

**Minneapolis 2040 – The City’s Comprehensive Plan**

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



# Table of Contents

**Cover** ..... 1

**Table of Contents** ..... 2

**Plan Overview** ..... 5

**2040 Goals** ..... 7

Eliminate Disparities ..... 8  
 More Residents and Jobs ..... 14  
 Affordable and Accessible Housing ..... 19  
 Living-Wage Jobs ..... 23  
 Healthy, Safe, and Connected People ..... 26  
 High-Quality Physical Environment ..... 30  
 History and Culture ..... 32  
 Creative, Cultural, and Natural Amenities ..... 34  
 Complete Neighborhoods ..... 37  
 Climate Change Resilience ..... 40  
 Clean Environment: ..... 44  
 Healthy, Sustainable, and Diverse Economy ..... 47  
 Proactive, Accessible, and Sustainable Government ... 50  
 Equitable Civic Participation System ..... 52

**2040 Topics** ..... 54

Land Use & Built Form ..... 55  
 Transportation ..... 80  
 Housing ..... 82  
 Economic Competitiveness ..... 86  
 Environmental Systems ..... 90  
 Public Health ..... 92  
 Heritage Preservation ..... 94

Arts and Culture ..... 96  
 Parks and Open Space ..... 98  
 Public Services and Facilities ..... 100  
 Technology and Innovation ..... 102

**Plan Policies** ..... 104

1. Access to Housing ..... 105  
 2. Access to Employment ..... 108  
 3. Production and Processing ..... 110  
 4. Access to Commercial Goods and Services ..... 113  
 5. Visual Quality of New Development ..... 116  
 6. Pedestrian-Oriented Building and Site Design ..... 118  
 7. Public Realm ..... 122  
 8. Public Safety Through Environmental Design ..... 124  
 9. Open Spaces in New Development ..... 127  
 10. Street Grid ..... 128  
 11. Skyways ..... 130  
 12. Lighting ..... 132  
 13. Landscaping ..... 134  
 14. Tree Canopy and Urban Forest ..... 136  
 15. Transportation and Equity ..... 137  
 16. Environmental Impacts of Transportation ..... 138  
 17. Complete Streets ..... 140  
 18. Pedestrians ..... 142  
 19. Bicycling ..... 144  
 20. Transit ..... 145  
 21. Freight ..... 147  
 22. Downtown Transportation ..... 148  
 23. Coordinated Development Strategy ..... 149  
 24. Shared Mobility ..... 151



**The Minneapolis 2040 Plan was developed by the City of Minneapolis Department of Community Planning and Economic Development.** Should you require a reasonable accommodation in order to fully participate, or information in an alternative format, please contact 612-673-3000. Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500.

**For more information, contact:**  
 Department of Community Planning and Economic Development  
 105 Fifth Avenue South, Ste 200  
 Minneapolis, MN 55401  
 (612) 673-3000  
 2040@minneapolismn.gov

25. Innovations in Transportation and Infrastructure . . .	152	64. Food Businesses . . . . .	204
26. Vision Zero . . . . .	153	65. Urban Agriculture and Food Production . . . . .	206
27. Transportation Partnerships . . . . .	154	66. Air Quality . . . . .	207
28. MSP Airport . . . . .	155	67. Climate Resilient Communities . . . . .	209
29. Arts and Creative Spaces, Venues and Districts . . .	156	68. Energy Efficient and Sustainable Buildings . . . . .	210
30. Emphasize the Value of Minneapolis' Arts and Culture .	158	69. Renewable and Carbon-Free Energy . . . . .	212
31. Artists and Creative Workers . . . . .	159	70. Ecology and Habitat . . . . .	214
32. Arts and Culture in Community Development . . . .	160	71. Soil Health . . . . .	216
33. Affordable Housing Production and Preservation . .	162	72. Sustainable Water System Management . . . . .	217
34. Cultural Districts . . . . .	164	73. Stormwater Management . . . . .	218
35. Innovative Housing Types . . . . .	165	74. Integration of Water Management into Development . .	220
36. Innovative Housing Strategies and Data-Driven	166	75. Waste Reduction . . . . .	222
Decisions . . . . .	166	76. New Parks . . . . .	224
37. Mixed Income Housing . . . . .	168	77. Park Access . . . . .	225
38. Affordable Housing near Transit and Job Centers . .	169	78. Park Design and Programming . . . . .	226
39. Fair Housing . . . . .	170	79. Healthy Youth Development . . . . .	227
40. Homelessness . . . . .	171	80. Development Near METRO Stations . . . . .	228
41. Tenant Protections . . . . .	173	81. Social Connectedness . . . . .	230
42. Expand Homeownership . . . . .	174	82. Aging . . . . .	231
43. Housing Displacement . . . . .	176	83. People with Disabilities . . . . .	233
44. Comprehensive Investments . . . . .	178	84. Public Safety . . . . .	234
45. Leverage Housing Programs to Benefit Community	179	85. Access to Health, Social and Emergency Service . .	235
46. Healthy Housing . . . . .	180	86. Healthy Food in Institutions . . . . .	236
47. Housing Quality . . . . .	181	87. Northside . . . . .	237
48. Freeway Remediation . . . . .	182	88. Public Services Policy . . . . .	239
49. Educational and Economic Access . . . . .	184	89. Technology in the City Enterprise . . . . .	240
50. Access to Technology . . . . .	186	90. Technology in the Economy . . . . .	241
51. Healthy Pre-K Development . . . . .	187	91. Heritage Preservation Outreach . . . . .	242
52. Human Capital and a Trained Workforce . . . . .	188	92. Identify and Evaluate Historic Resources . . . . .	243
53. Quality of Life . . . . .	190	93. Stewarding Historic Properties . . . . .	245
54. Supporting Economic Growth . . . . .	191	94. Heritage Preservation Regulation . . . . .	247
55. Business Innovation and Expansion . . . . .	192	95. Heritage Preservation Financial Incentives . . . . .	248
56. Supporting Small Businesses . . . . .	193	96. Cultural Heritage and Preservation Recognition . .	249
57. Cluster Strategy . . . . .	195	97. Preserving and Enhancing Public Lakes and Waterways	250
58. Business Districts and Corridors . . . . .	196	98. Innovation Districts . . . . .	252
59. Downtown . . . . .	197	99. University District . . . . .	253
60. Intrinsic Value of Properties . . . . .	198	100. Place-based Neighborhood Engagement . . . . .	255
61. Environmental Justice and Green Zones . . . . .	199		
62. Contaminated Sites . . . . .	201		
63. Food Access . . . . .	202		
		<b>Implementation . . . . .</b>	<b>256</b>

---

**Planning Process . . . . . 285**

**Small Area Plans . . . . . 314**

**Appendices . . . . . 336**

Appendix A - Mississippi River Corridor Critical Area Plan. .I

Appendix B - Land Use. . . . . II

Appendix C - Housing. . . . .III

Appendix D - Transportation . . . . .IV

Appendix E - Resources & Resilience . . . . . V

Appendix F - Water Resources Management Plan. . . . .VI

Appendix G - Review & Approval . . . . . VII

Appendix H - Parks & Trails . . . . .VIII

Appendix I - Water Supply . . . . .IX

# Plan Overview

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

Minneapolis 2040 is a Comprehensive Plan that shapes how the city will grow and change. The plan covers topics such as housing, job access, the design of new buildings, and how we use our streets.

## Plan Overview

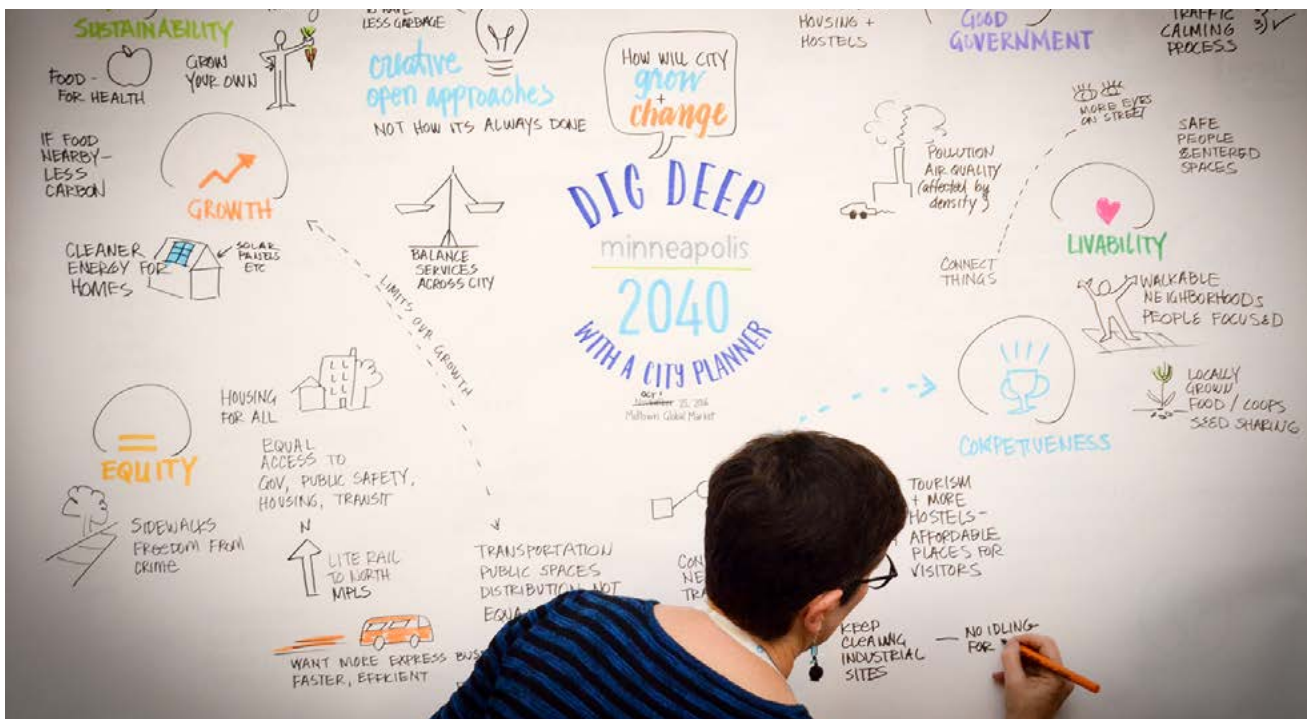
The Metropolitan Land Planning Act requires municipalities in the Twin Cities area to provide the Metropolitan Council with an updated Comprehensive Plan every ten years. The Comprehensive Plan must be consistent with the Metropolitan Council's regional development guide, Thrive MSP 2040, that sets the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

During more than two years of engagement, the people of Minneapolis shared their vision and hopes for the future of our city. A main theme voiced was that as the city grows, everyone must benefit from that growth. Historically, not everyone has. This plan is one opportunity to undo barriers and overcome inequities created by a history of policies in our city that have prevented equitable access to housing, jobs, and investments.

The plan reflects the result of more than two years of engagement with the people of Minneapolis, including

over 100 meetings and conversations with thousands of residents, business owners, and others. Public feedback directly helped to establish priorities and inform the content of the plan. From March 22 through July 22, 2018, the City engaged with the public to discuss a first draft of the plan and to encourage review and feedback. Following the close of the public comment period on July 22, City staff made revisions to the plan based on public feedback, and presented a final draft to the City Planning Commission and City Council in Fall 2018. For more details about the process see the Planning Process section.

On December 7, 2018, the City Council adopted a resolution authorizing staff to transmit the plan to the Metropolitan Council for their review by December 31, 2018. While Minneapolis 2040 is intended to meet the requirements of state statute and the Metropolitan Council, the plan also has particular significance for Minneapolis in a time of population and employment growth. The City will use this plan to guide decision-making that affects the long-term future of our city as it relates to the built, natural, and economic environment.



# 2040 Goals

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

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



# Eliminate Disparities

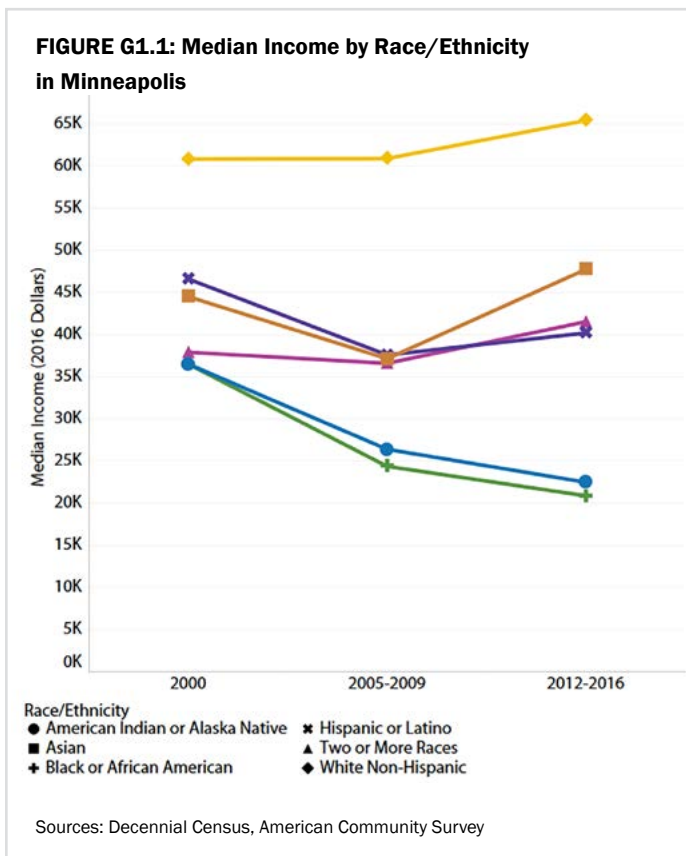
**Goal 1: In 2040, Minneapolis will see all communities fully thrive regardless of race, ethnicity, gender, country of origin, religion, or zip code having eliminated deep-rooted disparities in wealth, opportunity, housing, safety, and health.**

According to a report issued by the Economic Policy Institute in 2010, Minneapolis led the nation in having the widest unemployment disparity between African-American and white residents. This remains true in 2018. And disparities also exist in nearly every other measurable social aspect, including of economic, housing, safety and health outcomes, between people of color and indigenous people compared with white people.

*Photo: Kids learning at the Bakken Museum in Minneapolis (Photo by Bakken Museum, via flickr.com)*

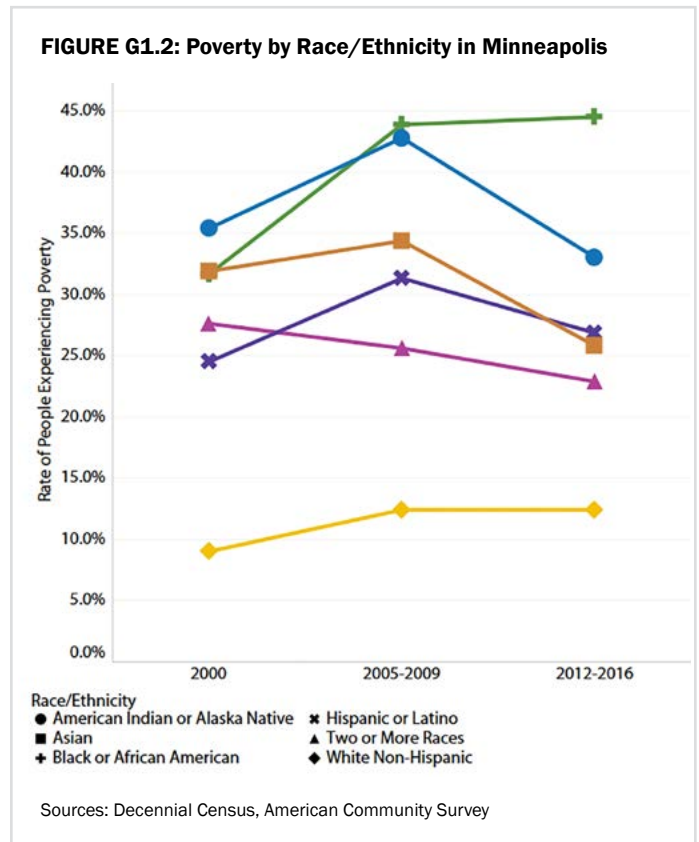


Take, for example, the income disparity: White non-Hispanic residents in Minneapolis make approximately three times the income of black and American Indian residents; the median income in 2016 for white non-Hispanics was approximately \$65,000, while the median incomes for blacks and American Indians were \$20,871 and \$22,476, respectively. And since 2000, white non-Hispanic and Asian households have seen increases in median income while black and American Indian households have experienced an approximately 40 percent reduction in median income (Figure G1.1).



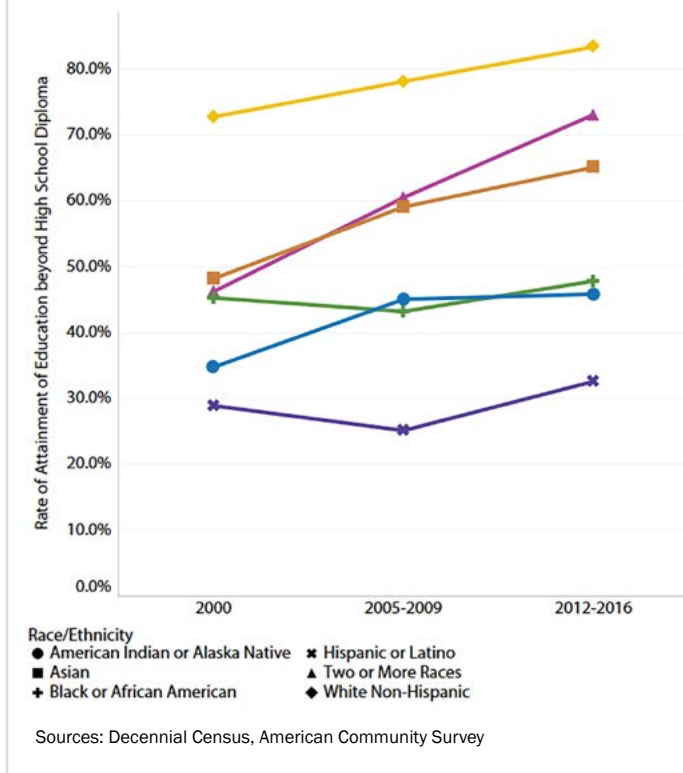
This disparity in incomes can be seen in the poverty rate (Figure G1.2), which is nearly four times as high for blacks (nearly 45 percent) as for white non-Hispanics (approximately 12 percent). The poverty rate for American Indians is 33 percent and for Hispanics nearly 27 percent. And the unemployment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

approximately three times higher than it is for white non-Hispanics (less than 5 percent).



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

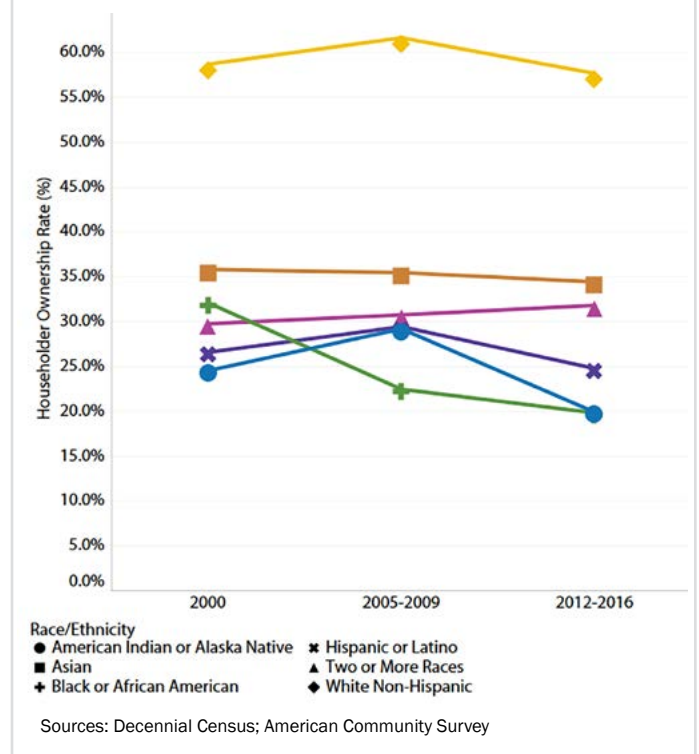
**FIGURE G1.3: Attainment of More Than a High School Diploma by Race/Ethnicity in Minneapolis**



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

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

**FIGURE G1.4: Homeownership by Race/Ethnicity in Minneapolis**



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

lengthened the life of the loans and lowered the amount of down payment amount needed to purchase a home.

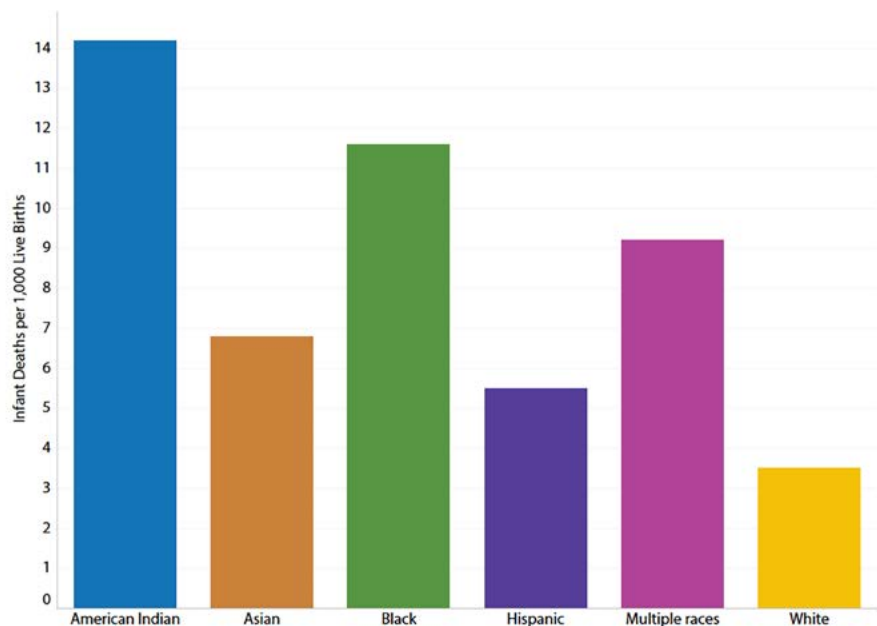
To reduce risk, the government adopted loan underwriting standards that steered the direction of private investment in housing. This practice prevented access to mortgages in areas with Jews, African-Americans and other minorities, as well as in the more densely populated and mixed-use parts of the city.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

These policies and regulations left a lasting effect on the physical characteristics of the city and the financial well-being of its residents. Areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment, in part because banks did not lend

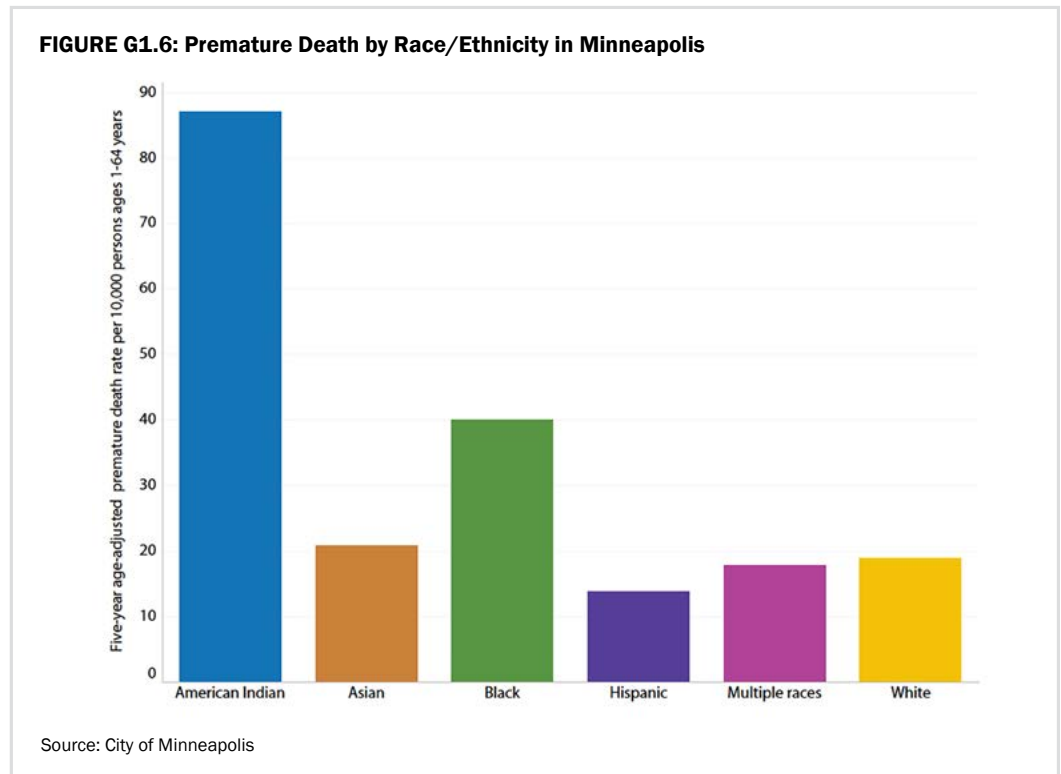
in those areas. On the outskirts of the city, a post-Depression development pattern emerged with little variation in housing types and density and with few areas for commercial development. Today, the zoning map in these areas remains largely unchanged from the era of intentional racial segregation.

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

**FIGURE G1.5: Infant Mortality by Race/Ethnicity in Minneapolis, 2014 - 2016**



Source: City of Minneapolis



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

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

example, hiring and training a diverse workforce, as well as promoting these practices through its contracts, vendors and other procurement and partnership opportunities.

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



## Eliminate Disparities Policies:

39 policies relate to Goal 1: Eliminate Disparities.

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

---

**Policy 49: “Educational and Economic Access” on page 184**

---

**Policy 50: “Access to Technology” on page 186**

---

**Policy 51: “Healthy Pre-K Development” on page 187**

---

**Policy 52: “Human Capital and a Trained Workforce” on page 188**

---

**Policy 55: “Business Innovation and Expansion” on page 192**

---

**Policy 56: “Supporting Small Businesses” on page 193**

---

**Policy 2: “Access to Employment” on page 108**

---

**Policy 3: “Production and Processing” on page 110**

---

**Policy 58: “Business Districts and Corridors” on page 196**

---

**Policy 30: “Emphasize the Value of Minneapolis’ Arts and Culture” on page 158**

---

**Policy 31: “Artists and Creative Workers” on page 159**

---

**Policy 1: “Access to Housing” on page 105**

---

**Policy 33: “Affordable Housing Production and Preservation” on page 162**

---

**Policy 37: “Mixed Income Housing” on page 168**

---

**Policy 38: “Affordable Housing near Transit and Job Centers” on page 169**

---

**Policy 39: “Fair Housing” on page 170**

---

**Policy 40: “Homelessness” on page 171**

---

**Policy 41: “Tenant Protections” on page 173**

---

**Policy 42: “Expand Homeownership” on page 174**

---

**Policy 43: “Housing Displacement” on page 176**

---

**Policy 44: “Comprehensive Investments” on page 178**

---

**Policy 23: “Coordinated Development Strategy” on page 149**

---

**Policy 45: “Leverage Housing Programs to Benefit Community” on page 179**

---

**Policy 46: “Healthy Housing” on page 180**

---

**Policy 15: “Transportation and Equity” on page 137**

---

**Policy 16: “Environmental Impacts of Transportation” on page 138**

---

**Policy 61: “Environmental Justice and Green Zones” on page 199**

---

**Policy 66: “Air Quality” on page 207**

---

**Policy 62: “Contaminated Sites” on page 201**

---

**Policy 81: “Social Connectedness” on page 230**

---

**Policy 85: “Access to Health, Social and Emergency Service” on page 235**

---

**Policy 63: “Food Access” on page 202**

---

**Policy 86: “Healthy Food in Institutions” on page 236**

---

**Policy 78: “Park Design and Programming” on page 226**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 98: “Innovation Districts” on page 252**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



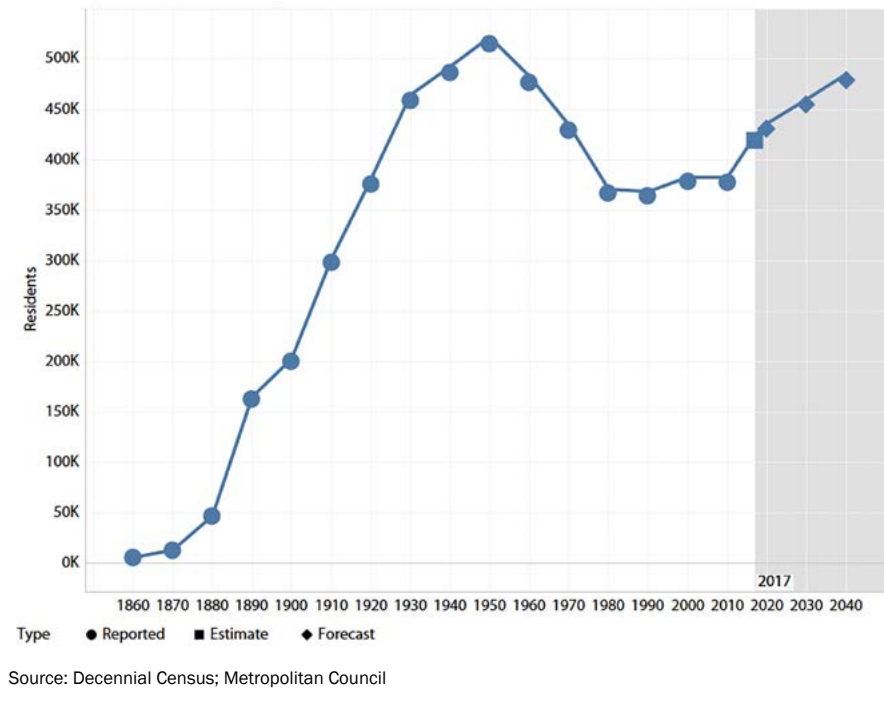
# More Residents and Jobs

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

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

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

**FIGURE G2.1: Total Population in Minneapolis**



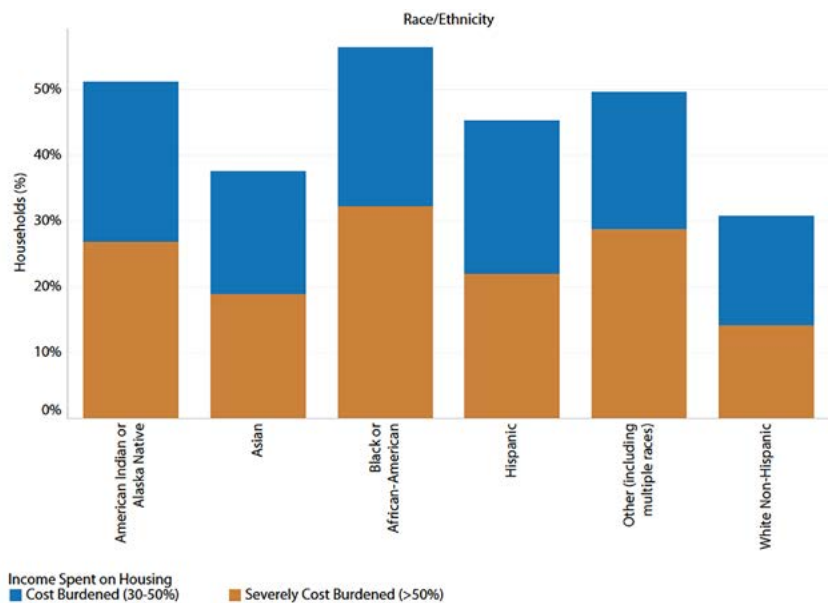
in the city. As a result, the city has seen an increase in cost-burdened households (households where more than 30 percent of household income goes toward housing) and residents who have been priced out of their neighborhoods.

Overall, 37 percent of all households in Minneapolis are cost-burdened, but this is not equal across racial groups (**Figure G2.2**). Over 50 percent of black and American Indian households, and over 45 percent Hispanic households in Minneapolis are cost-burdened, whereas one in three white households are cost-burdened. For a growing number of people, especially people of color, incomes are not keeping up with rising housing costs, resulting in fewer housing units in fewer neighborhoods that are affordable, especially for renters.

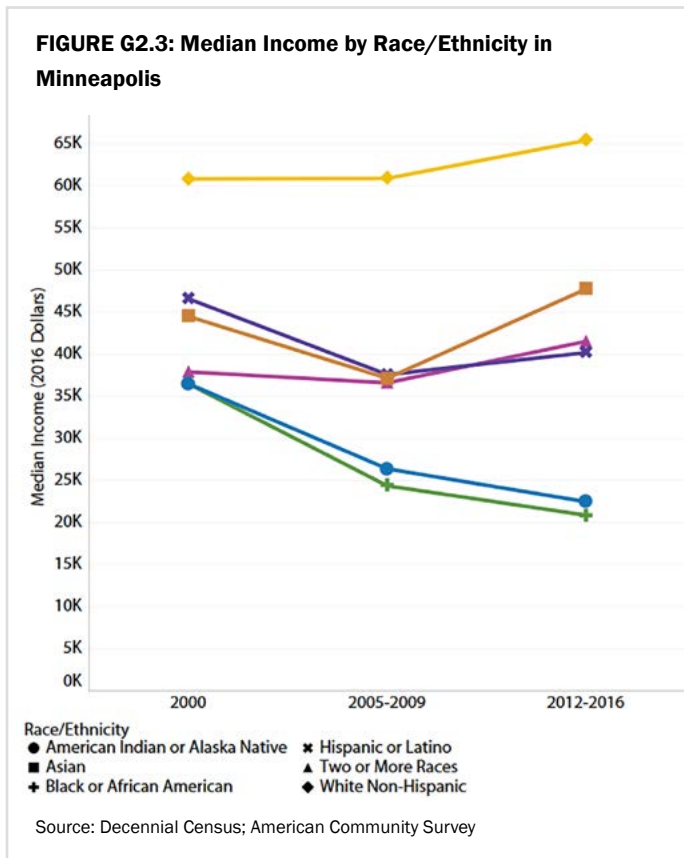
However, since 2000 Minneapolis has experienced growth that has increased demand for housing. This has prompted the creation of new housing units to help meet the needs of the dynamically changing population, new grocery stores to fulfill basic needs, renewed vitality in commercial areas, new and expanded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

Yet this growth has not been without its challenges. The recent demand for urban living has outstripped the supply of housing available in many areas of the city, which has escalated housing prices at rates faster than wages for many people

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



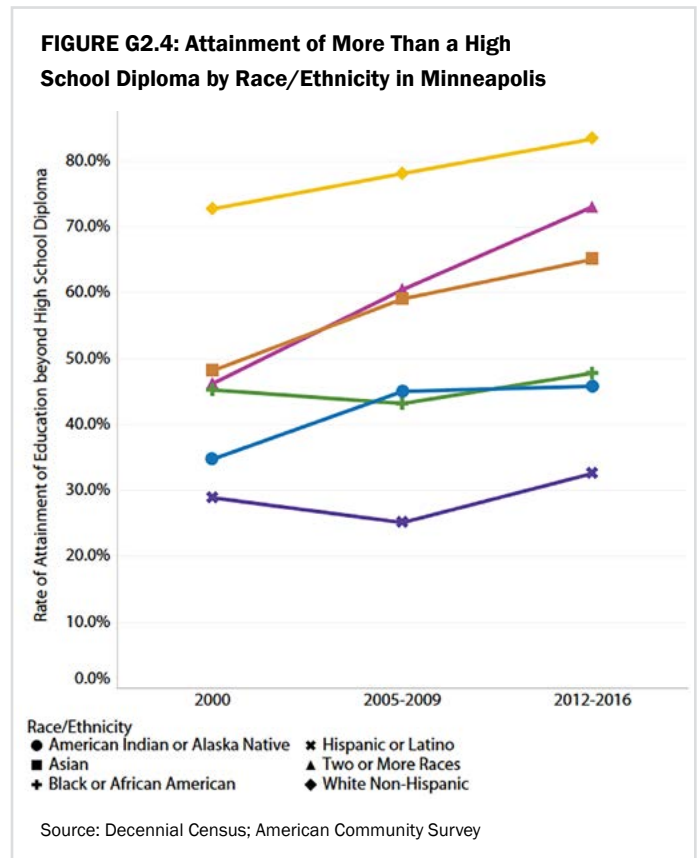
Since 2000, overall household incomes in Minneapolis have slightly decreased – but not equally across racial groups. White non-Hispanic and Asian households have seen increases in household income since 2000, while black households have experienced an approximately 40 percent decrease in income (Figure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



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

One of the primary factors influencing a resident’s ability to afford housing is employment, and in the past 15 years Minneapolis has seen growth in many industries, resulting in refreshed economic vitality and new jobs. Educational disparities hinder the ability of residents of color to prepare for and participate in the continually evolving economy. In

Minneapolis less than half of black, American Indian and Hispanic residents have more than a high school education, compared with 83 percent of white non-Hispanic residents (Figure G2.4). These educational disparities create barriers to finding employment that pays a living wage.



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

A crucial element of residents’ ability to access employment and of a vibrant economy generally is public transit. While transit has improved in Minneapolis, it is still



far behind the level of transit accessibility and mobility the city's residents once enjoyed as they accessed jobs, services and housing.

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

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

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

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



## More Residents and Jobs Policies:

**26 policies relate to Goal 2: More Residents and Jobs.**

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

---

**Policy 1: “Access to Housing” on page 105**

---

**Policy 33: “Affordable Housing Production and Preservation” on page 162**

---

**Policy 35: “Innovative Housing Types” on page 165**

---

**Policy 36: “Innovative Housing Strategies and Data-Driven Decisions” on page 166**

---

**Policy 37: “Mixed Income Housing” on page 168**

---

**Policy 43: “Housing Displacement” on page 176**

---

**Policy 38: “Affordable Housing near Transit and Job Centers” on page 169**

---

**Policy 80: “Development Near METRO Stations” on page 228**

---

**Policy 23: “Coordinated Development Strategy” on page 149**

---

**Policy 2: “Access to Employment” on page 108**

---

**Policy 3: “Production and Processing” on page 110**

---

**Policy 49: “Educational and Economic Access” on page 184**

---

**Policy 51: “Healthy Pre-K Development” on page 187**

---

**Policy 52: “Human Capital and a Trained Workforce” on page 188**

---

**Policy 54: “Supporting Economic Growth” on page 191**

---

**Policy 55: “Business Innovation and Expansion” on page 192]**

---

**Policy 56: “Supporting Small Businesses” on page 193**

---

**Policy 57: “Cluster Strategy” on page 195**

---

**Policy 90: “Technology in the Economy” on page 241**

---

**Policy 58: “Business Districts and Corridors” on page 196**

---

**Policy 59: “Downtown” on page 197**

---

**Policy 62: “Contaminated Sites” on page 201**

---

**Policy 76: “New Parks” on page 224**

---

**Policy 20: “Transit” on page 145**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 98: “Innovation Districts” on page 252**

---



# Affordable and Accessible Housing

**Goal 3. In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city.**

Minneapolis is a magnet city attracting more residents and businesses each year. As a city Minneapolis is facing challenges as it grows, including a shortage of housing units that residents can afford, a rise in the number and percentage of cost-burdened households – especially among renters, and the presence of zoning regulations that have favored single-family housing at the expense of housing access since the era of segregation.

## **Housing Residents Can Afford**

The Metropolitan Council estimates that between 2010 and 2016 the city added over 12,000 housing units and more than 37,000 residents. With this growth comes increased demand for housing and an associated increase in housing costs and rents. As a result, housing units that were once

*Photo: Backyard gathering  
(Photo by Tela Chhe, via  
flickr.com)*

affordable no longer are, and less housing is available for low-income residents of Minneapolis.

Since 2000, Minneapolis has lost roughly 15,000 housing units that are considered affordable for those earning 50% percent of the area median income (\$31,650 for one person/ \$45,000 for a family of four ). These units generally still exist, but they cost more to own or rent, making them unaffordable to this demographic.

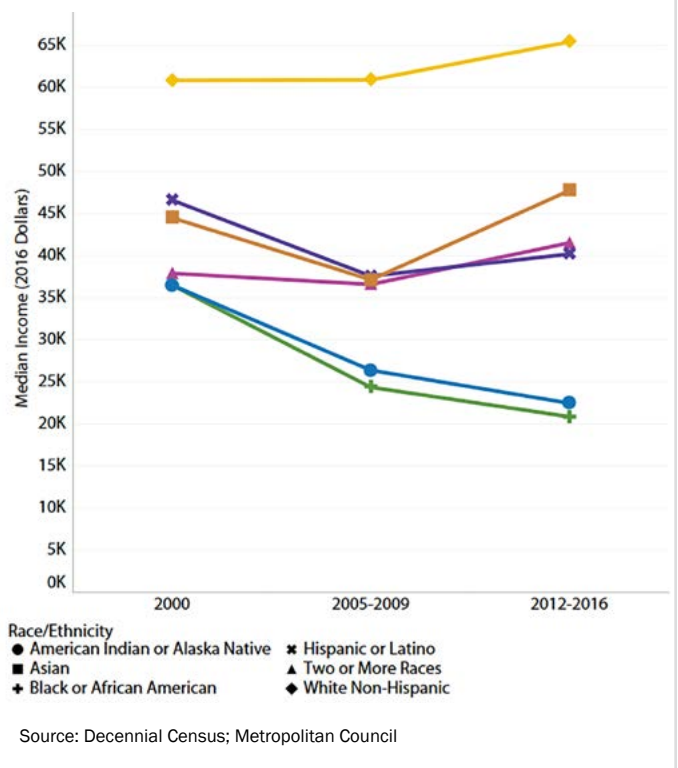
In 2017, for the 13-county metropolitan region, the U.S. Department of Housing and Urban Development (HUD) calculated a median family income of \$90,400. Based on this figure, 50% percent of the area median income for a single-person household is \$31,650 annually (or an hourly wage of \$15.22 for a standard workweek and year), and for a family of four it's \$45,200 annually (or a household hourly wage of \$21.73 for a standard workweek and year). **(Figure G3.1).**

**Cost-Burden Housholds**

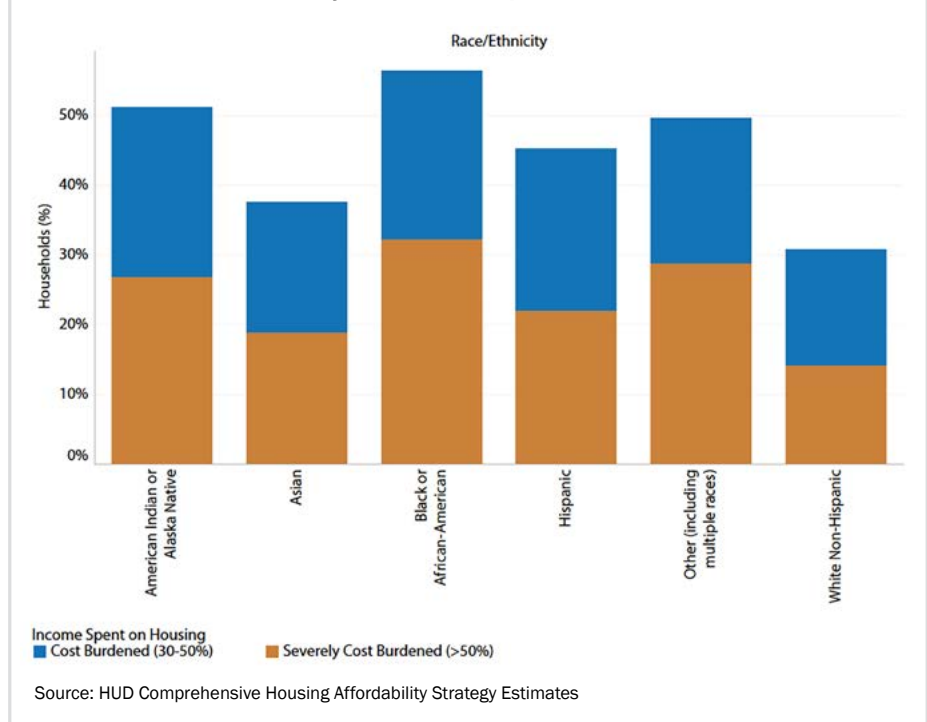
The majority of Minneapolis residents are renters and renter households are growing at a faster rate than owner households. When broken down by number of households, the two largest groups of residents in the city are renters earning less than 30% of AMI, (\$28,300 per year) and homeowners earning more than 100% of AMI (\$94,300 per year). Most people of color in the city are renters while the majority of the city's white residents are homeowners.

Since 2000 a growing number of residents, especially residents of color and indigenous people, have seen a decrease in household income preventing them from keeping up with rising housing costs. A decrease in the number of affordable housing units coupled with decreasing incomes greatly limits the ability of residents to find the housing they need throughout the city.

**FIGURE G3.1: Median Income by Race/Ethnicity in Minneapolis**



**FIGURE G3.2: Cost Burden by Race in Minneapolis, 2010-2014**



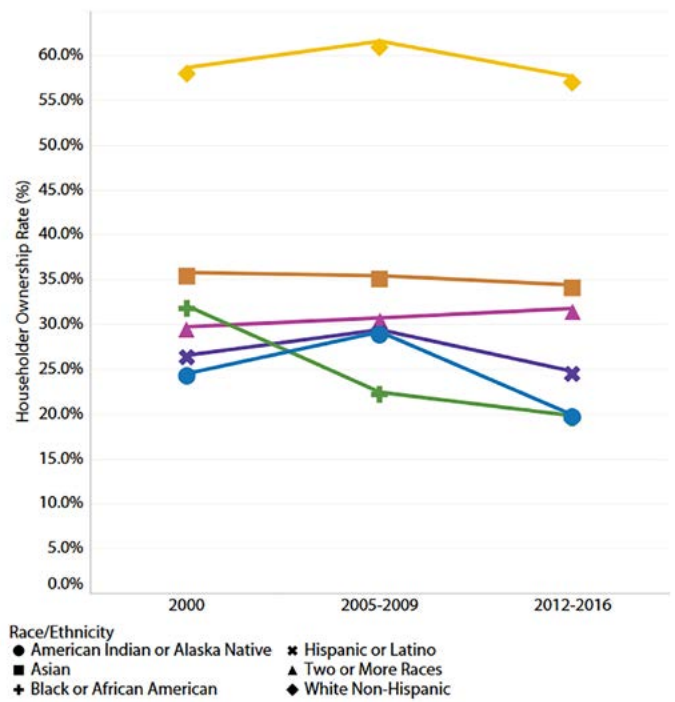
Throughout this document there are many references to *Affordable Housing*. *Affordable Housing* is rental housing with rent and income restrictions (typically 60% of Area Median Income or below) or housing for homeownership with income restrictions (typically less than 80 percent of Area Median Income) as governed by local, state, and federal housing assistance programs. In comparison to *Housing Affordability*, which is access to homeownership or rental options based on housing price relative to household income. The loss of affordable housing units and changes in household income have resulted in a greater number of cost-burdened households – households in which more than 30 percent of household income goes toward mortgage or rental payments. Forty-nine percent of all households in Minneapolis are cost-burdened, but, this is not equal across racial groups. Over 50 percent of black households and over 45 percent of American Indian and Hispanic households in Minneapolis are cost-burdened, whereas 1 in 3 white households are cost-burdened. (Figure G3.2).

**Impact of Zoning**

Racial disparities persist in all aspects of housing. Until the 1960s, zoning regulations, racially discriminatory housing practices, and federal housing policies worked together to determine who could live in single-family houses in “desirable” neighborhoods. These determinations were based on race and have shaped the opportunities granted to multiple generations of Minneapolis residents. (Figure G3.3).

Following the Great Depression in 1934, guidance from the federal government steered where private investment in housing could occur, this direction was called redlining. This practice denied mortgages in areas where Jews, African-Americans, and other minorities lived, as well as in the more densely populated and mixed-use parts of the city. Related guidance in Federal Housing Administration (FHA) underwriting manuals encouraged the segregation of land uses, also known as zoning, in order to reduce the financial risk of backing single family home loans near land uses deemed undesirable, such as factories and even

**FIGURE G3.3: Home Ownership by Race/Ethnicity in Minneapolis**



Source: Decennial Census; Metropolitan Council

multifamily housing. This guidance, from 1934, reinforced the approach that Minneapolis and other cities in the United States began years earlier through the introduction of zoning ordinances.

While the FHA promoted zoning as an effective tool for assuring a “homogenous and harmonious neighborhood,” the FHA did not think zoning was enough to accomplish the segregation of the races as a means of protecting property values. The FHA underwriting manual also made the case for racially restrictive covenants, using language that described people of color as undesirable neighbors in the same vein as nuisances such as odors and high traffic. These practices allowed banks to deny mortgages and property owners to prevent the sale of a home based on race. As a result, areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment, in part because banks did not lend in those areas.

These policies and regulations shaped the physical characteristics of Minneapolis and the financial status of its residents. Although racially segregated housing is no longer enforced in these “desirable” neighborhoods the zoning map remains largely unchanged from an era in which discrimination was legal, and still contributes to disparities communities of color and indigenous people experience today such as, access to commercial goods and services, quality housing, and public transportation.

To address these issues, the City of Minneapolis will expand opportunities to increase the housing supply in a way that meets changing needs and desires. This means allowing more housing options, especially in areas that currently lack housing choice and in areas with access to frequent and fast transit, employment, and goods and services. It also means creating and expanding new resources and tools to produce and preserve affordable housing, to minimize the displacement of existing residents, and to ensure housing is maintained to promote health and safety. The City will also need to invest in its residents, especially residents of color and indigenous residents, to ensure that it identifies and removes barriers to accessing and retaining housing.



## Affordable and Accessible Housing Policies:

**22 policies relate to Goal 3: Affordable and Accessible Housing.**

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

---

**Policy 1: “Access to Housing” on page 105**

---

**Policy 33: “Affordable Housing Production and Preservation” on page 162**

---

**Policy 35: “Innovative Housing Types” on page 165**

---

**Policy 36: “Innovative Housing Strategies and Data-Driven Decisions” on page 166**

---

**Policy 37: “Mixed Income Housing” on page 168**

---

**Policy 38: “Affordable Housing near Transit and Job Centers” on page 169**

---

**Policy 80: “Development Near METRO Stations” on page 228**

---

**Policy 39: “Fair Housing” on page 170**

---

**Policy 40: “Homelessness” on page 171**

---

**Policy 41: “Tenant Protections” on page 173**

---

**Policy 42: “Expand Homeownership” on page 174**

---

**Policy 43: “Housing Displacement” on page 176**

---

**Policy 44: “Comprehensive Investments” on page 178**

---

**Policy 23: “Coordinated Development Strategy” on page 149**

---

**Policy 45: “Leverage Housing Programs to Benefit Community” on page 179**

---

**Policy 46: “Healthy Housing” on page 180**

---

**Policy 47: “Housing Quality” on page 181**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 98: “Innovation Districts” on page 252**

---

**Policy 99: “University District” on page 253**

---



# Living-Wage Jobs

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

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

It is also necessary to promote a city in which residents from all backgrounds have opportunities to gain and retain

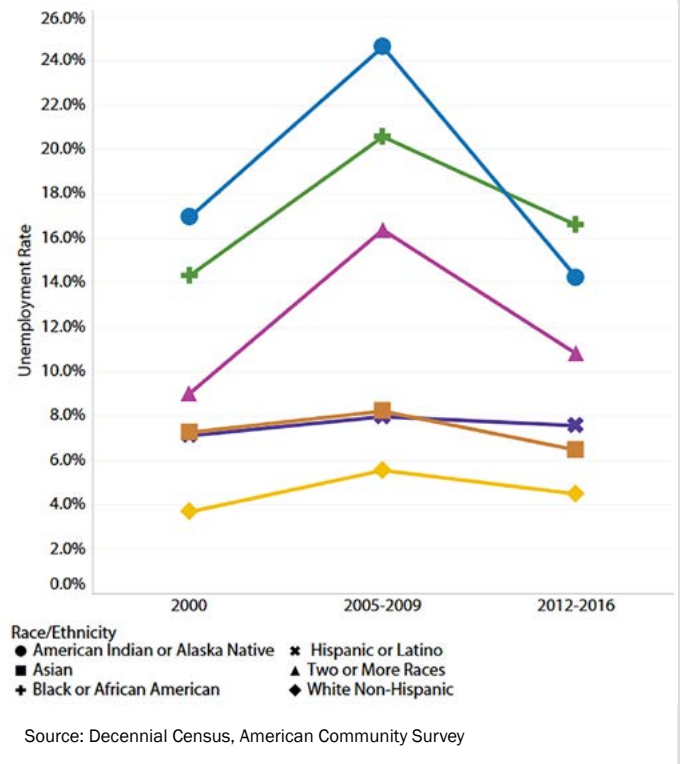
*Photo: Construction workers on site*

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

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

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

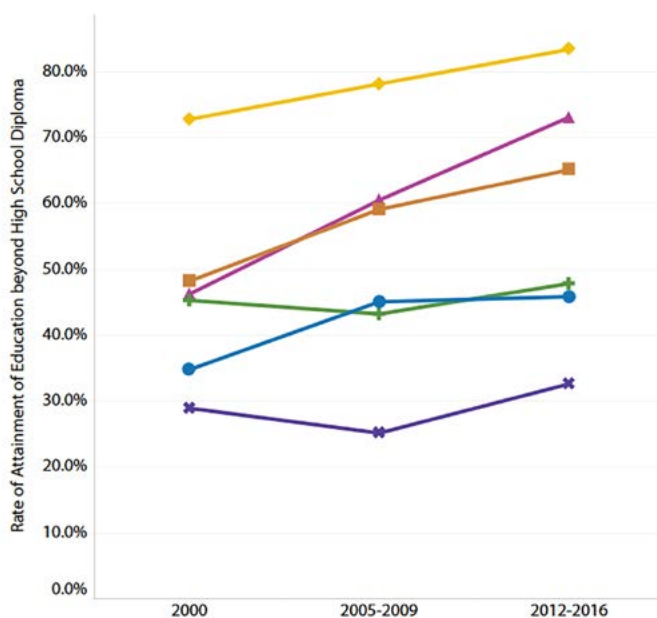
**FIGURE G4.1: Unemployment by Race in Minneapolis**



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



**FIGURE G4.2: Attainment of more than a HS Diploma by Race in Minneapolis**



Source: Decennial Census, American Community Survey

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



## Living-Wage Jobs Policies:

**18 policies relate to Goal 4: Living-Wage Jobs.**

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

**Policy 49: “Educational and Economic Access” on page 184**

**Policy 50: “Access to Technology” on page 186**

**Policy 51: “Healthy Pre-K Development” on page 187**

**Policy 52: “Human Capital and a Trained Workforce” on page 188**

**Policy 55: “Business Innovation and Expansion” on page 192**

**Policy 56: “Supporting Small Businesses” on page 193**

**Policy 57: “Cluster Strategy” on page 195**

**Policy 90: “Technology in the Economy” on page 241**

**Policy 2: “Access to Employment” on page 108**

**Policy 3: “Production and Processing” on page 110**

**Policy 58: “Business Districts and Corridors” on page 196**

**Policy 20: “Transit” on page 145**

**Policy 22: “Downtown Transportation” on page 148**

**Policy 31: “Artists and Creative Workers” on page 159**

**Policy 64: “Food Businesses” on page 204**

**Policy 34: “Cultural Districts” on page 164**

**Policy 87: “Northside” on page 237**

**Policy 98: “Innovation Districts” on page 252**



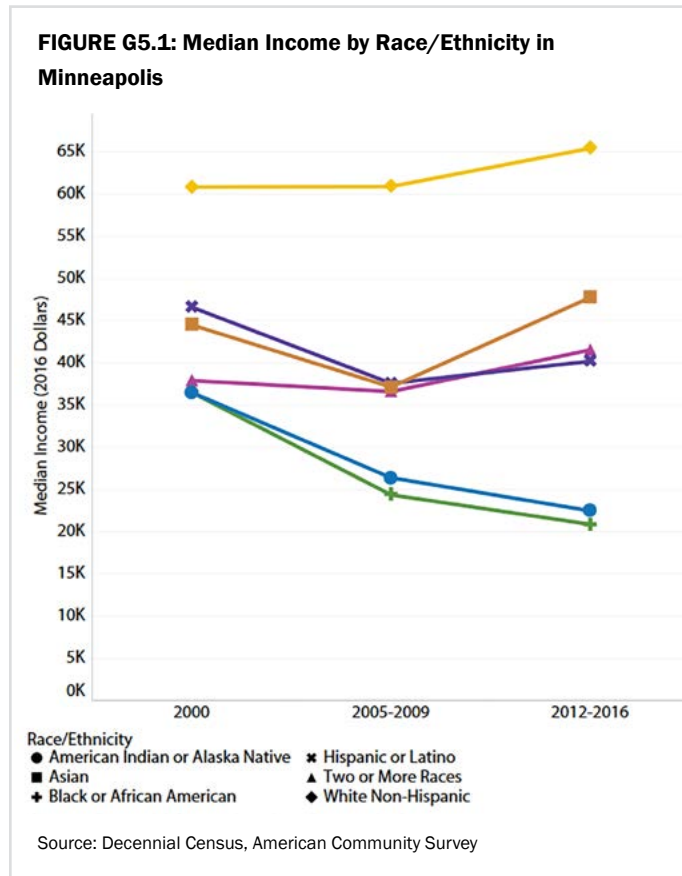
# Healthy, Safe, and Connected People

**Goal 5. In 2040, the people of Minneapolis will be socially connected, healthy, and safe.**

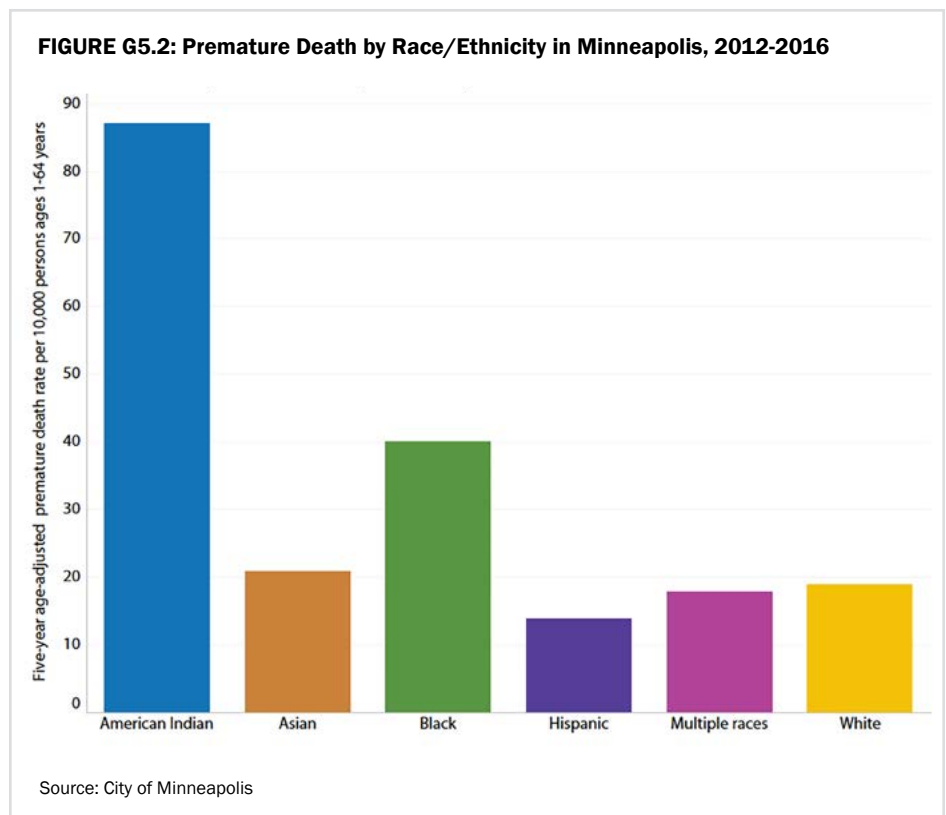
The physical patterns in the way Minneapolis has developed, and will develop, shapes the health and safety outcomes of its residents. The World Health Organization describes social determinants of health as “the conditions in which people are born, grow, live, work and age. These circumstances are shaped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

*Photo: Open Streets on Nicollet Avenue (Photo by Fibonacci Blue, via flickr.com).*

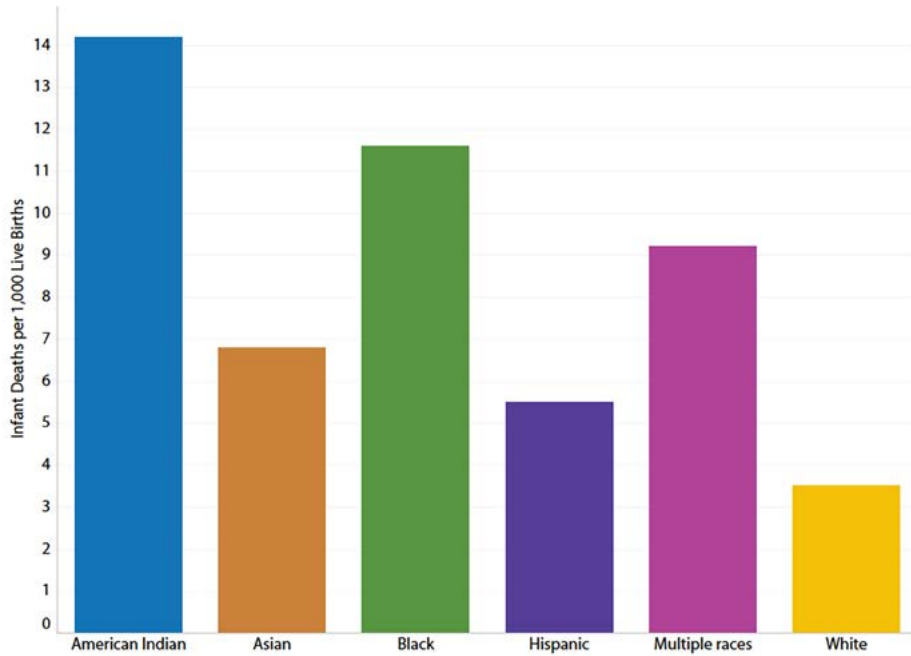
Minneapolis is among the areas of the nation with the largest disparities between people of color and indigenous peoples and white people in level of education, employment and poverty rates. White non-Hispanic residents in Minneapolis make approximately three times the income of black and American Indian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



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



**FIGURE G5.2: Infant Mortality by Race/Ethnicity in Minneapolis, 2014-2016**



Source: City of Minneapolis

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

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

Psychological resiliency can also be impacted by social and economic disparities. For example, a lack of stable and affordable housing can negatively impact community cohesiveness by forcing people to move often in search of housing they can afford. This kind of neighborhood mobility

breaks up social networks, impacts school success, and places stresses on families forced to adjust to new environments. The lack of diversity in housing type and size impacts not only affordability (and thus stability), but also options for Minneapolitans who are aging or disabled and need housing alternatives that allow them to stay in their community and remain connected to their social networks.

