all neighbourhoods should include housing opportunities for everyone. That means my neighborhood too, no matter what some of my neighbors may say.

Yes in my backyard.

The entire area around 46th and Chicago should allow for duplexes, triplexes, and fourplexes by right. With the 'D line' aBRT project planned in the next few years, the Orange line stop at 46th and 35W, and existing service from the 46, this area will have (in fact already has) plentiful transit options. With a strong commercial node at 48th and Chicago and adding even more mixed use zoning along Chicago, this has the potential for real, sustainable growth.

The development at 4700 - including another coffee shop with a drive through - was a huge missed opportunity for a mixed use development practically adjacent to one of our most used biking and walking facilities. That drive through is going to create a traffic mess too!

The city needs more housing. Everywhere, every neighborhood.

The KMART lot represents a huge opportunity to build a dense mixed-sued neighborhood with great transit and biking access (Orange Line, Nicollet Ave, Lake St., Midtown Greenway).

The Waite Park neighborhood is almost completely made up of single family homes. 2800 block of Johnson is a commercial corridor and there are some empty lots and otherwise underutilized lots on this block. I would love to see some apartments along with a restaurant/bar and/or other retail as part of a development in this area.

Source

Text

Housing Comments - Maps

The whole city needs better, affordable housing options, with good access to public transportation and walkability. This doesn't have to come in the form of new development always—large houses can be converted into apartments as well. I love living in a historic building (1920s) in Carag, but am afraid it will soon become unaffordable.

The West Loop area is tremendously underutilized land that represents a monumental opportunity to build a high density neighborhood in an increasingly transit-dense area. This also will help support the downtown core and its retail base.

This area can have taller apartments. Break past 2-story commercial buildings.

This area already has decent transit and infrastructure. There are numerous empty or underused lots for such a good location near downtown and uptown. This is a very mixed income area, with affordable rental units very near large single family homes.

There's too much parking lot and an under-used funeral home. Build apartments!

There is so much wasted space on huge, often empty parking lots. This area is in the heart of the city and has such good transit connections that are not taken adequate advantage of.

There is so much wasted land here. We don't need such a long on-ramp. This area could be redeveloped into a mixed use neighborhood/extension of the 54th/Lyndale node.

There is not enough, if any, affordable housing in the North Loop!

The Walgreens and other properties here underuse potentially valuable land. This site is directly served by transit and would be a great place for mixed housing and retail.

Source	Text
Housing Comments - Maps	there are weird pockets of non-mfh housing here that don't make sense? some of them look like single lots? clean this up.
	There are large open lots here - and proximity to transportation, shopping, etc.
	There are a number of empty parking lots near parade stadium. These lots could be converted into housing (as an example I think of the West End development in SLP). Yes, the lots are used for many events (baseball, Blake School students, sculpture garden, etc.) - but in a new multi use development parking could be placed underground. This space would provide easy access to downtown (for jobs and entertainment) to the Walker Art Center, Loring Park, and biking/walking trails.
	There are a number of apartment/condo projects in process, but this is where we need to add all we can. By adding housing, we can make a great neighborhood even more walkable and vibrant.
	The whole city should have housing choices expanded to ensure that no one area misses out on opportunities for low cost living.
	The Central Ave corridor is full of life and increasing amenities, is an amazing transit corridor, is located near downtown, etc. It only makes sense to support more housing opportunities along this corridor, and promote this as a main artery with excellent access to services and jobs (and food!)
	The West side of Longfellow is residential. The East side is in limbo with the sale of the Roof Depot site to the City of Minneapolis. The City wants to move in more industry, the Water Works Maintenance Yard. EPIC & the Community want 3 acres of the 7+ acre site to locate 28 new affordable 2 bedroom living units on top of their proposed Indoor Urban Organic Farm. The choice is more industry and pollution or more more affordable housing and Green development. Note that EPIC and the Urban Farm were negotiating to purchase the entire 7+ acre site when the City threatened the use of Eminent Domain to force the sale to the City. Contact Carol Pass, Board President of EPIC (the East Phillips Improvement Coalition) at 612-916-8478 or cpass@runbox.com for details.
	There are so many vacant lots in Folwell. Having tiny homes or building energy efficient smart homes and giving grants and loans to long term renters in the area would be an amazing initiative.
	the blue line.

Source

Text

Housing Comments - Maps

Surface parking lots that are generally empty

The 38th St light rail station is within easy walking distance of all housing in this area. There is already some commercial activity, although more is needed. This area in particular needs more 'missing middle' housing options (e.g., duplex, triplex, fourplex, and somewhat larger multi-family). It is unfathomable that in the midst of rapid population growth and increasing rent/home prices we keep predominantly single family zoning in much of this area.

Rent control + stop the density insanity.

Relocate Smith Foundry and Bituminous Roadways, major pollution sources, and Build Affordable Family Housing on the 2 sites of prime Transit Oriented Development potential. This is an economically challenged multi cultural residential community that has suffered under the plumes of these sites for decades. Note the children's playground immediately West of the smoke stacks of the Bituminous Roadways' Asphalt Plant. PAHS is a major cause of ADHD and Asthma, both endemic in East Phillips. It is unconscionable that these polluters have been allowed to coexist in this residential neighborhood. It would not be tolerated in Edina! Note that both polluting businesses' Permits to Pollute have expired and are, incredibly, being considered for re-issuance by the MPCA. NOW IS THE TIME TO ACT ON THESE SITES!

Redevelop the Kmart site! Mixed-use with affordable housing!

Redefine R1 to include all buildings 1-4 units by right.

Re-connecting this area to downtown and the North Loop can make it an appeal place to leave close to downtown.

Quick access to 35W and 62, aging commercial and housing, non-essential scenery that people won't get as worked up about preserving, and attractive intersections that could thrive with activity with more density.

replace with mixed-use w/ housing

Source	Text
Housing Comments - Maps	Proximity to downtown and U of M, already dense housing, transit connections, open develop-able land.
	Promote land uses and tax incentives that would encourage affordable high density, TOD along the Blue Line. Enough single family homes next to LRT, OK?
	Prime location for development. Some already owned by the county I have been told.
	Perfect location to develop a new high-density mixed-use district with affordable housing. The location is close to downtown, next to the Ceder Lake Trail, Bryn Mawr Meadows Park, freeway access, and all sorts of other amenities. This is a site that is primed for redevelopment with future light rail service. Minneapolis should be looking to create a new community of the future that is focused on sustainability. Not only would this area be the perfect location for such a project, but it could help put Minneapolis on the map for sustainable planning and design.
	Perfect location to add housing with close proximity to jobs and entertainment. This area should also focus its attention on the Ceder Lake Trail with businesses and retail that face and/or interact with the bike and pedestrian path. This is a strong amenity that should be the highlight of a new urban neighborhood. Redevelopment should also emphasize the Minneapolis Farmers Market by making it a central feature of the new community.
	People want to live here, but we can't currently build small scale apartments. Prices have risen quickly pricing people out - we need more housing options. Upzone the whole area!
	Opportunity for nice urban entry into Northeast
	Proximity to downtown and transit, dense residential already there, open land.
	The area to the east of Hiawatha is industrial and terrible. We need more housing, especially affordable housing, along the blue line

Source

Text

Housing Comments - Maps

Save our views - follow existing height restrictions. No more variances!

Seward and Cedar-Riverside have great commercial areas, neighborhood parks, transit, and bike paths, but there hasn't been much new housing built. The city should help build market-rate housing in poorer neighborhoods for economic integration!

Sustainable housing, owner occupied by affordable, e.g.\$99,990, 1500 Square Foot Two Bedroom 2 Bath with third Bedroom Expansion. Single car attached garage. Units have Townhouse characteristics (front to rear) with garage in front providing for additional off street parking. Density is rated at two units per 1500 square foot lot. 5'-0"side yard setback. 30'-0" front yard.

this area could be great if you let more people live here!

surface parking doesn't belong here! this could be a great area.

Support small businesses by expanding housing choices at key corridor intersections

Support small businesses by expanding housing choices at key corridor intersections

Support small businesses by expanding housing choices at key corridor intersections

Senior housing on the east side of the St. Joseph's property that is underutilized.

Source

Text

Housing Comments - Maps

Such a deeply underutilized corridor.

Southwest Minneapolis has beautiful lakes, trails, and attractive schools. We need more modest and subsidized multifamily housing here.

Some of this land is still zoned industrial! The Hiawatha corridor, served by light rail, is not the place to be adding storage facilities and single-use retail. Allow more housing by the Blue Line!

so many damn parking lots

Smith Foundry needs to be relocated in favor of Affordable Family Housing. See other comments on the Roof Depot Site and Bituminous roadways. I hope they were not lost when I was unable to make the Draw an area function stop. Call me, text or email for information and ideas on these sites.
Brad Pass
612-916-8478
bpass@usinternet.com

smaller-footprint Riverside power plant and significant setback of Marshall Ave from the river means an opportunity for both riverfront parkland and higher-end premium-location housing. Lower-traffic corridor is less appropriate for high-density transit-based housing.

Since housing needs likely change multiple times, and often are unpredictably, making plans that aren't flexible is idiotic. Plans always change.

Still so many empty lots in this area! Look at the footprints in Elliot Park, or the ridiculous number of surface lots still downtown! Remove them and build housing--you could likely still retain the same number of parking spots while also making a dent in our ridiculously low rate of rental vacancy.

This area currently has a mix of houses and apartment buildings, but much of the area does not allow new apartment buildings, even though many already exist. More apartments are needed to keep costs from rising too quickly. Small apartment buildings can do this and keep neighborhoods livable.

Source	Text
Housing Comments - Maps	This area in the city is prohibitively expensive to live in and has become super gentrified. Please do something to make housing more affordable.
	This area has great access to high-frequency transit (10, 11 routes). Parts are very walkable. We need higher zoning near areas with great amenities like grocery stores, restaurants, etc.
	We need more housing options west of the lakes. We cannot allow these areas to continue to shut people out and remain enclaves of the privileged. We can allow these areas to densify without compromising their lower-scale character. It must become easier to build duplexes and triplexes and small apartment buildings.
	We need more housing everyone, especially in areas of opportunity. (I was attempting to highlight the places that are most racially segregated, where white people have kept out higher density and POC, but the map was hard to manage to do that especially well.) Concentrations of white people and high-income people need to be the first to welcome additional, more-dense housing to make up for our history of redlining, code matching redining, and exclusionary racial covenants.
	We need more affordable housing choices, particularly for families, in Downtown and at transit station areas.
	We need affordability everywhere and inclusionary housing. Bring back the "in lieu" fee policy. More rental options non-homeowner coops.
	We need a range of pricing for housing
	Very few affordable housing options here. (I can only afford it because I live w/ 2 others)
	We need more housing options west of the lakes. We cannot allow these areas to continue to shut people out and remain enclaves of the privileged. We can allow these areas to densify without compromising their lower-scale character. It must become easier to build duplexes and triplexes and small apartment buildings.

Source	Text
Housing Comments - Maps	Very desirable area with limited options. More housing needed to allow more families access to area amenities and also for older couples/singles who are downsizing. Many priced out of area, others unable to find smaller, quality apartments/condos.
	Upzone. Eliminate R1 and R1A primary zoning districts. Eliminate minimum lot sizes and maximum FARs.
	upzone uptown
	Upzone this area. No part of Minneapolis should be reserved by law for the exclusive use of a single family.
	Upzone please
	Upzone for greater housing density.
	Upzone for greater housing density
	Vacant, near transit
	Upzone everything in S. Minneapolis - this area has great transit corridors (Hennepin, Lyndale, Nicollet, Cedar, Chicago, Cedar and soon 35W with the Orange Line) - most of this area is SFH or duplexes and could greatly benefit from additional density.

Source

Text

Housing Comments - Maps

We need more medium-density housing in areas that are only single-family neighborhoods. It is important to offer housing opportunities for all incomes in amenity-rich areas of the city.

We need to add gradual density to our most desirable neighborhoods, like the recently rejected (technically approved with lower density) proposal for 44th Street. Adding density in in-demand areas helps share the high cost of land among more units, helping affordability in the surrounding area, and helps relieve pressure on less-in-demand areas to gentrify. We need more units in walkable, transit served areas where we were adding them 40 years ago before we down-zoned, like Linden Hills.

Woul like to own a small house or condo in my favorite neighborhood, Powderhorn. My current rental is an old building with little insulation, drafty windows, thin walls/ceilings, mice, and landlords who do little upkeep of the building. Unfortunately I can't afford anything more expensive and am stuck hoping rent does not increase.

With the proximity to the Light Rail, I believe this entire area would benefit from a massive facelift with high-rise mixed use buildings and 0 parking.

Whittier n'hood: -most diverse in state, new development is pushing ot long-time residents - no requirements for sub affordable units, and units that can accommodate families. Not just studios and 1 bedrooms. Lots of social service providers,clients.

Wherever possible the highway should be removed or capped with new housing replacing the lost land.

Where I currently live. I'm the last artist in my building, and I fear the day my rent finally gets pushed beyond my means. I LOVE all the new development in my neighborhood, but there needs to be a focus on various income levels. There are still a few parking lots in the Warehouse District to fill in, and I hope some of these become income-restricted units!

Where can seniors go to stay in minneapolis? 1 - density along transit routes 2 - planning for increases in densities in "enhanced" transit BRT-ABRT. Don't make the same lack of planning that occurred at the 46th Street Station.

WE NEED PEOPLE DOWNTOWN. Its pretty much a business district that becomes deserted by 6pm everyday. Saturdays and Sundays are scary quiet. People will live downtown, you just have to let them. Remove zoning barriers!

Source

Text

Housing Comments - Maps

When talking about "neighborhood engagement" don't let this be taken over by privileged homeowners as an excuse to keep out affordable housing, renters, housing density, and people of color. Consider undoing decades of racist exclusionary zoning/bank choices. Esp. in SW Mpls/Lakes.

We're making a lot of progress around the edges, but the core of the central business district is still very short on homes. The key to avoid a downtown that's dead (and dangerous) at night and on weekends is having people actually live there too.

Well served by transit, and with many jobs nearby, this is exactly where neighborhood interiors NEED to be small multifamily developments, lest the area become a haven for the gentry.

Wedge Neighborhood needs more affordable rental housing and starter homes.

Wealthy neighborhoods should take their fair share of new residents to prevent disproportional displacement in low income communities of color & gentrification.

We should ease the rules for constructing ADUs and other multiple housing uses on a single residential lot. This increases density and options for housing without changing the character of the neighborhood significantly.

We should allow and build more housing everywhere. Picking and choosing where to allow denser housing or commercial development is just fundamentally bad.

West Calhoun should be designated an Activity Center and a major push towards high rise housing should be made.

This area has bustling commercial areas and is extremely well-connected by transit. It is ideal for mid- to high-density housing. More people mean more cost effective services and amenities. We need to build all the housing we can in areas like this.

Source	Text
Housing Comments - Maps	<p>Upzone all of southwest Minneapolis. It's a great place to live, and I want my children to be able to afford to live here if they want to when they get older. We need more types of denser housing so that housing can be more affordable. This will also have the benefit of making public transit more cost effective and efficient for more people.</p>
	<p>University Avenue should have apartments along it.</p>
	<p>This is now an empty corner lot. I used to catch the bus here after leaving work. It's a large lot and could accommodate a 2-3 story apartment building.</p>
	<p>This is currently an underutilized industrial/storage property. It is located on a bus line, across from a shopping center, on an amazing park in an amazing neighborhood. It should become a multifamily housing site. Residents could take advantage of transit and nearby amenities.</p>
	<p>This is currently a dilapidated section of abandoned industrial land. It should be re-purposed for housing, especially with the green line nearby.</p>
	<p>This is a large empty lot within walking distance of downtown, and located on a street with 2 major, high frequency bus lines. It is the perfect place to put a mixed use development; one that would include affordable housing, market rate housing and retail stores and/or offices.</p>
	<p>This is a huge parking lot where I always see people loitering or harassing folks. That open space gives a lot of opportunity for people to be vulnerable by walking or getting in their vehicle after shopping. With housing in that area it would reduce a lot of people just hanging out loitering in the area because of security features on the exterior of the apartments as well as people watching and paying attention that can possibly be a witness to crime issues.</p>
	<p>This is a great commercial corridor -- now it needs more dense housing the entire length, and several blocks deep. Taller buildings, more opportunity for walkable places to live!!!</p>
	<p>This is the perfect location to add high density housing with easy access to transit, jobs, shopping, parks, and other public resources. This city needs more housing in areas that can support a car free lifestyle.</p>

Source	Text
Housing Comments - Maps	This chunk of Mpls is undergoing rapid demographic shifts. Tons of younger, wealthier people are moving into duplexes and quadplexes that haven't been upgraded, but have seen increased rents due to the market. I know multiple neighbors who were forced out in this way.
	This area is under utilized. It is right on the rail line and a good candidate for higher density housing.
	This area is seriously under-utilized. I have to think that this space so close to downtown, transit and some of the city's best parks is a great opportunity to encourage housing.
	This area is in need of redevelopment and would be a great site for multifamily housing near multiple bus routes and a shopping center
	This area is an anachronism from the failed car-centric policies of the mid-twentieth century. Taking out the massive spaghetti-junction of on and off-ramps would allow more housing to be built and better connect Uptown and Loring Park
	Open traffic through area, put KMart on one side, housing on other side of new though street.
	This area has many great resources for families, better rated schools than most other parts of Minneapolis. However, affordable housing for families is absent in this area.
	This area is under utilized. People living here would have access to public transportation and stores on lake street
	Uptown has become almost exclusively luxury condos and fancy single-family homes or duplexes. It is creeping into Whittier, as well. Both of these areas need to preserve and expand existing affordable housing, otherwise it will disappear during the Uptown-ification of Whittier and South.

