Appendix D

Transportation

This appendix provides supporting content for transportation related policies and satisfies the Metropolitan Council requirements related to transportation.

NOTE ON UPDATE OF TRANSPORTATION ACTION PLAN FOR MINNEAPOLIS

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

TRANSPORTATION ANALYSIS ZONES

	HOUSEHOLDS				EMPLOYMENT				POPULATION			
TAZ	**2010**	**2020**	**2030**	**2040**	**2010**	**2020**	**2030**	**2040**	**2010**	**2020**	**2030**	**2040**
1175	1049	1045	1061	1075	72	187	190	192	3031	3238	3298	3317
1176	754	840	853	865	228	177	179	181	2300	2362	2411	2458
1177	934	952	967	980	474	575	582	589	2269	2676	2733	2787
1178	0	0	0	0	372	552	559	566	0	0	0	0
1179	164	172	175	177	7	6	6	6	395	453	466	475
1180	453	483	490	497	36	60	60	61	1105	1275	1306	1333
1181	421	421	428	434	115	126	128	129	702	1112	1141	1165
1182	501	553	561	569	169	169	171	173	1352	1458	1495	1525
1183	257	270	274	278	31	68	69	70	621	712	731	746
1184	240	239	243	246	50	57	58	58	546	631	647	659
1185	424	422	429	435	20	140	142	144	964	1230	1247	1256
1186	452	450	457	463	30	20	20	20	1152	1315	1329	1335
1187	249	283	287	291	22	37	38	38	669	785	809	831
1188	680	732	743	753	142	189	192	194	2156	2117	2125	2100
1189	5	5	10	15	214	437	442	448	15	15	29	42
1190	23	26	26	27	290	492	498	504	62	82	80	82
1191	352	408	414	420	87	32	32	33	1207	1276	1288	1286
1192	931	1066	1083	1098	265	129	130	132	2881	3331	3360	3355
1193	763	882	898	913	35	118	120	121	2342	2689	2709	2699
1194	691	773	785	795	66	19	19	19	1984	2356	2369	2352
1195	544	636	646	655	207	197	200	202	1534	1853	1878	1889
1196	615	644	654	663	11	21	22	22	1491	1877	1902	1913
1197	99	115	116	118	52	33	34	34	344	345	338	330
1198	398	550	558	566	187	191	194	196	1260	1648	1613	1569
1199	865	989	1004	1018	47	146	148	150	3165	3150	3071	2956
1200	502	666	692	720	219	534	540	547	1891	2117	2112	2086
1201	369	367	382	399	16	19	19	19	1199	1206	1159	1087
1202	373	467	474	481	37	29	30	30	1030	1534	1437	1311

	HOUSEHOLDS				EMPLOYMENT				POPULATION			
TAZ	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
1203	432	460	467	474	6	1	1	1	1292	1527	1486	1435
1204	368	444	451	457	89	100	101	102	1291	1475	1438	1384
1205	890	999	1032	1068	1044	888	899	910	2987	2880	2863	2830
1206	596	709	730	751	94	192	194	197	2138	1956	2021	2072
1207	339	370	376	381	4	9	9	9	1074	1230	1198	1153
1208	239	259	263	266	4	1	1	1	738	861	838	806
1209	378	403	410	415	184	170	172	174	1034	1066	1079	1078
1210	505	535	543	550	503	459	464	470	1109	1409	1418	1410
1211	727	736	770	808	813	1253	1292	1332	1586	1844	1939	2025
1212	840	836	1092	1401	640	899	910	921	2049	1832	2327	2890
1213	643	640	687	740	940	920	932	943	1921	1964	2120	2285
1214	11	11	11	11	1149	1035	1048	1061	39	30	29	30
1215	322	321	425	550	850	674	692	710	996	752	972	1221
1216	376	374	403	435	136	203	206	208	640	878	921	965
1217	3	4	4	4	1169	1353	1370	1387	4	9	11	11
1218	32	32	32	33	780	986	998	1011	55	64	69	72
1219	284	346	351	356	275	244	247	250	960	894	893	876
1220	413	462	548	651	313	534	540	547	1484	1198	1393	1603
1221	543	608	618	626	276	284	288	291	1950	1579	1571	1544
1222	353	410	430	453	92	137	138	140	818	1064	1095	1118
1223	0	0	0	0	724	846	856	867	0	0	0	0
1224	660	774	786	796	2042	2507	2538	2570	1387	1745	1790	1823
1225	236	237	241	244	98	121	122	124	534	569	575	581
1226	1065	1167	1185	1201	309	683	692	700	2307	2785	2852	2905
1227	680	732	743	753	996	735	744	753	1747	1805	1818	1816
1228	822	1036	1052	1066	1092	1309	1326	1342	1685	2553	2576	2572
1229	489	511	519	526	244	385	390	395	1108	1214	1243	1268
1230	572	621	631	640	1444	759	768	778	1382	1477	1513	1544
1231	1038	1102	1120	1135	323	297	300	304	2038	2525	2653	2769
1232	542	540	548	556	46	79	80	81	1032	1236	1298	1357
1233	216	396	402	408	165	62	63	64	528	837	884	940
1234	0	0	0	0	950	1105	1160	1215	0	0	0	0
1235	360	400	406	412	150	137	138	140	683	889	940	989
1236	76	76	77	78	144	123	124	126	128	158	160	162
1237	588	802	814	825	928	1415	1432	1450	968	1782	1877	1977
1238	531	1333	1483	1659	1286	1213	1230	1246	966	2932	3307	3711
1239	143	879	1013	1171	1101	1021	1034	1047	213	1993	2389	2845
1240	2499	2546	2586	2621	1066	999	1012	1024	4573	5715	6003	6264
1241	23	98	99	100	559	960	972	984	51	255	269	282
1242	428	483	490	497	374	464	470	476	1244	1275	1348	1423
1243	16	22	22	23	334	463	469	475	35	54	52	56
1244	10	12	12	12	176	479	485	491	22	30	31	30
1245	658	752	769	786	643	788	798	808	1707	1787	1845	1895

	HOUSEHOLDS				EMPLOYMENT				POPULATION			
TAZ	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
1246	539	574	840	1163	220	481	733	985	1339	1460	2140	2953
1247	390	395	402	407	993	1177	1192	1206	952	1008	1025	1034
1248	782	807	819	830	206	190	192	195	1840	2099	2137	2173
1249	307	316	321	325	12	18	18	18	655	822	841	852
1250	487	520	528	535	55	45	46	46	1123	1353	1378	1402
1251	837	995	1010	1024	305	377	382	386	2027	2588	2635	2679
1252	1427	1528	1567	1607	191	255	258	261	2841	3668	3789	3923
1253	263	305	310	314	114	458	464	469	632	731	748	764
1254	2	2	42	91	809	965	977	989	5	5	111	291
1255	1030	1086	1103	1118	230	245	248	251	2386	2610	2669	2732
1256	801	895	909	921	207	155	157	159	1812	2329	2376	2412
1257	707	732	743	753	35	35	36	36	1514	1903	1939	1971
1258	536	564	572	580	71	59	60	60	1235	1466	1494	1519
1263	203	207	210	213	39	33	34	34	451	466	475	485
1264	0	0	0	0	1299	1056	1069	1082	0	0	0	0
1266	0	0	0	0	339	110	112	113	0	0	0	0
1267	0	0	0	0	1961	2598	2630	2663	0	0	0	0
1268	0	0	0	0	567	489	495	501	0	0	0	0
1269	91	119	121	123	2867	5443	5511	5579	129	246	251	261
1270	98	102	103	105	541	617	624	632	242	257	270	282
1271	49	49	49	50	6238	6735	6819	6903	72	114	109	105
1272	0	0	0	0	310	776	786	795	0	0	0	0
1273	1294	1289	1308	1326	953	854	864	875	3560	3270	3407	3541
1274	808	810	822	833	85	136	138	139	2185	2031	2125	2222
1275	126	136	138	140	576	655	663	671	301	330	333	336
1276	0	0	0	0	2286	2701	2735	2769	0	0	0	0
1277	162	1052	1337	1680	1894	3252	3292	3333	818	2447	2754	3183
1278	146	285	310	339	283	946	958	970	766	621	675	732
1279	1547	2336	2380	2421	4910	4906	4968	5029	4373	5295	5530	5704
1280	37	332	337	341	478	594	602	609	797	659	681	713
1281	663	1733	1759	1783	16665	17235	17450	17666	5522	3778	3677	3566
1282	859	1280	1299	1317	693	466	472	478	2490	2918	2995	3058
1283	712	746	792	845	541	544	551	558	1514	1744	1870	2019
1284	415	616	626	634	486	409	414	419	996	1342	1388	1430
1285	690	707	718	728	333	317	321	325	1484	1686	1731	1762
1286	975	1023	1039	1053	561	715	724	733	2036	2441	2501	2547
1287	415	439	446	452	54	59	60	60	932	1095	1124	1140
1288	1201	1257	1276	1294	137	267	270	274	2611	3133	3216	3269
1289	896	921	935	948	98	159	161	163	2016	2303	2383	2451
1290	972	1019	1035	1049	300	348	352	357	2176	2548	2642	2713
1291	588	624	638	651	312	273	276	280	1235	1563	1627	1683
1292	252	280	284	288	720	789	860	931	609	701	726	745
1293	78	80	595	1225	1205	1431	1472	1513	123	191	1445	2967

	HOUSEHOLDS				EMPLOYMENT				POPULATION			
TAZ	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
1294	337	379	511	669	1179	1638	1658	1679	889	886	1199	1561
1295	1439	1471	1494	1514	1084	1089	1102	1116	2743	3437	3499	3530
1296	1450	1700	1993	2342	2659	3891	3945	3999	2942	4080	4847	5680
1297	304	303	330	361	2342	2352	2382	2411	1681	728	843	945
1298	180	179	186	194	5928	6673	6756	6840	1367	429	522	627
1299	725	956	1032	1120	388	387	392	397	1393	2165	2378	2596
1300	1752	1867	2015	2186	332	402	407	412	3684	4197	4581	4973
1301	532	558	588	623	327	571	578	585	1584	1335	1374	1411
1302	1177	1313	1334	1352	4766	5612	5682	5752	3780	3168	3171	3142
1303	863	859	884	909	145	167	169	171	2550	2072	2103	2113
1304	140	211	405	641	463	876	887	898	426	591	1087	1632
1305	540	652	662	671	93	186	188	191	2125	1827	1786	1714
1306	378	409	416	421	5708	6174	6251	6328	1313	1066	1090	1087
1307	575	573	591	610	2322	4300	4354	4408	1576	1494	1545	1574
1308	388	406	444	489	1169	1710	1732	1753	1317	879	953	1028
1309	731	809	827	846	1674	3814	3862	3909	1463	1748	1773	1781
1310	985	1147	1165	1181	700	1457	1475	1493	2644	2579	2609	2609
1311	482	480	504	532	674	462	468	474	1537	1075	1120	1160
1312	1044	1180	1198	1215	1169	1455	1473	1491	1818	1976	1998	2010
1313	944	1054	1145	1252	277	2309	2688	3067	1414	1858	2112	2401
1314	993	1042	1058	1072	3428	2839	2874	2910	2744	1627	1692	1756
1315	452	628	681	743	6931	10462	10593	10724	946	1107	1255	1424
1316	0	0	158	352	9072	10703	12713	14723	42	0	338	777
1317	100	826	960	1119	7769	11398	12410	13422	1133	1519	1816	2178
1318	66	337	504	707	1387	2666	2700	2733	110	656	995	1418
1319	859	2262	2532	2850	2388	3871	3920	3968	1319	3903	4508	5216
1320	1174	1345	1366	1385	3397	3113	3152	3191	1677	2355	2496	2646
1321	138	522	530	537	2487	2674	2708	2741	207	943	991	1037
1322	1370	2461	2522	2585	2490	2765	2806	2846	2137	4413	4619	4844
1323	484	1224	1422	1659	2133	2951	2988	3025	896	2214	2635	3147
1324	24	285	484	725	3578	3834	3882	3930	47	510	888	1360
1325	341	352	442	551	6621	7449	8550	9651	403	600	794	1044
1326	0	516	577	649	1351	2152	2810	3467	0	864	1015	1159
1327	266	292	346	410	6697	6734	7406	8077	369	493	608	731
1328	13	275	279	283	11935	11868	12016	12165	19	467	481	487
1329	0	0	0	0	10867	20712	20971	21230	0	0	0	0
1330	182	206	218	232	24240	25226	25649	26072	209	379	421	457
1331	258	745	869	1016	15250	7869	9296	10723	506	1369	1679	1991
1332	88	121	159	204	2544	3652	4118	4585	113	231	312	409
1333	366	454	629	841	1447	1601	3619	5637	906	789	1159	1632
1334	4	102	699	1429	390	884	895	906	788	201	1334	2730
1335	208	207	210	213	764	843	854	864	216	364	359	372
1336	714	711	722	732	194	314	318	322	985	1318	1411	1502