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

A multisector public health approach to public safety that is informed by and responsive to the community will ultimately lead to a city that is safer, stronger, more

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

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

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



### Healthy, Safe, and Connected People Policies:

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

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

---

**Policy 81: “Social Connectedness” on page 230**

---

**Policy 82: “Aging” on page 231**

---

**Policy 83: “People with Disabilities” on page 233**

---

**Policy 51: “Healthy Pre-K Development” on page 187**

---

**Policy 79: “Healthy Youth Development” on page 227**

---

**Policy 61: “Environmental Justice and Green Zones” on page 199**

---

**Policy 66: “Air Quality” on page 207**

---

**Policy 62: “Contaminated Sites” on page 201**

---

**Policy 46: “Healthy Housing” on page 180**

---

**Policy 63: “Food Access” on page 202**

---

**Policy 64: “Food Businesses” on page 204**

---

**Policy 86: “Healthy Food in Institutions” on page 236**

---

**Policy 65: “Urban Agriculture and Food Production” on page 206**

---

**Policy 85: “Access to Health, Social and Emergency Service” on page 235**

---

**Policy 84: “Public Safety” on page 234**

---

**Policy 8: “Public Safety Through Environmental Design” on page 124**

---

**Policy 6: “Pedestrian-Oriented Building and Site Design” on page 118**

---

**Policy 9: “Open Spaces in New Development” on page 127**

---

**Policy 78: “Park Design and Programming” on page 226**

---

**Policy 12: “Lighting” on page 132**

---

**Policy 26: “Vision Zero” on page 153**

---

**Policy 18: “Pedestrians” on page 142**

---

**Policy 19: “Bicycling” on page 144**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 98: “Innovation Districts” on page 252**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# High-Quality Physical Environment

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

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

The urban design of Minneapolis influences the city's quality of life and environment. A well-integrated private and public realm can encourage street-level activity that supports public safety, facilitates foot traffic to support local retail businesses, and forms comfortable and appealing places that naturally become destinations for both Minneapolis residents and visitors from the region and beyond.

*Photo: New Nicollet Mall  
(Photo by Metro Transit)*

To achieve the goal of a high-quality physical environment, the City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.



### High-Quality Physical Environment Policies:

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

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

---

**Policy 5: “Visual Quality of New Development” on page 116**

---

**Policy 6: “Pedestrian-Oriented Building and Site Design” on page 118**

---

**Policy 7: “Public Realm” on page 122**

---

**Policy 80: “Development Near METRO Stations” on page 228**

---

**Policy 8: “Public Safety Through Environmental Design” on page 124**

---

**Policy 9: “Open Spaces in New Development” on page 127**

---

**Policy 78: “Park Design and Programming” on page 226**

---

**Policy 10: “Street Grid” on page 128**

---

**Policy 12: “Lighting” on page 132**

---

**Policy 13: “Landscaping” on page 134**

---

**Policy 14: “Tree Canopy and Urban Forest” on page 136**

---

**Policy 74: “Integration of Water Management into Development” on page 220**

---

**Policy 15: “Transportation and Equity” on page 137**

---

**Policy 58: “Business Districts and Corridors” on page 196**

---

**Policy 11: “Skyways” on page 130**

---

**Policy 47: “Housing Quality” on page 181**

---

**Policy 60: “Intrinsic Value of Properties” on page 198**

---

**Policy 93: “Stewarding Historic Properties” on page 245**

---

**Policy 91: “Heritage Preservation Outreach” on page 242**

---

**Policy 92: “Identify and Evaluate Historic Resources” on page 243**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 97: “Preserving and Enhancing Public Lakes and Waterways” on page 250**

---

**Policy 98: “Innovation Districts” on page 252**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# History and Culture

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

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

*Photo: Midtown Global Market (Photo by Fibonacci Blue)*



Minneapolis has been experiencing change since its early settlement and will continue to experience change well into the future. It's essential to manage this change and evolution so the physical attributes of the city reflect Minneapolis' history and cultures and all residents have a sense of belonging and access to a cultural anchor. Preservation can not only celebrate who has lived in the city in the past, but also reflect who lives here today. The City can accomplish this only through proactive engagement with residents, business owners, and property owners, especially those from communities of color and indigenous and low-income communities who have not typically participated in heritage preservation activities or other city activities.

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



## History and Culture Policies:

---

### 11 policies relate to Goal 7: History and Culture.

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

---

**Policy 91: “Heritage Preservation Outreach” on page 242**

---

**Policy 92: “Identify and Evaluate Historic Resources” on page 243**

---

**Policy 60: “Intrinsic Value of Properties” on page 198**

---

**Policy 93: “Stewarding Historic Properties” on page 245**

---

**Policy 94: “Heritage Preservation Regulation” on page 247**

---

**Policy 95: “Heritage Preservation Financial Incentives” on page 248**

---

**Policy 96: “Cultural Heritage and Preservation Recognition” on page 249**

---

**Policy 58: “Business Districts and Corridors” on page 196**

---

**Policy 7: “Public Realm” on page 122**

---

**Policy 53: “Quality of Life” on page 190**

---

**Policy 34: “Cultural Districts” on page 164**

---



# Creative, Cultural, and Natural Amenities

**Goal 8. In 2040, Minneapolis will have the creative, cultural, and natural amenities that make the city a great place to live.**

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

Not only that, but Minneapolis has a national park running right through it – the Mississippi National River and Recreation Area, which follows the Mississippi River through the city. Its pinnacle, St. Anthony Falls, the only

*Photo: Native dance at the Commons*

major waterfall on the Mississippi River, generated the power that created Minneapolis. St. Anthony Falls has been the anchor in the rebirth of Minneapolis' central riverfront, an area that provides an incredible opportunity to increase access to natural and cultural amenities for Minneapolis residents and expand the city as a regional and national destination.

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

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

Minneapolis will continue to maintain, promote and expand upon the unparalleled beauty and recreational opportunities of the city's parks and open spaces. The City

will strive to fill gaps where residents do not have equal access to parks and open spaces and to connect residents to natural amenities. And the City will work to ensure that improvements to parks and park programs better serve Minneapolis' changing population.



## Creative, Cultural, and Natural Amenities Policies:

### **17 policies relate to Goal 8: Creative, Cultural, and Natural Amenities.**

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

---

**Policy 29: “Arts and Creative Spaces, Venues and Districts” on page 156**

---

**Policy 30: “Emphasize the Value of Minneapolis' Arts and Culture” on page 158**

---

**Policy 31: “Artists and Creative Workers” on page 159**

---

**Policy 53: “Quality of Life” on page 190**

---

**Policy 58: “Business Districts and Corridors” on page 196**

---

**Policy 93: “Stewarding Historic Properties” on page 245**

---

**Policy 59: “Downtown” on page 197**

---

**Policy 76: “New Parks” on page 224**

---

**Policy 78: “Park Design and Programming” on page 226**

---

**Policy 9: “Open Spaces in New Development” on page 127**

---

**Policy 7: “Public Realm” on page 122**

---

**Policy 14: “Tree Canopy and Urban Forest” on page 136**

---

**Policy 72: “Sustainable Water System Management” on page 217**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 97: “Preserving and Enhancing Public Lakes and Waterways” on page 250**

---

**Policy 99: “University District” on page 253**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# Complete Neighborhoods

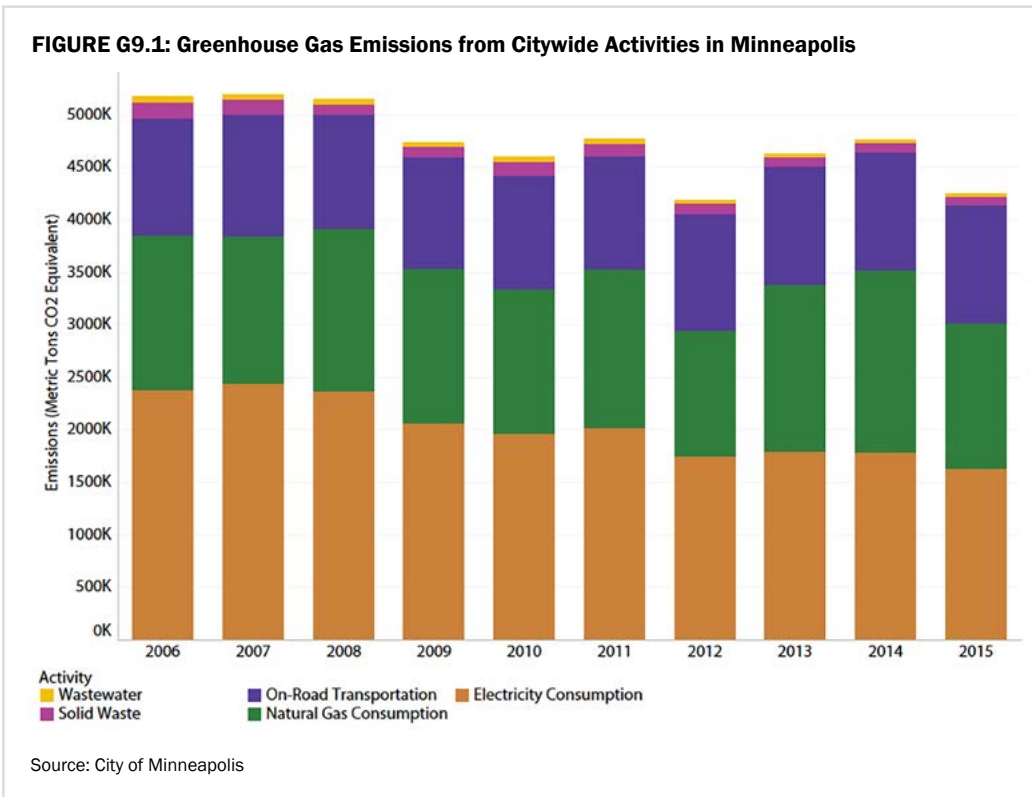
**Goal 9. In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.**

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

In 2015, on-road transportation accounted for 26 percent of the city's greenhouse gas emissions. Today, over 90 percent of passenger miles traveled in Minneapolis are taken in personal automobiles. Even with the adoption of electric cars, a 38 percent reduction in passenger miles

*Photo: Washington Avenue  
in downtown Minneapolis*

**FIGURE G9.1: Greenhouse Gas Emissions from Citywide Activities in Minneapolis**



traveled by automobile is needed to achieve the 80 percent reduction of greenhouse gas emissions by 2050 (**Figure G9.1**).

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

Currently 97 percent of Minneapolis residents live within a 10-minute walk of a park, but small pockets of the city still lack easy access to such a critical component of a livable urban environment. Some of these gaps are in places where new residential neighborhoods are emerging. As the city’s population grows, it will be important to

continue evaluating park access and to build new parks in underserved areas.

To achieve the goal of access to daily needs via walking, biking and public transit, the City of Minneapolis will allow more housing to be built in places close to transit, retail services and employment areas. The City will designate additional areas for commercial uses in parts of the city that are well-served by public transportation and where demand for retail goods and services exceeds supply. The City will support thriving business districts and corridors that build on cultural assets and serve the daily needs of Minneapolis residents. And the City will work to build parks in underserved areas to ensure that all residents live within a 10-minute walk of a park.

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

with Metro Transit to increase the frequency, speed and reliability of the public transit system.



## Complete Neighborhoods Policies:

**21 policies relate to Goal 9: Complete Neighborhoods.**  
Please refer to the pages listed below to read the content of each policy.

---

**Policy 1: “Access to Housing” on page 105**

---

**Policy 80: “Development Near METRO Stations” on page 228**

---

**Policy 38: “Affordable Housing near Transit and Job Centers” on page 169**

---

**Policy 2: “Access to Employment” on page 108**

---

**Policy 4: “Access to Commercial Goods and Services” on page 113**

---

**Policy 58: “Business Districts and Corridors” on page 196**

---

**Policy 64: “Food Businesses” on page 204**

---

**Policy 63: “Food Access” on page 202**

---

**Policy 76: “New Parks” on page 224**

---

**Policy 77: “Park Access” on page 225**

---

**Policy 17: “Complete Streets” on page 140**

---

**Policy 18: “Pedestrians” on page 142**

---

**Policy 19: “Bicycling” on page 144**

---

**Policy 20: “Transit” on page 145**

---

**Policy 24: “Shared Mobility” on page 151**

---

**Policy 25: “Innovations in Transportation and Infrastructure” on page 152**

---

**Policy 11: “Skyways” on page 130**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 98: “Innovation Districts” on page 252**

---



# Climate Change Resilience

**Goal 10. In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050.**

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

These impacts will not be felt equally across the globe, nor in Minneapolis; low-income and vulnerable residents face disproportionate impacts from climate change.

*Photo: Community members planting the street median (Photo by Ted Eytan, via flickr.com)*



Simply paying for energy takes a disproportionate share of income for low-income residents. Energy bills constitute 19 percent of income for households with income between 75 and 100 percent of the federal poverty level, but even households with incomes between 150 and 185 percent of the federal poverty level have energy bills higher than is considered affordable. Older adults, children and people with disabilities or certain medical conditions are at great risk of the effects of climate change, including hotter summer days and nights, higher levels of humidity, extreme storm events and rising rates of insect-borne illnesses.

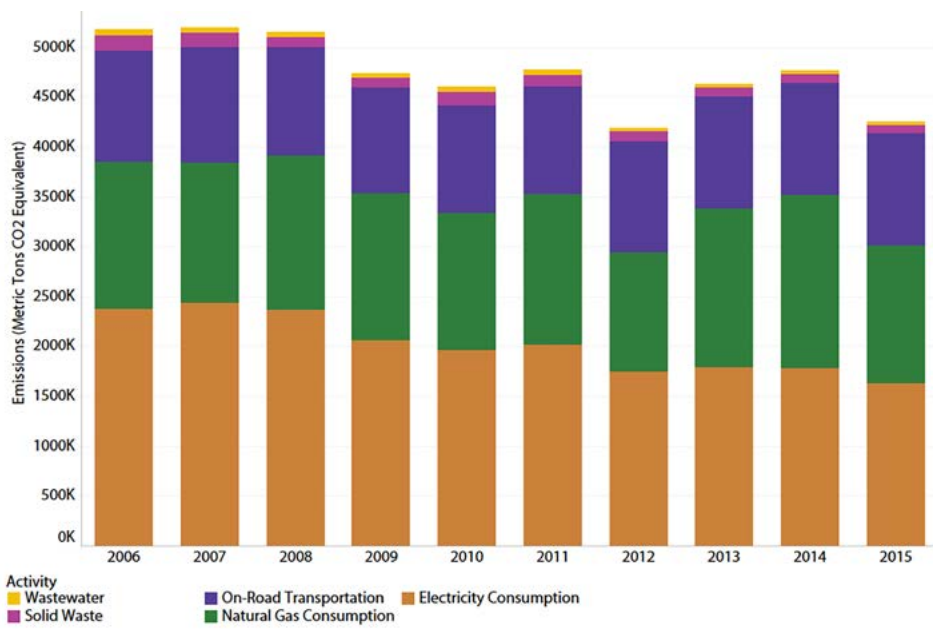
To be resilient to the effects of climate change and diminishing natural resources, the city's residents, communities, businesses and systems must be able to survive, adapt and thrive despite the stresses and shocks caused by climate change. Accomplishing this requires supporting and fostering an environment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

The worst impacts of climate change are not inevitable. Moving to a more energy-efficient economy, renewable and reliable energy sources for buildings and transportation, and a less wasteful system has the potential not only to reduce greenhouse gas emissions, but to improve public health, clean the air and water, and keep more dollars in the local economy.

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

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

**FIGURE G10.1: Greenhouse Gas Emissions from Citywide Activities in Minneapolis**



Source: City of Minneapolis

In 2015, on-road transportation accounted for 26 percent of the city’s greenhouse gas emissions. Today, over 90 percent of passenger miles traveled in Minneapolis are in personal automobiles. Even with the adoption of electric cars, a 38 percent reduction in passenger miles traveled by automobile is needed to achieve the 80 percent reduction of greenhouse gas emissions by 2050. Achieving this goal requires changes to both transportation infrastructure and land use to make it easier to walk, bike or take transit to access jobs, goods and services. This means more people living close to transit, jobs, goods and services, as well as improved pedestrian, bicycle and transit systems.

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

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



## Climate Change Resilience Policies:

**21 policies relate to Goal 10: Climate Change Resilience.**

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

---

**Policy 68: “Energy Efficient and Sustainable Buildings” on page 210**

---

**Policy 16: “Environmental Impacts of Transportation” on page 138**

---

**Policy 17: “Complete Streets” on page 140**

---

**Policy 18: “Pedestrians” on page 142**

---

**Policy 20: “Transit” on page 145**

---

**Policy 19: “Bicycling” on page 144**

---

**Policy 4: “Access to Commercial Goods and Services” on page 113**

---

**Policy 22: “Downtown Transportation” on page 148**

---

**Policy 80: “Development Near METRO Stations” on page 228**

---

**Policy 7: “Public Realm” on page 122**

---

**Policy 9: “Open Spaces in New Development” on page 127**

---

**Policy 13: “Landscaping” on page 134**

---

**Policy 14: “Tree Canopy and Urban Forest” on page 136**

---

**Policy 66: “Air Quality” on page 207**

---

**Policy 67: “Climate Resilient Communities” on page 209**

---

**Policy 69: “Renewable and Carbon-Free Energy” on page 212**

---

**Policy 72: “Sustainable Water System Management” on page 217**

---

**Policy 73: “Stormwater Management” on page 218**

---

**Policy 74: “Integration of Water Management into Development” on page 220**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 98: “Innovation Districts” on page 252**

---



# Clean Environment:

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

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

*Photo: Woman canoeing on the Mississippi River*

## 2040 Goals: Clean Environment

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

Minneapolis' air is getting cleaner. In 2007 there were 225 days when pollutants were above the levels recommended by the Environmental Protection Agency (EPA) Clean Air Scientific Advisory Committee to be protective of public health. In 2015, there were 114 days. The sources of air pollutants range from mobile sources like cars and trucks to point sources such as factories and power plants and to area sources such as dry cleaners and gas stations. Minneapolis can impact these pollutant sources through transportation and land use planning, by encouraging reductions in energy consumption, and through programs and regulations to reduce point and area sources. In early 2018, Minneapolis became the first major city in the nation to go entirely "perc-free" as the last dry cleaner switches over to a safer process. "Perc" is classified as a likely carcinogen by the EPA, and in 2015 there were 99 occasions in the city when perc was detected at levels above the level the state defines as a "chronic health risk." Minneapolis has established programs to help the last nine dry cleaners in the city using perc replace their equipment to make the switch.

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



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

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

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

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

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



## Clean Environment Policies:

**19 policies relate to Goal 11: Clean Environment.**

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

---

**Policy 66: “Air Quality” on page 207**

---

**Policy 69: “Renewable and Carbon-Free Energy” on page 212**

---

**Policy 68: “Energy Efficient and Sustainable Buildings” on page 210**

---

**Policy 16: “Environmental Impacts of Transportation” on page 138**

---

**Policy 61: “Environmental Justice and Green Zones” on page 199**

---

**Policy 3: “Production and Processing” on page 110**

---

**Policy 62: “Contaminated Sites” on page 201**

---

**Policy 14: “Tree Canopy and Urban Forest” on page 136**

---

**Policy 70: “Ecology and Habitat” on page 214**

---

**Policy 71: “Soil Health” on page 216**

---

**Policy 65: “Urban Agriculture and Food Production” on page 206**

---

**Policy 72: “Sustainable Water System Management” on page 217**

---

**Policy 73: “Stormwater Management” on page 218**

---

**Policy 74: “Integration of Water Management into Development” on page 220**

---

**Policy 75: “Waste Reduction” on page 222**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 97: “Preserving and Enhancing Public Lakes and Waterways” on page 250**

---

**Policy 98: “Innovation Districts” on page 252**

---



# Healthy, Sustainable, and Diverse Economy

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

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

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

per capita related to medical technology. And Forbes has called Minnesota the fastest-growing state for tech jobs

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

The Minnesota Department of Employment and Economic Development estimates that Minneapolis was home to 318,500 jobs in 2015, and the Metropolitan Council projects that the city will add 41,500 jobs by 2040. Much of this job growth will happen in downtown Minneapolis, the central business district that is the economic and transportation hub of the region. Downtown continues to attract and retain companies, employees, residents, commercial options and regional destinations. This growth can be attributed to a variety of investments, but ultimately downtown offers an experience and a bundle of goods and services that give it a competitive advantage over other areas in the region. Downtown is not the only driver of Minneapolis' economic growth; numerous large employers such as hospitals, universities and cultural institutions are located outside of downtown and will continue to generate economic growth and opportunity.

Minneapolis' neighborhood business districts and corridors also serve a vital economic role. Residents visit them for daily goods and services, they provide opportunities for small business and employment, they offer community gathering places, and together the buildings and businesses provide an identity for the surrounding

community. These places bring vital energy and diversity to the city and region, and they should be supported.

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

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

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





## Healthy, Sustainable, and Diverse Economy Policies:

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

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

---

**Policy 56: “Supporting Small Businesses” on page 193**

---

**Policy 55: “Business Innovation and Expansion” on page 192**

---

**Policy 54: “Supporting Economic Growth” on page 191**

---

**Policy 57: “Cluster Strategy” on page 195**

---

**Policy 59: “Downtown” on page 197**

---

**Policy 22: “Downtown Transportation” on page 148**

---

**Policy 11: “Skyways” on page 130**

---

**Policy 53: “Quality of Life” on page 190**

---

**Policy 30: “Emphasize the Value of Minneapolis’ Arts and Culture” on page 158**

---

**Policy 28: “MSP Airport” on page 155**

---

**Policy 21: “Freight” on page 147**

---

**Policy 58: “Business Districts and Corridors” on page 196**

---

**Policy 2: “Access to Employment” on page 108**

---

**Policy 3: “Production and Processing” on page 110**

---

**Policy 23: “Coordinated Development Strategy” on page 149**

---

**Policy 52: “Human Capital and a Trained Workforce” on page 188**

---

**Policy 51: “Healthy Pre-K Development” on page 187**

---

**Policy 49: “Educational and Economic Access” on page 184**

---

**Policy 31: “Artists and Creative Workers” on page 159**

---

**Policy 90: “Technology in the Economy” on page 241**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 98: “Innovation Districts” on page 252**

---

**Policy 99: “University District” on page 253**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# Proactive, Accessible, and Sustainable Government

**Goal 13. In 2040, Minneapolis City government will be proactive, accessible, and fiscally sustainable.**

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

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

*Photo: Resident speaking at Minneapolis City Council hearing (Photo by Tony Webster)*

improve engagement by expanding the racial and ethnic diversity of its workforce, supply chain and vendors.

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

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

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



## Proactive, Accessible, and Sustainable Government Policies:

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

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

---

**Policy 88: “Public Services Policy” on page 239**

---

**Policy 89: “Technology in the City Enterprise” on page 240**

---

**Policy 54: “Supporting Economic Growth” on page 191**

---

**Policy 84: “Public Safety” on page 234**

---

**Policy 85: “Access to Health, Social and Emergency Service” on page 235**

---

**Policy 27: “Transportation Partnerships” on page 154**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# Equitable Civic Participation System

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

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

*Photo: Residents engaging at an open house event*

stakeholders a voice and the capacity to influence decisions.

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

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

The City will also help foster the kinds of social connections that encourage and promote civic participation by ensuring

safe and welcoming community spaces for all to connect with each other, including parks, community and youth centers, and city streets and rights of way.



## Equitable Civic Participation System Policies:

### 8 policies relate to Goal 14: Equitable Civic Participation System.

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

---

**Policy 81: “Social Connectedness” on page 230**

---

**Policy 79: “Healthy Youth Development” on page 227**

---

**Policy 88: “Public Services Policy” on page 239**

---

**Policy 89: “Technology in the City Enterprise” on page 240**

---

**Policy 32: “Arts and Culture in Community Development” on page 160**

---

**Policy 91: “Heritage Preservation Outreach” on page 242**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---

# 2040 Topics

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



## Land Use & Built Form

The Minneapolis 2040 goals describe a future for Minneapolis that is equitable, healthy, and sustainable. The policies of this plan are intended to provide an overarching structure for achieving those goals as they relate to the built, natural, and economic environment of our city.

Among the goals of this plan is to ensure that all Minneapolis residents will be able to afford and access quality housing throughout the city, that all Minneapolis residents will have access to a living wage job, and that all Minneapolis residents will have access to daily needs via walking, biking, and public transit. Policies associated with the topics of Housing, Economic Competitiveness, and Transportation describe proactive steps the City will take to achieve these goals.

*Photo: Stone Arch Bridge  
and downtown Minneapolis  
(Photo by Dan Anderson,  
Courtesy of Meet  
Minneapolis)*

This section, Land Use and Built Form, describes where new housing, workplaces, and retail establishments may locate in the city in order to achieve the plan goals. This guidance is communicated through a combination of policies and maps. The first four policies that appear below – Access to Housing, Access to Employment, Production and Processing, and Access to Commercial Goods and Services – form the basis for the Future Land Use Map and the Built Form Map that guide the location and characteristics of new buildings.

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

Together, the Access to Employment and Production and Processing policies outline the role of the Future Land Use and Built Form maps in supporting employment growth and ensuring that land is available for living-wage jobs in areas close to where people live. These policies work in conjunction with the Economic Competitiveness policies of this plan, which communicate a commitment to ensuring that Minneapolis residents have job training and skills necessary to participate in the economy, and will have access to living-wage jobs.

The Access to Commercial Goods and Services policy outlines the role of the Future Land Use and Built Form maps in providing the opportunity for Minneapolis residents to access daily needs without using a car. This is especially important because achieving the City’s goals of an 80% reduction in greenhouse gas emissions requires reducing the number of car trips in Minneapolis by 37%. People take more trips running errands than going to work, so it is critical to give people the opportunity to meet their daily needs closer to home.

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





## Land Use and Built Form Policies:

**21 policies relate to Land Use and Built Form.**

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

**Policy 1: “Access to Housing” on page 105**

**Policy 2: “Access to Employment” on page 108**

**Policy 3: “Production and Processing” on page 110**

**Policy 4: “Access to Commercial Goods and Services” on page 113**

**Policy 80: “Development Near METRO Stations” on page 228**

**Policy 6: “Pedestrian-Oriented Building and Site Design” on page 118**

**Policy 5: “Visual Quality of New Development” on page 116**

**Policy 7: “Public Realm” on page 122**

**Policy 8: “Public Safety Through Environmental Design” on page 124**

**Policy 68: “Energy Efficient and Sustainable Buildings” on page 210**

**Policy 9: “Open Spaces in New Development” on page 127**

**Policy 10: “Street Grid” on page 128**

**Policy 11: “Skyways” on page 130**

**Policy 12: “Lighting” on page 132**

**Policy 13: “Landscaping” on page 134**

**Policy 14: “Tree Canopy and Urban Forest” on page 136**

**Policy 74: “Integration of Water Management into Development” on page 220**

**Policy 48: “Freeway Remediation” on page 182**

**Policy 97: “Preserving and Enhancing Public Lakes and Waterways” on page 250**

**Policy 98: “Innovation Districts” on page 252**

**Policy 100: “Place-based Neighborhood Engagement” on page 255**



## Maps: Future Land Use and Built Form

The Future Land Use and Built Form Maps are the primary tools for implementing the Land Use and Built Form policies of the Comprehensive Plan. They also embody and implement policies found throughout this plan, as well as the fourteen Comprehensive Plan Goals. The Future Land Use Map guides land use for every parcel in the city. Any changes to the use of land must be consistent with the guidance of the Future Land Use Map. The Built Form Map guides the scale of development for every parcel in the city through Built Form Districts. The built form of all new and remodeled buildings must be consistent with the guidance of the Built Form Map.

The maps, along with other policies in the plan, will be used to make decisions on development proposals and to shape regulations over the life of the document. Height, bulk, and setback standards, among other regulations, will continue to work in concert with and be informed by these maps and policies to guide and govern development that occurs throughout the city.

It is important to note that not every property in the city will be redeveloped between now and 2040. Rather, these maps provide guidance in the event that a change is proposed by a property owner. Following adoption of Minneapolis 2040, the City of Minneapolis will update its Zoning Code and Zoning Map to reflect the guidance of the Future Land Use and Built Form Maps.

Additional supporting materials for Land Use and Built Form content can be found in Appendix B, Land Use.

## FUTURE LAND USE MAP

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

### Future Land Use Categories

There are 12 Future Land Use Categories.

#### Urban Neighborhood

Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. Like the Neighborhood Mixed Use category, commercial uses can continue serving their existing commercial function. Commercial zoning is appropriate for these properties, while expansion of commercial uses and zoning into surrounding areas is not encouraged.

#### Neighborhood Mixed Use

Neighborhood Mixed Use includes individual commercial uses and small collections of commercial uses, located primarily away from major streets, that should continue to serve

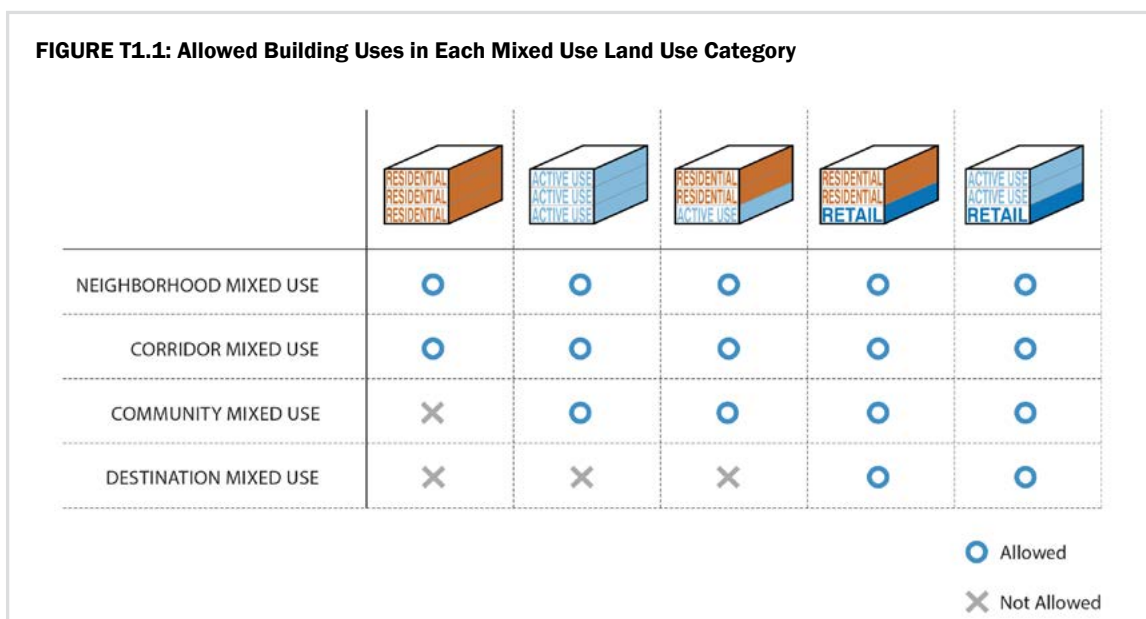
their existing commercial function. Commercial zoning is appropriate, while expansion of commercial uses and zoning into surrounding areas is not encouraged. Semi-permanent or temporary commercial retail establishments such as farmer’s markets are also appropriate in this category (**Figure T1.1**).

#### Corridor Mixed Use

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

#### Community Mixed Use

Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is



not permitted (**Figure T1.1**). Contiguous expansion of commercial zoning is allowed.

### Destination Mixed Use

Commercial retail uses are required at the street level of all development in this category to encourage pedestrian activity beyond the typical daytime business hours (**Figure T1.1**). Multi-story development is required. Contiguous expansion of commercial zoning is allowed.

### Goods and Services Corridor (**Figure T1.2**)

Goods and Services Corridors serve two purposes:

- To indicate where commercial uses should front in relation to properties guided for commercial future land uses.
- In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for

uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.

### Neighborhood Office and Services

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

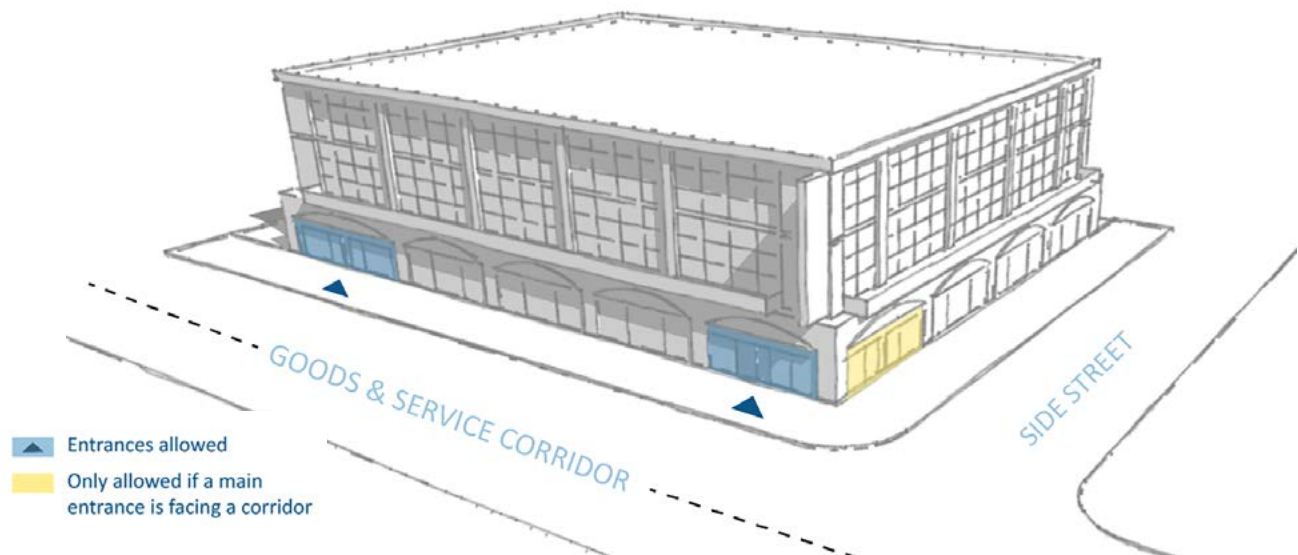
### Public, Office, and Institutional

Accommodates major office centers, public and semi-public uses, including museums, hospitals, civic uses, and college and university campuses. Entertainment uses of greater intensity such as stadiums should be focused in downtown and university campuses. Multi-story residential uses are permitted in this category, with mixed-use encouraged – particularly fronting major corridors.

### Parks and Open Space

Applies to land or water areas generally free from development. Primarily used for park and recreation,

**FIGURE T1.2: Allowed Building Entrance Locations on Goods and Services Corridors**



natural resource conservation, transportation, historic, or scenic purposes. Park related uses such as amphitheatres, food service, parkways, and equipment rental are also permitted. This generally does not capture privately-owned and operated open spaces and plazas.

### **Production and Processing**

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

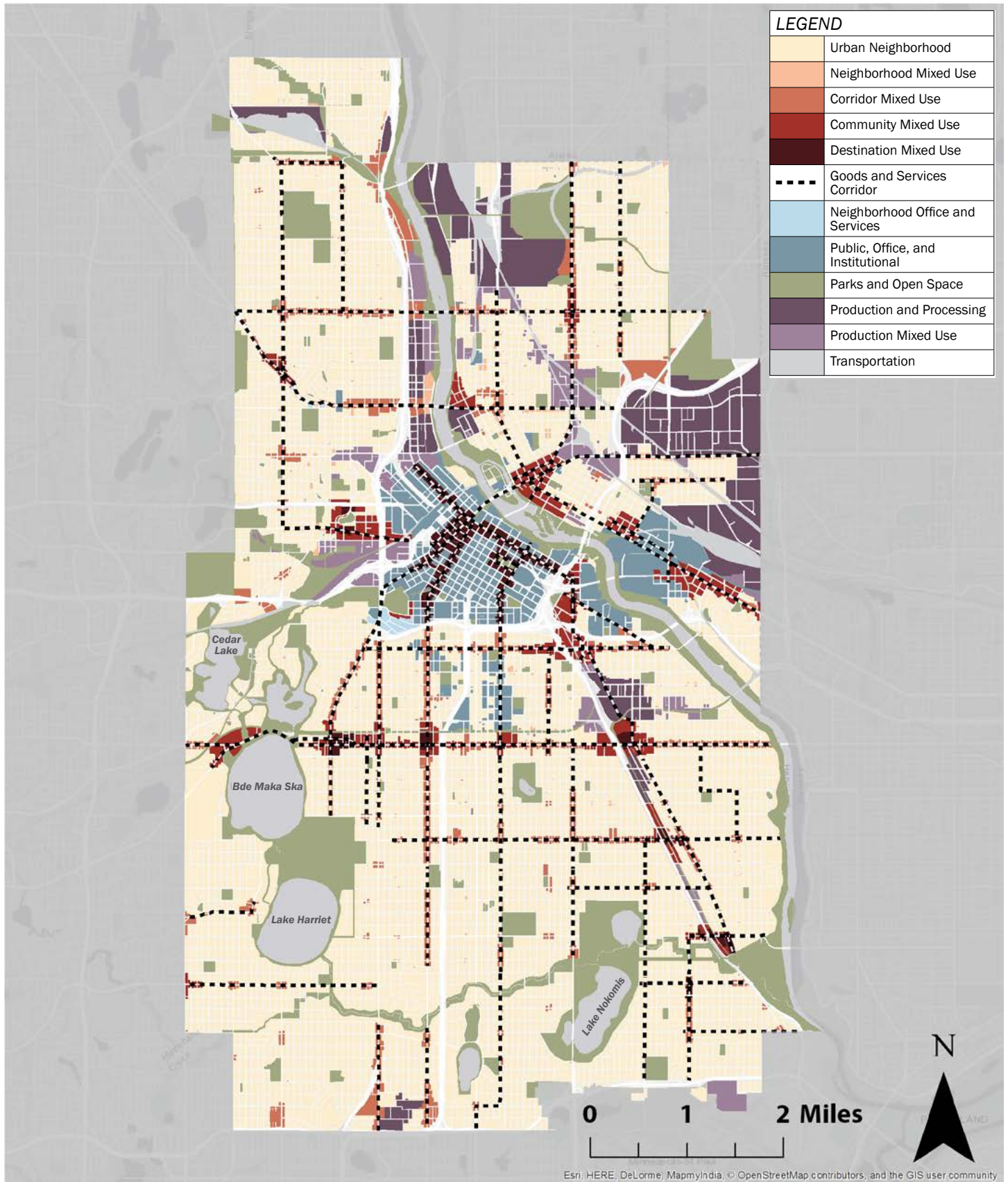
### **Production Mixed Use**

Production Mixed Use is a land use designation that allows both production and non-production uses, recognizing that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city. Residential uses are allowed as part of mixed use buildings that provide production space and must incorporate mitigation strategies to address potential conflicts between existing production uses and new residences. Adaptive re-use of older industrial property is encouraged.

### **Transportation**

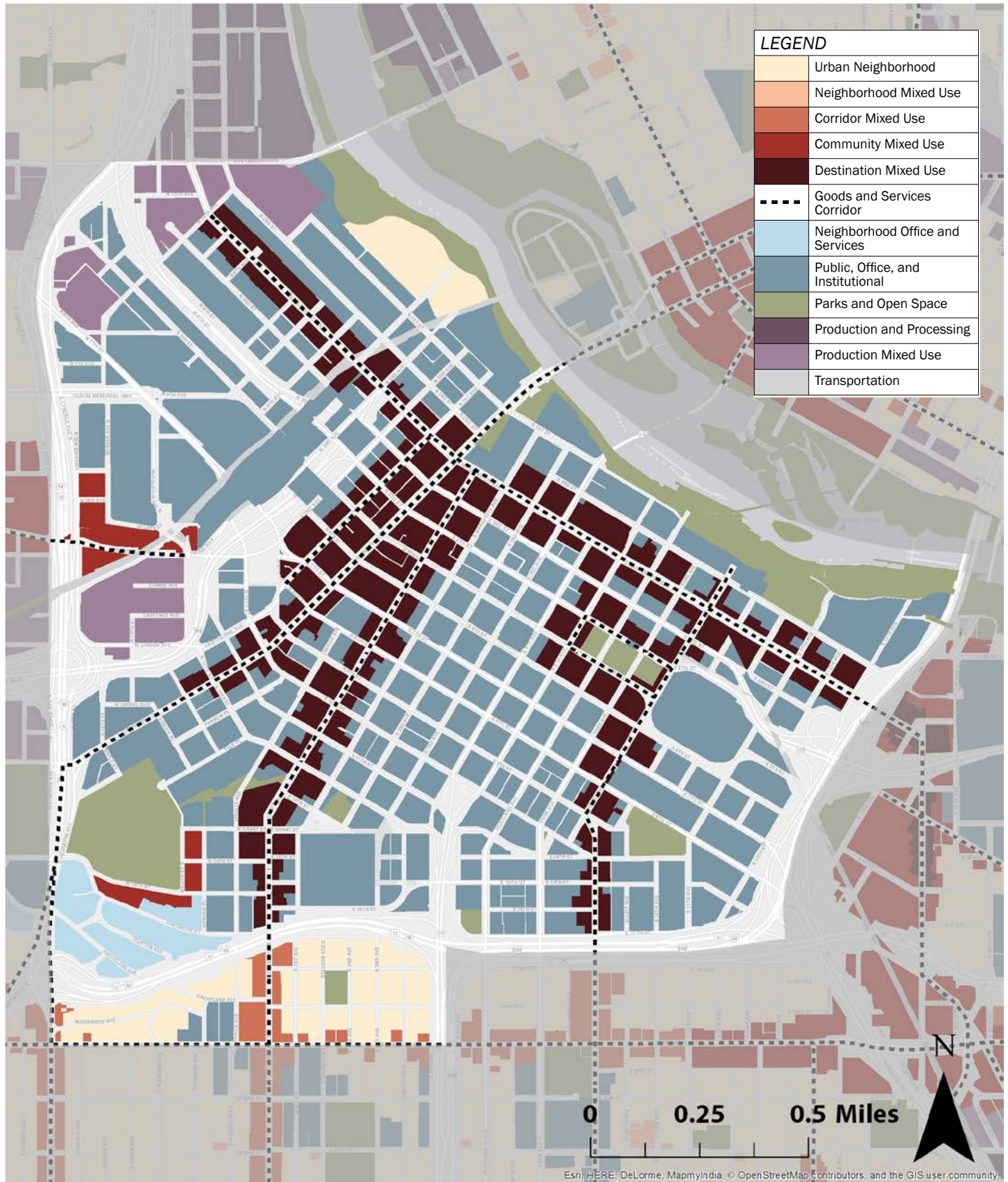
The Transportation land use designation allows for Production and Processing uses, but is typically utilized for transportation intensive uses that support commercial and production activity throughout the city.

FIGURE T1.3: FUTURE LAND USE MAP Citywide



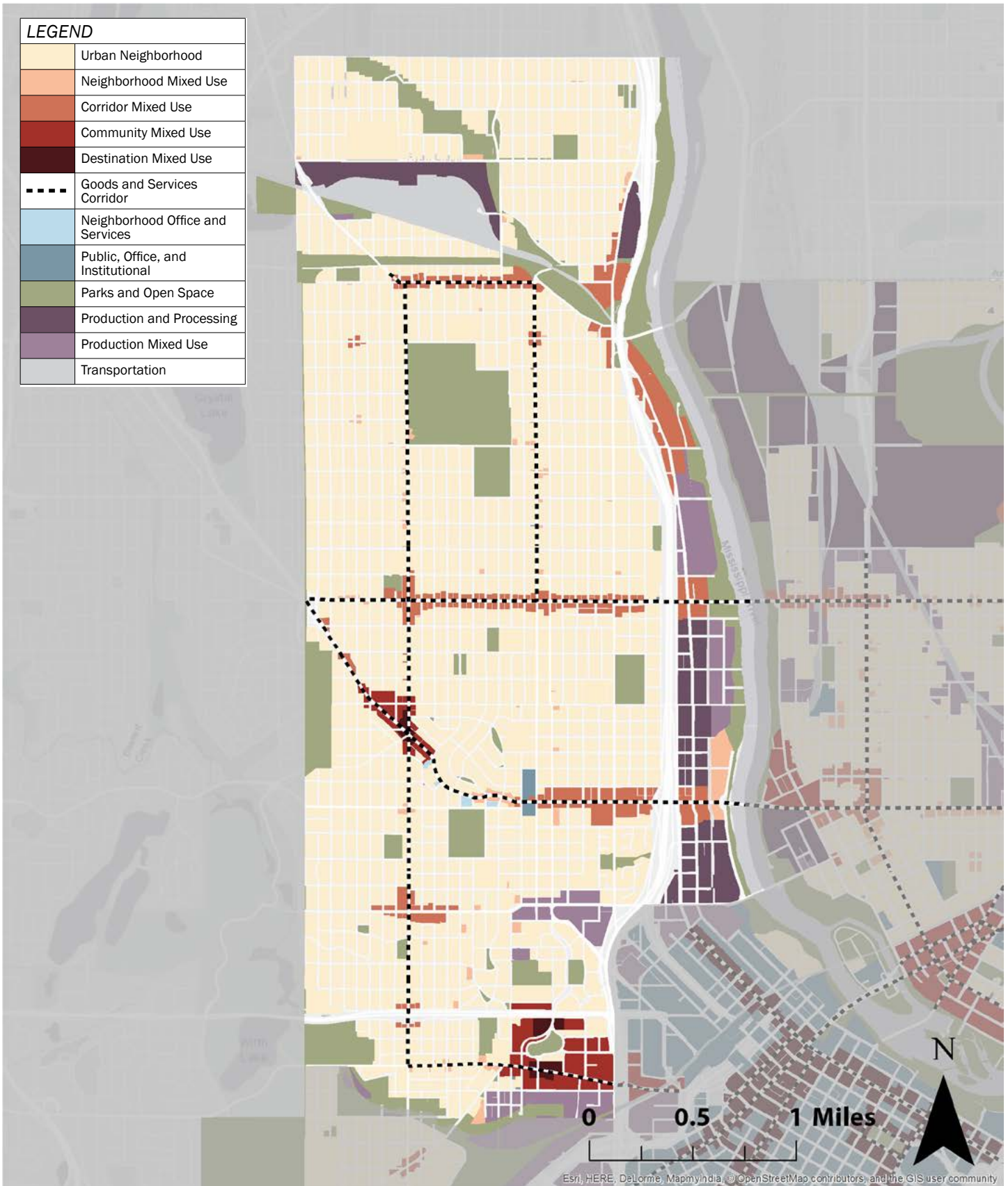
These maps provide an overview of the land use guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

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



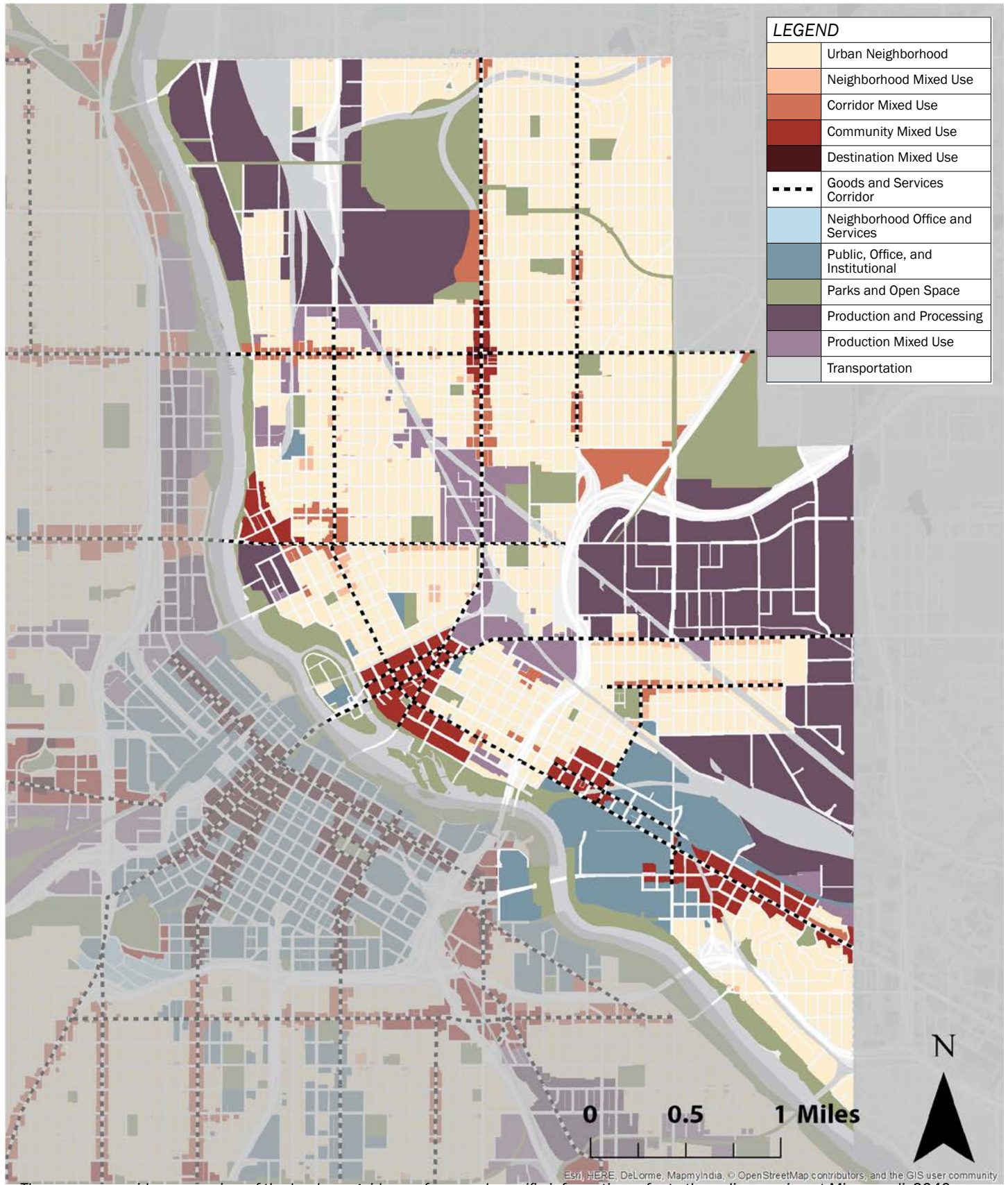
These maps provide an overview of the land use guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

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



These maps provide an overview of the land use guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

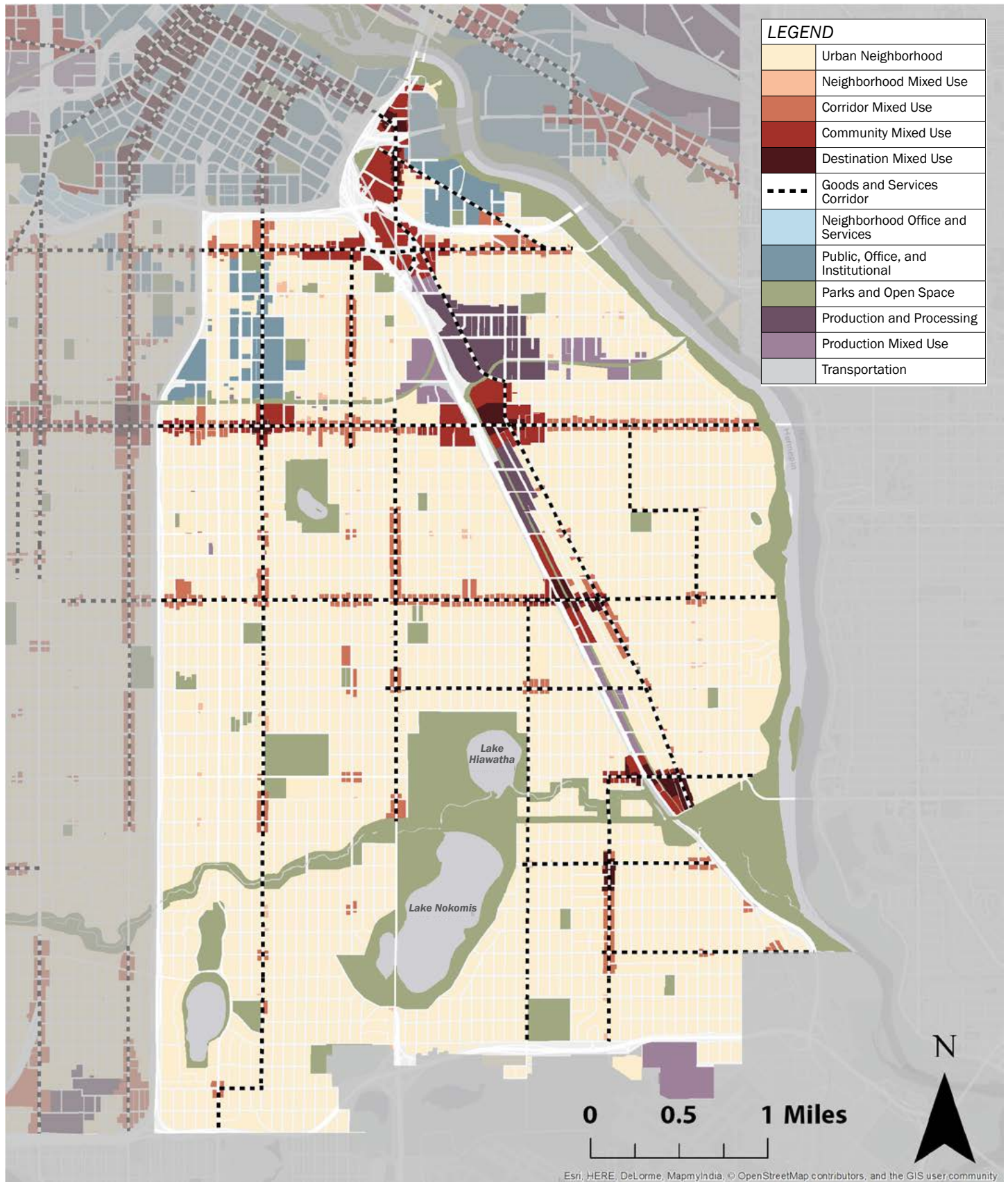
FIGURE T1.3c: FUTURE LAND USE MAP *East Sector*



These maps provide an overview of the land use guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

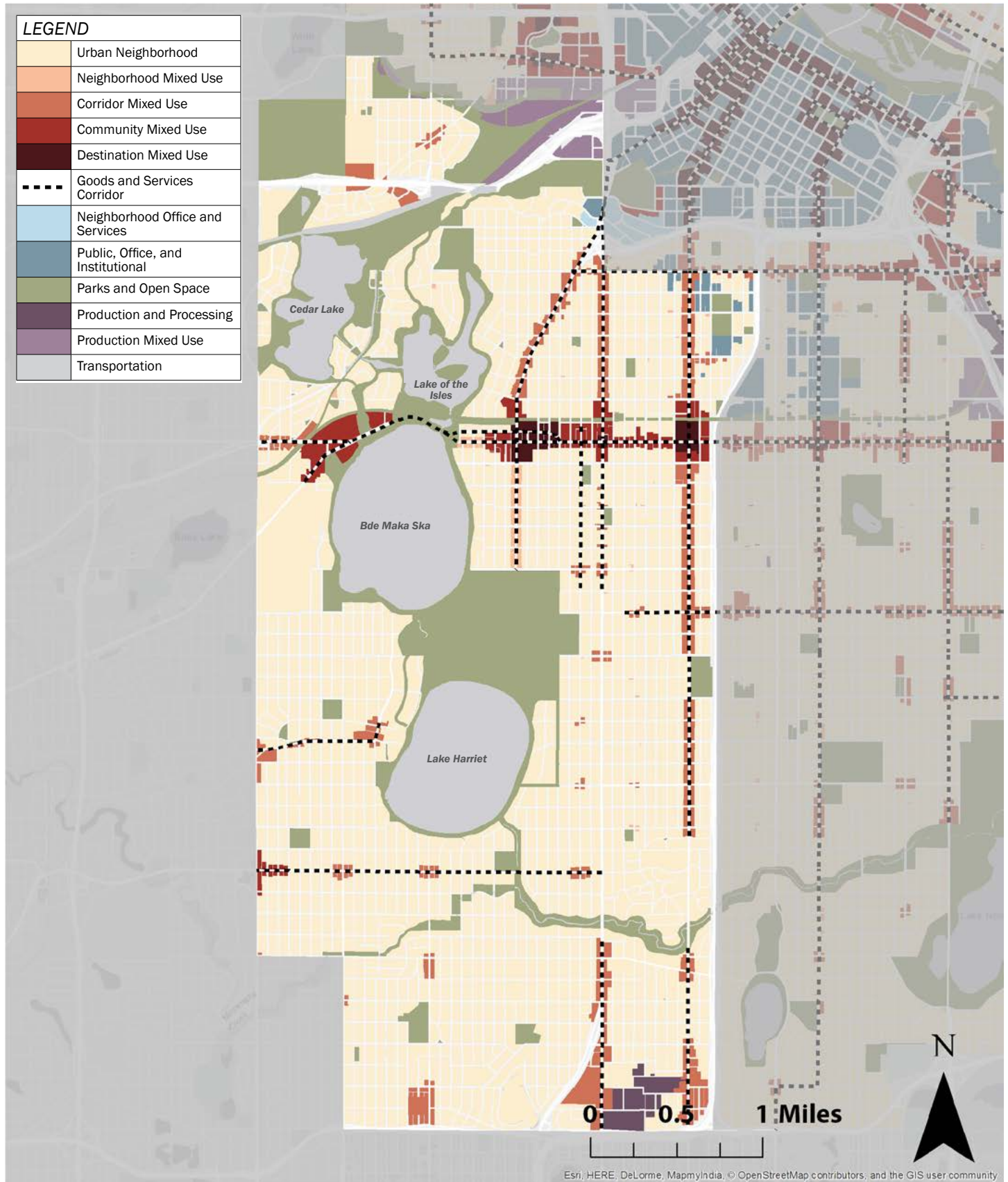


FIGURE T1.3d: FUTURE LAND USE MAP South Sector



These maps provide an overview of the land use guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

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



These maps provide an overview of the land use guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

## BUILT FORM MAP

The Built Form Map guides the scale of development for every parcel in the city, independent of the uses allowed on the site. The built form of all new and remodeled buildings must be consistent with the guidance of the Built Form Map.