Source	Text
Housing Comments - Maps	<p>This lot has been empty for a long time. Several investors have come along trying to squeeze a maximum sized building for maximum profits, which don't have community values first. There are several smaller apartment buildings in the neighborhood that could be models for a successful structure here. The proximity to the park could make it a very attractive location for high-priced rentals, but I think this neighborhood is greatly lacking in affordable options. No investor or developer will build without the promise of high profits, so I think the city could step in to help guide and finance this empty lot into a wonderful housing space.</p>
	<p>This part of the city has way too much R1 and R1A/R1B zoning. It's a highly desirable part of the city, and currently only rich people can afford to live there. We need to make multi-unit housing an option everywhere. Duplexes and triplexes at the very least. R1 should basically not exist within the city.</p>
	<p>Undo the policies that resulted in redlining and begin to desegregate neighborhoods. Create incentives for developers to build affordable housing.</p>
	<p>underutilized land near transit routes</p>
	<p>underutilized land along transit routes</p>
	<p>underutilized land along high-frequency transit corridor: a great opportunity for high-density housing</p>
	<p>underutilized area</p>
	<p>Trendy parts of the city where people want to live should be forced to upzone to accommodate demand/interest, otherwise poor residents are pushed out and the dense urbanism provided by these neighborhoods is only available to the wealthy.</p>
	<p>This parking garage is a complete blight on the street. It should be torn down and replaced with housing.</p>

Source

Text

Housing Comments - Maps

Transit, biking, walking, etc.

Transit corridor that connects MPLS and ST PAUL. So. Much. Space. for redevelopment. Upzone upzone upzone! Add BRT with dedicated lanes. Lots nearby including access to trails, transit, food, jobs, parks, U of M, nearby St. Thomas and other universities.

Too much single-family zoning in areas where lots of people want to live. Upzone this to allow multi-family housing again (before the mass downzoning of 1975).

Too many empty lots, room for development/redevelopment in this area.

This underutilized property (currently industrial and seems to be semi-vacant) is adjacent to a bus line, across from a major shopping center, and in an incredible NE neighborhood. Ideal spot for apartments (multifamily housing).

This station on LRT is only to serve park, add housing nearby to ensure it is well used at all times.

This section of lake street needs improvement. It is a corridor close to the river that should have places to live, eat and drink.

Transit, biking and walking, access to amenities and jobs, lots of space that needs to be made more dense and upzoned. Possible Min-Hi Line!!

Not enough rentals available.

Source	Text
Housing Comments - Maps	We need af. Housing options in sw - equal access to all areas of the city.
	Not a lot of new construction or recently renovated multifamily units.
	Community Node
	Continue to expand housing choice and diversity in Downtown and surrounding areas. Implement development minimums to achieve highest possible concentration of housing choice in and around downtown.
	Currently used as overflow storage for used cars. Autos not actually sold at this location and does not benefit the area by providing any service other than installing giant speakers in old cars that creates a nuisance for people living and working here.
	Depending on what happens with the Creek water management issue and golf course, there may be an opportunity to make better use of some or all of the land that the course occupies (obviously would require Park Board involvement).
	Distribute affordable housing in all n'hoods of city- don't concentrate in n'hoods that are underserved- need market rate in those n'hoods.
	Don't build high rises that destroy the natural beauty of the lakes.
	Don't light up these big condos w/ light pollutions!

Source	Text
Housing Comments - Maps	East lake is under-utilized and doesn't have much housing. It could hold multi-story apartments with affordable units
	<hr/> East Lake Street is an underutilized transit corridor. Need to support more small businesses by increasing density
	<hr/> East Lake Street is an underutilized transit corridor. Need to support small businesses by increasing density.
	<hr/> East Lake Street is well served by frequent transit, targeted for future arterial BRT expansion, and ripe for densification! We need more residents to support emerging businesses and encourage more.
	<hr/> East Lake Street needs more density, especially in regards to multi-family affordable and market rate housing options, to make it more liveable and walkable, bikeable, and transit friendly for everyone.
	<hr/> East Lake Street needs more density, especially in regards to multi-family housing options, to make it more liveable and walkable.
	<hr/> East Lake Street should see a continuing wave of redevelopment and will need more housing to remain affordable.
	<hr/> Eliminate all R1 + R1A zoning
	<hr/> Eliminate mandatory parking minimums city-wide to reduce construction costs/rents. Eliminate transportation demand management study + shadow study requirements for proposed development. Allow more housing by-right and ban new + expanded historic districts. <hr/>

Source	Text
Housing Comments - Maps	Empty underused parking lot
	<hr/> <p>Good access to transit (though transit needs to be improved), bikeways, services, and recreational amenities like the lakes... this is where people already want to live, based on the high rents, so let's make it more affordable for everyone to do so. Uptown and the surrounding areas shouldn't be only for the wealthiest among us (or those who bought in 30+ years ago).</p>
	<hr/> <p>Golf courses are a complete waste of space that could be used toward expanding housing options. If possible the Minikahda Club could be turned into high rise housing.</p>
	<hr/> <p>Get rid of the golf course. We need to stop spending our money to maintain a niche, elitest activity. Let the land that wants to be a lake do so, and then develop the rest as best as possible. This is a great opportunity in the middle of the city.</p>
	<hr/> <p>Franklin Ave light rail station is easily walkable from all locations within this area. While there is already some mid- and high-density housing available, the entire area needs to be up-zoned to allow for more housing options.</p>
	<hr/> <p>Fewer spaces for professionals and others at the U of MN and downtown who wish to not live in Marcy-Holmes or Dinkytown (parties are no fun for grad students).</p>
	<hr/> <p>Few multi-family, multi-use buildings and lots of underutilized land.</p>
	<hr/> <p>Community Node</p>
	<hr/> <p>Expand housing options while ensuring building massing is compatible with the neighborhood. Establishing the Red Tile Elevator as the tallest structure and blending structure massing down from their will result in a vibrant, dense neighborhood that retains it's historic character and ensure towers are not built next to 1-4 story houses/buildings.</p> <hr/>

Source	Text
Housing Comments - Maps	Expand housing choice and diversity along key corridors in order to promote transit use and small businesses.
	Expand housing choice and density at the intersection of key corridors in order to promote transit use and support small businesses.
	Expand affordable housing options here. And also, more affordable condo options for families here (2 bdr apartments/condos). lots of millennials live in this area now and would like to continue living in the area in the future. however, the proliferation of expensive luxury housing and single family mansions here make it difficult to imagine a young couple starting a family in this neighborhood.
	expand affordable and high density, transit oriented housing options along the Blue Line
	Everywhere.
	At a bare minimum, 3-4 story apartments/condos, attached townhomes, courtyard homes, duplexes, triplexes, single-room occupancy, and smaller lot (~1,000 sqft) detached homes should all be allowed everywhere in the city. There is no justification for why a random block in places like Linden Hills, Standish, Folwell, or Windom Park can't accept these housing types. Development would be slow, with traffic/parking/etc impacts minimal on any appreciable time horizon.
	These housing typologies should not be limited to major streets or community corridors - neighborhoods like CARAG, Lowry Hill East, Whittier, and others show that 4-5 story apartments coexist with single family homes nicely. The pervasive density these buildings provide allow for more shops, restaurants, and other destinations for everyone within walking distance. Their density provides a market for transit service. They help soak up demand for housing with higher finishes, keeping older stock more affordable. If we allow denser housing everywhere, rather than a small fraction of our city's land, we'll get unexpected kinds of housing that meets more residents' needs, and likely at lower cost (parcels on commercial corridors are costly to redevelop).
	Everywhere all neighborhoods! Different income levels and types of buildings (subsidized and market rate)
	Expand housing choice and diversity along key corridors with high-frequency transit in order to promote transit use and small business + access to jobs.
	Community Node

Source

Text

Housing Comments - Maps

Community Node

commercial corridor would benefit from more residents

All the single family redevelopment in Linden Hills have been missed opportunities for missing middle (duplexes, townhomes etc.) Need to get rid of single family exclusivity here to provide more opportunities for housing.

All single family, and only kind of building that is happening here is teardowns for larger single family homes! Work with Palmisano to change zoning and lead the way for affordability

All of the south/southwest of the city needs to add "missing middle" housing to gradually increase density. We need to remove restriction on du- tri- and quad plexes and make small apartment buildings, like the one at 4500 Bloomington Ave and those on Chicago near 48th Street. Allowing gradual transition toward density can keep the "neighborhood character" while adding new neighbors.

Affordable housing should be available in all areas.

Access to transportation to downtown Minneapolis, St. Louis Park

Access to transit. Buffer to institutional use.

Along Hiawatha Ave LRT line from 50th to Downtown to provide more opportunities to live car free and concentrate development along high freq. transit corridors

Source

Text

Housing Comments - Maps

Access to Southdale and 50th/France jobs, good bike access to downtown and good bus service.

A vacant house was recently demolished here, and it would be great to see more apartments in the area. The intersection of Bloomington/38th is well served by transit, has lots of food/grocery/amenities, and would benefit from having more people in the neighborhood.

A Line comes through, growth of Ford Site will make this area more attractive. Should have 10-25 unit buildings allowed in corners.

38th Street is full of potential.

3 houses on the corner could be bought to develop small small affordable housing

1400 SQ Foot Ywo story Georgetwon style construction on 50'wide
100 to 250 deep lots. Excellent proven duplex form which profides sustainability for owner due to the option having a renter willing to make monthly payments.

Not a lot of TOD and multi-family housing here

Abolish single-family zoning. Single-family zoning constrains the housing supply, concentrates wealth in the hands of homeowners, and drives up the cost of rent. (I say this as a homeowner myself).

Good transit options exist and will only improve if planned and discussed transit investments come to fruition. Strong commercial area with too much single family housing. This area has increased significantly in price over the past decade and is becoming (perhaps already is) affordable for many. No reason to have so much single family housing here.

Source	Text
Housing Comments - Maps	Already well-populated with smaller apartment buildings, Marcy-Holmes is close to many employment and education destinations. Increased density will support the neighborhood goal of improved transit service.
	As these industrial areas are redeveloped, it is an opportunity to provide more multi-unit housing which doesn't exist much in the Longfellow neighborhood.
	Close to downtown, generally good access to transit. Minneapolis downzoned entire neighborhoods from R6 to R2B around 1975 and we need to look at the effects of this and consider whether that was wise (and whether we should reverse those things).
	Close to BRT, section of 46th Street needs to be expanded to provide adequate ROW for cars, bikes, and pedestrians. Opportunity for high density housing close to transit.
	Close proximity to transit that can bring you to both downtown minneapolis and the southern suburbs provides a great resource for job accessibility and affordable housing.
	city owns surface lot along Ewing south of 50th that is a little remote to conveniently support a lot of businesses in the area.....work with owner(s) at north end of the block to build a simple 1-level ramp to replace spaces in surface lot in a more effective location then support the development of the surface lot with work force, for-sale houses such as as pocket neighborhood...
	Chicago Avenue will be a high-frequency bus corridor. Need to support small business. Access to jobs and transit by increasing density.
	Cars smars
	Area contains 1 drug house , 1 house vacant for the last 8 years, and 1 lot now owned by the county (which is too small to build on). If all 4 lots were combined it could be developed into 2 large duplexes facing the alley and the alley closed at West Broadway. Not much room to do anything else.

Source	Text
Housing Comments - Maps	Can the city consider buying church properties that are for sale and use them for housing. IE off 61st St and Lyndale Ave on 62nd and aldrich. 2. across from windom spanish immerison school

Build a new high density housing district on the Hiawatha Golf Course which should be closed.

Breaking up large formerly industrial blocks is key to creating a better connected city. Housing is needed in this neighborhood.

Blue Line

Big time

Best transit, access to resources in the city. South Minneapolis is too low density. It's not sustainable to have huge swaths of the center of a metro with 3 million people be bungalows with big lawns.

assemble this area with collaboration from the owners and build a simple 1-level ramp to replace surface lot spaces and possible add supply; could go down 1- level, park at ground level and then go up 1 level; small ramp like the one at the NE Lunds store on University

Build Interstate Lids. Reduce vehicle noise, return the city-grid to its former glory.

Good transit, great location, lots to walk and bike to nearby. Space that need redevelopment.

Source	Text
Housing Comments - Maps	Allow duplexes in all SF districts. Yes. Triplex!
	<hr/> <p>Great access to transit, many historic buildings still waiting for redevelopment. Walkable amenities and good schools!</p>
	<hr/> <p>Minneapolis is a global city, and will continue to grow due to our diverse and robust economy and well-educated work force. As one of the two major cities in the inner urban core, Minneapolis should have few to no single family neighborhoods. It makes 0 sense.</p>
	<hr/> <p>Mid-City Industrial. This would expand housing choice because there really is very little to begin with. Many creative businesses are moving in here, and this could absolutely become another walk/bike friendly neighborhood similar to North Loop.</p>
	<hr/> <p>Medium/high density housing near the Blue Line.</p>
	<hr/> <p>Marcy Holmes and the St. Anthony area should be zoned for high rise apartment towers! We need to expand the high density riverfront area back from University Ave.</p>
	<hr/> <p>Many empty or underutilized lots here that could be redeveloped with mixed use (retail or office on first floor) buildings. New housing along the corridor could support ground-level retail and take advantage of existing transit.</p>
	<hr/> <p>Make the West Loop happen! Connected to (future) transit and current bike trails, this would be a huge boon for Mpls. Reconnect the grid from the North Loop and calm some of the streets that are outmoded as designed (for industrial). Lots of space for dense high-rise living near existing parkland. Uncover some of Bassett Creek.</p>
	<hr/> <p>Minneapolis is absurdly under-zoned almost everywhere outside of downtown, pockets of Uptown and the University of Minnesota. There is no reason most residential neighborhoods couldn't be filled with three or four-plexes. This will increase our tax base and offer significant relief to the budget woes of the Minneapolis Public Schools.</p> <hr/>

Source

Text

Housing Comments - Maps

Make it more dense! Access to jobs, food, education, transit, biking, walking, etc.

Major opportunity to build a denser downtown neighborhood with great transit/bike/walking access. This low density area is prime for new residents, businesses, and housing options.

Major corridor which is a no-brainer to place more housing.

Lynn Lake would benefit from greater housing as we see with Hennepin-Lake, so more people can work where they live. This would also help support better mass transit options down lake street.

LRT and green space must be capitalized upon in the means of high density and car-free housing in order to maximize ROI on those massive investments. There should be much more lenient building requirements on all land within 1/2 mile of rail transit and 1/4 mile of bus stops and parks.
e.g: no FAR requirements, a 4-story height minimum, and firm parking maximums (.19 per unit)

Lowry Hill, Kenwood, and East Isles all have great access to transit, parks, employment, and commercial corridors.

Lowry Avenue needs to be made more pedestrian friendly in order to attract development of diverse housing. Allowing new developments along Lowry without addressing the pedestrian accessibility and safety issues will result in terrible and traffic and tragic accidents.

Make ADUs easier to construct

Lots of under-used land in the center of the city. Close to transit, etc.

Source

Text

Housing Comments - Maps

Minneapolis needs to allow greater housing choices across the whole city. The minimum zoning allowed in an area should be the equivalent of today's R4.