	HOUSEHOLDS				EMPLOYMENT				POPULATION			
TAZ	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
1337	1681	2260	2296	2327	1718	2235	2263	2291	2276	3810	4095	4368
1338	1937	2363	2400	2432	592	559	566	573	2570	3990	4291	4589
1339	1527	1760	1795	1829	1849	1917	1941	1965	2011	2866	3020	3178
1340	0	0	0	0	442	441	446	452	31	0	0	0
1341	0	0	0	0	19	24	24	25	0	0	0	0
1342	657	752	764	774	84	21	22	22	923	1245	1290	1329
1343	1056	1327	1348	1366	76	128	130	131	1615	2205	2289	2373
1344	234	259	318	388	433	132	134	135	316	429	536	665
1345	624	700	711	721	377	408	413	418	979	1205	1271	1339
1346	2368	2657	2707	2754	685	661	670	678	4213	4570	4834	5102
1347	850	1129	1147	1162	921	1530	1549	1568	1381	1872	1940	2003
1348	397	404	410	416	1355	1379	1396	1413	1021	679	716	758
1349	584	582	591	599	284	396	401	406	1115	969	1014	1058
1350	740	737	757	777	351	540	547	554	1971	1371	1436	1497
1351	58	71	324	634	332	918	930	941	141	131	613	1218
1352	1133	1220	1239	1256	155	177	179	181	2495	2268	2349	2419
1353	574	874	929	992	649	569	576	583	1352	1624	1761	1911
1354	868	2524	2671	2838	1319	2105	2132	2158	1237	4450	4876	5326
1355	1105	1163	1181	1197	617	670	678	687	2015	2054	2161	2257
1356	1856	2070	2102	2131	873	910	922	933	2898	3652	3837	4000
1357	1767	1835	1864	1889	345	462	468	474	3019	3395	3522	3648
1358	711	774	786	796	1147	784	794	804	1632	1535	1577	1619
1359	842	864	878	890	888	792	802	812	1713	1597	1658	1719
1360	349	375	381	386	365	314	318	322	648	695	721	746
1361	884	1024	1067	1115	628	766	776	785	1318	1892	2015	2151
1362	1261	1502	1544	1587	922	1026	1039	1052	2457	2832	2922	3016
1363	1110	1162	1180	1197	283	435	440	446	2164	2511	2504	2498
1364	908	938	955	971	174	334	338	342	2083	2026	2027	2027
1365	392	396	402	408	235	246	249	252	1001	832	831	834
1366	1140	1197	1656	2210	1094	1677	1698	1719	1637	2140	3031	4159
1367	1123	1315	1700	2163	949	1060	1073	1086	1660	2664	3469	4463
1368	425	423	430	436	324	297	300	304	1062	958	955	957
1369	176	175	178	180	19	20	20	20	398	397	392	392
1370	38	39	39	40	1	0	0	0	94	89	86	87
1371	219	256	260	263	1517	1632	1652	1673	513	580	576	577
1433	308	322	375	439	111	140	142	144	679	776	881	1003
1434	1175	1221	1240	1257	136	178	180	182	2707	2942	2911	2865
1436	802	825	843	862	361	537	544	550	1773	2044	2036	2032
1437	657	674	685	694	93	109	110	112	1588	1620	1586	1545
1438	1206	1274	1313	1355	701	784	794	804	2655	2962	2932	2914
1439	917	967	982	995	265	280	284	287	2091	2247	2232	2219
1440	252	261	265	269	28	20	20	20	665	606	601	599
1441	175	185	188	191	111	89	90	91	434	445	435	425

	HOUSEHOLDS				EMPLOYMENT				POPULATION			
TAZ	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
1442	751	769	781	791	160	163	165	167	1940	1890	1861	1824
1443	1656	1690	1716	1739	412	370	374	379	3832	4157	4086	4001
1444	605	620	630	639	50	73	74	75	1372	1525	1499	1470
1445	939	936	994	1061	2147	2424	2491	2558	2067	1963	2082	2214
1446	220	219	222	225	278	293	296	300	593	459	464	469
1447	332	368	374	379	141	176	178	180	669	853	841	829
1448	1023	1041	1061	1080	699	751	760	770	2434	2389	2344	2302
1449	86	87	88	89	11	1	1	1	227	197	194	191
1450	384	392	398	404	25	30	30	31	1074	889	877	863
1451	295	296	300	304	86	119	120	122	827	722	705	686
1452	715	728	739	749	90	109	110	112	1960	1776	1734	1688
1453	738	751	763	773	384	416	421	426	1783	1702	1684	1655
1454	219	218	221	224	94	97	98	99	484	493	486	479
1455	262	261	265	269	268	285	288	292	640	589	574	557
1456	646	670	681	690	195	218	220	223	1373	1514	1478	1433
1457	348	366	372	377	29	51	52	52	818	827	807	781
1458	595	616	626	634	246	267	270	274	1476	1202	1234	1261
1459	1742	1743	1772	1798	1025	1121	1135	1149	3251	3400	3495	3579
1460	396	410	416	422	101	79	80	81	928	852	868	888
1461	685	712	723	733	125	186	188	191	1566	1479	1516	1548
1462	145	153	156	158	60	42	42	43	323	319	329	335
1463	367	433	446	459	76	288	292	295	1049	900	932	966
1464	968	1034	1050	1064	176	157	159	161	1843	2145	2196	2240
1465	2594	2690	2743	2795	1058	1371	1388	1405	4524	4848	5060	5276
1466	2204	2195	2229	2259	636	902	914	925	4621	3935	3943	3939
1467	605	634	739	864	461	586	594	601	1731	1139	1311	1514
1468	671	776	792	807	225	368	372	377	2772	2141	2107	2032
1469	649	731	742	752	175	219	222	224	2305	2019	1975	1896
1470	1208	1298	1358	1424	238	276	280	283	3306	3386	3564	3712
1471	670	718	734	751	246	258	261	264	2100	1871	1925	1956
1472	1167	1422	1462	1504	736	648	656	664	3154	3802	3918	3997
1473	957	1088	1105	1120	485	593	600	608	2542	2891	2950	2972
1474	419	452	459	465	53	61	62	63	1102	1173	1198	1209
1475	863	940	955	968	143	188	190	193	2147	2436	2495	2519
1476	427	469	476	483	74	88	89	90	1471	1331	1291	1235
1477	475	608	618	626	127	120	122	123	1759	1724	1678	1601
1478	517	571	579	587	43	11	11	11	1673	1618	1573	1504
1479	417	445	452	458	116	140	142	144	1160	1262	1228	1173
1480	968	1025	1041	1055	149	277	280	284	2311	2657	2718	2746
1481	437	482	489	496	74	60	60	61	1060	1250	1278	1292
1482	1326	1480	1503	1523	164	487	493	499	2953	3729	3794	3836
1483	567	584	601	619	173	157	159	161	1310	1471	1516	1559
1484	455	476	483	490	18	28	28	29	1037	1310	1357	1389

	HOUSEHOLDS				EMPLOYMENT				POPULATION			
TAZ	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
1485	557	588	597	605	54	70	71	72	1278	1618	1678	1716
1486	394	426	433	439	94	66	67	68	945	1177	1173	1164
1487	510	522	530	537	144	179	181	183	1347	1439	1433	1422
1488	535	548	556	564	158	78	79	80	1282	1481	1504	1531
1489	501	521	529	536	244	323	327	331	1084	1409	1433	1457
1490	641	645	655	664	276	304	308	312	1584	1630	1664	1678
1491	199	212	215	218	75	77	78	79	470	536	546	547
1492	1486	1533	1556	1577	149	178	180	182	3591	3965	4075	4129
1493	304	310	315	319	15	9	9	9	814	801	826	836
1494	244	248	252	255	17	17	17	17	639	646	669	688
1495	231	241	245	248	41	47	48	48	542	625	648	665
1496	399	412	418	424	17	18	18	18	962	1074	1109	1140
1497	450	459	466	473	79	68	69	70	1115	1196	1236	1273
1498	1054	1100	1118	1133	448	394	399	404	2623	2863	2965	3046
1499	1267	1306	1327	1345	119	102	104	105	3045	3263	3298	3312
1500	843	866	880	892	27	46	46	47	2185	2288	2313	2302
1501	1163	1238	1257	1274	132	227	230	233	2532	2938	3010	3072
1503	516	554	573	593	29	28	28	29	1066	1313	1372	1430
1504	971	1027	1043	1057	165	236	239	242	1893	2438	2498	2548
1505	689	712	723	733	151	150	152	154	1501	1882	1904	1895
1506	538	559	567	575	48	68	69	70	1130	1475	1490	1484
1507	341	347	353	359	31	40	40	41	783	821	845	864
1508	930	1062	1087	1112	99	106	108	109	2102	2686	2779	2853
1509	424	515	562	617	213	163	165	167	1143	1390	1537	1695
1510	245	266	438	648	66	140	142	144	552	665	1116	1675
1511	283	567	591	618	584	934	946	957	598	1389	1470	1554
1512	747	796	808	819	96	87	88	89	1708	1948	2008	2060
1513	701	702	713	723	115	155	157	159	1485	1718	1771	1818
1514	712	785	797	808	115	136	138	139	1338	1838	1881	1923
1515	354	370	376	381	100	128	130	131	742	867	887	906
1516	456	583	672	778	226	226	248	269	836	1365	1586	1852
1517	134	283	396	533	225	295	298	302	321	661	932	1265
1518	238	253	269	287	685	814	824	834	782	593	664	730
1522	143	148	151	153	585	690	698	707	355	372	377	380
1579	36	38	38	39	8	10	10	10	100	108	111	115

ROADWAYS

Functional Classification of Roadways

Figure 1 identifies the functional classification of roads in Minneapolis as guided by Chapter 1 of the Thrive MSP 2040 Transportation Policy Plan of the Metropolitan Council. These classifications reflect access and level of service provided by different roadways and ensure coordination between transportation and land use decisions. The City of Minneapolis is not proposing any changes to the functional classification of any roads in Minneapolis as part of its 2040 comprehensive plan. The Metropolitan Council provides the following descriptions from their website regarding these classifications.

Principal Arterials

The Metropolitan Highway System consists of 915 miles of principal arterials which represents 5.3% of road miles in the region. The principal arterials are the most heavily used roads in the area, carrying about 48% of the total vehicle miles traveled in the region. These roads are usually Interstate highways and other freeways or expressways. They are designed to carry longer trips at higher speeds with minimal land access. These roads are primarily owned and operated by MnDOT, although four are under the jurisdiction of counties. Changes to the Principal Arterial network are rigorously reviewed and must be approved by the MPO.

Minor Arterials

There are 2,444 miles of minor arterials roads in the seven county metropolitan area, making up 14.1% of system miles. The region has subdivided the minor arterials into A-minors and Other Arterials (formerly called B-minor arterials). The A-minors are intended to supplement the capacity of the Principal Arterials and can compete for regionally allocated federal funds. There are 1942 centerline miles of these roads which are owned by MnDOT, counties, and cities. The A-minor system carries about 26% of the total vehicles miles traveled in the region.

Collectors and Local Roads

There are approximately 14,000 miles of collectors and local streets in the region; their primary function is land access. Local units of governments are responsible for planning for collectors and local roads.