### Built Form Districts

There are 14 Built Form districts.

#### Interior 1

The Interior 1 district is typically applied in parts of the city farthest from downtown, in the areas between transit routes.

*Built Form Guidance:* New and remodeled buildings in the Interior 1 district should be small-scale residential. Individual lots are permitted to have up to three dwelling units. Combining of lots is generally not permitted. Building heights should be 1 to 2.5 stories.



#### Interior 2

The Interior 2 district is typically applied in parts of the city that developed during the era when streetcars were a primary mode of transportation, in the areas in between transit routes, and on select streets with intermittent local transit service. It is also applied adjacent to the Corridor 4 and Corridor 6 districts, serving as a transition to lower intensity residential areas.

*Built Form Guidance:* New and remodeled buildings in the Interior 2 district should be small-scale residential. Individual lots are permitted to have up to three dwelling units. Multifamily buildings with more than three units are permitted on larger lots. Limited combining of lots is permitted. Building heights should be 1 to 2.5 stories.



### Interior 3

The Interior 3 district is typically applied in parts of the city closest to downtown, in the areas in between transit routes. It is also applied adjacent to select corridors and near METRO stations, serving as a transition to lower intensity residential areas.

*Built Form Guidance:* New and remodeled buildings in the Interior 3 district should reflect a variety of building types on both small and moderate-sized lots, including on combined lots. Building heights should be 1 to 3 stories.



---

### Corridor 3

The Corridor 3 district is typically applied along transit routes farther from downtown that are on narrower rights of way, and serves as a transition between lower intensity residential areas and areas immediately surrounding METRO stations.

*Built Form Guidance:* New and remodeled buildings in the Corridor 3 district should reflect a variety of building types on both small and moderate-sized lots, including on combined lots. Building heights should be 1 to 3 stories. Requests to exceed 3 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.



**Corridor 4**

The Corridor 4 district is typically applied along high frequency transit routes farther from downtown, that are on narrower rights of way, and on select streets with local transit service. It is also applied near downtown in areas between transit routes, and serves as a transition between lower intensity residential areas and areas immediately surrounding METRO stations.



*Built Form Guidance:* New and remodeled buildings in the Corridor 4 district should reflect a variety of building types on both small and moderate-sized lots, including on combined lots. Building heights should be 1 to 4 stories. Requests to exceed 4 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

---

**Corridor 6**

The Corridor 6 district is typically applied along high frequency transit routes as well as in areas near METRO stations.



*Built Form Guidance:* New and remodeled buildings in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district. Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

---

### Transit 10

The Transit 10 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.

*Built Form Guidance:* New and remodeled buildings in the Transit 10 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 10 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 10 district. Requests to exceed 10 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

---



### Transit 15

The Transit 15 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.

*Built Form Guidance:* New and remodeled buildings in the Transit 15 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 4 to 15 stories. Building heights should be at least 4 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 15 district. Requests to exceed 15 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

---



### Transit 20

The Transit 20 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.

*Built Form Guidance:* New and remodeled buildings in the Transit 20 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 6 to 20 stories. Building heights should be at least 6 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 20 district. Requests to exceed 20 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.



---

### Transit 30

The Transit 30 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and adjacent to the downtown office core.

*Built Form Guidance:* New and remodeled buildings in the Transit 30 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 10 to 30 stories. Building heights should be at least 10 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 30 district. Requests to exceed 30 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.



### Core 50

The Core 50 district is applied in the downtown central business district. The district supports the office core as the center of the region's economy by allowing the largest building types in the city.

*Built Form Guidance:* New and remodeled buildings in the Core 50 district should reflect a variety of building types on both moderate and large sized lots, with multiple buildings per block. The Core 50 district supports the office core as the center of the region's economy, with the largest building types in the city. Building heights should be at least 10 stories, with no maximum.



---

### Production

The Production district is typically applied in areas of the city that are intended for the long term preservation of production, transportation, and job generating uses.

*Built Form Guidance:* New and remodeled buildings in the Production built form district should reflect a variety of building types, usually on large sized lots. Building heights should be 1 to 10 stories.

Requests to exceed 10 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan Goals.





### **Parks**

The Parks district is typically applied in areas with the Parks and Open Space future land use designation.

*Built Form Guidance:* New and remodeled buildings in the Parks built form district should be designed to support typical parks activities such as shelters, amphitheaters, food service, and equipment rental. Building heights should be 1 to 2.5 stories. Requests to exceed 2.5 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

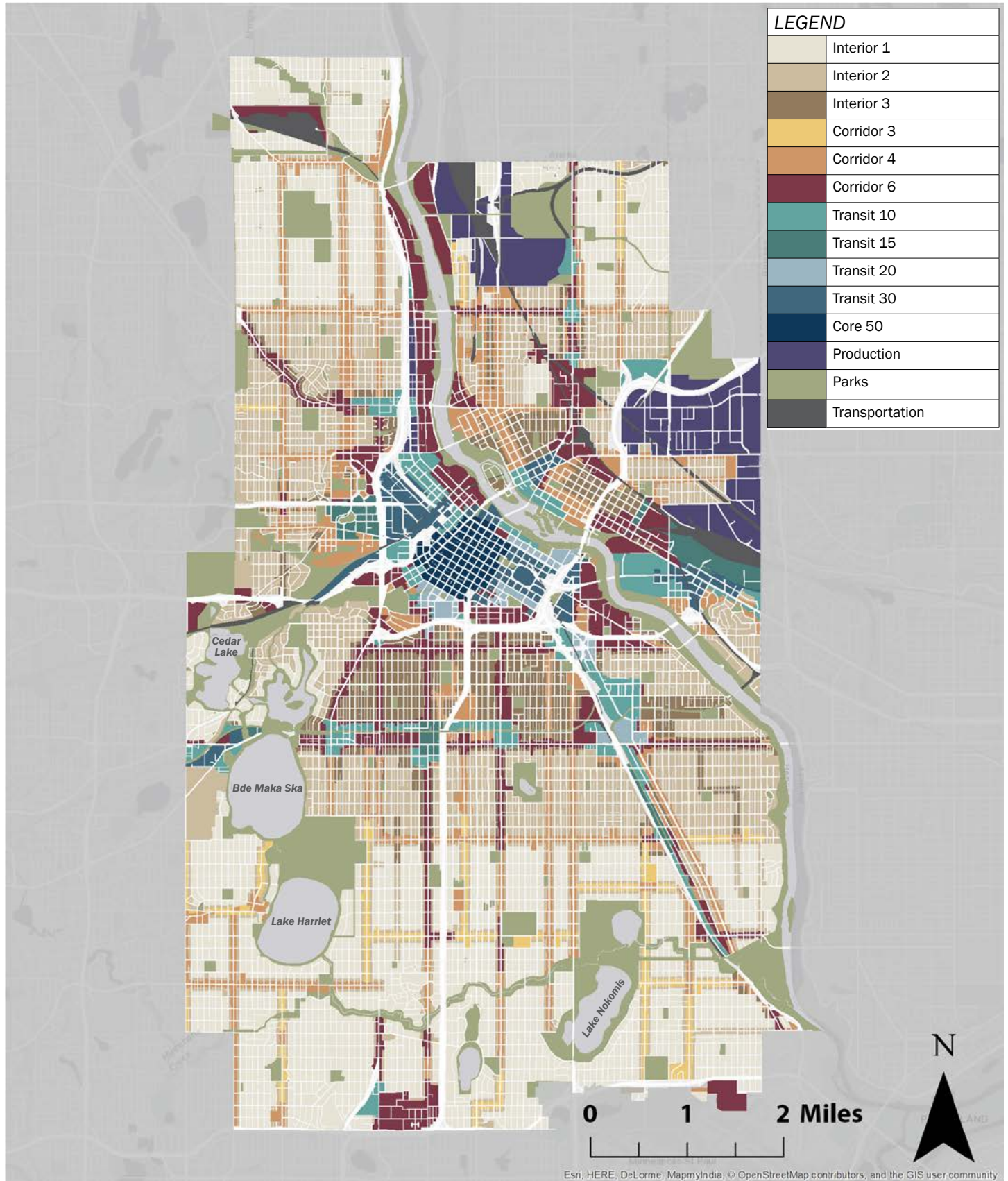
---

### **Transportation**

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

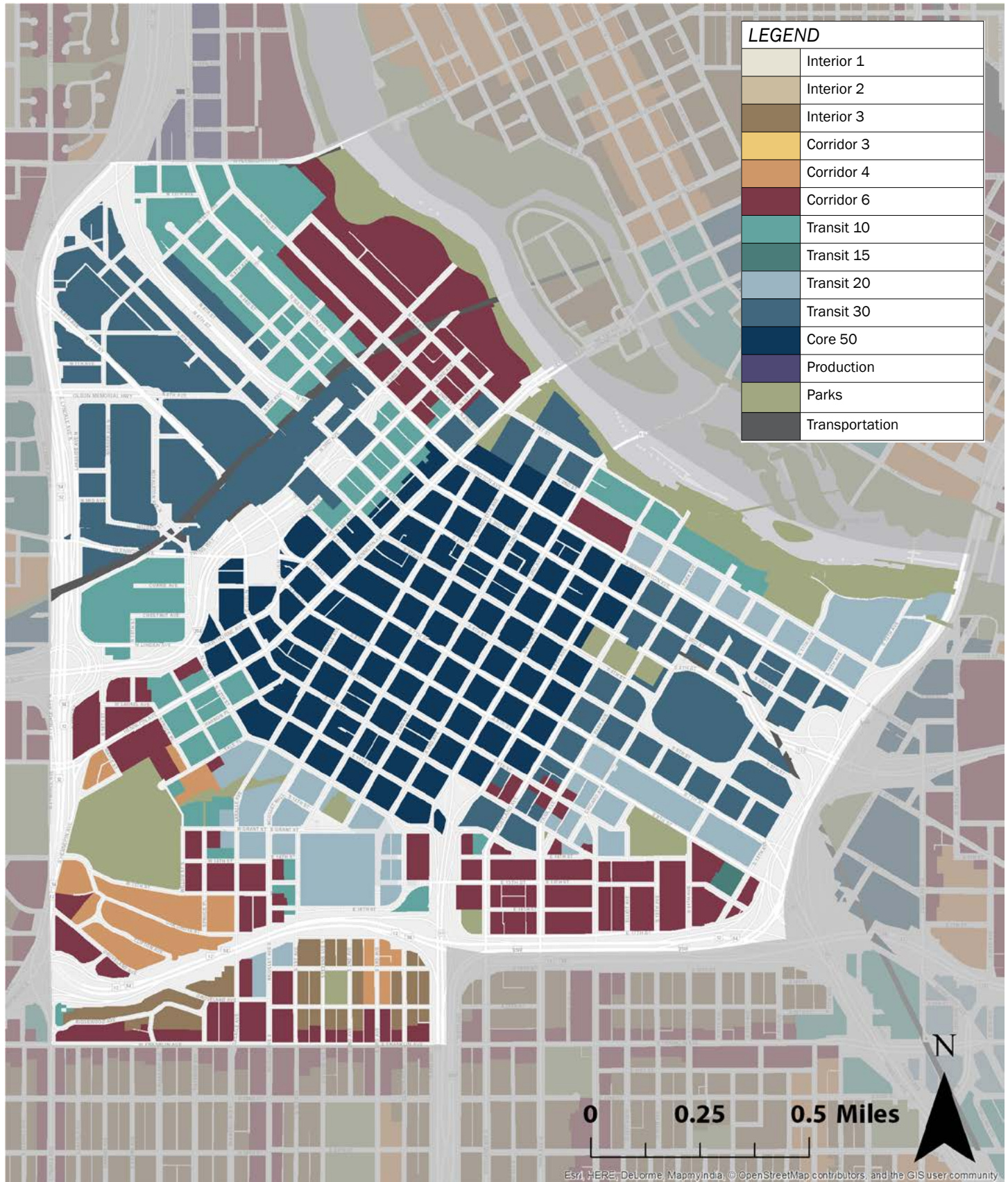
*Built Form Guidance:* New and remodeled buildings in the Transportation built form district should generally conform to the districts adjacent to it on the map.

FIGURE T1.4: BUILT FORM MAP Citywide



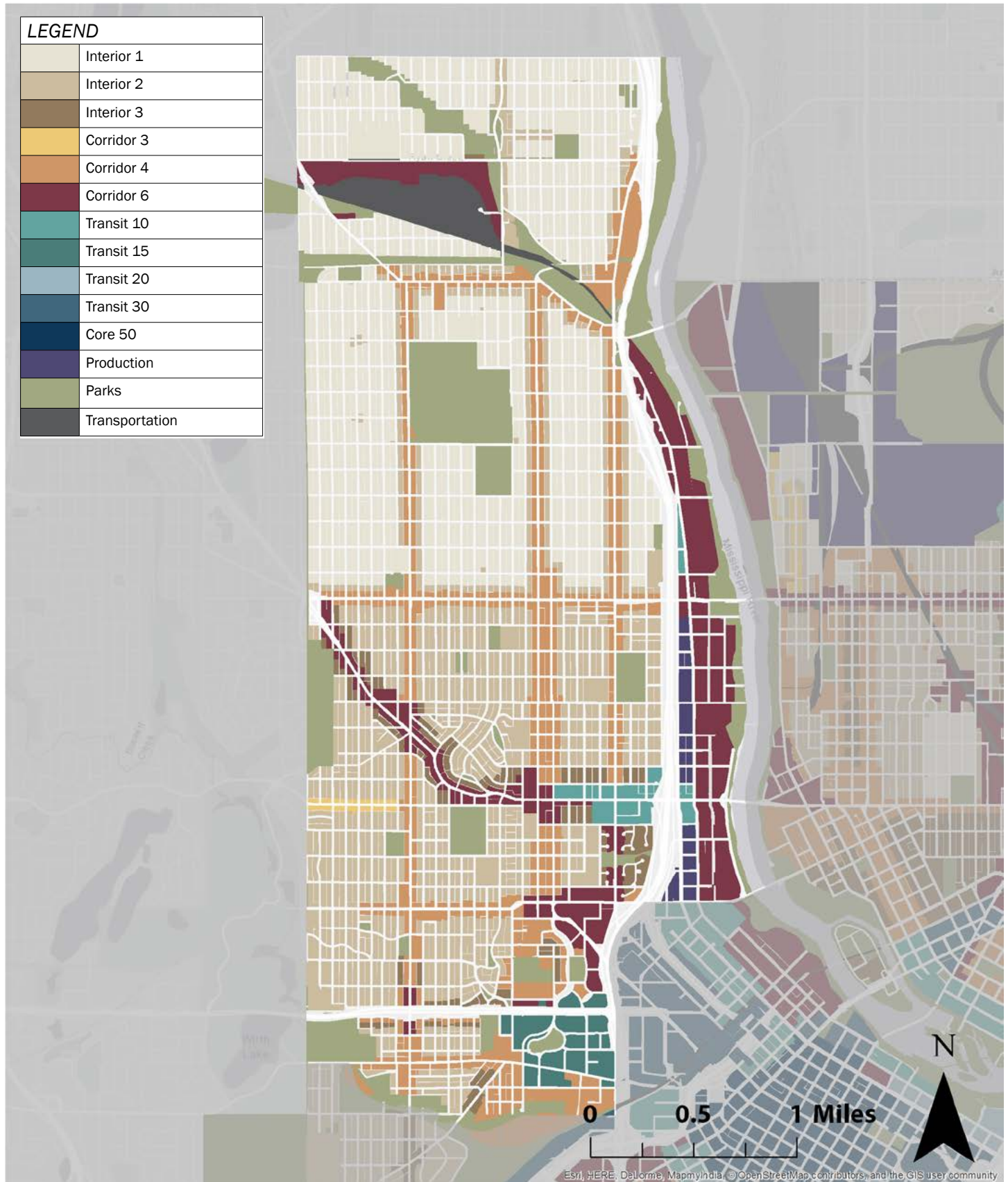
These maps provide an overview of the built form guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

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



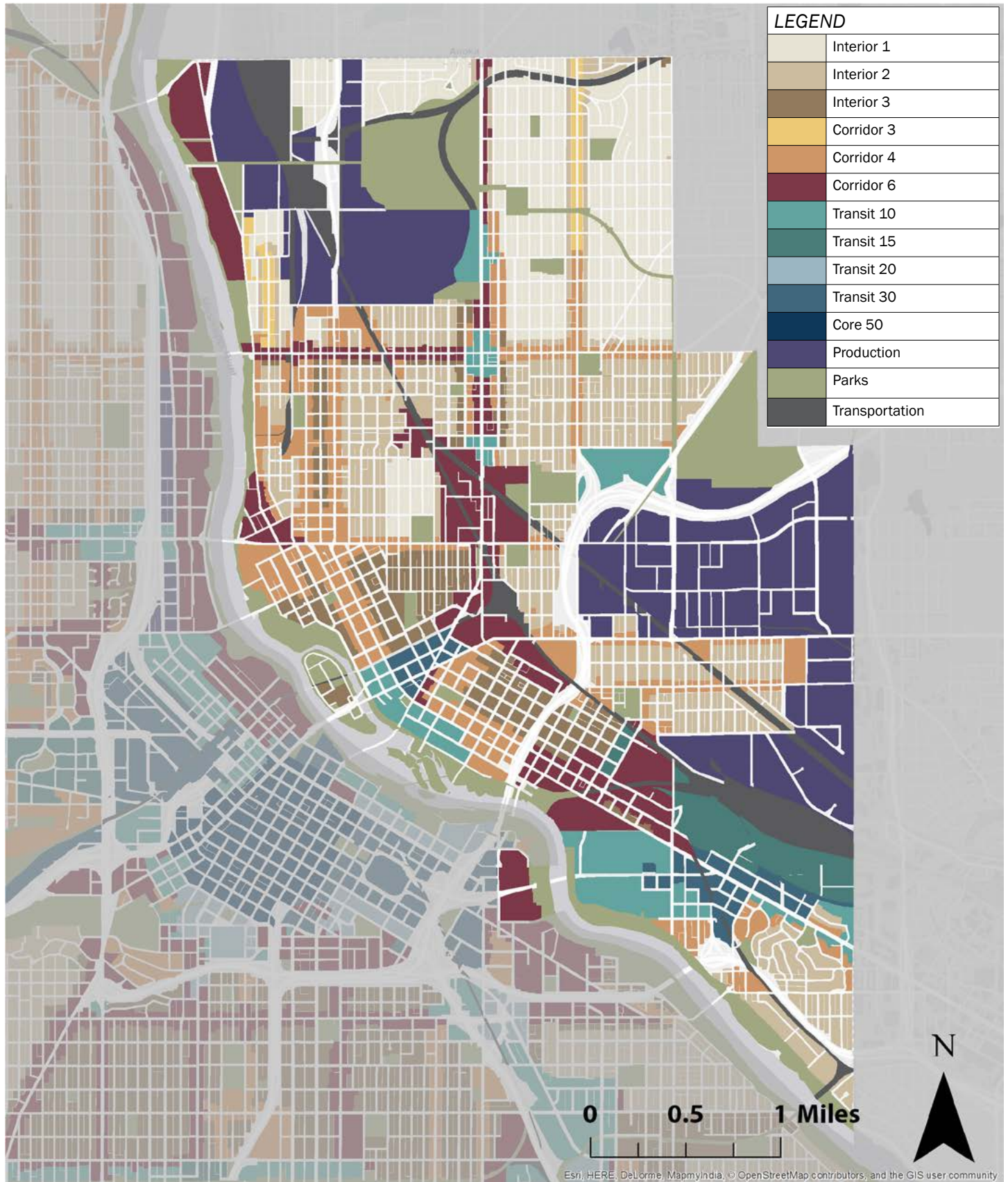
These maps provide an overview of the built form guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

FIGURE T1.4b: BUILT FORM MAP North Sector



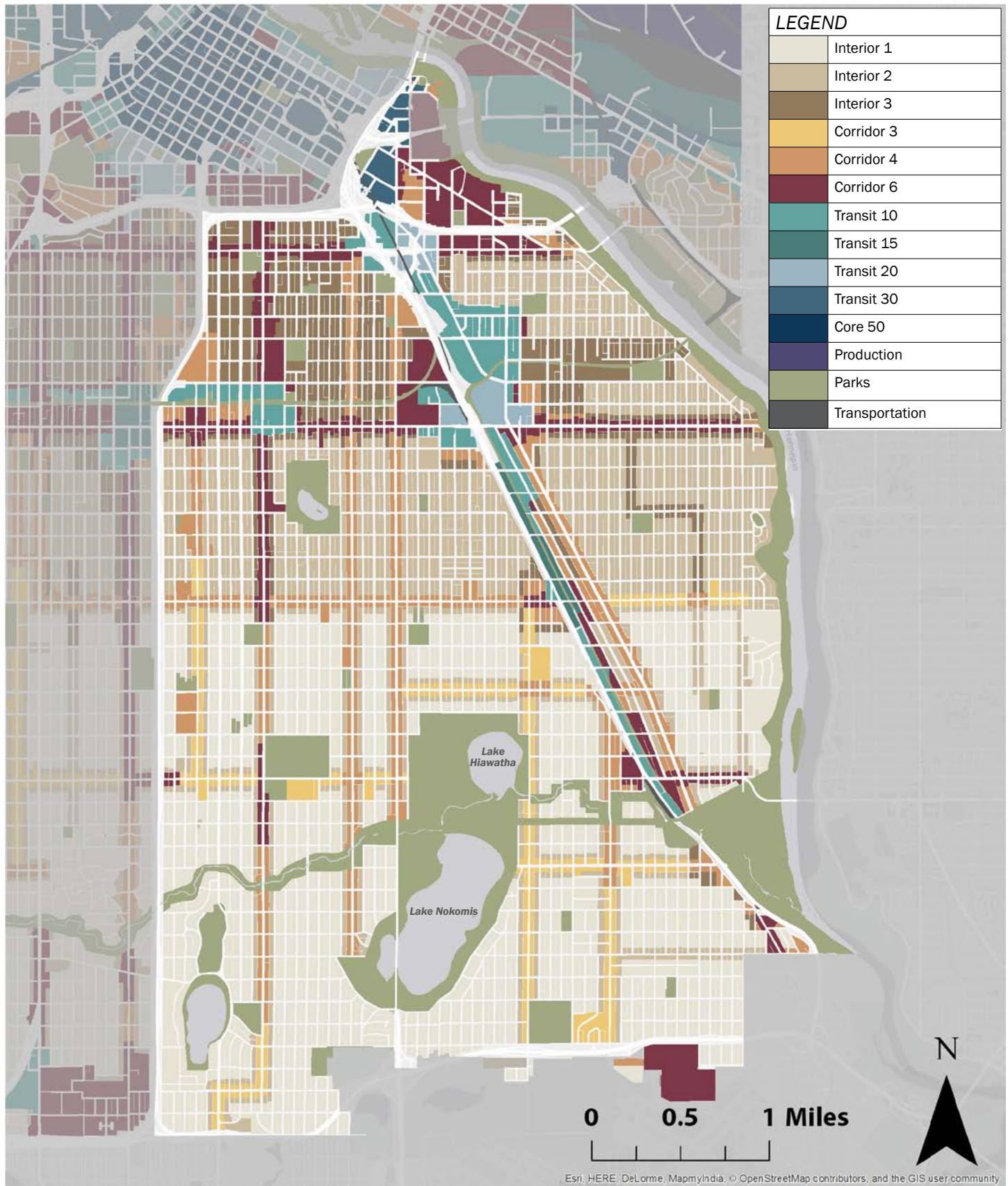
These maps provide an overview of the built form guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

FIGURE T1.4c: BUILT FORM MAP East Sector



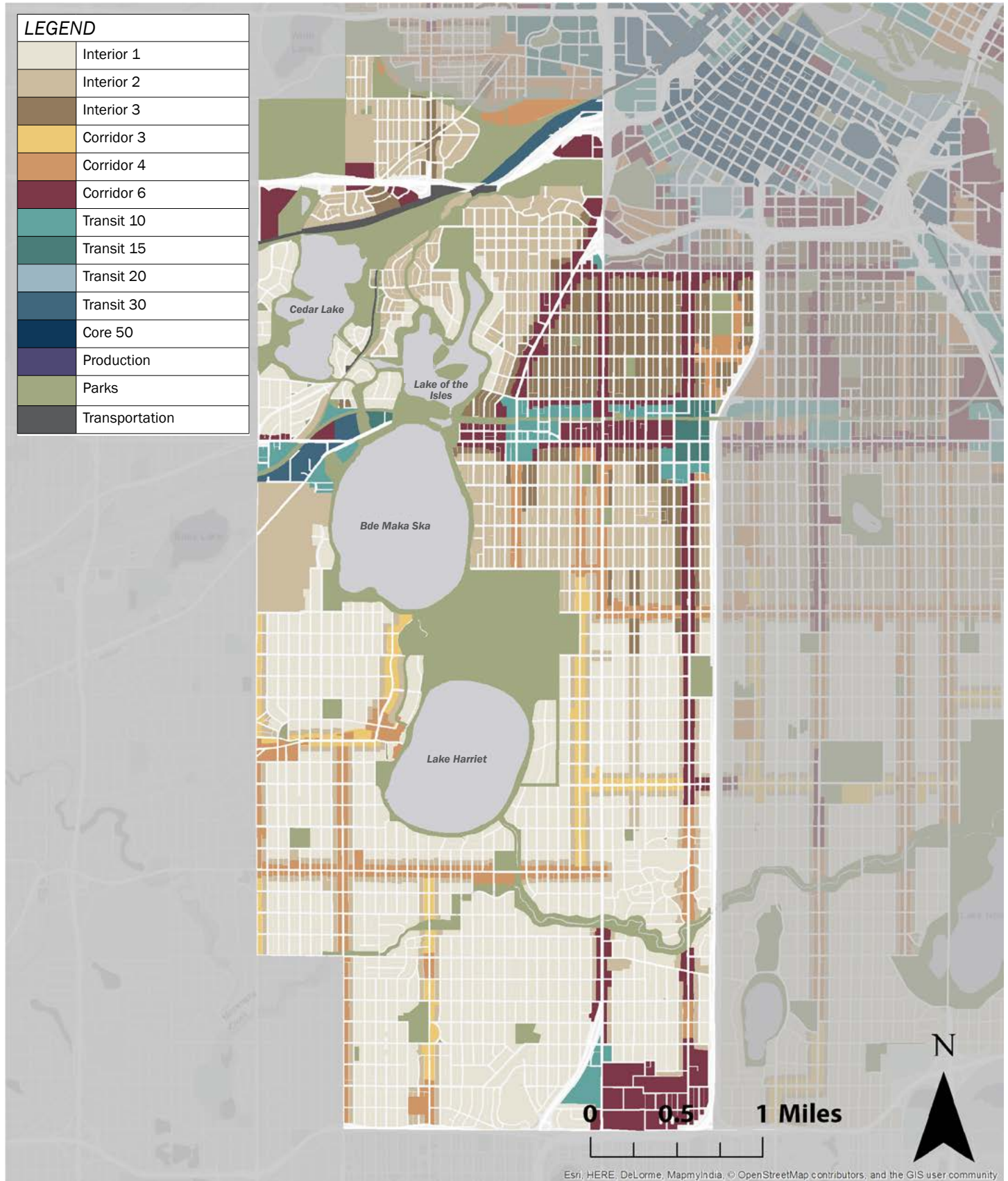
These maps provide an overview of the built form guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

FIGURE T1.4d: BUILT FORM MAP South Sector



These maps provide an overview of the built form guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)

FIGURE T1.4e: BUILT FORM MAP Southwest Sector



These maps provide an overview of the built form guidance, for parcel specific information refer to the online version at [Minneapolis2040.com](http://Minneapolis2040.com)



# Transportation

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

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

Additional supporting materials for Transportation content can be found in Appendix D, Transportation.

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





## Transportation Policies:

**24 policies relate to Transportation.**

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

---

**Policy 15: “Transportation and Equity” on page 137**

---

**Policy 16: “Environmental Impacts of Transportation” on page 138**

---

**Policy 17: “Complete Streets” on page 140**

---

**Policy 18: “Pedestrians” on page 142**

---

**Policy 19: “Bicycling” on page 144**

---

**Policy 20: “Transit” on page 145**

---

**Policy 7: “Public Realm” on page 122**

---

**Policy 6: “Pedestrian-Oriented Building and Site Design” on page 118**

---

**Policy 11: “Skyways” on page 130**

---

**Policy 10: “Street Grid” on page 128**

---

**Policy 21: “Freight” on page 147**

---

**Policy 22: “Downtown Transportation” on page 148**

---

**Policy 80: “Development Near METRO Stations” on page 228**

---

**Policy 23: “Coordinated Development Strategy” on page 149**

---

**Policy 24: “Shared Mobility” on page 151**

---

**Policy 25: “Innovations in Transportation and Infrastructure” on page 152**

---

**Policy 27: “Transportation Partnerships” on page 154**

---

**Policy 28: “MSP Airport” on page 155**

---

**Policy 26: “Vision Zero” on page 153**

---

**Policy 38: “Affordable Housing near Transit and Job Centers” on page 169**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 98: “Innovation Districts” on page 252**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# Housing

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

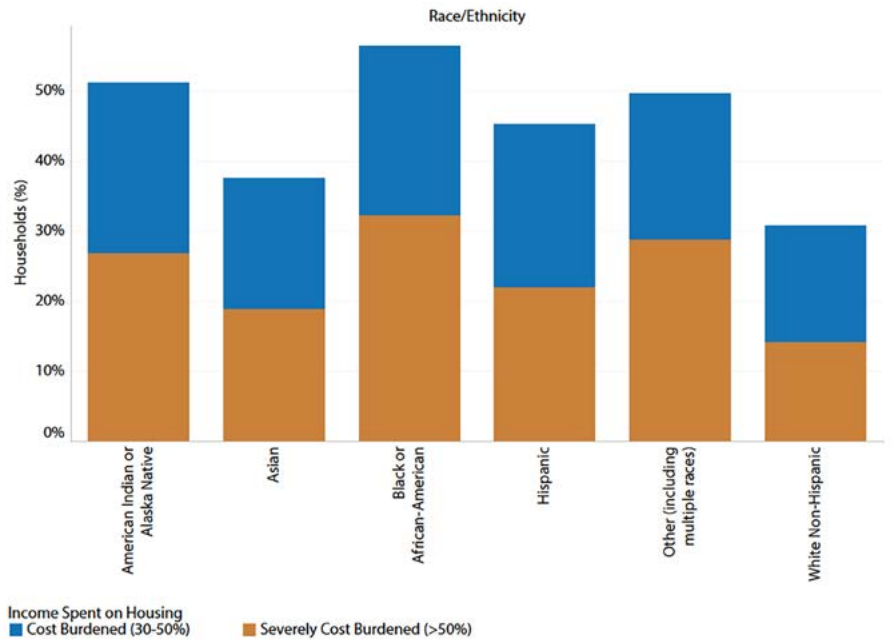
The mismatch between housing supply and demand in Minneapolis not only contributes to displacing low-income Minneapolis residents, but also leads to that demand being met in communities outside of Minneapolis. With its existing built form and infrastructure, Minneapolis is uniquely

*Photo: Bungalow court in northeast Minneapolis*

positioned to provide new housing options with the lowest possible environmental impact in the metropolitan area.

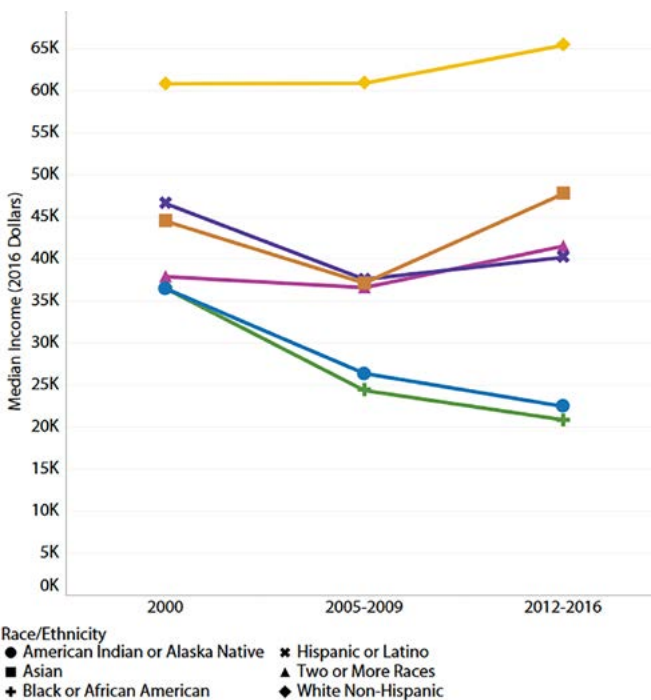
Since 2000, Minneapolis has lost roughly 15,000 housing units that are considered affordable for those earning 50 percent of the area median income. These units generally still exist, but they cost more to own or rent, making them unaffordable to this demographic. In 2017, for the 13-county metropolitan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

**FIGURE T3.2: Cost Burden by Race in Minneapolis, 2010 - 2014**



Sources: HUD Comprehensive Housing Affordability Strategy Estimates

**FIGURE T3.1: Median Income by Race/Ethnicity in Minneapolis**



Sources: Decennial Census, American Community Survey

household hourly wage of \$21.73 for a standard workweek and year).

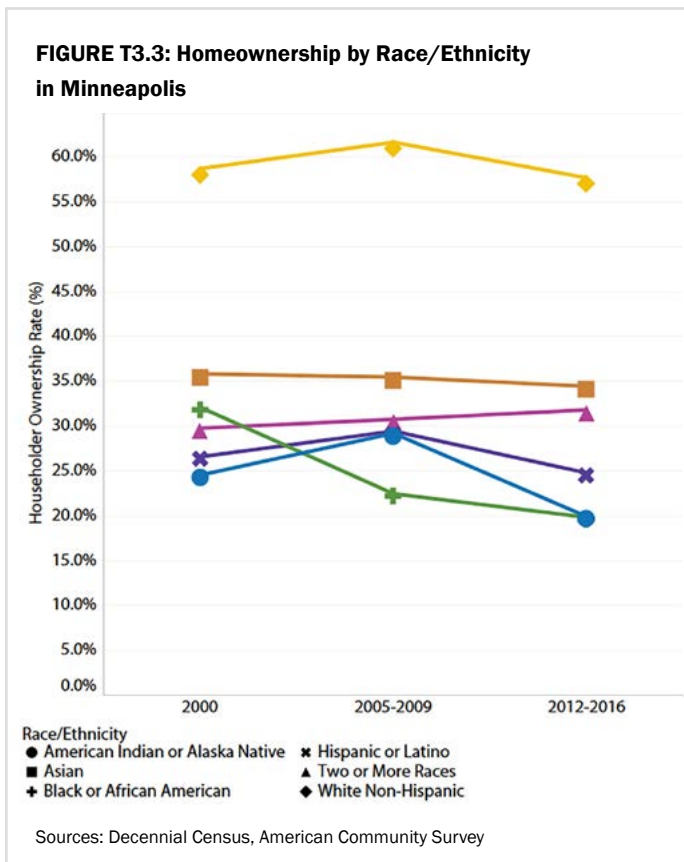
Also since 2000, overall household incomes in Minneapolis have slightly decreased – but not equally across racial groups (**Figure T3.1**). White non-Hispanic and Asian households have seen increases in household income since 2000, while black households have experienced an approximately 40 percent decrease in income

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

The loss of affordable housing units and the changes in household income have resulted in a greater number of cost-burdened households – households in which more than 30 percent of household income goes toward housing.

Thirty-seven percent of all households in Minneapolis are cost-burdened, but, similar to the change in household incomes, this is not equal across racial groups. Over 50 percent of black households and over 45 percent of American Indian and Hispanic households in Minneapolis are cost-burdened, whereas one in three white households are cost-burdened (**Figure T3.2**).

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



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

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

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

the opportunities available to multiple generations of Minneapolis residents and significantly contributed to many of the disparities people of color and indigenous people experienced and continue to experience.

To address these issues, the City of Minneapolis will expand opportunities to increase the housing supply in a way that meets changing needs and desires. This means allowing more housing options, especially in areas that currently lack housing choice and in areas with access to frequent and fast transit employment, and goods and services. It also means creating and expanding new resources and tools to produce and preserve affordable housing, to minimize the displacement of existing residents, and to ensure housing is maintained to promote health and safety. The City will also need to invest in its residents, especially residents of color and indigenous residents, to ensure that it identifies and removes barriers to accessing and retaining housing.



## Housing Policies:

**22 policies relate to Housing.**

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

---

**Policy 1: “Access to Housing” on page 105**

---

**Policy 33: “Affordable Housing Production and Preservation” on page 162**

---

**Policy 35: “Innovative Housing Types” on page 165**

---

**Policy 36: “Innovative Housing Strategies and Data-Driven Decisions” on page 166**

---

**Policy 37: “Mixed Income Housing” on page 168**

---

**Policy 80: “Development Near METRO Stations” on page 228**

---

**Policy 39: “Fair Housing” on page 170**

---

**Policy 40: “Homelessness” on page 171**

---

**Policy 41: “Tenant Protections” on page 173**

---

**Policy 42: “Expand Homeownership” on page 174**

---

**Policy 43: “Housing Displacement” on page 176**

---

**Policy 44: “Comprehensive Investments” on page 178**

---

**Policy 23: “Coordinated Development Strategy” on page 149**

---

**Policy 45: “Leverage Housing Programs to Benefit Community” on page 179**

---

**Policy 46: “Healthy Housing” on page 180**

---

**Policy 47: “Housing Quality” on page 181**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 98: “Innovation Districts” on page 252**

---

**Policy 99: “University District” on page 253**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# Economic Competitiveness

The global and national economy is experiencing fundamental changes, including technological advances, manufacturing sector shifts, changes in the distribution and sale of goods, the movement toward a knowledge-based economy, and evolving resource limitations. This ever-changing economy creates opportunities and challenges that impact the residents and businesses of Minneapolis and the surrounding region.

*Local artisan painting tiles in northeast Minneapolis studio (Photo Courtesy of Clay Squared to Infinity)*

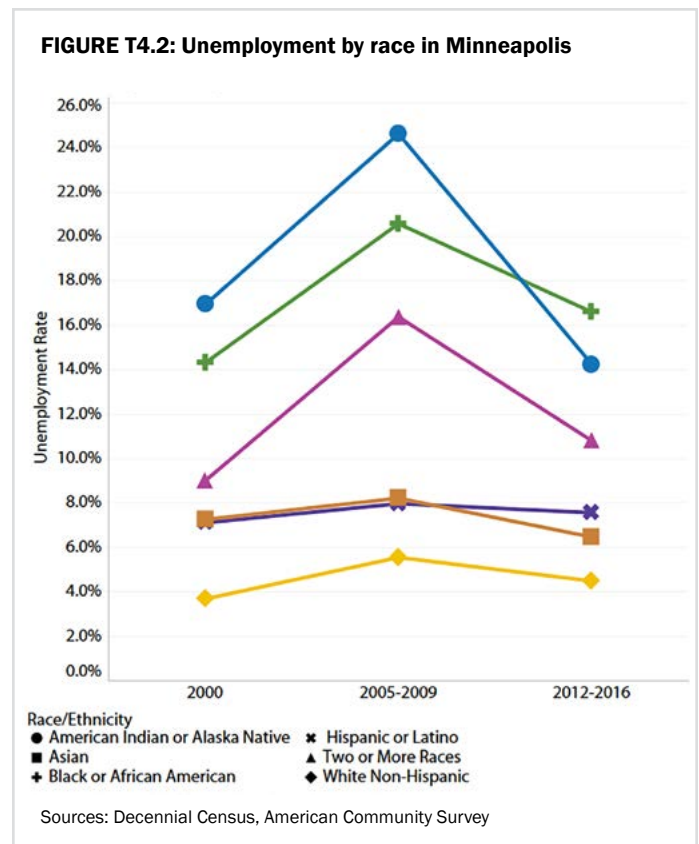
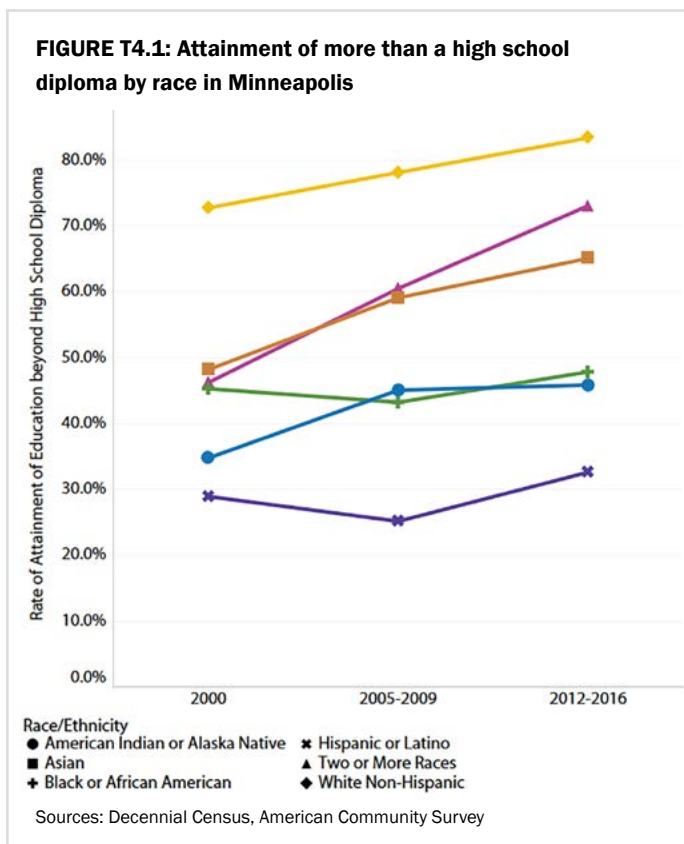
Minneapolis is operating from a rich base of local assets that generate business and expand

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

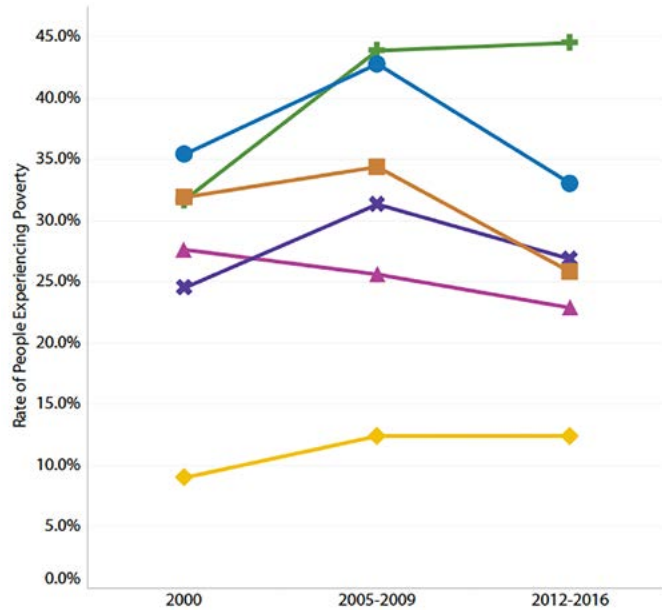
Despite this vibrancy throughout the city and region, not everyone is benefiting, accessing or participating in this growth. Minneapolis is among the areas of the nation with the largest disparities between people of color and indigenous peoples compared with white people in level of education, employment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

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

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



**FIGURE T4.3: Poverty by Race/Ethnicity in Minneapolis**



Sources: Decennial Census, American Community Survey

Sources: Decennial Census, American Community Survey

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



## Economic Competitiveness Policies:

**35 policies relate to Economic Competitiveness.**

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

**Policy 49: “Educational and Economic Access” on page 184**

**Policy 50: “Access to Technology” on page 186**

**Policy 51: “Healthy Pre-K Development” on page 187**

**Policy 52: “Human Capital and a Trained Workforce” on page 188**

**Policy 53: “Quality of Life” on page 190**

**Policy 54: “Supporting Economic Growth” on page 191**

**Policy 55: “Business Innovation and Expansion” on page 192**

**Policy 56: “Supporting Small Businesses” on page 193**

**Policy 57: “Cluster Strategy” on page 195**

**Policy 80: “Development Near METRO Stations” on page 228**

**Policy 23: “Coordinated Development Strategy” on page 149**

**Policy 2: “Access to Employment” on page 108**

**Policy 3: “Production and Processing” on page 110**

**Policy 58: “Business Districts and Corridors” on page 196**

**Policy 59: “Downtown” on page 197**

**Policy 60: “Intrinsic Value of Properties” on page 198**

**Policy 61: “Environmental Justice and Green Zones” on page 199**

**Policy 62: “Contaminated Sites” on page 201**

**Policy 20: “Transit” on page 145**

**Policy 21: “Freight” on page 147**

**Policy 28: “MSP Airport” on page 155**



---

**Policy 22: “Downtown Transportation” on page 148**

---

**Policy 29: “Arts and Creative Spaces, Venues and Districts” on page 156**

---

**Policy 30: “Arts and Creative Spaces, Venues and Districts” on page 156**

---

**Policy 31: “Artists and Creative Workers” on page 159**

---

**Policy 63: “Food Access” on page 202**

---

**Policy 64: “Food Businesses” on page 204**

---

**Policy 65: “Urban Agriculture and Food Production” on page 206**

---

**Policy 90: “Technology in the Economy” on page 241**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 98: “Innovation Districts” on page 252**

---

**Policy 99: “University District” on page 253**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# Environmental Systems

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

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

*Photo: Stormwater conveyance system at Heritage Park (Photo Courtesy of Mississippi Watershed Management Organization)*

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

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

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

Additional supporting materials for Environmental Systems content can be found in Appendix F, Wastewater.



## Environmental Systems Policies:

**20 policies relate to Environmental Systems.**

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

---

**Policy 66: “Air Quality” on page 207**

---

**Policy 16: “Environmental Impacts of Transportation” on page 138**

---

**Policy 67: “Climate Resilient Communities” on page 209**

---

**Policy 68: “Energy Efficient and Sustainable Buildings” on page 210**

---

**Policy 69: “Renewable and Carbon-Free Energy” on page 212**

---

**Policy 61: “Environmental Justice and Green Zones” on page 199**

---

**Policy 46: “Healthy Housing” on page 180**

---

**Policy 71: “Soil Health” on page 216**

---

**Policy 62: “Contaminated Sites” on page 201**

---

**Policy 14: “Tree Canopy and Urban Forest” on page 136**

---

**Policy 13: “Landscaping” on page 134**

---

**Policy 70: “Ecology and Habitat” on page 214**

---

**Policy 65: “Urban Agriculture and Food Production” on page 206**

---

**Policy 72: “Sustainable Water System Management” on page 217**

---

**Policy 73: “Stormwater Management” on page 218**

---

**Policy 74: “Integration of Water Management into Development” on page 220**

---

**Policy 75: “Waste Reduction” on page 222**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 97: “Preserving and Enhancing Public Lakes and Waterways” on page 250**

---

**Policy 98: “Innovation Districts” on page 252**

---



# Public Health

To remain a world-class city of healthy people and thriving communities, the City of Minneapolis must provide all residents with equitable opportunities for healthy development and lifestyles. Healthy development is impacted by a myriad of social determinants and has considerable long-term ramifications.

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

*Photo: Farmers Market on Nicollet Avenue*

underpin health disparities from premature death rates to access to healthy food and from healthy youth development to housing stability.



## Public Health Policies:

**25 policies relate to Public Health.**

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

---

**Policy 61: “Environmental Justice and Green Zones” on page 199**

---

**Policy 3: “Production and Processing” on page 110**

---

**Policy 66: “Air Quality” on page 207**

---

**Policy 62: “Contaminated Sites” on page 201**

---

**Policy 67: “Climate Resilient Communities” on page 209**

---

**Policy 46: “Healthy Housing” on page 180**

---

**Policy 44: “Comprehensive Investments” on page 178**

---

**Policy 51: “Healthy Pre-K Development” on page 187**

---

**Policy 79: “Healthy Youth Development” on page 227**

---

**Policy 49: “Educational and Economic Access” on page 184**

---

**Policy 81: “Social Connectedness” on page 230**

---

**Policy 82: “Aging” on page 231**

---

**Policy 83: “People with Disabilities” on page 233**

---

**Policy 84: “Public Safety” on page 234**

---

**Policy 85: “Access to Health, Social and Emergency Service” on page 235**

---

**Policy 63: “Food Access” on page 202**

---

**Policy 86: “Healthy Food in Institutions” on page 236**

---

**Policy 64: “Food Businesses” on page 204**

---

**Policy 65: “Urban Agriculture and Food Production” on page 206**

---

**Policy 18: “Pedestrians” on page 142**

---

**Policy 19: “Bicycling” on page 144**

---

**Policy 26: “Vision Zero” on page 153**

---

**Policy 48: “Freeway Remediation” on page 182**

---

**Policy 87: “Northside” on page 237**

---

**Policy 98: “Innovation Districts” on page 252**

---



# Heritage Preservation

Heritage preservation seeks to protect noteworthy buildings, structures, objects, and landscapes (“historic resources”) that together form the built environment. Protecting buildings in a city that is always changing can be challenging – and the City of Minneapolis has been experiencing change since its early settlement and will continue to transform well into the future.

These changes occur as part of the natural evolution of a city and as responses to property owners’ needs, economic booms or busts, and community desires, among other reasons. An essential task of heritage preservation in Minneapolis is to manage this transformation so the physical attributes of the city reflect its history and cultures, and so all residents have a sense of belonging and access

*Photo: Stone Arch Bridge and Mill City District (Photo by Krivit Photography, Courtesy of Meet Minneapolis)*

to a cultural anchor. Preservation can not only celebrate who has lived in Minneapolis in the past, but also reflect who lives here today.

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

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



## Heritage Preservation Policies:

### **10 policies relate to Heritage Preservation.**

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

---

**Policy 91: “Heritage Preservation Outreach” on page 242**

---

**Policy 92: “Identify and Evaluate Historic Resources” on page 243**

---

**Policy 60: “Intrinsic Value of Properties” on page 198**

---

**Policy 93: “Stewarding Historic Properties” on page 245**

---

**Policy 94: “Heritage Preservation Regulation” on page 247**

---

**Policy 47: “Healthy Housing” on page 180**

---

**Policy 95: “Heritage Preservation Financial Incentives” on page 248**

---

**Policy 96: “Cultural Heritage and Preservation Recognition” on page 249**

---

**Policy 34: “Cultural Districts” on page 164**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



## Arts and Culture

Arts and cultural offerings are abundant in the city and the vast number of diverse artists and creative workers contribute greatly to the city’s vibrancy, quality of life, and to the local and regional economy.

The 2018 Minneapolis Creative Vitality Index noted that for-profit creative sales contributed \$5.1 billion into Minneapolis’ economy—nearly 9.2 times the size of Minneapolis’ sports sector revenues. Nonprofit arts and cultural revenues provided an additional \$346 million. Creative jobs in Minneapolis have grown by 5.1% since 2014 and account for almost 5% of the city’s jobs. Those 22,039 creative jobs include 40 job types in 72 different industries. Home to 27% of the region’s creative workforce, Minneapolis is a standout in the creative sector. These facts demonstrate the importance of supporting the growth and sustainability of the creative sector to maintaining

*Photo: Artists: Keri Pickett, Jason Takahashi, and Charlie Thayer. Against the Grain, Light display on Gold Medal Flour silos at Northern Spark (Photo Courtesy of Make It MSP)*



Minneapolis' economic competitiveness.

The creative sector includes workers and organizations engaged in the arts and cultural fields such as performance, dance, music, history, and the literary and visual arts; but creative work is also represented and embedded in a broad range of industries and disciplines, such as marketing, media and communications, and design.

Racial disparities that persist in Minneapolis' workforce and economy also persist in the creative sector. Despite job growth of 4.9% in the metropolitan area since 2014, people of color and indigenous people make up only 13% of these creative workers, compared to 17% of all workers. Nationally, people of color make up 30% of the creative workforce, and 31% of all workers. Considerable work is needed to ensure Minneapolis' successes in the creative sector and economy extend to people of color and indigenous peoples.

Key to the success of a thriving creative sector and economy is a community that recognizes both the economic values, as well as the sector's contributions to city livability, empathy, and civility. Activities that engage residents in placemaking and other grassroots, life long, opportunities to create art can build this awareness.

The city's spaces where artists and creative workers come together to work, produce, collaborate, practice, and perform—such as arts districts, historic and cultural corridors and other offices, studios, and venues—contribute a great deal to the development of communities. For these places and groups, the concentration of creative energy is critical to their ability to thrive. Displacement of artists and creative workers due to development pressure not only results in the loss of art and creative jobs, but the vibrancy found in the proximity.

The city benefits greatly from the contributions of artists and creative workers to public spaces, community development, public health, affordable housing, and

transportation programing. This is why arts and culture policies can be found not just in this chapter, but throughout the 2040 Comprehensive Plan.



## Arts and Culture Policies:

**9 policies relate to Arts and Culture.**

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

---

**Policy 29: “Arts and Creative Spaces, Venues and Districts” on page 156**

---

**Policy 30: “Arts and Creative Spaces, Venues and Districts” on page 156**

---

**Policy 31: “Artists and Creative Workers” on page 159**

---

**Policy 32: “Emphasize the Value of Minneapolis' Arts and Culture” on page 158**

---

**Policy 7: “Public Realm” on page 122**

---

**Policy 53: “Quality of Life” on page 190**

---

**Policy 34: “Cultural Districts” on page 164**

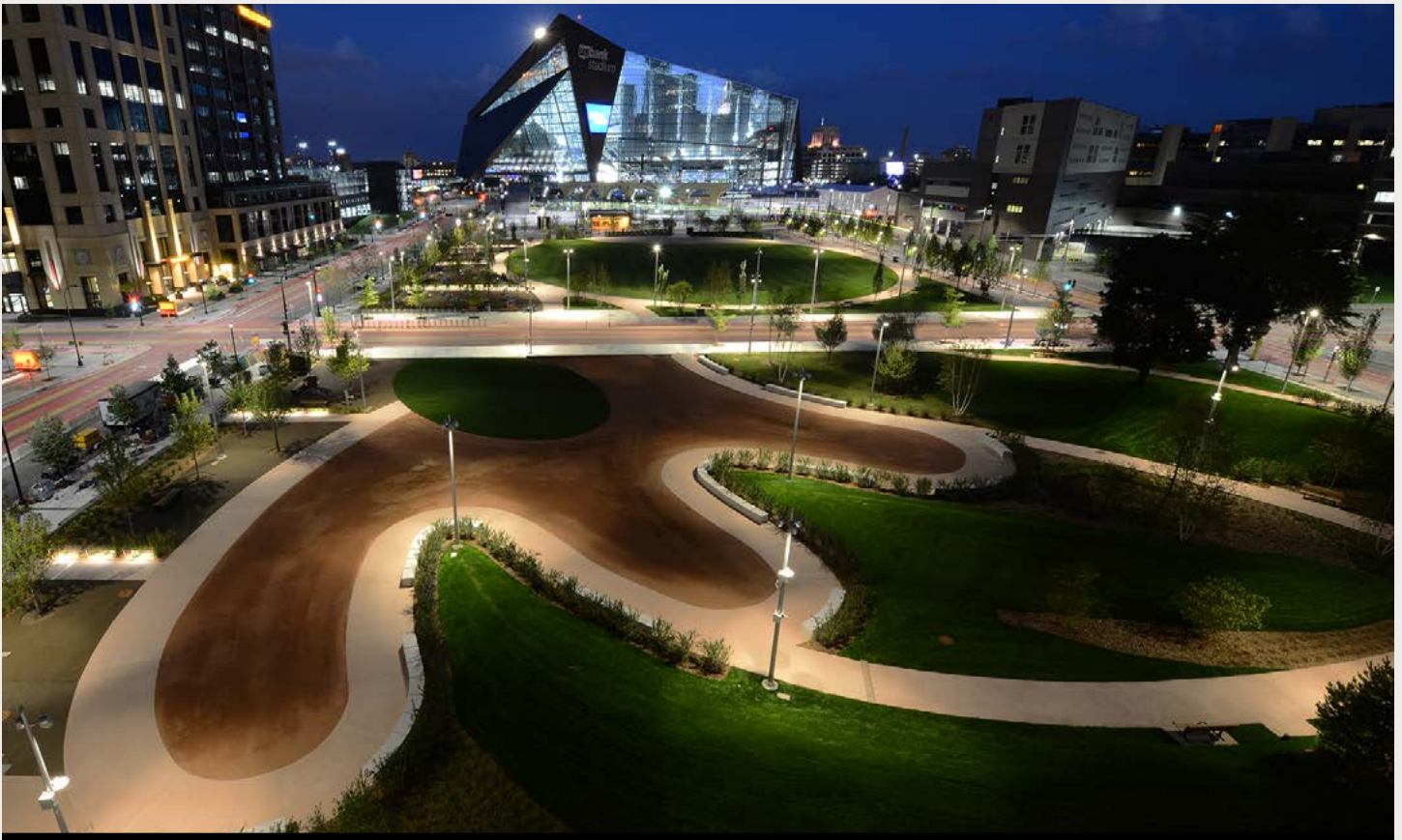
---

**Policy 99: “University District” on page 253**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



## Parks and Open Space

Minneapolis is known throughout the country as a city with a high quality of life. One of the reasons for this is the abundance of open spaces and parks. Envisioned 125 years ago, the Minneapolis Park and Recreation Board (MPRB) managed park system delights Minneapolis' residents and visitors.

In 2017, Minneapolis had the repeat honor of being recognized as the Nation's Best Park System by the Trust for Public Land; Minneapolis' parks encompass the city's defining lakes and river banks and include features of astonishing beauty, historical significance and ecological wonder, all within a thriving urban setting. The Minneapolis Park System is anchored by the Grand Rounds National Scenic Byway and includes a multitude of neighborhood

*Photo: The Commons  
Park adjacent to US Bank  
Stadium (Photo Courtesy of  
Meet Minneapolis)*

parks that provide important gathering and recreation space. Several parks and trails in Minneapolis are also part of the premier Regional Parks System.

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

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

Additional supporting materials for Parks and Open Space content can be found in Appendix H, Regional Parks and Trails.



## Parks and Open Space Policies:

**13 policies relate to Parks and Open Space.**

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

---

**Policy 76: “New Parks” on page 224**

---

**Policy 78: “Park Design and Programming” on page 226**

---

**Policy 77: “Park Access” on page 225**

---

**Policy 9: “Open Spaces in New Development” on page 127**

---

**Policy 7: “Public Realm” on page 122**

---

**Policy 14: “Tree Canopy and Urban Forest” on page 136**

---

**Policy 53: “Quality of Life” on page 190**

---

**Policy 70: “Ecology and Habitat” on page 214**

---

**Policy 72: “Sustainable Water System Management” on page 217**

---

**Policy 73: “Stormwater Management” on page 218**

---

**Policy 97: “Preserving and Enhancing Public Lakes and Waterways” on page 250**

---

**Policy 99: “University District” on page 253**

---

**Policy 100: “Place-based Neighborhood Engagement” on page 255**

---



# Public Services and Facilities

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

As the City's population and employment increase, the needs for public services and buildings will evolve. Some agencies and departments will expand services, while others will be looking for new ways of using facilities that are no longer needed for their original purpose. The City of Minneapolis will plan carefully for its own facilities needs, and will play a role in encouraging public agencies to explore opportunities for sharing facilities where the community

*Photo: City of Minneapolis  
Hiawatha Maintenance  
Facility*

and financial benefits are apparent. In the case that a public building closes altogether or a new facility is built, the City will ensure that the re-use or establishment of that building is consistent with the land use policies of this plan and is informed by public input. The City will also use its own properties as a model for private development, demonstrating the value of environmental sustainability, historic preservation, an engaging public realm, and the use of high quality materials.