More affordable housing in SW and other high income areas of the city. In order to be a vibrant city, our neighborhoods must be economically integrated! This means habitat, tax credit projects, and market rate affordable.

Not a lot going on around there. Good space for luxury living.

great access to transit

North Minneapolis has a lot of vacant land that should and needs to be developed into 2-4 unit homes. Single Family is great, but lets match the character of the neighborhood but also build for more than one family. As family size decreases, this becomes more and more relevant.

Need to turn this area - ward 7/lakes area in to a vibrant part of MPLS. Need more affordable housing, allow large mansions to be turned back into duplexes and triplexes and rooming homes as they were historically.

Near light rail, airport, significant amount of under-utilized light industrial areas

Multifamily housing has been increasing in Northeast Minneapolis near the river, but it would be beneficial to encourage more density in the eastern part of Northeast Minneapolis

More affordable housing choices in affluent areas.

Source	Text
Housing Comments - Maps	Most homes are zoned single family which is a poor use of space and also ensures that most low wealth people can't live near the lakes!
	<hr/> More housing downtown! Good transit, great amenities! And apparent strong demand
	<hr/> More density! This is one of the neighborhoods with the closest proximity to downtown Minneapolis, and I would love to see more townhouses, condos, and small, affordable buildings (duplex, triplex, quads, all the way up to 6 story buildings) fill in this area. More housing needed, not just single family homes!
	<hr/> More density in southwest Mpls, especially along community and commercial corridors with good access to transit and retail! More housing in all the desirable places. Explore townhomes and other affordable family housing where aging single family exists, especially along busier streets.
	<hr/> More condos!! No more surface parking lots! Apartments are great too, but it would be nice if there were more opportunities for families to build equity and stay for the longer term in downtown.
	<hr/> more blue line
	<hr/> More affordable housing options in affluent areas.
	<hr/> More students are attending the U of MN than ever before and we need more housing to accommodate them! We need to allow for higher density to slow the upward pressure on rents.
	<hr/> lots of lower-density suburban style "urban renewal" single family homes mixed in with larger older homes; both could be converted to multi-unit rental or owner occupied projects of varying scales

Source**Text**

Housing Comments - Maps

More housing and office buildings.

Lots of available land right west of downtown that could be housing, retail, parks and connect the city better to the western suburbs.

Great place to live. More housing options needed!

Housing costs have risen so fast and far that it threatens the current semi-balanced mix (desirable) of meeting hsg needs of a mix of incomes (=important goal.). Slow the building craze & increased in rents + R.E. taxes to keep some real affordable housing (Whittier)

Housing choices should be expanded throughout the entire city. We need more housing in every neighborhood. Zoning shouldn't limit housing choices as much as it does in every neighborhood currently, especially in those neighborhoods zoned solely for single-family housing.

Housing choice and affordability is a city-wide problem. The current lack of affordable housing has roots going back decades in the downzoning of large swaths of the city, to the point where much of what is now "naturally occurring affordable housing" would be illegal to build today. I personally live in a 4 unit condo on a block currently zoned R2A, as a case in point. If we want to ensure access to affordable housing for all, we need to expand opportunities to build moderately dense housing city-wide. SFHs can exist next door to duplexes, triplexes, walkups, and other forms of slightly denser housing, as they always have but are no longer allowed to be built. If we are to keep Minneapolis affordable for all types of households at all income levels, broad upzoning is essential. We don't need to build 40 story towers in Armatage, but we could stand to have some duplexes down there. And along transit corridors, we should continue to build as densely as possible, as we should leverage those transit investments to keep cars off the road.

Housing at the other end of Quarry parking lot, parking lot never full

High-rise development without height restrictions should be allowed by-right in this area due to its proximity to downtown, transit corridors, and the city center.

Source	Text
Housing Comments - Maps	Housing should be available and affordable throughout the city, and that means making it legal to build the housing we need. The entire city should be zoned to allow for housing to meet demand.
	High-frequency transit corridors should support more density
	Green Line, next to downtown
	green line
	Greater density downtown is key to a dynamic, growing city. We need affordable, high density housing so workers can live where they work.
	Great transit options (future 'D line' aBRT, 5, 23) and some strong commercial space. This area has some housing options already, but more are needed. Should be upzoned to allow for, at least, 'missing middle' housing options (duplexes, triplexes, fourplexes, and somewhat larger) across entire area. Should target affordable housing investments to this area as well, since this area is bound to increase in cost in the next decade.
	Lots of infill opportunities here, close to transit.
	great site for workforce housing - a "pocket neighborhood" here could possibly yield 10-12 units of modest for sale housing on a street that can support it - much better than having the surface lot.....tell the council member to get over the idea of NOT building parking here - got to think more wholistically than that - please, use all the tools available!
	High-frequency transit corridors should have more density

Source

Text

Housing Comments - Maps

I know this is single family heaven, but there are plenty of transit lines that could serve thousands of more people if we just built more multi-family housing along the lines. Transit service becomes drastically more inefficient by the time you reach the densities of deep south Minneapolis. At that point you are reliant on park and rides and malls. MORE HOUSING!

Green spaces are an undeniable asset to urban communities, and the founders of Minneapolis knew that. I find it to be an extremely poor use of land to have single-family homes with large yards so close to such a tremendous asset such as Powderhorn Park.

I love the brick buildings on the north side of the park, and I believe structures of that scale should surround the entire park.

I would love to see this corridor have more condo's and apartments built. It is close into the downtown core and could very easily become a thriving area which could positively impact the surrounding near north area.

I would like to see more affordable housing options in this area.

Lifetime in a neighborhood. Rental - Senior.

Let the market develop as much housing as it wants where ever the demand is! We need to harness the interest and get as many people back to the city. Keeping supply stronger will also keep units affordable! When it comes to housing, the city should have more of a laissez faire land use policy. Fight anti development residents. Convince them change is good and inevitable!

Lakes area neighborhoods in Ward 7 and 13 are great examples of exclusionary single family zoning. This leads to racial segregation and a lack of housing opportunity in desirable neighborhoods for people with less money.

Lake Street is a rapidly growing commercial corridor that needs residents to be able to sustain new small businesses. Lots of the neighborhood already has multi family housing that wouldn't be able to be built with the existing zoning code - we need to upzone the whole neighborhood to allow duplexes, triplexes, and small infill apartment buildings.

Keep existing affordable housing. Stop tearing down affordable housing. Inclusionary zoning.

Source	Text
Housing Comments - Maps	Lots of amenities, access public transit, and access to jobs locally and in the region via transit. Low vacancy rate and high demand say this area is a must for expanding housing choice.

Land bridges above 35W to create consistent streetwall for corridors that cross this chasm.

Interstate Lids.

In general in downtown, northeast, uptown I wish there were more condo (owner occupied) new construction units available.

Invest in CLCLT here. The Land Trust is KEY to providing affordable homeownership options for so many over north. CLCLT needs MILLIONS infused into its work.

In order for Minneapolis to grow in an equitable fashion, every neighborhood will have to accept greater density. We need density across the city, not just in downtown or Uptown. If we limit density to just a few areas, the city will be more segregated.

Not every part of the city needs towers. But the single family zoned neighborhoods across much of the city should be compelled to accept multi-family housing once again. Many of them have lots of multi-family buildings built at an earlier time. We should return to that. Duplex and triplex conversions, and low (three stories or less) multi-family buildings should be allowed by-right!

Interstate Lids

Lots and lots of opportunity downtown for living. More high rise towers for living.

Source	Text
Housing Comments - Maps	Interstate Lids.
Housing Comments - Open Houses	Positive housing sharing match ups, intential community law, seniors can get help paying shoveling walking + property_, prepare to convert garages with autonomous vehicles reducing vehicle ownership.
	Policies that encourage and/or require sustainable building and housing developments.
	Preserve home ownership which stablizes neighborhoods. When new high rises go up mandate a certain amount of affordable_ units in all areas of the city. Encourage duplexes _ 2 owners.
	Promote + support naturally occuring affordable housing more through financing + grants to current owners, not non-profit or for profit developers.
	permits/regulating for tiny houses + ADUs too strict- cost \$ + time - hard to navigate as a resident.
	Promote owner occupied duplexes. Key to affordable ownership for many.

Source	Text
Housing Comments - Open Houses	Property tax increases are huge but in NE I am not getting the infrastructure benefits.
	Property taxes are way too high. Taxing citizens out of their homes.
	Provide incentives to include affordable housing in new construction (how do something like the A Mill lofts did for artists.
	Provide wider variety of housing types at all affordable levels throughout City. Especially in traditionally exclusive SF neighborhoods
	Preserve affordable housing- landlords must make repairs.
	Rent control
	Redefine affordability requirements (more 30% AMI)
	Reduce parking min. Upzone entire city. Reduce cost of building. Increase supply of housing.
	Reform the zoning code to make it easier to build a multi-family housing. Especially in amenity rich areas

Source	Text
Housing Comments - Open Houses	Remove single-family detached exclusive zoning district from the whole city.
	Rent control
	Rent Control has failed everywhere it has been tried, leading to fewer and poorer quality rental units. Consider tax incentives and grant programs for renovating existing housing in trade for affordable rent.
	Rent control, utilize empty lots , how can we make use of foreclosed houses in N. Mpls.
	Renters need better access to Municipal inspectors
	Repurpose unused or underused bldgs for affordable housing + new businesses - creates/makers working coops.
	People are moving into MPLS whether you like it or not. We have to plan for density intentionally to make sure it can remain a home for all current residents, as well.
	Resident cities, Create places to communities people will build lives here.
	Rezoning to allow greater density. We have a supply + demand problem + we need to allow more housing to be built.

Source	Text
Housing Comments - Open Houses	Raising skilled labor for and associate compensation is a better approach to matching people with affordable housing.
	<hr/> <p>Partner with educational institutions w/ excess land. 44th + 4th Head start. Affordable housing locations.</p>
	<hr/> <p>More safety nets for people who are going to be evicted or have to foreclose. *</p>
	<hr/> <p>Owning a car is the most important asset to get out of poverty</p>
	<hr/> <p>Mandate affordable housing with new construction.</p>
	<hr/> <p>Mandate inclusionary zoning</p>
	<hr/> <p>Right of first refusal for tenants before sale of their building</p>
	<hr/> <p>Mansion are cool and they got alos of rum.</p>
	<hr/> <p>More affordable housing now - not later. All new housing should have a % of affordable units.</p> <hr/>

Source

Text

Housing Comments - Open Houses

More apartments near parks, transit, + jobs.

More condos - not all ppl who aspire to become a home-owner want a single family home.

More diverse housing options for all incomes, age groups, and family sizes.

More housing everywhere, including neighborhoods currently zoned low density. Both subsidized and market rate. Housing is a human right.

More number of units allowed by current zoning in areas of North, NE, and Seward. Encourage inclusion of studio apartments in future developments in these areas as well as multi-bedroom units

More of a "middle" 2-6 apt. buildings. Easier to rent + own.

More options for seniors/empty nesters.

Park dedication fee - should be connected to parks in areathat housing is built- or on the development site is better.

More row - housing or town- house style development.

Source	Text
Housing Comments - Open Houses	More units everywhere
	<hr/> <p>My credit reports shouldn't prevent me from finding decent affordable housing.</p>
	<hr/> <p>Need affordable housing in areas that don't have it. Also need market rate housing in areas where devpt not happening + where affordable is concentrated. Building disposable income to build retail.</p>
	<hr/> <p>Need affordable housing that is affordable to residents and remains for 30+ years</p>
	<hr/> <p>Need affordable housing that meets larger multigenerational households</p>
	<hr/> <p>Need system where only pay 1 rental ap fee - food for 1 year all landlords can access system</p>
	<hr/> <p>Neighborhood organizations should not be funded unless their memberships represents either their neighborhood or the city as a whole, in terms of POC & renters %. Whichever is more diverse/more renters/more historically marginalized & excluded.</p>
	<hr/> <p>Neither solution will help people gain reasonable incomes, strengthening families to support the education process will be what prevails.</p>
	<hr/> <p>New affordable still not affordable to people who live in community.</p> <hr/>

Source

Text

Housing Comments - Open Houses

No more yuppiebarns!

None of the plan addresses homelessness. That requires philanthropy collaborations as well

Overthrow the yoke of single-family zoning.

More supportive housing - help people transition to new neighborhood expectations.

Safe, stable, & affordable housing is critical to academic, success, employment opportunities, and overall wellness. Housing should be a basic human right and not subject to the whims of the market. Minneapolis should be a leader in production of new affordable housing, protection of tenants and preservation of NOAH. How can we change zoning to increase our building options? How do we create a larger and stable fund for both production and preservation?

We do not need any more high end housing - so no this as worded.

Set affordability measure sto local incomes (by nbrhd or city) versus Metro.

We are in an economic bubble. Employment is high and more people can afford homes, apts that are fancy. Raising rents leave others behind. This bubble too, will burst.

We need a council-person who engages and communicates with her constituents for continuing dialogue. She has been imposing a vision that existing residents don't want.

Source	Text
Housing Comments - Open Houses	We need cooperative housing
	We need more senior focused affordable housing. People want to downsize in the city, people want/need affordability, look to Europe and other non-traditional multi-housing - innovate!
	We need to address the likely housing crisis we'll face when climate disasters displace more people, especially wealthier people who in turn will increase demand on our limited housing supply. Dangerous to think we can build to that demand when it hits, given simultaneous increasingly fragile systems that're connected. Like materials availability. Could also be disrupted.
	We need to ensure that there is high \$ housing so that they can take the property tax burden off of other homeowners & renters (from a triplex owner)
	We need to start building "middle ground" density housing - Duplexes, triplexes, 4-plexes something between single family + high rises.
	What about seniors? Families? We are forcing seniors out with packing, current growth policies, lack of green. We tell seniors they can only live within home if they can walk blocks to find _ because density projects don't require parking + they _ park up streets.
	What if we invested in housing & viewed it as reparations to people and neighborhoods who have been historically used, left out or pushed out?
	When creating affordable housing, be sure people are not severed from their communities and support networks
	Where is the affordable housing not just rental in SE Como and NE Mpls. Where do families with children fit in the picture? Where do seniors go - you _ don't want them to live in place? Where is the green space -downtown is a concrete diameter - no greenspace required. Stop developers demolishing and gutting whatever they want. Start respecting all residents, not just the wealthy. Affordable housing - SW and Linden Hills - Equity.

Source	Text
Housing Comments - Open Houses	Who is building the housing? The city? Not my taxes.
	<hr/> <p>Why am I discouraged from improving my property? Permit fees for improvements I do are still assessed as if I hire it out - a \$10000 job in materials because a \$100000 job get feed for - why?</p>
	<hr/> <p>Why are improvements I make causing massive tax increases prior to final inspection? Why should I pay more tax for a nicer bath or kitchen? Why is this not a burden of the next owner who pays the new market value?</p>
	<hr/> <p>Why can people who own a home stay in place for 20+ years while renters start getting priced out after 5? More Hi-Density options.</p>
	<hr/> <p>Why increase density? People move to neighborhoods because they want to live there and because they can afford to. You will lose much of the beauty + livability of this wonderfu city if there is too much density!</p>
	<hr/> <p>Widen the geographic scope of section 8 and other housing assistance</p>
	<hr/> <p>Work better with neighborhoods on issues of density.</p>
	<hr/> <p>Work with neighborhood associations on housing issues. Lots of benefits to this.</p>
	<hr/> <p>Would like to see more duplex and 3-plexes being built.</p> <hr/>

Source

Text

Housing Comments - Open Houses

Would love to see a moritorium on high income condominiums and home construction until we've resolved the serious affordable housing shortage in the city.

Yes, require landlords to inform their tenants on where to vote, esp. in apartment buildings! Resist the voter suppression agenda which the other commenter apparently has a stake in!

You asked the wrong question. Affordable housing is not about building its about retaining existing affordable housing and decreasing gentrification.

Making zoning less restrictive - allow multiple unit housing throughout.

You cannot correct systemic racial inequalities by trying (and inevitably failing) to control the housing market

Use care when building multi-family housing in single-family house neighborhood. A huge length, width and height block of a building is a shock to these neighborhoods and will be forcefully rejected. Something I don't want to happen. Think of smaller units - town homes, duplexes, etc - that fit more in these neighborhoods.

Upzone!