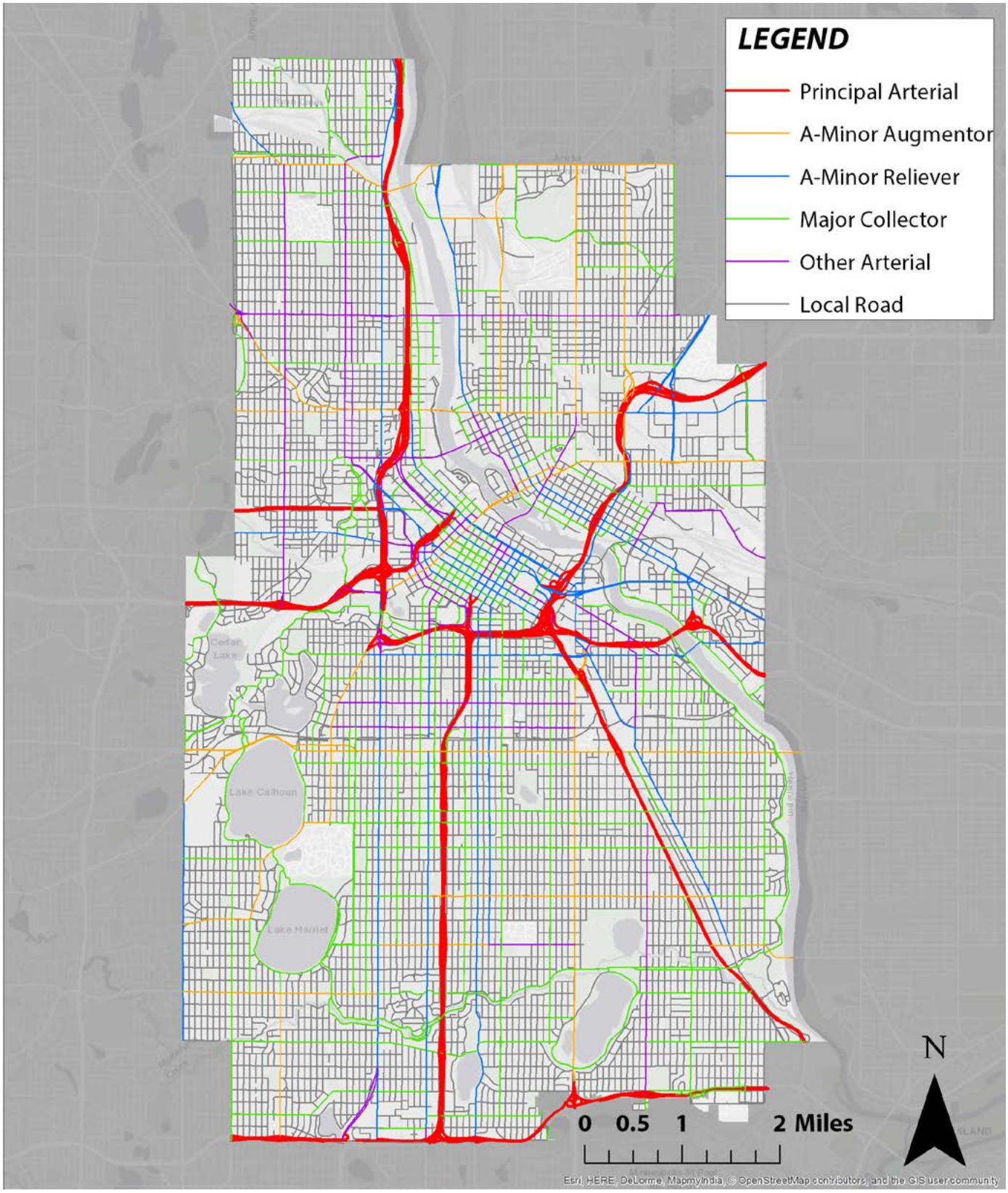

FIGURE 1: MAP OF FUNCTIONAL CLASSIFICATION OF EXISTING ROADS.
SOURCE: METROPOLITAN COUNCIL

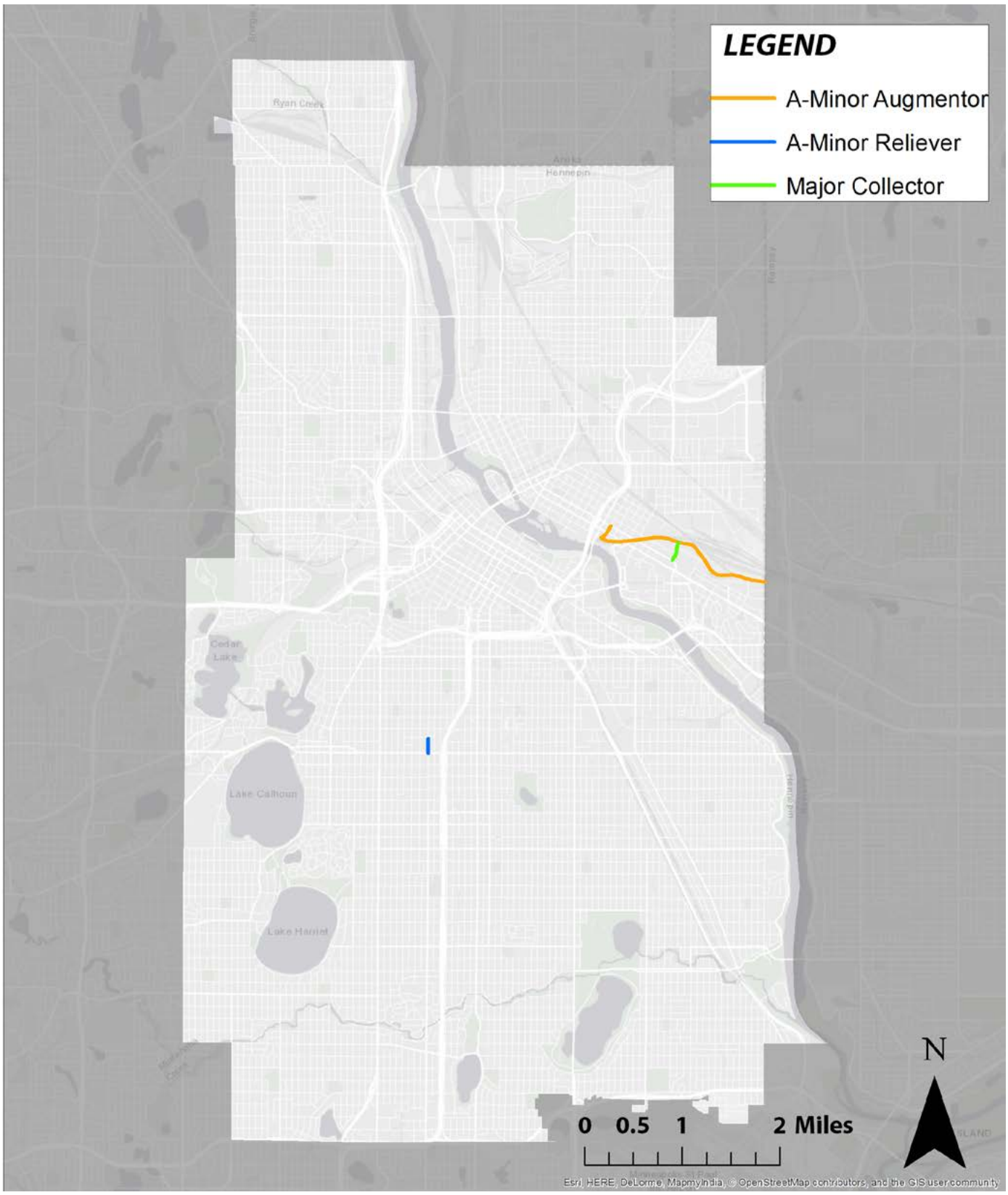

FIGURE 2: MAP OF FUNCTIONAL CLASSIFICATION OF PROPOSED ROADS.
SOURCE: METROPOLITAN COUNCIL

SUPPLEMENTAL INFORMATION FOR ROADWAYS

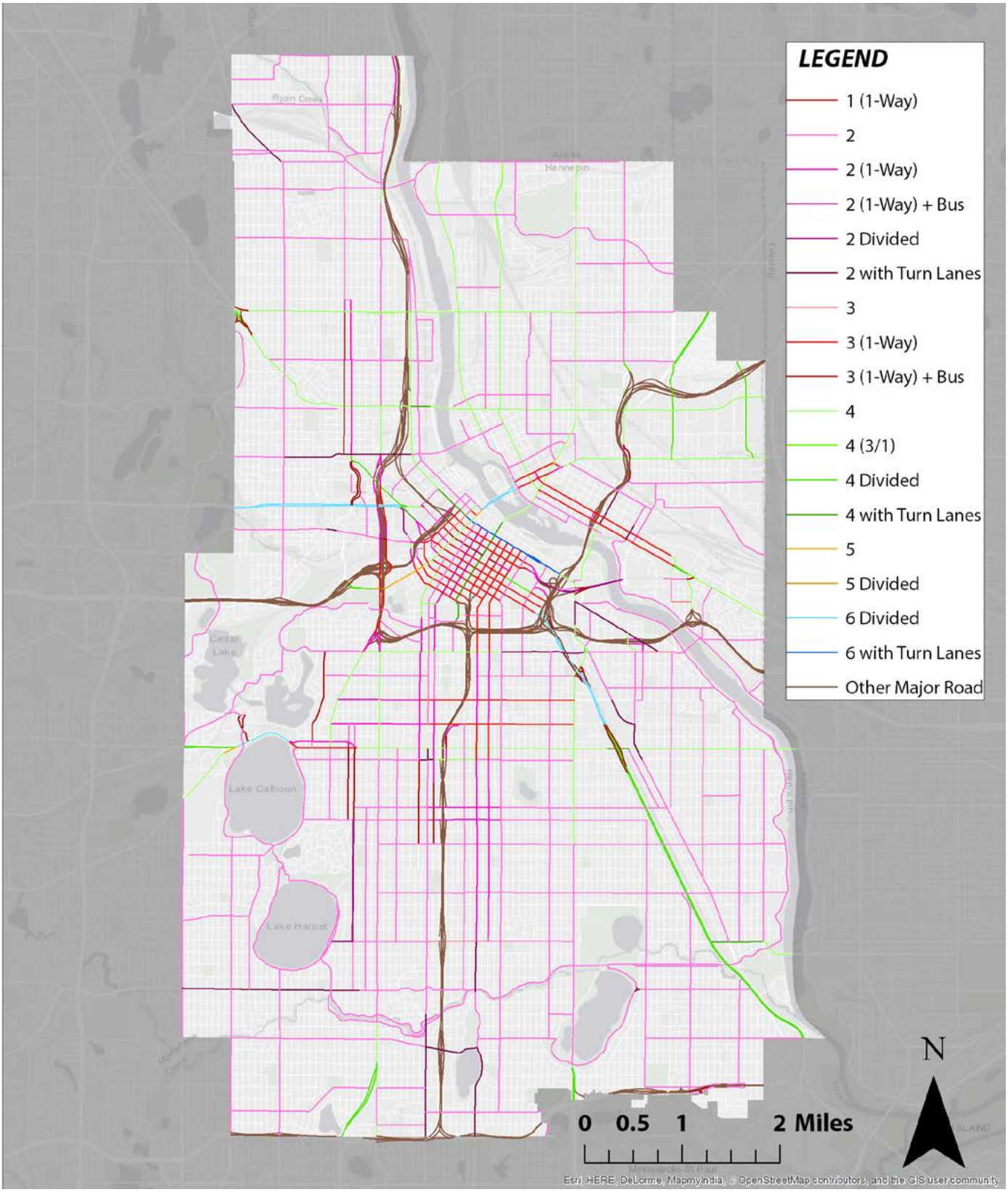

FIGURE 3: MAP OF NUMBER OF LANES FOR EXISTING LANES FOR PRINCIPAL AND A-MINOR ARTERIALS.
SOURCE: CITY OF MINNEAPOLIS

Future Number of Lanes

Number of lanes for proposed roads as well as changes to numbers of lanes for existing roads are generally made on a project by project basis. These decisions are made based on adopted policy from Access Minneapolis, the Complete Streets Policy, and other adopted policy as well as on existing conditions at a given project segment and in the relevant surrounding environment. The City also coordinates with relevant jurisdictional partners regarding changes in the number of lanes for rights of way not under the jurisdiction of the City.