## Public Services and Facilities Policies:

**4 policies relate to Public Services and Facilities.**

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

---

**Policy 88: “Public Services Policy” on page 239**

---

**Policy 89: “Technology in the City Enterprise” on page 240**

---

**Policy 3: “Production and Processing” on page 110**

---

**Policy 84: “Public Safety” on page 234**

---



# Technology and Innovation

*Photo: New Flyer Electric  
Demo Bus (Photo by Metro  
Transit)*

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

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

At the same time, advances in and adoption of technology are providing tools to better connect people with their

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



## Technology and Innovation Policies:

**7 policies relate to Technology and Innovation.**

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

---

**Policy 50: “[Access to Technology](#)” on page 186**

---

**Policy 90: “[Technology in the Economy](#)” on page 241**

---

**Policy 89: “[Technology in the City Enterprise](#)” on page 240**

---

**Policy 25: “[Innovations in Transportation and Infrastructure](#)” on page 152**

---

**Policy 24: “[Shared Mobility](#)” on page 151**

---

**Policy 98: “[Innovation Districts](#)” on page 252**

---

**Policy 99: “[University District](#)” on page 253**

---

# Plan Policies

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



**POLICY 1**

**Access to Housing**

**Increase the supply of housing and its diversity of location and types.**



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

Areas of our city that lack housing choice today were built that way intentionally through zoning regulations and racially-restrictive federal housing policies during the first half of the twentieth century. Today, our city reflects those past policies which determined, based on their race, where generations of Minneapolis residents had access to housing. These policies and regulations left a lasting effect on the physical characteristics of the city and the financial well-being of its people. Areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment, in part because banks were

not lending in these areas. On the outskirts of the city, a post-depression development pattern emerged with little variation in housing types and density, and few areas for commercial development. Today, the zoning map in these areas remains largely unchanged from the era of intentional racial segregation. This comprehensive plan is an opportunity to foster inclusive communities free from barriers to housing choice.

Housing cost and housing choice, including diversity of housing location, and diversity of housing type, all influence the guidance found in the Future Land Use and Built Form maps. Strategies outlined below each address the issue of housing choice in a different way. The Built Form map on its own cannot affect housing cost, but allowing for growth is a prerequisite to addressing market rate housing production as well as affordable housing production and preservation. Allowing for an increase in the overall housing supply is intended to result in overall lower housing costs than would occur if no more supply was built. The intent of each of these built form strategies is outlined below.

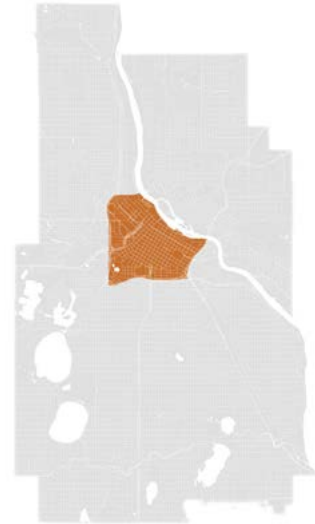
- Increase housing choice and housing supply by allowing multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations.



- In neighborhood interiors that contain a mix of housing types from single-family homes to apartments, increase housing choice and supply by allowing new housing within that existing range.



- Increase housing choice and supply by allowing the highest-density housing in and near Downtown.



- In neighborhood interiors farthest from downtown that today contain primarily single-family homes, increase housing choice and supply by allowing up to three dwelling units on an individual lot.





**ACTION STEPS:**

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

- a. Allow housing to be built in all areas of the city, except in Production and Distribution areas.
- b. Allow the highest-density housing in and near Downtown.
- c. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.
- d. In neighborhood interiors that contain a mix of housing types from single family homes to apartments, allow new housing within that existing range.
- e. In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures with up to three dwelling units on an individual lot.
- f. Encourage inclusion of units that can accommodate families in new and rehabilitated multifamily housing developments.

**POLICY 2**

**Access to Employment**  
**Support employment growth**  
**downtown and in places well-**  
**served by public transportation.**



**The Minnesota Department of Employment and Economic Development estimates that Minneapolis had 318,500 jobs in 2015**, and the Metropolitan Council projects that the City’s employment will grow by 41,500 by 2040. Much of this job growth will happen in downtown Minneapolis, which is appropriate given the role of the central business district as the economic and transportation hub of the region. Growing employment downtown will require continued investment in the multimodal transportation system that makes downtown accessible to workers. It also means ensuring that land downtown is used as efficiently as possible.

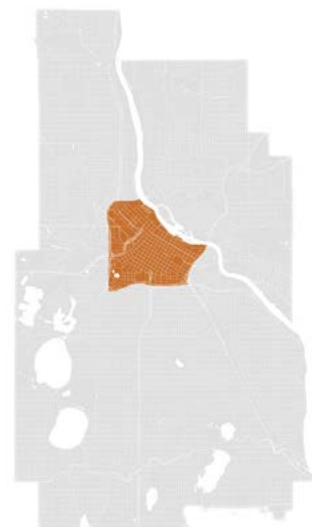
Outside of downtown, non-production employment growth should be focused on areas well-served by public transportation. The City should continue to support large employers such as hospitals, universities, and cultural institutions, while ensuring that expansions of those facilities do not inhibit progress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

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

- Increase access to employment by allowing a variety of job-producing uses on select public transit routes, with higher densities along high-frequency routes and near METRO stations.



- Increase access to employment by allowing the highest concentration of jobs-producing uses in and near Downtown.





**ACTION STEPS:**

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

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

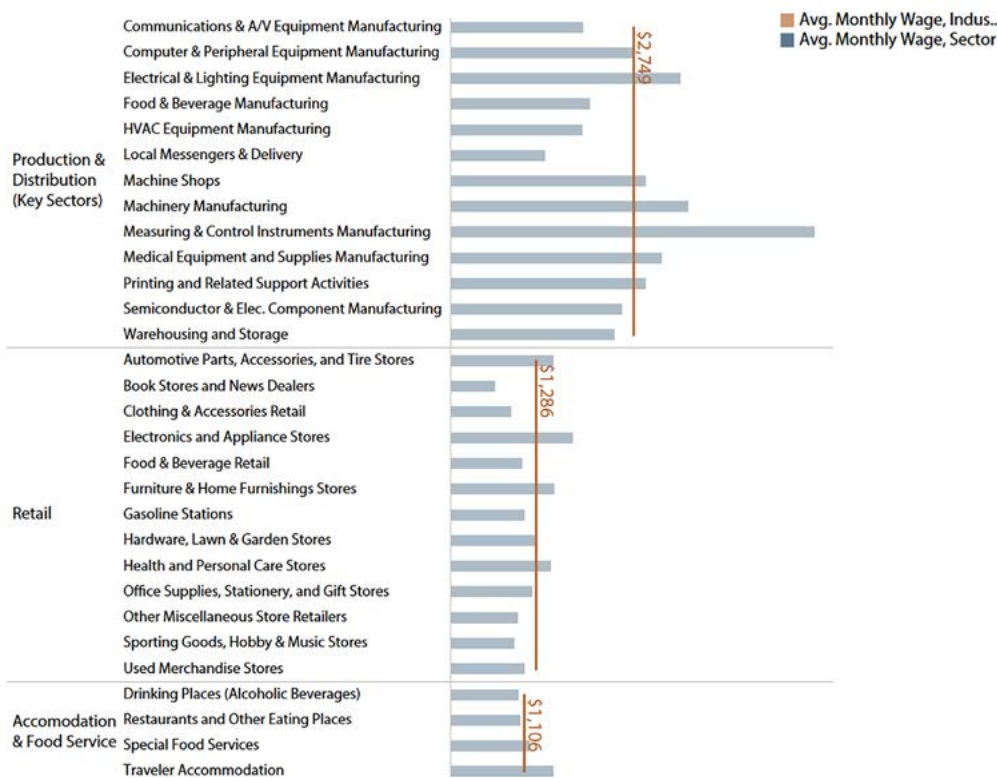
**POLICY 3**

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



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

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



Sources: DUS Census Bureau, Quarterly Workforce Indicators, Minneapolis-St. Paul-Bloomington; MN-WI (MN part), 2016 Q4

While this plan calls for improving educational access for the City's residents as a strategy for improving economic standing, the City should also continue to set aside space for production and processing businesses to ensure that living-wage jobs in industries with minimal environmental impacts will be available to Minneapolis residents, especially people of color, indigenous people, and those without a college degree. If the City is to achieve the goals of eliminate disparities and living-wage jobs through the location and establishment of production and processing businesses, it is a prerequisite that lands for these uses be protected from the encroachment of other land uses, particularly housing, that outbid jobs-producing uses for land. To achieve this outcome the Future Land Use map designates Production and Processing Areas that are well-suited to support production and processing businesses, specifically excluding housing and other non-production uses.

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

### ACTION STEPS

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

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

reuse that results in a change to non-production uses.

- h. Improve transit, bicycle and pedestrian access to areas of employment, including Production and Processing Areas and Production Mixed Use Areas.
- i. Develop guidance for future development in Production and Processing Areas and Production Mixed Use Areas served by regional transit lines in order to ensure a minimum level of development and job intensities.
- j. To ensure employment opportunities are provided in areas well-served by transit and mixed-use development, allow production and processing uses in Commercial Mixed Use areas while controlling for potential negative externalities through building and site design. This includes potentially designating certain identified areas to emphasize employment goals.
- k. Accommodate facilities needed for municipal operations in both Production and Distribution Areas and Production Mixed Use Areas.
- l. Identify and limit new heavy industrial uses that harm human health or the environment throughout the city.
- m. Continue and expand incentives and technical assistance to existing production and processing businesses to leverage investments in cleaner, safer, more energy efficient and sustainable technology in order to reduce pollution.
- n. Enforce regulations related to pollution and nuisance ordinances.
- o. Focus business assistance for targeted low-impact industries that offer new opportunities

for historically unemployed and underemployed residents.

- p. Promote business investment and expansion through site assembly, clearance and redevelopment in strategic areas.
- q. Develop detailed planning guidance for Production Mixed Use areas, particularly those experiencing rapid growth and change, to better define the future of commercial and production space in those locations.
- r. Prohibit schools except training centers that require facilities zoned for production and processing from being built in Production and Processing areas.



**POLICY 4**

**Access to Commercial Goods and Services**

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



**Today, 90 percent of passenger miles traveled in Minneapolis are in personal automobiles.** While a portion of these trips are to school and work, residents in many parts of the city have no choice but to drive long distances to access regular goods and services such as grocery stores. Nationally, 45 percent of daily trips are taken for shopping and errands. In most of Minneapolis, demand for retail is much higher than supply, indicating an opportunity to make retail more convenient for everyone and thereby reduce car trips and greenhouse gas emissions. The city also has 11 low-income census tracts in which residents live more than a mile from a full-service grocery store.

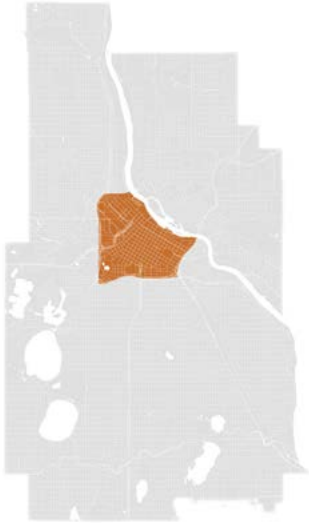
Achieving the City’s goal of an 80% reduction in greenhouse gas emissions by 2050 requires reducing the number of daily car trips by 37%. This ambitious goal is possible only if more people have access to daily needs via frequent, fast, and reliable transit. Building more housing near transit provides the opportunity for people to live without a car, or with fewer cars in each household, helping to work toward a carbon-free future. This will help achieve the City’s greenhouse gas reduction goal, improve health through increased physical activity, and enrich the quality of life in our communities. The Future Land Use map allows

or requires commercial activity, while the Built Form map allows greater development intensities in areas that have or will have frequent and fast transit connections and high-quality bicycling and walking facilities as outlined below:

- Increase access to Commercial Goods and Services by allowing multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations; and by expanding opportunities for commercial activity particularly on certain corridors, while requiring commercial activity in key locations.



- Increase access to Commercial Goods and Services by allowing the highest-density housing in and near Downtown, while requiring commercial activity in key locations.

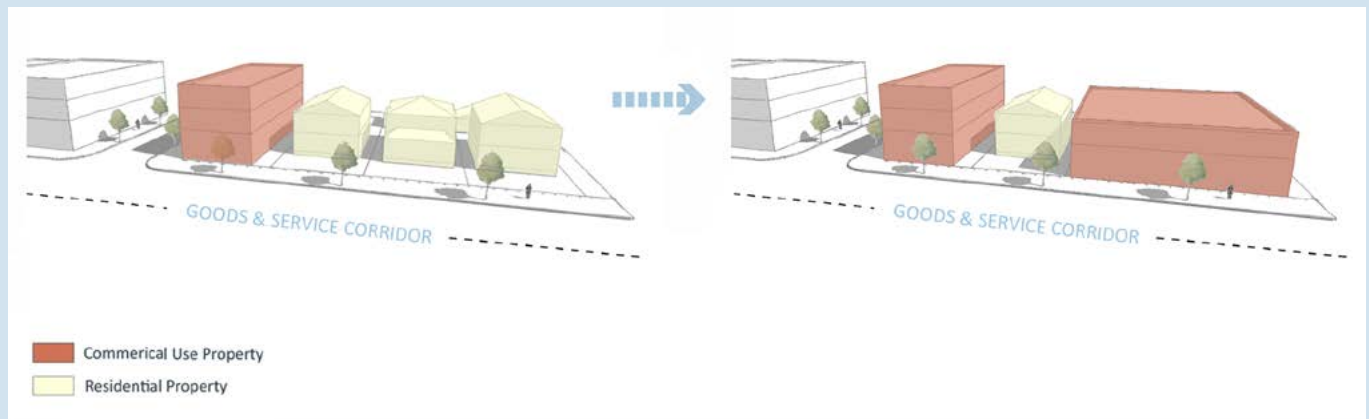
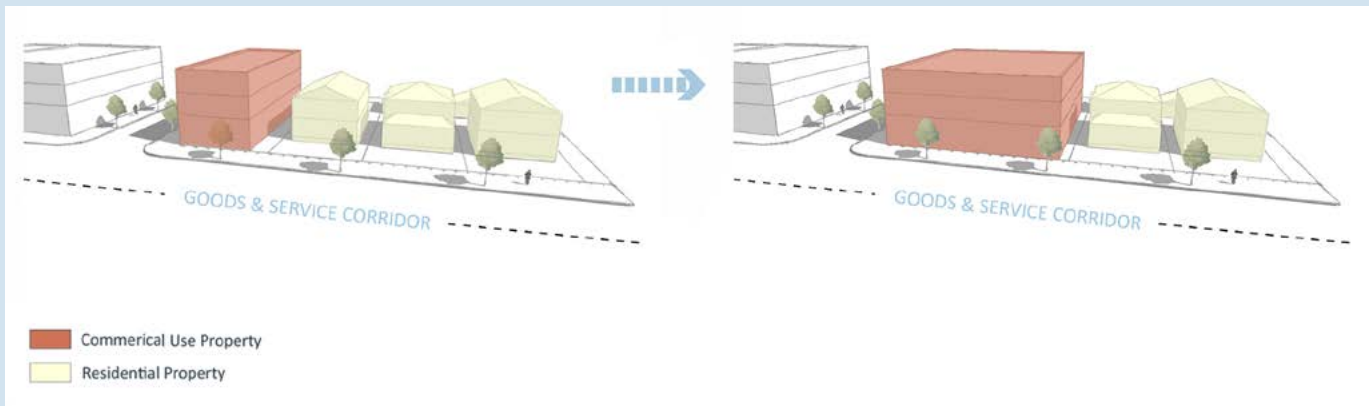


 **ACTION STEPS**

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

- a. Allow commercial uses where they currently exist throughout the city.
- b. Designate additional areas for commercial uses in parts of the city where demand for retail goods and services exceeds the supply, and that are well-served by public transportation.

- c. Allow property owners to request expansion of commercial areas where such expansion would improve access to goods and services via walking, biking, and transit.



- d. Require commercial retail to be incorporated into new buildings in select areas of the city with the highest residential densities, highest pedestrian traffic, and most frequent transit service.
- e. Allow for increased housing supply within and adjacent to Commercial areas.
- f. Allow a full range of uses in Commercial areas intended to provide goods and services to surrounding communities.
- g. Utilize regulatory tools to minimize the impacts that commercial uses have on nearby residential uses.
- h. Develop new analytical frameworks and tools to accurately track and study the dynamics of urban retail in order to guide the development, revision, and deployment of City programs, tools, and regulations.
- i. To ensure employment opportunities are provided in areas well-served by transit and mixed-use development, allow production and processing uses in Commercial Mixed Use areas while controlling for potential negative externalities through building and site design. This includes potentially designating certain identified areas to emphasize employment goals.

**POLICY 5**

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



**The design of new buildings is influenced by several factors**, including the purpose and use of the building, its context, the architect’s approach, project budget, construction type, building code requirements, land use policy and regulations, and stakeholder input. The City does not dictate architectural styles for new buildings, however through thoughtful and creative distribution of building massing and transitions, coupled with the application of durable, sustainable, and high quality building materials, and building openings such as doors and windows, the

City can help ensure a high-quality and distinctive physical environment that advances the Minneapolis 2040 goals.

 **ACTION STEPS**

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

- a. Allow and encourage a variety of architectural styles.
- b. Require multiple buildings on development sites outside of the downtown core that encompass most of an entire block or block frontage to increase visual interest. On sites in the downtown core buildings that encompass an entire city block are encouraged to use massing that is responsive to the human-scale and provides pedestrian through-block connections through existing super blocks or to re-establish the street grid.
- c. Ensure that exterior building materials are durable, sustainable, create a lasting addition to the built environment, and contribute positively to the public realm and reflect existing context.



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



- e. Require adequate distribution of windows and architectural features in order to create visual interest.
- f. Consider design approaches that encourage creative solutions for transitions between varying intensities of building types and land uses.
- g. Apply design standards, guidance, and regulation consistently across the city regardless of market conditions or rent structure of development.
- h. Promote an attractive environment by minimizing visual clutter and confusion caused by a proliferation of signage; ensuring that signage is appropriately scaled to the pedestrian experience.
- i. Regulate the height and bulk of buildings as represented on the built form map.
- j. Require the screening of utilities, communication, transformers, and other service connections to buildings. Burying connections and lines is encouraged.
- k. Encourage roof lines and upper levels of tall buildings to be articulated with a distinguishable design.
- l. Require the podiums of tall buildings to reflect the human scale, with design elements and active uses on the ground level.
- m. Develop design guidance specific to encouraging high quality tall building construction.
- n. Encourage institutional uses and public buildings and facilities to incorporate architectural and site design that is reflective of their civic importance and that identifies their role as focal points for the community.
- o. Regulate setbacks, orientation, pattern, materials, height, and scale of small-scale residential buildings to ensure consistency with built-form guidance and existing context.
- p. Encourage detached garages and discourage attached garages for small scale residential buildings, ensure that detached garages are accessory in size and use to the primary small scale residential building.
- q. Prohibit driveways for new small scale residential buildings on blocks that have alley access.
- r. Discourage buildings outside of the Downtown core from spanning over alleys or other public rights of way.
- s. Balance visual quality of new development, including articulation of buildings, with energy efficiency of new buildings.

**POLICY 6**

**Pedestrian-Oriented Building and Site Design**

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



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

**ACTION STEPS**

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

- a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.

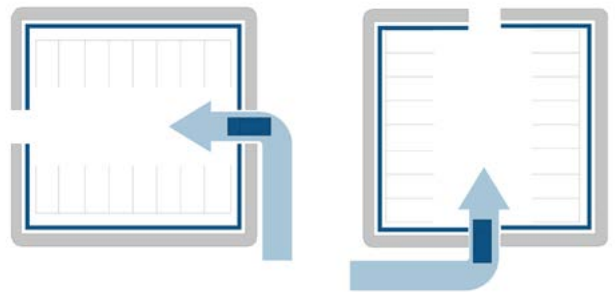


- b. Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required.
- c. Require windows and window treatments on buildings that allow clear views into and out of the building.
- d. Ensure that buildings incorporate design elements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



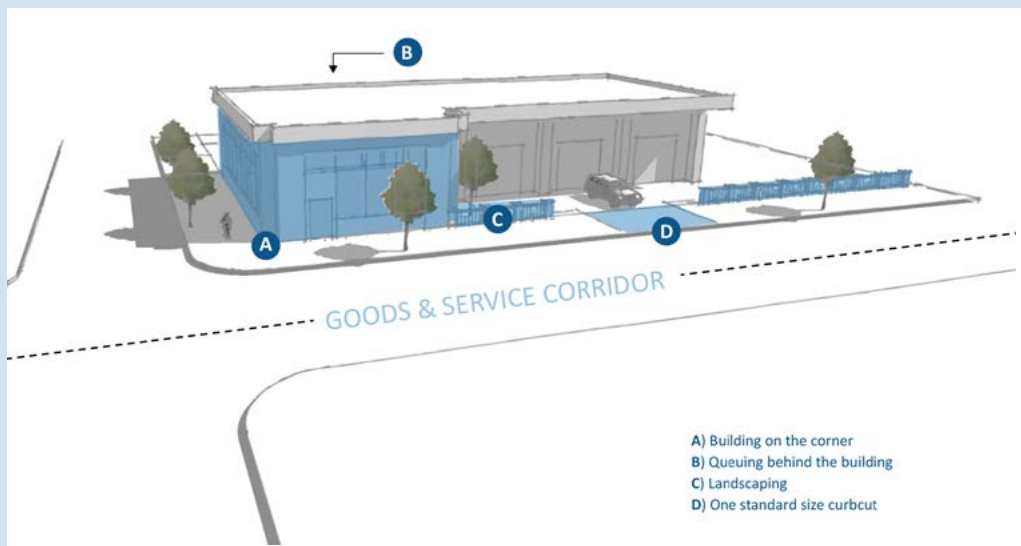
- f. Consider the arrangement of buildings within a site to minimize the generation of wind currents at ground level.
- g. Encourage building placement that where possible enables solar access and allows light and air into the site and surrounding properties and supports energy efficient lighting.
- h. Encourage building placement and massing design that considers the impact of shadowing, particularly on public spaces, recognizing that extreme seasons make shaded areas alternately desirable at different times of year.

- i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, curb extensions, street trees, street lighting, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.
- j. Coordinate with Metro Transit to ensure that the design of new buildings supports transit operations.
- k. Implement and expand regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.
- l. Eliminate the requirement for off-street parking minimums throughout the city, acknowledging that demand for parking will still result in new supply being built, and re-evaluate established parking maximums to better align with City goals.
- m. Discourage access to and egress from parking ramps off major corridors, instead encouraging access at mid-block locations and at right angles to minimize disruptions to pedestrian flow at the street level.



- n. Below grade parking is encouraged.

- o. Require above-grade parking structures to be designed with active uses along the street walls and with sufficient clearance and floor grades on all levels to allow adaptive reuse in the future.
- p. Discourage the establishment of and minimize the size of surface parking lots. Mitigate the negative effect of parking lots through screening, landscaping, minimizing curb cuts, sufficient number of down-cast, glare-free light fixture, and other measures.
- q. Encourage the design of parking areas in ways that minimize their contribution to the urban heat island.
- r. Prohibit the establishment of new drive-throughs and gas stations.
- s. Prohibit the establishment of new auto repair facilities and other auto-oriented uses in areas designated Neighborhood, Community, and Destination Mixed Use on the Future Land Use Map
- t. Mitigate the impacts of auto repair and other auto-oriented uses on the pedestrian environment through building and site design requirements.



- u. Encourage safe and convenient pedestrian connections through development sites and mid-block connections in the downtown core.
- v. Limit, consolidate, and narrow driveways along pedestrian routes. In addition, discourage driveway access on Goods and Services Corridors.
- w. Consider topography, site grading, rainwater management, and rainwater conveyance system so that snowmelt is directed away from roads and pedestrian areas to avoid icy conditions
- x. Discourage multiple curb cuts within a development for automobile passenger drop off and pick-up or any other use.

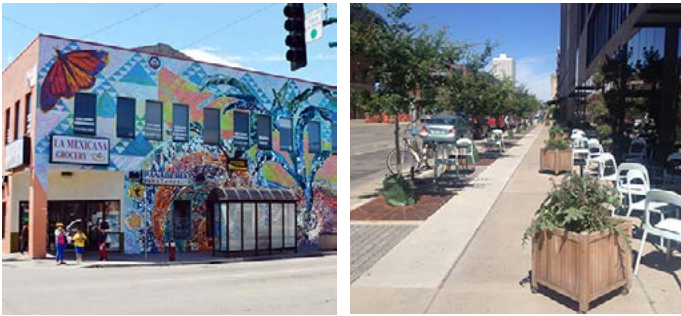


- y. Encourage building designs that reflect the unique site and context where they lie within the city.
- z. Encourage building elements that provide educational opportunities for school-age children.
- aa. Encourage openable doors, walls and windows on active first floors that create a connection between indoor and outdoor spaces, especially the public realm, during appropriate weather.
- ab. Limit self-storage businesses to integration within active use buildings.
- ac. In Land Use areas other than Production & Processing, require buildings with inactive uses, such as storage facilities or adult entertainment establishments, to be screened with publicly appropriate active uses along street faces or to be located above or below street level.

## POLICY 7

**Public Realm**

**Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.**



**The quality of the public realm – streets, sidewalks, plazas, green spaces, landscaping, public art, heritage streets and other publicly-accessible spaces – influences our city’s livability, sustainability, safety, transit, bikeability, walkability and health.** A vibrant and high-performing public realm also contributes to the region’s competitiveness and the image of the city, attracting people to live in, work in, and visit Minneapolis.

The City of Minneapolis has multiple planning processes and guidelines for designing within the public realm such as the Downtown Public Realm Framework and Access Minneapolis. These documents inform and coordinate the work of public and private entities that shape the public realm. Other programs target specific needs of users in the public realm, from providing safe and healthy environments to determining the aesthetic quality and sense of place in the City of Minneapolis.

 **ACTION STEPS**

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

- a. Develop a framework for public realm improvements citywide that guides landscaping, street furnishing, street lighting, trees, heritage streets, and other improvement to the public realm and pedestrian environment.
- b. Implement public realm improvements called for in the citywide framework in conjunction with transportation investments, such as street reconstructions and new transit lines according to objective and equitable criteria.
- c. Require developers to implement public realm improvements called for in the citywide framework in conjunction with approvals for building construction and site modification.
- d. Establish processes according to objective and equitable criteria for implementing public realm improvements called for in the citywide framework in areas not targeted for any transportation investments or new buildings.
- e. Enhance the pedestrian environment through physical interpretation of history, public art, and placemaking.
- f. Explore and implement new ways to improve the public realm via pilot or creative projects, utilizing public and private partnerships when appropriate, while ensuring public access.
- g. Encourage private investment in and maintenance of public space through City programs.

- h. Encourage the location and design of pedestrian spaces to be climate-sensitive, allowing for shelter, window breaks, and sun access or shading depending on seasonal protection needs.
- i. Consider alternative funding options for public realm improvements to ensure that all areas of the city have opportunities to benefit.
- j. Investigate new approaches and strategies to implement pedestrian scale street lighting to neighborhood interiors.
- k. Pilot active street furnishings that encourage spontaneous exercise.

## POLICY 8

### Public Safety Through Environmental Design

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



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

A common best practice of CPTED orients buildings, entrances, and circulation or movement patterns to the street to function as “eyes” that watch over street activity. The success in this approach often lies in the kind of activity that looks out over the street. For example, small

scale neighborhood commercial uses located up to the sidewalk provide the most vigilant and alert security force available; owners and tenants have a vested interest in watching over their immediate surroundings. The daily presence of a manager, owner, or tenant brings the stability and security of commercial activity to a neighborhood. Stores or services can turn isolated areas into hubs for local neighborhood residents.

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

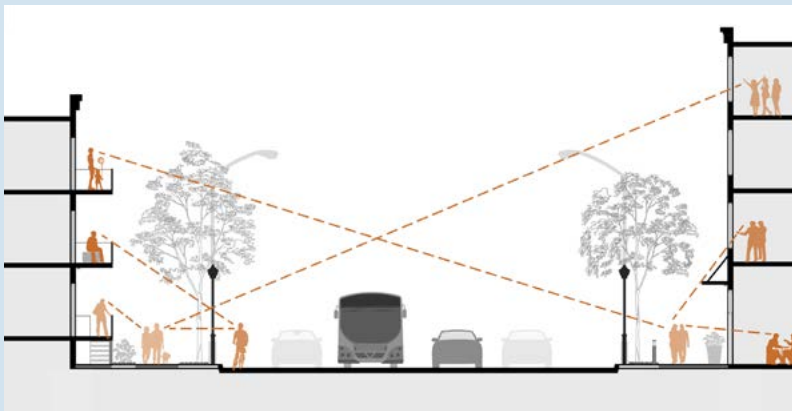
 **ACTION STEPS**

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

- a. Integrate “eyes on the street” concepts into building design through the use of windows to foster safer and more successful areas throughout the city.
- b. Orient new development to the street, or other public ways, to foster safe neighborhoods.



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



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



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



- f. Use innovative building designs, window locations, lighting, and landscaping to limit or eliminate the opportunity for vandalism.
- g. Locate entrances, exits, signs, fencing, landscaping, and lighting to distinguish between public and private areas, control access, and to guide people coming to and going from the site.
- h. Involve Fire, Police, and Emergency Preparedness staff in the development review process.
- i. Encourage the renovation of existing developments to conform to CPTED principles.

## POLICY 9

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



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

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

#### ACTION STEPS

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

- a. Encourage the creation of equitable publicly-accessible open spaces and plazas that connect to other public or semi-public spaces through incentives and requirements.
- b. Improve standards for public plazas and other non-park open spaces that give specific guidance on scale, design, and maintenance of seating, lighting, landscaping, and other amenities.
- c. Ensure that the design of public plazas and open spaces utilize climate-sensitive design principles, do not harm archeological/historic resources, and support other features that further the goals of this plan.
- d. Encourage design of open spaces and plazas that are interconnected across developments, facilitate public access to, movement along, and views of public amenities such as parks, trails, and historic and natural features.

**POLICY 10**

## **Street Grid**

### **Restore and maintain the traditional street and sidewalk grid.**

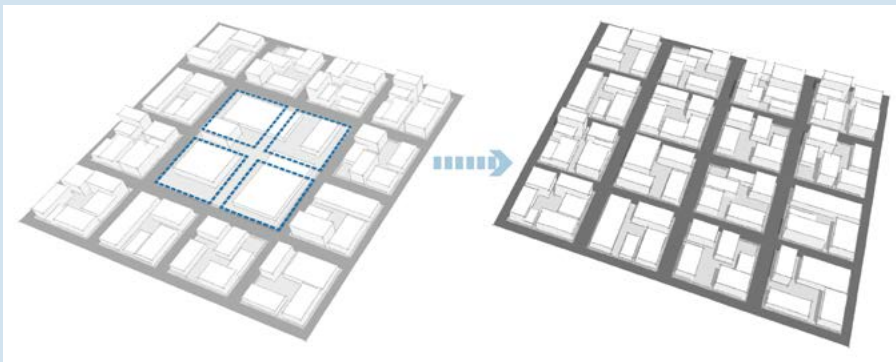
**Our city’s transportation system is largely based upon a traditional street grid, which provides a high degree of connectivity.** There are natural breaks to this grid, such

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

 **ACTION STEPS**

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

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



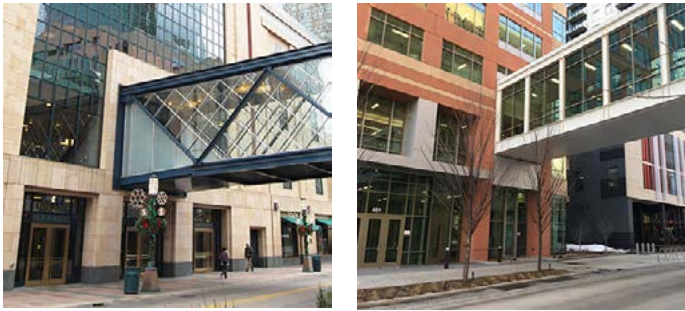
- b. Consider elimination of gaps in the street grid when conducting development and area-wide planning.
- c. Improve local transportation across freeways, including improving pedestrian, bicycle, and transit accommodations across existing bridges and promoting adequate spacing and connectivity of local streets crossing the freeways.
- d. Maintain the City’s ownership of streets in order to preserve the network of city streets and arterials.



- e. Restore the street grid when appropriate, taking advantage of opportunities as they arise in conjunction with new development and through capital projects. Explore options to proactively dedicate capital improvement funds to reconnect the street grid, so resources are already available when opportunities arise. Where restoring auto access is no longer feasible or aligned with other City plans, the City will pursue restoring streets for use by pedestrians, bicyclists, or transit users.
- f. Explore ways to reconnect neighborhoods divided by freeways and highways.
- g. Collaborate with Metro Transit to implement technologies to improve the flow of traffic along light-rail transit routes and bus rapid transit routes while maintaining safety for all users consistent with the Complete Streets policy.

**POLICY 11**

**Skyways**  
**Improve the Skyway system that connects buildings Downtown.**



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

 **ACTION STEPS**

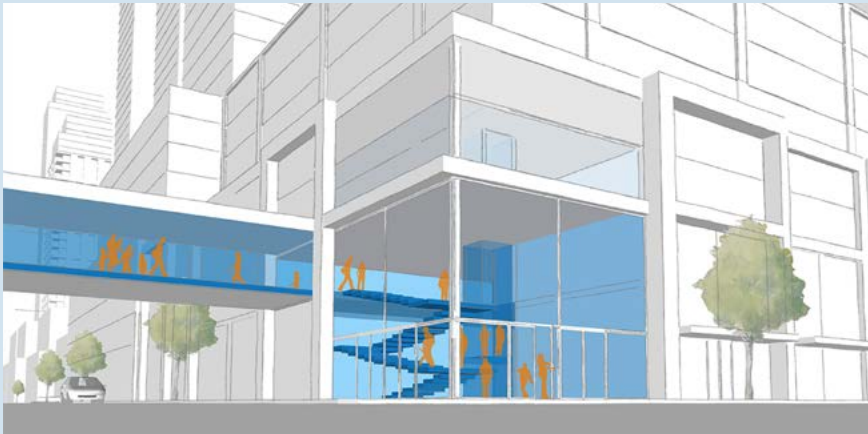
**The City will seek to accomplish the following action steps to improve the Skyway system that connects buildings Downtown.**

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

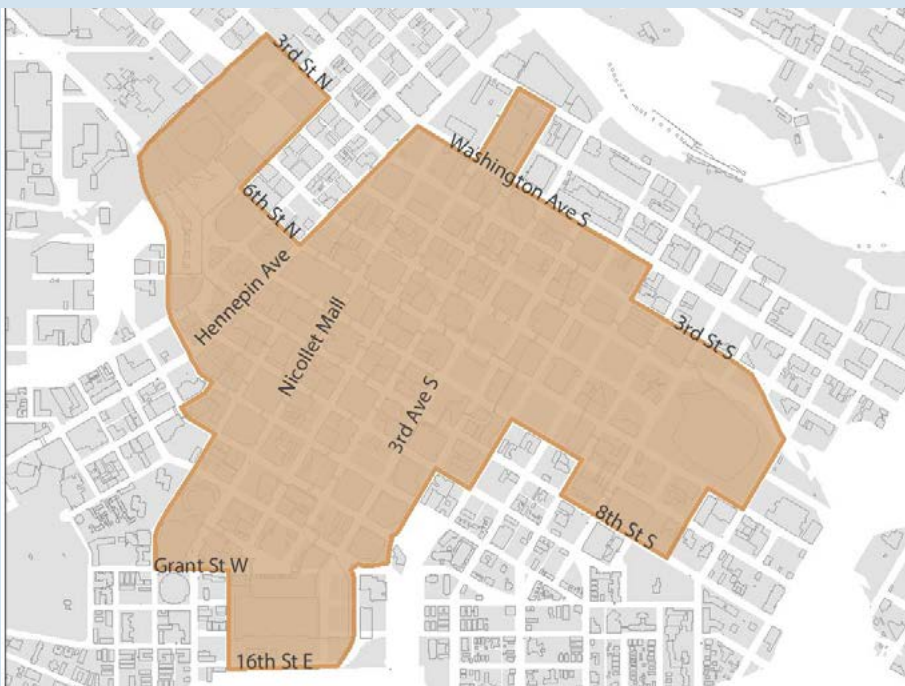


- b. Require transparency of skyway walls that meet bird-safe glazing definition in order to provide views into and to the outside that help users orient themselves.
- c. Require uniform skyway hours of operation.

- d. Encourage consistent and uniform directional signage and accessible skyway system maps in multiple languages near skyway entrances, particularly along primary transit and pedestrian routes. Include navigation to publicly accessible restrooms.
- e. Require convenient and easily accessible vertical connections between the skyway system and the public sidewalks, particularly along primary transit and pedestrian routes.



- f. Require functional links in the skyway system while adjoining properties undergo redevelopment or renovation.
- g. Limit skyway expansion to the downtown core and major institutional sites in order to minimize low-usage skyways and maximize street-level pedestrian activity in growing downtown neighborhoods and historic areas.



- h. Encourage skyways as a transportation, rather than commercial system.

**POLICY 12**

**Lighting**

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



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

 **ACTION STEPS**

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

- a. Provide high-quality energy efficient lighting fixture designs that are appropriate for adjacent land uses, and that provides safe pedestrian friendly illumination, maximizes dark sky conditions, but minimizes glare and other unnecessary light pollution.



- b. Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.
- c. Ensure that all site lighting requirements and directional signs have appropriate illumination levels, are effectively placed, comply with zoning and industry illumination standards and avoid over-lighting.
- d. Integrate exterior building lighting design to attune with building designs and landscaping.
- e. Provide sufficient lighting for better way-finding and safe circulation within and around all sides of the development.
- f. Encourage additional pedestrian-scale exterior lighting in areas with high pedestrian traffic such as transit station areas and Goods and Services corridors.
- g. Update City regulations to reflect best available practices related to dark skies and the environmental benefits of strategic lighting management.
- h. Educate homeowners, property managers, landlords, and business owners on how to provide energy efficient, downcast, non-glare exterior lighting when retrofitting their buildings and properties.
- i. Encourage homeowners, property managers, landlords, and business owners to maintain a minimal level of lighting along public ways consistent with best practices.

## POLICY 13

**Landscaping**

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



**A well-designed landscape will create and define spaces while softening the built environment.** Landscaping provides beauty and visual interest, shade and environmental benefits, as well as screening and buffering of uses. It is important to consider the impact different types of plants and trees have on their surrounding environment, including their resilience to climate fluctuations, and their ability to be properly maintained.


**ACTION STEPS**

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

- a. Encourage larger, well-placed, contiguous planting areas that create and define public and private spaces, and acknowledge the roles that smaller, disconnected areas can play in supporting diverse ecologies.
- b. Encourage plant and tree types that complement the surrounding area, including a variety of species throughout the site, and seasonal interest. Species should be climate resilient, indigenous, or proven adaptable to the local climate and should not be invasive on native species.
- c. Promote landscaped areas that include plant and tree types that address ecological function, including the interception and filtration of stormwater, reduction of the urban heat island effect, and preservation and restoration of natural amenities.
- d. Require the maintenance of landscaped areas in accordance with Crime Prevention through Environmental Design (CPTED) principles, to allow views into and out of the site, to preserve view corridors, and to maintain sight lines at vehicular and pedestrian intersections.
- e. Encourage landscaping plans that facilitate future maintenance including those that minimize the need for irrigation systems, utilize drought and salt-resistant species, and consider ongoing performance of storm water treatment practices, snow storage, access to sun, proximity to buildings, paved surfaces, and overhead utilities.

- f. Encourage and identify opportunities to integrate green roofs, living walls, and porous pavement into development, acknowledging that these practices are not meant to be a substitute for ground-level landscaping of sites as landscaping provides both a natural amenity and aesthetic beauty to the urban landscape.
- g. Encourage boulevard landscaping and improvements, in accordance with applicable City polices and regulations.
- h. Increase use of green infrastructure to enhance the attractiveness of the public realm and positively impact storm water management.
- i. Enforce maintenance of required landscaping.
- j. Encourage native and pollinator-friendly species in landscaping.
- k. Encourage the regulation of, and education around, the use of pesticides and chemical compounds on privately owned land.

## POLICY 14

## Tree Canopy and Urban Forest

### Improve the tree canopy and urban forest.



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

The ornamental and shade trees in the city's streets, alleys, public grounds and parklands are the responsibility of the Minneapolis Park and Recreation Board while trees on private property are the responsibility of the property owner. The City supports maintaining the health of all the city's trees and increasing the city's tree canopy to make Minneapolis a healthier place for all its residents.

#### ACTION STEPS

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

- Develop and implement strategies and quantifiable goals to increase the tree canopy including exploring an expansion of funding and incentives to plant and promote species diversity while retaining and protecting existing trees.
- Provide education and training on tree care for all residents.
- Ensure a healthy tree planting environment in the right of way by increasing growing space, and maintain its quality by relocating utilities to avoid conflicts.
- Explore incentives, programs, and requirements for new developments and additions to existing buildings, to retain mature trees, replace lost trees, and plant more trees if none were there originally.
- Require new developments to preserve existing mature trees in the public right of way where feasible and reasonable.



**POLICY 15**

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



**Achieving equity in transportation means that the quality of the transportation networks in the city creates fair and just opportunities and outcomes for all people.**

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

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

and geography, and can help inform decisions about transportation and land use.

 **ACTION STEPS**

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

- a. Prioritize equity considerations in transportation programming as outlined in the 20 Year Street Funding Plan and continue to refine plans as necessary.
- b. Provide equitable and ample access to walking, bicycling, transit options, and a shared mobility economy.
- c. Develop ongoing measurements to track the effectiveness of the transportation system in contributing to equitable outcomes.
- d. Increase connections to isolated areas of the city that were created by historic inequities.
- e. Support strategies to improve mobility for seniors and those with mobility challenges.

**POLICY 16**

**Environmental Impacts of Transportation**

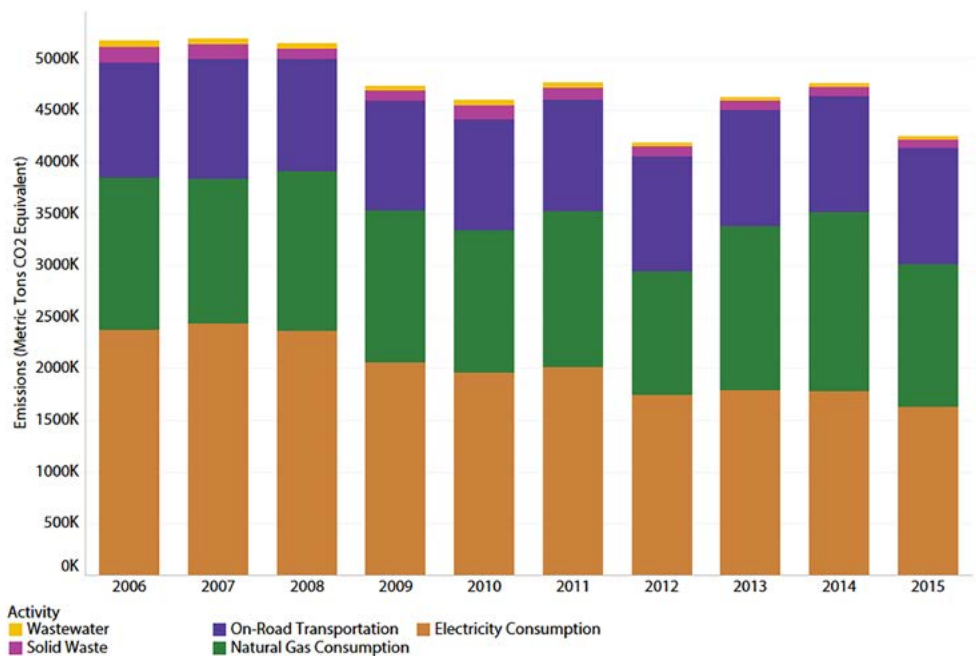
**Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.**



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

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

**FIGURE P16.1: Greenhouse Gas Emissions from Citywide Activities in Minneapolis**



Source: City of Minneapolis

2025 from 2006 levels. In 2014, Minneapolis passed an 80% reduction goal by 2050 and formed the Clean Energy Partnership with Xcel Energy and CenterPoint Energy. In 2015, on-road transportation accounted for 26 percent of the city's greenhouse gas emissions. Today, over 90 percent of passenger miles traveled in Minneapolis are in personal automobiles. Even with the adoption of electric cars, a 38 percent reduction in passenger miles traveled by automobile is needed to achieve the 80 percent reduction of greenhouse gas emissions by 2050.

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

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



### ACTION STEPS

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

- a. Require creation and implementation of travel demand management strategies in new development such as facilities for bicycle commuters, transit passes, and market-priced parking.
- b. Increase availability and attractiveness of public transportation and non-motorized modes, and continue to disincentivize driving and driving alone.
- c. Support the education and outreach efforts of transportation management organizations focused on reducing single-occupancy vehicle trips.
- d. Continue to evaluate and implement traffic control measures to minimize vehicle emissions.
- e. Implement fees and incentives that encourage the use of public transportation and zero-emissions vehicles in an equitable manner.
- f. Transition both public and private vehicle fleets to zero-emissions technology where technology allows.
- g. Explore incentives and requirements for electric vehicle charging infrastructure in new development and in the public right-of-way.
- h. Incorporate carbon-reduction design elements into City infrastructure projects.
- i. Enforce full compliance with the City's idling ordinance. Utilize technology to track and improve compliance with the public fleet.
- j. Incentivize shared mobility options and maximize vehicle occupancy, ensuring the City is able to develop partnerships with public and private companies through policy and fee structures to support climate goals and equitable access to services.
- k. Document and publish the anticipated greenhouse gas impact of every major city infrastructure project.

## POLICY 17

**Complete Streets**

**Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use.**

**(Complete Streets Policy, adopted May 2016.)**



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

 **ACTION STEPS**

**The City will seek to accomplish the following action steps to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy, adopted May 2016.)**

- a. Implement the Complete Streets Policy throughout all phases of transportation projects and initiatives, including programming, planning, design, construction, operation, and maintenance.
- b. Incorporate the Complete Streets Policy into all elements of the public right-of-way, including landscaping, transit shelters, lighting, signs, traffic lights, parking meters, bicycle parking, and furniture.
- c. Document the implementation of the Complete Streets Policy for each individual project.
- d. Prioritize projects that will improve the pedestrian, bicycle, and transit networks when developing the City's long-range Capital Improvement Program, focusing on an equitable distribution of resources and recognizing historical practices that led to inequitable pedestrian networks.

- e. Incorporate a context-based approach informed by the Complete Streets Policy when planning and designing transportation projects.
- f. Continue to explore flexible and innovative designs that aim to achieve desired outcomes, and continue to evaluate the latest design standards and innovative concepts, seeking guidance from established best practices.
- g. Where standards established by other units of government conflict with the City's Complete Streets Policy, seek design exceptions and variances to their established standards.
- h. Develop strong curbside management policies to take full advantage of a dynamic urban environment.

## POLICY 18

## Pedestrians

**Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.**



**Walking and the use of mobility aids is an essential mode of transportation in Minneapolis. Everyone walks, whether young or old, whether on foot or using a mobility device, whether as a walking pedestrian trip alone or in conjunction with taking transit, bicycling, or driving.** Pedestrians and pedestrian environments support the economy. The most successful commercial districts in Minneapolis rely on high levels of pedestrian traffic. Pedestrians also contribute to an active lifestyle, improving health outcomes. Increasing the number of pedestrians and improving the pedestrian environment are critical components of reducing greenhouse gas emissions, both directly and indirectly. Specific sidewalk design guidance, which is carefully planned according to accessibility standards, adjacent land uses, and street typology, is provided in the Street and Sidewalk Design Guidelines that are part of the City's Transportation Action Plan.

 ACTION STEPS

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

- a. Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility, and lowering vehicular speeds through street design and other measures.
- b. Foster vibrant public spaces for street life.
- c. Provide clearly-designated pedestrian areas in accordance with the City's Street and Sidewalk Design Guidelines.
- d. Minimize the number of vehicle curb cuts that hinder pedestrian safety; be deliberate in the placement of drop-off zones and other curb side uses and evaluate the pedestrian benefits as a part of the decision-making process.
- e. Deploy traffic calming measures.
- f. Improve pedestrian connections across barriers such as freeways, highways, and busy streets.
- g. Encourage sidewalk widths that reflect existing or expected volumes of pedestrian traffic, as guided in Street and Sidewalk Design Guidelines.
- h. As opportunities exist, encourage and design for streetscape amenities, including street furniture,

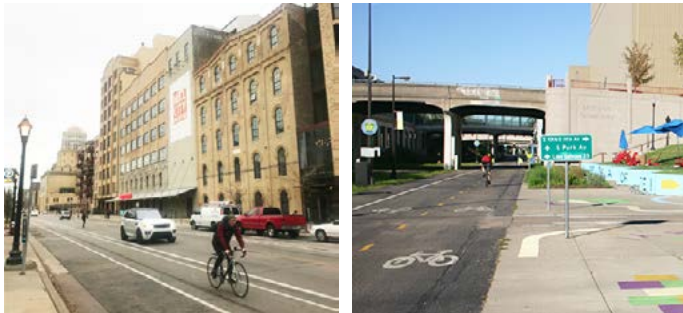
street lighting, trees, and landscaping, that buffer pedestrians from street traffic and parking areas.

- i. Continue to make improvements to the existing sidewalk network, and fill existing sidewalk gaps.
- j. Implement and expand zoning regulations and incentives that promote pedestrian activity, such as the provision of secured storage for transportation carts near building entrances, storage lockers, and changing and shower facilities.
- k. Ensure timely city-wide enforcement of regulations for snow and ice removal from sidewalks. Include annual public education and support for those with physical limitations. Explore additional strategies, technologies, and improved City clearance operations.
- l. Ensure timely city-wide enforcement of regulations for snow and ice removal from sidewalks. Include annual public education and support for those with physical limitations. Explore additional strategies, technologies, and improved City clearance operations.

## POLICY 19

**Bicycling**

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



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

 **ACTION STEPS**

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

- a. Continue to build and maintain a network of bikeways including greenways and accessible protected bikelanes.
- b. Develop guidance for selecting bikeway types when planning and designing streets.
- c. Embrace and implement emerging best practices in bikeway design.
- d. Implement and expand zoning regulations and incentives that promote bicycling, such as the provision of secured storage for bicycles near building entrances, storage lockers, and changing and shower facilities.
- e. Minimize the number of vehicle curb cuts that hinder bicyclist safety; be deliberate in the placement of drop-off zones and other curb side uses, and evaluate the bicycling benefits as a part of the decision-making process.
- f. Expand use of bicycles as part of the public fleet.
- g. Explore ways to increase accessibility to new bicycle technologies.



## POLICY 20

## Transit

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



**2016 marked the 6th consecutive year in a row that Metro Transit ridership surpassed 80 million annual rides.** Metro Transit's system includes light rail, high frequency, rapid, commuter, and local bus lines as well as Metro Mobility and community partnerships that extend the reach of transit use to the outer edges of the metro area. In 2015, 13.1% of the working population over 16 in Minneapolis used public transportation to commute to work. In the core of downtown, transit carries 45-54% of peak period passenger trips. Approximately 18% of Minneapolis households are without access to a personal vehicle, making transit, car-sharing or carpooling, or non-motorized transportation a necessity for many in the city.

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


**ACTION STEPS**

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

- a. Actively shape and define the City's transit vision and framework, with a focus on outcomes rather than modes.
- b. Partner with Metro Transit and other agencies to pursue new transit projects of high impact.
- c. Work with regional partners to make transit more effective at the local level on both major regional projects as well as the local network.
- d. Support Metro Transit's efforts to install higher quality infrastructure (bus shelters, heating, lights) and coordinate these improvements with street improvement projects and new development.
- e. Support Metro Transit's efforts to monitor and maintain transit facilities, including landscaping, trash removal, and cleaning of bus shelters.
- f. Partner with Metro Transit and other transit providers to provide reliable service in Minneapolis through shorter transit headways and transit advantages, including priority transit lanes and signal priority and preemption.
- g. Coordinate major transit projects with housing, economic development, and other transportation-related capital improvement investments, including connections to transit via walking pedestrian routes and bicycling facilities.

- h. Ensure that high frequency bus routes serve areas with the highest residential, employment and commercial densities.
- i. Support the creation of MnPASS for transit advantages to encourage more regional transit use into the downtown core; the conversion of general purpose freeway lanes to MnPASS lanes is preferred over capacity expansion.
- j. Increase and improve transit and mobility options within, to, from and around Downtown to support commerce and density.

## POLICY 21

### Freight

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



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

The City of Minneapolis will support the maintenance and expansion of freight infrastructure where benefits to the local and regional economy are apparent and where impacts to surrounding land uses are minimal. The City will encourage adaptation of urban-centered freight innovation and technology, both for shipment into Minneapolis and last mile distribution.

### ACTION STEPS

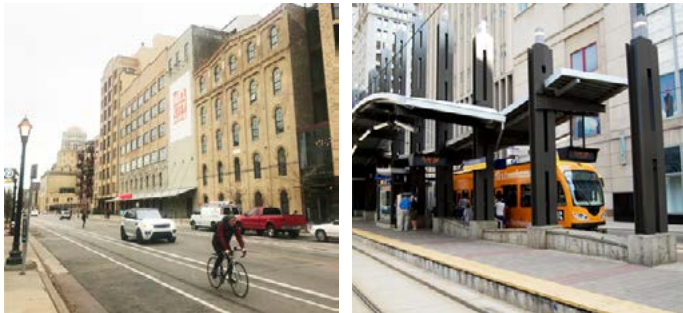
**The City will seek to accomplish the following action steps to accommodate freight movement and facilities in order to support the local and regional economy.**

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

## POLICY 22

## Downtown Transportation

**Ensure travel to and throughout Downtown is efficient, understandable, reliable, and safe.**



**Downtown Minneapolis serves as the economic, cultural, and transportation hub of the region and requires ongoing coordinated improvements to its streets, sidewalks, transit facilities, and bikeways.** As the city grows, thoughtful multimodal transportation planning will support the continued success of Downtown in meeting these needs of the city and region.

### ACTION STEPS

**The City will seek to accomplish the following action steps to ensure travel to and throughout Downtown is efficient, understandable, reliable, and safe.**

- a. Encourage pedestrian activity, bicycling, and transit use Downtown, including promoting incentives to make transit more convenient for users traveling to, through, and within Downtown, as well as improved pedestrian and bicycle infrastructure and amenities.
- b. Manage the supply and design of parking downtown in a manner consistent with objectives for climate protection, pedestrian activity, bicycling, and transit users.
- c. Improve the pedestrian environment Downtown by investing in the public realm and designing buildings to create a pedestrian friendly environment.
- d. Partner with property owners to seek out and seize opportunities to connect vertically into and out of the skyway system from and to the public realm through wayfinding and vertical circulation.
- e. Ensure that streets serving freeway connections reflect the complete streets policy.
- f. Support the education and implementation activities of the Downtown Transportation Management Organization (TMO).
- g. Develop strong curbside management policies to take full advantage of the dynamic Downtown urban environment, by supporting street level retail business and addressing the unique freight and delivery needs of the area Downtown.

## POLICY 23

## Coordinated Development Strategy

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

**By several measures, Minneapolis is experiencing a resurgence.** The city's number of residents and jobs is increasing, new businesses are opening, and over \$1 billion each year is invested in new buildings and remodeling. Despite this overall success, some areas of the city are not sharing in the positive effects of reinvestment, perpetuating institutional racism in housing and the economy. In addition, some areas of the city may grow dramatically and may not experience commensurate infrastructure or service investments. Overcoming those disparities requires community centered, long-term, sustained, and coordinated investments in public and private land development, development-related public infrastructure, and transportation systems.

In some areas of the city strategic investments by the public sector can spur the private market to deliver new development that provides housing, jobs, and retail goods and services while increasing the tax base. In these cases, the City recognizes that redevelopment areas can benefit from a system-wide district approach through coordinated infrastructure improvements, building on proximity to critical resources, and implementing synergistic land use

and transportation strategies. This approach can also be utilized when planning for stormwater management, energy, parking, place making, green space, and marketing as opportunities for achieving the goals of this plan. This district-wide approach to coordinated development can be, but is not limited to, referred to as an Innovation District or a Cultural District.



### ACTION STEPS

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

- a. Use data on racial disparities and community asset mapping criteria to identify geographic areas most in need of reinvestment and where a coordinated approach would result in achieving Minneapolis 2040 goals, including but not limited to areas that have historically experienced disinvestment.
- b. In geographic areas most in need of reinvestment, conduct community centered planning processes that clearly articulate a coordinated district-wide development plan including the location, phasing, and conceptual design of buildings and infrastructure as well as strategies to minimize the displacement of nearby residents and businesses.
- c. Devote City staff time to interdepartmental and interagency coordination teams tasked with implementing coordinated district-wide development plans in these areas.

- d. Prioritize use of City dollars, as well as resources from other jurisdictions, on implementing coordinated district-wide development plans in these areas.
- e. Use and leverage City funds, including the City's Development Infrastructure Fund, to make strategic infrastructure investments that implement coordinated district-wide development plans in these areas.
- f. Prioritize acquiring and disposing of property in order to implement coordinated district-wide development in areas where the positive benefits of reinvestment can have the greatest gain by and most immediate impact for people of color, Indigenous people, immigrants, and low-income residents.
- g. Ensure a participatory decision-making process with a focus on the equitable engagement of historically underrepresented populations throughout City-coordinated and funded projects.
- h. Invest in transportation infrastructure in locations experiencing growth, particularly in locations that have existing transportation infrastructure that needs to adapt to the demands and opportunities brought by growth.

## POLICY 24

**Shared Mobility**

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



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

 **ACTION STEPS**

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

- a. Prioritize innovation through pilots and experimentation, as well as design, regulatory, and policy initiatives.
- b. Plan for a shared vehicle fleet and its impact on the built form, including automobiles and bikeshare.
- c. Establish parking guidelines and requirements that reflect changing car ownership models, both on-street and off-street.
- d. Lead by example in City-owned parking facilities by supporting carpools, vanpools, and shared mobility vehicles which encourages private parking facility owners to do the same.
- e. Evaluate demographics of early adopters of new ownership models and ensure shared mobility benefits are accessible in an equitable way.
- f. Require private transportation network company operators to share data that supports the City's ongoing transportation planning work with a focus on equity and access for all.
- g. Require private transportation network company operators to share data that supports the City's ongoing transportation planning work with a focus on minimizing greenhouse gas emissions.

## POLICY 25

## Innovations in Transportation and Infrastructure

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

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



#### ACTION STEPS

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

- a. Proactively regulate automated vehicles in Minneapolis while ensuring equitable access.
- b. Advocate for state legislation that allows new transportation and infrastructure technology to be tested and deployed on public streets.

- c. Proactively plan for impacts of automated and connected vehicles.
- d. Encourage and support electric vehicles by prioritizing associated public and private infrastructure including in the right of way, and ensure that electric vehicle charging infrastructure incentivizes the use of renewably generated electricity.
- e. Develop and evolve parking policy for first a partially automated future and then a fully automated future.
- f. Proactively prepare for drones as a freight component, as an inspection vehicle, or for other means of advancing mobility in the city.
- g. Work with purveyors of new transportation and infrastructure technology to ensure timely, equitable, and climate sensitive deployment.
- h. Promote Minneapolis as a place to develop and test new transportation and infrastructure technology by partnering with entrepreneurs in the industry to incorporate new technologies in manners supportive of City goals for transportation.
- i. Study, encourage, and implement new and creative parking strategies to accommodate increased residential density.



## POLICY 26

### Vision Zero

## Eliminate fatalities and severe injuries that are a result of crashes on City streets by 2027.

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

### ACTION STEPS

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

- a. Working together with the community, develop a Vision Zero Action Plan, and implement prioritized measures that are identified through a robust planning process.
- b. Include a broad range of approaches involving numerous disciplines including communications, law, engineering, and health when developing the Vision Zero Action Plan.
- c. Pursue changes to state statute to allow reduction of speed limits on Minneapolis streets, and use existing statutory authority to reduce speed limits on streets with bicycle facilities.
- d. Prioritize safety investments in line with the Complete Streets Policy.

## POLICY 27

### Transportation Partnerships

**Create and seize opportunities to identify and achieve shared goals, responsibilities, and participation, while leveraging funding opportunities with regional partners or others making investments in the city.**

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

#### ACTION STEPS

**The City will seek to accomplish the following action steps to create and seize opportunities to leverage funding to identify and achieve shared goals, responsibilities, and participation, while leveraging funding opportunities with regional partners or others making investments in the city.**

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

**POLICY 28**

**MSP Airport**

**Ensure Minneapolis-Saint Paul International Airport is efficient, connected, and environmentally sound.**

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

Proximity to the airport also brings impacts on adjacent communities. The City will continue to engage with MSP to reduce and manage noise and pollution impacts.