Up-zone the City. Abolish R-1/R-2 zoning. Reduce minimum lot sie requirement & allow taller buildings. *

Up-zone neighborhood interiors - renters deserve to be able to live away from traffic and accompanying noise and air pollution

Source	Text
Housing Comments - Open Houses	Set property taxes to income level - so fixed income folks don't get priced out.
	<hr/> <p>Single family zoning is exclusionary zoning</p>
	<hr/> <p>Spread more density into single-family neighborhoods.</p>
	<hr/> <p>Srs want and need affordable age integrated housing Not age segregated.</p>
	<hr/> <p>Stevens Square not enough housing for young families same as twenty-five years ago</p>
	<hr/> <p>Stop allowing high end condo developers to destroy neighborhoods. Keep new buildings set back from sidewalks. More smaller apt buildings (4-8) Aprts (build better community). Retain, reuse old buildings. Keep houses affordable - promote ownership!</p>
	<hr/> <p>Stop building low income housing in polluted areas. Hook & Ladder.</p>
	<hr/> <p>Stop building new housing facilities and work more on neighborhood restoration.</p>
	<hr/> <p>Stop giving landlords all the power in housing courts - look how long it took to get _ restirected - his tenants had to hire lawyers + sue.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Stop taxing the hell out of homeowners, and limit out-of-town investeors who jack up rental rates.
	<hr/> <p>Support + encourage ADU's and upzoning in neighborhoods.</p>
	<hr/> <p>Support affordable housing that actually serves the n'hood. "Workforce housing" can be cost prohibitive even though it is subsidized. Change standards?</p>
	<hr/> <p>Seeing the rich culture that a community has to offer and not cover it up but elvates it with intentions to grow communities that can learn, live and grow wealth together for it residents.</p>
	<hr/> <p>Take neighborhoods org's out of development process.</p>
	<hr/> <p>The city could help seniors consider housing coops w/ neighbors and friends to meet needs of people aging out of standard/_ oritneted homes. Ideation support!</p>
	<hr/> <p>The city should add "subsidized" public housing in usually nonaffordable (Linden Hills, Kenwood) areas to truly have a continum of housing throughout the city.</p>
	<hr/> <p>The housing info-graphic "distribution of existing multi-family housing" does not identify duplexes</p>
	<hr/> <p>The housing presentation implies that racial bias is still in place. That is illegal. Enforce the law restrictions. *</p> <hr/>

Source	Text
Housing Comments - Open Houses	The question is, who build the housing? We should supprt the private developers in this effort - - - its way less expensive than when government does it.
	<hr/> <p>The Whitter neighborhood is the most diverse in the state. It also has the most social service providers. We are already very well-served by bus transit. We need more subsidized affordable housing included in enw developments that address density needs and low-income families that need more than 2 bedrooms. Diverse choice in affordability is so important.</p>
	<hr/> <p>This is your "public" meeting to go ahead an do whatever " you " (city) wants to do process - what process.</p>
	<hr/> <p>Too much density and no vision incorporating many aspects of city living. Such as how quality of life issues (affordability, noise, loss of independent business, and general disregard for existing residents).</p>
	<hr/> <p>Transportation infrastructure isn't keeping up with density. Unless that changes, mobility esp for poorer (affordable housing) and seniors wo't be possible.</p>
	<hr/> <p>Triplex or 4-plex legal in all zoning disticts by right, no lot size minimum</p>
	<hr/> <p>Undo redlining-based exclusionary zoning.</p>
	<hr/> <p>Up-zone all of Minneapolis. No more single family zoning. *</p>
	<hr/> <p>Talk to landlords to get their concerns into the mix on affordable housing programs.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Make sure all new housing works with transportation options (transit, walking, bicycling) + greenspace)
	Dinkytown and surrounding neighborhoods have too much "luxury" housing or rental properties that are in terrible shape, but too expensive. This cannot continue.
	Make ADU's legal for non-owner occupy properties
	Being more detailed about these solutions. Analyzing the type of housing is important!
	Big Houses. Matching seniors with millennials. More people each house. Better for property taxes and maintenance.
	Bring back NRP!
	Buikld market-rate public housing to subsidize low-cost units. Create a renter's commission.
	Build affordable housing that connects neighbors - porches, benches, sidewalks, lighting
	Build affordable units for every market rate unit.

Source	Text
Housing Comments - Open Houses	Build housing that can keep seniors in the city. Single level, affordable units.
	<hr/> <p>Build more housing.</p>
	<hr/> <p>Build more. Especially in affordable price ranges. Reduce regulations and lower property taxes which are a big burden for low income households.</p>
	<hr/> <p>Change code to allow homes smaller than 500 sq ft - or "tiny homes". Also, communities of tiny homes for homeless as transition! *</p>
	<hr/> <p>Change policy to require developers to include affordable housing as a % of units.</p>
	<hr/> <p>Change zoning definitions - no part of the City should disallow quad-plexes</p>
	<hr/> <p>Change zoning to allow by-right developments 3-stories or a 2.2 FAR with a 1.1 FAR minimum. Eliminate single family zoning and make it illegal to rent single family houses. (air BnB included). Raise taxes on land as opposed to taxes on property.</p>
	<hr/> <p>City could better support people who wish to stay in current housing but who need minor (but essential) assistance in doing so.</p>
	<hr/> <p>Cohousing + cooperative housing. Save public housing.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Consider treatment of parts of tax base. Residential tied to owner's input. Commercial based on market not specific use.
	Crack down on landlord/management company monopolies. Encourage renovation and restoration of existing buildings and include incentives to landlord in order to make affordable
	Dense housing (not necessarily towers) needs to be spread into every neighborhood.
	Density does not equal affordability. Development of luxury housing drives up values of neighboring housing, and has a negative impact on affordability.
	Density in wealthy neighborhoods (Nolo, uptown, DT) will save affordable housing for low-income residents.
	Make all re-zoning known to the neighborhood and the neighborhood associations.
	Density like D.C. Setbacks & trees and long lasting buildings.
	Density! People focused transportation options, for all new developments.
	Discourage/disincentivize housing w/ high surface area (ext) to resident ratio - not sustainable w heating (& less likely to be dense).

Source

Text

Housing Comments - Open Houses

Do not concentrate poverty! *

Be careful about continuing to raise property taxes. You will Price out creent property owners (home owners). Many of us stable home owner have seen our taxes double or triple!

Duplexes to sixplexes

Basic SRO type housing for practical rent along bus lines. Family housing - no apartments - still affordable.

As we "grow" make sure we don't lose green space!

"Affordability" must be pracical at local level.

"Require" - if there is a teardown (i.e. SW Mpls) that the replacement wont' be the same size - or slightly larger. My neighborhood is losing all if it's affordable housing this way. I'm a Senior and would like to stay in my neighborhood!
Carol

? - How does sharing economy/_ / co-op housing fit into today's housing policy goals?

Abolish City recognition of neighborhood organizations #ACRONO

Source	Text
Housing Comments - Open Houses	Abolish parking minimums - the free market can take care of car storage
	<hr/> <p>Actually protect N.O.A.H!</p>
	<hr/> <p>Address housing s_ by helping homeless vet (get from jobs), need more low income housing should be distributed across city equally.</p>
	<hr/> <p>Addressing the affordable housing crisis is important. However addressing affordable housing is not a proxy for addressing racism.</p>
	<hr/> <p>ADU's fit character of heights, increase density, supports aging popn</p>
	<hr/> <p>Affordable housing accessible for people who were previously incarcerated.</p>
	<hr/> <p>Affordability, access to ownership, rental for families, diversify communities.</p>
	<hr/> <p>Affordable housing needs to be evenly distributed throughout the city, so as not to create large pockets of crime and poverty. Affordable housing and expensive housing should both have access to good quality public transit. More research and discussion about less expensive street car lines where tracks already exist. Affordable options?</p>
	<hr/> <p>Afraid I will get Gentrified out of Loring. Have physical disability, can't drive and limited income. Need rent regulations.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Allow & encourage townhomes & multifamily along community and commercial corridors
	<hr/> <p>Allow apartment buildings all over the city and not just in certain zoned neighborhoods.</p>
	<hr/> <p>Allow for density such as at Loring Corners. That awesome space, those buildings + the sweetest alley (+ most photographed) in the city would not be legal to build today. Rethink our spaces + neighborhoods to allow for mixed use + dense areas like this.</p>
	<hr/> <p>Allow for low rise- hi density zoning in n'hoods, nestled between SFH. No zoning code currently allows for this.</p>
	<hr/> <p>Allow home owners and landlords to pull their own building permits *</p>
	<hr/> <p>Allow more 2-3 unit buildings in single family n'hoods.</p>
	<hr/> <p>Allow rooming houses and other co-housing models so we can build for less.</p>
	<hr/> <p>Also families. Absentee owners are taking over single family housing stock. This is not healthy. They lack green spaces. Work w/ school district to get schools back in all communitites not just wealthy areas w/ political clout.</p>
	<hr/> <p>And in a variety of neighborhoods</p> <hr/>

Source	Text
Housing Comments - Open Houses	Anything to address the growing homeless population at 35W/Lake St?
	<hr/> <p>Apartment enforcement maintenance + affordability, include multi-family in energy_ _, franchise fee investment in multifamily, energy fu_ inclusive financing tarif _ for efficiency.</p>
	<hr/> <p>Artificially manipulation of supply/demand has rarely worked. There are too many variables in regards to human behavior and trends.</p>
	<hr/> <p>Ban future sale of public land. Look at Singapore. Municipalize properties with service code violations. Turn into **** housing.</p>
	<hr/> <p>Economic development is good- but it can't be just bringing external people in serve people who are there. Neighborhood first. Use artists to help people visualize opportunities.</p>
	<hr/> <p>Density is good but there needs to be a story burden on developers to: mandate a component of affordability, serve neighborhoods that already exist.</p>
	<hr/> <p>Eliminate parking minimums!!! Mix housing option types in every part of Mpls. Allow Granny-Flats. Allow mixed-use buildings in all neighborhoods. Switch to form-based code. Apartments with 3+ bedrooms for families with kids downtown. Push more transit oriented development. Mixed-use, walkable neighborhoods everywhere!</p>
	<hr/> <p>Incentivize community and communal living. Public park investments instead of back yards. Shared wall for energy efficiency. Fewer restrictions on who can live together and where. Prioritize housing with more people per sq. ft.</p>
	<hr/> <p>Incentivize developers to add affordable housing! Negotiate to make this happen! Diversity is what maeks a city a city!</p> <hr/>

Source	Text
Housing Comments - Open Houses	Include affordable housing in new development
	<hr/> <p>Include open space + green space w/ development.</p>
	<hr/> <p>Edina and Mpls. Combine. Inclusionary zoning. Affordable housing. Sustainable building policy</p>
	<hr/> <p>Income caps to rent @ certain places to prevent negative gentrification</p>
	<hr/> <p>Increase people's income, financial literacy, rent out a bedroom, micro businesses, wereallin.org, onemn.org/shared prosperity model.</p>
	<hr/> <p>Increase supply of housing: market rate, subsidized, A.H. - one tool to address affordability</p>
	<hr/> <p>Increase the supply of affordable housing - not all housing.</p>
	<hr/> <p>Increasing rent cost is currently forcing long term residents out of the Loring Park neighborhood. We need rent regulations to protect us.</p>
	<hr/> <p>Increasing supply does not automatically equate w/ keeping housing affordable. Types are critical to this equation. Deep inventories of existing types/\$ paired w/ locations will help determine a wish/demand list.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Invest in a diversity of housing options in the same neighborhood.
	<hr/> <p>Just cause eviction</p>
	<hr/> <p>Keep affordable housing affordable long-term while encourage landlords to invest upkeep properties.</p>
	<hr/> <p>Keep current low density zoning - this is what makes mpls so livable especially around the lakes. Add density downtown and in warehouse districts.</p>
	<hr/> <p>Keep single family house</p>
	<hr/> <p>Keep size, height, space size appropriate for neighborhoods no 30 story building in residential n'hood.</p>
	<hr/> <p>Landlords do not need to tell people where to vote. Not their role! No rent control - stop controlling the free market - if rent is too expensive no one will rent. This will correct itself. If you force section 8 on people, force people to take irresponsible renter - back the landlord up stop leaving them high + dry with tenant biased laws. Landlords are not rich either.</p>
	<hr/> <p>Less luxury apartments</p>
	<hr/> <p>Limit City investment in housing construction. Emphasize decreasing barriers to private housing development. Let market work.</p> <hr/>

Source	Text
Housing Comments - Open Houses	Litigate bad actors/chronic offenses by landlords.
	<hr/> <p>Live up to zoning commitments and other promises made to existing residents.</p>
	<hr/> <p>Locations to expand housing choice: should include not only areas that are racially concentrated areas of poverty, but also neighborhoods in SW, SE, & NE mpls. Kenwood Neighborhood should have affordable housing options.</p>
	<hr/> <p>Loosen guidelines + zoning rules on ADUs so that larger + more populated ADUs can be built + on more properties (i.e. on triplex properties.)</p>
	<hr/> <p>Make \$15 minimum wage for the whole state a part of the city legal agenda.</p>
	<hr/> <p>Incentives, policy, ordinance, etc. to make it more attractive to build aff housing in SW. There is no reason right now for a developer to set aside space or units to aff. Housing.</p>
	<hr/> <p>In historic districts, revitalize buildings first. When introducing new construction to increase housing supply, honor historic district guidelines and neighborhood master plans. Density should be appropriately scaled and compatible with the district.</p>
	<hr/> <p>Income by race is the problem. Rather than Housing affordability by race.</p>
	<hr/> <p>If city makes landlords take section 9 tenants they should pay for repairs.</p> <hr/>

Source

Text

Housing Comments - Open Houses

Enable small developers to build 3-4 unit housing everywhere. End parking minimums.

Encourage more accessory dwelling units through an expansion and loosening of the ordinance.

End homelessness like Utah!

Enforce tenant law & strengthen it.

Ensure housing options at all price points in every neighborhood. (Especially wealthy ones)

If increasing density (up-zoning), demand that developers use "green" building features (e.g. energy efficiency) + quality materials for 3-plexes and larger.

Get more support for rent and like rent a apartment based on your income not the neighborhood right now rich can afford better house that anywhere. Please *** to other people that is not who sit on the speculation!

Get rid of owner-occupancy requirement for ADU's.

Give \$ to n'hood groups to implement local housing strategies.

Source

Text

Housing Comments - Open Houses

Go back to annual reports of housing conditions by type, age as was done for decades by planning. Oldest housing needs investment. Without NRP city needs to lead.

Have every different kind of housing at a reasonable price for what it is.

High property taxes make Mpls housing costly and, in the long run, uncompetitive.

Higher wages make more housing affordable. *

For several decades the "Strategy of building more rental units in hopes of driving down market rental prices" has been employed. It is not working.

Housing concentration should be tilted towards more beds per unit family /roomate structures changing.

Homeownership is key to community and affordability- stability - long term

If applicable: reduce funding to "AHTF" and re-appropriate funding to build fully public housing in every ward, to be managed by "MPHA". Density and 0 parking is key. I would gladly pay 2% more in taxes for a limited time (5 years) to dedicate funding for this project.

I want to live in a neighborhood with lots of plants and animals.

Source	Text
Housing Comments - Open Houses	I very much appreciate the increasing housing density Marcy Holmes in particular has been experiencing - but all the new development is so expensive. Seems to be pricing people out. I want to see an expansion of truly affordable studios - that aren't super crappy. Why do all the new studios cost \$1000/month? For a small space, I want to pay less. New development is great but not when every new unit is unaffordable.
	<hr/> I find city beautiful because it is less dense. Hard to cross streets safely. Density is making city ugly and less livable.
	<hr/> I like my R-1 single family house in my neighborhood of R-1 single-family houses. Why does that make me an evil person?
	<hr/> How do we help seniors stay in their homes? Property taxes are getting so high, people on fixed incomes are struggling to stay in their home they in been in for decades.
	<hr/> How can design for different sharing/private space models?
	<hr/> How are your "areas affordable for . . ." maps not racist?
	<hr/> Housing should be people focused and built/rehab according to needs of people already living there.
	<hr/> Housing growth in the city needs to be broadly distributed. Uptown is growing and stressing existing infrastructure but other areas are stagnant.

Source	Text
Housing Comments - Open Houses	How to help people currently in subsidized hsg move on when they are ready to buy/rent on their own (w/out subsidy)

Neighbors for More Neighbors_Dec 2017	<p>Neighborhood interiors also need to see development and need housing. Find food funding sources for affordable housing. Find a way to preserve NOAH at risk of being sold and upscaled. Upzone single family areas vacant lots. Reduce parking requirements. Return single family goods to historic density.</p>
---------------------------------------	---

When we talk about ending racially restrictive housing policies that means ending single-family zoning. Build more multifamily housing in desirable neighborhoods including wards 7 and 13. Past downzoning has left the city with less naturally occurring affordable housing. Protecting neighborhood "character" is racist.