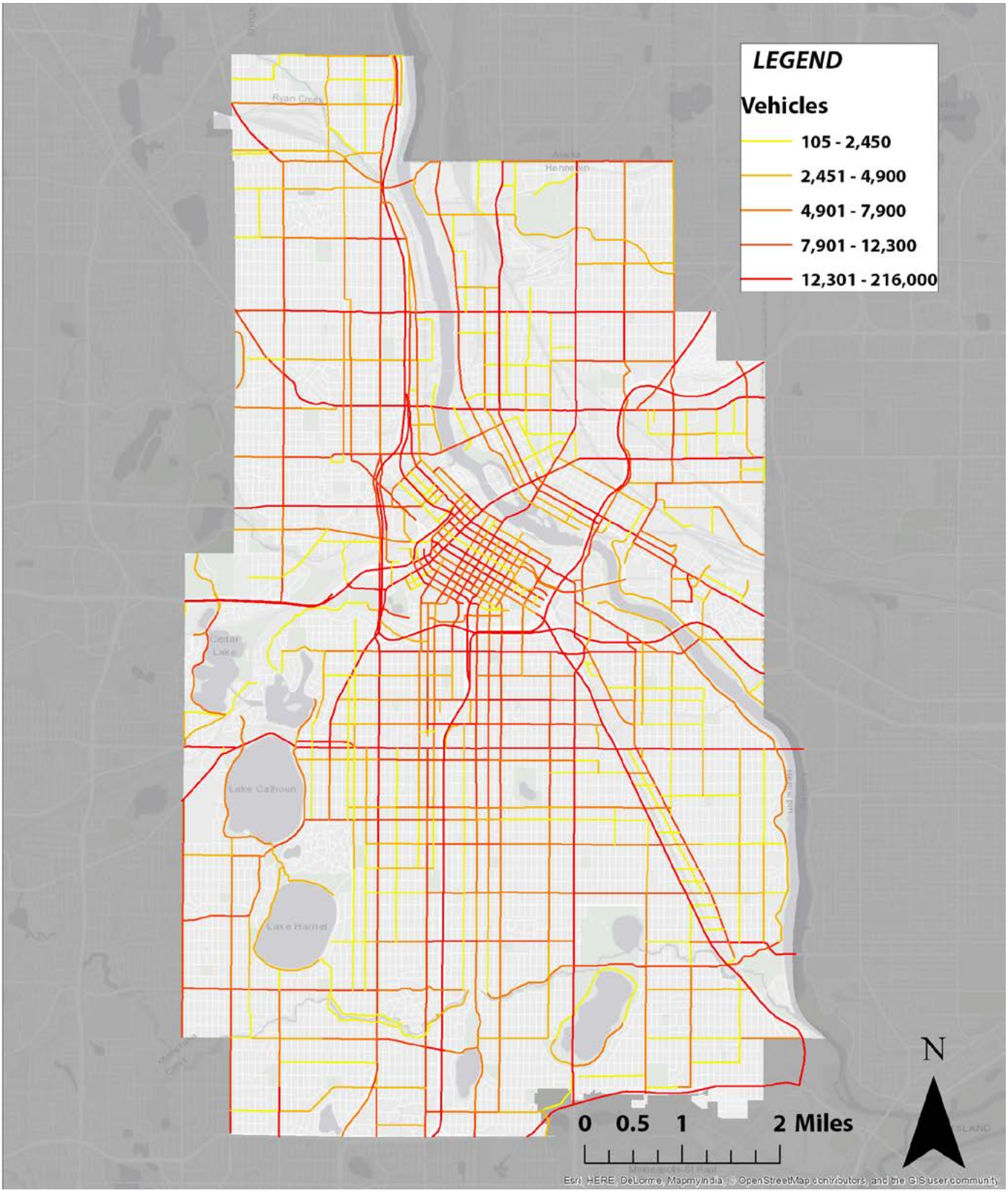

FIGURE 4: MAP OF ANNUAL AVERAGE DAILY TRAFFIC.
SOURCE: MINNESOTA DEPARTMENT OF TRANSPORTATION

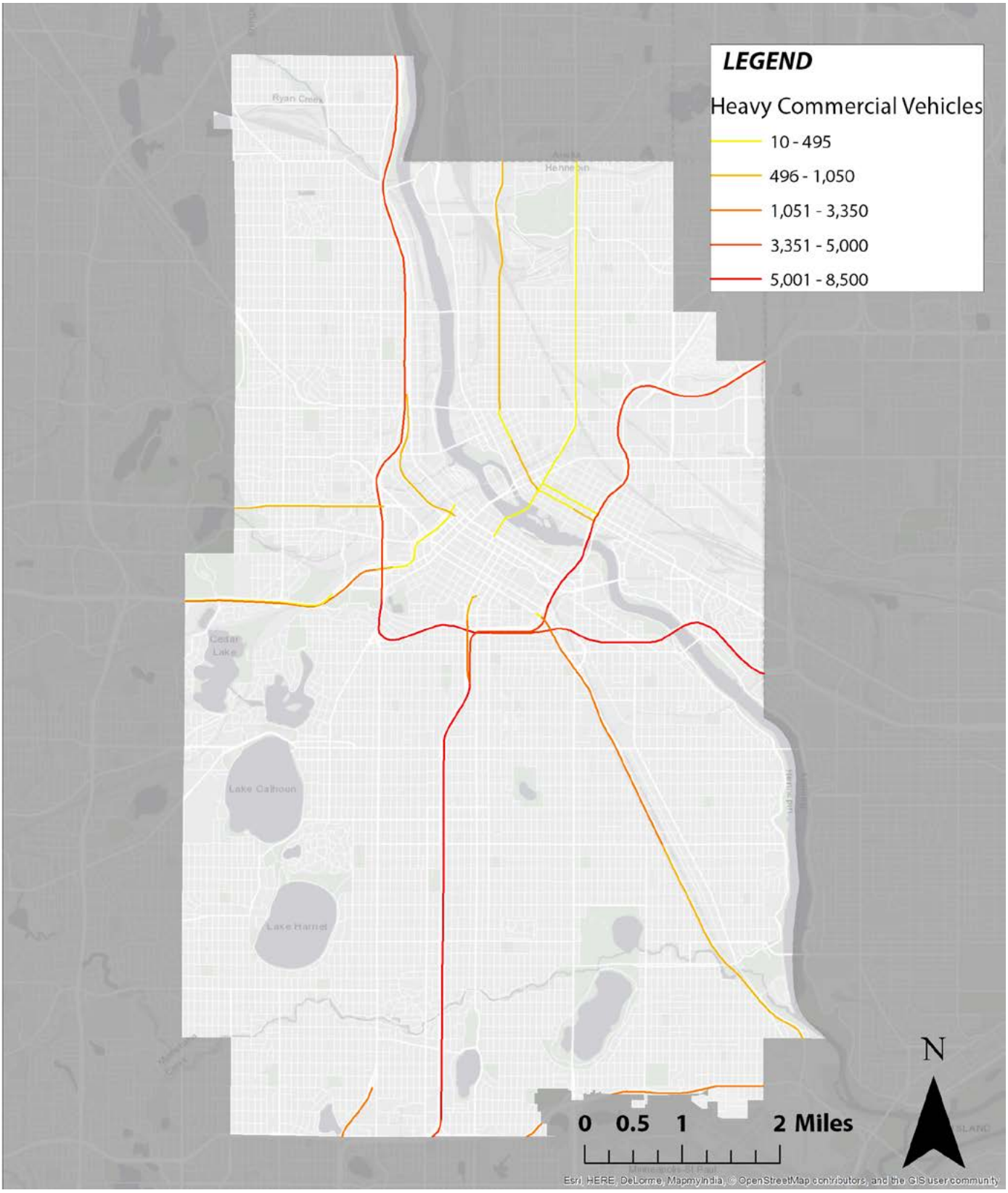

FIGURE 5: MAP OF HEAVY COMMERCIAL ANNUAL AVERAGE DAILY TRAFFIC.
SOURCE: MINNESOTA DEPARTMENT OF TRANSPORTATION

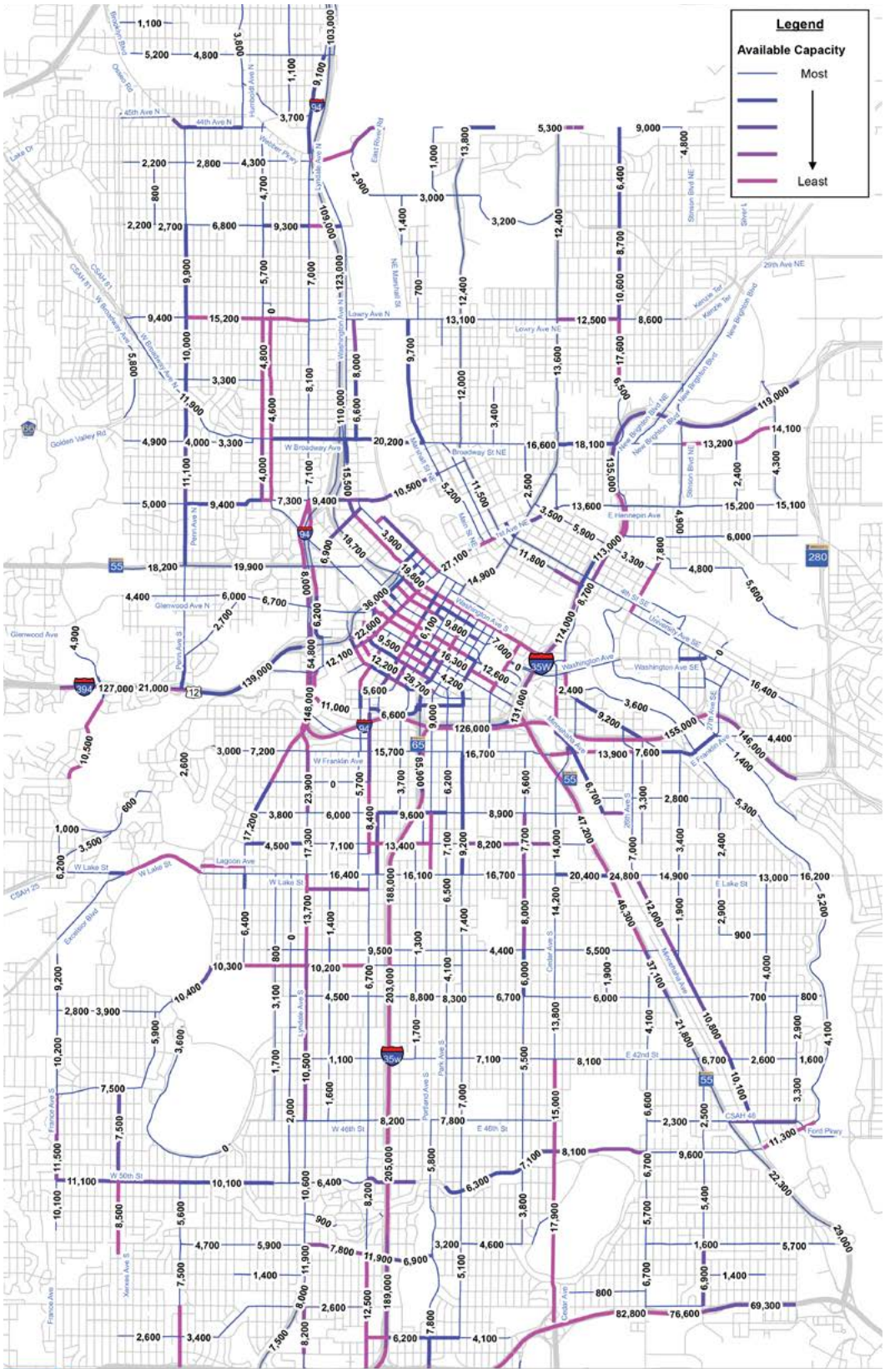

FIGURE 6: MAP OF FORCASTED 2040 TRAFFIC VOLUMES.
SOURCE: HENNEPIN COUNTY

Rights of Way to Be Preserved

The City of Minneapolis and the Minneapolis Park & Recreation Board issued a request for proposals for redevelopment of the Upper Harbor Terminal site in 2016. Figure 7 identifies the parcels of land that are involved in that redevelopment project, which will likely include future rights of way to be preserved. The project will include alteration to addition of new rights of way, and any adopted plans for that project should be referenced regarding exact configuration.