 **ACTION STEPS**

**The City will seek to accomplish the following action steps to ensure Minneapolis-Saint Paul International Airport is efficient, connected, and environmentally sound.**

- a. Continue to advocate for programs and procedures that prevent, reduce, and mitigate aircraft noise and continue to collaborate with partners, including the Metropolitan Airports Commission and the Federal Aviation Administration.
- b. Diversify and supplement options for regional and national travel, including non-aviation modes such as intercity rail.
- c. Improve multimodal access to the airport, including pedestrian and bicycling access for employees, travelers, and other visitors.
- d. Support efforts at Minneapolis-Saint Paul International Airport that improve the energy efficiency and environmental sustainability of air and ground transportation, and landside operations

## POLICY 29

### **Arts and Creative Spaces, Venues and Districts**

**Ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and arts and cultural organizations with the resources and support they need to create and thrive.**

**Arts Districts and concentrated areas of artists' studios, creative work spaces, and arts venues contribute to the vitality of many places in the city; including the Northeast Arts District, the Hennepin Theater District, the Cedar Riverside area, the Mill District, South Chicago Avenue, West Broadway and others.**

Former industrial areas with low rents have traditionally been attractive to artists and other creative entrepreneurs due of their affordability, historic character, flexible large-scale open floor plans, sound isolation, and natural ventilation. This proximity has provided artists with informal opportunities to connect and learn from each other, collectively exhibit, and sell and market their creative work. Events such as Art-A-Whirl provide the public with the opportunity to see 800 artists in every medium at more than 60 locations throughout Northeast Minneapolis.

Clusters of galleries and studios in previously underused retail spaces, along with creative businesses in underutilized office and commercial spaces, also benefit both the creative entrepreneur and the local community. The same characteristics that make an area attractive to artists and creative workers—along with the character they subsequently bring to the area—ultimately makes these places ripe for more development, coffee houses, breweries, and people seeking unique housing options. There is the potential that with this competition for space,

property values will increase. Artists and creative workers, who typically rent their spaces, may be priced out.

The transition from artist districts to gentrified areas is a common issue that cities across the US have reckoned with for generations. These same challenges also undermine the ability of a multitude of small arts and culture for-profit/nonprofit and arts incubators to sustain themselves. There is a need to identify the tools available to artists, creative workers, arts organizations or venues, and cities, seeking to prevent displacement. These tools should also assist artists in avoiding unintentionally displacing long-term residents and businesses.

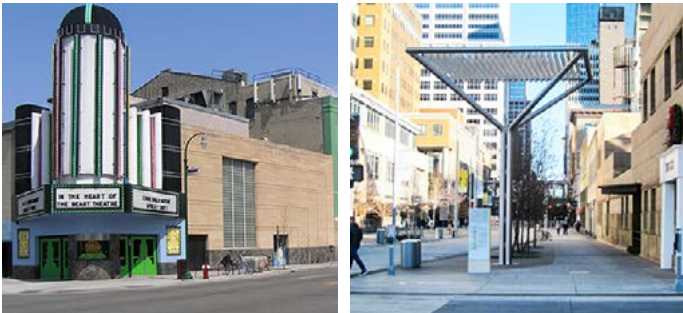
 **ACTION STEPS**

**The City will seek to accomplish the following action steps to ensure growth and sustainability in the creative sector economy by providing artists, creative workers and arts and cultural organizations with the resources and support they need to create and thrive.**

- a. Explore strategies to retain buildings that offer artists and creative workers access to flexible and affordable spaces, spaces that serve unique production needs, and proximity that allows for interaction and learning from one another.
- b. Support creative institutions that contribute to the vitality of arts, cultural and creative spaces, and districts within the city.
- c. Support community efforts to brand and market arts districts.
- d. Partner with private, philanthropic, and other government institutions to target investments in arts and creative spaces, venues, and districts, particularly in communities where there are existing racial, ethnic, and economic disparities.
- e. Explore strategies to prevent displacement and preserve the affordability of artist and creative studios, work spaces, live spaces, venues and districts, such as coop models, subsidies, long-term leases, and an Advanced Notice of sale policy.
- f. Acknowledge and address the role the creative sector plays in displacing long-term residents and businesses.

POLICY 30

**Emphasize the Value of Minneapolis' Arts and Culture**  
**Support the creative economy, cultural organizations, and the city's quality of life by raising awareness of and promoting the value of local arts and culture.**



**Creative sales make up almost 6% of all industry sales in the city.** The fact that for profit creative sales contributed \$5.1 billion into Minneapolis' economy—nearly 9.2 times the size of Minneapolis' sports sector revenues—is a well-kept secret, as is the nonprofit arts and culture sectors contribution of \$346 Million to the city's economy.

 **ACTION STEPS**

**The City will seek to accomplish the following action steps to support the creative economy, cultural organizations, and the city's quality of life by raising awareness of and promoting the value of local arts and culture.**

- a. Build awareness among residents and youth about the value of the arts to the city's economy and livability.
- b. Create access to opportunities for young people, particularly youth of color and indigenous youth, to pursue arts careers through arts education efforts, apprenticeships, and mentorships.
- c. Research and promote the strength and diversity of local artists, creative entrepreneurs, and arts and cultural organizations in the vibrant downtown area and the city's diverse neighborhood and corridors.
- d. Partner with the public and private sectors to promote, support, and engage creative organizations and artists.
- e. Partner with the private sector to promote the city's vibrant arts and culture scene as a means of attracting and retaining skilled workers.

## POLICY 31

## Artists and Creative Workers

### Engage artists and creative workers in the City enterprise and support their capacity to earn revenue.

**The city experienced 5.1% job growth in the creative sector between 2014 and 2016. Regionally, creative jobs have grown by 14.4% since 2006.** This growing sector of the overall knowledge economy is unique. Artists and creative workers frequently generate their income by combining contracted opportunities in the for-profit sector with grant opportunities in the public and nonprofit sectors. Small creative businesses and arts and cultural nonprofits also straddle these two worlds, combining for profit and nonprofit revenue streams in order to operate.

While the creative sector is cited as an important factor in promoting the city as a destination on a national and global scale, sustainability and growth in this sector faces particular challenges. Artists, creative entrepreneurs, and organizations do not see themselves as small businesses or fit in traditional small business models. They are often configured differently in terms of labor force and capital and space needs. To sustain the creative sector, the resources that support small businesses need to be tailored and targeted to their unique needs.

Racial and gender disparities that persist in Minneapolis' economy also persist among creative workers. The 2018 Minneapolis Creative Vitality Index shows that in the region only 7-9% of jobs in the top-earning creative job types are held by people of color, and women are making very limited progress in gaining parity in many creative job types. Community input for this plan emphasized the need to engage artists of color and indigenous artists in providing training and mentoring as a means of addressing these disparities.

#### ACTION STEPS

**The City will seek to accomplish the following action steps to engage artists and creative workers in the City enterprise and support their capacity to earn revenue.**

- a. Make City programs for new and small businesses available to artists, art organizations, and creative entrepreneurs, particularly emerging artists, artists of color and indigenous artists, and women.
- b. Engage artists of color, indigenous artists, and arts and cultural organizations in providing training and mentorship.
- c. Provide artists and creative workers with competitive compensation.
- d. Encourage government partners to engage artists and creative workers and provide them with appropriate support and compensation.
- e. Provide opportunities for artists and other creative entrepreneurs to earn revenue.
- f. Focus on highlighting local talent.
- g. Engage artists and creative workers in City projects, training, planning, research, development, and community engagement.

## POLICY 32

## Arts and Culture in Community Development

### Build healthy and resilient communities through arts and culture.



**A growing body of research using the term “creative placemaking” demonstrates that creativity impacts livability, safety, health, and community development.**

The results of creative placemaking activities can be dramatic and transformative for communities. Minneapolis neighborhoods use these strategies regularly working with an array of local artists and groups to creatively enhance public spaces and change the dynamics of their communities. A 2014 survey conducted through the City’s Creative City Roadmap Planning process demonstrated that Minneapolis residents and artists think it’s important to offer arts and cultural programs to connect people across differences and to make tangible the values and identities of their own local communities. Through the community engagement for this plan, many people acknowledged the need to for public art and placemaking to focus on the arts and culture of each neighborhood and build on each community’s unique diversity.

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

#### ACTION STEPS

**The City will seek to accomplish the following action steps to build healthy and resilient communities through the arts and culture.**

- Focus arts and culture programs on supporting and engaging communities of color, low income communities, and indigenous communities and celebrate the rich, diverse character and identities of the city’s neighborhoods and corridors.
- Create welcoming environments for connecting and building trust between City government and communities of color through arts and cultural strategies.
- Encourage community groups and organizations to develop public artworks that enhance the city’s public realm by building their capacity and simplifying approval processes.
- Establish a sense of belonging by reflecting the identities of local ethnic, racial and cultural communities in the design of public art.
- Engage artists and community members in guiding the long-term vision and direction of the City’s public art program.



- f. Encourage government partners to develop and maintain public art projects that support artists and engage the community.
- g. Encourage creative expression and placemaking on commercial and cultural corridors and in neighborhoods, parks and public plazas.
- h. Build on the leadership of cultural organizations within the city that celebrate and promote the traditions and values of various racial and ethnic groups.
- i. Encourage non-traditional, hands-on, grassroots, and life long arts opportunities to participate in creating art.
- j. Engage artists of color, indigenous artists, and arts and cultural organizations in leading these opportunities.

**POLICY 33**

**Affordable Housing Production and Preservation**

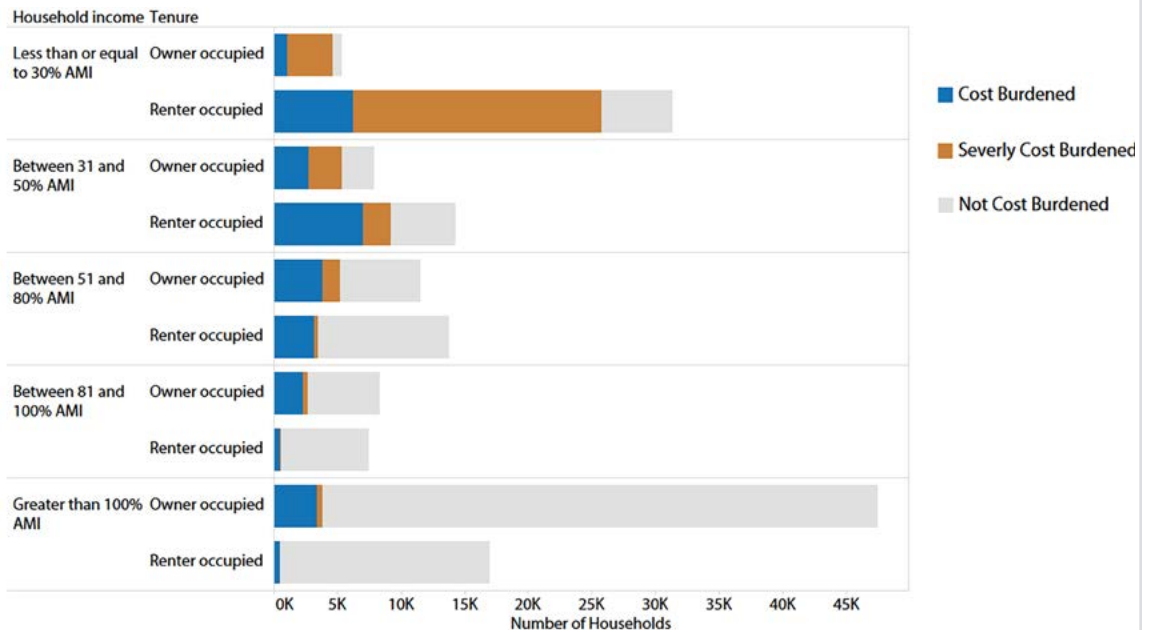
**Produce housing units that meet the changing needs of Minneapolis residents in terms of unit sizes, housing types, levels of affordability, and locations while preserving existing housing using targeted, priority-based strategies.**



**Affordable housing** is rental housing with rent and income restrictions (typically 60% of Area Median Income or below) or housing for homeownership with income restrictions (typically less than 80 percent of Area Median Income) as governed by local, state, and federal housing assistance programs. This is in comparison to *Housing Affordability*, which is access to homeownership or rental options based on housing price relative to household income. In Minneapolis, renters who qualify for affordable housing earning less than 30% of the Area Median Income (\$28,300 per year), are one of the two largest groups of residents in the city after 100% AMI or greater homeowners (\$94,300 per year). (**Figure P33.1**).

Minneapolis has less affordable housing than it did 10 years ago, and production of affordable housing is not keeping pace with the loss. There is a great need for the creation of new legally binding affordable housing as well as for the preservation of existing legally binding and naturally occurring affordable housing (NOAH). This need outstrips the resources and tools that are currently available to produce and preserve affordable housing;

**FIGURE P33.1: Cost Burden by Household Income and Tenure in Minneapolis, 2010 - 2014**



Sources: HUD Comprehensive Housing Affordability Strategy Estimates

meeting the need will require new and expanded tools and resources. Since 2000, Minneapolis has lost roughly 15,000 housing units that are considered affordable for those earning 50 percent of the area median income. This is despite the City producing or preserving 8,900 such housing units.

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

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



### ACTION STEPS

**The City will seek to accomplish the following action steps to produce housing units that meet the changing needs of Minneapolis residents in terms of unit sizes, housing types, levels of affordability, and locations while preserving existing housing using targeted, priority-based strategies.**

- a. Produce more affordable housing by expanding tools and resources, prioritizing funding to households earning at or below 30% and 50% of area median income.
- b. Pursue policies, tools, and programs to ensure long-term housing affordability, such as requiring the maximum affordability term of at least 30 years for new affordable housing construction.
- c. Strengthen strategies to retain naturally occurring affordable housing, such as reducing property taxes and increasing funding for acquisition.

- d. Create strategies to retain naturally occurring affordable housing and existing housing types that are typically not constructed in the marketplace, such as, single room occupancy, shared housing, co-housing, cooperative housing, and 3+ bedroom units for families.
- e. Encourage affordable living features in residential development that result in lower transportation costs and reduce monthly utility bills for its residents.
- f. Ensure an equitable spacing across the city of affordable housing, supportive housing, shelters, and government placed residents.
- g. Create strategies that reduce the cost of affordable housing, such as design competitions for low cost housing using innovative techniques like prefab and manufactured housing, 3-D printed housing and tiny houses.
- h. Provide density bonuses and other incentives for the construction of affordable housing.
- i. Preserve, improve, and expand public housing that serves the lowest-income people in our city.
- j. Support and promote housing options that allow for aging in place, both within a community and at home.
- k. The City of Minneapolis is committed to preserving and increasing our public housing stock.

## POLICY 34

**Cultural Districts**

**Strengthen neighborhoods by prioritizing and accelerating economic development, public transit, and affordable housing policies, practices, and resources to protect the racial diversity and uplift the cultural identity of the city's areas where a significant portion of the population is comprised of people of color, Indigenous people, and/or immigrant (POCII) communities.**

**Given the history of redlining and economic exclusion, the City will designate Cultural Districts to prevent the displacement of low-income residents while nurturing thriving commercial corridors.** A Cultural District is a contiguous area with a rich sense of cultural and/or linguistic identity rooted in communities significantly populated by people of color, Indigenous people, and/or immigrants. The City of Minneapolis' Cultural Districts designation will allow for the creation and prioritized implementation of new investment tools, policies, and practices that directly respond to the needs of POCII communities to stop the displacement of these communities and advance racial equity in Minneapolis.

 **ACTION STEPS**

**The City will seek to accomplish the following action steps to strengthen neighborhoods by prioritizing and accelerating economic**

**development, public transit, and affordable housing policies, practices, and resources to protect the racial diversity and uplift the cultural identity of the city's areas where a significant portion of the population is comprised of people of color, Indigenous people, and/or immigrant (POCII) communities.**

- a. Partner with the Cultural District residents, cultural workers, artists, entrepreneurs, businesses, institutions, and other levels of government to develop multi-faceted strategies that elevate the district's cultural and linguistic identity.
- b. Partner with POCII entrepreneurs and business owners to create new tools that help them retain and expand commercial activities.
- c. Provide more flexible response to and support for efforts that help Cultural Districts thrive. This includes, but is not limited to, facilitating increased street activation by addressing regulatory barriers and amplifying the impact of Special Service Districts and the City's Great Streets Program.
- d. Current City policies, resources, and departmental work will be prioritized to accelerate racially equitable outcomes in commercial vitality, stable housing, and infrastructure within the District area.
- e. Help create and prioritize the implementation of cooperative-based economic and housing development strategies such as cooperatively-owned housing and commercial land trusts to secure long-term affordability and greater equitable outcomes for POCII.
- f. Promote Cultural Districts as prime areas for ethical tourism by aligning and leveraging funding and programs with key regional partners such as Meet Minneapolis and Greater MSP.

## POLICY 35

## Innovative Housing Types

### Pursue innovative housing types and creative housing programs to help meet existing and future housing needs.

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

#### ACTION STEPS

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

- a. Support community driven innovative housing solutions, such as prefabricated and manufactured housing, 3-D printed housing, and tiny houses.
- b. Review and revise existing policies, programs, and regulations to remove barriers and support innovative, energy efficient, and creative housing options, such as multi-generational housing that supports large family structures, single room occupancy, shared housing, co-housing, and cooperative-housing.
- c. Invest in the training and expansion of housing code enforcement to monitor and ensure owner-occupant and investment properties are meeting the standard of building maintenance and health conditions.
- d. Allow Accessory Dwelling Units (ADUs) on both owner occupied and non-owner occupied property, develop a set of ADU templates that meet City codes to ease ADU construction and allow the use of tiny homes and other alternative housing as ADUs.
- e. Allow new forms of intentional community cluster housing to house people transitioning out of homelessness, especially forms of housing that are supported by funding from the healthcare system.

## POLICY 36

## Innovative Housing Strategies and Data-Driven Decisions

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

In recent years, the City of Minneapolis has annually provided \$10 million to aid in the production and preservation of affordable housing units. These City resources, coupled with state and federal resources, have not been enough to meet the minimum projected housing needs suggested by the Metropolitan Council, the regional policy-making body, planning agency, and provider of essential services for seven counties in the Twin Cities metro, nor are they enough to meet the true demand for affordable housing in Minneapolis. More must be done. The City needs new and innovative strategies to successfully meet the Allocation of Affordable Housing Need goals set by the Metropolitan Council, as well as the affordable housing development and preservation goals of this comprehensive plan.

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

### ACTION STEPS

The City will seek to accomplish the following action steps to pursue innovative housing strategies to maximize the creation and preservation of affordable housing. In addition, use data and research to guide and evaluate housing priorities, policies and programs.

- a. Explore new strategies and tools to create and preserve affordable housing throughout the city, such as inclusionary zoning and naturally occurring affordable housing (NOAH) preservation.
- b. Continue to explore opportunities to expand and maximize local, regional, state, and federal affordable housing resources, partnerships, and tools.
- c. Engage in regional dialogue and collaboration to expand affordable housing resources and tools.
- d. Conduct and refresh housing market and needs analyses by real estate analysts on a regular basis. Use this information to establish programs and set priorities and targets geographically.
- e. Examine and review data to understand how areas of the city change and how that will affect public policy, including data such as the Center for Urban and Regional Affairs (CURA) healthy neighborhood indicators, rates of tax delinquency

- f. and foreclosure, building permit activity, vacant property lists, sales prices, and ownership tenure.
- g. Maintain a local affordable housing database as a tool for studying trends over time in the development of affordable and mixed-income housing projects.
- h. Incorporate community engagement in housing research and data analysis.
- i. Develop competitive selection criteria to prioritize the greatest needs in the allocation of affordable housing resources, expanding housing choice and preventing housing displacement throughout the city.
- j. Coordinate with the Results Minneapolis team to create a methodology for measuring the success of the 2040 Plan. Establish measurable goals for equity and affordable housing and report annually.
- k. Establish specific affordable housing goals for all neighborhoods.
- l. Prioritize data driven narratives in policy making.

## POLICY 37

# Mixed Income Housing

## Promote mixed-income development throughout the city.

**The development of new housing in Minneapolis is mostly occurring in amenity-rich areas with access to transportation choices, jobs, goods, services, and recreation.** The cost of this new housing is typically out of reach for those making the city's median household income. In Minneapolis, the median household income is \$52,611 and the median family income is \$72,970. The market alone will not deliver new affordable housing units to many of the city's existing residents. *Affordable housing* is rental housing with rent and income restrictions (typically 60% of Area Median Income or below) or housing for homeownership with income restrictions (typically less than 80 percent of Area Median Income) as governed by local, state and federal housing assistance programs. This is in comparison to *Housing Affordability*, which is access to homeownership or rental options based on housing price relative to household income.

City intervention may be needed throughout the City to support mixed-income housing, including both market rate and affordable housing, at all levels of affordability.

### ACTION STEPS

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

- a. Create and refine policies, programs, regulations, and other tools to develop mixed-income housing throughout the city for ownership and rental housing.
- b. Expand the City's inclusionary housing policies to apply to newly constructed housing developments throughout the city and explore applying inclusionary housing policies to substantial housing rehabilitations.
- c. Cultivate a culture of mixed-income housing production.



## POLICY 38

### **Affordable Housing near Transit and Job Centers**

#### **Create more affordable housing near transit and job centers.**

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

#### ACTION STEPS

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

- a. Maximize opportunities to create affordable housing, including senior housing and multigenerational housing, near transit stations and along high-frequency transit corridors.
- b. Identify and pursue opportunities to acquire and assemble vacant and for-sale properties for affordable housing near transit stations and along transit corridors.
- c. Improve coordination within the City enterprise and with outside jurisdictions to identify opportunities to increase housing density and affordability along transit corridors and near job centers.
- d. Promote a diversity of housing options throughout the city, especially in places near job employment opportunities, commercial goods and services, and educational institutions.
- e. Support education and housing stability by encouraging the development of larger, family-supportive housing units (with at least two bedrooms) in close proximity to Minneapolis Public Schools and along Minneapolis Walking Routes for Youth.

## POLICY 39

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

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

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

 **ACTION STEPS**

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

- a. Participate in regional collaboration to eliminate fair housing barriers, including the completion of a fair housing assessment at least every five years, to be informed by robust community and stakeholder engagement.
- b. Annually establish, review, assess and implement strategies for removing barriers to fair housing choice, using feedback from community and stakeholder engagement of the people most impacted by these barriers.
- c. Disseminate fair housing information and resources, with a particular focus on empowering people of color, indigenous people, low-income residents, and cultural communities.
- d. Conduct fair housing testing to ensure compliance in the rental housing community with fair housing law.
- e. Produce more affordable housing.
- f. Expand affordable homeownership opportunities and rental options for residents across the entire city.
- g. Support housing options that allow for aging in place, both within a community and at home.

**POLICY 40**

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

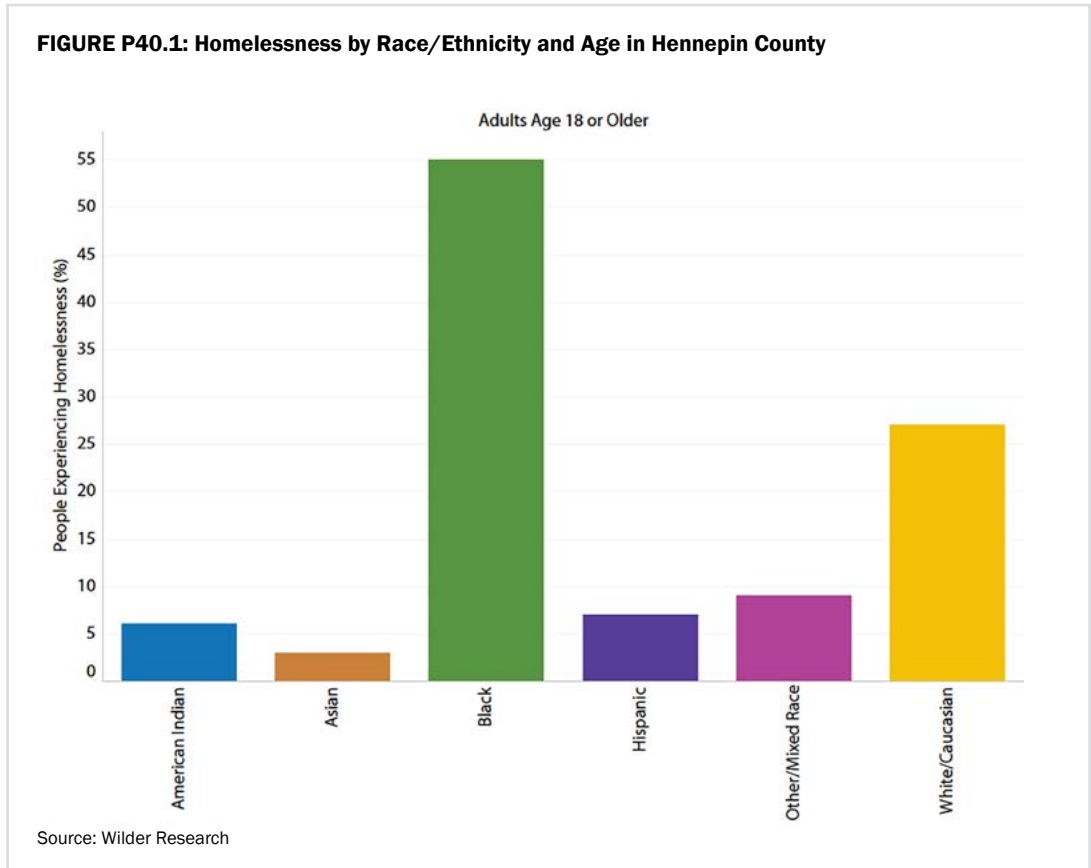
**Homelessness affects the lives of many people who do not have a stable and permanent housing situation.**

This diverse population includes families with children, unaccompanied youth & young adults, LGBTQ+, those chronically ill, single adults, fixed-income seniors, non-traditional families, victims of human trafficking, veterans, individuals released from prison, and those displaced due to domestic violence; each requiring different kinds of resources and care. People experiencing homelessness

may continue in that state without help from a regional support network and housing assistance.

As a city we are experiencing a shortage of housing for households at or below 30 percent of area median income. The matter intensifies for those who may face a lack of employment, chronic physical and mental health conditions, violence, trauma and/or the lack of transportation to access a job, appointments, or support services such as child care and counselling. This results in higher rates of homelessness, dislocation, and crowded and unsafe living conditions for thousands of residents annually – and it disproportionately impacts communities of color and indigenous people. **(Figure P40.1).**

Access to stable and safe housing that people can afford and essential support services are at the core of city efforts to prevent and eliminate homelessness. Minneapolis will strengthen coordination with local and regional partners within the seven county Metropolitan



Council to develop unified goals, strategies, and programs to prevent homelessness and to help those experiencing homelessness, acknowledging that this issue is not confined by municipal boundaries. Important strategies include efforts to prevent tenant evictions, provide timely response to emergency rental assistance and other housing crisis, while providing community and home-based supports.



### ACTION STEPS

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

- a. Strengthen the City's coordination with local and regional partners and local service providers to have a strong regional network, aligned with state goals, to financially support and develop strategies to address and prevent homelessness.
- b. Ensure that City housing programs are aligned with county and state goals to end homelessness.
- c. Prioritize the enhancement of local shelter safety methods and systems.
- d. Support greater access to emergency shelters, drop-in centers, soup kitchens, and other urgent or day-use services.
- e. Strengthen City efforts to engage directly with people experiencing homelessness to understand their stories and situations and focus on improving their health and safety by supporting the Minneapolis Police Department homeless and vulnerable population initiative, street outreach services, and other engagement efforts.

- f. Support and expand low barrier housing opportunities to better serve households with criminal and credit reports through rental housing that serves tenants with the greatest barriers to securing housing, such as having no or very low income, poor rental history and past evictions, or criminal histories.
- g. Collaborate with local and regional partners to expand housing programs beyond those that serve families to address other populations such as transitional supportive services for young adults aging out of the foster care system.
- h. Create a regulatory framework to allow new rooming houses, single room occupancy units, and other forms of transitional housing.

## POLICY 41

## Tenant Protections

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

**In Minneapolis nearly 51 percent of residents rent their housing.** Renters in Minneapolis are also more likely to be people of color and indigenous people. Increased rents, decreased or stagnant incomes, and the loss of affordable housing units have challenged many residents in their search for affordable housing, and have put many renters at risk of living in housing that may not be decent, affordable, healthy, or safe. These factors also put renters at greater risk of eviction, which exacerbates housing instability.

Ensuring long-term housing stability is essential to the success of the city and its residents. This requires investments in rental housing quality, affordability, and access. In addition, investments in resident's ability to protect their civil rights aids in their ability to overcome housing barriers by improving access to safe, decent, and affordable housing; supporting their ability to participate fully in community life.

The City is actively working to strengthen protections for tenants. There are barriers under state statute to certain types of tenant protection initiatives. However, the City will continue to engage with stakeholders to determine how tenant protections can be enhanced at the local level.

#### ACTION STEPS

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

- a. Emphasize the value and contributions of renters to the City and communities.
- b. Focus City policies and resources on equitably promoting the ability of tenants to secure and maintain stable housing, including increased City participation in Tenant Remedies Actions.
- c. Ensure tenants and landlords are aware of their rights in their native language by providing materials in commonly spoken languages of Minneapolis residents.
- d. Provide funding to community-based organizations that proactively help tenants understand and enforce their rights, and assist financially with emergency housing relocation.
- e. Identify and implement policy, financial, regulatory, and other incentives and disincentives that reduce evictions, support source of income protection, and expand tenant protections.
- f. Create incentives to increase landlord participation in rental assistance programs and other initiatives to serve tenants with the greatest barriers to securing housing.
- g. Ensure rental housing is well-maintained, healthy, and safe through proactive policies and programs for property owners and managers, including trainings and maintenance resources.
- h. Continue to investigate and address tenants' livability, health, and safety concerns.

## POLICY 42

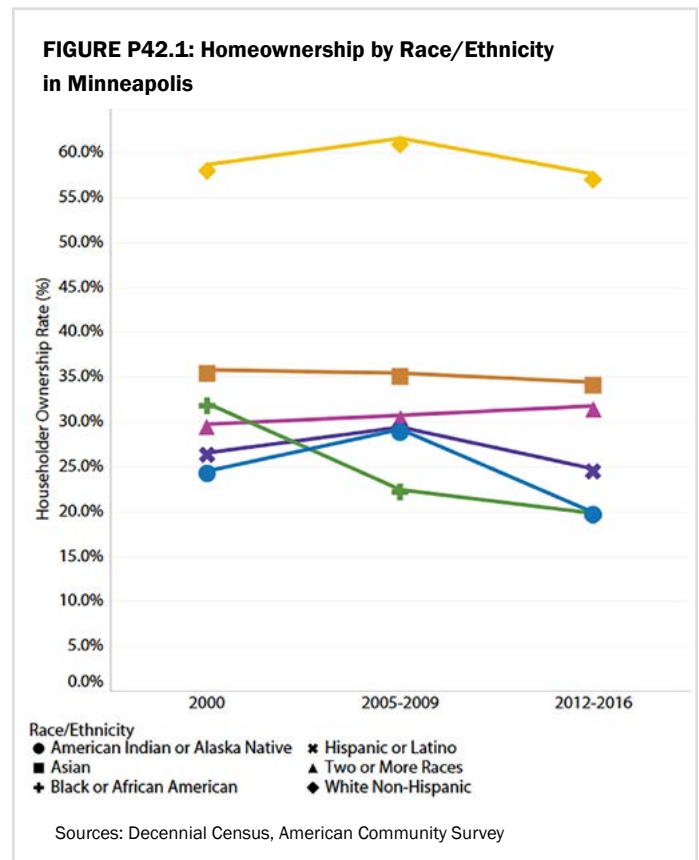
## Expand Homeownership

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

**Homeownership has given generations of Minneapolis residents the opportunity for housing stability and wealth development.** However, these opportunities have not historically been available to all city residents. The combination of past racially restrictive housing policies and current lending practices have significantly reduced homeownership opportunities for people of color in particular African-Americans, Hispanics, Asian-Americans, and indigenous people.

Although income is the largest factor in purchasing a home, even high-income households of color still face denied access to credit or are issued higher loan origination rates. In 2005, according to the Home Mortgage Disclosure Act loan data, very high-income African-Americans, Hispanic, and Asian applicants with incomes of more than \$157,000 per year had denial rates higher than white applicants with incomes of less than \$39,250 per year, with the greatest disparities among African-American applicants. In 2018, the Department of Justice settled its second-largest residential fair-lending case for \$175 million, finding that the nation's largest home mortgage lender participated in discriminatory lending practices. Borrowers of color were directed to sub-prime loans, charged higher fees, and received higher interest rates while white borrowers with the same credit risk profile were directed to less risky and more traditional mortgage products. When the housing market crashed in 2008, mostly subprime loan borrowers – largely households of color – faced foreclosure, lost the equity in their homes, and had to re-enter the rental housing market with damaged credit and limited assets.

Today in Minneapolis, there is a 36 percentage point gap between households of color that own their home versus white households. Over 59 percent of white non-Hispanic households own their home, while less than 21 percent of African-American and American Indian households own their home. Just under 25 percent of Hispanic households own their home (**Figure P42.1**).



The City can work to overcome the legacy of past barriers as well as current barriers in accessing homeownership for all people, specifically reducing racial disparities within homeownership. These actions are not just investments in filling the financial gap between the cost of a home and what buyer can afford; they are investments in people to help develop the skills and capacity to support homeownership.

 **ACTION STEPS**

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

- a. Support nonprofit organizations that provide financial counseling and homebuyer education to build homeownership capacity among low- and moderate-income households, especially households of color.
- b. Support wealth-building housing models and local credit unions or financial institutions with a particular focus on empowering communities of color, low-income renters, and cultural communities.
- c. Prioritize outreach to local developers and businesses owned by people of color, indigenous people, and women, in the administration and development of City-funded housing projects.
- d. Evaluate programs on how well they serve communities of color, low-income renters, and cultural communities using clear, measurable indicators.
- e. Support services that promote post-purchase counseling and foreclosure prevention and other services.
- f. Develop tools to support long-term affordability when the City makes investments in housing, including community specific equity sharing models such as housing cooperatives or land trusts.
- g. Develop a marketing campaign of existing homeownership resources that includes low-income residents, communities of color, and indigenous people.
- h. Increase homeownership in existing multifamily buildings by exploring ordinances including right of first refusal and/or opportunity to purchase when buildings are sold.
- i. Explore the creation of a public bank to further this goal.
- j. Explore providing downpayment assistance and loan forgiveness programs to further this goal.
- k. Explore and encourage new and innovative homeownership opportunities.

**POLICY 43**

**Housing Displacement**  
**Minimize the involuntary displacement of people of color, indigenous people, and vulnerable populations such as low-income households, the elderly, and people with disabilities, from their communities as the city grows and changes.**

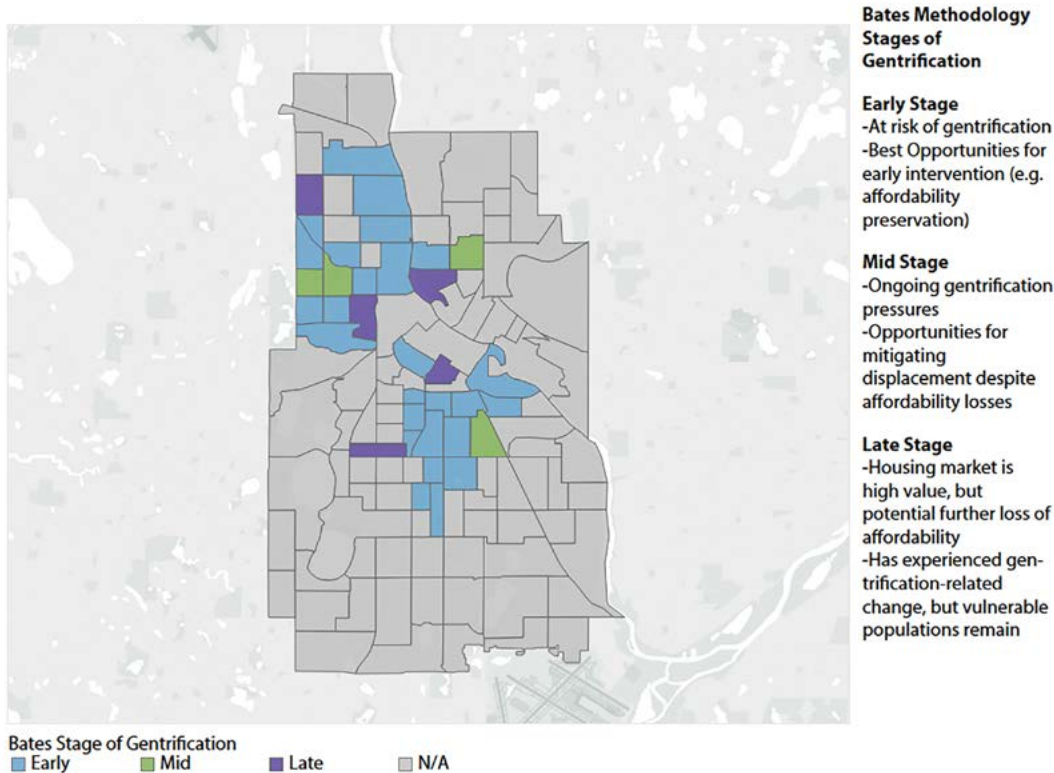
**As Minneapolis grows, communities within it will change.** To achieve Minneapolis 2040 goals, everyone must benefit from this growth; historically, people of color and indigenous people have not experienced the same benefits of growth. Without an equitable and inclusive

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

Especially at risk are the many Minneapolis residents who are cost-burdened, meaning more than 30 percent of their income goes toward housing costs – mortgage or rental payments. New investment and increased housing demand results in rising housing costs, which has a greater impact on these cost-burdened households. These households are disproportionately households of color, and disproportionately renting versus owning households: Fifty-six percent of black or African-American renting households are cost-burdened, and 51 percent of American Indian, Hispanic, and Asian renting households are cost-burdened. **(Figure P43.1)**

It is especially challenging for cost-burdened residents to meet the challenge of rising housing costs – and costs are

**FIGURE P43.1: CURA Study of Gentrification in Minneapolis, 2000-2015**



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



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

### ACTION STEPS

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

- a. Look at early indicators of neighborhood change and rents to determine where programs should be targeted.
- b. Evaluate City investments to determine whether they will cause involuntary displacement and create strategies to prevent displacement when possible and mitigate it when prevention is not possible.
- c. Develop and implement policies and programs that support the preservation and rehabilitation of naturally occurring affordable housing to prevent the displacement of existing residents, for example an Advanced Notice of Sale Policy.
- d. Prioritize the rehabilitation and preservation of existing legally binding affordable housing.
- e. Expand programs that support existing homeowners in affording and maintaining their home, with a focus on people of color, indigenous people, and vulnerable populations, such as low-income households, the elderly, and people with disabilities.
- f. Prioritize the inclusion of affordable housing in development activity.
- g. Analyze impact of property tax trends on displacing homeowners, and evaluate strategies to reduce displacement.

## POLICY 44

**Comprehensive Investments**

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

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

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

 **ACTION STEPS**

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

- a. Prioritize programs to support long-term housing stability, including but not limited to wealth-building housing models and the reduction of eviction, criminal, and credit report barriers, with a particular focus on communities of color, indigenous communities, low-income renters, and seniors.
- b. Expand coordination with internal and external partners to identify opportunities and strategies for comprehensive investments.
- c. Expand coordination within the City enterprise including the Police, Regulatory Services, Health, Public Works, and community organizations to address crime and safety issues.
- d. Prioritize the use of housing program dollars where coordinated, comprehensive investment is occurring.
- e. Ensure that housing investments are part of a comprehensive community investment strategy to benefit existing residents and improve opportunity.
- f. Support local credit unions or financial institutions with a particular focus on empowering communities of color, indigenous communities, low-income renters, and cultural communities.
- g. Ensure that every part of the city shares in both the opportunities and burdens of urban economic, environmental, and social life.

**POLICY 45**

**Leverage Housing Programs to Benefit Community**

**Design housing programs in a manner that also benefits the larger community.**

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

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

 **ACTION STEPS**

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

- a. Prioritize local hiring, contracting, and development in housing.
- b. Prioritize participation by local businesses owned by people of color, indigenous people, and women, as well as community-based businesses and institutions in the administration and development of City-funded housing programs and projects.
- c. Encourage residents, especially people of color, indigenous people, and women, to participate in real estate development through the city's Small Developers Technical Assistance Program (D-TAP).
- d. Explore and implement options for amplifying community voices in housing policy and program development, including those of non-English speakers and those from communities with strong oral traditions.

**POLICY 46**

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

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

The design and maintenance of housing also has a dramatic impact on both physical and mental health. Housing design that embraces active and healthy living can include deliberate placement of stairwells, bicycle storage areas, play spaces for children, and social spaces in buildings that foster connections within the building and with the broader community.

 **ACTION STEPS**

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

- a. Focus resources for housing improvement programs and actions in historically underinvested communities where unhealthy housing has caused poor health outcomes.

- b. Support and expand programs and actions that identify and proactively remediate health hazards in existing housing, such as lead and radon abatement programs.
- c. Support and expand programs and redevelopment activity to remediate environmental and public health hazards related to housing and neighborhoods.
- d. Promote inclusion of active living design components in housing.
- e. Promote building and community design that includes public spaces that foster connectivity within and outside of a building.
- f. Establish healthy homes priorities, weighing both the housing needs and the amount of vulnerable populations that reside nearby.
- g. Encourage, and require when possible, use of environmentally responsible building materials and construction practices.
- h. Link healthy housing to energy efficiency improvements in existing housing.
- i. Encourage the use of interior landscaping and greening for air quality and psychological health benefits.
- j. Adjust design standards to maximize access to natural sunlight.

## POLICY 47

### Housing Quality

#### Ensure the preservation and maintenance of existing housing.

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

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

#### ACTION STEPS

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

- a. Promote the long-term retention of housing through maintenance.
- b. Provide targeted outreach to homeowners about the home maintenance needs of older homes.
- c. Support rental property owners and tenants in maintaining safe, code-compliant rental properties through continued enforcement of codes, the use of grants, and other incentives.
- d. Invest in housing code enforcement training and expand enforcement efforts to monitor and ensure both owner-occupant and investment properties are meeting regulatory standards of building maintenance and health conditions.
- e. Expand financial and technical resources for the maintenance and improvement of owner-occupied and rental properties with conditions that ensure the continued affordability of the housing units.
- f. Explore and implement options for requiring a minimum set of labor standards in development projects.

## POLICY 48

## Freeway Remediation

### Recover and repurpose space taken by construction of the interstate highway system in Minneapolis and use it to reconnect neighborhoods and provide needed housing, employment, greenspace, clean energy and other amenities consistent with City goals.

**During the 1950s, 60s, 70s and 80s, freeways were built in Minneapolis and across the United States to more efficiently move traffic through the city, region, state and country.** These highways accelerated car travel through and around the city, but also decimated neighborhoods. Many areas in Minneapolis were cleared for highway corridors and so-called “urban renewal” housing projects. These projects removed hundreds of housing units and businesses, creating barriers and cutting deep and enduring trenches in neighborhoods throughout the City. The impacts on land value and future property tax revenue is difficult to quantify, but it is estimated that the Minneapolis property taken for freeway constructions would be worth at least \$655 million today.

In 1960, the areas where Interstate Highways 35W, 94, and Minnesota State Highway 55 were built were home to approximately 27% of the city’s white population, but 82% of its black population. Many African American communities were pushed into these locations as a result of restrictive racial covenants that were introduced in 1910. These areas were often seen as “blighted” because a majority of the residents were African American and had been subject to redlining and systematic disinvestment since the 1930s. As a result of freeway construction, there

were direct and disproportionate losses of residential and commercial property occupied and owned by black residents. Minneapolis’ black residents and other people of color are still more likely to live near a freeway than other residents, which has been and continues to be associated with a variety of negative consequences including increased health problems due to air quality impairment.

In recent years, the disparate impact of the interstate highway system on poor people of color is getting more attention, and more cities across the United States have been developing policies and strategies to repair the damage done by the freeways built in their communities.

There is significant potential in Minneapolis to recover land and space lost to the freeways. This could be accomplished by repurposing or reclaiming space the system isn’t using or doesn’t need and finding ways to build near and over the current system even while it keeps functioning.



#### ACTION STEPS

**The City will seek to accomplish the following action steps to recover and repurpose space taken by construction of the interstate highway system in Minneapolis and use it to reconnect neighborhoods and provide needed housing, employment, greenspace, clean energy and other amenities consistent with the City goals.**

- Work with the state of Minnesota and other partners to analyze and mitigate the negative effects of the highway system in Minneapolis.
- Identify possible locations where land bridges and freeway lids can be used over portions of the interstate highway system for housing, commercial, or transit purposes.
- Consider the removal of portions of freeways, including some exit and entrance ramps, to

better connect communities and open land for development.

- d. Identify alternatives for using the land on freeway embankments for energy collection with solar panels or wind harvesting; water management and purposeful plantings; and as dedicated public transit corridors.
- e. Explore options for how private development could support the construction of freeway lids or covers and other mitigations.
- f. Consider how some portion of the proceeds from any private development could be paid to the people whose homes were taken by eminent domain (or their descendants).
- g. Support initiatives to reconnect neighborhoods separated by freeways, in partnership with MnDOT and other stakeholders, including improvements and replacements to pedestrian and multi-use bridges.

## POLICY 49

## Educational and Economic Access

### Increase equitable access to educational and economic opportunities.

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

Assessing the needs of workers and students who are looking for job and training opportunities cannot be limited to their educational levels or qualifications. People come from many communities and backgrounds, especially among people of color and indigenous people, and may experience historical trauma that presents barriers to accessing opportunities for economic mobility. This requires collaborative partnerships to create solutions that are culturally accessible and that meet the needs of the community. These types of investments will support the healthy development of workers and build resilience for long-term employment and economic sustainability.

However, simply being employed is not enough to ensure economic stability and prosperity. Having access to a living-wage job is necessary for personal and family stability and health – but many entry-level jobs do not provide wages and related benefits at this level. In addition, the lack of

paid time off and support for child care creates additional barriers to finding and retaining employment that allows people to address family needs.



#### ACTION STEPS

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

- a. Support businesses in providing fair wages and worker protections.
- b. Increase job training, youth apprenticeships, and transitional and temporary employment opportunities.
- c. Continue to collaborate with Minneapolis Public Schools and other educational providers to eliminate racial disparities in access to educational opportunities, educational attainment and discipline in schools.
- d. Collaborate with cultural institutions and employment and training providers to create strategies to eliminate racial disparities in access to educational and work opportunities.
- e. Invest in resources that provide professional networking opportunities and exposure to career and job opportunities, with a focus on target communities based on a criteria of need.
- f. Recruit, retain, and set clear pathways for advancement to support a diverse City workforce that reflects the demographics of the city.
- g. Increase the number of affordable high-quality child care services.



- h. Consider access to educational institutions, places of employment, and child care services, when planning public transportation investments.
- i. Explore and implement strategies to eliminate barriers to workforce training and employment for individuals who have been convicted as a felon or previously incarcerated.
- j. Support access to out of school time youth programming in academic enrichment, the arts, entrepreneurship, leadership, and civic engagement.
- k. Increase the quality of out of school time programming.
- l. Increase the quality of informal childcare networks (friends, family, and neighbors).

## POLICY 50

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

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

#### **ACTION STEPS**

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

- a. Facilitate digital literacy and access to technological tools for residents to use in finding jobs, interacting with government and connecting with one another.
- b. Remove barriers to private development of citywide information infrastructure.
- c. Proactively ensure that all residents have equal access to information infrastructure.
- d. Continue to track the use and availability of technology tools.
- e. Establish strategy for ensuring every home has access to fiber optic internet.

## POLICY 51

## Healthy Pre-K Development

### Prioritize pathways to healthy development, early learning and school success for all children ages birth to 5.

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

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



## ACTION STEPS

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

- a. Increase early childhood screening before or at age 3.
- b. Improve mental health services for children ages birth to 5.
- c. Decrease development disparities among children ages birth to 5 by promoting the importance of multilingual reading, talking, and singing to babies and young children.
- d. Increase access to prenatal care and targeted home-visit services for new parents, including fathers.
- e. Increase resources and support for low-income families to foster economic stability and access to healthy and safe housing.
- f. Increase resources for low-income families to access high-quality early learning programs to promote kindergarten readiness.
- g. Increase the number of high-quality child care slots in Minneapolis.
- h. Continue to collaborate with providers of healthcare and social services, and partnering organizations to support healthy development of babies and toddlers.
- i. Explore implementation of a citywide, free, high quality, full day pre-K for 3 and 4 year olds.
- j. Expand the use of park facilities, public buildings, and cultural institutions for providing childcare. Consider ways to leverage seniors in assisting.

**POLICY 52**

**Human Capital and a Trained Workforce**

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

**A knowledge-based economy, heightened competition in globalized markets, and the quickening pace of change make continual innovation, commercialization and business creation imperative for economic success.**

It is necessary to promote a city in which residents from all backgrounds have access and opportunity to gain and retain well-paying employment that allows them to grow as individuals; a city where employers find the skilled workforce they need to thrive and grow; and a city where ethnic diversity in all fields of entrepreneurship is supported. Employment and training practices as well as opportunities for entrepreneurship will need to adapt to demographic and technological changes to promote growth for all segments of the city's population and to create a sustainable entrepreneurial environment.

 **ACTION STEPS**

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

- a. Design workforce development programs and create partnerships that work to eliminate race-based employment disparities.
- b. Explore and implement strategies to increase access and participation in employment training programs.
- c. Invest in high-quality community-based, culturally appropriate, and accessible employment programs and strategies that serve to remove barriers to holding a living-wage job and achieving economic self-sufficiency.
- d. Focus resources and efforts on building and maintaining a skilled and employable workforce through education, placement, and training.
- e. Focus resources and efforts on connecting residents to new job creation and income-generation activities in ways that promote self-reliance and create an agile workforce.

- f. Invest in Minneapolis youth through high-quality paid employment programs that expose teens and youth to work, education, entrepreneurship, and career pathways.
- g. Invest in Minneapolis adults through high-quality apprenticeships and career pathways.
- h. Explore partnerships and opportunities to create apprenticeship and training programs for trade professions with employers throughout the city.
- i. Invest in human capital development in advanced manufacturing and in roles unlikely to be replaced by robotics, automation, or other disruptive technologies and systems that can lead to professional licensure and occupational certification.
- j. Promote healthy, safe, just, and equitable workplaces with adequate protections for all workers.
- k. Promote ongoing training around cultural competency to help combat implicit bias in hiring and to support retention of diversity in the workforce.
- l. Support historic preservation and creative sector workers through training and skill building.
- m. Collect and use disaggregated workforce and demographic data to inform investments in employment and training programs.
- n. Remain vigilant about automation's impact on the local economy with a prioritization of training workers of color and Indigenous workers for higher wage jobs in the new economy due to jobs lost to automated processes.

**POLICY 53**

**Quality of Life**

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



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

These cities also have strong public, civic, religious, and nonprofit institutions, access to information and services, robust commercial areas, mixed-income communities, diverse populations, and access to transportation, clean water, living-wage jobs, affordable housing, and healthy food. Residents experience a sense of belonging, stability, and safety. In addition, these are cities where all residents have equal access to these elements, regardless of where they live or their race and ethnicity.

**ACTION STEPS**

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

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

**POLICY 54**

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

**The City of Minneapolis recognizes that to be successful in this changing economy it needs to improve governmental coordination and streamline processes and regulations, while still protecting public interests.**

With changing technologies and businesses types, government must be proactive in recognizing growing industries, and trending uses, that are entering the economy. This means improving regulations and processes that allow for entrepreneurs to innovate and contribute to economic growth, while protecting the health and safety of the public.

Further, the City needs to focus on fostering a climate of innovation and entrepreneurship, developing a skilled workforce, promoting a diversity of economic activity, building virtual, social and physical infrastructure, and eliminating racial and economic disparities.



**ACTION STEPS**

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

- a. Develop a framework for City policy, regulation, culture and staff to be proactive, adaptive, and collaborative in response to changing economic trends.
- b. Identify ways for the City to assist businesses and the workforce, in multiple sectors and at multiple levels, to address productivity and technology advances.

- c. Identify and remove barriers, such as lack of technical support and challenges in accessing capital and physical space, to business creation and growth by residents of color, indigenous residents and low-income residents.
- d. Identify ways for the City to address the changing nature of retail and the production of goods in its policies and regulations.
- e. Support the expansion of the green economy, including but not limited to renewable energy, green building standards, energy benchmarking and investment in energy-efficient buildings.
- f. Continue to clarify and streamline City processes to make it easier to improve properties as well as to start and operate businesses in Minneapolis, while continuing to protect the public interest.
- g. Provide active assistance and outreach to the public, small businesses, and developers to navigate policies, regulations, and processes required to conduct business in the city.
- h. Promote neighborhoods across our city for large events and visitor marketing.

## POLICY 55

## Business Innovation and Expansion

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

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

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



### ACTION STEPS

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

- a. Promote the conditions for innovation and entrepreneurship.
- b. Connect entrepreneurs, with a focus on women, indigenous people and people of color, to resources, including market information, talent, other support organizations, technical assistance, real estate options and capital.
- c. Promote business startups and expansions.
- d. Attract new capital for entrepreneurs and startups.
- e. Explore regulatory changes that reduce or eliminate barriers to innovative and alternative uses of space, especially for smaller-scale entrepreneurs.
- f. Support connections between academic research and private industry.
- g. Coordinate with the strategies and actions of the state, county, Greater MSP and other regional partners.
- h. Align City policies and resources toward attracting and retaining businesses with low negative community impacts and high positive community impacts that provide a high density of quality jobs or otherwise significantly enhance the vibrancy of the regional economy.
- i. Work to create public and non-profit incubator and co-op spaces, including shared commercial kitchens, workshops, and access to technologies and equipment.



## POLICY 56

## Supporting Small Businesses

### Support the development, growth, and retention of small businesses.

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

As Minneapolis grows through entrepreneurship and small business development, including cultural and artistic businesses, existing businesses can be impacted by changing costs of rents in commercial real estate. Displacement of businesses not only results in the loss of jobs and retail, but assets that add vibrancy and social spaces for the community. Long-tenured businesses in the community are economic assets that contribute to the identity of a place, and this is especially true in districts and corridors that have a strong historical and cultural identity. Therefore, we should identify and endeavor to support the continued existence and success of these assets.

#### ACTION STEPS

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

- a. Continue to evaluate and enhance business technical assistance tools and programs to adapt to the changing needs of the business environment.
- b. Create opportunities for Minneapolis small businesses, prioritizing those owned by people of color, indigenous people, women and those with low incomes, to close the equity gap.
- c. Increase the participation of small businesses in City procurement contracting opportunities.
- d. Explore strategies to report data on the results of City procurement contracting opportunities.
- e. Diversify business technical assistance tools and programs by creating niche-based programs.
- f. Coordinate with stakeholders to identify and improve opportunities to support small businesses.
- g. Continue to conduct targeted outreach to raise awareness and increase participation in City programs.
- h. Continue to expand on innovative business loans that have low or no interest.
- i. Conduct research and analysis of community business and demographic data to enhance the City's business technical assistance tools and resources.
- j. Develop strategies to minimize the displacement of businesses in buildings that will be redeveloped,

including ways to reduce barriers to relocate the business in the new development.

- k. Develop strategies to include affordable commercial tenant spaces for small businesses in new developments.
- l. Develop strategies to support the tenure of commercial tenants in the community such as longer-term leases and advance notice of sale of properties.
- m. Regularly review and update City ordinances, policies and processes to make them friendlier for small businesses.
- n. Continue targeted outreach to fill existing commercial properties that have long-term vacancy.

**POLICY 57**

**Cluster Strategy**

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

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

 **ACTION STEPS**

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

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

## POLICY 58

## Business Districts and Corridors

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



**Minneapolis' business districts and corridors serve many vital roles.** Residents visit them for daily goods and services, and they provide opportunities for small business and employment. These locations form community gathering places, and together the buildings and businesses provide an identity for the surrounding community. Often that identity is a cultural identity that supports the social networks of the community. The districts and corridors serve as a cultural hub not only for residents of surrounding areas, but also for the broader region.

The cultural identity of these districts and corridors are often cultivated by the people, businesses, and institutions that make up these destinations. Economic growth in these areas should not only mean an opportunity to attract new businesses and investment, but to be inclusive in a way that supports the identity of these places for years to come. These places bring vital energy and diversity to the city and region, and they should be supported.

#### ACTION STEPS

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

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

**POLICY 59**

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

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



**ACTION STEPS**

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

- a. Promote the growth and retention of businesses and office space Downtown.
- b. Encourage the recruitment and retention of retailers in Downtown that help office workers and residents fulfill daily needs.
- c. Continue to support a growing residential population Downtown.

- d. Encourage and pursue opportunities to expand publicly accessible green space Downtown.
- e. Continue to support a variety of institutional uses in Downtown that serve students, visitors, employees and residents.
- f. Promote public safety strategies for Downtown.
- g. Support Downtown as a unique regional destination for tourism with activities during the day, evening, and weekends.
- h. Connect Downtown tourism assets with physical pathways and markers, including appropriately scaled markers for pedestrians, bicyclists, and transit users.
- i. Continue to support organizations in their promotion of Downtown and the entire city.
- j. Increase and improve multi-modal transportation within, to, from, and around Downtown, with a focus on pedestrian safety.
- k. Increase trees, landscaping, and green space in the downtown public realm.
- l. Increase public amenities, spaces, and free activities.
- m. Create an inviting and safe space 24/7.

## POLICY 60

## **Intrinsic Value of Properties**

### **Increase the awareness, understanding, and appreciation of the economic and intrinsic value of older properties important to the city's heritage.**

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

#### ACTION STEPS

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

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

## POLICY 61

## Environmental Justice and Green Zones

### Establish environmental justice frameworks for policy, resources and regulation.

**Low-income residents, Indigenous people and residents of color in Minneapolis are disproportionately impacted by the cumulative effects of traffic, stationary sources of air pollution, brownfield sites, blight, substandard housing, lack of access to jobs, and the adverse effects of climate change.** The City of Minneapolis defines environmental justice as the right to a clean, safe, and healthy quality of life for people of all races, incomes, and cultures. Environmental justice emphasizes accountability, democratic practices, remedying the historical impact of environmental racism, just and equitable treatment, and self-determination.

The City strives to achieve environmental justice for its residents through the fair treatment and meaningful involvement of all people, regardless of race, culture, immigration status, income, and educational level in the development, adoption, implementation, and enforcement of protective environmental laws, regulations, and policies. Fair treatment means no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or the execution of federal, state, local, and tribal programs and policies. The concept of fair treatment includes the equitable distribution of environmental resources and burden. Realizing this environmental justice goal requires the City's intentional action to significantly engage historically disenfranchised communities to protect the health of all Minneapolis residents and guests.

#### ACTION STEPS

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

- a. Align federal, state, county, and park policies and resources to further support the Southside and Northern Green Zones, which are city-wide geographic designations based on data on demographics, environmental inequities, institutional racism, and underinvestment.
- b. Ensure that the people and communities in areas of environmental injustice experience the benefits of local and regional infrastructure investments.
- c. Advocate for regional investments that further reduce environmental and social inequalities in the Southside and Northern Green Zones.
- d. Ensure that sustainability investments in the Green Zones are carefully implemented to avoid gentrification and the displacement of small, diverse, and locally owned businesses and low income residents.
- e. Partner with residents and organizations in environmental injustice areas to determine City investments and regulatory changes.
- f. Explore opportunities and implement strategies in all City enterprise business lines to address inequities related to environmental injustice.
- g. Prioritize cleanup of contaminated sites in areas of environmental injustice.
- h. Create and implement proactive predevelopment brownfield cleanup strategies and tools in areas of environmental injustice.

- i. Conduct inclusive and accessible environmental justice engagement opportunities in all environmental health-related programs, regulations, and policies.
- j. Establish educational, technical and/or financial assistance for all environmental health-related programs, regulations and policies with an emphasis on environmental justice areas that have historically experienced underinvestment.