We also need to allow/encourage higher density living in existing homes/houses and return them to historical densities as duplexes/triplexes/rooming homes/extended and larger families at least until parcels are redeveloped. Use property tax policy to encourage denser living (rate/resident/sqft). Smaller buildable sites. Upzone everything (and mixed use). Set minimum per parcel in zoning rather than max. Eliminate parking requirements altogether.

We absolutely need more overall housing across the city. Restrictive zoning throughout Minneapolis has contributed directly to the lack of Naturally Occurring Affordable Housing. Let's revisit the effects of the mass downzoning of the 1970s. Neighborhoods like the Wedge + Whittier need more multi-family housing, as does Linden Hills. We also need to allow more 'by-right' development. Mixed-use housing should be encouraged. More missing middle housing!

Initiatives to build out lots that are currently owned but grassy lots. Those are mostly in low zoned R2 and R2 areas. This isn't effective for building six-plex or 8-plex buildings, which are badly needed in this city. We also need high density, and nothing less on transit corridors. Nothing less than 100 units. The whole city needs to be zoned R4 or above in order to have viable density. With this reduce the parking requirements everywhere.

Allow missing middle/gentle density everywhere, not just on arterials/transit routes. Single family zoning is racist. Reduce restrictions that protect "character" a racist and classist construct. Eliminate occupancy limits in the zoning code. The luxury housing of today is the naturally occurring affordable housing of tomorrow. Set a density minimum requirement for city owned vacant lots. Allow more development by right - make dev for small developers easier. Legalize SRO/boarding houses.

Source	Text
Neighbors for More Neighbors_Dec 2017	Ground floor commercial in neighborhood interiors. Renter protections - contractors w/ municipal resources. End single family zoning. Upzone vacant lots. Streamline _esp. for affordable housing. There are lots of young and old adults who would be happy to live in small units like we build for students. Housing insecurity is _ from poverty and income.
	Eliminate parking minimums increase bike facilities/transit accessibility/car sharing. Upzone everywhere - esp vacant lots. Increase burden to obtain historic designation - ensure designation is for truly historic buildings and not just old - used too often to obstruct needed development. Facilitate and encourage mixed use development in neighborhood interiors/everywhere.
	Change every surface parking lot into housing with floor level retail for food. Address the redlined areas of the city. Upzone vacant lots - minimum units/size not maximum. Make legal current duplexes/triplexes. Remove parking minimums.
	Allow more mixed use develop (everywhere). Build more market and subsidized units in all neighborhoods, not just along arterial roads nad streets. Housing is a fundamental right. Reduce parking requirements everywhere. Get rid of parking minimums and max. Build more especially in transit rich neighborhoods. Improve development process (speed up). More by right development (appeals process slows development and adds costs). Upzone the entire city. Stop listening to the most privileged people. R1 and R1A are exclusionary in keeping people out. Legalize SRO, get rid of occupancy limits.
	I work in Near North and live in CIDNA. I've noticed problems in Near North due to the hgih density of foreclosures on rental houses and poor-quality land lords. I think more resources (FTEs) should be put into regulatory inspections to address this. In CIDNA, near where I live, there are some apartments and condos near Lake, but most of the neighborhood is expensive houses. To make it easier for people to live in Minneapolis, we need to build more apartments in neighborhoods like mine, and not just on Lake Street.

Source	Text
Nokomis East Neighborhood Association_Jan 2018	<p>Housing and Equity</p> <p>What currently works in Nokomis East? How can the comprehensive plan build on those assets/play to our strengths?</p> <p>Keep housing affordable (x2)</p> <p>Prevent teardown/rebuild (x2)</p> <p>Incentivize small house tear down & replace with affordable for neighborhood</p> <p>Commercial/MCD density to build up 34th Ave as a “spine” for neighborhood</p> <p>Building high density housing along higher traffic roads & higher use sites (light rail), dispersed</p> <p>One of the few areas in Minneapolis where homes more equitable</p> <p>Quiet and safe/ don’t add too many people</p> <p>What does not work so well? How can that change?</p> <p>Areas have been redlined/cutout (x6)</p> <p>Affordable and multi-family housing could be better dispersed in the neighborhood (x6)</p> <p>How to rezone to plan for redevelopment</p> <p>Houses go fast so there is shortage of affordable housing</p> <p>Still fairly white neighborhood, but changing</p> <p>Need more townhomes</p> <p>Concerned about gentrification and crime</p> <p>Keep this a single family neighborhood</p> <p>Additional thoughts?</p> <p>Have to plan for higher density going into the future</p> <p>Increase density, avoid gentrification</p> <p>Issue: everything is fully developed already</p>

Source	Text
Pedestrian Advisory Committee_Jan 2018	<p>GOAL 6: Dense and Varied Housing Encourages and Supports Robust Walkability</p> <p>RATIONALE: A diverse housing supply allows for residents of all incomes, family types, and circumstances. Housing density provides the economic and social base to support thriving commercial options and a vibrant cityscape, which encourages walking. New housing provides more ADA accessible units, benefiting those who walk and roll.</p> <p>STRATEGIES</p> <p>Encourage the development of new housing of all types, with a focus on multi-family and density, which most support robust walkability.</p> <p>Ensure new regulations do not hinder development and worsen a shortage. Use common sense and an understanding of the housing market.</p> <p>Support renters' rights; provide access to eviction legal aid.</p> <p>Allow dense housing development throughout neighborhoods</p> <p>Address historical redlining and current racial and economic segregation by using zoning and other tools to increase housing density and housing affordability in low-density and wealthy parts of the city</p> <p>Facilitate developments (make by-right on every parcel in the city) of small-medium-sized apartment buildings</p> <p>Allow boarding houses because they provide cost-effective housing, often to people at risk of homelessness.</p> <p>SOU's or rooming housing are allowed for students on college campuses, and should be made legal elsewhere.</p> <p>Allow and encourage the subdivision of single family homes to boarding homes, duplexes, triplexes</p> <p>Reduce or eliminate a minimum unit size</p> <p>Decrease minimum lot size for development</p> <p>Facilitate more live/work housing and commercial options</p> <p>Allow density through floor/area ratios</p> <p>If residential zoning is a tool still being used to restrict housing, use minimum housing units allowed, rather than maximum; establish minimum densities at multiple scales to</p> <p>Encourage increasing housing density directly adjacent to green space, waterways, and other destination/amenities.</p> <p>Eliminate minimum setbacks.</p>

Source	Text
Pedestrian Advisory Committee_Jan 2018	<p>GOAL 1: Grow Our City</p> <p>RATIONALE: We support growth and welcoming new people to live and thrive in our city. We recognize that greater density of residents supports more businesses and amenities and demand for services like transit and walk/bike infrastructure, and lowers individual carbon footprints. More residents and businesses also increase the tax base, spreading out the cost burden for government services.</p> <p>STRATEGIES:</p> <p>21st Century Zoning Amend current zoning practices that prevent new multi-family development in transit-rich areas of concentrated wealth.</p> <p>Diverse Neighborhoods, Complete Communities Support the creation of housing and services that meet the needs of a greater variety of our people by income, age, race, family type, etc., in every region of the city. The more economically, culturally, generational, and racially diverse a neighborhood, the more walkable. The more variety of land uses, the more walkable.</p> <p>Reconsider What We Mean by Safety Safety from vehicles is essential for walkability. However, safety and perception of safety depend on each individual's and communities' position in our existing inequitable society. Pedestrians of color, queer people and immigrants must feel safe around police. Approach "safety" issues such as "loitering," prostitution, drug dealing, homelessness and litter by first examining the root causes of these problems, and develop strategic partnerships to remedy them.</p> <p>Fund Public Transit To support sustainable growth and attract new residents interested in car-free living, develop a city fund for city public transportation projects that make walking and transit more convenient</p> <p>Set Mode Share Goals for Walking Set a goal and work towards achieving it.</p>
West Broadway Area Coalition_Jan 2018	<p>Prefer affordable housing first, market rate second; ownership opportunities for existing residents; further engagement with residents regarding preferred housing types.</p>

Minneapolis 2040 Phase 3B Civic Engagement Data - Share Your Ideas

Source	Text
Nokomis East Neighborhood Association_Jan 2018	<p>What currently works in Nokomis East? How can the comprehensive plan build on those assets/ play to our strengths?</p> <p>Wraps for garbage cans, utility boxes, businesses, and other landmarks (x8)</p> <p>Public Art to promote the neighborhood (x6)</p> <p>Little free libraries (x2)</p> <p>Add more trees in areas without (x2)</p> <p>Boulevard gardens great, but ½ too high & visibility issue (x2)</p> <p>Love monarchs (x2)</p> <p>Community Mural</p> <p>Bossen mural</p> <p>New theatre</p> <p>Planted boulevards in front of many houses</p> <p>What does not work so well? How can that change?</p> <p>Graffiti- use art deter and bring kids into the arts (x6)</p> <p>More public art, murals, sculpture (x4)</p> <p>Pocket parks (x2)</p> <p>Public art on lake or some of the more well-traveled streets</p> <p>Need more opportunities for temporary art installations</p> <p>Need artist co-working space</p> <p>Boulevards without trees, for example, 42nd Ave S</p> <p>Walkable, but nice to have “conversation pit” along 50th St between light rail & business district</p> <p>Additional thoughts</p> <p>Art on the “switching shack” (x6)</p> <p>Public art facilities/ spaces for arts & theater (x2)</p> <p>Shop or Co-op where artists can show case their work</p> <p>Art crawl, like LOLA</p> <p>Connecting city centers and parks</p> <p>Rest area between 34th & light rail station</p>

Source	Text
Nokomis East Neighborhood Association_Jan 2018	<p>What does not work so well? How can that change?</p> <ul style="list-style-type: none"> Challenge of Bossen area (x6) Need better timing between buses and train (x2) Pedestrian safety/ Bike lane on 28th (x2) Airport noise, idling planes (x2) Lights- alleys (x2) Traffic & pedestrian safety along 34th Ave S (x2) Signage on 43rd Ave S frontage road on 62 Traffic congested intersections Narrow streets Lights & Hiawatha & crossing Hiawatha Pavement quality The buses should run on time better 515 bus too infrequent Distance to light rail Lack of light rail parking Light rail intersection close to the VA on 54th Ave Turning lane of VA Park & Ride entrance Transit access to downtown St Paul Bike paths to concentrate activity around businesses
Parallax Responses - Online	<p>Regarding jobs, more focus and investment must be put into supporting small and minority-owned businesses. This will help rebuild neighborhood commercial corridors that have previously been divested from and ignored in the recent past. Also, job development should focus on providing all neighborhoods in the city with the necessities they need in close proximity; affordable grocery stores and businesses providing every-day necessities being among the highest priorities.</p> <p>Regarding mass transit, a balanced long-term approach must be used to invest in both future LRT and bus infrastructure. In the near future, there should be more focus on strengthening existing bus infrastructure at the same time as the Southwest and Bottineau LRT lines are brought to completion. In my opinion, bus infrastructure is more wide-spread in Minneapolis and more utilized by populations that are under-served by the existing Blue and Green LRT lines. This should focus on increasing the service frequency of a higher number of existing bus lines and lines with the highest ridership. Gaps in service for under-serviced populations and gaps in connection to employment centers also need to be addressed.</p> <p>Residential and commercial development near transit will have no impact on mode choice or sustainability goals if it continues to be built with excessive amounts of parking.</p>

Source	Text
Parallax Responses - Online	rethink restrictive zoning and address the ways in which it makes housing more expensive for the poor and lower middle class, and deprives them of job opportunities http://wapo.st/2AcK3kn
	<p>Rich people use expensive bikes. This group is very elitist. Many of us use all varieties of transportation. It is wrong to focus on only a few types of transit. Without a car it is time consuming to take a trip of more than 5 or so miles. Many people take the bus. At times our fellow passengers can make this discomfoting. I choose to use certain routs only during RUSH hours, At other times I splurge on an Uber or drive. I walk bus bike uber and drive. I believe this is the most residents. Keep our city versatile.</p>
	<p>Simply increasing the supply of housing does not keep housing affordable if the new housing is all &#34;luxury&#34; apartments & condos that charge very high rents with amenities built to attract middle and upper class white people from the suburbs. Specifically affordable housing must be a large part of the solution!</p>
	<p>Some buildings can be retrofit, some are better replaced. Start with green roofs, additional insulation and water harvesting. They have the quickest payback schedule.</p>
	<p>sounds like you&#39;re on track to me -- addressing historic racial zoning and housing problems and impcreasing transportation options through density, business nodes, and streets that offer options beyond driving.</p>
	<p>Source energy from solar farms and wind farms to reduce dependence on fossil fuel&#34;s.</p>
	<p>Sponsor dialogues between bikers, walkers and drivers. Bikers seeming entitlement is creating bad feelings. Drivers are not clear if and how bikers need to follow traffic laws. Pedestrians can also be confused about how to proceed safely.</p>
	<p>Stop putting up luxury market rate housing! Especially in NE Minneapolis. We need more affordable and subsidized housing, not more wealthy people moving in and gentrifying the neighborhoods!</p>
	<p>Support small business and co-opertives in the neighborhoods</p>

Source**Text**

Parallax Responses - Online

Support these statements BUT please don't add more density to the uptown and city lakes neighborhoods. They are already overwhelmed with traffic and congestion. The city lakes are jewel and signature of our city and you risk destroying them with too much density

Sustainability, economic growth and good stewardship of our financial resources easily go hand in hand!

Test

That percentage is insane and completely avoidable. Set some standards and enforce them. Require green stormwater infrastructure, mode share goals, recycling and composting.

The \$15 minimum wage obviously works against encouraging new, small business to start or locate in the city. A wiser proposal would have been a more modest increase coupled with a county wide plan to increase wages. Secondly, zoning is far to restrictive across the city, not just in south Minneapolis but even the Northside too. We need more three and four plexes in every neighborhood, not to mention the ability to build 3-4 story apartment buildings. There is a perverse incentive for existing homeowners to restrict supply in order to increase the value of the home they current own.

Realize that Density does not mean economic equality or affordability.. A black family should be able to have opportunities to buy an affordable house in any neighborhood. Turning everyone into Renters disenfranchises families of color from home ownership where the middle class has the opportunity to gain wealth. Families don't live in 500 square foot new Density development apartments. DENSITY AS EQUALITY is a lie of the progressive elite to warehouse people of color and enrich themselves. Would any family rather be in a house of their own or a rental apartment, regardless of their race. Density is anti - family and impoverishes people of color in the long run. Density style housing failed in the US cities creating Urban Getto Projects and failed in the Soviet Union Eastern Block Density style development. Utopian Density with a grocery on the first floor and a sky train to your job will not be for the poor.

Public housing, housing co-operatives, and other non-profit options should be central in any plan to overcome the cost of housing.

Provide serious incentives to multi-family property owners (2-4 units) to improve energy efficiency. As programs exist today (home energy squad and rebates), we're not providing enough incentives to those who can make the change.

Source**Text**

Parallax Responses - Online

Provide programs that give incentives to homeowners who remodel existing homes to a higher energy efficiency standard. Provide these programs based purely on the energy/greenhouse gas savings. Ensure there is a sliding scale in place so that low income households get more assistance, but do not fully lock out higher income households from accessing the programs. I see a lot of remodeling activity in my relatively affluent neighborhood, but there is very little awareness/incentives in place for homeowners to make the incremental investment in energy savings beyond what is required by code. This neighborhood has the means to do so, but a sweetener/incentive from public sources to help defray the up front costs would help get people to invest.

More bike lanes, less car lanes, better sidewalks, more public transit options and NO FARE HIKES!!

More duplexes, triplexes, small homes for less than \$200,000 that a young family or couple could move in to in a walkable area. Seems options are currently a big house, condo in a huge building (no yard) or a rented apartment.

No more bike lanes please. Yes to places of employment by mass transit. Self driving electric cars may make this question a mute point soon.

No more bike lanes please. Yes to places of employment by mass transit. Self driving electric cars may make this question a mute point soon.

Not a fan of density that overwhelms single family housing and overloads streets with cars.