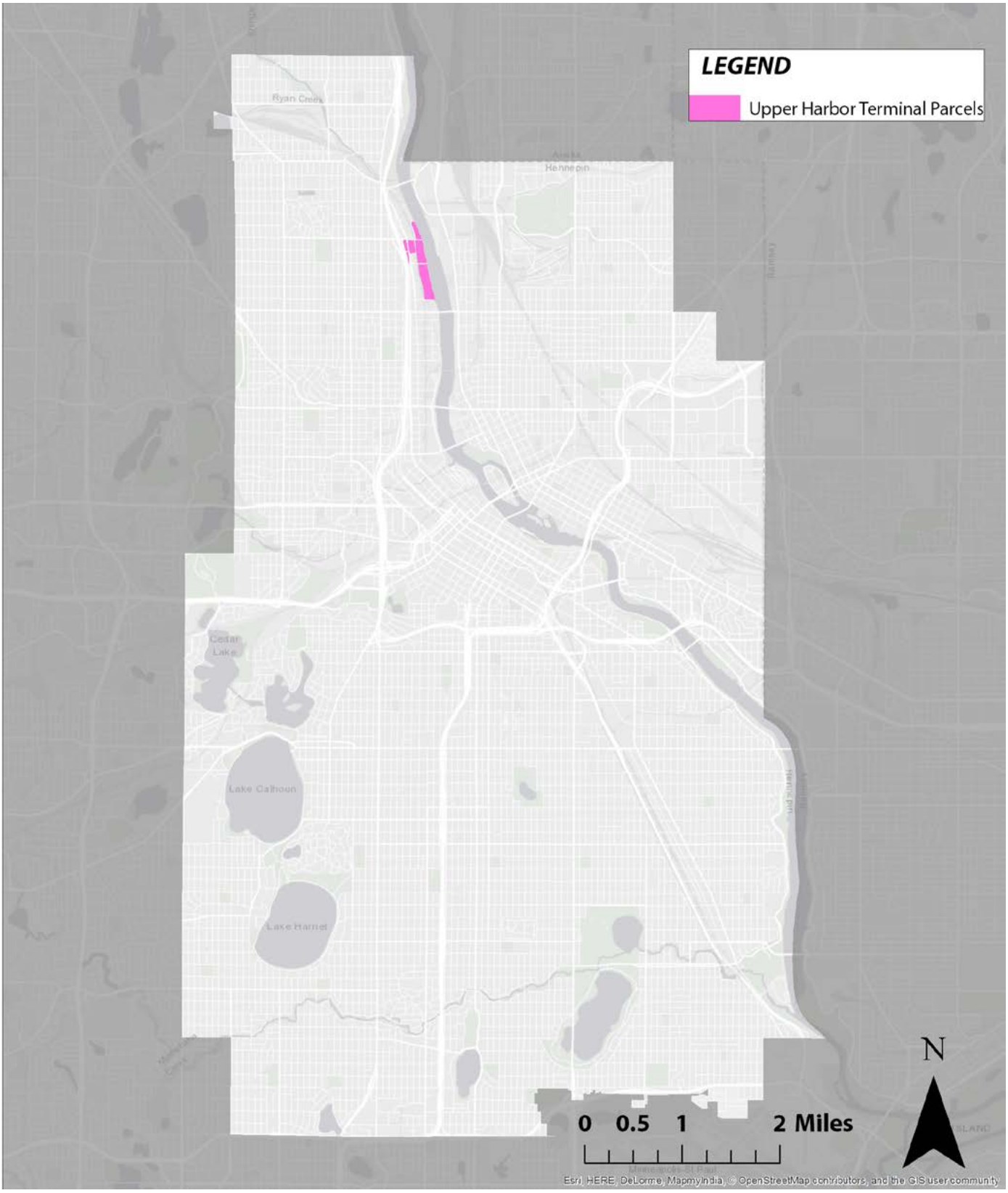

FIGURE 7: MAP OF OF FUTURE RIGHTS OF WAY TO BE PRESERVED.
SOURCE: CITY OF MINNEAPOLIS

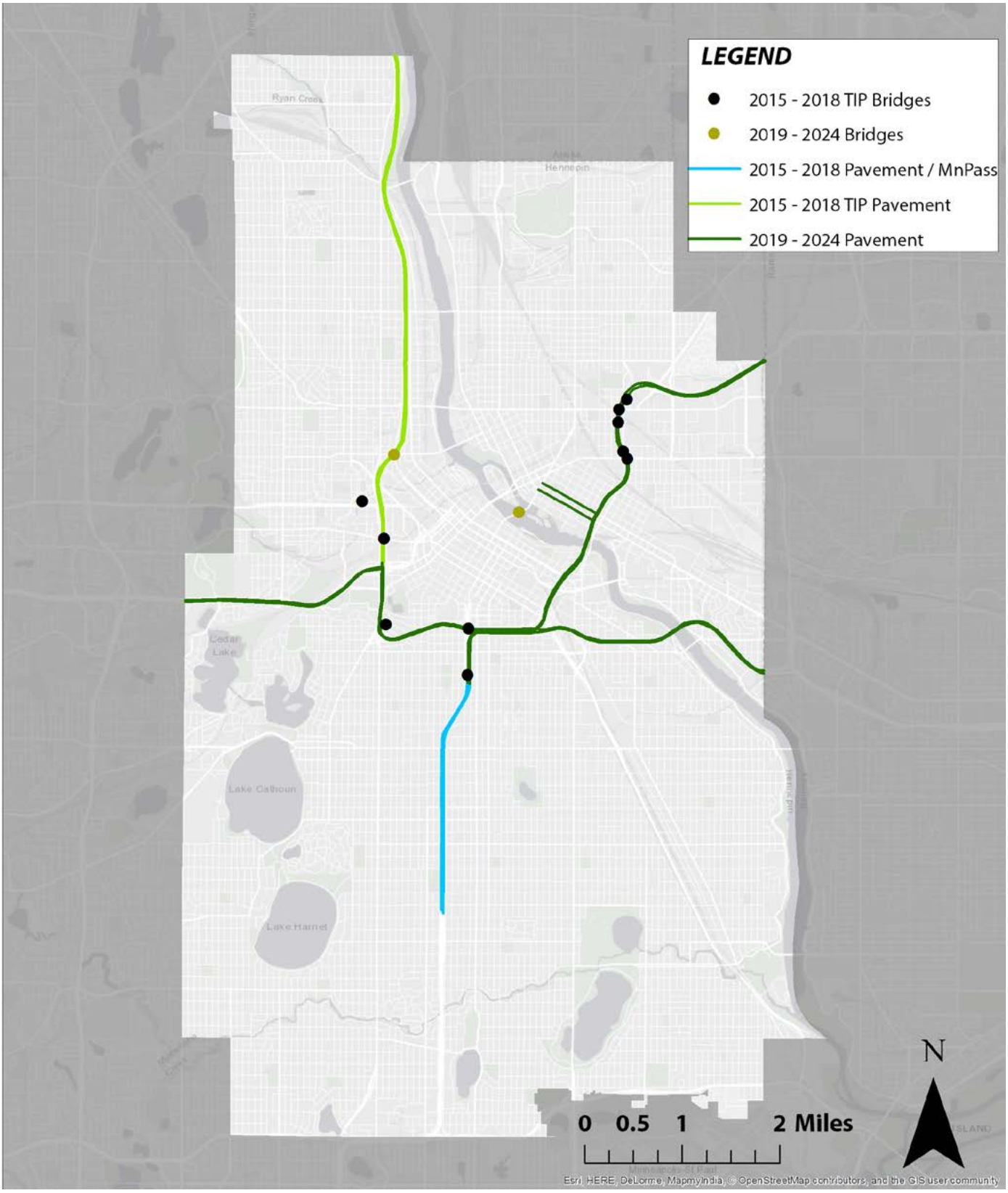

FIGURE 8: MAP OF CURRENT REVENUE SCENARIO PLANNED IMPROVEMENTS TO PRINCIPAL ARTERIALS.
SOURCE: METROPOLITAN COUNCIL

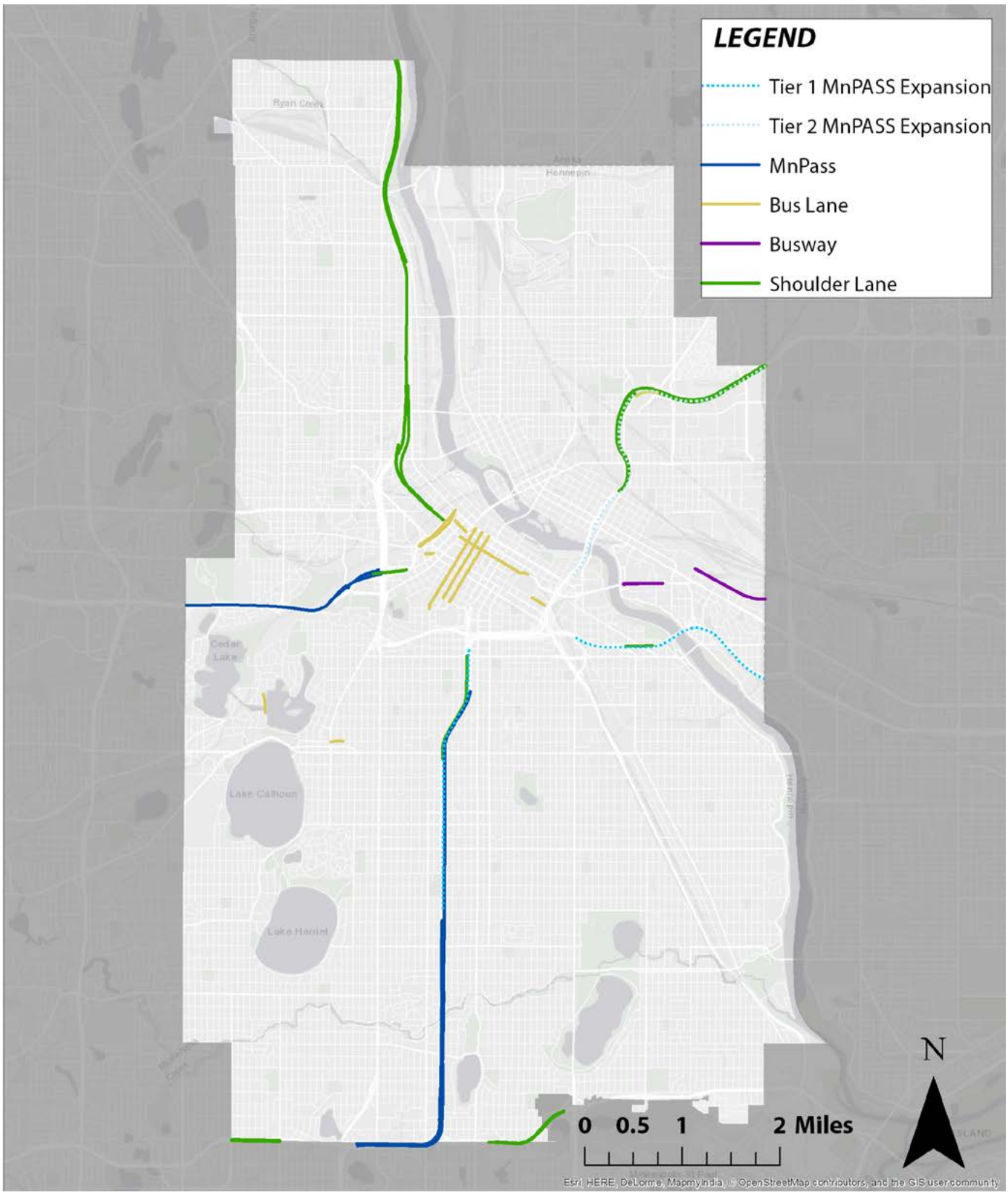

FIGURE 9: MAP OF EXISTING AND PROPOSED MNPASS LANES, DEDICATED BUSWAYS, AND BUS-ONLY SHOULDERS.
SOURCE: METROPOLITAN COUNCIL