## POLICY 62

**Contaminated Sites**

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



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

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

 **ACTION STEPS**

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

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

## POLICY 63

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

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

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

Minneapolis Public Schools received free or reduced-price lunch.

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

**ACTION STEPS**

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

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

- e. Explore and implement regulatory changes to allow and promote more innovative practices such as mobile food markets and mobile food pantries or food shelves that can bring food closer to under-resourced customers.
- f. Require licensed grocery stores to stock nutritious foods.
- g. Explore regulations that discourage unhealthy food outlets.
- h. Support the location and growth of culturally diverse food markets throughout the city.

## POLICY 64

## Food Businesses

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



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

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

Entrepreneurs often lack the capital, resources, and experience with regulatory frameworks to start businesses in the city. Creating conditions conducive to new business start-ups, such as streamlining processes and raising awareness of resources, can remove barriers for new and existing businesses to thrive.

### ACTION STEPS

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

- a. Develop or expand business financing programs to help with startup and capital costs for food processing businesses and food stores.
- b. Continue to streamline and clarify business licensing processes for food businesses.
- c. Ensure reliable educational opportunities for food processing entrepreneurs to learn about food safety.
- d. Continue to review and refine regulations for new food, beverage, and food-producing enterprises.
- e. Support farmers markets and other food system infrastructure to provide reliable, accessible venues for healthy food and food producers.

- f. Purchase healthy foods from local food businesses when catering City-related events, meetings, and other gatherings.
- g. Integrate food-related business needs into workforce skills and training.
- h. Enhance outreach to raise awareness and participation in business financing programs for food processing businesses and food stores.
- i. Work to develop grocery delivery options in underserved areas that increase access to healthy foods.

## POLICY 65

## Urban Agriculture and Food Production

### Support and promote urban agriculture and local food production.

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

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



#### ACTION STEPS

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

- a. Facilitate expansion of urban agriculture and distribution of fresh food in the city.

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

## POLICY 66

## Air Quality

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

**Air pollution impacts human health and the environment and the City of Minneapolis is concerned at both the local and regional levels.** Locally, the City is concerned about the effects pollutants such as particulate matter (PM), ground-level ozone (O<sub>3</sub>), carbon monoxide (CO), carbon dioxide (CO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead, and air toxins have on human health, the environment, and the climate. Health effects include asthma and respiratory conditions, as well as cancer and other serious diseases. The City of Minneapolis performs many functions to improve air quality, such as collecting air samples, analyzing them for pollutants, and using the results to inform policy decisions. The City's Green Business Cost Share Program focuses on reducing air pollution from small businesses such as dry cleaners and auto body shops by providing funds to switch to nontoxic or low-toxicity chemical alternatives. In addition, the City provides funds to help businesses and multi-family residential units reduce their nonrenewable energy consumption and greenhouse gas emissions through energy retrofits, including solar panels.

Minneapolis and the businesses operating in the city must also meet regional air quality standards or face financial implications. With the passage of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) set standards for limiting specific air pollutants, referred to as "criteria air pollutants." The Minnesota Pollution Control Agency (MPCA) continuously monitors criteria air pollutants statewide; if it identifies a criteria air pollutant above its standard, that area of the state may be declared in "nonattainment" for meeting the standard. The state uses

data to determine the specific sources or source categories that are primary contributors to the nonattainment, and it must submit a plan to the EPA for returning to attainment that includes enforceable limits and controls on these sources. If businesses in Minneapolis are identified, they may face financial implications.



### ACTION STEPS

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

- a. Reduce vehicle-related emissions through transportation and land use policies, and changes to the built environment, that result in fewer vehicle miles traveled.
- b. Ensure compliance with regional air quality standards for criteria air pollutants (O<sub>3</sub>, lead, PM, NO<sub>2</sub>, SO<sub>2</sub> and CO) throughout the city through education, outreach, air sampling, and data-driven policies, as well as cost-share initiatives that encourage businesses and residents to use greener technologies.
- c. Eliminate the use of some of the most common industrial volatile organic compounds (VOCs), such as tetrachloroethylene (perc, PCE) and trichloroethylene (TCE), through cost-sharing programs and the promotion of alternative products in industrial sectors.
- d. Reduce emissions from energy sources, including through cost-sharing programs aimed at increasing energy efficiency and renewable energy sources in Minneapolis.

- e. Reduce benzene emissions from gas stations through installation of advanced vapor recovery technology.
- f. Ensure levels of ground-level ozone and particulate matter at or below the lowest levels recommended by the EPA Clean Air Scientific Advisory Committee.
- g. Minimize ground-level ozone by monitoring for VOCs and nitrogen oxides (NO<sub>x</sub>) and using the results to inform programs that locate and effectively reduce emissions from industrial and other sources.
- h. Improve the effectiveness of air quality initiatives through use of data from 311 complaints.
- i. Improve enforcement of noise, after-hours work, and dust ordinances.



## POLICY 67

## Climate Resilient Communities

### Ensure city infrastructure and residents are resilient to the shocks and stresses of climate change.

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

#### ACTION STEPS

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

- a. Strengthen connections among individuals and networks while promoting social inclusion and cohesion.
- b. Anticipate and prepare for pressures and shocks that climate change will introduce or worsen by collaborating across City departments, government agencies, private businesses, and organizations, and resident networks.
- c. Decrease demand for energy and increase the proportion derived from renewable energy sources.
- d. Maximize carbon sequestration in soils, including the use of biochar, and through educating residents on the importance of healthy soils in landscaping.
- e. Establish an urban tree canopy goal and adopt a plan to manage the urban heat island effect across all communities.
- f. Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- g. Develop guidance that encourages climate-sensitive design for residential and commercial buildings, parking lots, and open spaces and parks.
- h. Increase locally produced renewable energy.

**POLICY 68**

**Energy Efficient and Sustainable Buildings**

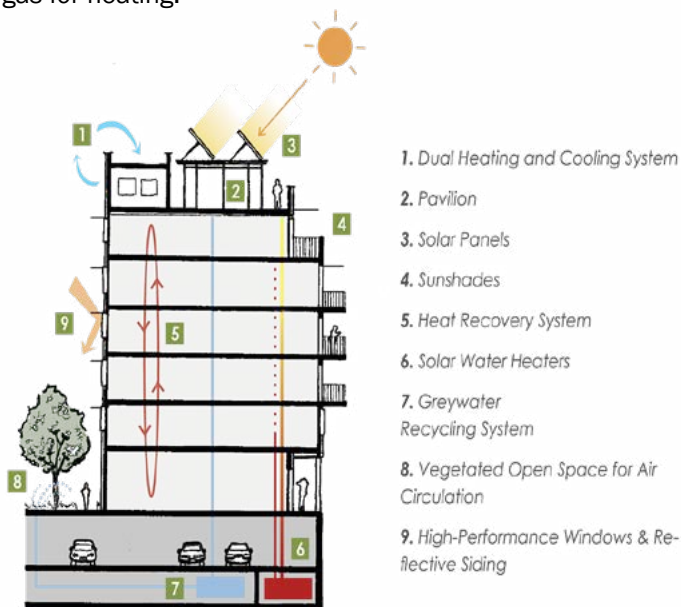
**Achieve steep increases in energy efficiency of buildings through retrofits, design of new buildings, and decarbonization options while promoting sustainable building practices for new and existing construction.**



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

In 2015, buildings accounted for 71 percent of the city’s greenhouse gas emissions; with commercial and industrial buildings accounting for nearly two-thirds of that and residential buildings accounting for the remainder. Despite a growing number of buildings in the city, electricity consumption declined 6% between 2006 and 2015 and continues on a downward trajectory. Furthermore, emissions from electricity consumption are down 31% from 2006, accounting for 81% of the city’s total greenhouse

gas reductions since 2006. Improved energy efficiency and cleaner electricity (more renewables and fewer coal power plants) drive this change. Emissions from electricity consumption are the largest share of the city’s inventory, but are expected to be eclipsed by natural gas in the coming years as more clean, renewable electricity is added to Xcel Energy’s portfolio. To achieve the 80 percent reduction in greenhouse gas emissions by 2050 we will need to drastically cut greenhouse gas emissions from buildings. Successfully achieving that reduction will require a transition from relying solely on fossil fuel-derived natural gas for heating.





## ACTION STEPS

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

- a. Pursue a deep-carbon building retrofit program, including a fuel-switching component that eliminates fossil fuel dependency from all existing buildings and retrofits that eliminate dependency on fossil fuel appliances.
- b. Prioritize and incentivize energy efficiency improvements in existing residential and commercial buildings with program emphasis on high energy users, historic buildings, low-income neighborhoods, and Green Zones.
- c. Investigate heating in buildings and industrial energy needs and decarbonization options
- d. Require sustainable design practices and principles for projects supported with City financing, with a focus on robust energy efficiency and building envelope and environmentally friendly building treatments including bird-safe glass.
- e. Identify and implement ways to encourage, incentivize, or require sustainable design practices and principles for privately-funded projects.
- f. Continue to pursue building code and other regulatory changes such as a stretch energy code to advance energy efficient design and building operations.
- g. Encourage use of environmentally responsible building materials and construction practices.

- h. Update the Minneapolis Climate Action Plan to provide a roadmap, with clear benchmarks, for achieving community-wide carbon neutrality by 2050.
- i. Create and implement site plan review requirements to show how development applications align with the Minneapolis Climate Action Plan.
- j. Pursue benchmarking and/or disclosure of energy performance of all residential and commercial buildings.
- k. Help secure and fund demonstration projects of emerging or underutilized technologies, concepts, designs and methods.

**POLICY 69**

**Renewable and Carbon-Free Energy**  
**Encourage the use and generation of renewable and carbon-free energy in the city.**

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

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

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

 **ACTION STEPS**

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

- a. Invest in grid modernization to accommodate increases in distributed renewable energy generation.
- b. Purchase clean energy directly through community solar gardens, contracts with renewable electricity developers, utility offerings or by installing renewable energy systems on municipal buildings.
- c. Continue to support and advocate for accelerated and deeper decarbonization of electricity supplied by Xcel Energy.
- d. Explore the environmental attributes of renewable natural gas and biomethane programs potentially offered by CenterPoint Energy.
- e. Expand opportunities for district cogenerating energy systems and decarbonize existing district energy systems.
- f. Ease permitting requirements for locally distributed renewable energy.

- g. Encourage solar-friendly designs and provisions that protect solar access on commercial and residential buildings.
- h. Develop a City-owned renewable energy facility concept, which could serve both City and community energy needs.
- i. Support and incentivize use of geothermal, hydrothermal, and waste energy and heat facilities, including sewer thermal energy recovery, and other clean renewable energy alternatives in building, district, or municipal systems.
- j. Explore and implement carbon pricing, for example through utility franchise fees.

## POLICY 70

**Ecology and Habitat**

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



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

 **ACTION STEPS**

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

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

and terrestrial ecosystems, habitat, and wildlife and as flood storage areas.

- i. Encourage use of bird-safe glass and other building materials and features that protect and enhance natural ecologies where appropriate.
- j. Leverage partnerships with the Minneapolis Park and Recreation Board, watershed management organizations, and other partner agencies to implement the Mississippi River Corridor Critical Area Plan (See appendix) and to integrate and coordinate efforts to improve public and ecological functions in the river corridor.
- k. Leverage available land to develop small-scale certified wildlife habitats throughout the city.
- l. Explore dam removal to restore natural flow and wildlife habitat on the Mississippi River. Identify support for displaced recreational activities and strategies to offset the potential reduction in hydroelectric power production.
- m. Encourage bird houses, bat houses, and other structures that provide important and safe shelters for wildlife.

## POLICY 71

### Soil Health

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



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

#### ACTION STEPS

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

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



## POLICY 72

## Sustainable Water System Management

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

**Minneapolis has flourished because of its natural water systems.** The city benefits from the power of the Mississippi River, the beauty of the lakes and the efficiency of its stormwater ponds, wetlands, and riparian areas. As the city grows, it is critical to continue to sustainably protect and manage water resources.



#### ACTION STEPS

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

- a. Improve and implement the City's Local Surface Water Management Plan and continue to implement the City's Water System Master Plan.
- b. Carry out steps toward meeting the MPCA's "Swimmable, fishable, fixable?" water quality standards and explore additional comprehensive stormwater management and water quality improvement strategies.
- c. Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems.
- d. Educate and motivate residents and businesses to reduce negative impacts on water resources.
- e. Consider climate forecasts to ensure that infrastructure and water quality investments are informed by climate projections.
- f. Revise site plan review standards to require soil amendments for all disturbed areas that will be vegetated post-construction.
- g. Continue water monitoring activities with watershed management organizations and other agencies and pursue coordinated mitigation strategies where appropriate.
- h. Continue providing safe high-quality drinking water while being a steward of public resources and infrastructure.
- i. Minimize drinking water waste through infrastructure improvements.
- j. Educate and motivate individuals and business owners to reduce negative impacts of road salt on water resources, soil, and drinking water.
- k. Encourage district stormwater management systems and coordination with watershed management organizations.

## POLICY 73

**Stormwater Management**

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



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

 **ACTION STEPS**

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

- a. Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.
- b. Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- c. Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.
- d. Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- e. Protect aquatic habitat from invasive species that may pose an economic, water quality or public health issue.
- f. Increase habitat and natural areas around public stormwater infrastructure and natural water bodies while maintaining and prioritizing stormwater function and controlling invasive species through an integrated pest management program.

- g. Manage stormwater management facilities to provide habitat for pollinators while maintaining and prioritizing stormwater function.
- h. Strive for interconnected riparian areas as habitat corridors and for flood protection and recreation, and create additional “steppingstone” areas for habitat.
- i. Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- j. Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.
- k. Evaluate and adopt alternatives and best practices for use of road salt to reduce pollution of local waterways; adopt MPCA salt training and guidelines for City crews.

## POLICY 74

## Integration of Water Management into Development

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



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

### ACTION STEPS

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

- a. Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.
- b. Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices.
- c. Encourage, facilitate, or require the use of best management practices that minimize or reduce the impact of impervious cover, including disconnecting impervious surfaces, implementing localized treatment of stormwater using boulevard swales directly adjacent to sidewalks and trails, or minimizing the extent of paved surfaces.
- d. Evaluate site plan review requirements to ensure flexibility in landscaping materials to improve surface waters, water quality, and climate resilience.
- e. Use stormwater regulations to require construction projects to carry out best management practices that effectively improve the character and health of water resources and reduce impairments.

- f. Use water quality data, flooding data, and information about infrastructure condition and risks to public and private areas for functional stormwater greening practices.
- g. Ensure that development near waterways meets local, state, and federal guidelines and requirements for flood protection and mitigation.
- h. Regulate development of land adjacent to public waters in a manner that preserves and enhances the quality of surface waters while also preserving their economic and natural environmental value.
- i. Encourage use of rain cisterns and storage tanks for diversion from public stormwater system and to satisfy on-site graywater uses.

## POLICY 75

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

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

 **ACTION STEPS**

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

- a. Encourage waste reduction including less wasted food and donation of edible food.
- b. Educate residents, businesses, and institutions the benefits of reducing waste, recycling and composting.
- c. Discourage and put a stop to illegal dumping.
- d. Develop additional opportunities for residents to properly dispose of household hazardous waste.
- e. Provide incentives for residents and businesses to divert materials from the trash.
- f. Leverage partnerships with Hennepin County and other organizations to combine resources, expand existing programs and develop new programs.
- g. Modify the existing multifamily recycling ordinance to provide the opportunity to participate in an organics recycling program when requested by multi-unit tenants.
- h. Support priorities defined in the MPCA Solid Waste Management Policy Plan and Hennepin County Solid Waste Management Master Plan.
- i. Increase recycling opportunities at commercial and industrial properties.
- j. Develop an incentive program for businesses to divert organic materials from the trash.
- k. Enforce existing ordinances and provide assistance to schools and commercial buildings by using

partnerships with Hennepin County and other organizations.

- l. Promote Minneapolis as a good business location to businesses that use recyclable materials as raw materials.
- m. Improve opportunities for people to recycle in public spaces (parks, event spaces, special service districts, bus stops).
- n. Encourage waste reduction habits by promoting the purchase of needed items only, the purchase of used items first, renting, and repairing or donating items before disposing of them.
- o. Demonstrate sustainable consumption, sustainable building practices and zero-waste behaviors in the design and expansion of City operations.
- p. Implement a mandatory recycling program that includes audits, outreach, and education, in multiple languages.
- q. Encourage retailers and manufacturers to reduce and eliminate packaging.
- r. Explore additional ways to disincentivize or prohibit disposable packaging, containers, and single-use carryout bags.
- s. Encourage deconstruction and reuse of materials in order to reduce construction and demolition waste. Work with partners to increase parity of dumping fees.
- t. Explore organizing collection of solid waste generated by commercial, multifamily, and industrial generators.
- u. Help develop and grow re-use and recycled material markets.

## POLICY 76

## New Parks

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



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

 ACTION STEPS

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

- a. Identify parts of the city that have long lacked adequate accessibility to parks as well as areas in need of open spaces to support newly-emerging residential neighborhoods and identify new tools to support equitable park access.
- b. Ensure in locations where park gaps overlap with City-identified priority areas for coordinated development activities, that implementation planning includes conceptual design and funding strategies for new parks.
- c. Coordinate with the Park Board on parkland acquisition planning.
- d. Continue to collaborate with the Minneapolis Park and Recreation Board to eliminate historic park access disparities
- e. Enhance coordination with the Park Board at various stages of the development process.



## POLICY 77

### Park Access

#### Make new and existing parks more accessible by biking and walking.

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

#### ACTION STEPS

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

- a. Continue to coordinate capital improvement planning between the City and Park Board in order to improve pedestrian and bicycle connections to and within parks.
- b. Consider and address physical barriers to park access, such as busy streets, lack of public transit options, and unsafe pedestrian crossings, when conducting citywide transportation planning.
- c. Improve wayfinding between parks and surrounding neighborhoods.
- d. Engage artists and communities in the development of place-specific identifiers for wayfinding.
- e. Discourage reduction to existing access to park amenities and encourage proactive mitigation of negative impacts to said potential reductions.
- f. Continue to utilize Minneapolis Park and Recreation Board planning documents and policies as a guide to determining park access and park location shortcomings.

## POLICY 78

## Park Design and Programming

### Improve the design and programming of parks to better serve a changing population.

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



#### ACTION STEPS

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

- a. Collaborate with the Park Board to prioritize park facility and programming improvements that will have the most positive impact on equity outcomes.
- b. Remove barriers to engagement that limit resident participation in the design and planning processes of parks and open spaces programming through active recruitment of people of color, indigenous people, and immigrant residents.
- c. Collaborate with the Park Board to ensure that park design processes engage the community in a manner that reflects the community being served.
- d. Identify an ongoing process to measure cultural responsiveness for parks and open spaces to

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

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

## POLICY 79

## Healthy Youth Development

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

**The presence or absence of risk and resiliency factors not only influences a youth's present health and behavior but also has a significant impact on long-term development, health, behaviors and outcomes.**

Many negative outcomes, including suicide, homicide, chronic health conditions, chemical dependency, sexually transmitted infections, unintended pregnancy, homelessness, criminal behavior, criminal justice system involvement and decreased earnings potential, are tied to risk factors that can begin or peak during youth.

At the same time, developing and fostering resiliency factors during a person's youth supports ongoing healthy lifestyles and behaviors into adulthood, generates positive outcomes around education, employment, leadership, social connectedness and civic engagement, and contributes to a more productive generation of adults.

Supporting and positioning youth for healthy outcomes requires a multi-prong approach that meets the physical, mental, and social needs of youth. This includes access to safe and stable housing, educational and workforce opportunities, and social networks to build their resiliency. The presence of and connection to caring adults in their community supports the healthy growth and development of youth, which includes teachers, mentors, and coaches, and other caring adults in their social networks.

#### ACTION STEPS

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

- a. Ensure that all children, youth and young adults are physically, psychologically and socially healthy.
- b. Provide safe environments across the City of Minneapolis for children, youth, young adults, and their families and support systems.
- c. Ensure that all children, youth and young adults are safely and stably housed.
- d. Support outside-of-school activities that promote social and emotional learning, soft skills development, educational achievement, career readiness, and community and civic engagement.
- e. Invest in career readiness and career pathways for all children, youth and young adults to increase steady living-wage employment
- f. Eliminate barriers that prevent children, youth and young adults from participating in civic opportunities in their communities.
- g. Collaborate with local and state agencies, especially the school district, to support policies that promote positive and healthy development for children, youth, young adults, and their families and support systems.
- h. Continue to invest in and expand resources for physical and mental health services for youth, which includes a focus on historical trauma.

## POLICY 80

## Development Near METRO Stations

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



**The system of existing and planned METRO Light Rail Transit and Bus Rapid Transit lines in our region presents substantial opportunities to develop new housing, employment, and commercial goods and services in a manner that allows people to conduct daily activities without using a car.** This concept is often called Transit-Oriented Development. In Minneapolis, the existing development pattern is supportive of transit, and residents and workers are served by an extensive system of buses and trains. Collectively, the policies of this plan support Transit-Oriented Development, and ongoing improvements to the transit system, in all parts of the city. METRO

stations, however, provide a level of amenity and service a step above the rest of the system. And in many cases, areas near existing and proposed METRO stations require special attention to achieve their full potential.

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

### ACTION STEPS

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

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

- e. Identify and implement strategic investments to increase connectivity and support development.
- f. Break up large blocks into small, walkable blocks.
- g. Orient buildings to the sidewalk.
- h. Focus active uses on the ground floor of buildings along main pedestrian routes leading to and facing METRO stations.
- i. Incorporate well designed plazas and open spaces into development and station design.
- j. Minimize the impact of automobiles near METRO stations by locating parking behind and under buildings, by sharing parking among area uses, by prohibiting the establishment of auto-oriented uses, and by prohibiting the establishment of stand-alone dedicated park-and-ride facilities.
- k. Make strategic investments around individual stations that create safe high-quality, walkable districts for living, working, shopping, and recreating for people of all ages and incomes.
- l. Allow space for connecting bus routes, bike-share and other first-last mile infrastructure near METRO station in the city rights-of-way, coordinating with development whenever possible.

## POLICY 81

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

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

**ACTION STEPS**

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

- a. Actively build the community's capacity to strengthen authentic engagement through neighborhood associations and City advisory committees and to facilitate meaningful resident, business owner and property owner input into City policies, programs and procedures.
- b. Create new avenues to facilitate meaningful engagement with underrepresented and vulnerable communities that are culturally accessible.
- c. Expand activity and participatory arts programs for older adults, extracurricular activities for youth social engagement, youth peer mentoring, and intergenerational mentoring.
- d. Ensure safe and welcoming community spaces for all, including parks, community and youth centers, and city streets and rights of way, located in all areas of the city.
- e. Ensure integrated community centers that provide space for recreational and educational programming, counseling and support services, and socialization.
- f. Support and encourage the expansion of public events that bring communities together in public and private spaces.
- g. Expand the use of social media to share information and encourage collaboration and civic engagement.
- h. Encourage development of intergenerational single-family homes and multi-family housing.
- i. Encourage the development and implementation of transportation and wayfinding programs that further enhance the connectedness of Minneapolis tourism assets, including hospitality, local businesses, event centers and other destinations.
- j. Evaluate community engagement strategies on an ongoing basis to ensure all communities are reached.

**POLICY 82**

**Aging**

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

**The population of Minneapolis, the surrounding region and the entire nation is becoming older.** As of 2013 (the last available reporting data) 25% of the City’s population is 50 years or older. The City has a responsibility to create and expand opportunities for engagement, living, and mobility for aging residents to ensure they remain a part of the community.

Accessible and affordable housing options, including those with health and social support services, that allow older Minneapolitans to age in their communities or their homes are integral to retaining and supporting the city’s aging population. Currently, a significant number of Minneapolis neighborhoods have few housing options other than single family homes, reducing opportunity for many residents to age in their community.

The city’s aging residents also need walkable neighborhoods and multimodal transportation options that meet their needs. It is not enough to simply provide options; these modes of transportation must also be accessible, maintained and free of snow and ice in the winter. Providing safe and accessible active transportation options have been shown to increase overall health and wellness outcomes for aging populations and will help older Minneapolitans age in their communities as automobile ownership becomes more difficult for some.

The growing aging population is also experiencing a new phenomenon in history – fewer and more geographically dispersed family members to aid in care and social connectedness. This puts more responsibility on both programming and the design of physical spaces to support wellness, safety, and active social and civic engagement.



**ACTION STEPS**

**The City will seek to accomplish the following action steps to expand resources and opportunities for meaningful engagement and independent living, assisted living, and long-term care housing for older Minneapolis residents so they can be a vital part of the fabric of our community.**

- a. Ensure access to safe, affordable and accessible housing options for Minneapolis residents as they age.
- b. Strengthen and promote multimodal and tailored transportation options, with a focus on pedestrian safety, that meet the needs of aging Minneapolitans.

- c. Provide opportunities for older residents to leverage their experience and contribute to their communities through volunteering, working, intergenerational engagement and lifelong learning.
- d. Expand and promote mental and physical health and wellness initiatives, activities and services for older Minneapolis residents.
- e. Use a data-driven approach to inform policies, decisions, and investments that impact seniors.
- f. Continue to collaborate with government agencies, non-profits, and service providers to administer senior health care, create housing stability, and provide social support services aiding seniors' ability to age in the community.
- g. Support employment opportunities for seniors.
- h. Ensure seniors are reflected in community engagement strategies.



## POLICY 83

### **People with Disabilities** **Ensure people with disabilities and their families are visible, active, and valued members of the community.**

**For all Minneapolitans to participate and benefit in growth, the City of Minneapolis must ensure that people with disabilities and their families have choices; access and opportunity for employment, mobility, civic engagement, and appropriate housing.**

People with disabilities are a diverse community whose members contribute to the success and vitality of the city. Just like any community member they live, work, play, and are socially engaged in city life.

However, people with disabilities face barriers in finding housing and transportation options when much of the physical environment has been designed without accessibility in mind. This makes the ability to physically access basic needs on a day-to-day basis difficult or impossible. Accessible, reliable and safe transportation is critical to provide the community the opportunity to be able to commute and access goods and services.

People with disabilities want and need to participate civically and engage with their community in order to develop and maintain their support networks. The City must be able to create accessible methods for all community members to participate in civic life and promote spaces that are accessible to all users.

#### ACTION STEPS

**The City will seek to accomplish the following action steps to ensure people with disabilities and their families are visible, active, and valued members of the community.**

- a. Promote employee and workforce opportunities for people with disabilities by increasing outreach, education and interactions with community.
- b. Prioritize and support independent living services, including respite care, nursing and personal care, food access and delivery, and transport services, that enable people with disabilities to live independently in the community.
- c. Ensure an equitable path and process to affordable, appropriate, and inclusive housing options in all parts of the city for people with disabilities, their families, and support networks with opportunities for visit-ability.
- d. Adhere to City and State policies, and Federal laws to produce accessible information, services, documents, presentations, and media.
- e. Ensure and implement practices that will exceed minimum ADA compliance in City services and policies, and access to resources and information.
- f. Collaborate with local, County, and State agencies to develop policies and programming for people with disabilities.
- g. Encourage the expansion of adaptive athletic, arts, and community and civic engagement programs.
- h. Increase accessibility of public infrastructure and public amenities.

## POLICY 84

**Public Safety****Prioritize collaborative, multisector, community-inclusive approaches to ensuring safety for all members of our community.**

**A public health approach to public safety must promote strategies to reduce factors that put people at risk for experiencing violence and increase factors that protect or buffer them from risk.** A multisector public health approach to public safety that is informed by and responsive to the community will ultimately lead to a city that is safer, stronger, more connected, and more resilient. Enforcement is essential to public safety, but it is only one of other equally essential components that together comprise a holistic approach, including nontraditional strategies for reducing crime and violence. In the pursuit of safer communities, it is essential to consider not just individual actors, but also the relationships between individuals, the communities in which those relationships exist, and societal factors that influence the climate and conditions of the city. Influential societal factors include conditions, policies, and practices that create and sustain disparities.

Place and race are a factor in public safety. Systemic inequities must be addressed and opportunities made available for all residents to ensure sustainably safe and strong communities. A public health approach to public safety must promote strategies, including nontraditional practices, to reduce factors that put people at risk for experiencing violence and increase factors that protect them or buffer them from risk.

 **ACTION STEPS**

**The City will seek to accomplish the following action steps to prioritize collaborative, multisector, community-inclusive approaches to ensuring safety for all members of our community.**

- a. Follow a public health approach to ending violence by reducing the factors that put people at risk for being involved with violence.
- b. Expand the use of non-enforcement, community-driven public safety strategies and responses such as restorative practices that can address and repair the harm caused by a crime.
- c. Proactively build trust between first responders and the community.
- d. Ensure that first responders reflect the diversity of the city's residents.
- e. Maintain and enhance a public safety infrastructure that improves response times to police and fire calls, implements new technologies, provides operation and training opportunities, and improves communication among public safety agencies.
- f. Maintain the City's Emergency Operations Plan.

POLICY 85

**Access to Health, Social and Emergency Service**

**Expand equitable access to health, social, emergency preparedness, and emergency response services.**

**The competent and efficient delivery of health, social, and emergency services is paramount to ensuring that residents have access to the care and services they need on a daily basis, including in an emergency.** This includes ensuring that the availability and delivery of services is equitable and that care workers represent the diverse population of Minneapolis.

 **ACTION STEPS**

**The City will seek to accomplish the following action steps to expand equitable access to health, social, emergency preparedness, and emergency response services.**

- a. Encourage the recruitment and retention of a diverse health care workforce and work to reduce implicit bias among health care providers.
- b. Maintain investment in a range of care delivery models, including school-based clinics, community health centers and home visits by community health workers.
- c. Establish integrated delivery of social services across disciplines, such as housing, disability, physical health, mental health, child welfare, senior services, and workforce services, so residents can more easily access the services they need.
- d. Expand efficient and effective city responses to adverse public health and public safety incidents.
- e. Ensure that public health and emergency preparedness promotes and develops material, physical, social and psychological resources for the community that function as buffers to adverse incidents and help protect people's health.
- f. Expand the use of trauma-informed approaches to community building to support and strengthen traumatized residents and address the effects of unresolved trauma resulting from violence, homelessness, poverty, social isolation or racism.

## POLICY 86

## Healthy Food in Institutions

### Support schools, parks, hospitals, and other institutions and organizations in their efforts to create a healthy food environment and carry out related initiatives.

**More Minneapolis residents are paying attention to what they eat, where it comes from, and how it affects their health and the environment.** Unfortunately, the foods that are best for our health and the environment are often more expensive and harder to find, especially in lower-income communities. Easy access to calorie-dense foods and limited access to nutrient-dense foods contribute to higher rates of obesity, diabetes and other diet-related illnesses. By making nutritious whole foods more accessible and affordable and unhealthy processed foods less accessible, we can help make the healthy choice the easy choice, reduce the risk and cost of obesity and diet-related disease, and boost economic prosperity.

#### ACTION STEPS

**The City will seek to accomplish the following action steps to support schools, parks, hospitals, and other institutions and organizations in their efforts to create a healthy food environment and carry out related initiatives.**

- a. Leverage policy, partnerships and funding opportunities to continue, expand and improve local and healthy food consumption, production, distribution, composting and education.
- b. Promote organizational policies and regulations that provide incentives or require organizations to promote and maintain a healthy food environment.
- c. Support school gardens and farm-to-school and garden-to-cafeteria efforts.
- d. Ensure the resources and time for a healthy breakfast, lunch, and snacks for all children in schools and other institutions serving them.
- e. Incentivize, encourage and partner with institutions to achieve communitywide health goals.
- f. Expand opportunities for the production, sale, and consumption of healthy food in parks, in collaboration with local producers, agencies, and organizations.
- g. Support healthy food skills education.
- h. Expand school food shelf programs for students and their families which provide free healthy food options for use at home on evenings and weekends.

**POLICY 87**

**Northside**

**Reverse institutional harms caused to the Northside community by building on the many assets of the community while also prioritizing community wealth building in the form of housing, small business, public safety, youth opportunities, and environmental justice.**

**The City of Minneapolis recognizes the institutional harm it and other governing systems have had on the community in North Minneapolis.** To begin the process to remedy these harms and move towards reconciliation, the City is committed to doing its part to build individual and community wealth in North Minneapolis.

With the 2008 foreclosure crisis and the 2011 tornado, large amounts of the Northside’s housing stock has been rapidly converted into rentals causing the housing stock to disproportionately extract wealth rather than build it. To leveraging leverage homeownership as a wealth building strategy on the Northside, the housing stock must first be stabilized. Beyond housing as a wealth building strategy, housing is also a basic human right. Further, displacement causes the Northside to lose its greatest asset - Northsiders, particularly seniors, community elders, and families with children.

While the City strives to produce and preserve more affordable units, it is necessary to balance that with increasing people’s wages to be able to achieve housing stability in a real estate-based economy. Small business development is also a wealth building opportunity. Research has shown small business owners of color and/or from the neighborhood are more likely to hire other people

of color and/or from the neighborhood. Small business development can also be leveraged as a form of local job creation. Overall, this will increase Northsiders’ access to jobs, goods and services in their neighborhoods.

Public safety is also a top concern for many Northside residents. The public health approach to public safety includes prevention, intervention, enforcement, and reentry efforts. A comprehensive public health approach with evidence-based practices will help to sustainably interrupt cycles of violence and crime.



**ACTION STEPS**

**The City will seek to accomplish the following action steps to reverse institutional harms caused to the Northside community by building on the many assets of the community while also prioritizing community wealth building in the form of housing, small business, public safety, youth opportunities, and environmental justice.**

- a. Take actions to stabilize housing stock by increasing homeownership in interior residential areas with a focus on supporting first-time, first generation homebuyers, and provide “right to return” supports to homebuyers with historic ties to the community, such as those displaced by rising rents or foreclosure or returning home after completing higher education.
- b. Increase access to affordable housing options in neighborhoods, particularly multifamily housing along transit corridors.
- c. Increase access to financially-accessible youth opportunities in the neighborhoods.
- d. Support Northside entrepreneurs to become small business owners and leverage small business development as job creation opportunities.

- e. Invest in the public health approach to public safety to get to the root of violence in the home and out in the community, as well as address childhood and community trauma.
- f. Write a Tenant Bill of Rights to lower the disruptive impact of unjust evictions on Northside residents and families.
- g. Work alongside Northside community members to ensure the Upper Harbor Terminal redevelopment project is both an asset and wealth building opportunity for the community, as well as a destination for visitors to the Northside.
- h. Address environmental racism through investing in improvements in environmental health and green space on the Northside.

**POLICY 88**

**Public Services Policy**

**Provide services that benefit residents, workers, visitors, and businesses in a streamlined and accessible manner such as housing inspections, development review, health inspections, 311, and business licensing.**

 **ACTION STEPS**

**The City will seek to accomplish the following action steps to provide services that benefit residents, workers, visitors, and businesses in a streamlined and accessible manner such as housing inspections, development review, health inspections, 311, and business licensing.**

- a. Take advantage of technological advancements to increase access to city services and increase efficiency in their provision.
- b. Engage the public when making decisions that create, remove, or change a city service, project, or policy.
- c. Provide coordinated licensing, inspection, and enforcement services aimed at ensuring attractive and livable neighborhoods.
- d. Improve the public experience for customers that conduct business with the City.

**POLICY 89**

**Technology in the City Enterprise**  
**Use technology to make City services accessible to all, make City information and decision-making processes transparent, and provide decision-makers with real-time and high integrity data on which to make decisions.**



**ACTION STEPS**

**The City will seek to accomplish the following action steps to use technology to make City services accessible to all, make City information and decision-making processes transparent, and provide decision-makers with real-time and high integrity data on which to make decisions.**

- a. Strategically invest in technology that accentuates customer service.
- b. Adhere to City and State policies, and Federal laws to produce accessible information, services, documents, presentations, and media.
- c. Gather, generate, analyze, interpret, visualize, and distribute data across jurisdictions for use in decision-making by policymakers and the public.
- d. Gather real-time data from the physical environment and promote data collection mechanisms for private enterprise in order to improve City operations while safeguarding the data privacy of City residents and visitors.
- e. Prioritize data and technology security as a value and business practice for all City operations.
- f. Adopt an enterprise-wide Data Privacy Policy to govern data collection, retention, sharing, and use by City departments and vendors about City residents and visitors.
- g. Expand programs that support homeownership to include owner-occupied small multi-family buildings as a strategy to support both homeownership and entrepreneurship particularly in communities of color.



## POLICY 90

### **Technology in the Economy** **Foster a growing technology sector with a vibrant ecosystem of companies, entrepreneurs, funders, mentors, and support organizations.**

**Forbes magazine has called Minnesota the fastest-growing state for technology sector jobs.** The Minnesota Department of Employment and Economic Development (MN DEED) has projected 16,000 technology sector jobs by 2022 in the state, a 15 percent increase from 2017 levels. Minneapolis, specifically Downtown, is experiencing high demand for office space for technology companies and is home to a growing number of established and new technology companies. This presents a strength to build on, and an opportunity to grow employment in a high-demand sector.

#### ACTION STEPS

**The City will seek to accomplish the following action steps to foster a growing technology sector with a vibrant ecosystem of companies, entrepreneurs, funders, mentors, and support organizations.**

- a. Engage with and connect technology businesses to resources and information.
- b. Promote and support the amenities of the region to recruit and retain top technology talent.
- c. Invest in education and training to develop a homegrown, diverse tech-based workforce, with a focus on Minneapolis residents.
- d. Expand technology education and training for targeted communities based on a criteria of need.
- e. Draw more investment capital into the Minneapolis technology sector.

## POLICY 91

## Heritage Preservation Outreach

### Promote educational, outreach, and engagement opportunities related to heritage preservation, especially among communities that have traditionally been underrepresented.

**Heritage preservation can help residents see themselves and their cultural identity within the city and empower them to more fully participate in civic life.** Heritage preservation can be a cornerstone of community development by retaining and rehabilitating buildings that are meaningful to a community and allowing those buildings to house small businesses, helping to promote economic activity. Minneapolis will increase its efforts to reach the community with this message and ensure heritage preservation is accessible to all Minneapolitans, with a focus on communities of color, indigenous communities and low-income communities. Making use of new outreach tools and techniques may help to engage more communities and move beyond past stigmas of preservation.

#### ACTION STEPS

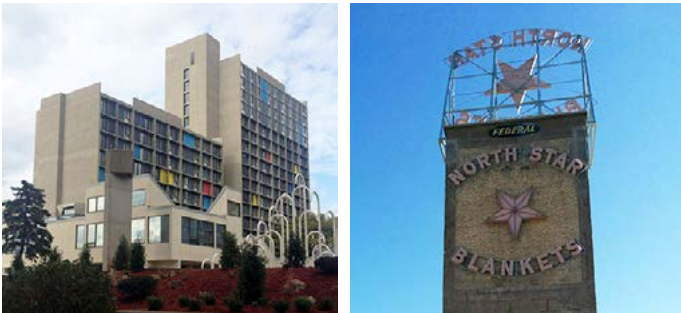
**The City will seek to accomplish the following action steps to promote educational, outreach, and engagement opportunities related to heritage preservation, especially among communities that have traditionally been underrepresented.**

- a. Create new ways to participate in heritage preservation that encourage more residents, including communities that have been traditionally underrepresented, to engage in and influence decisions about the places that matter to them.
- b. Expand outreach around heritage preservation activities and resources, particularly focusing on cultural communities, communities of color, indigenous communities, and other communities that have traditionally been underrepresented.
- c. Explore a cultural asset identification approach to expanding educational and outreach activities.
- d. Expand outreach to owners of designated historic properties and other properties important to the city's heritage about the value of their property and its maintenance and reuse.
- e. Engage with and educate the next generation of stewards of the city's built environment to foster appreciation of Minneapolis' history and the built and natural environment.
- f. Continue to increase access to information through the City's heritage preservation website and through other existing and emerging communication means.
- g. Partner with community and education organizations to connect property owners with preservation education and low-cost or volunteer professional technical support services.

## POLICY 92

## Identify and Evaluate Historic Resources

**Continue to identify, examine, and evaluate historic contexts and historic resources, with a focus on communities that have been traditionally underrepresented.**



**Minneapolis is rich in history and culture.** The City's knowledge, understanding and appreciation of the places and properties that embody its history and cultures is constantly evolving and growing. For nearly 40 years Minneapolis has been working to identify, examine and evaluate properties to determine whether they merit recognition as locally designated historic properties, and it must continue to do so. The City's work has resulted in preserving important place-defining properties such as the Minneapolis Warehouse District and the St. Anthony Falls Historic District, as well as properties that may not be architecturally prominent but are equally important to the city's history, such as the former home of Lena Smith. Smith was a prominent civil rights attorney and activist, a founding member of the Urban League of Minneapolis, and the first woman president of the Minneapolis National Association for the Advancement of Colored People. As the only practicing African-American female lawyer between 1890 and 1927, she fought for civil rights issues such as

equal protection under the law, equal access to housing and the right to join labor unions.

The City relies on this work to inform decisions regarding development, community development and other programs, legislative decisions and regulations. However, for the City to effectively align heritage preservation with the broader Minneapolis 2040 goals, it needs a guiding strategic direction.

### ACTION STEPS

**The City will seek to accomplish the following action steps to continue to identify, examine, and evaluate historic contexts and historic resources, with a focus on communities that have been traditionally underrepresented.**

- Explore new methods and techniques to engage communities that have been traditionally underrepresented in heritage preservation to identify historic resources they consider valuable and conduct further research on these resources.
- Develop and implement a strategic work plan that prioritizes the identification, evaluation, and designation of historic resources that are underrepresented, representative of cultural communities, or within areas under development pressure.
- Work with Minneapolis' cultural communities to identify places of historic and cultural significance.
- Complete context studies associated with the city's history and overall development, such as the impact of transportation and land use decisions that had citywide impacts.

- e. Nominate resources recommended for designation from historic surveys or listed on the National Register of Historic Places which have no local protection.
- f. Proactively nominate properties and districts for consideration for listing in the National Register of Historic Places.
- g. Continue to promote Conservation Districts as a tool for neighbors and neighborhoods to promote the conservation of notable properties or districts for the education, inspiration, pleasure, and enrichment of its residents, and for the long-term vitality of the city.
- h. Identify architectural styles, architects, and resources from the recent past, such as the modern era, and include them for evaluation in future historic resources surveys.
- i. Gather existing data on significant and potentially significant archaeological sites and develop maps, and other tools to identify and properly treat these resources.
- j. Initiate a series of archaeological reconnaissance surveys to identify potentially significant archaeological resources.
- k. Identify and evaluate important historic and cultural landscapes.

## POLICY 93

## Stewarding Historic Properties

**Preserve, maintain and encourage the adaptive reuse of historic districts, landmarks, and historic resources, especially in locations that historically have experienced disinvestment.**



**Minneapolis has over 1,000 designated historic properties that embody significant events, development patterns, architectural styles or people.** These landmarks and districts consist of buildings, districts, landscapes, bridges, streets, water towers, objects, monuments, and sculptures, often referred to as historic resources. The City must help steward these citywide assets for generations to come. Effectively helping to steward these properties requires expanding the public's understanding and appreciation of the significance of the properties, including the importance of materials, details and designs that convey a property's identity. It also means allowing historic properties to evolve while protecting them from identity-changing alterations.

### ACTION STEPS

**The City will seek to accomplish the following action steps to preserve, maintain and encourage the adaptive reuse of historic districts, landmarks and historic resources.**

- a. Protect historic resources from alterations that are not sensitive to their historic significance.
- b. Require new construction in historic districts to be compatible with the historic fabric.
- c. Encourage new development to retain historic resources, including landscapes, integrating them into the development rather than removing them.
- d. Ensure maintenance of properties through regulatory enforcement of City code, specifically as it relates to historic resources.
- e. Encourage retrofitting existing buildings to increase resiliency to climate change, reduce energy use, increase long-term sustainability, and retain historic character.
- f. Protect known and potential prehistoric and 19th- and 20th-century archaeological sites and artifacts.
- g. Preserve historic materials typically found in public spaces, such as street materials like pavers and lighting.
- h. Protect historic resources from demolition and explore alternatives to demolition.
- i. Develop and explore mitigation policies, tools, and strategies such as deconstruction requirements, when removal of historic properties or historic fabric can't be avoided.

- j. Incorporate heritage preservation in early land use and planning evaluations including federal reviews, such as 106 Reviews and Environment Assessments, and City processes such as Capital Long-Range Improvement Committee (CLIC) and preliminary development reviews.
- k. Encourage property owners and developers to consider historic resources early in the development review process by promoting preliminary review and early consultation with preservation staff.
- l. Identify and remove barriers that hinder the protection and maintenance of historic and cultural resources.
- m. Explore strategies to recognize and steward historic resources while encouraging continued evolution of the city fabric.

**POLICY 94**

**Heritage Preservation Regulation**  
**Improve and adapt heritage preservation and land use regulations to recognize City goals, current preservation practices, and emerging historical contexts.**



**Minneapolis has over 1,000 historic properties that embody significant events, development patterns, architecture, and people.** These properties are citywide assets that the City must help steward for generations to come. Effectively helping steward these properties requires expanding the understanding and appreciation of the significance of the resources, including the importance of materials, details, and designs that convey a property’s identity. It also means allowing historic properties to evolve while protecting them from identity changing alterations.

 **ACTION STEPS**

**The City will seek to accomplish the following action steps to improve and adapt heritage preservation and land use regulations to recognize City goals, current preservation practices, and emerging historical contexts.**

- a. Strengthen existing historic district guidelines and require consistent guidelines for all new local districts and landmarks.
- b. Ensure landmark, historic district, and conservation district design guidelines are tailored to protect the criteria of significance for which a property is designated.
- c. Identify the character defining features and paramount views of resources as part of the design guideline process.
- d. Create and use design guidelines for historic landscapes.
- e. Research and modify regulations as they relate to demolition of historic resources and mitigation for demolition.
- f. Develop, refine, and apply tools such as transfer of development rights and historic variances to retain historic properties.
- g. Recruit Heritage Preservation Commissioners that are representative of all residents of the city, including cultural communities, communities of color, indigenous communities, and other communities that have traditionally been underrepresented.
- h. Support preservation education for Heritage Preservation Commission staff and Commissioners.
- i. Explore and develop proactive strategies, such as a Scenic Resources Protection Plan, to conserve view corridors associated with major historic landmarks.

## POLICY 95

## Heritage Preservation Financial Incentives

### Establish and promote financial incentives for historically designated properties and other properties important to the City's heritage.

**Currently, Minneapolis' preservation tools are mostly regulatory, with no local financial incentives.** The rehabilitation of historic properties is often more time and labor intensive due to the level of materials and craftsmanship needed to ensure historically compatible alterations. This labor intensive work more often than not relies on local construction experts, resulting in more of the construction costs recirculating through the local economy than on typical new developments. Statewide, the compounding economic impact of historic rehabilitation incentives is illustrated through the State Historic Rehabilitation tax credit program. The financial impact of the \$6.7 million of State tax credit incentives expended in fiscal year 2017 is estimated at \$66.4 million. For each dollar of the Tax Credit program invested, \$9.99 of economic activity is generated (Economic Impact of Projects Leverage by the MHRTC:FY2017). Providing and promoting historic rehabilitation financial tools and resources will help the City meet its goal of broadening the inclusivity of heritage preservation, protecting endangered properties, and promoting economic vitality.



#### ACTION STEPS

**The City will seek to accomplish the following action steps to establish and promote financial incentives for historically designated properties and other properties important to the City's heritage.**

- a. Establish and promote financial incentives for city wide historic properties such as loans and grants targeted to historic properties in low-income communities.
- b. Enhance technical assistance for planning property maintenance, repairs, and rehabilitation projects.
- c. Promote financial preservation incentives for owners and developers of properties that are not locally designated but are important to the city's heritage.
- d. Advocate for local, state, and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.
- e. Further expand the City's strategic partnerships in the field of preservation.



POLICY 96

**Cultural Heritage and Preservation Recognition**  
**Explore new methods and techniques to acknowledge tangible and intangible cultural heritage and expand recognition programs related to heritage preservation activities.**

**It is important to raise awareness not only of the historic resources themselves, but also of the current property owners, developers, craftspeople, and organizations that make heritage preservation projects happen.** This kind of recognition and appreciation will help promote the retention and rehabilitation of properties significant to the city's heritage.

The cultural heritage of a city doesn't end at its buildings or archaeological sites. A city's cultural heritage can also encompass more intangible traditions and expressions of culture such as oral traditions, performance art, social observations, rituals, festivals, practices related to the environment, or the production of traditional crafts. While sometimes difficult to define, celebrating and safeguarding intangible cultural heritage can maintain cultural diversity and encourage a shared respect within a city.

 **ACTION STEPS**

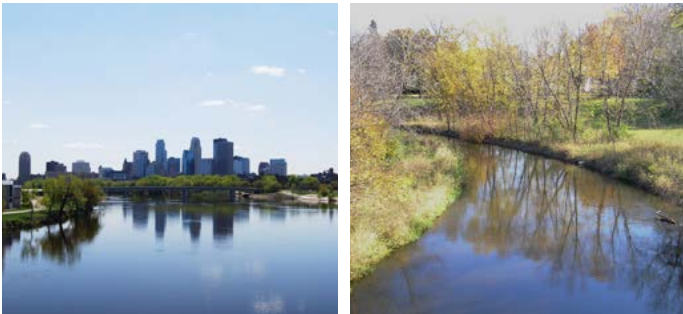
**The City will seek to accomplish the following action steps to expand recognition programs related to heritage preservation activities.**

- a. Continue to recognize outstanding projects, programs, individuals and organizations that have significantly contributed to the heritage of Minneapolis, broadened the appreciation of its history for all, and enhanced the urban environment.
- b. Design and install appropriate interpretive signs and historical markers for designated historic districts and landmarks.
- c. Acknowledge preservation and cultural placekeeping efforts, keeping the cultural memories associated with a place alive, while supporting the ability of local residents to maintain their way of life as they choose.
- d. Explore safeguarding and celebrating intangible cultural heritage and other cultural expressions, particularly focusing on cultural communities, communities of color, indigenous communities, and other communities that have traditionally not been recognized.

## POLICY 97

## Preserving and Enhancing Public Lakes and Waterways

**Ensure ongoing preservation and improvement of the natural and built environment near the city's lakes and waterways.**



**The city's system of public lakes and waterways is a cultural and historic asset unique to Minneapolis.**

Public access to these assets provides an opportunity for residents and visitors to Minneapolis to gather and enjoy natural amenities in an urban setting. As the city grows and changes, development near lakes and waterways should be designed to preserve and improve the natural and built environment, ensuring that future generations continue to benefit from the resource that we are charged with conserving.

### ACTION STEPS

**The City will seek to accomplish the following action steps to ensure ongoing preservation and improvement of the natural and built environment near the city's lakes and waterways.**

- a. Regulate development of land adjacent to public waters in a manner that preserves and enhances the quality of surface waters while also preserving their economic and natural environmental value.
- b. Recognize and promote the value of the built environment and landscape as an asset that enhances community identity and a sense of place.
- c. Develop and explore tools and strategies to recognize and promote properties important to the city's heritage as valuable assets to the community and the city.
- d. Consider design approaches that encourage creative solutions for transitions between varying intensities of building types and land uses.
- e. Regulate the design of new buildings near the city's lakes and waterways in a manner that recognizes and enhances their unique impact on and contribution to the natural and built environment.
- f. Regulate setbacks, orientation, pattern, materials, height and scale of new small scale residential buildings in a manner that is consistent with adjacent property.
- g. Use stormwater regulations to require construction projects to carry out best management practices that effectively improve the character and health of water resources and reduce impairments.

- h. Increase habitat and natural areas around public stormwater infrastructure and natural water bodies while maintaining and prioritizing stormwater function and controlling invasive species through an integrated pest management program.
- i. Revise site plan review standards to require soil amendments for all disturbed areas that will be vegetated post-construction.
- j. Collaborate with watershed management organizations and the Minneapolis Park and Recreation Board on land and water resource planning.
- k. Design and manage public lands for their highest environmental and ecosystem performance.
- l. Strive for interconnected environmental corridors and riparian areas as habitat corridors and for flood protection and recreation, and create additional “steppingstone” areas for habitat.
- m. Manage natural areas in and around surface waters, as well as stormwater ponds and other stormwater treatment facilities, as areas supportive of aquatic and terrestrial ecosystems, habitat, and wildlife, and as flood storage areas.
- n. Encourage use of bird-safe glass and other building materials and features that are not detrimental to natural ecologies where appropriate.
- o. Leverage partnerships with the Minneapolis Park and Recreation Board, watershed management organizations, and other partner agencies to implement the Mississippi River Corridor Critical Area Plan (See appendix) and to integrate and coordinate efforts to improve public and ecological functions in the river corridor.

## POLICY 98

## Innovation Districts

### Establish and support Innovation Districts to employ district-scale infrastructure and systems and to implement flexible policies and practices that allow for experimentation and innovation consistent with City goals.

**Innovation Districts are an increasingly common tool in cities used to spur and facilitate growth of quality jobs; to coordinate district approaches to stormwater, energy, parking, place making, green space, and waste management; and to increase the tax base.** Innovation Districts deliberately form stakeholder collaborations, bringing businesses, residents, non-profits, academia, government, and major institutions together to organize development, manage district systems, and act as a living laboratory for future-oriented research to make progress on big challenges like inequality and climate change.

The Brookings Institution, Project for Public Spaces, and the U.S. Conference of Mayors, among others, all recognize the importance of innovation districts. To make these districts thrive, they must be walkable, transit accessible, compact, and include a mix of residential, business, cultural, and retail uses—these attributes help facilitate established institutions and businesses clustering around incubator spaces, maker spaces, and start-up hubs.

Innovation districts are opportunities to experiment with, visibly demonstrate, refine, and produce replicable models of best practices in planning and district systems. This innovation results from intersecting ideas, cultures, and income strata. Innovation should also reside in the

infrastructure and systems of an Innovation District, which should be designed to tackle Minneapolis's and the country's greatest challenges, from inequality to climate change.



#### ACTION STEPS

**The City will seek to accomplish the following action steps in Innovation Districts to support and experiment with new policies, practices and systems and to support and require developments that are consistent with the City's highest goals as expressed in this plan.**

- a. Support district approaches to energy, stormwater, parking, waste management, and public realm systems.
- b. Allow for and encourage experimentation and innovation – including through changes to City policies and practices – consistent with City goals and expressed priorities of a given Innovation District such as sustainability, job development, production, equity, and affordability.
- c. Support funding for redevelopment opportunities including housing, business development, sustainable district infrastructure, and greenspace, with priority given to affordable housing and/or job creation initiatives and projects.
- d. In exchange for redevelopment and district system support, require above-standard developments and systems in energy efficiency and production, stormwater, parking, waste management, and public realm.

## POLICY 99

## University District

### Strengthen the University District's position in the state and region as a major employment center, a world class research university and a premier destination for cultural, educational and health related activities for residents, students, workers and visitors.

**The University District is a center of music, arts, theater, performance, cultural events, health care, business and education.** It is rich in international and cultural diversity, natural green space, industrial and commercial businesses as well as biking and other transit options that add to its unique identity and sense of place.

The University of Minnesota and the neighborhoods that surround it represent an area with unique assets for the City of Minneapolis and its residents. The four neighborhoods, Marcy Holmes, Southeast Como, Prospect Park and the West Bank, that comprise the University District support and contribute to the value which the University brings to the City as a regional employment center and world-class research university within a vibrant urban environment. The benefits from cooperation and joint planning to create a cohesive District are highly valued by the city.

#### ACTION STEPS

**The City will seek to accomplish the following action steps to strengthen the University District's position in the state and region as a major employment center, a world class research university and a premier destination for cultural, educational and health related activities for residents, students, workers and visitors.**

- a. Foster a unique identity for the University District as a positive, welcoming, and forward-looking place to live, work, invest, and visit.
- b. Facilitate communication and cooperation among the residents, businesses, institutions, and public-sector entities.
- c. Increase and improve the affordability, quality and variety of the housing stock to help broaden the socioeconomic and demographic make-up of the residents and attract a stable community of ethnically and age-diverse short term and long-term renters and homeowners.
- d. Attract and retain entrepreneurs, businesses and organizations to locate near the University where they can benefit from collaboration and partnerships with the University and capitalize on the natural, cultural, economic and educational assets of the District.

- e. Recognize and connect the University's park-like campus and riverfront to the City and neighborhood public realm, in conjunction with the Minneapolis Park and Recreation Board, the neighborhoods, and the Mississippi Watershed Management Organization.
- f. Support infrastructure and service improvements, to support increased density and intensity in the context of the surrounding built form and open space.
- g. Recognize the cooperation needed between University and City Police Departments to better protect all residents, students, visitors, and employees in the District.
- h. Recognize that rental properties in the U District, both multi-unit and single-family homes, are rented almost exclusively by groups of unrelated young people and the unique rental market in the U District.
- i. Support efforts to attract a stable community of ethnically and age-diverse long-term renters and owner-occupants.

**POLICY 100**

**Place-based Neighborhood Engagement**

**Strengthen the City’s robust neighborhood-based community engagement system to ensure that it effectively and equitably builds people’s capacity to organize to improve their neighborhoods.**

**Neighborhood level community organizing and neighborhood organizations play a critical role in keeping residents informed, connected to their community and empowered to guide and influence decisions that affect their lives.** Through past and current efforts, neighborhood associations have helped increase safety, celebrate diversity, build community, preserve housing stock, promote economic vitality, foster a sustainable environment and improve health throughout the City.



**ACTION STEPS**

**The City will seek to accomplish the following action steps to strengthen the City’s robust neighborhood-based community engagement system to ensure that it effectively and equitably builds people’s capacity to organize to improve their neighborhoods.**

- a. Maintain a place-based neighborhood system of community engagement.

- b. Continue to fund neighborhood organization community engagement programs while providing oversight and structure for the use of public funds.
- c. Require neighborhood organization level notification of City proposed projects and City public hearings, and encourage full participation in those public processes through neighborhood level review and input.
- d. Continue to consult neighborhood organizations so that they may help inform residents of potential projects and other City decisions that might impact their communities.
- e. Assist and support neighborhood organizations in expanding outreach to diverse participants and encourage more inclusive engagement to maximize the involvement of renters, people with disabilities, people of color, indigenous people and others who have been historically underrepresented in civic life.
- f. Implement policies and procedures that outline expectations on city departments for neighborhood and community notification and consultation.
- g. Reform the existing city-level governance structure for neighborhood programs to make it more efficient, effective and relevant to city departments and neighborhood organizations.
- h. Promote partnerships between Neighborhood Organizations and Community Organizations to increase diversity in leadership and decision-making at the neighborhood and citywide levels.

# Implementation

Overview of how the comprehensive plan is implemented throughout the City Enterprise in policy, regulation, process, partnerships, and programming as required by the Metropolitan Council.



# Implementation

The regulatory framework and resources needed to implement the policies of Minneapolis 2040 comprehensive plan are in place. This structure includes a regional framework as provided by state statute, Metropolitan Council policy, as well as City policies, programs, and budgetary and regulatory tools.

This implementation chapter provides an overview of how the comprehensive plan is implemented throughout the City Enterprise in policy, regulation, process, and programming as required by the Metropolitan Council.

The implementation chapter includes the following sections:

- **The Regional Framework:** Thrive MSP 2040 – An overview of the shared vision to guide growth of the region over the next 30 years.
- **Implementation Timeline:** An overview of primary implementation strategies, sequencing, and lead departments or agencies that are responsible for implementation of elements of the comprehensive plan.
- **Official Controls:** Official controls are ordinances, regulations, fiscal devices, and other strategies used to implement the comprehensive plan.
- **Capital Improvement Program:** The City of Minneapolis five-year [Capital Improvement Program \(CIP\)](#) is a list of funded projects that maintain and improve city infrastructure. This section provides an overview of the process and how projects are funded.
- **Housing Implementation Program:** The Housing Implementation Program outlines the official controls, fiscal tools, and programs the City could use to implement the policies to meet existing and projected housing needs, and comprehensive plan goals.
- **Consistency Between Plan and Local Controls:** This section outlines how the City of Minneapolis will work to

ensure consistency between its official local controls and the comprehensive plan.

This chapter also includes a description of City of Minneapolis resources, including budgets, fiscal tools, regulations, and plans. Additional information and resources within this chapter can be found in the Appendix.