Often what is missed and overlooked when designing "environmentally friendly" buildings is the toxicity of the materials used and their impact on human health. Sure it is great to use recycled products, but if they are off gassing toxins into the air, that isn't great at all! Please consider health and toxins when designing buildings and choosing materials.

Oh my gosh. I cannot send enough support for this. This is going to either make or break our city. SUPPORT A MORE WALKABLE, BIKEABLE, TRANSIT-ABLE city for all :)

The automobile will continue to play a key role in transportation. Ensure that the city is ready for a future of driverless cars (which will help reduce total miles driven). Partner with regional transportation agencies to ensure that Minneapolisians can access jobs outside Mpls.

Source	Text
Parallax Responses - Online	One reason I enjoy living in Minneapolis is because transit is good enough to allow me to not own a car. I bike to work when weather allows and commute other times. BTW, I'm 65 years old.
	<hr/> <p>People don't like riding the bus. Invest more in rail.</p>
	<hr/> <p>Physically protect bike lanes with strong barriers. Create more dedicated transit lanes. Have the city take over snow shoveling of sidewalks.</p>
	<hr/> <p>Please account for ebike ride share programs. Ebikes are up to 40% of sales in Europe, where some of the most walkable cities are located</p>
	<hr/> <p>Please build more street cars or light rail! Shorter segments would be appreciated, especially along major corridors such as Lake street.</p>
	<hr/> <p>Please make it easier to SAFELY, ENJOYABLY, AND EFFICIENTLY walk, bike, and take transit as primary modes of transportation.</p>
	<hr/> <p>Please start prioritizing biking and walking over driving. We don't need more highways and parking lots, we need more bike lanes and protected sidewalks. For example, make Broadway Ave NE one driving lane in each direction with a bike lane on each side and wider sidewalks.</p>
	<hr/> <p>Provide leadership to condo associations to assist complex options for energy efficiency in their buildings.</p> <hr/>

Source

Text

Parallax Responses - Online

One very simple way to make new buildings energy efficient is to plant TREES around them. I've seen several new buildings in the city built right to the edge of the street or sidewalk, with no room for trees or even garden borders. The Walker is a perfect example, what an environmental disaster the outside of that building is! All that concrete sidewalk and very little green around the building. Even the Sculpture Garden should have more trees! A lovely example of how it can be done is at 43rd & Upton in Linden Hills but those neighbors had to fight a long, challenging battle to make it happen. It should not be SO hard to get builders to do sensible, climate-sensitive, energy efficient things with buildings and development properties. Please put incentives in place for this to happen. Deny permits to developers who won't do it! Make them qualify on some kind of green efficiency scale, like the BLEND award criteria introduced in the Fulton neighborhood. We can do this!

The best way to do this is not to mandate that developers build affordable housing, but rather relax zoning restrictions that let them build higher density housing in areas that have high prices, providing more affordable options to renters and buyers. There are many developers that would like permits to build in places like uptown with high rents. The city has to be strong enough to fight local pressures from these affluent neighborhoods.

The City and Region need to get serious about investing in transit alternatives that benefit city residents - build the Nicollet-Central Streetcar!

The racially-based analysis of housing affordability seems a bit disingenuous, especially without other evaluations of affordability. And increasing the housing supply by an undefined amount doesn't seem likely to have a large impact on affordability. I'd like to be able to access a more detailed analysis of the issues and possible solutions. This scrolling infographic is good for superficial information but doesn't provide options to go deeper with Minneapolis/2040 specific information.

why does every building project downtown have 95% white men working on it.

Why doesn't Minneapolis have a sustainable building policy when St. Paul does? Why don't renters have access to energy efficiency programs like homeowners do? And, why is there a five-month wait for a HomeEnergySquad visit? We can do better!

With 75% of buildings scheduled to be built in the next 20 years, if they are all built to code minimums, you will do better than your greenhouse gas targets. The real issue is grid level energy storage to balance renewable sources and peak demand. If you want to help facilitate that, you need to account for grid level storage within areas people live and work

Work with PR / Advertising firms to disarm the public's fear of transit, of bicycles, of moving away from our car transportation monoculture. Learn from US communities that are succeeding with multi-modal transit. More Jane Jacobs, less Robert Moses

Source	Text
Parallax Responses - Online	Yeah! affordable!
	<hr/> <p>Yep, all of that. Also, a lot of people haven't been on a bike since they were kids, so it'd be nice to offer workshops on bike fixes and even riding techniques (winter biking, for example). Maybe some group rides organized by neighborhood groups.</p>
	<hr/> <p>Yes absolutely to all of these ways to make our streets more welcoming for people and to prioritize getting people around over storing and zooming cars around.</p>
	<hr/> <p>Where does this go??</p>
	<hr/> <p>Yes please! I would love to see increased transit options in Minneapolis (New bus route designs would be ideal, or adding in express routes between neighborhoods during work hours). I do not own a car and do not plan on purchasing one. It should not take me three or four times as long to get from one area of Minneapolis to another on a bus than it would in a car.</p>
	<hr/> <p>Yes! Increasing the supply of housing, including deeply affordable and low-barrier housing must be a top priority. The maps on affordability are startling and should be a wake up call that our city is becoming increasingly exclusive for middle class and wealthy white folks. This is not the city I want to live in.</p>
	<hr/> <p>Yes! I'd love more mixed income housing in my neighborhood in Linden Hills.</p>
	<hr/> <p>Yes, I agree! Make it less comfortable to drive and park and more comfortable to bike and walk. Add bike lanes & pedestrian improvements to our streets!</p>
	<hr/> <p>Yes, let's continue to create new housing with the density to support transit, biking and walking, and increase transit flexibility and availability, making biking safer with more biking infrastructure, and make walking safer by calming car traffic.</p> <hr/>

Source

Text

Parallax Responses - Online

Yes, please prioritize walking, biking and transit! Any new parking built should require an Environmental Impact Statement that considers CO2.

Your incessant building of protected bike lanes is asinine. Now we have clogged streets creating smog from idling cars and a whole lot of road rage. And thank you, too, because now my alley and many others are a new speedway in drivers' desperate attempts to get somewhere. And thanks for the icy furrow that pedestrians now need to cross in addition to the curb hump thanks to those stupid white poles. Thanks for the endless back ups caused when something clogs the one lane you left for main transportation on major thoroughfares designed to efficiently move traffic; now they are parking lots. That's great when emergency vehicles and buses need to get through! I also love that there is no way to safely pull over if I have car trouble. Oh, and great idea to slash all that driving room, but do nothing to add mass transit. In fact, bus fares are being increased and routes slashed-good planning!! All those drivers haven't magically decided to start biking year round every day for all there transportation needs, nor will they. For the first time in my 44 years of life, I am actually considering moving to the suburbs to escape the congestion and lunacy of Minneapolis city planning.

Yup! Lots more housing, please! Especially where opportunities are most plentiful and racial covenants or NIMBY/low-density zoning has kept new people out.

Yes to Green! Help Minneapolis lead the country on environmental responsibility. Please adopt policies accordingly!

More apartments is not as good of an idea as it sounds, many people find the most desirable parts of the city have many owner occupied residences. Work to build nice neighborhoods, not just warehouse lots of people. Lets Build a great city!!!

When bringing more job opportunities into neighborhoods don't forget to support the commercial and light industrial corridors that already exist. Making those corridors diverse areas with housing, amenities, and industry all together will truly promote these values. Pushes like the one take rail service from ADM Milling to make a bike bridge from wealthy neighborhood to wealthy neighborhood come at the expense of jobs that exist right in the community. Bike and pedestrian focus is great, but it needs to be combined with other community needs.

We need to give more ways to get places that don't involve personal car trips.

The rapid bus network (B, C, D, E line) should be rolled out more aggressively, one every year or two. I like the new ideas on streetcar from Broadway down Washington--North Loop and North will hugely benefit.

Lastly, bike lanes: continue the trend of bollards first, then concrete/plant separation as funds become available.

Source

Text

Parallax Responses - Online

The rising cost of housing has nothing with race

The Section 8 ordinance that the city council passed earlier this year is not the solution to this problem. Building more housing and changing zoning to allow for higher density is a better solution.

The solution is to raise incomes, not to downgrade housing.

The transition from a car-centered city to a walkable, bikeable, and transit centered city will be difficult for a number of people. It will likely be contentious as well, but I agree wholeheartedly that this is the right direction for Mpls. A key will be adding density of housing and destinations while changing the transit system. This needs to be rolled out thoughtfully and with clear communication so that the city maintains credibility. I'd recommend using yard signs or something similar to provide communication on the spot of these changes. Also, street parking should not be free for car owners; there is a cost to the city and ultimately tax payers for maintaining streets for parking and that is a poor use of resources. Free street parking should be phased out in much of the city.

There is little to no evidence that increasing the supply of new, high-end housing has any positive impact on housing affordability in the region (and in fact likely raises costs for everyone) - anyone who claims that it does is either being disingenuous or doesn't understand housing markets.

These questions are written in a biased way. People need a place to live. But wording a question around needs? What if a single person household feels they need a 5 bedroom house? I greatly worry about property taxes and retiring in my home. Those of us would saved and paid in the system will be priced out so on one hand I like the fact there may housing for me after the government prices me out of my home. On the other hand government tends to screw things up. It would be better to work on having better paying jobs. My next door neighbor got on the housing list to go to Linden Hills affordable housing. I get to pay for that and not live in Linden Hills. Trying to teach my kids to go to school for a career and have a family that you can afford seems rather foolish and quaint.

Once you are in affordable housing what is the incentive to get out? There is none that I am aware.

The city can also create a fund people can voluntary pay into.

We would also have more money if they city council would stop voting themselves last minute raises.

Would parts of the city lack these options? Any affordable housing should complement and enhance neighborhoods.

What a horrible website, no info, no details. Just flash scrolling. Stop wasting money and actually help people already living in Minneapolis.

Upzone areas (ie uptown) to allow for more duplexes and multiunit buildings!! Address the issues of slumlords

Source

Text

Parallax Responses - Online

Upzone the whole city!

Use the power of the market, density, and relaxing parking requirements to let the private market create affordable housing, and use subsidies to create affordable housing only in neighborhoods where the private market isn't working.

Very admirable goals, but how does raising MetroTransit fares make jobs more accessible?

We absolutely need to increase the supply of housing! If inclusive zoning measures are to be considered, they have to be paired with less restrictions on set backs, building heights, and parking minimums. Why don't we consider a form based code?

We must continue to develop our bike lanes and mass transit. The city should increase its investment in mass transit that includes a downtown, uptown and midtown streetcar system. Furthermore, new structures should also be required to contain rent-control to support small businesses, whether it be retail or otherwise. This helps the diversity of business in our neighborhoods and prevents the pricing-out of diverse businesses and communities. Transit Oriented Development can change the face of our city, including downtown. We must work with local and national/international transit and urban designers to reconstruct roads in the city that favor more pedestrian and mass transit use and less use of personal automobiles.

We need better mass transit quickly. We could build many bus rapid transit lines with great shelters for the cost of one partial streetcar line! Let's get going!

We need greater housing density, which will require a more relaxing zoning code for certain areas. Higher density would support greater public transportation options.

Up-zone more areas. As a progressive as Mpls is, it's development politics are dominated by neighborhood associations filled with NIMBYs. We need strong leadership that makes the case that our city is dynamic not static and our neighborhoods are always changing. Our leaders need to make the case that density is good for the environment, good for the economy, and good for decreasing inequality.

Minneapolis needs to find ways to fill gaps in transit since Met Council plans don't always meet the city's needs

Source**Text**

Parallax Responses - Online

The city should invest in more affordable housing and demand that developers include a reasonable amount of rent-controlled affordable units in ALL new complexes planned/proposed/under construction. Furthermore, this should be applied to ALL neighborhoods. Downtown is no exception. If even one neighborhood is still economically and/or racially segregated, we are not doing well enough.

Making more BRT corridors would be a start. Far too often now you have to wait 20-30 minutes for a bus which is a huge inconvenience. You could also change tax laws to bring back car sharing services which will decrease the number of car trips and encourage ride sharing.

Build all new houses to the Passive House standard.

Buses and light-rail are great, but please add more walking trails and bike trails with native plantings. Adding a bike path is preferable to adding a parkway if it means tearing down 50-100 homes to do it. Parkway serve cars, bikeways and walking trails encourage healthy walking if they are not too secluded. Less pavement and more storm-water management.

Buses need to be dependable for me to regularly use them. Too many routes run infrequently enough that I don't feel I can rely on them for transit. I would also appreciate more connection from NE to places other than downtown.

By all means increase the housing supply. Do so by creating mixed use communities patterned after the Mall of America. Combine housing, small businesses, and green space in equal parts. Put them under the same roof in such a way that they must process all waste water onsite and to the enrichment of the planted areas.

Can the city support house sharing? It seems that there is a lot of unused space in our existing housing stock

Can we encourage and support small business development beyond restaurants.

Change zoning strategies, especially in SW Mpls, to support higher density.

Source

Text

Parallax Responses - Online

Become more dense!! Build around transit. Build SUSTAINABLE housing. Have strict requirements on sustainability, density, access via people focused modes of transportation, multi-use, windows and retail on the first floor, etc.!

City ownership of utilities to reduce money leaving the city

Could this be coupled with the job creation issue. How can I find someone who can do these things affordably? close to my home?

Create more biking and walking trails. Hire artists, poets, and gardeners to make them worth traveling. Combine function and form to enhance water purification and composting services.

Definitely better mass transit routes are needed

Despite all the rhetoric and policies that state the City will become more walkable and transit-friendly, very little changes. I read the last Comp Plan and it says all the same stuff, but very little has happened. Minneapolis Public Works leadership, Hennepin County transportation officials, and organizations like the Downtown Council have ensured moving and storing cars is always the highest priority. For example downtown Minneapolis remains a terrible place for walkers as the City encourages more and more skyways and parking garages while the street level remains blank and devoid of people. Even Nicollet Mall is a sad place with hardly any decent retail, huge office lobbies, and boring facades. We know what good urban places look like, but don't require that developers create such a place. In real cities they have lots of storefronts in long narrow retail bays. They don't have three parking ramp entrances per block. They don't have skyways sucking the life out of street level. Plus the transit system is lame downtown as buses don't receive priority and get stuck in car traffic. In San Francisco, parking lanes become transit only during rush hour, but Minneapolis can only do that for suburban transit riders who come downtown in coach buses. City dwellers stand at dirty, congested bus stops on streets that are bleak and boring and filled with panhandlers. Streets like E. 35th St., E. 38th St., E. 42nd St have narrow, crumbling sidewalks with traffic whizzing by 40 or 50 mph even though they are 30mph streets.

Does this mean packing us in? Livability would be nice as we grow! If you pack us in, cram us in small spaces, I worry it will take away from the feeling our some of our neighborhoods. How will this be done while maintaining character and charm so people WANT to live in Minneapolis?

East Lake Street is a mess. It's unsafe, dirty and uninviting. I commute along the street and am regularly accosted at the Chicago Ave/Midtown and Lake Street Midtown Transit Stations. I love transit but hate that!

Source

Text

Parallax Responses - Online

Enough with the bike lanes already. They're hardly used 5 or 6 months out of the year as is. Also, the reduction in available parking in downtown is alarming. Not everyone can walk or utilize mass transit. If you need to have your car with you when heading to an event, let's say going to hear a band at Bunkers in the North Loop, where are you going to park? It's becoming impossible.

Climate change could decrease the number of heating days needed in Minneapolis. Kidding aside, denser housing with less focus on cars and parking, more bike lanes and mass transit will make our city greener.

Exponentially increasing housing has not done shit for affordability. It's only gotten worse. Why? Because the ONLY thing being built are huge luxury condominiums. And in addition, quality of life in this city has nosedives. Property taxes keep going up and the city is uncomfortably crowded and congested thanks to all these housing increases.

Are autonomous driving electric cars in a shared ownership considered "mass transit"? If not, then you're missing the direction we're headed

All new buildings should have garden lots/containers on the roofs for residents/employees/public rental--like the jail roof!

Minneapolis is unique among major cities in that a lot of residents of the city actually commute to the suburbs for work. Both of my parents are among this crowd. They would both prefer to work in the city, but would have to take lower-quality jobs to do that. Why is it that businesses like the ones they work for (Mortenson and Medtronic) choose to locate in the suburbs? I don't know exactly why this phenomena exists (whether it be a lack of corporate real estate downtown, anti-business policies, or just a result of the suburbanization of our metro), but increasing employment in our city should be a pillar of the goal to encourage better mass transit.