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

TRANSIT

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

Transit Market Area I

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

Transit Market Area II

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

Current Transit Service in Minneapolis

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

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

Planned Transit Service in Minneapolis

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

Minneapolis' Roles and Responsibilities regarding Transit Service Development

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

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

Local Service

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

Transitways

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

Station Area Planning

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

Transit Advantages

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

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

Access Management Guidelines

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

Recommendations from Recent Corridor Studies

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

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

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

BICYCLING AND WALKING

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

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

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

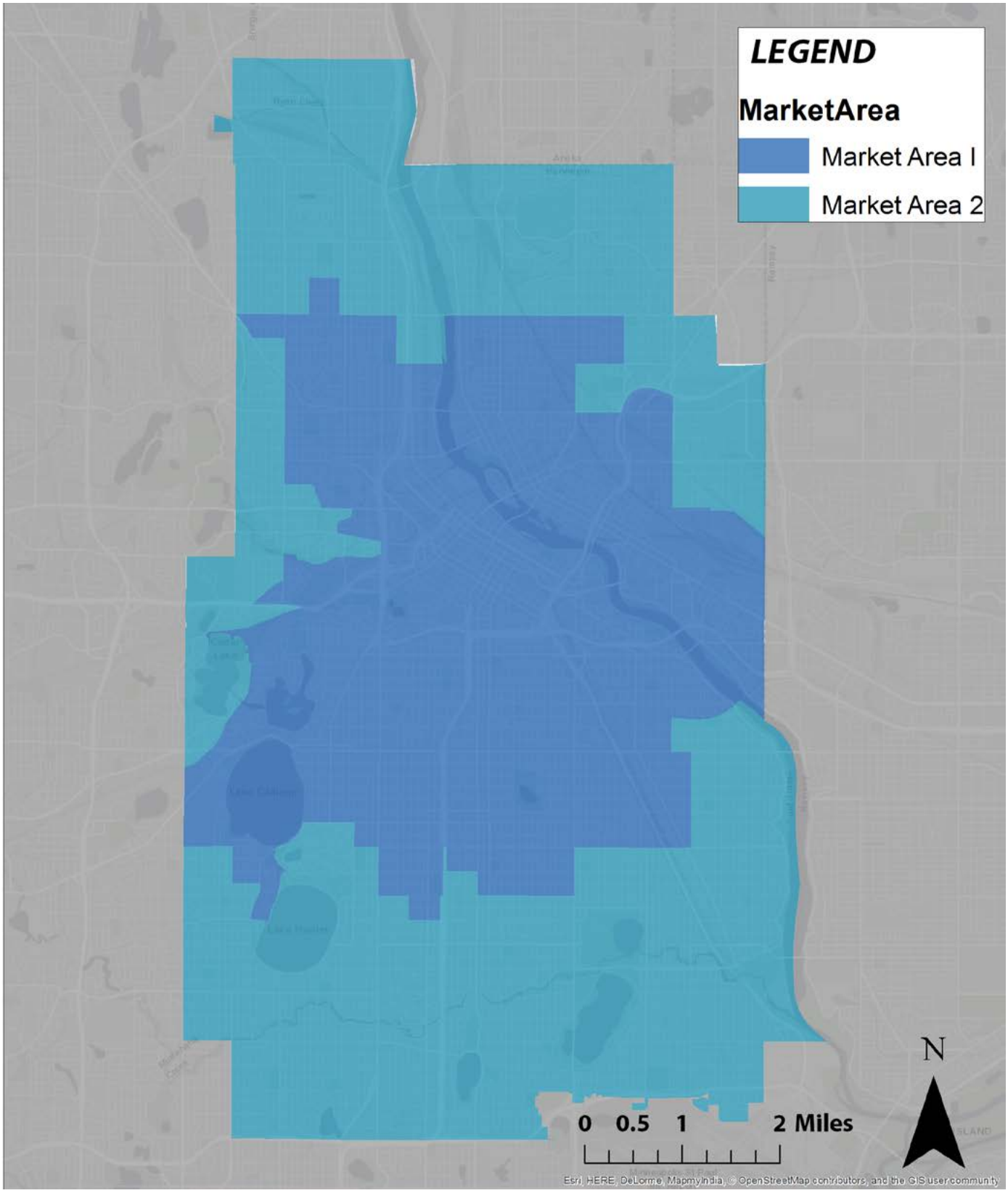

FIGURE 11: MAP OF TRANSIT MARKET AREAS.
SOURCE: METROPOLITAN COUNCIL

SUPPLEMENTAL INFORMATION FOR TRANSIT

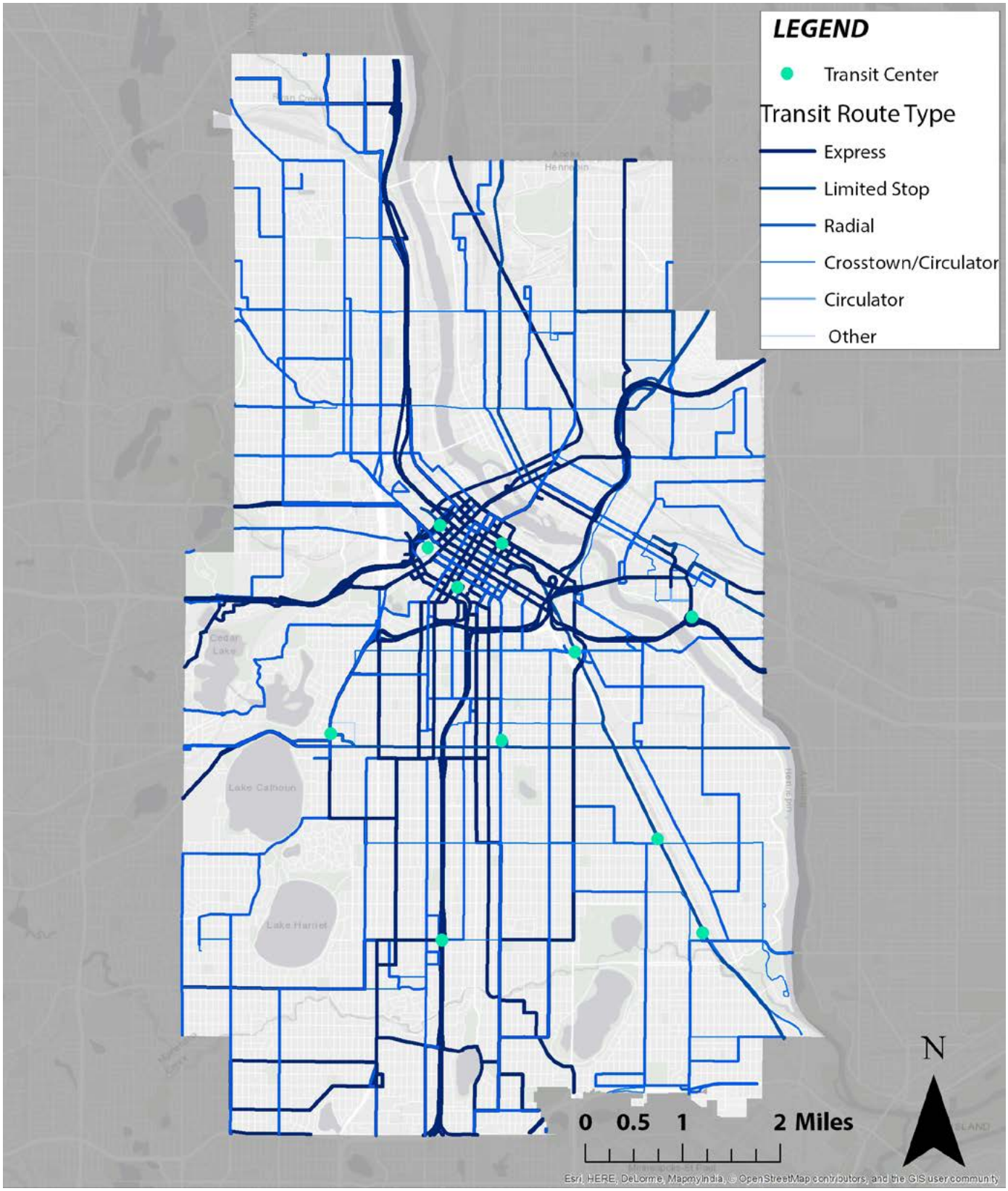

FIGURE 12: MAP OF TRANSIT ROUTES AND TRANSIT CENTERS.
SOURCE: METROPOLITAN COUNCIL

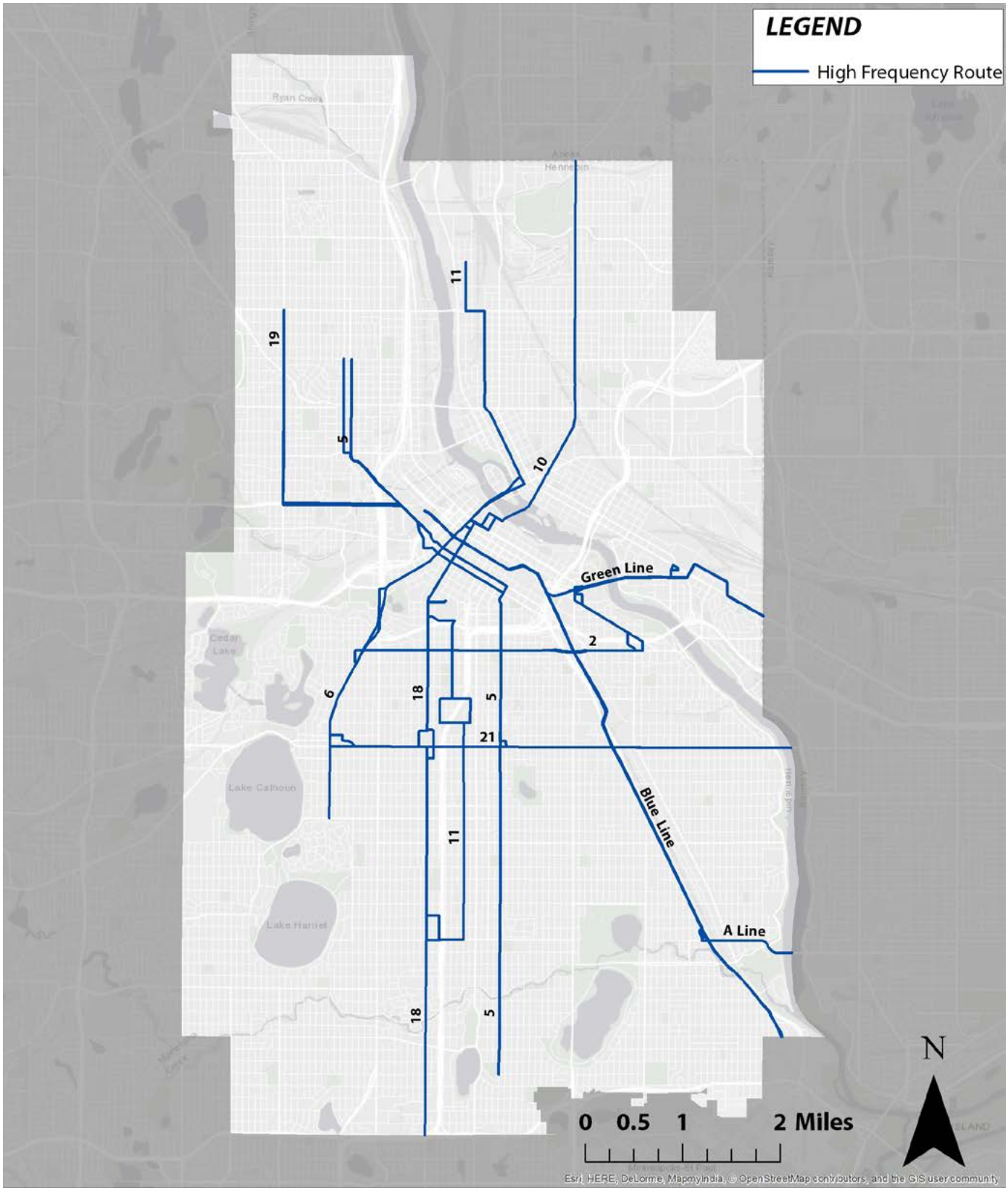

FIGURE 13: MAP OF HIGH FREQUENCY TRANSIT ROUTES.
SOURCE: METROPOLITAN COUNCIL

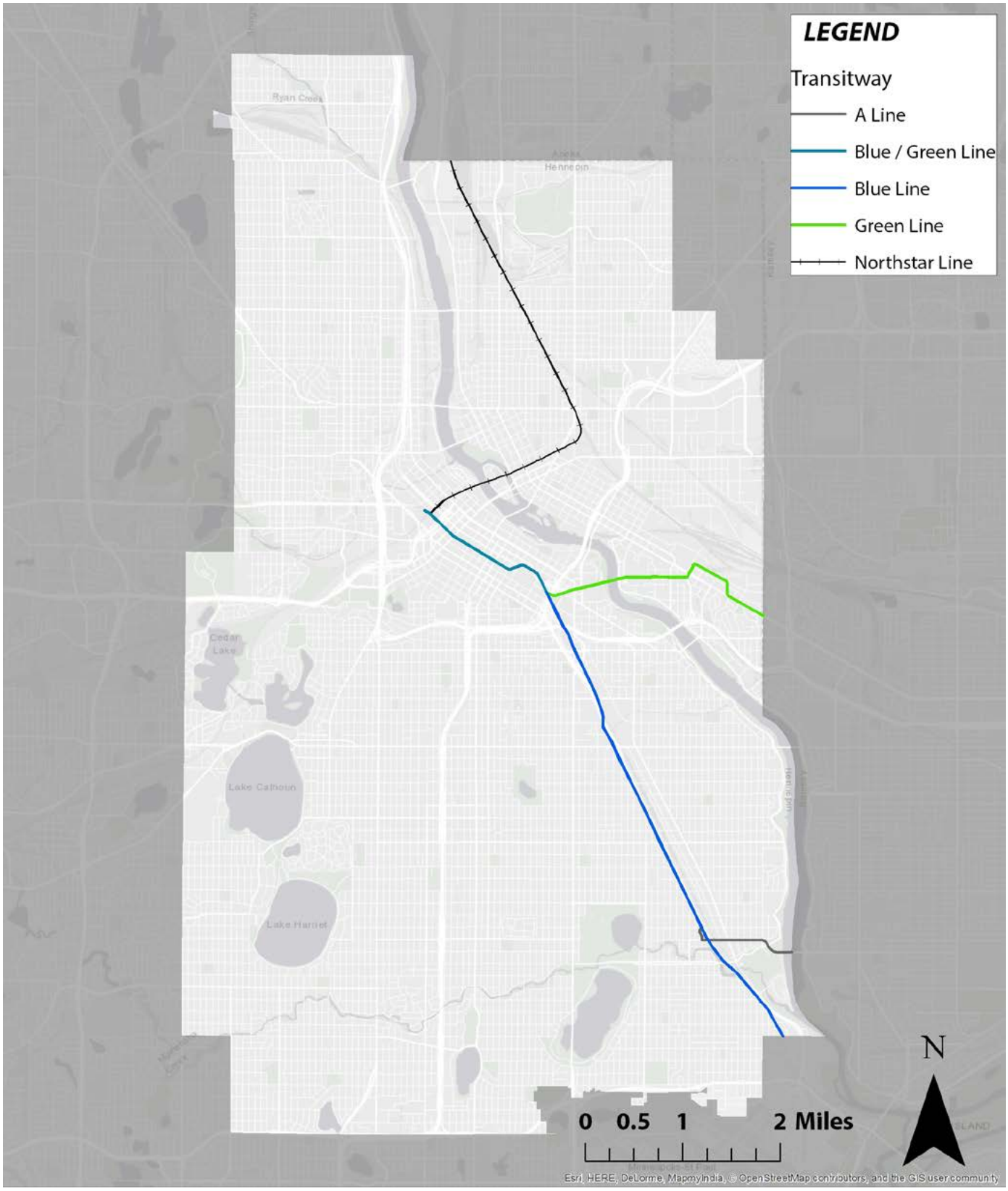

FIGURE 14: MAP OF TRANSITWAYS AND TRANSIT STATIONS.
SOURCE: METROPOLITAN COUNCIL

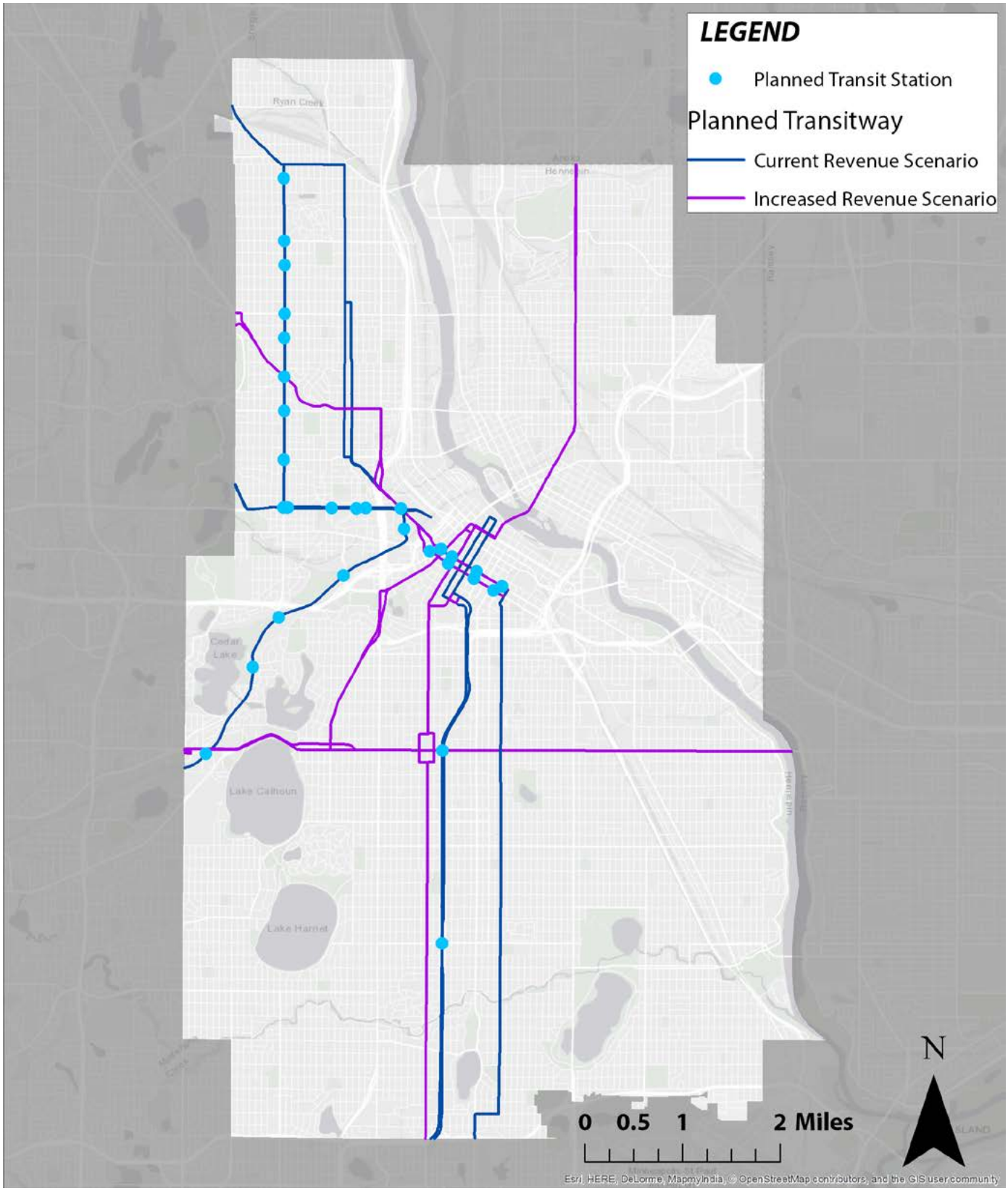

FIGURE 15: MAP OF PLANNED TRANSITWAYS AND TRANSIT STATIONS.
SOURCE: METROPOLITAN COUNCIL

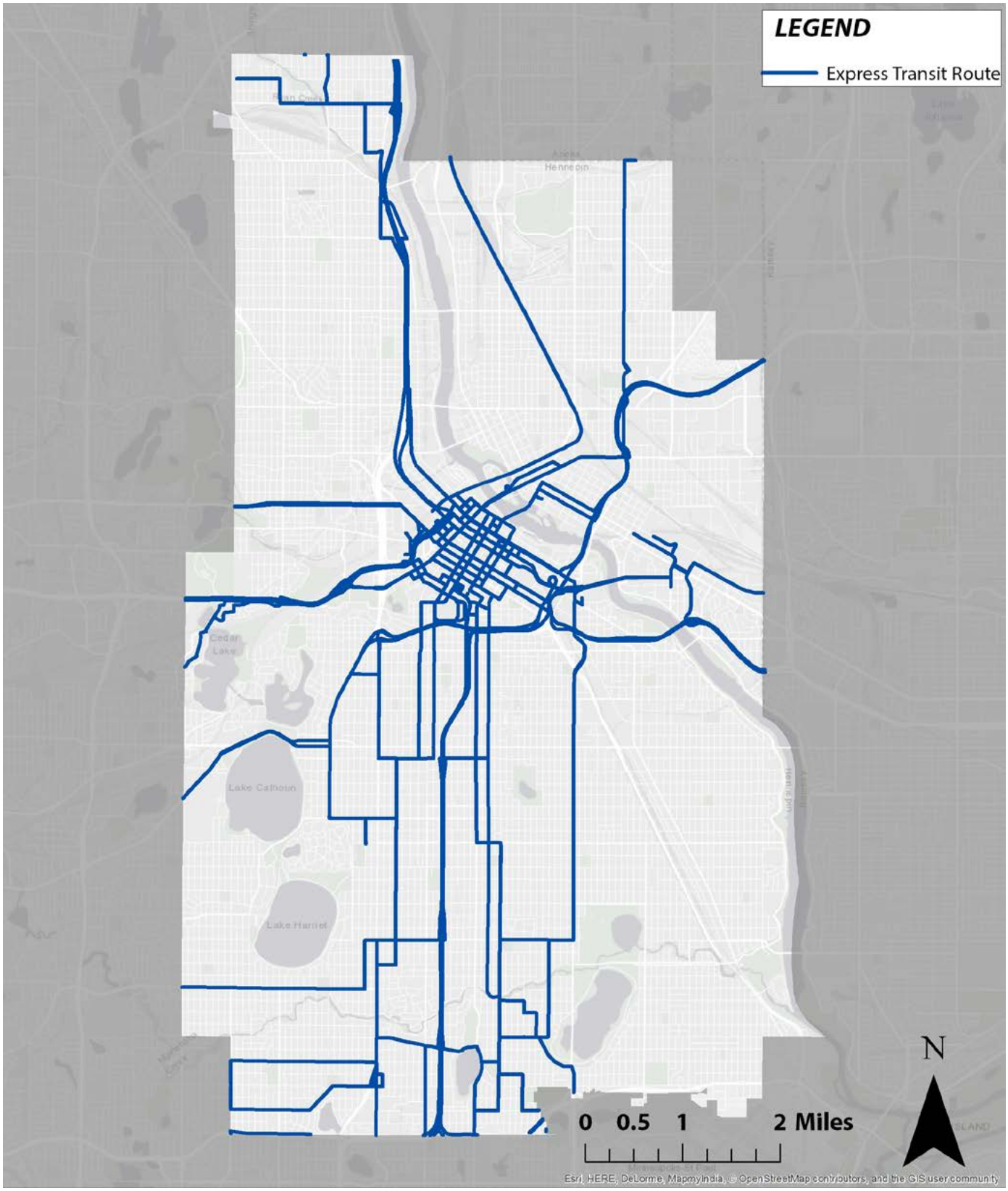

FIGURE 16: MAP OF EXPRESS TRANSIT ROUTES
SOURCE: METROPOLITAN COUNCIL

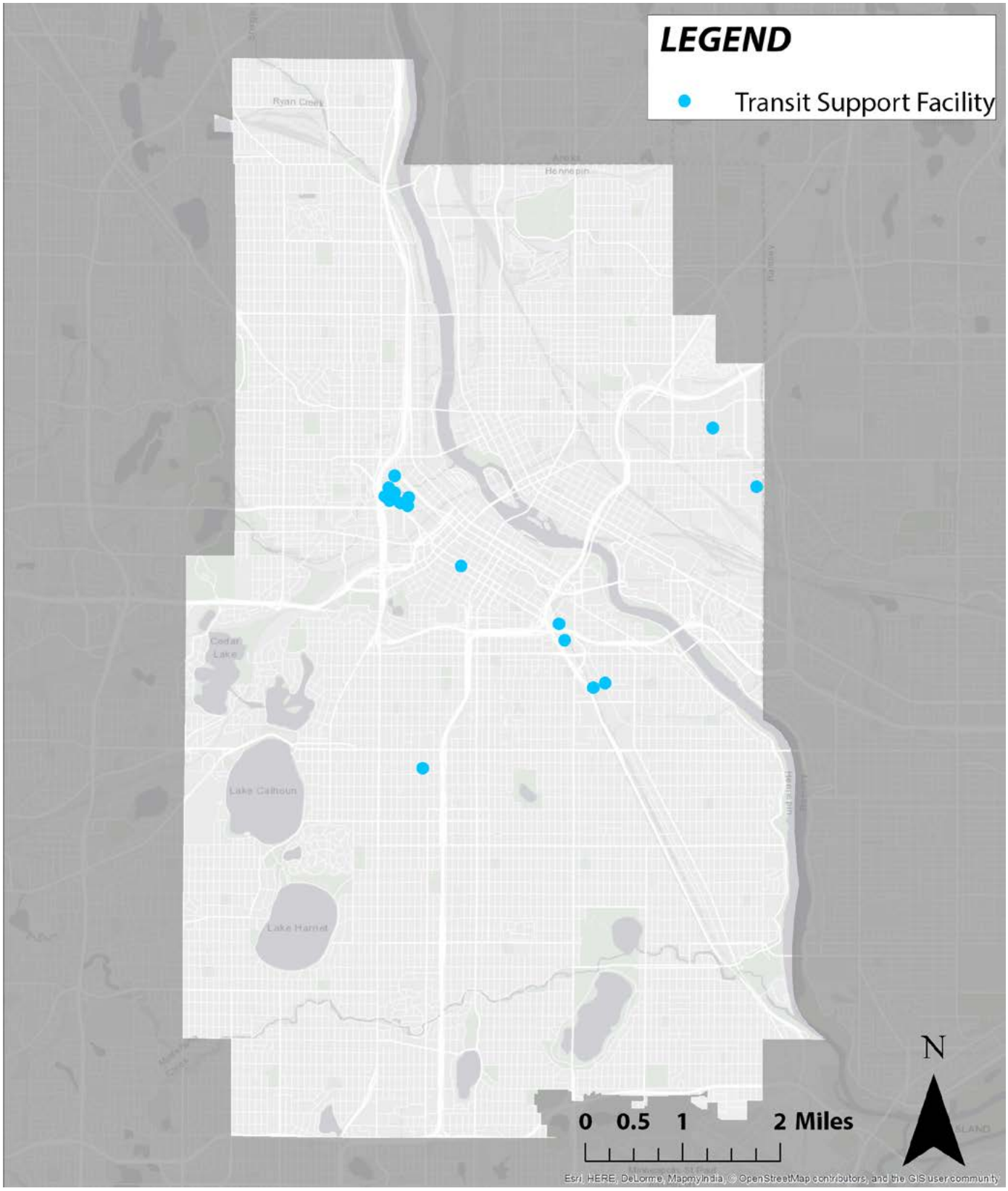

FIGURE 17: MAP OF TRANSIT SUPPORT FACILITIES
SOURCE: METROPOLITAN COUNCIL

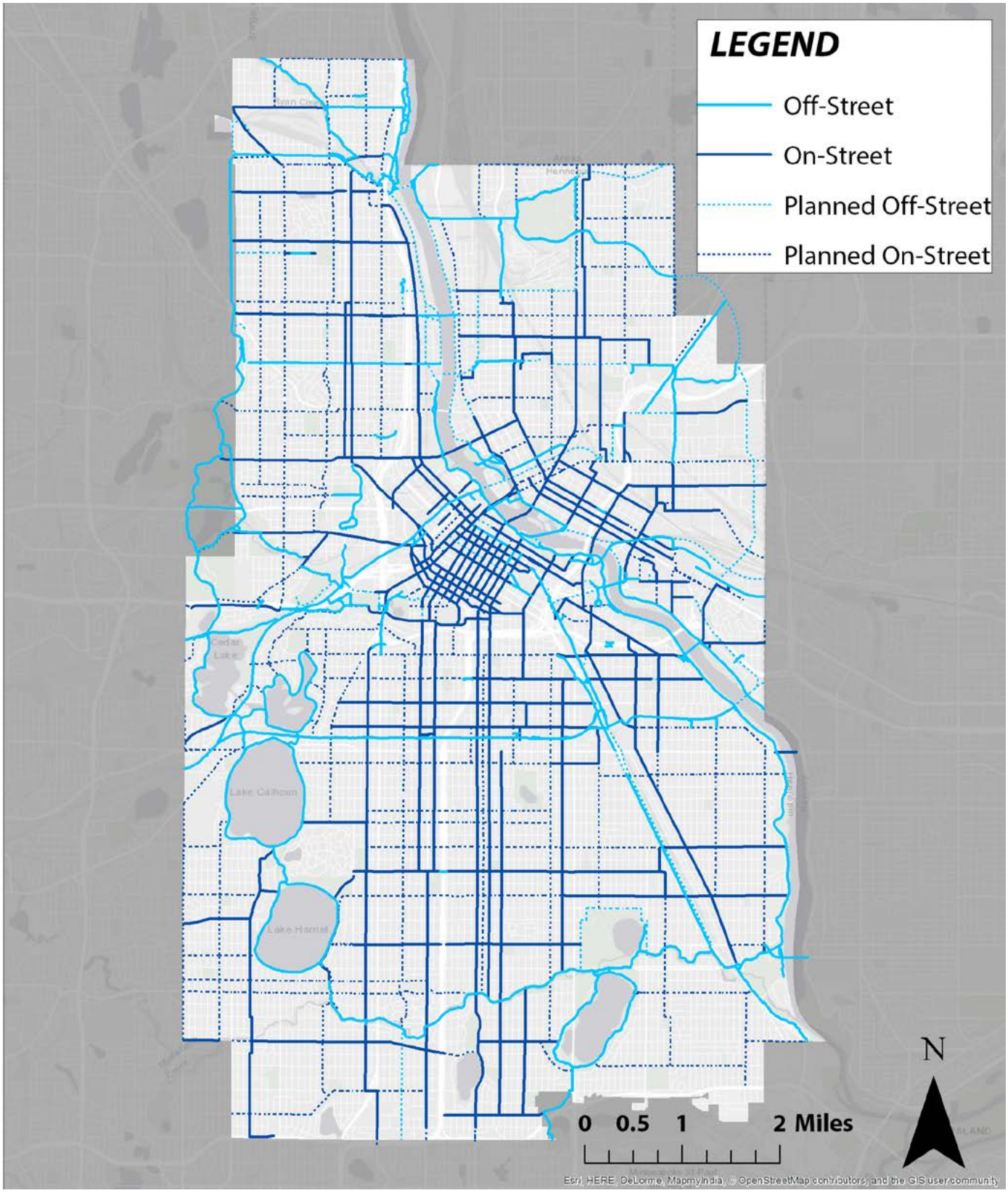

FIGURE 18: MAP OF EXISTING AND PLANNED BICYCLE FACILITIES

SOURCE: METROPOLITAN COUNCIL

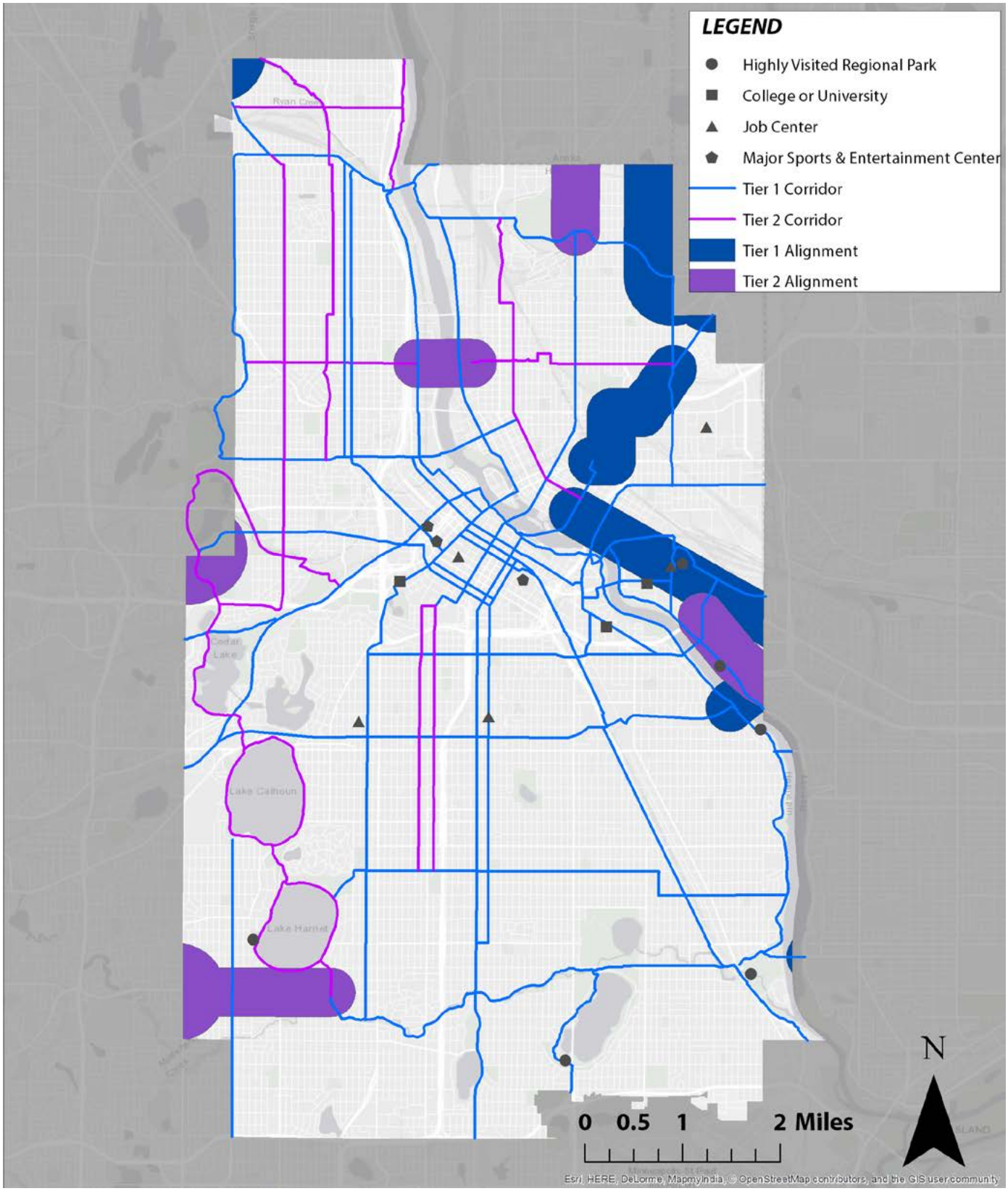

FIGURE 19: MAP OF REGIONAL BICYCLE TRAIL NETWORK AND DESTINATIONS

SOURCE: METROPOLITAN COUNCIL

PEDESTRIAN SYSTEM NEEDS