## THE REGIONAL FRAMEWORK: THRIVE MSP 2040

The regional framework is established in state statute and regional policy as administered by the Metropolitan Council as part of the [Metropolitan Land Planning Act \(§473\)](#). [Thrive MSP 2040](#) is the shared vision for the region that will guide growth over the next 30 years, addressing long-range comprehensive plan issues such as housing, transportation, wastewater treatment, parks, and water resources. Cities, counties, and townships within the seven-county metropolitan region must prepare a comprehensive plan and update the plan every ten years.

Three criteria are used to evaluate this plan within the regional context:

- **Conformance:** The plan is evaluated on how it conforms to all metropolitan system policy plans for transportation, water resources, parks, and housing.
- **Consistency:** The plan is evaluated on how it addresses every major statutory requirement and regional policies as outlined in Thrive MSP 2040 and system plans.
- **Compatibility:** The plan is evaluated on its compatibility with neighboring and affected jurisdictions and governmental units.

The comprehensive plan must demonstrate “The Three C’s” on a local level as outlined in Thrive MSP 2040. This chapter will outline action steps the City will take to align City programs, policies, budgets, and initiatives and department business plans with the policies contained in this plan.

The comprehensive plan is also intended to work with the City's Strategic Plan and Racial Equity Action Plan to provide policy direction to the City over a ten-to-twenty-year period. Although the Strategic Plan is intended to reflect the priorities and cover the duration of the current administration's term, elected officials' support is necessary to champion and implement policies, adopt regulatory changes, and provide allocations for programming and resources.

### IMPLEMENTATION TIMELINE

The City alone cannot implement the policies in the comprehensive plan. This will require collaboration enterprise-wide, and partnerships with external agencies and institutions to work towards comprehensive plan goals. The City will be responsible for collaborating with local, County, and State agencies to implement various elements of the plan.

Citywide topical plans will be integral to the implementation of comprehensive plan policies for housing, parks, transportation, and site-specific plans such as development projects. Topical plans and the lead department or agency responsible for carrying out the plan are identified later in the implementation chapter.

The table below highlights strategies and the timeframe for implementation for each comprehensive plan topic. Each topic identifies the primary implementation strategy, when the action is expected to be completed, and the lead City department or agency responsible for implementing that strategy.

It is important to note that these timeframes are meant to describe the general sequencing of strategies, and may be completed anytime within that timeframe. However, official controls will be brought into consistency as required by timelines set by state statute.

- **Short-term – (0 to 5 years)**
- **Medium-term – (5 to 10 years)**
- **Long-term – (10 or more years)**

Figure 1: Table of Primary Implementation Strategies by Topic

Timeline	Primary Implementation Strategies	Lead City Departments and Key Partner Agencies
<p><b>Topic: Land Use &amp; Built Form</b> Policies and maps guiding the location and design of new housing, workplaces, retail establishments, and other development.</p>		
Short-term	<p><b>Zoning and subdivision ordinances</b> – Continue to enforce existing ordinances. However, the City will embark on a rezoning study to bring existing ordinances into consistency with adopted land use &amp; built form maps, and plan policies, with an emphasis on improving building design.</p>	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Development Services</li> <li>▪ Long Range Planning</li> </ul>
Short-term	<p><b>Development review process</b> – Continue to use the development review process to ensure projects are consistent with the comprehensive plan and other City plans and ordinances.</p>	<ul style="list-style-type: none"> <li>▪ CPED - Development Services</li> <li>▪ Public Works Department</li> <li>▪ Regulatory Services</li> </ul>
Long-term	<p><b>Retrofit and design of energy efficient buildings</b> - Continue to develop programs and strategies to retrofit buildings to be energy efficient. This includes incremental regulatory changes to advance energy efficient design and operations of buildings.</p>	<ul style="list-style-type: none"> <li>▪ CPED</li> <li>▪ City Coordinator’s Office</li> </ul>
<p><b>Topic: Transportation</b> Policies supporting a multimodal transportation network that prioritizes walking, biking, and transit.</p>		
Short-term	<p><b>Update Transportation Action Plan</b> – The City will update its Transportation Action Plan to implement the transportation policies to achieve the goals articulated in the comprehensive plan. This includes multi-agency coordination to develop a multimodal transportation network to ensure compatibility with adjacent land uses.</p>	<ul style="list-style-type: none"> <li>▪ Public Works Department</li> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Health Department</li> <li>▪ Hennepin County</li> <li>▪ Metropolitan Council</li> <li>▪ Minnesota Department of Transportation (MnDOT)</li> </ul>
Short-term	<p><b>Capital improvements program funding process</b> – The funding of street reconstruction and maintenance prioritizes equity considerations in transportation programming as outlined in the 20 Year Street Funding Plan. The City will continue to review, prioritize, and fund capital projects that are consistent with and implement the comprehensive plan. This includes adhering to the City’s Complete Streets policy, investments in bicycle</p>	<ul style="list-style-type: none"> <li>▪ Public Works Department</li> <li>▪ Hennepin County</li> <li>▪ Metropolitan Council</li> </ul>

	and pedestrian infrastructure, and coordinating investments with partnering agencies to support and develop a multimodal transportation network.	
Short-term	<b>Operations and maintenance</b> – Continue to fund and complete projects that aligns with city priorities and comprehensive plan policies. This includes improvements and maintenance to traffic operations, streets, bridges, City-owned facilities, and bicycle and pedestrian infrastructure.	<ul style="list-style-type: none"> <li>▪ Public Works Department</li> <li>▪ Hennepin County</li> <li>▪ Metropolitan Council</li> </ul>
Long-term	<b>Aviation</b> – Continue to work to ensure the City has an active role in ongoing work on regional airport planning.	<ul style="list-style-type: none"> <li>▪ CPED – Long Range Planning</li> <li>▪ Metropolitan Airports Commission</li> </ul>
Long-term	<b>Environmental impacts of transportation</b> – The City will work to encourage bicycle and transit use to reduce environmental impacts created from single-occupancy trips. The progress made on achieving climate action goals in the comprehensive plan will be tracked and measured as part of City climate goals.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Public Works Department</li> <li>▪ Health Department</li> <li>▪ City Coordinator’s Office</li> </ul>
<p><b>Topic: Housing</b> Policies guiding housing supply, choice, maintenance, quality, and affordability.</p>		
Short-term	<b>Grant and loan programs</b> – Implement comprehensive plan policies for housing through a portfolio of housing grant and loan programs, with focus on affordability, choice, and quality.	<ul style="list-style-type: none"> <li>▪ CPED – Housing</li> </ul>
Short-term	<b>Regulatory framework</b> – Continue to enforce existing ordinances, and make incremental changes as needed to implement comprehensive plan policies.	<ul style="list-style-type: none"> <li>▪ CPED – Housing</li> <li>▪ Regulatory Services</li> <li>▪ Health Department</li> </ul>
Short-term	<b>Inspections and healthy homes</b> – The City will proactively address health hazards in housing through the use of inspections to ensure compliance with existing plans and ordinances, as well as programs that will help identify and remediate health hazards in existing homes.	<ul style="list-style-type: none"> <li>▪ CPED – Housing</li> <li>▪ Regulatory Services</li> <li>▪ Health Department</li> </ul>
Medium-term	<b>Comprehensive housing investments</b> – The City will coordinate enterprise-wide when making investments such as housing projects, workforce	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Police Department</li> </ul>

## Implementation

	development, or public health strategies in order to implement the comprehensive plan goals and policies.	<ul style="list-style-type: none"> <li>▪ Regulatory Services</li> <li>▪ Health Department</li> <li>▪ Public Works Department</li> </ul>
Medium-term	<b>Affordable housing production and preservation</b> – Meet or exceed regional affordable housing goals for the city by supporting the development of a diversity of housing types, sizes, levels of affordability, and locations through the utilization of City programs and public and private funding sources.	<ul style="list-style-type: none"> <li>▪ CPED – Housing</li> </ul>
Long-term	<b>Mixed-income housing development</b> – Continue to refine policies, programs, and regulations to develop mixed-income housing throughout the city for ownership and rental housing. The City will continue to expand partnerships with local organizations and agencies to implement the comprehensive plan goals and policies.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Minneapolis Public Housing Authority (MPHA)</li> <li>▪ Minnesota Housing</li> </ul>
<p><b>Topic: Economic Competitiveness</b></p> <p>Policies guiding the economic competitiveness of our city and region, focusing on the city’s workforce, businesses, production areas, and Downtown.</p>		
Short-term	<b>Technical assistance, grant, and loan programs</b> – Continue to use and expand the portfolio of tools and programs linked to economic competitiveness goals. The City will develop strategies to increase the diversity of participants in utilizing City resources in order to meet comprehensive plan goals.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> </ul>
Medium-term	<b>Community partnerships</b> – Build strong, mutually beneficial partnerships with community organizations, public agencies, and institutions to meet economic competitiveness goals, with a focus on communities that have experienced disinvestment.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Local, County, and State agencies</li> <li>▪ Minneapolis Public Schools</li> <li>▪ Service providers</li> <li>▪ Higher education institutions and vocational schools</li> </ul>
Long-term	<b>Coordinated development strategy</b> – Coordinate the development and investments of housing, businesses, and public infrastructure in geographic areas most in need of reinvestment among City departments and external agencies.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Minneapolis Public Housing Authority (MPHA)</li> <li>▪ Public Works Department</li> <li>▪ Hennepin County</li> <li>▪ Metropolitan Council</li> <li>▪ Minnesota Department of</li> </ul>

		Transportation (MnDOT)
<p><b>Topic: Public Services and Facilities</b> Policies guiding the siting of publicly-owned buildings, planning for public facility needs, public safety, and inspections and licensing.</p>		
Short-term	<p><b>Capital improvements program funding process</b> – Continue to review, prioritize, and fund capital projects that are consistent with and implement the comprehensive plan, including improvements to City-owned buildings and infrastructure.</p>	<ul style="list-style-type: none"> <li>▪ Public Works Department</li> <li>▪ Finance Department</li> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Health Department</li> <li>▪ Regulatory Services</li> </ul>
Short-term	<p><b>Service provision</b> – Continue to provide high quality City services to the community, including but not limited to public safety, water, sanitation, and health.</p>	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Public Works Department</li> <li>▪ Regulatory Services</li> <li>▪ Health Department</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Communications Department</li> </ul>
Short-term	<p><b>Operations and maintenance</b> – Continue to fund and complete projects with a goal of improving the current level of service for City-maintained infrastructure, including water, wastewater, and transportation facilities.</p>	<ul style="list-style-type: none"> <li>▪ Public Works Department</li> <li>▪ Regulatory Services</li> <li>▪ Health Department</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Communications Department</li> </ul>
Medium-term	<p><b>Partnerships</b> – Build partnerships with local, County, and State agencies to ensure implementation of comprehensive plan policies and goals.</p>	<ul style="list-style-type: none"> <li>▪ Public Works Department</li> <li>▪ Health Department</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Regulatory Services</li> <li>▪ Minneapolis Public Schools</li> <li>▪ Hennepin County</li> <li>▪ Metropolitan Council</li> <li>▪ State of Minnesota</li> </ul>
<p><b>Topic: Environmental Systems</b> Policies guiding management of environmental systems and impacts, including city operations, water resources, waste management and recycling, air quality, brownfields cleanup, and energy.</p>		
Short-term	<p><b>Water resources</b> – Continue to fund and implement programs per the management plan to maintain and improve sanitary sewer and stormwater infrastructure, and protect water resources in the city.</p>	<ul style="list-style-type: none"> <li>▪ Public Works Department</li> </ul>
Short-term	<p><b>Service provision</b> – Continue to</p>	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic</li> </ul>

	provide high quality city services to the community, including but not limited to public safety, water, sanitation, and health.	<ul style="list-style-type: none"> <li>Development (CPED) <ul style="list-style-type: none"> <li>▪ Public Works Department</li> <li>▪ Regulatory Services</li> <li>▪ Health Department</li> <li>▪ Fire Department</li> <li>▪ Police Department</li> <li>▪ Communications Department</li> </ul> </li> </ul>
Short-term	<b>Technical assistance, grant, and loan programs</b> – Continue to use and expand the portfolio of tools and programs linked to economic competitiveness goals such as grants for brownfield cleanups.	<ul style="list-style-type: none"> <li>▪ CPED - Economic Development</li> </ul>
Long-term	<b>Retrofit and design of energy efficient buildings</b> - Continue to develop programs and strategies to retrofit buildings to be energy efficient. This includes incremental regulatory changes to advance energy efficient design and operations of buildings.	<ul style="list-style-type: none"> <li>▪ CPED - Development Services</li> <li>▪ City Coordinator’s Office</li> </ul>
Long-term	<b>Environmental impacts of transportation</b> – The City will work to encourage bicycle and transit use to reduce environmental impacts created from single-occupancy trips. The progress made on achieving climate action goals in the comprehensive plan will be tracked and measured as part of City climate goals.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Public Works Department</li> <li>▪ Health Department</li> <li>▪ City Coordinator’s Office</li> </ul>
<p><b>Topic: Parks and Open Space</b></p> <p>Policies addressing existing open spaces and parks in Minneapolis, and those that could be created in the future to enhance quality of life and to improve accessibility.</p>		
Short-term	<b>Zoning and subdivision ordinances</b> – Continue to enforce existing ordinances. However, the City will embark on a rezoning study to bring existing ordinances into consistency with adopted land use and built form maps, and plan policies. The City will continue to coordinate with the MPRB to identify opportunities for new parks and open space to meet comprehensive plan goals.	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED) <ul style="list-style-type: none"> <li>▪ Development Services</li> <li>▪ Long Range Planning</li> </ul> </li> <li>▪ Minneapolis Park and Recreation Board (MPRB)</li> <li>▪ Public Works Department</li> </ul>
Short-term	<b>Park Board operations</b> – Continue to work with the MPRB regarding maintaining and expansion of the park system and its services, consistent with both the city’s and	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Minneapolis Park and Recreation Board</li> </ul>

	the MPRB's comprehensive plans.	<ul style="list-style-type: none"> <li>Public Works Department</li> </ul>
Short-term	<p><b>Operations and maintenance</b> – Continue to fund and complete projects that maintain or improve the parks and open space system, in partnership with the MPRB. The City will continue to improve equitable access to new and existing parks through projects that are consistent with comprehensive plan policies.</p>	<ul style="list-style-type: none"> <li>Community Planning and Economic Development (CPED)</li> <li>Minneapolis Park and Recreation Board</li> <li>Public Works Department</li> </ul>
<p><b>Topic: Heritage Preservation</b> Policies guiding the protection and reuse of culturally significant features of the built and natural environment, including buildings, districts, landscapes, and other historic resources.</p>		
Short-term	<p><b>Historic preservation ordinance</b> – Continue to enforce existing ordinance, and make incremental changes as needed to respond to changing conditions and further implement comprehensive plan policies.</p>	<ul style="list-style-type: none"> <li>Community Planning and Economic Development (CPED)</li> <li>State Historic Preservation Office (SHPO)</li> </ul>
Short-term	<p><b>Historic design guidelines</b> – Continue to enforce existing standards, and make incremental changes as needed to ensure design guidelines are tailored to protect the criteria of significance for which a resource is designated.</p>	<ul style="list-style-type: none"> <li>Community Planning and Economic Development (CPED)</li> <li>State Historic Preservation Office (SHPO)</li> </ul>
Medium-term	<p><b>Identify and evaluate historic resources</b> – Continue to complete historic surveys and context studies throughout the city as needed to provide a comprehensive view of historical resources. As information becomes available, continue to designate resources for designation recommended from studies.</p>	<ul style="list-style-type: none"> <li>Community Planning and Economic Development (CPED)</li> <li>State Historic Preservation Office (SHPO)</li> </ul>
Medium-term	<p><b>Development review process</b> – Continue to use the development review process to ensure projects are consistent with the comprehensive plan and other City plans and ordinances.</p>	<ul style="list-style-type: none"> <li>CPED – Development Services</li> <li>State Historic Preservation Office (SHPO)</li> </ul>
<p><b>Topic: Arts and Culture</b> Policies guiding the contributions of arts and culture to a vibrant and livable city.</p>		
Short-term	<p><b>Capital improvements program</b> – Continue to review, prioritize and fund capital projects that are consistent with and implement the comprehensive plan, including public art projects.</p>	<ul style="list-style-type: none"> <li>CPED – Long Range Planning</li> <li>Public Works Department</li> <li>City Coordinator's Office</li> </ul>
Short-term	<p><b>Regulations for arts and creative</b></p>	<ul style="list-style-type: none"> <li>CPED - Long Range Planning</li> </ul>



	<p><b>spaces</b> – Continue to enforce existing ordinances. However, the City will embark on a rezoning study to bring existing ordinances into consistency with adopted land use and built form maps, and plan policies. Additional strategies will require coordination with the City Coordinator’s Office, and community partnerships to implement comprehensive plan policies.</p>	<ul style="list-style-type: none"> <li>▪ City Coordinator’s Office</li> </ul>
Medium-term	<p><b>Public art program</b> – Continue to implement the City’s vision for public art.</p>	<ul style="list-style-type: none"> <li>▪ CPED - Long Range Planning</li> <li>▪ City Coordinator’s Office</li> </ul>
<p><b>Topic: Public Health</b> Policies on health topics related to the built environment, including active living, environmental health, food and nutrition, health and human services, social cohesion, and mental health.</p>		
Short-term	<ul style="list-style-type: none"> <li>▪ <b>Zoning and subdivision ordinances</b> – Continue to enforce existing ordinances. However, the City will embark on a rezoning study to make sure that existing ordinances is consisted with adopted future land use and built form maps, and plan policies.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> </ul>
<p><b>Topic: Technology and Innovation</b> Guidance on advancing the use of technology to improve City services and on fostering technology-based economic development.</p>		
Short-term	<ul style="list-style-type: none"> <li>▪ <b>Digital access and literacy</b> – Continue to facilitate digital literacy and access to technological tools for residents through collaborations with institutions and partnering organizations.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Community Planning and Economic Development (CPED)</li> <li>▪ Information Technology Department</li> <li>▪ Communications Department</li> </ul>
Short-term	<ul style="list-style-type: none"> <li>▪ <b>Technology in the enterprise</b> – Continue to improve and invest in technology to make City services and information accessible to all.</li> </ul>	<ul style="list-style-type: none"> <li>▪ City Clerk’s Office</li> <li>▪ Information Technology Department</li> <li>▪ Communications Department</li> </ul>

### OFFICIAL CONTROLS

In this section, official controls refer to ordinances, fiscal devices, and other strategies used to implement the comprehensive plan. Thrive MSP 2040 encourages communities in the region to explore and use a variety of innovative ordinances and other official controls to implement their comprehensive plans. Minneapolis does that through its [code of ordinances](#).

#### Zoning Ordinance

The land use and built form guidance of the comprehensive plan are implemented through a [local zoning ordinance](#). The City's existing zoning ordinance will require significant revisions to bring into consistency with the comprehensive plan. As part of the regional framework, Thrive MSP 2040 uses community designations to help cities and townships target policy development when updating their comprehensive plans. Minneapolis has a community designation of Urban Center as identified in Thrive MSP 2040.

Below are the land use policies for the community designation 'Urban Center' from Thrive MSP 2040:

- *Plan for forecasted population and household growth at average densities of at least 20 units per acre for new development and redevelopment. Target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.*
- *Identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities and that contribute to better proximity between jobs and housing.*
- *Identify opportunities for land assembly to prepare sites that will attract future private reinvestment, especially in Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty.*

- *In collaboration with other regional partners, lead major redevelopment efforts, such as at the former Ford Plant site.*
- *Lead detailed land use planning efforts around regional transit stations and other regional investments.*
- *Plan for and program local infrastructure needs (for example, roads, sidewalks, sewer, water, surface water), including those needed for future growth and to implement local comprehensive plans.*
- *Recognize opportunities for urban agriculture and small-scale food production.*

For a detailed description of how the comprehensive plan policies and land use guidance meets the Urban Center land use policies see the Appendix.

The City's zoning districts include several main categories which are listed below. In addition are overlay zoning districts within the city that either provide more flexibility or impose additional restrictions to the underlying zoning district. Maps of existing primary and overlay zoning can be found in figures 2 and 3.

- **Residence districts:** The residence districts are established to preserve and enhance quality of living in residential neighborhoods, to regulate structures and uses which may affect the character or desirability of residential areas, to encourage a variety of dwelling types and locations and a range of population densities consistent with the comprehensive plan, and to ensure adequate light, air, privacy and open space.

Zoning districts include R1 and R1A, which are single-family, and R2, R2B, and R3, which are small-scale multi-family. R4, R5, and R6 districts permits multi-family developments

- **Office residence districts:** The office residence districts are established to provide an environment of mixed residential, office, institutional, and where

appropriate, small scale retail sales and service uses designed to serve the immediate surroundings. These office residence districts may serve as small to medium scale mixed use areas within neighborhoods, as higher density transitions between downtown and residential neighborhoods, or as freestanding institutions and employment centers throughout the city.

Zoning districts OR1, OR2, and OR3 are mixed use districts, which allows a range from low-scale commercial to major institutional uses.

- **Commercial districts:** The commercial districts are established to provide a range of goods and services for city residents, to promote employment opportunities and the adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas. In addition to commercial uses, residential uses, institutional and public uses, parking facilities, limited production and processing and public services and utilities are allowed.

Zoning districts C1, C2, C3A, C3S, and C4 are mixed use districts. They allow a range of commercial uses from neighborhood to large scale, and also accommodate residential uses.

- **Downtown districts:** The downtown districts are established to provide a range of retail, entertainment, office, employment, residential, institutional and governmental activities of citywide and regional significance. The regulations recognize the unique qualities of downtown as the business and cultural center of the region, as a community of high-density residential choices, and as a place where the combined environment attracts businesses, workers, shoppers, visitors, tourists, and residents.

Zoning districts B4, B4S, B4C, and B4N which are used just in Downtown Minneapolis. They are mixed use districts, which allow much higher densities and heights than allowed elsewhere in the city.

- **Industrial districts:** The industrial districts are established to provide locations for industrial land uses engaged in production, processing, assembly, manufacturing, packaging, wholesaling, warehousing or distribution of goods and materials. Regulations for the industrial districts are established to promote industrial development and to maintain and improve compatibility with surrounding areas. In addition to industrial uses, limited commercial uses, parking facilities, institutional and public uses and public services and utilities are allowed.

Industrial zoning districts are I1, I2, and I3. While some commercial uses are allowed, residential uses generally are not (without an overlay district).

- **Overlay districts:** Overlay districts are a series of districts that provide more specific guidance in designated areas throughout the city. Parcels within these districts are subject to the provisions in the primary zoning district and the overlay district.

Overlay zoning districts include Pedestrian Oriented Overlay District, Linden Hills Overlay District, Industrial Living Overlay District, Transitional Parking Overlay District, Shoreland Overlay District, Floodplain Overlay District, Mississippi River Critical Area Overlay District, Downtown Parking Overlay District, Downtown Housing Overlay District, Downtown Height Overlay District, Nicollet Mall Overlay District, Harmon Area Overlay District, Airport Overlay District, University Area Overlay District, and Downtown Shelter Overlay District.

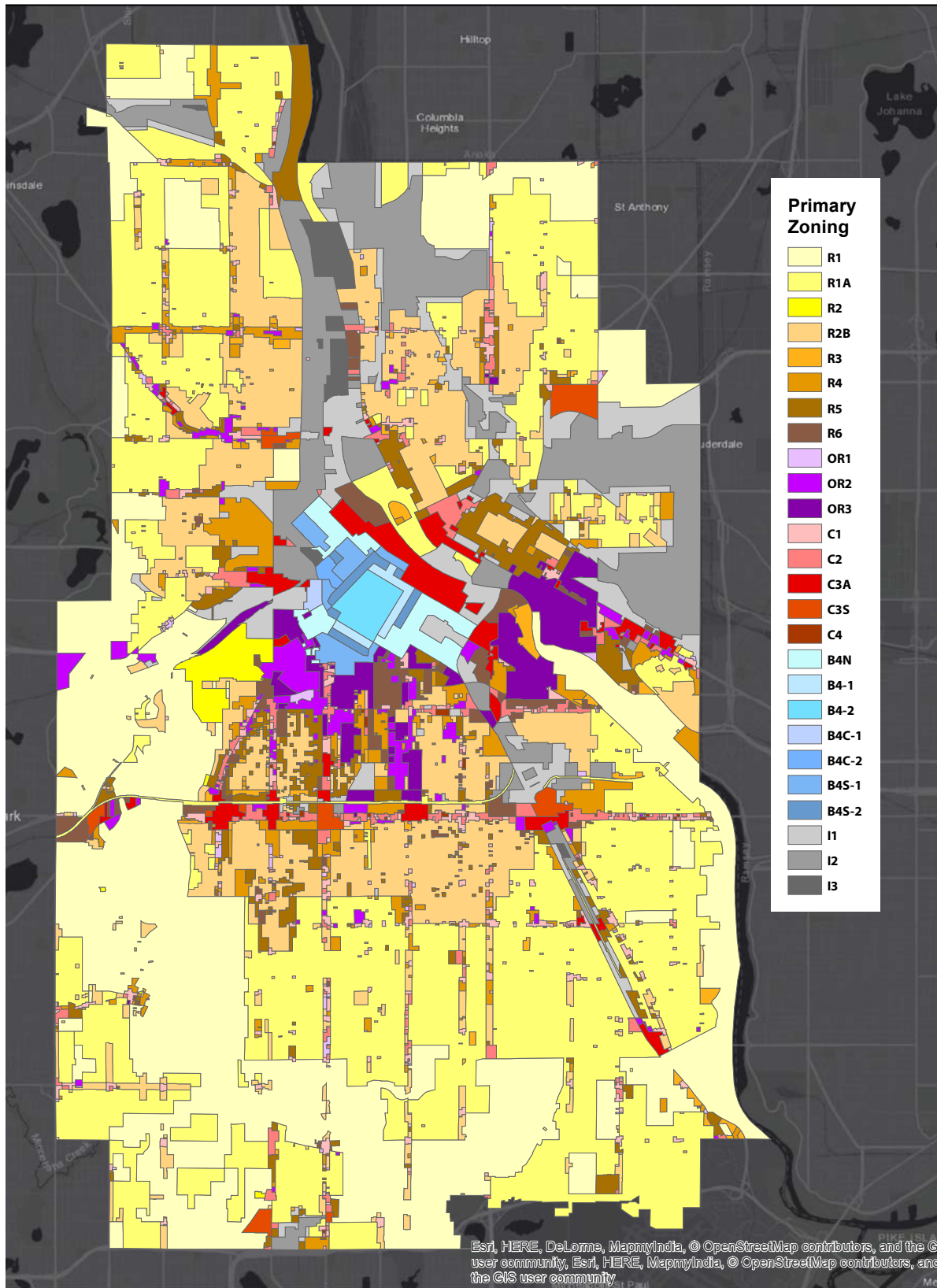


FIGURE 2: PRIMARY ZONING

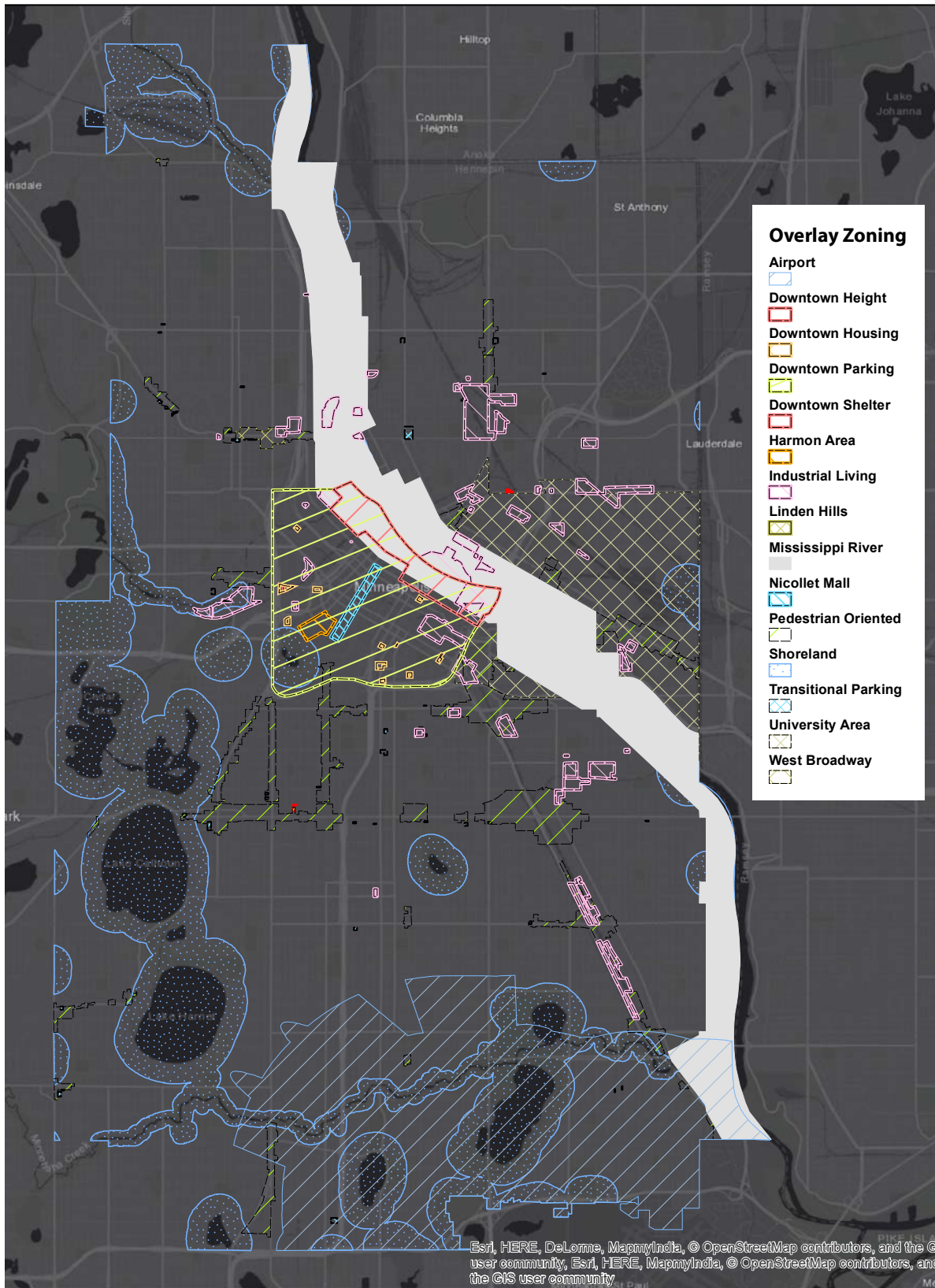


FIGURE 3: OVERLAY ZONING

### Land Subdivision Ordinance

[Chapter 598](#) of the Minneapolis Code of Ordinances establishes land subdivision regulations for the City of Minneapolis, which are designed to facilitate and implement the subdivision and re-subdivision of land, and implement the policies of the comprehensive plan and zoning regulations. At this time, no major changes to the land subdivision ordinances are needed to ensure the ordinance is consistent with the comprehensive plan.

### Heritage Preservation Ordinance

Heritage Preservation Regulations are established within [Chapter 599 of the Minneapolis Code of Ordinances](#), as authorized by state law [M.S. 138.71 through 138.75](#), [Minnesota Historic District Act of 1971](#) and [M.S. 471.193, Municipal Heritage Preservation](#). The Heritage Preservation Ordinance establishes the Heritage Preservation Commission to have the authority to survey historic resources, designate historic resources, and review alterations to designated properties. One of the purposes of the Heritage Preservation Ordinance is to implement the policies of the comprehensive plan.

In addition to the Heritage Preservation Ordinance, preservation policies are implemented through historic surveys and context studies, historic design guidelines, and the participation of preservation staff in the development review process. Historic surveys and context studies identify and evaluate properties and resources that should be designated historic. As authorized in the Heritage Preservation Ordinance, Heritage Preservation Design Guidelines are used in the review of alterations to designate properties, new construction in historic districts, and signage. CPED staff work with the [State Historic Preservation Office \(SHPO\)](#) for federal and state review, including the Section 106 process and environmental reviews.

### Fiscal Tools

The City of Minneapolis uses a full range of available fiscal tools to support the City and comprehensive plan goals. These include property tax, special assessments, tax

increment financing (TIF), fees and charges, bonding, and state and federal aid. The City's [annual budget document](#) provides a comprehensive look at how these fiscal tools are being used and for what purpose.

More information on fiscal tools related to housing can be found in the Housing Implementation Program section.

### Water Treatment and Distribution

[Chapter 509 of the Minneapolis Code of Ordinances](#) contains regulations governing the city's water treatment and distribution system. These services are provided by [Public Works Water Treatment & Distribution Services \(WTDS\)](#) which is responsible for the supply, treatment and distribution of water in the city.

More information about the City's Water Resource Management Plan can be found in the Appendix.

### Surface Water and Sewers

[Chapter 52 of the Minneapolis Code of Ordinances](#) regulates erosion and sediment control for land disturbing activities. [Chapter 54 of the Minneapolis Code of Ordinances](#) regulates stormwater management for development and redevelopment activities. [Chapter 510](#) governs the operation of the city's stormwater utility. [Chapter 511](#) regulates sewers and sewage disposal. These regulations are implemented and enforced through the City's [Public Works Department](#), in cooperation with other city, county, regional, and state partners.

One of the primary concerns related to city and regional water resources is negative impacts from urban stormwater runoff. The City of Minneapolis enforces ordinances designed to minimize negative stormwater rate, volume, and pollutant impacts:

- Requiring erosion control for new developments, housing projects, and other land disturbing activities to reduce the amount of soil and contaminants leaving construction site

## Implementation

---

- Requiring long-term stormwater management for new developments to manage stormwater on-site and minimize adverse effects of stormwater volume, rate, and contaminants on water resources
- Controlling the application of pesticides by licensing applicators and restricting the sale and use of fertilizers containing phosphorus
- Controlling hazardous spills and enforcing regulations that prohibit illegal dumping and improper disposal into the storm drain system
- Preventing violations of non-stormwater discharges (industrial by-products that are clean or treated prior to discharge) by reviewing permit applications and renewals, and investigating complaints against existing permits
- Requiring removal of roof rainleader and other clearwater connections from the sanitary sewer system to eliminate Combined Sewer Overflows.
- protect and preserve a unique and valuable state and regional resource for the benefit of the health, safety, and welfare of the citizens for the state, region, and nation;
- prevent and mitigate irreversible damage to this state, regional, and national resource;
- preserve and enhance the corridor's natural, aesthetic, cultural, and historic values for the public use;
- protect and preserve the river as an essential element in the national, state, and regional transportation, sewer and water, and recreational systems; and
- protect and preserve the biological and ecological functions of the corridor.

More information about the City's Water Resource Management Plan can be found in the Appendix.

### Critical Area Plan

The purpose of the Critical Area Plan is to implement [Minnesota Rules Chapter 6106](#), and ensure that the City's land use and regulatory framework protects the natural resources in the Mississippi River Corridor Critical Area (MRCCA). The MRCCA contains many significant natural and cultural resources, including: scenic views, water, navigational capabilities, geology and soils, vegetation, minerals, flora and fauna, cultural and historic resources, and land and water based recreational resources.

Local units of government are required to adopt critical area plans and regulations that comply with state rules, and shall permit development in the corridor only in accordance with those adopted plans and regulations.

The purposes of the state's Mississippi River Corridor Critical Area designation are to:

The City of Minneapolis' Mississippi River Corridor Critical Area Plan can be found in the Appendix.

## CAPITAL IMPROVEMENT PROGRAM

### Overview of Process

The City has a [five-year capital improvement program \(CIP\)](#). Annually, City departments and independent boards and commissions prepare new and/or modify existing capital improvement proposals. The Finance Department, CPED Long Range Planning Division, and the Capital Long-Range Improvement Committee (CLIC) review the capital improvement proposals.

The Capital Long-Range Improvement Committee is a citizen advisory committee to the Mayor and City Council. The committee is authorized to have 33 appointed members, composed of two members per Council Ward and seven at-large members appointed by the Mayor. The committee elects a Chair and Vice Chair and divides into two programmatic task forces with approximately an equal number of members in each. Each task force elects a Chair and Vice Chair. Collectively, these six elected members form the Executive Committee and represent CLIC in meetings with the Mayor and City Council.

The two task forces are commonly referred to as “Transportation” and “Human Development”. The task forces receive and review all Capital Budget Requests (CBRs) for their program areas as submitted by the various City departments and independent boards and commissions. During two all-day meetings, employees who prepared the CBRs formally present their needs and offer explanations for their requests. Task force members then rate all proposals using a rating system with several specific criteria and create a numerical rating for each project. Highest rated priorities are then balanced against available resources by year to arrive at a cohesive five-year capital improvement program recommendation to the Mayor.

The Mayor takes the CLIC recommendations into consideration when preparing the proposed budget that is submitted to the City Council. Finally, the City Council modifies and adopts its capital improvement program.

### **Areas Funded by CIP**

Funding through the City’s CIP supports City policies as established in the comprehensive plan, including the statutory requirements for funding transportation, wastewater, water supply, and parks and open space facilities. Included in the 2018-2022 CIP budget are funds for:

- Municipal Building Commission (City facilities)
- Park Board (parks and open space)
- Public grounds and facilities
- Public Works, including:
  - Street paving
  - Sidewalks
  - Bridges
  - Traffic control and street lighting
  - Bike and pedestrian projects
  - Sanitary sewer
  - Storm Sewers
  - Water Infrastructure
- Miscellaneous other projects, including:
  - Public Art

A summary of proposed capital projects is included in figure 4. A full version of the 2019-2023 CIP can be found in the Appendix.

More information on annual budgets can be found on the City Finance Department’s [website](#).



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

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

Budget in Thousands

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

# Implementation

Budget in Thousands

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

**Budget in Thousands**

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

**HOUSING IMPLEMENTATION PROGRAM**

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

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

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

**Affordable Housing Programs and Fiscal Devices**

Housing policy implementation at the City of Minneapolis is primarily managed through Community Planning and Economic Development (CPED) – Housing Policy & Development Division. The Housing Policy & Development Division administers a number of programs for the development and preservation of affordable and mixed-

income rental and ownership housing. The City’s funds and programs are targeted to meet City housing priorities, which includes preserving affordable housing in the city. The City will continue to partner with public agencies, and the private-sector to meet the City’s affordable housing need allocations and comprehensive plan goals.

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

More information about housing fiscal tools and resources can be found on the City’s CPED Housing Policy and Development Division [website](#).

**Figure 5: Table of City programs and fiscal devices for housing policy implementation**

City Resources	Summary
Multifamily Housing: 9% Low Income Housing Tax Credits	~\$1.2 million/year via sub-allocator formula based on population. Available on an annual competitive basis to provide private equity financing for affordable and mixed income rental projects, both new construction and preservation. Awarded based on adherence to published Qualified Allocation Plan. LIHTCs typically provide a 70% subsidy for projects.
Multifamily Housing: Affordable Housing Trust Fund	~\$10 million per year via City budget. Available on an annual competitive basis (pipeline for any unallocated funds) to provide gap financing for affordable and mixed income rental projects, both new construction and preservation. Funding is typically provided as a low/no interest deferred loan. \$25k/affordable unit maximum subsidy.
Multifamily Housing: Housing Revenue Bonds / 4% Low Income Housing Tax Credits	~\$50 million/year via entitlement issuer formula based on population. Available on a pipeline basis (project must meet threshold scoring) to provide private capital for financing affordable and mixed income rental projects (currently), both new construction and preservation. HRBs are paired with an allocation of 4% Low Income Housing Tax Credits, which typically provide a 30% subsidy for projects.
Multifamily Housing: Pass Through Grants	CPED staff manages a large portfolio of grant funds on behalf of our funding partners at DEED, Hennepin County and the Metropolitan Council. These grant funds are associated with specific programs and range in utilization from environmental investigation and clean up to grants directly associated with new construction of affordable and mixed income housing.
Multifamily Housing: Tax Increment Financing	Provides for use of Tax Increment Financing to support affordable housing development.
NOAH Preservation: 4D Program	4d status offers a lower property tax classification to apartment owners who have at least 20 percent of their units affordable at 60 percent of area median income, as evidenced by a recorded declaration of land use restrictions.
NOAH Preservation: Small and Medium Multifamily Program & NOAH Preservation Fund	Strategies to assist with acquisition and preservation of Naturally Occurring Affordable Housing.

Single-family Housing: Minneapolis Homes Development Assistance	The program is designed to create new construction housing opportunities on City-owned vacant lots, includes incentives for direct development by a homebuyer and creation of Long-term affordable housing.
Single-family Housing: Minneapolis Homes: Build/Rehab	The program is designed to redevelop vacant buildings and vacant lots suitable for 1-4 unit residential development.
Single-family Housing: Home Ownership Works	The program supports the development of owner-occupied housing that is sold to homebuyers whose income is at or below 80% of the area median income (AMI).
Single-family Housing: Homebuyer Assistance Program	There are a variety of programs designed to assist Minneapolis homebuyers with down payment and closing costs toward the purchase of their new home.
Single-family Housing: Home Improvement Programs	The program supports the rehabilitation of owner-occupied housing that is owned by homeowners whose income is at or below 80% of the area median income (AMI).
Inclusionary Housing Policy	Affordable housing is required for rental and ownership housing for residential new development projects that receive city funding or are located on city-owned land. There is a proposal to expand the policy to cover more development in 2019.

**Unified Housing Policy**

The Unified Housing Policy states the City’s general policy principles with the intent to clarify and streamline City’s housing policies and practices. It was first adopted by City Council in 2004. In 2017, the City Council adopted [RCA-2017-01247, an updated Unified Housing Policy](#), to align with City priorities, and codify its existing practices around City-assisted projects. The unified policy addresses topics such as affordable housing, single room occupancy (SROs) units, senior housing, and housing needs for people experiencing homelessness. This policy has been adopted to be interpreted as consistent with the comprehensive plan, and any future updates to this policy will be amended to be consistent with comprehensive plan policies.

**Official Controls**

The purpose of this section is to describe the official controls to implement the housing policies of the comprehensive plan. This includes relevant official controls and processes for the construction and renovation of housing projects, and enforcement of the housing maintenance code. This section should serve only as an overview of the City of Minneapolis’ regulatory frameworks, and applicants seeking regulatory guidance on construction and renovation projects should contact appropriate City staff.

The City’s zoning and land subdivision ordinances are the primary tools the City uses to implement comprehensive plan policies. The zoning ordinance will require significant changes to bring it into consistency with the comprehensive

plan. Existing zoning and land subdivision ordinances will be brought into consistency after adoption of the plan.

To ensure the safety, health, and livability of the community, the City requires permits and licenses for development, construction, and renovation activities. The City enforces national and international codes adopted by the State of Minnesota. These include the [State Building Code](#) and [State Plumbing Code](#). Community Planning and Economic Development (CPED) – Development Services is the department primarily responsible for these activities, including administering the zoning ordinance, review of site plans, granting construction and renovation permits, and enforcing building and construction codes.

After the construction and occupancy of buildings, additional enforcement will be necessary to maintain healthy homes in the community. Housing regulations are addressed in the [Minneapolis Code of Ordinances](#). Housing inspections and enforcement of the housing maintenance code is the responsibility of the Department of Regulatory Services, in partnership with the Health Department which provides support and resources to address health hazards related to housing. Regulations and housing programs related to maintenance of healthy homes will continue to be developed to implement the comprehensive plan policies.

### CONSISTENCY BETWEEN PLAN AND LOCAL CONTROLS

The 1995 amendments to the [Metropolitan Land Planning Act](#) require that official local controls be consistent with the community's comprehensive plan. Communities may not adopt any new official controls that conflict with the comprehensive plan, or permit activity in conflict with metropolitan system plans. Local controls will be brought into conformance with the comprehensive plan as the City's zoning and land subdivision ordinances and maps

are updated in accordance with the document.

### Other Approaches to Implementation

While the tools listed above are important, there are many other approaches to implementation of policy in the city. These are described below:

**City Council strategic planning**—The City Council periodically reviews City progress and sets goals for upcoming years regarding top priorities. While the goals are more narrowly focused than the scope of the comprehensive plan and reflect priorities for near-term implementation, they are consistent with the overall comprehensive plan policy direction, and were developed utilizing the community engagement and policy statements included in the comprehensive plan.

In 2018, the City embarked on a new process of establishing strategic priorities coupled with racial equity planning known as the Strategic and Racial Equity Action Plan (S-REAP). However, it should be noted that these are the goals of the current administration, and they may change in future years. The strategic priorities will result in department planning for near-term implementation. In addition to this the City will develop an enterprise-wide strategy of measuring progress on achieving comprehensive plan goals in conjunction with the outcomes of the City Council strategic planning.

This planning process will include an engagement process led by the City Coordinator's Office to develop goals and metrics for the strategic priorities, followed by the development of tactical strategies for implementation by City departments in early 2019. More information about department tactical strategies can be found in the department planning section.

**Annual budget**— The City's [annual budget process](#) integrates information from citywide priority setting, capital improvements program, annual infrastructure operation and maintenance costs, and departmental review processes to establish annual resource allocations.

Budgetary priorities are reviewed for consistency with comprehensive plan policy.

**Department planning** — City departments are responsible for producing department business plans that provide an overview of their strategies that will guide their work to meet the City Council’s strategic priorities. These plans are linked to funding in the City’s budgetary process, which lead to allocation of resources and funding for programs to implement City priorities. These plans are produced after the adoption of the City Council’s strategic priorities, which typically occurs every four years. Department plans are an opportunity to advance comprehensive plan policies.

An additional component to the department plans is tracking department performance. Measures that capture department progress toward meeting City priorities will be developed upon the completion of the City’s strategic and racial equity action planning process. Department performance by budget program area will continue to be tracked by the City Coordinator’s Office through Results Minneapolis.

**Interdepartmental and Enterprise-wide coordination** — The comprehensive plan provides topical and goal-oriented strategies to ensure that complex policy and programmatic changes are coordinated interdepartmentally and throughout the Enterprise. The City will continue to coordinate among departments for the development of programs, and guide decisionmakers in order to implement comprehensive plan policies.

**Topical and small area plans** — The comprehensive plan was informed by the guidance of adopted small area plans, and was updated where necessary to be consistent with the application of the comprehensive plan goals and policies citywide. Below is an overview of how aspects of small area plans have been incorporated:

- *Future land use and built form*: The comprehensive plan updates this guidance for the entire city in service to the comprehensive plan goals. This new guidance is informed by the guidance of the small area plans, and updated

where necessary to be consistent with the application of comprehensive plan goals and policies citywide. The comprehensive plan will be used to guide future land use and built form guidance in areas covered by past small area plans.

- *Urban design policies*: The comprehensive plan includes urban design policies intended to shape the design of new buildings. This guidance is informed by the design guidance of small area plans, and applies to all new development in the city. The comprehensive plan will be used to guide urban design in areas covered by past small area plans.
- *Capital improvements*: Capital improvement projects that are identified in small area plans and that are yet to be implemented will be evaluated as part of the 2019 update to Access Minneapolis, the City’s Transportation Action Plan.
- *Community development strategies*: The comprehensive plan updates Housing and Economic Competitiveness policies aimed at achieving the plan’s goals and policies. These are informed by the body of work in the last decade of small area plans. Stakeholders are encouraged to continue with community development strategies identified in small area plans that are yet to be completed and contribute to implementation of the comprehensive plan goals and policies.

More information about small area plans and details on how each plan is incorporated into the comprehensive plan can be found in the Appendix.

Adopted plans that were used to inform the comprehensive plan planning process include:

- [Minneapolis Climate Action Plan](#) (2013) – The intent of the plan is to provide a roadmap for the City of Minneapolis with a comprehensive set of strategies that the City can undertake to meet its emissions reduction goals. The plan incorporates strategies to reduce carbon emissions.



- [Mississippi River Corridor Critical Area Plan](#)—The Mississippi River Corridor Critical Area (MRCCA) is a land corridor along the Mississippi River in the 7-county metro area where there are special land use regulations that guide development activity. Local governments in the corridor, including Minneapolis, must complete a MRCCA plan that complies with state rules ([MR 6106.0010 – 6106.0180](#)). The purpose of this document is to fulfill that requirement, and ensure that the City’s land use and regulatory framework protects the MRCCA’s resources.

The City of Minneapolis’ Mississippi River Corridor Critical Area Plan can be found in the Appendix.

Upcoming planning processes in other departments include:

- [Transportation Action Plan](#) - In 2018, the City of Minneapolis Public Works Department launched its planning process to update the City’s ten-year Transportation Action Plan. The purpose of the Transportation Action Plan is to identify specific actions to implement the transportation goals and policies articulated in the comprehensive plan.
- [Minneapolis Local Surface Water Management Plan](#) - The City’s Public Works Department developed the local water plan as required by state statutes. The purpose of this plan is to provide a comprehensive plan for water management to protect water resources in the city. This plan details water resource goals, implementation, operations and maintenance practices, in accordance with applicable policies and regulations.
- [City Planning Commission](#) - The City of Minneapolis Planning Commission is charged with long-range planning for the city and is responsible for advising the City Council on matters of development, zoning, and capital improvements. It is a citizen’s committee that works with Community Planning and Economic Development (CPED) on the development of plans and the review of development applications.
- [Heritage Preservation Commission](#) - The Minneapolis Heritage Preservation Commission (HPC) is dedicated to the preservation and celebration of our heritage. The HPC serves as a citizen advisory body to the Minneapolis City Council, preserving historically and architecturally significant buildings, districts and sites while allowing modifications for contemporary use.
- [Zoning Board of Adjustment](#) - The Zoning Board of Adjustment hears matters of zoning variances, zoning appeals, and the establishment of legal nonconforming rights. It is a citizen’s committee that works with the staff of the CPED Development Services.
- [Minneapolis Advisory Committee on Housing](#) - Advise the Mayor, City Council, and City departments on a wide range of issues related to housing, including but not limited to: city housing policy, homelessness and housing instability, fair housing development, rental licensing, accessibility, maintenance and health and sustainability. The committee is intended to reflect the racial, ethnic, socioeconomic, geographic and gender diversity of Minneapolis residents most affected by the current housing environment, which has low vacancy rates, a shortage of available affordable rentals, and a large disparity in homeownership rates between white households and households of color.
- [Special service districts](#) - Special service districts are defined areas within the city where special services are rendered. State law mandates the creation of advisory boards through city ordinance for each special service district to advise the city on services within the district.

**City boards and commissions**— The City of Minneapolis has more than 50 commissions and advisory boards. These boards and commissions, composed of citizen volunteers, who are appointed by an elected official or an open appointment process, advise the city on current issues and assist the city in policy development and administration of services. These boards and commissions include:

- [Watershed management organizations](#) - Watershed districts are local, special-purpose units of government that work to solve and prevent water-related problems. The boundaries of each district follow those of a natural watershed and consist of land in which all water flows to one outlet.

The City works closely with each of these, some of which have their own budgetary and planning processes, to ensure that important citywide policies are being implemented. For an exhaustive list of commissions and advisory boards, visit the [Minneapolis Boards, Commissions, and Advisory Committees website](#).

**Intergovernmental coordination** — In order to implement the comprehensive plan, the City must coordinate with various governmental agencies that have jurisdiction outside the control of the City of Minneapolis. It is crucial to understand the priorities of each agency as each has unique roles and responsibilities such as landownership, maintenance and operations of public infrastructure, and have governing bodies responsible for making decisions around budgets and programming. Active relationship building and coordination with various jurisdictions is important to implementing comprehensive plan policies.

In Minneapolis, the public schools are under the jurisdiction of [Minneapolis Public Schools](#), and the parkland is owned and maintained by the [Minneapolis Parks and Recreation Board](#). Both governing agencies commonly conduct their own planning process and policies to guide their decision-making and investments. Additionally, certain streets and highways are under the jurisdiction of and maintained by different governing bodies such as [Hennepin County](#) and the [Minnesota Department of Transportation \(MnDOT\)](#).

Another unique relationship the City has is with the [University of Minnesota](#). They have their own governing body and are responsible for many of their public facilities and infrastructure, even though they are within the city limits. The University conducts their own planning efforts

that falls under their own jurisdiction which include, but are not limited to land use, transportation, and their own critical area plan.

To ensure consistency between planning efforts, the City will continue to convene meetings with neighboring jurisdictions and coordinate efforts that align with City goals.

**Partnering with the private sector** — The City will continue to partner with both for-profit and nonprofit organizations as a strategy to address complex issues. The City can leverage limited resources and tap expertise on specific topics. The City will continue to identify and strengthen these partnerships to further shared goals for the public good.

**Intergovernmental relations** — Part of implementing a plan is an assessment of any regulatory barriers or fiscal constraints that would limit the ability to achieve an objective. The City's legislative agenda addresses priority issues at the regional, state, and federal levels. The agenda, which is reviewed annually and implemented continually, is coordinated through the City's [Intergovernmental Relations Department](#). There is regular communication between federal, state, and local levels regarding issues that have an impact on the city.

## IMPLEMENTATION CHALLENGES

One important consideration when proceeding with implementation of a plan is identifying potential obstacles which the City must address in order to implement the plan. These challenges have been identified across the various City departments, and are summarized below, along with a brief description of how the comprehensive plan addresses these issues:

- **Existing and Deepening Disparities** — According to a report issued by the Economic Policy Institute in 2010, Minneapolis led the nation in having the widest unemployment disparity between African-American and white residents. These disparities

also exist in nearly every other measurable social aspect, including of economic, housing, safety and health outcomes, between people of color and indigenous people compared with white people. In order to achieve measurable reduction and eventual elimination of racial disparities, the City will work with other governmental, philanthropic and private sector partners to examine programs and services through a process fully informed by racial equity goals, disaggregated data, and qualitative and quantitative analysis.

To achieve the goal of eliminate disparities, the City of Minneapolis will work to undo the legacy that remains from racially discriminatory housing policies by increasing access to opportunity through a greater diversity of housing types, especially in areas that lack housing options as a result of discriminatory housing policy. The City will invest in education, skills training, small business support and other support systems to help residents access opportunities to gain and retain well-paying employment that allows them to grow as individuals.

In 2017 Council adopted an ordinance establishing a division of race and equity. In doing so, Council called for the “development of a comprehensive [racial equity] plan to incorporate and embed racial equity principles and strategies into operations, programs, services, and policies of the City.” By creating the division, the City declared “its intent to purposefully integrate, on an enterprise wide basis, a racial equity framework that will advance racial equity in all the City does in order to ultimately achieve equity for all people. Such intent is an express manifestation of the City’s commitment to apply and embed racial equity principles throughout the City’s broad range of operations, programs, services and policies.”

- **Climate change** — Climate change is a defining challenge of this decade and even this century. The overwhelming scientific consensus holds that increasing concentrations of greenhouse gases in our atmosphere

are destabilizing the earth’s climate and that human activity is the primary driver of these emissions.

To achieve the goal of climate change resilience, the City of Minneapolis will strive to substantially increase the energy efficiency of buildings, improve the city’s multimodal transportation network, and invest in energy systems resilience.

### SMALL AREA PLANS

With the work of the planning process to update the comprehensive plan, the adopted small area plans were used to inform the comprehensive plan. This took into account land use and built form guidance in order to bring it into consistency with the comprehensive plan goals, as well as gathering urban design policies from topical and small area plans and applying it citywide for all new development.

Capital improvement projects that were identified in small area plans will be evaluated as part of the update of the City’s Transportation Action Plan which has kicked off as of Fall 2018.

With the adoption of the comprehensive plan, the intent and purpose of the plan is to provide clear and concise land use, built form, and policy guidance for growth and development over the next ten years. The comprehensive plan maps are intended to be the primary document that provides guidance on land use and built form. Changes or revisions to the land use and built form guidance will be made to the maps adopted in the comprehensive plan.

However, it should be noted that additional district-wide planning will be necessary in geographic areas where a coordinated development approach is required among different entities and agencies to implement the comprehensive plan goals and policies. In these cases, City staff will lead a coordinated planning effort to advance the plan goals, prioritizing these efforts in geographic areas

that have experienced disinvestment.

### **AMENDING THE PLAN**

During the life of the comprehensive plan, it may become necessary to amend the document. There are various reasons to amend the comprehensive plan such as changes to land use guidance, text changes to a policy, or new information that makes it necessary to make changes to implement the comprehensive plan policies.

# Planning Process

Historically, people of color and indigenous communities (POCI), renters, and people from low-income backgrounds have been underrepresented in civic processes. This can be attributed to many factors including lack of free time and commitments to work, education, and family. One of the main causes for lower representation of POCI in these processes is the structure in which traditional civic engagement has been conducted, and the disenfranchisement of communities that continue to create obstacles and barriers for people to engage.

Throughout the Minneapolis 2040 process civic engagement has been designed and conducted in a way to create equitable and innovative ways to engage populations that have been historically underrepresented in civic life. Such efforts includes dedicating time to building new relationships in order to create a more inclusive and equitable planning process to join communities that have already been at the table.

## Civic Engagement



Residents drawing on maps at a Comprehensive Plan open house in December 2017 at Farview Park

### Introduction

Minneapolis 2040 is the city's twenty-year Comprehensive Plan update. The Comprehensive Plan is an important citywide policy document that provides direction for Minneapolis' built, economic, and natural environment into the future. The City of Minneapolis is required by state law to update the Comprehensive Plan every ten years according to regional planning requirements administered by the Metropolitan Council.

On April 1, 2016, the City Council directed the Department of Community Planning and Economic Development (CPED) to update the policies of the City's Comprehensive Plan in service to the values of growth and vitality, equity and racial justice, health and resilience, livability and connectedness, economic competitiveness, and good government with a focus on guiding public and private investment in the built, natural, and economic environment.

### What was the timeline of the process?

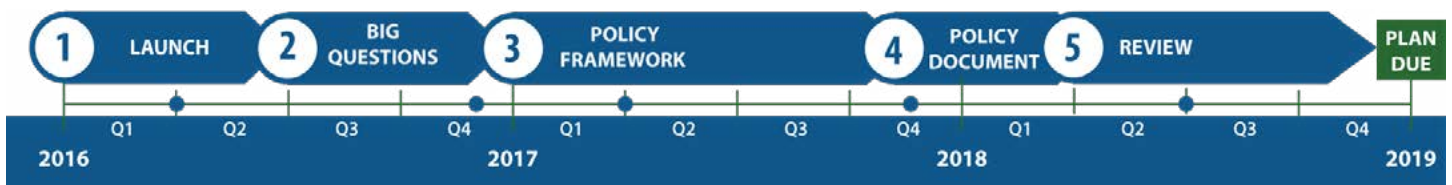
The comprehensive plan process was organized into five phases that are tied to the Topical Research Teams goals and methods of civic engagement, including gathering public and community feedback on various ideas and proposals that come to the surface as the project unfolded. The process started from early 2016 and lasts through 2018. The five phases are:

- Phase 1: Launch
- Phase 2: Big Questions
- Phase 3: Policy Framework (Phase 3A and 3B)
- Phase 4: Policy Document
- Phase 5: Review

The civic engagement process was a dynamic process which required participants, City of Minneapolis staff, and elected officials to learn, interact and engage through various mediums. Beyond the extensive effort, which engaged with the plan's identified key audiences in meaningful dialogue on the direction of the city, City staff also gathered input from the Steering Committee, the City Planning Commission, relevant Boards and Commissions, the City Council, and the Mayor.

### What is civic engagement and why is it important?

Civic engagement is a means for all people to bring their voices into the process and to share their own ideas, backgrounds, and experiences to plan for a future that



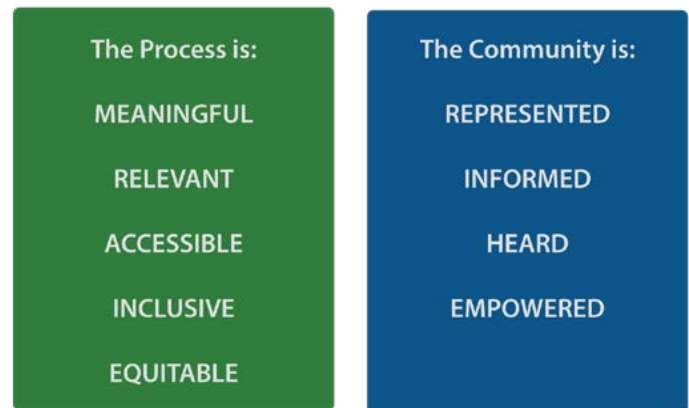
benefits everyone. The people of Minneapolis assisted in the creation of Minneapolis 2040, and the final plan reflects that participation. As part of this process, the Civic Engagement Plan (which can be found online at [minneapolis2040.com/planning-process](http://minneapolis2040.com/planning-process)) was created to recognize the complexity of engaging the Minneapolis community in a transparent and effective way to develop Minneapolis 2040. It contains goals that guided engagement, identified creative methods for engaging key audiences, established a timeline and phases for activation, and presented an outline of how the City has incorporated feedback from the public and key audiences into the City's formal decision-making structure for when the Mayor and City Council are asked to approve the plan.