100% agree

100%! I fully, fully support ambitious energy requirements for new buildings. There is a LOT of room to improve existing buildings, the city should be more proactive about reaching out to and encouraging or even requiring home and building owners to improve efficiency, starting with the largest complexes, of course, including commercial and other non-residential buildings, and also prioritizing rental properties of all sizes where efficiency improvements could benefit renters who are otherwise unwilling or unable to invest in efficiency improvements.

A few years ago, when we heard about a municipal wifi, many of us thought they meant free high-speed internet. As it turned out... No we got a wifi 1-way bulletin board.

Given the outrageous attacks on net neutrality by telecom giants, I think it's time to demonstrate some Progressive Social Democratic Backlash. Let's launch free public high-speed internet and be a model for the rest of the nation.

Source**Text**

Parallax Responses - Online

A well considered transit system decreases congestion, pollution, and reduces urban dwellers dependent on the automobile. My family celebrates Minneapolis bike infrastructure. Great to see a push for multimodal transit

Absolutely, mixed incomes in all parts of town so we don't get mired in ghetto-type isolation.

Add higher density to amenity rich, transit connected areas

Another thing that would help with this is to encourage more multifamily buildings like apartment complexes. I would imagine these are much more energy efficient.

Add more green space, including rain gardens and native plantings around buildings. Encourage Green Roofs and/or Solar panels.

Add solar panels, green roofs, trees and rain gardens. Consider storm-water management.

Affordable and higher-density developments in general commonly face extreme push-back from neighborhood groups and residents, usually to the point of causing a project to fail. I believe that neighborhood input is important when new developments are proposed, but the power of existing neighborhood residents needs to be balanced with a desire to provide housing opportunities to all and to keep housing affordable in the city. Therefore, the city council and city staff need to be true to these priorities as they work and decide on projects to be built in the future, especially in neighborhoods lacking affordable housing options for all.

City staff must also strongly enforce the Section 8 anti-discrimination ordinance taking effect later in 2018. This will allow Section 8 households better access to a higher number of neighborhoods, including those that may have been previously denied access to.

The City of Minneapolis and Minnesota Housing Finance Agency must also use a balanced approach to focus their housing investments not just in under-served neighborhoods in need of housing development, but in these neighborhoods lacking housing options for individuals and households with lower and moderate incomes. They must also look at the various needs of each neighborhood to determine how existing housing conditions (high number of vacant homes and lots, etc.) can be addressed through their housing investments.

Source**Text**

Parallax Responses - Online

Affordable housing is a big issue--what about affordable housing for seniors on a fixed income. This is my concern in the next 10 years.

Again, raising MetroTransit fares seems to be in direct contradiction to these goals. Our transit system is frankly an embarrassment and it needs a significant makeover before anyone is going to voluntarily use it instead of driving - namely, that it takes 3 to 4 times as long to get anywhere by transit as by car; not infrequently it's even faster to bike. I think public outreach is going to be really important too, especially in promoting and improving biking. There are regularly posts on my neighborhood group complaining about bikers.

agree with all of it. Excited to see Minneapolis working on the issues!

Agree. Also love to see solar energy gardens being emphasized.

All new Apartment buildings should have a percentage of affordable units. Landlords should not be able to raise rents by a Hundred dollars without also making improvements. Integrate the housing market. Stop or slow down the conversion of homes to rentals. In some neighborhoods this has been destabilizing. Encourage duplexes where two families buy each side.

Add nature trails with native plantings for walkers and bikers around parks and wherever you can. Install safety fences to keep people off freeways and Railroad tracks. Encourage the building of full-service grocery stores and co-ops rather than liquor stores. What is better for the Community? Locate a museum or other attraction in a low income area to attract more development. Give that area light-rail from the middle of the city out to the burbs. That will attract more development.

For those of us who cannot bike to work, walking can be an option. We do need more jobs in neighborhoods where we live, especially in North Minneapolis. And my earlier comment about planting more trees makes for more pleasant walking and biking, and slows down car traffic. Jobs for older adults seems like an area of opportunity as well, since we have many aging baby boomers who don't want to be unemployed or working at McDonald's. What about part-time employment for older workers? Can we find ways to let these folks contribute their experience and wisdom, even though they may not be able to bike to work!?

Be sure to recognize that Mpls residents need to be able to access jobs OUTSIDE Mpls too - the current transit network is mainly oriented around getting people to/from downtown.

I'd like to see better adherence to bus schedules on busy lines that the most people depend on. It's sad to watch two 21s follow each other down Lake Street because the first one is that far behind.

Source

Text

Parallax Responses - Online

I think increased density, when well considered, can be a great benefit to a city. Denser cities are often more efficient and cost-effective.

I want a walkable neighborhood with nature trails and blooming boulevards, but we still need cars to get to home improvement stores. We used to be able to get everything downtown, but now have to go to the burbs. Encourage underground parking and parking ramps surrounded by street level shops. Some neighborhoods have lakes to walk around, but others do not. Add walking and/or bike paths around them with native plants. Do shoreline restoration like they have done around Lake Phalen in Saint Paul. Why do I have to go out of Minneapolis for a nature walk? Offer incentives to add full service grocery stores in areas that lack one.

I was pleasantly surprised to find the focus of Mpls 2040 to be on undoing the inequity in housing and economic opportunity that we've inherited. I currently ride the bus for 60-90 minutes each way to get to work or ride my bike for 45 minutes to get there. A more effective mass transit system would be wonderful. Also - what about finding a way for new multi-unit housing construction include section 8, affordable as well as market rate and luxury units. Mixed income neighborhoods are what we need to build equity in our city! As a home owner in the Linden Hills neighborhood, I would LOVE to see more affordable housing and mixed income development taking place in my neighborhood!! Equitable development must be driven by more than just the profit margins developers lust after. Thanks again for this wonderful vision!

I would like to see the police handing out traffic tickets at intersections.

I would love to see more incentives to build greener buildings. What if you created a "green" overlay over the whole city and included special allowances for buildings that met some energy reduction standard from baseline? Providing grants and tax breaks for those who lower their demands on energy.

I'm no economist but I'm pretty skeptical that the boom in pricey high-end condo developments, especially in my traditionally family-oriented, low-to-medium income neighborhood of Nordeast, is going to keep other housing in the area affordable. I understand the need for more housing in general, but it seems like it's been approached with an absolute lack of creativity, and a willingness to sign off on any development, no matter what its real effects are likely to be or its appropriateness for the area, simply by saying "we need more housing so this is good". If we put short-term goals and needs ahead of a longterm view, it's just going to create new problems down the line when once-desirable, affordable areas become overpriced and overbuilt. We should invest in longterm, sustainable (in every sense) housing expansion, instead of just going along with every profit-seeking mega development proposal.

Improve zoning to allow for density.

I think a north-south train line of some sort should at least be in the works.

Source**Text**

Parallax Responses - Online

Integrate housing! Pass laws saying that when they build upscale apartments that a certain percentage of the units should be affordable. If you add density, you also need to add more usable green space and storm-water management.

It is already too complicated and cumbersome to build or remodel in Mpls. Relative costs and benefits, not artificial, and sometimes misguided government imposed standards, should shape construction.

Let's keep our current housing stock viable with assistance to renovate for efficiency.

Let's investigate what can be done with building codes and zoning that can increase density and lower housing costs in a way that benefits The entire Minneapolis community. Less NINBYism and more YIMBYism

Love diverse transit options. I moved back to Minneapolis in part because of your amazing biking infrastructure. I now bike commute year round because you plow the bike paths

make it easier to cross streets, especially those corners where many people cross because of bus stops, that are not near traffic lights/stop signs

go all-in on the pursuit of renewables for MPLS energy needs. Invest in promising future, divest from the destructive fossil-fuel past

Make sure sound proofing is also a goal if you going to cram us all around bus stops. It is hard to stay in an apartment if you are hearing your neighbors all the time. Make sure you are letting buildings breathe to prevent mold and indoor air pollution. This is another good idea that could make things worse in practice by the government. If smart builders and engineers work on good code and practices it could work. You have anything about design which is important to livability. Variety is great. Also efficient buildings save money including taxpayers.

Integrate neighborhoods, by adding affordable options to every new development. Add more buses and transit. If an area of the city lacks a full service grocery offer incentives to put one there. There used to be a grocery in Dinkytown and it was replaced by a store selling alcohol. That is not what students or others on a budget need.

Source

Text

Parallax Responses - Online

I support the current steps being taken and priorities that promote transit equity, but perhaps better outreach/explanations need to be provided to citizens to explain why these changes are being made along with providing resources for people to help them utilize alternatives to car trips

I think we should provide better mass transit all over the metro. I think we need to double down in our bus investments. Increase schedule reliability, frequency and routes.

I support the current steps being taken and priorities that promote transit equity, but perhaps better outreach/explanations need to be provided to citizens to explain why these changes are being made along with providing resources for people to help them utilize alternatives to car trips

Good! And do it so neighborhoods are more livable and are not just throughways for fast commuting.

Great idea in theory. It would help if the city was easier for businesses to grow here. Mpls business owners I talk to are worried. Lots of regulations and red tape. Driving is treated like a crime but for young families really the only good option with multiple school and daycare dropoffs. Please stop making it hard for taxpayers to get to their jobs. TIME the lights and install smart lights so drivers can go safe speeds in a more efficient manner. This also benefits buses (think crossing Hiawatha and the trouble with school buses and timing. I and others call it planning the Hiawatha game- you win if you make the light and if you loss it is another 10 minutes to wait). And walkers and bikers (those bikers that stop at stopsigns/lights) that are often waiting for air to cross.

Green roofs!

Have a lovely day.

Hopefully something can be done so an ugly building like Be The Match is never built again.

How is cutting routes and raising bus fares helping achieve this goal? It's really not that hard. What you need to do is the reverse: Increase routes and frequency, don't keep raising the fares, and please start committing some transit money to safety patrols. That means some real security on the buses, so bus drivers are not assaulted, thugs don't skip paying and camp out in the back row swearing and harassing other riders and stink up all the bus shelters with their stinky pot and cigarette smoke.

Source

Text

Parallax Responses - Online

I am so surprised that there is no information or focus on education in this expression of the 2040 plan. This was catchy and well done! And, I would love to know more about the plan for increasing access to GOOD strong education for all. The school system is such a mess for kids of color. What is the plan there?

I applaud this plan and its goals! I love Minneapolis and would like to see it grow sustainably. But I also hope we can balance the goal of density with the value of livability. The trend I fear the most is the building of luxury apartment and condo buildings near our lakes, which benefit only the well-off few while detracting from natural beauty and livability for the rest.

I appreciate the openness and reaching out. But, on the Northside, where much of the disparity lies, housing and jobs and transportation efforts mean nothing without increased safety for residents. If a job, school, stores are within walking distance; in North, it is not safe to walk there. Taking the 19 and the 5 buses is not safe on the bus and even less safe when you get off the bus. And, many people should not be driving because they don't have licenses or insurance, but there is no safe efficient alternative.

Bullet proof the houses. Retrofit bulletproofing for the rest of us. More police, more patrolling.

HUGE supporter. Especially as it relates to biking infrastructure. I bike year round and have dramatically reduced by car usage. It's a primary reason I live in Minneapolis

I find the current push to make automobile use difficult to be counter productive to the stated goals. It would be great if people moved to walking and biking voluntarily versus making it impossible to use a car due to the congestion caused by the removal of driving lanes. This is bite the city when ambulances delivery vehicles etc are no longer able access our homes and businesses quickly. The Grand Bazaar in Istanbul comes to mind. Mainly assessable with a hand cart. Since it was planned out over 1,000 years ago it doesn't seem illogical. Minneapolis is a modern city. Let's make it work for everyone.

I hope we plant a fruit tree every time a child is born. This will ensure that food is local and evenly distributed. It will also help our water supply and air quality for decades, not to mention wildlife populations.

I love how there is an emphasis on building housing near public transport! Phenomenal idea. I think that more public transportation projects and light rails should be considered. I think the city council should not break under pressure from special interests in promoting these public transportation projects like worrying about property values near the Southwest Corridor or worrying about gentrification of areas that may be developed with future projects in less affluent areas.

I love that walking is at the top of the priority list. Its the most sustainable mode of transportation. Lowry Ave NE could sure use a downsize in lanes.

I love the honesty with the issues on this page, and am eager to look into more of the meetings and find ways to help.

Source	Text
Parallax Responses - Online	I moved to Minneapolis because of the bike commute.
	<hr/> <p>I do not think it would be out of the question to demand that developers design new projects with the upmost care for the environment. It is not impossible to build structures that can recycle rainwater, more effectively contain heat and use only more efficient lighting fixtures. We should reject proposals that contain amenities of the less environmentally conscious past.</p> <hr/>
Share Your Ideas Comments - Open Houses	Provide fundamentals. Plow streets. Plow out the ends of sidewalks so people can walk in winter.
	<hr/> <p>Provide basic services first!</p>
	<hr/> <p>Quit treating the eastside like the red-headed step child of the city. We are not getting resources.</p>
	<hr/> <p>Provide/develop more spaces for artists/craft persons to work in South Mpls. Warehouse or live/work space.</p>
	<hr/> <p>Public restrooms are vital to gender equality, accessibiity, walking, biking, and transit. And public health. We are failing, esp in winter.</p> <hr/>

Source	Text
Share Your Ideas Comments - Open Houses	Public safety may lead me to leave the city.
	<hr/> Public safety. Quit allocating resources that follow only 911. Allow for community policing.
	<hr/> Push Environmental Goals aggressively. Change Building Codes to make new / reconstr min percentage sustainable and renewable. (Factor required cost into construction costs.)
	<hr/> Recognize the skills immigrants bring from their previous employment. Lobby for rethinking of certification requirements.
	<hr/> Mpls/ line w Hennepin Co. Seven Pathways For Access: Trades. Social Services. Medical. Career Pathways.
	<hr/> Require mixed income development. Ensure Grocery Stores and Day Care are included
	<hr/> Require new green space with new development.
	<hr/> Require newly built apts. To have a # of units that have 3+ beds
	<hr/> Re-structure neighborhoods so housing and commercial nodes/corridors are at the center, instead of the emptiest parts.
	<hr/>

Source	Text
Share Your Ideas Comments - Open Houses	Restructure the neighborhood org influence/role in city decision-making. Most No's are homeowners (more white, more wealthy) than their neighborhoods actually are.
	Riverfront as a space of value, access, art, music, community!
	Promote citizen involvement. Advertise in the water bill.
	Save the housing infrastructure. Don't destroy it. Keep the residents, don't kick them out.
	Require affordable housing in all new buildings
	Prioritize cars too!
	N Loop 2020. Block Clubs. Police presence. Energy. Public Works. G***. Schools. Health.
	Preserve the variety of neighborhoods in N.E.
	Scale and design of buildings should be appropriate to the adjacent building and context

Source	Text
Share Your Ideas Comments - Open Houses	Municipalize broadband internet.
	Need affordable retail space for businesses to buy (not rent) for stability. Thx for public art (Birds of a Feather) Shows city's community investment.
	Need enoguh room on sidewalks for pedestrians.
	Neighborhood associations are underutilized by the city as the "feet in the street" and the trusted voice and face in the community. Support them more - work together.
	Neighborhood block clubs have more focus, not just police groups: Environmental Issues, Diversity Transportation, Social Services
	Neighborhood organizations are exclusive & worsen racial & economic segregation. They are not representative of residents, They exclude renters and are hostile to POC. Stop funding/validating them.
	Next meeting should include small group discussions about impacts on our house/property
	On our lives, well being + neighborhoods.
	Open houses are good but don't capture all income levels- income ranges.

Source

Text

Share Your Ideas Comments - Open Houses

Parks: City "looking green" is uneven. Label clearly: Trash vs. Recycling

Parks: In favor of equity criteria but some parks are destination parks (like Loring) that should allow it to jump the line for funding. Number of visitors should matter.

People are moving to NE from North Loop + Upton b/c they like duplexes, not high rises.

People should be able to rent out a room to other people for cheap or for exchanges of services.

People who can't afford to live in the city will have to move to suburbs. People move to suburbs for school, but some disagree.

Please stop listening to the anti-everything people. Lets welcome more people.

Preserve green space.

Prioritize all modes of transportation including cars. Seniors rely on cars. (Harder to walk, bike, _ walk to the bus)

Sean: New resilient cities commission. Get Hennepin County to include Climate/Carbon Goals in Their Comp Planning.