As appropriate within an urban center with a high volume of pedestrian trips, the City of Minneapolis is actively planning for the improvement of its pedestrian network. The City of Minneapolis adopted the Pedestrian Master Plan component of its current transportation action plan in 2009. The City has since undertaken many different activities under that guidance towards the improvement of the network. The update to Minneapolis' transportation action plan, to be adopted in the Fall of 2019, will include a pedestrian component as one of its seven major sections.

AVIATION

Aviation is a component of the Metropolitan Council's Transportation Policy Plan. Several aviation-related topics are required to be included in the City's comprehensive plan. Most aviation guidance for the City of Minneapolis relates to the Minneapolis-St. Paul International Airport. Although the airport is located outside of Minneapolis, the City is within its Airport Influence Area.

Policy guidance for aviation is located both in this appendix and in Policy 28, MSP Airport.

OPERATIONAL CHARACTERISTICS AND NOISE

Minneapolis-St. Paul International Airport, one of the 20 busiest airports in the world, is an economic driver in the region and the state. Operational activity conflicts with existing neighborhoods in Minneapolis which are predominantly residential in the airport vicinity. These neighborhoods were developed before the airport, thus there are few preventive measures available to ensure a greater degree of land use compatibility with the airport. While the City has no direct control over airport operations, it actively encourages and advocates measures to reduce noise impacts in the airport environs.

In 2017, there were 415,703 total operations (arrivals and departures) at MSP. The draft 2035 MSP Long Term Comprehensive Plan (not adopted) forecasts 511,000 operations in 2035. While this forecast is lower than the historic peak of 540,727 operations in 2004, residents affected by MSP can expect increased noise over existing conditions as the number of flights increases. The following summarizes the noise forecast in the draft 2035 MSP Long Term Comprehensive Plan:

- The 2035 forecast 65 DNL noise contour is 53.8% larger than the 2014 base case 65 DNL noise contour (for all communities surrounding MSP).

- The 2035 forecast 60 DNL noise contour is 56.1% larger than the 2014 base case 60 DNL noise contour (for all communities surrounding MSP).

- In Minneapolis, 5,283 single-family homes and 1,273 multi-family homes are inside the 2014 base case 60 DNL noise contour.

- In Minneapolis, 10,500 single-family homes and 2,864 multi-family units are inside the 2035 forecast 60 DNL contour.

REGIONAL AIRSPACE AND LAND USE COMPATIBILITY

The Metropolitan Council has outlined in the 2040 Transportation Policy Plan the Land Use Compatibility Guidelines for communities surrounding the Minneapolis/ St. Paul International Airport. A copy of Table L-03 of these guidelines is included in this appendix, and the guidelines are herein incorporated into the City's comprehensive plan.