Source	Text
Share Your Ideas Comments - Open Houses	Would be interesting to see the Streetcar System rebuilt. Biggest issue: Lack of access to affordable jobs. Racist/Discrimination in Employment.
	<hr/> <p>Stop right on red & reduce speed limit in the city. Year-round walkable sidewalks. Like to see the city take over winter snow removal. Current system does not work puts burden on people to report. See what other cities are doing (brine solution salk & water applied before snow).</p>
	<hr/> <p>We need a train to come down Nicollet to Franklin and then Lake. People want a better city but we're not investing in it.</p>
	<hr/> <p>We need Mental Services for our Immigrant Community</p>
	<hr/> <p>We need to hearer from renters, not just home/condo owners.</p>
	<hr/> <p>We should have buildings that are mixed income. We need to focus on that. I.e. Row House. Mixed use, too. Grocery Store in Loring.</p>
	<hr/> <p>What about a moratorium on building single-family homes?</p>
	<hr/> <p>What about rent control? Now the cool thing is to live in town / access to culture (not having a SFM w yard)</p>
	<hr/> <p>When can we talk about the implications of the plan</p> <hr/>

Source	Text
Share Your Ideas Comments - Open Houses	Why doesn't the city use compostable paper products for refreshments and displays?
	<hr/> <p>We need a grocery store in Loring. Target is my grocery store – Lund's is too expensive</p>
	<hr/> <p>Why don't you help poor neighborhoods like Lake St? (Don't just focus on rich 'hoods like Loring Park)</p>
	<hr/> <p>Wider variety in all neighborhood not just hand picked ones.</p>
	<hr/> <p>Work to keep existing businesses in new development * immigrant businesses.</p>
	<hr/> <p>Work with Met Council to bring more Rapid Bus Transit</p>
	<hr/> <p>World class cities are stewards of their historic resources. The heritage assets of Minneapolis are to be celebrated and protected.</p>
	<hr/> <p>Would like to split lots / split ownership for Tiny Homes. Have option for Tiny Houses; especially affordable for Millennials.</p>
	<hr/> <p>Zoning, planning, & economic development should focus on resources and people already there to avoid displacement & gentrification.</p> <hr/>

Source	Text
Share Your Ideas Comments - Open Houses	Zoning. Make sure that transistions are made with true commitment to smal larea plans.
	<hr/> <p>Mpls keep trying “trickle down”. We should subsidize affordable housing. How can Gov’t incentivize/mandate diversity? Big barriers for entry. More money for affordable housing.</p>
	<hr/> <p>Why should we engineer the city for people to get rid of their cars?</p>
	<hr/> <p>Stevens Square is a food desert. Forty percent of residents don’t have a car. Target DT isn’t easy from Stevens Square. Wedge is too expensive for Stevens Square.</p>
	<hr/> <p>We have issues of engagement. What are we invested in? What do we believe in? What are we going to tackle?</p>
	<hr/> <p>We are failing (have failed) Public Education. It’s time to take Public Ed. Out of the hands of a Superintendent and dysfunctional School Board and put t in the hands of the teachers who know what’s going on!</p>
	<hr/> <p>Subdidies should go to renters net developers. Welfare to the rich.</p>
	<hr/> <p>Subdivide commercial space into smaller and more affordable units. Currently the price is too high. Making small, affordable commercial space is job creation and business incubator.</p>
	<hr/> <p>Support neighborhood assocations they are inclusive and important.</p> <hr/>

Source	Text
Share Your Ideas Comments - Open Houses	Talk about impacts on seniors.
	The whole community thrives when children attend their community school. Stop open enrollment and incentivize public school attendance.
	There is some profiling about crime in the hood
	There should be cameras in every car.
	These meetings need to happen at the neighborhood level. Keep neighborhood ogs going they are a vital voice especially small neighborhood orgs.
	We don't need more Condos for the super-rich. Would like to see more Apartments.
	To get here today, bus riders from NE would have on many routes take 2-3 hours to get to this Sat. am meeting. Transit input needs to come from transit dependent people 20-25% of households in NE have no ccars. Most are poor + don't bike.
	Totally rethink neighborhood organizations - 1/2 consider abolishing them. Their geographic boundaries center homeowners & split up the heart of communities.
	Train new immigrants as needed, so they can be employed in their vocation here.

Source	Text
Share Your Ideas Comments - Open Houses	Train on Nicollet that could service low income people
	<hr/> <p>Transit system is outdated. Not ready for the next 20 years.</p>
	<hr/> <p>Transportation: Need more heat lamps in shelters. Takes too long to transfer buses. People like the food access policy – but add “affordable”.</p>
	<hr/> <p>Try getting word out on local news channels.</p>
	<hr/> <p>Use "community connectors" for engagement people w/ connections in the community. Pay them a stipend.</p>
	<hr/> <p>Ward 10 did not advertise this in their newsletter.</p>
	<hr/> <p>Too many bike paths in Uptown.</p>
	<hr/> <p>More public art please!</p>
	<hr/> <p>Artists – Live work that is ADA accessible</p> <hr/>

Source	Text
Share Your Ideas Comments - Open Houses	More flexibility in zoning to city regulations to allow for some innovation.
	<hr/> Central ave street car!
	<hr/> City could encourage businesses in non-profit buildigns so that rent is affordable.
	<hr/> City-wide high speed internet (utility)
	<hr/> Come to me. Don't ask me to come to meetings.
	<hr/>

Source	Text
Share Your Ideas Comments - Open Houses	<p>Comments on the University District Overlay Zone with regard to the new Duplex lot sizes. Minneapolis 2040 community engagement meeting, december 2, 2017. The University District Alliance, an alliance of the four neighborhoods adjacent to the Minneapolis campus of the University, formed a task force last summer with the University and the City to explore alternatives to the recently enacted reduced lot sizes in R2 and R2b zoning for duplex development.</p> <p>The community members of our task force have studied the Values outlined for the new Comp PPlan 2040. We call your attention especially to the value for Growth "... accommodate growth in appropriate locations while enhancing community character" and the value for Livability "Ensure that all neighborhoods in Minneapolis are safe, green, healthy, and inviting, affordable, served by connected and accessible systems and amenities."</p> <p>The city enacted "overlay district zoning" for the U District neighborhoods several years ago in recognition of some of the conditions that differentiate the U community from other parts of the City. The only application of the overlay so far has been differentiated parking restrictions.</p> <p>The city reduced lot sizes for duplexes to attract more duplex development, thereby improving the tax base and increasing the population of the City. We submit however that more duplexes in the U neighborhoods will impose a burden on the City and on the residents of these neighborhoods. In reference to the Growth Value: the current duplex development here is not in an appropriate location and will detract from, rather than enhance, community character. In other parts of the City new duplexes are likely to house families, while near the University they will almost inevitably house unrelated adults. We already see rental companies redeveloping or converting single-family homes into duplexes, some with as many as 8 or ten bedrooms in the two units. The recent increases in density near the U have already added an infrastructure burden to the University neighborhoods, problems such as policing and security, over-occupancy, illegal yard parking and street parking, use of parking facilities, and traffic congestion. The City has not, and perhaps cannot, add staff, such as more police officers or more housing inspectors, to keep up with the new needs for resident safety and amenities.</p> <p>We would like to continue our exploration of alternatives to the reduce duplex lot sizes for the University District Overlay Zone. We believe there are alternatives that could encourage a different kind of duplex development which would maintain community character and serve the Livability value of "...safe, green, healthy, and inviting..." neighborhoods in the U District neighborhoods.</p>
	<hr/> <p>Complete, Livable, Resilient Neighborhoods: Food Access, Health Clubs, Libraries, Social Capital, Farmers Markets, Community Building Space</p>
	<hr/> <p>Concern about minimum housing of 500 SF. Like: Housing 500 SF or under as SFH or / 2 on split lot. Would be more affordable.</p>
	<hr/> <p>Connect with High School students and help them find a path to the trades</p>
	<hr/> <p>Consider putting social workers in park/rec centers. Grad rates up social variable across city are so wide. How can we support our low socio-economic groups. How do you help/change the scale - to help them graduate high school or go to college. Needs to be people who look like them.</p>

Source	Text
Share Your Ideas Comments - Open Houses	Continue supporting neighborhood groups. Fund them at no less than they are currently receiving.
	Create a municipal bank to allow divestment from large banks who finance DAPL & other environmentally destructive pursuits.
	Create waste system that doesn't exclude/penalize renters and ppl living in high density/sustainable housing. Inc. hazardous waste.
	Defund neighborhood organizations
	Demand % of affordable units in new developments.
	Develop a process to enable public participatory budgeting (capital or operating)
	Develop more green spaces - apart from parks - perhaps we can have more native plants in these areas.. Like _ boulevards and along the freeway,
	Developer get subsidies, but neighborhood doesn't get goods and services. Don't have a grocery store. Transit isn't great as everyone says it is.
	Buildings have stigma because of landlord – and that hurts opportunity for inclusion in neighborhood group.

Source	Text
Share Your Ideas Comments - Open Houses	Build relationships with communities in near suburbs and greater MN to make Mpls a friend instead of an enemy. Kill the political wedge that is being used against us.
	Build Engagement around our values and inclusivity
	Build affordable housing in affluent neighborhoods.
	311 beta version of see-click-fix has not worked for me. What is going on? The current app does not always function well + a new version would be welcome.
	Abolish city recognition of neighborhood organizations.
	About litter: Special service does clean up but seems only to happen when I call 311. What about the neighborhoods that don't have the time to call 311? They are full of litter! Hire more special service people or get kids to do this in service learning?
	Address homeless encampments and related issues.
	Advertise meetings through water bills.
	Advertise w/ hard language that talks about impacts on you.

Source	Text
Share Your Ideas Comments - Open Houses	Affordable housing is critical for me personally.
	All housing developments should be required to include a % of affordable units.
	More independence + \$\$ for neighborhood associations.
	Awesome Goals. Sync up with Hennepin Co on energy, restore, affordable housing, work force equity.
	Ban panhandling and related public safety issues.
	Be careful not to emphasize "equity" in the absence of _
	Better transit to the suburbs.
	Better ways to get info out. Work to restore immigrant and local businesses back into new buildings that are new construction.
	Better ways to tell population about the services offered. Mpls needs an Ad Campaign about Mpls that is targeted TO Minneapolis

Source	Text
Share Your Ideas Comments - Open Houses	Bigger apartments needed, but not bigger rents. Help people, especially newcomers from other places. Not so segregated.
	Block Clubs are under the thumb of the Police Dept. and it's hard to get the list so that you can work on other, more Global issues.
	Bring N.R.P back
	Balance growth with paying attention to the consequences: pollution, crowding.
	Don't forget the "fair scheduling" piece of the city workplace improvement plans. People need to know their work schedules so they can take classes, meet their kids, teachers. Etc.
	Diversity of housing types in all areas
	Emphasis on Sustainable Buildings: Programs to incentivize. Pressure on Power Companies. Good examples in Germany – Power companies had to buy back all power at twice the price.
	Electric Vehicles: Hard/Expensive to do retrofits. City should incentivize
	Keep balanced views by supporting neighborhood organizations. It's so healthy for all.

Source	Text
Share Your Ideas Comments - Open Houses	Let neighborhood associations voice their needs.
	<hr/> <p>Light rail doesn't feel safe. Cops do not care.</p>
	<hr/> <p>Like A-Line. It's great. Do more! The State is starving the cities. Cities need more Dollars. City should exert more pressure on other Govt's than control Money.</p>
	<hr/> <p>Like the idea of Rent Control. Something to make predictable when and how much rent will go up.</p>
	<hr/> <p>Likes: Three-story walk-ups in Lake of Isles area – but not affordable (not SFH) Give incentive for Duplexes. Keep Hoodie feel.</p>
	<hr/> <p>Local, small businesses need our support.</p>
	<hr/> <p>It all starts with education O _ have top-notch public ed we want people to be afford housing and get good, well-paying work with business community, _ for what stuff they need! There will be a shortage of the skilled labor we need for _ jobs.</p>
	<hr/> <p>Look at encouraging businesses that reduce GHG emissions: secondhand stores, tool libraries, repairs, walk/bike, sharing stuff, vegan/ local / responsible food, etc.</p>
	<hr/> <p>Lost home, business space to new development. Would have been OK if there's have been new services/retail for those that remain. Displacement is OK if those left get more in the balance.</p> <hr/>

Source	Text
Share Your Ideas Comments - Open Houses	Love: Park, Education, Bike Lane, High Quality of Life. Make higher density hoods (not high rise, high bucks) to keep Green Space.
	Make bikers follow traffic laws!
	Make it so every resident can walk to get groceries.
	Make sure the NCR dept. is led by someone truly dedicated to engagement.
	Married, living in Studio at \$685/mo. Can't get a mortgage at similar price-point. Entry = \$2500/mo.
	Mixed use spaces: Day Care, Aldi, Small Minority Business
	More Bus Shelters
	Loosen ordinances to allow more dog-friendly eating/drinking establishments
	Incentivize land uses that don't produce/encourage GHG emissions: e.f. walking, biking, learning, reuse, socail ,etc. Use behavioral design for good their commercial/residential streets.

Source	Text
Share Your Ideas Comments - Open Houses	Jobs. Transit. Housing. Access to meetings is a problem – Hard to attend during work hours or at City Hall.
	<hr/> If we are concerned about equity, we have to reach out accordingly
	<hr/> Engage more with current city employees.
	<hr/> Equitable access to jobs. (no people of color are servers downtown)
	<hr/> Every day fresh groceries is OK; as long as transit is working well and close. More Apps for transit. Esp. Google Map for Transit.
	<hr/> Fund + center partnerships with neighborhood groups
	<hr/> Get google to help us out.
	<hr/> Get rid of the Opt-Outs – Have just one transit system
	<hr/> Great Streets/Corridors \$ is good but we need it at nodes too! That's where the vibrancy is. Kmart site should be larger/tall. West B'way should become like Nicollet.

Source	Text
Share Your Ideas Comments - Open Houses	Imagine a city that sustains itself... grows its own food! Visionary + transformative.
	Have a conversation about upzoning along commercial + transit corridors
	Greater geographic equity - NE/SE/N are left behind in recreational bikeways, free music in the parks, frequent + express bus service, access to water + nature. No city input meetings usually.
	Higher Use Parks (Destination Criteria). Needs more frequent and predictable funding. i.e.: Loring Park.
	Housing that is affordable for purchase is too old and expensive to restore any, or just maintain.
	Housing: Rents going up too fast. Loring Park becoming unaffordable. Long-term tenants have no other place to go. Stuck!
	How about honest community input into this process!! Instead of this pre-packaged dribble w/ dots. Of course I want cleaner environment, better housing options, more greenspace. Who doesn't? Question that basically you can't answer no to are dishonest. What is the plan behind. How many more neighborhoods are going to be redlined, upzoned w/o community knowledge in a plan 95% of Mpls residents don't understand implications.
	I notice mention of "urban gardens" and green and plantings in the drawings from the spring engagement - but no mention on the BIG BOARDS... don't let that vision get lost!
	I want good growth and good government, not just growth

Source	Text
Share Your Ideas Comments - Open Houses	I'm not anti-biking but want to see enforcement. Are Bikes/Peds held accountable. Love new lights that let bikes/Peds go first.
	<p>If people knew something was important for their culture.. They could help. Kids are going the park/rec more than library. Ask rec. directors what they need.We don't have a strong rec center culture on the south side. Why are some in some parts of the city big while others are so small? Free/reduce lunch students don't have high graduation rates. Indicator of impact. Teachers have to be disciplinarians this affects people moving out. We do more fundraising.. in Tangletown our school is greatl we have alot of support. The less resourced schools and less supp't schools get more funding. Kenwood gets least. No. Side gets more. My kid needs a challenge as much as a poor kid needs support. It's so complicated. We need underground transit - down Nic. on Henn. Car traffic is not realistic. If we keep bldg. Buses don't work when you have younger kids. Id have to drop their extra _ if we had to take the bus.</p>
	Help seniors & people with disabilities.
West Broadway Area Coalition_Jan 2018	Modify the façade improvement program, or establish a similar program, to allow for interior improvement projects
	Additional community engagement regarding the “case study” sites in West Broadway Alive plan to see what community wants.
	Establish capital streams for small businesses wanting to open along West Broadway. Businesses working with this program should diversify the business mix along the corridor
	Implement consequential vacant and boarded fines for absent landlords

Source

Text

West Broadway Area Coalition_Jan
2018

More work should be done on the plan's (West Broadway Alive) implementation recommendations.