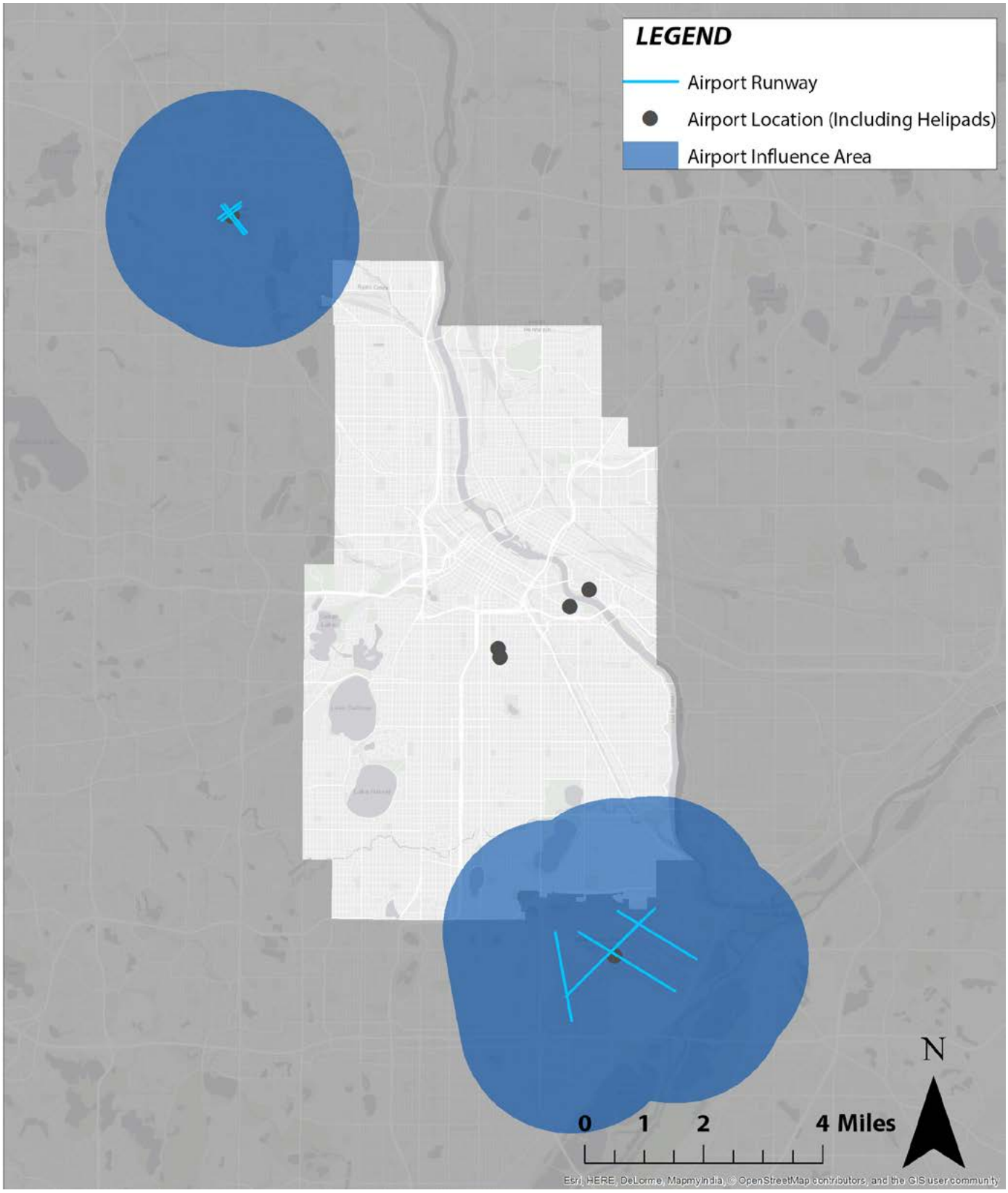

FIGURE 20: MAP OF AIRPORTS

SOURCE: MINNESOTA DEPARTMENT OF TRANSPORTATION

Land Use Category	Compatibility with Aircraft Noise Levels									
Type of Development	New Development and Major Redevelopment					Infill Development and Reconstruction or Additions to Existing Structures				
Noise Exposure Zones	1 DNL 75+	2 DNL 74-70	3 DNL 69-65	4 DNL 64-60	Buffer Zone	1 DNL 75+	2 DNL 74-70	3 DNL 69-65	4 DNL 64-60	Buffer Zone
Residential										
Single / Multiplex with Individual Entrance	INCO	INCO	INCO	INCO		COND	COND	COND	COND	
Multiplex / Apartment with Shared Entrance	INCO	INCO	COND	PROV		COND	COND	PROV	PROV	
Mobile Home	INCO	INCO	INCO	COND		COND	COND	COND	COND	
Educational, Medical, Schools, Churches, Hospitals, Nursing Homes	INCO	INCO	INCO	COND		COND	COND	COND	PROV	
Cultural / Entertainment/Recreational										
Indoor	COND	COND	COND	PROV		COND	COND	COND	PROV	
Outdoor	COND	COND	COND	COND		COND	COND	COND	COMP	
Office / Commercial/Retail	COND	PROV	PROV	COMP		COND	PROV	PROV	COMP	
Services										
Transportation-Passenger Facilities	COND	PROV	PROV	COMP		COND	PROV	PROV	COMP	
Transient Lodging	INCO	COND	PROV	PROV		COND	COND	PROV	PROV	
Other medical, Health & Educational Services	COND	PROV	PROV	COMP		COND	PROV	PROV	COMP	
Other Services	COND	PROV	PROV	COMP		COND	PROV	PROV	COMP	
Industrial/Communication / Utility	PROV	COMP	COMP	COMP		PROV	COMP	COMP	COMP	
Agriculture Land/Water Areas / Resource Extraction	COMP	COMP	COMP	COMP		COMP	COMP	COMP	COMP	

NOTE: COMP = Compatible; PROV = Provisional; COND = Conditional; INCO = Incompatible.

FIGURE 21: TABLE L-2 LAND USE COMPATIBILITY GUIDELINES .
SOURCE: 2040 TRANSPORTATION POLICY PLAN CITY OF MINNEAPOLIS

Also in the 2040 Transportation Policy Plan is Table L-2, outlining current preventive and corrective land use measures in place for MSP and other regional airport communities. All items in the MSP column apply to Minneapolis.

Table L-2: Current Land Use Measures

Preventive Land Use Measures		
	MSP International Airport Communities	Other Regional Airport Communities
Amend local land use plans to bring them into conformance with regional land use compatibility guidelines for aircraft noise.	YES	YES
Apply zoning performance standards.	YES	YES
Establish a public information program	YES	YES
Revise Building code.	YES/MS 473.192	YES/MS 473.192
Fair property disclosure policy.	YES/Usually applied by developer or builder.	YES/Usually applied by developer or builder.
Dedication of aviation easements/releases.	YES	YES
Transfer of development rights.	NO	NO
Land banking (acquisition of undeveloped property)	NO	NO

Corrective Land Use Measures		
	MSP International Airport Communities	Other Regional Airport Communities
Airport Developed property: Within RPZs Within Runway Safety Zones Within DNL 70	 YES YES YES	 YES FCM&STP Airports
Part 150 sound insulation program.	YES	NO
Property purchase guarantee	NO	NO
Creation of sound barriers Walls Berms Ground runup enclosures	 YES YES YES	 YES (Proposed in the FCM and ANE LTCPs)

FIGURE 22: L-2 CURRENT LAND USE MEASURES

SOURCE: 2040 TRANSPORTATION POLICY PLAN CITY OF MINNEAPOLIS

The City of Minneapolis Zoning Code addresses regional airspace and land use compatibility in Article XV – AP Airport Overlay District. The ordinance contains provisions for the protection of regional airspace from obstructions, addresses land use safety zoning and height limitation zoning, and requires additional noise attenuation for new and expanded residences in areas that have received sound insulation program measures from the Metropolitan Airports Commission.

The regulations are as follows:

551.1110. - General restrictions.

(a) No use shall be made of any land in any of the Safety Zones A, B or C that creates or causes interference with the operations of radio or electronic facilities on the airport or with radio or electronic communications between airport and aircraft, makes it difficult for pilots to distinguish between airport lights or other lights, results in glare in eyes of pilots using the airport, impairs visibility in the vicinity of the airport, or otherwise endangers the landing, taking off, or maneuvering of aircraft.

All permitted, conditional, and interim principal and accessory uses allowed in the primary zoning district are allowed in the AP Overlay District with the exception of the following prohibited uses:

(1) Within the portion of the AP Overlay District designated as Safety Zone A as contained in Section V Land Use Safety Zoning of the 2004 MSP Zoning Ordinance and shown on MSP Zoning Map Safety Zones-Plates SZ-8, SZ-9, SZ-10, and SZ-11 there shall be no structures or trees, except structures related to airport operations or air navigation as allowed in a Runway Protection Zone by Federal laws and regulations or by FAA advisory circulars. For all runways, Safety Zone A is a trapezoidal shape beginning two hundred (200) feet off the end of the runway pavement and which is one thousand (1,000) feet wide centered on the runway centerline extended two thousand five hundred (2,500) feet outward and shall be at that point one thousand seven hundred fifty (1,750) feet wide centered on the runway centerline extended. Safety Zone A conforms to the federally described Runway Protection Zone for precision instrument runways.

(2) Within the portion of the AP Overlay District designated as Safety Zone B as contained in Section V Land Use Safety Zoning of the 2004 MSP Zoning Ordinance and shown on MSP Zoning Map Safety Zones-Plates SZ-8, SZ-9, and SZ-10, the following uses are prohibited unless a variance permitting the use is granted by the MSP Board of Adjustment established by the 2004 MSP Zoning Ordinance:

a. Amphitheaters;
b. Campgrounds;
c. Churches;
d. Fuel storage tank farms;
e. Above-ground fuel tanks;
f. Gasoline stations;
g. Hospitals;
h. Nursing homes;
i. Residential uses (including low, medium and high density residential uses) except in an Established Residential Neighborhood In A Built-up Urban Area;
j. Schools;
k. Stadiums;
l. Theaters;
m. Trailer courts;
n. Ponds or other uses that might attract waterfowl or other birds such as putrescible waste disposal operations, wastewater treatment facilities and associated settling ponds, and dredge spoil containment areas; provided, however, the prohibition on ponds or other uses that might attract waterfowl or other birds shall not apply to acres below an elevation of eight hundred (800) feet above mean sea level along the Bluff of the Minnesota River.

Safety Zone B is coincident with the outer boundary of Safety Zone A and extends uniformly outward for a distance of four thousand five hundred (4,500) feet to an ultimate width of three thousand one hundred (3,100) feet centered on the runway centerline extended.

(3) Within the portion of the AP Overlay District designated as Safety Zone C as contained in Section V Land Use Safety Zoning of the 2004 MSP Zoning Ordinance and shown on MSP Zoning Map Safety Zones-Plates SZ-2, SZ-3, SZ-4, SZ-7, SZ-8, SZ-9, and SZ-10, the general use restrictions applicable to all Safety Zones apply. (2008-Or-089, § 2, 11-7-08)

551.1120. - Exemptions.

(a) Those portions of the AP Overlay District identified as Established Residential Neighborhood In a Built Up Urban Area and shown on MSP Zoning Maps Plates E-2, E-3,E-4,E-5, E-6, E-7, E-8, E-9, and E-10 are subject to the following exemptions:

(1) A low density residential structure or isolated low density residential lot which existed in an Established Residential Neighborhood In a Built Up Urban Area on or before January 1, 1978, and all other land uses which existed in an Established Residential Neighborhood In a Built Up Urban Area on or before June 30, 1979, shall be subject to the height restrictions and general use restrictions, but shall not be subject to the use restrictions of Safety Zones A or B. In addition such structure, lot or use shall be deemed a conforming use that shall not be prohibited under the 2004 MSP Zoning Ordinance.

(2) In Safety Zone B in an Established Residential Neighborhood in a Built Up Urban Area or in an area immediately adjacent to such a Neighborhood, existing low, medium, and high density residential uses may be improved and expanded and new low medium and high density residential uses may be developed subject to height restrictions, general use restrictions and noise attenuation requirements. (2008-Or-089, § 2, 11-7-08)

551.1130. - Height.

All structures in the AP Overlay District shall be subject to the height restrictions imposed by the 2004 MSP Zoning Ordinance or the Minneapolis Code of Ordinances, whichever is more restrictive and subject to the following:

(1) Airport Overlay District. Except as necessary and incidental to MSP Airport operations, no new structure shall be constructed or established; no existing structure shall be altered, changed, rebuilt, repaired, or replaced; and no tree shall be allowed to grow or be altered, repaired or replaced, or replanted in anyway so as to project above any Airspace Surface as shown on MSP Zoning Map Airspace Zones-Plates A-1, A-2, A-3, A-4, A-7, A-8, A-9, and A-10

(2) Airport Permit. Within the Airport Overlay District an airport zoning permit must be applied for and granted from the City of Minneapolis if the height of a proposed structure or tree exceeds the maximum construction height as shown on MSP Maximum Construction Heights Without a Permit-Plates MCH-1, MCH-2, MCH-3, MCH-4, MCH-7, MCH-8, MCH-9, and MCH-10.

(3) Other notification and permits. The applicant is also subject to notification requirements and approvals of Minnesota Office of Aeronautics regarding notification criteria for airspace obstruction and Federal Aviation Administration's permitting and review for Notices of Proposed Construction (FAA Form-7460-8) as set forth in Code of Federal Regulations Title 14 Part 77. Note that both MnDOT Aeronautics and FAA criteria extend beyond the boundaries of the Airport Overlay District. (2008-Or-089, § 2, 11-7-08)

The City of Minneapolis also recognizes requirements regarding the protection of the region's general

airspace. The relevant notification criteria for airspace obstruction as defined under the Minnesota Aeronautic Rules and Regulations is as follows:

Notification: Any sponsor who proposes any construction or alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport shall notify the Commissioner [note: Minnesota Department of Transportation] at least 30 days in advance.

This local reporting requirement is in addition to the Federal permitting/review process involving proposal where FAA Form 7460-8 is required.

Heliports

There are no heliports in the City nor does the City of Minneapolis Zoning Code provide for the establishment of such use. Medical helistops are allowed as a conditional use on the property of a hospital under Chapter 522.40, 538.910 and 540.450 of the City Code and in conformance with state and federal regulations.

There are four licensed helistops in Minneapolis:

- Hennepin County Medical Center
- Abbott Northwestern Hospital
- Fairview Riverside Medical Center
- Fairview University Hospital

Seaplane Operations

Seaplane activity is prohibited on metropolitan area lakes unless designated by Minnesota Rules 8800.2800. No seaplane activity is allowed on any lakes in the City.

Navigation Aides and Special Facilities

There are no aviation navigational aids or special aviation facilities located in the City.

FREIGHT

As a central city with the metropolitan region as well as the state of Minnesota, Minneapolis features many different generators of freight movement with the city. Figure 21 shows the location of heavy rail track within the city as well as property with the proposed Minneapolis 2040 land use guidance of Production and Processing. In general, property guided in this category has historically been zoned for industrial uses and will continue to be into the future. Much of the freight activity within the city coincides with these areas. Other generators of freight include Downtown Minneapolis and major shopping centers such as the Quarry and Minnehaha Mall. Issues relating to roadways and freight movement in Minneapolis will be evaluated as part of the process of the forthcoming update to the City's Transportation Action Plan

FIGURE 23: MAP OF HEAVY RAIL AND MINNEAPOLIS 2040 PRODUCTION AND PROCESSING GUIDED LAND
SOURCE: CITY OF MINNEAPOLIS