### What are the engagement goals?

Civic engagement for Minneapolis 2040 featured opportunities for participants to learn and be informed, interact in the process, and provide meaningful feedback through large convenings, in-person interactions, technology, and creative tools. Each engagement method was evaluated based on engagement goals that were formulated from the Core Principles of Community Engagement, which were adopted by City Council in 2007. The City aimed to achieve these outcomes and objectives through the civic engagement process through:

**Meaningful and Relevant Dialogue:** The community feels that the dialogue has been meaningful and relevant to their interests and daily lives.

- Focus all materials, activities, and tools on specific topics.
- Use key audiences' time efficiently and effectively.
- Connect topics to the work of the internal Topical Research Teams process of developing and updating City policies.
- Clearly define the expectations, goals and outcomes of every activity, especially in terms of how they relate to key audiences.



- Tell the story of how creating a vision of Minneapolis for the year 2040 connects to various key audiences.
- Follow-up by connecting people to resources.

**Inclusive Representation:** The perspectives and participation of a broad range of community members are equitably represented in the plan.

- Create a variety of options for key audiences to engage in the process.
- Share information through ethnic and community media venues.
- Market events, materials, and tools to different age groups.
- Meet people where they already gather and attend existing meetings.
- Facilitate discussions and develop materials with cultural sensitivity and eliminating biases in mind.
- Provide clear and comprehensive summaries of public input and share them through engagement activities, materials, and other tools.
- Create opportunities for different key audiences to understand each other's various perspectives.
- Share case studies of different demographic groups in the city.

**Access to Information and Opportunities:** The public has the information they need to participate in ways that are appropriate to their experiences and lifestyles.

- Provide translation of activities and materials in appropriate languages and for people who are visually and hearing impaired.
- Provide childcare and transportation when feasible.
- Ensure meetings, events, and tools are ADA and transit accessible.
- Test methods and tools to confirm they are understandable and accessible to people from a range of cultural backgrounds and with a range of abilities.
- Be concise and use plain language at events and in materials and tools.
- Make engagement more accessible through visual examples (diagrams, charts, photographs) and develop tools that are accessible to people with a variety of learning styles and on a variety of levels.
- Incorporate the City's standard language block into all public documents and information.

**Contributions Have Impact:** The public feels their input has been thoughtfully considered and sees their contributions reflected in the plan.

- Have face-to-face interactions.
- Report back on what we heard.
- Report back on how public input has influenced decisions that shape policies.

**Empowering Experience:** Community leadership and capacity has been built through the process.

- Build relationships with and between various communities through follow-up interactions.

- Engage diverse key audiences in speaking at and facilitating meetings and activities.
- Encourage key audiences to tell the visioning process and Comprehensive Plan story.
- Engage key audiences in reporting back to their communities.

**Effectively-Used Resources:** Government resources are used wisely and effectively.

- Use objectives, methods, and tools that make the most effective use of government resources.
- Develop methods that can be used in future planning processes beyond Minneapolis 2040.

### Who has been engaged?

The civic engagement process was structured to be as inclusive as possible as City staff worked together with community members to shape the future. City staff identified key audiences that best meet the engagement goals and objectives of the Civic Engagement Plan (which can be found online at [minneapolis2040.com/planning-process](http://minneapolis2040.com/planning-process)). These were intended to be broad audience groups that would help focus engagement efforts, but would be as far-reaching as possible. However, the list is not exhaustive, and may not represent all interested people. These key audiences include, but are not limited to:

- The general public
- Cultural organizations
- Recent immigrants
- Homeless population
- Accessibility population
- Residents
- Public agencies
- Business associations
- Property owners

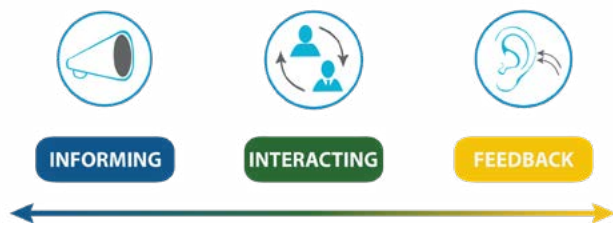


- Youth and families
- Seniors
- Neighborhood organizations
- Developers and brokers
- Policy advocates
- Media outlets
- Social media users
- College students
- Institutions
- Small business owners
- Tourists and visitors

### Evaluating Approaches to Engagement - Informing, Interacting, and Feedback

One of the objectives throughout the engagement process was to have a variety of opportunities for engagement for all types of participants. This included opportunities to learn, interact with City staff and other participants, and provide input on key questions. Engagement methods were utilized based upon their ability to achieve at least one of these types of engagement:

#### APPROACHES TO ENGAGEMENT



**Informing:** Staff updates the community on the planning process and creates access to resources. Key audiences are informed on various topics early in the process to empower participants for more meaningful discussion and feedback for further engagement as policy topics are prioritized.

**Interacting:** Engagement that facilitates an exchange of ideas between the City and the community. Engagement

methods that are designed as a forum for participants to interact with each other and allows for learning from different experiences and perspectives. These types of interactions are prioritized as it allows the opportunity for dialogue and relationship building.

**Feedback:** Community members share their thoughts and ideas with the City. Comments are collected through various engagement opportunities through written or drawn feedback at open houses, street festivals, and online interactions. All collected feedback are used as comments and are transcribed or documented.

### How did engagement occur?

During each comprehensive planning phase the community had the opportunity to be involved in engaging with City staff, and each other, during a period of focused activities and other related opportunities. Each round of engagement included:

**Community Workshops** – Community meetings and workshops were held during each phase of engagement, and were designed to be as inclusive as possible. This was done by hosting them in accessible locations next to public transit, offering food and refreshments, and having fun and family friendly activities with artist-designed engagement. This included activities and information that was accessible to different types of participants who wanted to engage for a couple minutes or dive deeper into a discussion. Interpreters were on hand at every meeting for limited-English speakers.

**Community Dialogues** - Community Dialogues are facilitated conversations, supported by the Department of Neighborhood and Community Relations, between City departments and cultural communities as well as other under-represented groups. The dialogues take City staff outside of City buildings to meet various community leaders in places where communities are already meeting to talk about issues relevant to their daily lives. Staff returned to the communities in subsequent phases to report back on how their feedback were used in decisions-



making, and brought City leaders to discuss relevant topical issues.

**Street Festivals** – During the summer and fall months, vibrant festivals draw cultural communities, residents, business owners, visitors, and youth to destinations around the city. City staff engaged with community members at various events such as Open Streets Minneapolis, Juneteenth, Somali Independence Day Festival, and May Day where attendees visited various exhibits, and watched performances and small presentations in parks and on streets. Creative tools were activated such as Imagining Equity, the Minneapolis 2040 mobile engagement tool. Other activities include visually interactive boards which engaged participants, and responses were recorded on cards and documented through photos.

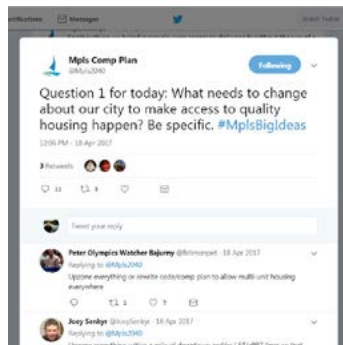
**Artist-designed Engagement** – A collaborative process in which City staff worked together with artists to design creative engagement methods. Artists focused on designing tools that helped reached out to diverse populations, and helped build capacity through art in order to make planning fun and accessible. Examples of artist-designed engagement activities included: artist-designed

open houses, Imagining Equity - mobile engagement tool, performances, and infographics.

**Online Engagement** – During each engagement phase a collection of online engagement opportunities were made available which coincide with each major community workshop. Materials at in-person workshops were made available online such as exercises, maps, and surveys. This included online engagement activities such as the Planning for Equity, Housing for All, “What can we Do?”, and the Make a Map tool.

**Meeting-in-a-Box** – Meeting-in-a-Box is a civic engagement tool designed for use by community groups, neighborhood associations, or friends to gather at a convenient time and location to share their ideas. It contains a packet of materials, which were made accessible online, with directions to host the meeting and how to submit input to City staff. During subsequent phases of the process Meeting-in-a-Box was updated to reflect new questions and content that was engaged on during that period.

**Tweet with a Planner** – A planner was made available during the lunch hour – to interact with the public on certain



topics during each phase of engagement. During each of the events, a series of engagement questions were posed by planning staff that led to a live conversation on Twitter through a series of Tweets. Participants were able to provide feedback on certain topics, and have a dialogue with community members.

City staff collected demographic information in-large convening events, on the website, and in Meeting-in-a-Box from willing-respondents who wished to provide that information to help staff provide feedback on the process to make sure the process was as inclusive as possible. Other activity tailored to each phase of the process includes graphics and interactive mapping exercises used to support the engagement process.

### Internal Structure

The comprehensive planning process was guided by three formal bodies: the Steering Committee, Topical Research Teams, and CPED Long Range Planning.

The Steering Committee is comprised of eight individuals who are either elected officials or department leadership whose committees, boards/commissions, and departments are strongly correlated with long range comprehensive planning and visioning. The committee guided the planning process, reviewed draft material, and provided input into the engagement process. Steering Committee members included:

- CPED Executive Director (co-chair)
- City Coordinator (co-chair)
- Mayor
- Chair of the Zoning & Planning Committee of the City Council
- Chair of the Transportation & Public Works Committee of the City Council
- Director of Equity and Inclusion
- Director of Public Works
- Commissioner of Health

The Topical Research Teams included over 150 staff from around the Enterprise as well as interjurisdictional partners. These staff teams are organized around 15 different topics related to the built, natural, and economic environment of the city. They were responsible for providing technical expertise and experiences on applicable subject matter and policy development.

CPED Long Range Planning served as the Project Management Team for the update to the comprehensive plan. Their responsibilities included coordination with the Steering Committee, and providing technical assistance and guidance to the Topical Research Teams. In addition, the Project Management Team is responsible for the plan production, preparation of draft content for review, the facilitation of civic engagement, and incorporation of public comment.

### How has engagement feedback been used and documented?

Documentation of each step of the engagement process was critical in defining the direction and priorities for Minneapolis 2040 as well as better understanding which stakeholder groups are being reached. For each event and activity, staff documented the following information:

- What was the purpose of the engagement?
- What questions or issues were identified?
- What methods were used?
- Who participated?
- What feedback was received?
- How was the feedback collected and analyzed?
- What decisions did this input influence?

The documentation of engagement shaped the content process for each successive phase of engagement. City staff collected demographic information in large convening events and on the website, from willing-respondents who wished to provide that information, in order to help staff make sure the process was as inclusive as possible. Other in-person methods were used to reach key audiences who

may not be able to attend a large event, or be inclined to interact with technology. At the end of each phase, an Engagement Summary was published to provide an overview of engagement activities that were made available on the project website.

### **What did we hear?**

At the end of each phase a summary of engagement activities and transcriptions of all written feedback was packaged together and published online on the project website: [minneapolis2040.com/planning-process](http://minneapolis2040.com/planning-process).

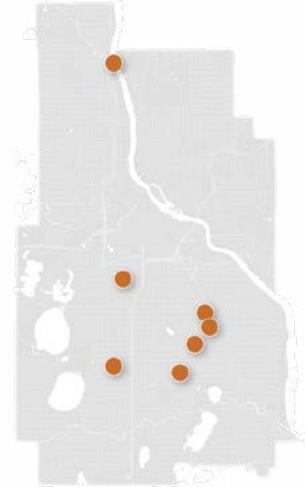
## Phase 1: Launch (April 2016)



The first phase of the project focused on building awareness of Minneapolis 2040 with an exploration of emerging ideas and trends, current conditions, and existing policies. The process kicked off in April 2016. During this phase of engagement, City staff asked participants how they wanted to be engaged, what their existing priorities and initiatives are about, and what their big ideas were for the future of the city.

The comprehensive planning process kicked off at the annual Community Connections Conference, hosted by the Department of Neighborhood and Community Relations, on April 2, 2016 at the Minneapolis Convention Center. The conference is designed to create and strengthen relationships and collaborations between residents, neighborhood organizations, cultural communities, and the City to collectively address systemic issues and explore unique-innovative solutions.

City staff collaborated with cultural organizations to start initial discussion and learn about the community's concerns and issues that they have been working on. The City held a series of Community Dialogues to raise awareness about the planning effort to update the city's comprehensive plan, and seek feedback on how they would like the City to engage with them throughout the project.



### Phase 1 Engagement Activities

*Big Ideas: Your Minneapolis  
Community Connections Conference  
4/2/16  
Minneapolis Convention Center*

*South Minneapolis Housing Fair  
4/16/16  
YWCA Minneapolis Sports Center*

*MayDay Parade and Festival  
5/1/16  
Powderhorn Park*

*May 4th Attendance Fair  
5/4/16  
East Phillips Community Center*

*Southeast Asian Community Dialogue  
3/11/16  
HAMAA*

*East African Community Dialogue  
3/11/16  
Isuroon*

Metropolitan Urban Indian Directors (MUID)

3/29/16

Minneapolis American Indian Center

Phase 1 Meeting-in-a-Box (Packet and Presentation)

### Engagement Questions

During the Launch phase, staff asked how people want to be engaged and asked for big ideas for the future of the city.

- What are your big ideas for the future of Minneapolis?
- What are some of the issues that your community is working on?
- How would you like to be engaged throughout the comprehensive planning process?



### Methods

The comprehensive planning process kicked off at the annual Community Connections Conference at the Minneapolis Convention Center on April 2, 2016. A series of workshops for the comprehensive plan were hosted based on the 6 comprehensive plan values of equity, economic competitiveness, growth, sustainability, governance, and livability. City staff hosted panel discussions to inform participants about how these lenses align with city goals, and how that affects residents in the city.



The first round of Community Dialogues was hosted by several cultural organizations throughout the month of March in advance of the conference. Community Dialogues are facilitated conversations between City departments and cultural communities as well as other under-represented groups. Staff presented an overview of the comprehensive plan, and how those policies in the plan inform the decisions made by the City. Communities were then asked about the issues that the community is working on, and how they would like to be engaged throughout the comprehensive planning process.

During the remainder of the Phase 1, Staff attended street festivals and events throughout the city in order to raise awareness about the project. Artist graphics and project cards were distributed at various events to connect the public to online resources and future engagement activities.

### What Did We Hear?

Much of the focus in Phase 1: Launch was raising awareness of planning effort for the update to the City's comprehensive plan. Initial conversations were held with various cultural communities. A summary handout of Phase 1 engagement activities can be found online at: [minneapolis2040.com/planning-process-phase-1-launch](http://minneapolis2040.com/planning-process-phase-1-launch)

### What are your big ideas?

- The city becomes more sensitive to environmental justice issues, particularly in NE Minneapolis, and acts accordingly.
- I'm hoping we have self-driving cars by 2040 and I'm hoping that this city continues to be #1 for biking, #1 for parks, and #1 for residents who go outside in all weather conditions.
- Have a variety of TRULY affordable (and livable!) housing options, for singles and families.

### **What are some of the issues that your community is working on?**

- Communities need more culturally accessible resources to start businesses, find housing, and physical and social health services.
- There is a lack of housing choices for large families, especially for multi-generational households.
- Parks and public spaces can be unsafe to walk to and difficult to use.

### **How will you like to be engaged?**

- The City needs to go to the community, and return to the group after every phase of engagement to report back on what has happened and how the gathered feedback was used.
- Host a mix of open houses on various topics that people can engage on and small focus group discussions.

### **Next Steps/How was the feedback used?**

The City heard from the community that in order to have authentic engagement, the City must go to the community and show how their feedback is used in order to build trust and empower community members. Staff worked with cultural organizations to build a relationship for future

engagement, and identified future opportunities to return with City leaders.

Additionally, participants from the Community Dialogues also identified several topics that are relevant to their lives which included housing, economic development, and health. There was a concern that there are so many topics related to the comprehensive plan, and it was important to organize future engagement around topics that are applicable to the lives of the community. Staff worked to prioritize key topics that are relevant to each unique community, which set the foundation for the organization of engagement content for Phase 2: Big Questions.

## Phase 2: Big Questions (May - December 2016)



In the Phase 2: Big Questions, Topical Research Teams began the work of analyzing existing policy – assessing trends, backgrounds, and priority issues related to their topic. Additionally, the teams had the benefit of public input on “big ideas” gathered from the Launch. To set the stage for this phase, the Topical Research Teams identified topics for the community to address in preparation for crafting their topical priorities. City staff did not conduct in-person engagement on every topic, but instead focused on some of the core elements of the plan – transportation, jobs, housing, and the environment – and visions for tying all the pieces together. The engagement questions were designed to engage with the public on their perceptions, values, aspirations, and experiences in their daily lives.

Throughout the summer, City staff continued to raise awareness about Minneapolis by reaching out to key audiences at street and cultural festivals. Staff tabled at various events throughout the City and encouraged the community to share their vision of the future of Minneapolis through Ernest Hemingway’s Six Word Story. Stories were recorded on cards, and shared with participants throughout each event.

In order to help achieve the engagement goals and objectives of integrating artistic strategies into the engagement process, the City issued a Call for Artists to

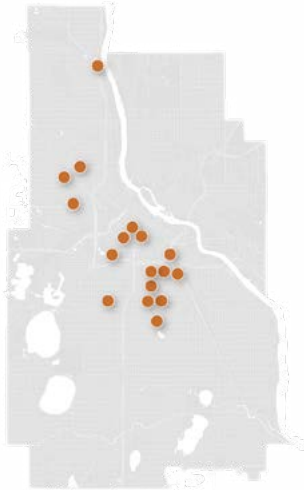
help design and engage traditionally underrepresented communities in civic processes. Artists responded to the call for three different projects:

- **Social Practice Artist** – The purpose of this project was to hire an artist or artist team to assist in engaging public meeting attendees during a set of open houses. The social practice artist is responsible for designing meetings that are fun, thought-provoking, interactive, and family friendly.
- **Happenings Project** – The purpose of this project was to hire an artist or artist team to assist in engaging the community during a set of open houses. This project resulted in an artist-designed performance during the meetings that raises awareness of comprehensive plan issues and offer thought-provoking questions for the audience to consider related to the plan.
- **Mobile Engagement Tool** – The purpose of this project was to hire an artist or artist team to design and fabricate a highly portable and durable engagement tool that can be used for indoor and outdoor engagement activities such as street and cultural festivals and large events.

Artist Monica Sheets was selected as the social practice artist to help design engagement activities, and worked alongside consultant Community Design Group (CDG), to implement and design two open houses that took place in Phase 2: Big Questions. Artist Eric F. Avery was brought on board for the Happenings Project, and the artist team of Mike Hoyt and Molly Van Avery was selected to commission the mobile engagement tool and carry out engagement in subsequent phases.

Phase 2 culminated in an engagement push in October and November that included online engagement materials and questions, Tweet with a Planner, an updated Meeting-in-a-Box, eight Community Dialogue listening sessions with key audiences, and two identical open houses on the north and south sides of the city.





## Phase 2 Engagement Activities

*Big Questions Open House - MGM*  
10/25/16 - Midtown Global Market

*Big Questions Open House - NC*  
10/27/16 - North Commons Park

*Juneteenth*  
6/18/16 - North Mississippi Regional Park

*Somali Independence Day*  
7/9/16 - East Lake St.

*Open Streets - Lake Street*  
7/24/16 - East Lake St.

*Cedar Riverside Health Fair*  
8/5/16 - Brian Coyle Center

*Open Streets - West Broadway*  
9/10/16 - West Broadway

*Monarch Festival*  
9/10/16 - Lake Nokomis

*PARTNERS with Youth Conference*  
9/16/16 - Minneapolis Convention Center

*Metropolitan Urban Indian Directors (MUID)*  
9/27/16 - Minneapolis American Indian Center

*African American Leadership Forum (AALF)*  
10/8/16 - Hallie Q. Brown Community Center, St. Paul. MN

*Senior Center Community Dialogue*  
10/26/16 - Skyway Senior Center

*Latino Community Dialogue*  
10/26/16 - Waite House

*NACDI Breakfast Bites*  
11/2/16 - All My Relations Gallery

*Minneapolis Advisory Committee on People with Disabilities*  
11/2/16 - City Hall

*Minneapolis Youth Congress*  
11/10/16 - Central Library

*Metropolitan Urban Indian Directors Housing Subcommittee*  
11/21/16 - American Indian OIC

*Southeast Asian Community Dialogue*  
12/9/16 - Harrison Community Center

*Tweet with a Planner*  
10/20/16

*Digital Workshop*  
October - November 2016

*Phase 2 Meeting-in-a-Box (Packet)*

### Engagement Questions

For the earlier part of the phase, the public engaged on the question of their vision for Minneapolis by asking their “Big Ideas”. Community members were engaged at street and cultural festivals through the summer and asked to share their vision. Later in the fall, City staff engaged on the public’s experiences on topical elements around housing, jobs, transportation, the environment and the vision for tying it all together. These engagement questions included:

- Share your six-word story for the future of Minneapolis!
- Transportation: How do you get around the city today? How do you think your transportation needs will change by 2040?
- Jobs: What opportunities do you need to help you feel financially stable and secure? How will your employment needs change between now and 2040?
- Housing: Are you satisfied with the housing options available to you right now? If not, what’s missing? How will your housing needs change between now and 2040?
- Environment: Are we, the people of Minneapolis, doing enough to improve the environment? If not, what’s missing? How do you think your life will be different in 2040 as a result of climate change?
- Vision/Tying it Together: What does your ideal Minneapolis look like in 2040? What makes you feel connected to your neighborhood?



### Methods

Staff attended street and cultural festivals to raise awareness of Minneapolis 2040 and seek “Big Ideas” for the future of Minneapolis. At each of these events staff used coloring activities to draw youth and kids in to have a discussion about the future of the city, and to envision their community when they have aged 20 years. Participants were given an overview of the comprehensive plan, and Minneapolis 2040 project information on post cards. Participants were asked to share their ideas with a Six Word Story. Stories were recorded on cards, and shared with participants throughout each event that were hung on clothes lines.



A second round of Community Dialogues were hosted in the community. In earlier discussions, communities identified the need to focus the conversation around two or three topic areas, so staff returned with key discussion questions around transportation, jobs, housing, and the environment. City staff also returned with Department Leaders to engage and listen to participants. Participants were asked to share their experiences around those topics today, and how those needs may change in the future.



Two community meetings were held at the end of October, one at the Midtown Global Market and the other at North Commons Park. Community members interacted with staff at topical stations on housing, jobs, transportation, and the environment. Monica Sheets, a social practice artist, was a major contributor in designing meetings that were fun, thought-provoking, interactive and family friendly. This included writing the engagement questions, subcontracting artists, and soliciting feedback on the engagement process.

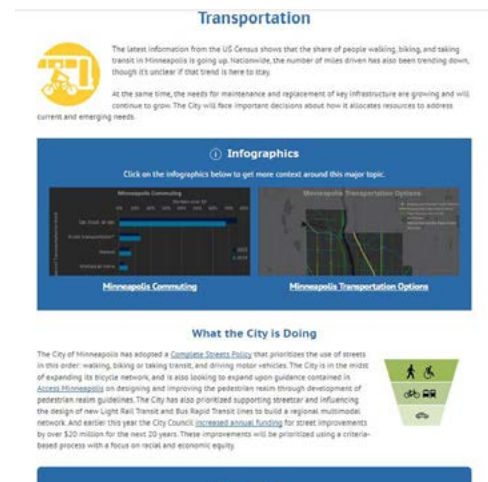


On more visionary questions, poets and graphic artists listened to participants share their perspectives and aspirations and represented their responses through poetry or visual art. Participants also had the opportunity to take part of a mini focus group called “Dig Deep with a Planner” which was staff led discussions about the participants’ choice of topics.

Eric F. Avery, a performance artist, interactively engaged participants in a performance called TV2040, a fake television program being recorded live in 2040, which included a game show and 1 on 1 interviews with participation from the public.



Community members unable to attend the public meetings had access to the same content, questions, and feedback opportunities via the project website through interactive graphics and comment boxes. Another online method used was Tweet with a Planner. Over the lunch hour City staff posed questions based on the six Comprehensive Plan Values for community members to engage on.



## What Did We Hear?

Engagement feedback collected throughout Phase 2 were transcribed and organized under themes that were representative of all the comments. The themes produced were an attempt to show the range of comments that were received. It shows the depth of comments that did not necessarily fall into the predefined topics of the comprehensive plan, but shows the concerns and ideas shared by participants. These themes include:

- Arts
- Buildings
- Community and People
- Comp Plan
- Economic Development
- Education
- Equity

- Gentrification and Displacement
- Governance
- Growth
- Health
- Heritage Preservation
- Housing
- Land Use
- Parks and Open Space
- Public Safety
- Streets
- Sustainability
- Transit
- Transportation

Themes that informed engagement in future phases are highlighted below, which includes collected comments and summaries.

### Equity

- Participants identified many areas of inequity and disparity in the city, including air quality, access to jobs, housing, education, income, and access to City resources.
- The city needs more economic investment zones to help build development in historically abandoned and underinvested neighborhoods.
- Invest more in areas with the most inequities. For example, complete the bicycle infrastructure, spur development, improve air and water quality, maintain affordable housing, and expand number of high-frequency bus routes. How do we invest in communities while not displacing families of color and small businesses?
- City government needs to be representative of the people in the community

- We have to change structures of power and privilege relative to policing and repair the community's trust in these systems.

### Community and People

- We need to maintain affordability and the high quality of life in Minneapolis, especially for people of color so they are not driven out like they have been in other cities.
- There is a need for culturally-specific programming. Examples cited include language and youth enrichment programs that preserve Native culture and a community center for members of the Southeast Asian community.
- Many people are cognizant of the fact that we will all be older in 2040. We need to design our city with aging in mind.

### Housing

- There is a need for housing for large families that is within a household's budget – sometimes families have to ignore their lease requirements so they can have more family members live with them. This includes multi-generational families.
- Landlord issues are a problem. Tenants are uncertain what it means for them when their landlord's rental license gets revoked and landlords are taking advantage of tenants with charging for repairs, cleaning on top of damage deposit, and unloading of taxes.
- There are not enough affordable housing options in Minneapolis. Families eventually move out into the suburbs because housing in the city is too expensive.

### Economic Development

- City resources and regulations for small businesses need to be more transparent and user-friendly, including financing programs and licensing.

- The City needs to address educational disparities by supporting unique programs that provide skills training for people at all ages to prepare them for high-demand jobs.
- There should be more pathways to high-demand jobs and the removal of barriers to entry, such as criminal background disqualifiers and degree requirements that aren't necessary.
- People want transit connections between job centers and where people live.
- There needs to be more options of spaces for small businesses that are affordable.

### Transportation

- Walkable, people-centered neighborhoods are sustainable and livable.
- Bike infrastructure needs to accommodate users of various levels of experience that makes it safe and accessible for all to use.
- More high-frequency bus routes in more parts of the city.
- Transportation investments can reduce disparities by connecting people to amenities like parks, schools, businesses, and people.

### Gentrification and Displacement

- Cultural communities fear the loss of housing, economic status, and cultural identity.
- Renters are worried about rising rents that will displace them from their communities.
- How can we be honest with ourselves about gentrification and the racialized harm it entails?

### Health

- Family stability and a healthy home can help youth with school attendance by improving physical, spiritual, and mental well-being.
- More affordable fitness and exercise options are needed throughout the city, particularly for youth and seniors.

All the raw data collected from Phase 2: Big Questions, an overview of themes of the feedback that was collected, and a summary handout of engagement activities can be found on the website: [minneapolis2040.com/planning-process](https://minneapolis2040.com/planning-process).

### Next Steps/How was the feedback used?

A common theme that was heard throughout Phase 2 engagement was the topic of racial equity on topics such as housing, jobs, transportation, the environment, and health. Community members acknowledged that disparities between people of color and indigenous communities compared to white people continues to persist, and that there is a lack of opportunities for economic mobility and access to healthy and safe homes that meets their needs.

The engagement feedback influenced City staff to formulate overarching goals for the comprehensive plan. The purpose of the goals is to state the plan's intent as clearly as possible, and to provide guidance for staff in developing the draft comprehensive plan.

The history of systematic racism and its influence on today's conditions became a focal point of discussion among many community members. This influenced City staff's direction in the design of engagement around content in order to raise the narrative of racial inequities and the history of it in Minneapolis for Phase 3: Policy Framework.

## Phase 3: Policy Framework (January - December 2017)



Phase 3: Policy Framework began with the development of the overarching goals for Minneapolis 2040. City staff reviewed engagement feedback from prior phases, and developed overarching goals to state the intent of the plan in order to provide guidance for staff in developing draft comprehensive plan policies. A key theme staff heard from engagement throughout engagement was Equity. Equity, a key theme and comprehensive plan value, was heard on various topics such as housing, jobs, transportation, the environment, and health. As a result of engagement, City staff developed fourteen goals for Minneapolis 2040 that were adopted by the Minneapolis City Council in April 2017.

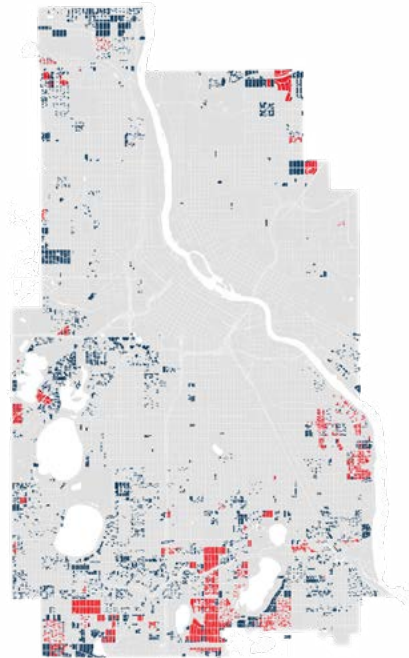
Phase 3 occurred throughout 2017 and was divided into two rounds of engagement in order to increase opportunities for engagement and develop a framework for the comprehensive plan. Phase 3A lasted from the spring through the fall of 2017 with the objective to gather feedback on strategies related to the goals through the lens of racial equity.

The City returned to the community in the winter of 2017 known as Phase 3B with the following objectives:

- Report back on what was heard during Phase 3A

- Reaffirm the feedback by providing supporting information and context
- Seek feedback on draft policy directions, and how to apply them geographically to expand opportunities for housing, jobs and improve connectivity.

One of the driving influences of today's racial disparities, in such topics as housing, is the systematic inequities that are deeply rooted in discriminatory policies and practices. The top goal for Minneapolis 2040 is: *"In 2040, Minneapolis will have significantly reduced economic, housing, safety, and health disparities among people of color and indigenous peoples compared with white people."* Phase 3A engagement activities were designed to gather input about strategies to achieve the Minneapolis 2040 goals by framing the discussion about the historical context of past planning and housing-related decisions and their negative effects on communities through the lens of racial equity. In the map below, red denotes where racial covenants have been found, while blue indicates no racial covenants.



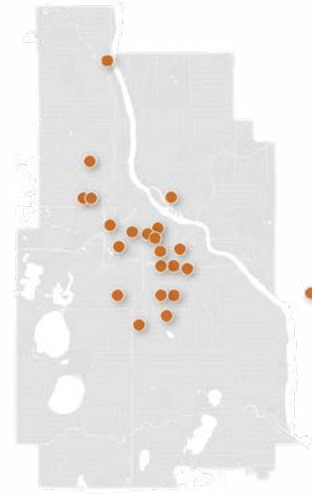
Map showing where racial covenants have been found in Minneapolis (in red) and where they have not (blue).

Areas of the city that lack housing choice today were built that way intentionally due to zoning regulations and federal housing policies that worked together to determine who could live where, and in what type of housing through what is called 'redlining'. One of the key projects that informed content for Phase 3A was Mapping Prejudice, a project working to identify and map racially restrictive covenants, and racially-restrictive deeds, from the 20th century that prevented people who were not white from buying or occupying property within Minneapolis. This project was undertaken by Augsburg University and the Center for Urban and Regional Affairs (CURA) at the University of Minnesota.

An integral piece of Phase 3A engagement was also the unveiling of a new mobile engagement tool called Imagining Equity. A mobile engagement tool is a highly portable and durable tool that can be used for engagement activities at street and cultural festivals. Local artists, Molly Van Avery and Mike Hoyt collaborated with staff to design a tool to tell the story about the historic context of inequities through the use of scrolls depicting the history and present day conditions called crankies. Participants interacted with the tool, and created their own crankies to share their vision for addressing racial disparities.



Phase 3B culminated with an engagement push throughout the winter of 2017 with online engagement activities and a series of open houses.



### Phase 3A Engagement Activities

*Community Connections Conference*  
4/1/17 - Minneapolis Convention Center

*Lao Community Dialogue (LACM)*  
4/5/17 - Harrison Recreation Center

*Hmong Community Dialogue (HAMAA)*  
4/7/17 - Harrison Recreation Center

*Homelessness Community Dialogue*  
4/8/17 - People Serving People

*Minneapolis Advisory Committee on Aging*  
4/13/17 - City Hall Minneapolis

*Youth Congress*  
4/13/17 - Central Library

*Minneapolis Advisory Committee on People with Disabilities*  
4/19/17 - City Hall

*Elliot Park Earth Fest*  
4/20/17 - Elliot Park

*Latino Community Dialogue*

4/25/17 - Mercado Central

*Tweet with a Planner*

4/18/17

Metropolitan Urban Indian Directors (MUID)

4/25/17 - Minneapolis American Indian

Center

*Digital Workshop*

April - May 2017

MayDay Festival

5/7/17 - Powderhorn Park

*Phase 3A Meeting-in-a-Box (Host Packet and Participant Packet)*

MUID Housing Subcommittee

5/12/17 - American Indian OIC

Juneteenth

6/17/17 - North Mississippi Regional Park

Somali Independence Day Festival

7/1/17 - Lake St.

### **Engagement Questions -- Phase 3A**

The focus on much of engagement was on housing opportunities and access. Participants were asked to share their ideas on strategies to create housing opportunities and solutions that will enable those investments to occur. Another set of questions were created for the Imagining Equity - Mobile Engagement Tool, specifically for interactions at street and cultural festivals based upon the content created for the crankies.

African American Leadership Forum (AALF)

Quarterly Meeting

7/8/17 - Hallie Q. Brown Community

Center, St. Paul. MN

### **Housing**

- How can the comprehensive plan increase access and opportunities for housing?

Open Streets - Lake + Minnehaha

7/23/17 - Lake St.

### **Imagining Equity**

- The year is 2040. Minneapolis has eliminated race-based disparities. What is it like in 2040?
- Draw Minneapolis in 2040, a city that is healing and reconciling forward. What does it look like? How do we get there?

Open Streets - Northeast

8/6/17 - University Ave and Hennepin Ave

Kulture Klub Collaborative

8/10/17 - Youthlink

Emerge MN

8/22/17 - Cedar Riverside Opportunity

Center

### **Methods -- Phase 3A**

For the second year in a row, Minneapolis 2040 played a prominent role at the Community Connections Conference. It was scheduled as part of the kickoff to a month-long engagement push that lasted through April. Minneapolis 2040 played a role as an exhibitor with artist-designed activities, and hosted two breakout sessions: one on

Open Streets - West Broadway

9/9/17 - West Broadway

Central Neighborhood Fair

9/16/17 - Green Central Park



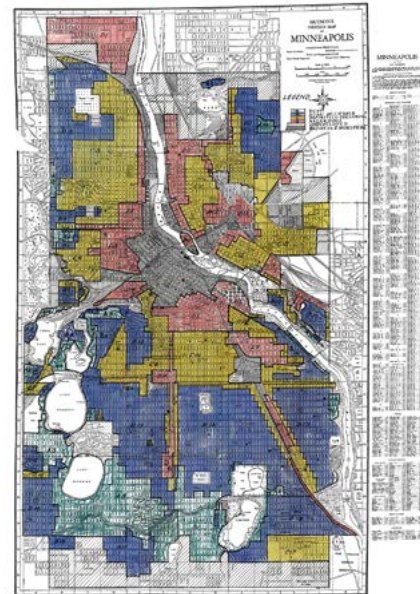
gentrification, and another on racially-restrictive covenants in Minneapolis.

Participants engaged in many activities related to the exhibit such as a facilitated discussion called “Planning for Equity” in which staff provided a historical context of transportation and housing policies and their impacts on equity and growth in Minneapolis. In a game called “Envisioning Housing for All”, participants redesign a neighborhood in order to provide housing opportunities. Participants arranged new buildings on a large poster board in relation to streets, parks, among other amenities, and scored points based on where blocks were placed. Afterwards, artists used the participants’ layouts to create 3-D models to share for further discussion.



Staff utilized archival maps and resources to raise awareness about these historical planning practices and policies in order to seek feedback to address the issues of the lack of housing diversity, and how to increase housing choice to live to in any neighborhood in the city. Participants were encouraged to think about how to help reverse these disparities using a planning toolkit of regulations and programs. Maps and resources that were made available include:

- Redlining – Guidelines on mortgage lending, originally created by the Home Owners Loan Corporation (HOLC) in the 1930s, which influence private and public leaders in the awarding of mortgages.



*Home Owners Loan Corporation (HOLC) map of Minneapolis from the 1930s*

- Racial Covenants – Where restrictions were racial restrictions were imposed on properties.
- Poverty and Race – Areas of concentrated poverty with at least 50% people of color

A third round of Community Dialogues was hosted in which redlining and racially restrictive covenants maps were key materials to the discussion about strategies. Staff returned to communities with department leaders and representatives from various Topical Research Teams to engage with community members and seek strategies to reverse these disparities. Much of the discussion focused on strategies that allowed equitable opportunities, and the prioritization of resources that invest in growth that benefits communities that already live in the community.



### Imagining Equity: Minneapolis 2040 Mobile Engagement Tool

Over the summer, City staff unveiled a new mobile engagement tool called Imagining Equity. A mobile engagement tool is a highly portable and durable tool that can be used for engagement activities at street and cultural festivals. Local artists, Molly Van Avery and Mike Hoyt, collaborated with staff to design a tool to tell the story about the historic context of racial inequities in Minneapolis, and gather community feedback on how to address these disparities.

Two scrolls, called crankies, were the centerpiece of the tool in which users would cycle through to see hand-sketch images representing the history of Minneapolis, and present day conditions through the lens of racial equity. The history crankie, labeled “Our Past”, depicts Native Americans, the history of colonization of tribal lands, and social struggles of disenfranchised communities over time due to discriminatory policies and structures of oppression which has resulted in racial disparities. The second crankie, called “Our Present”, frames this narrative in contemporary issues that communities face such as the lack of affordable housing, homelessness, and displacement.



After participants navigated through the crankies they were invited to share ideas about what the city should be doing to address these disparities, and what do these outcomes look like in the year 2040. Participants provided their feedback by creating their own crankie on a long sheet of

paper through drawings and text, or by writing down their comment or idea on a piece of paper. Crankies created by participants were electronically scanned, and the author kept the paper copy.

### What Did We Hear? – Phase 3A

Engagement feedback collected throughout Phase 3A was transcribed and organized under the 14 overarching comprehensive plan goals. Staff heard a range of comments about housing, and feedback related to the comprehensive plan goals. Much of the feedback shared a range of people’s experience around access, affordability, and options on various topics around housing, jobs, transportation, and health. Below is a summary representing a range of themes that were heard, but it does not reflect all the comments collected.



Comments shared include people experiencing discrimination in accessing and tenanting rental properties, and the lack of accountability by landlords to maintain their properties. Others talk about having limited options of where to live due to the lack of affordable housing in neighborhoods throughout the city. Families also shared their experience of not having enough housing options that will be able to accommodate their family due to their diverse multi-generational household that are based on their cultural preference, and sentiments of fear due to gentrification and displacement that occurs with rising housing costs and development.

Comments around jobs and retail identified investments that are needed to address the lack of options and resources necessary to support small businesses, prepare residents for living-wage jobs, and enable access to retail, goods, and services where people live.

Another theme among comments was related to transportation and the need for more sustainable modes of travel. Walking, biking, and public transportation are modes of travel that should be prioritized in order to ensure the safety of users, support healthy lifestyles, and protect the environment for future generations.

All the raw data collected from Phase 3A and a summary handout of engagement activities can be found online at: [minneapolis2040.com/planning-process-phase-3a-policy-framework](http://minneapolis2040.com/planning-process-phase-3a-policy-framework).

**Next Steps/How was the feedback used?**

City staff took the raw data and summarized the feedback into themes. Phase 3A engagement feedback was used to draft policy statements, and develop policy language in order to help achieve the comprehensive plan goals.

The policy statements were then used to inform and design engagement content for Phase 3B: Policy Framework that occurred during winter 2017.



## Phase 3B: Policy Framework (Winter 2017)



After a series of Community Dialogues and a summer of engagement the public at street festivals, City staff worked with the Topical Research Teams to incorporate engagement feedback into policy statements, and draft comprehensive plan policy. After incorporating feedback into the revised draft policy staff still had questions around how growth policies will be applied throughout the city which needed public feedback.

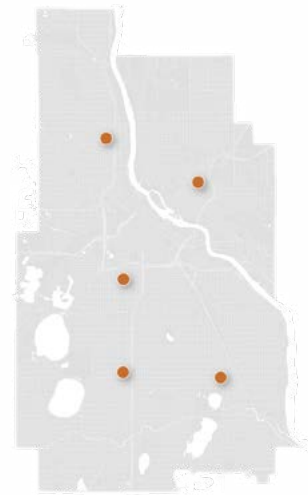
Throughout 2017, City staff learned a lot from Minneapolis residents about their vision for the future of the city. Staff heard that not everyone has the choice and access to the type of housing that meets their needs, and are unable to shop for groceries near their home, especially without a car. Additionally, staff also heard that there is a desire for the city to be more walkable, bikeable, and mass transit-friendly. City staff proposed some ideas on how to achieve this, and asked the public to comment and identify places in the city to expand these opportunities. The main objectives of Phase 3B engagement were to:

- Report back on what was heard during Phase 3A
- Reaffirm the feedback by providing supporting information and context

- Seek feedback on draft policy directions, and how to apply them geographically to expand opportunities for housing, jobs and improve connectivity

The City hosted open houses in each of the five planning sectors of the city. Staff partnered with neighborhood organizations to host these meetings and conduct outreach to residents. Artist Monica sheets collaborated with staff to design engagement activities that were fun, engaging, and family-friendly.

Phase 3B engagement started at the end of November 2017 with the release of online engagement activities which included a parallax – an online story-telling tool which images and text for people to scroll through and provide feedback, Make a Map – an online mapping tool, and the an updated Meeting-in-a-Box for Phase 3B.



### Phase 3B Engagement Activities

*East Open House*

*12/2/17 - Van Cleve Park*

*North Open House*

*12/5/17 - Farview Park*

*South Open House*

*12/9/17 - Roosevelt High School*

Southwest Open House  
12/11/17 - Martin Luther King Park

Downtown Open House  
1/23/18 - Plymouth Congressional Church

Online Parallax

Make a Map (Maptionnaire)

Phase 3B Meeting-in-a-Box (Host Packet and Participant Packet)

### Engagement Questions - Phase 3B

Activities for Phase 3B were organized in a way to guide users through prior engagement efforts, and how the feedback that has been collected has informed decisions and policy in subsequent phases. Content was divided into areas of focus for the comprehensive plan: housing, retail, streets, complete communities, and climate change. Participants were prompted with feedback that was collected, and were provided ideas on what the City can do to meet the comprehensive plan goals.



Engagement during Phase 3B asked participants to reflect on proposed ideas and their effectiveness in achieving the goals for the comprehensive plan. Participants were asked to rate these proposed ideas on a scale ranging from a rating of "It's Effective" to "Let's Rethink". Participants were asked to explain their rating through a comment.

Below are the proposed ideas organized by topical areas:

### Housing

- Build a wider variety of housing types at all affordability levels.
- Increase the supply of housing to help keep all housing more affordable.

### Retail

- As jobs increase, make sure we have enough places for new businesses close to where Minneapolis residents live.
- Provide better mass transit to places of employment.

### Streets

- Ensure the city's streets prioritize walking, bicycling, and mass transit.
- Make the city more pleasant for walking and continue to build a system of protected bike lanes.



### Complete Communities

- Build more housing, retail, and places for employment, especially near mass transit.
- Ensure people can get goods and services close to where they live by building more stores in under-served areas.

### Climate Change

- Retrofit existing buildings to reduce energy consumption and dependency on fossil fuels.
- Ensure that new buildings are as energy efficient as possible.

An integral part of feedback was on where to apply these proposed ideas geographically in the city. In online and in-person interactions the public were provided three different maps to identify opportunities to expand housing, jobs and retail, and improve connectivity. The questions that accompanied these maps are:

- Show us...opportunities to expand housing choice. Please identify locations to expand housing choice and tell us why.



- Show us...opportunities to improve access to retail. Please identify locations to expand retail access and tell us why.
- Show us...opportunities to expand connectivity via walking, biking, and transit. Please identify locations to expand connectivity via walking, biking, and transit.

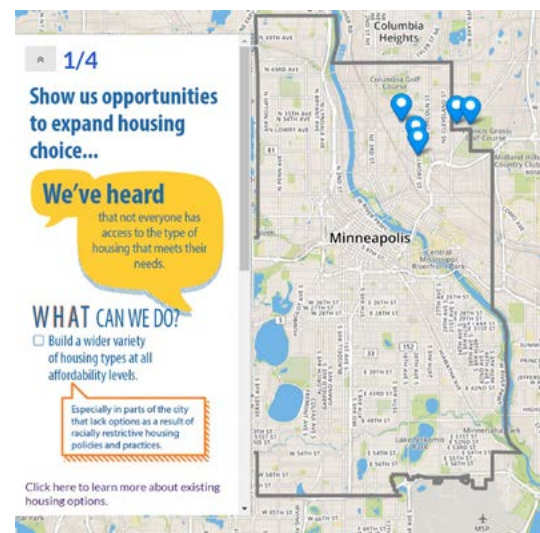
### Methods - Phase 3B

Parallax – an online story-telling tool which images and text for people to scroll through and provide feedback. Staff utilized this tool to inform the public, and update new participants, of the work that has been done to date. Users were prompted with feedback collected from engagement,

and supporting information and data. For those who were interested in learning more about the supporting information links were provided to maps and resources. As the user navigated through the parallax they were given the proposed ideas and were asked to rate those ideas and provide comments. The parallax was adapted for materials for the updated Meeting-in-a-Box, online engagement materials, and the open houses.



Make a Map (maptionnaire) – Maptionnaire is an online mapping tool used for gathering engagement feedback. The City utilized this tool to provide the public with an opportunity to identify opportunities to expand housing choice, access retail, and expand connectivity by draw shapes, lines, and points on a map. For each data point drawn users were encouraged to explain why they selected that location.



Meeting-in-a-Box – Meeting-in-a-Box was updated for Phase 3B with questions and maps from the parallax. This included maps which asked participants to identify places in the city to expand opportunities for housing, jobs and retail, and improve connectivity.

### What Did We Hear? - Phase 3B

Much of the questions around engagement was centered on the effectiveness of the proposed ideas in achieving the comprehensive plan goals. There was general support of most of the proposed ideas and their effectiveness. Comments from the Rate This Action exercise reaffirmed the need to preserve affordable housing, as well as build more of it throughout all neighborhoods in the city. There was also the reoccurring theme of increasing housing opportunities for all residents by allowing more ‘missing middle’ housing, and for specific communities such as seniors, people with disabilities, and low-income households.

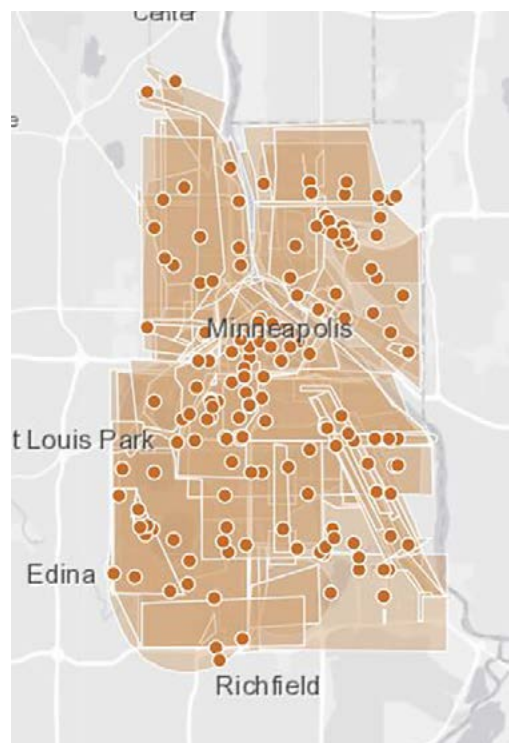


Some mixed reactions and concerns were also raised from the Rate This Action exercise. Two proposed ideas had a wider range of responses such as the Housing proposal of, “Increase the supply of housing to keep all housing more affordable”. One can infer that the thought of density could have an adverse effect on livability, and not directly address the issue of affordability, which resulted in a wider range of responses compared to other proposed ideas. Another proposed idea from Transportation, “Make the city more pleasant for walking and continue to build a system of protect bike lanes”, received similar responses. A mixed

reaction can be due to sentiments towards bikers versus the merits of biking infrastructure and the opportunities that it creates for safer and sustainable modes of travel, especially for walking.

### Mapping Feedback

Mapping feedback was collected online, from stations at the open houses, and submitted via Meeting-in-a-Box. There was a pattern of overlap in lines and shapes drawn in between the maps which asked to identify opportunities for housing and jobs. Housing opportunities along high-frequency transit routes and light rail stations were consistently identified. Participants also identified areas within neighborhoods, which are off transit corridors, as opportunities to allow for more diverse housing options such as duplexes, triplexes, and 4-plexes. When asked for where retail opportunities should expand participants identified streets that today are commercial corridors, or could potentially support the expansion of these uses (i.e. downtown, Franklin Ave, East Lake St, Central Ave, West Broadway, Lowry Ave, and 38th St). These areas aligned with similar areas identified for housing opportunities which are currently or will be served by hi-frequency transit service.



For mapping opportunities to improve connectivity, the feedback collected ranged from suggestions on infrastructure improvements to address concerns around safety and connectivity to improvements for public transportation facilitates and service. A consistent theme arose around the need for improved transit connectivity to job centers such as downtown and other commercial areas. There was sentiments of frustration for commuters who are required to make transfers in downtown Minneapolis when their movements could be more efficient if there was better service east-west or north-south, which would bypass downtown.

Biking and pedestrian infrastructure improvements for specific areas were consistently identified along commercial corridors where there tends to be a lot of vehicle and pedestrian traffic. Suggestions include applications that will create an environment which would calm traffic and create a safer environment for walking and biking. These specific concerns were addressed into draft comprehensive plan policy by Topical Research Teams and the Project Team. Specific points shared from the transportation mapping exercises were forwarded to Public Works staff for consideration into future capital projects.

All the raw data collected from Phase 3B can be found online at [minneapolis2040.com/planning-process-phase-3b-policy-framework](https://minneapolis2040.com/planning-process-phase-3b-policy-framework).

### **Next Steps/How was the feedback used?**

The data collected from the mapping exercises were used to develop land use guidance for Minneapolis 2040. Data collected from the connectivity/transportation mapping exercise were forwarded to Minneapolis Public Works Staff for consideration into future capital projects.

City staff took the raw data and organized the feedback into the topical areas. Feedback from the 'Rate This Action' exercise affirmed the policy direction of the comprehensive

plan, and the comments were used to further refine draft policy that will lead to the outcome of the draft document in Phase 4: Policy Document.



## **Phase 4: Policy Document (January - March 2018)**

The purpose of this phase was to further develop the elements in Phase 3 into a cohesive, comprehensive document, highlighting major themes and policy. City staff used this time to develop policy content and create a draft document that was released in March 22, 2018 for Phase 5: Review.

## **Phase 5: Review (March 2018 - October 2019)**

In spring 2018, a draft comprehensive plan document was released for public review. From May through July a series of engagement activities were hosted to gather public feedback on the draft comprehensive plan document. At the same time the plan was reviewed by neighboring cities and applicable government jurisdictions. All comments collected during this process were compiled and presented to the City Planning Commission and the City Council to inform decisions on final plan revision and adoption.

In December 2018 at the direction of the City Council, staff submitted the Minneapolis 2040 Comprehensive Plan to the Metropolitan Council for their review. The Metropolitan Council determined at their September 25, 2019, meeting that the plan conforms to regional system plans, is consistent with the Thrive MSP 2040 regional plan, and is consistent with regional forecasts for growth. On October 25, 2019, the Minneapolis City Council adopted a resolution to approve Minneapolis 2040 with an effective date of January 1, 2020.

# Small Area Plans

Explore how each small area plan is incorporated into Minneapolis 2040.

## Explore How Minneapolis 2040 and Small Area Plans Interact

### How Minneapolis 2040 updates Small Area Plans in general

- **Future land use and built form guidance:** Minneapolis 2040 updates this guidance for the entire city in service to the Minneapolis 2040 goals. This new guidance is informed by the guidance of the small area plans, and updated where necessary to be consistent with the application of Minneapolis 2040 goals and policies citywide. Minneapolis 2040 will be used to guide future land use and built form guidance in areas covered by past small area plans.
- **Urban design policies:** Minneapolis 2040 includes urban design policies intended to shape the design of new buildings. This guidance is informed by the design guidance of small area plans, and applies to all new development in the city. Minneapolis 2040 will be used to guide urban design in areas covered by past small area plans.
- **Capital improvements:** Capital improvement projects that are identified in small area plans and that are yet to be implemented will be evaluated as part of the 2019 update to Access Minneapolis, the City's transportation action plan.
- **Community Development Strategies:** Minneapolis 2040 updates Housing and Economic Competitiveness policies aimed at achieving this plans' goals and policies. These are informed by the body of work in the last decade of small area plans. Stakeholders are encouraged to continue with community development strategies identified in small area plans that are yet to be completed and contribute to implementation of Minneapolis 2040 goals and policies.

### 38TH STREET STATION AREA PLAN

#### Plan Background

This 38th Street Station Area Plan is the City's vision for the future of the 38th Street LRT station area. It is the culmination of extensive community involvement as well as staff and consultant work. It identifies locations, priorities, and guidelines for redevelopment, including the grain mills along Hiawatha Avenue.

#### Future Land Use and Built Form

Where there was a mix of residential and commercial land use fronting 38th Street in the station area plan west of Hiawatha Avenue, property is now consistently identified as future commercial in the new Minneapolis 2040 map. Properties between Hiawatha and Dight Avenues are also identified as future commercial land use, consistent with the station area plan which calls for a mix of uses. Production mixed use and urban neighborhood categories remain in some areas, largely consistent with the recommendations from the station area plan. Nodes along Minnehaha Avenue retain their future commercial land use designation, with some expansion of allowed commercial uses between 37th and 40th Streets.

The built form recommendations in the station area plan are identified with a number indicating appropriate building height on some of the properties. In many areas the recommendations are unclear or do not exist. The Minneapolis 2040 built form map identifies properties nearest the LRT station, and on property fronting Hiawatha Avenue for the greatest building bulk – at times ranging between the 'Corridor 6' and 'Transit 15' categories. The 38th Street and Minnehaha Avenue corridors are labeled with the 'Corridor 4' category immediately fronting on the streets, which is largely consistent with the station area plan, while transitioning to the 'Interior 3' and 'Interior 2' categories for properties just off of the corridors. West of Hiawatha the 'Corridor 4' category is expanded further off of the corridors to allow for additional transit and commercial supportive redevelopment. Some corridors further from the station are guided for 'Corridor 3'.

### 46TH AND HIAWATHA STATION AREA MASTER PLAN

#### Plan Background

The 46th and Hiawatha Station Area Master is a land use plan for transit-oriented development (TOD) near the 46th Street Hiawatha LRT station. The area of study includes Longfellow, Standish-Ericsson, and Nokomis East. It focuses on land uses, urban design, public infrastructure, and amenities located within one-half mile of the station. The plan was developed with public participation and guidance from both community and technical advisory committees. The plan informs City policy, guiding changes to the City's Comprehensive plan, zoning regulations, redevelopment activity, and capital improvement plans.

#### Future Land Use and Built Form

Future commercial land use in the Minneapolis 2040 map is largely consistent with the station area plan, with expansion shown on the edges south of 46th Street on the east side of Hiawatha and west along 46th Street from the LRT station. Production mixed use and urban neighborhood categories are utilized elsewhere in a manner consistent with the station area plan.

The built form recommendations in the station area plan are identified with a number indicating appropriate building height on some of the properties – the maximum building height identified in these documents is 4 stories. The Minneapolis 2040 built form map increases many of the bulk allowances identified in the station area plan. Particularly properties nearest the LRT station and property between Hiawatha and Snelling Avenues are guided for the greatest intensity – at times ranging between the 'Corridor 6' and 'Transit 10' categories. The 34th Avenue and Minnehaha Avenue corridors are labeled with the 'Corridor 3' and 'Corridor 4' categories immediately fronting on the streets, which are not directly addressed by the station area plan, while transitioning to the 'Interior 2' category for properties just off of the corridors. West of Hiawatha the 'Corridor 4' category is expanded farther off of the

corridors to allow for additional transit and commercial supportive redevelopment.

### ABOVE THE FALLS MASTER PLAN UPDATE

#### Plan Background

The Above the Falls Master Plan Update was approved by the City Council on Friday, June 14, 2013. The plan updates the policy guidance for Minneapolis' upper riverfront from the vision in the original plan adopted in 2000.

#### Future Land Use and Built Form

There are very few changes to the future land use recommendations found in the master plan as they appear in the Minneapolis 2040 map. Employment districts are placed in the Production and Distribution future land use category, while other industrial properties guided for a mix of jobs, commercial, and residential uses are placed in the Production Mixed Use category. Concentrations of commercial mixed use categories can also be found in areas consistent with the master plan. The Parks boundary is consistent with what is found in the master plan as well.

The built form recommendations in the master plan are less specific than what is found in the Minneapolis 2040 future built form map. The majority of the upper riverfront falls under the 'Corridor 6' category, which allows 6 stories as of right. Between the river and Interstate 94, properties that fall outside the influence of the Mississippi Critical Area are guided for the 'Production' and 'Transit 10' built form categories, allowing up to 10 stories as of right. Additional height in these areas will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

## AUDUBON PARK NEIGHBORHOOD MASTER PLAN

### Plan Background

The Audubon Park neighborhood undertook a planning process with the assistance of DJR Architects in the latter half of 2007 and early 2008 to develop a small area plan to guide the type and scale of future development and articulate preferred design elements that complement their area. The planning process built on the existing policy direction given by the City's Comprehensive Plan for focusing new development along major corridors such as Central Avenue NE and Johnson Street NE and at neighborhood commercial nodes such as 29th & Johnson. The plan was approved by the City Planning Commission on April 14, 2008, and by the City Council on May 16, 2008.

### Future Land Use and Built Form

There are very few changes to the future land use recommendations found in the master plan as they appear in the Minneapolis 2040 map. Commercial mixed use future land uses are consistent with what is proposed along Johnson Street NE between 29th and 28th Avenues. Other than the commercial mixed use categories applied on Central Avenue NE, most properties within the master plan boundary falls under the Urban Neighborhood future land use category. Central Avenue, Lowry Avenue, and Johnson Street are all identified as Goods and Services corridors which allow for expansion of commercial uses under conditions outlined in the Minneapolis 2040 land use policies.

The built form recommendations in the master plan are also largely reflected in the Minneapolis 2040 future built form map – and expands the areas eligible for increased development intensity. Consistent with the way similar transit corridors are treated throughout the city, 'Corridor 3' and 'Corridor 4' is applied on the Johnson Street and Lowry Avenue frontages with the 'Interior 2' category applied to properties immediately adjacent to those fronting on corridors. Closer to Central Avenue the 'Corridor 6' and 'Transit 10' categories are applied to better take advantage of the frequent transit service available in the corridor.

## BASSETT CREEK VALLEY MASTER PLAN

### Plan Background

In 2000 the Minneapolis City Council established the Redevelopment Oversight Committee (ROC) to guide future redevelopment of Bassett Creek Valley. The ROC consists of residents, Valley business people, City Councilmember and mayoral representatives and Ryan Companies selected as master development partner by the neighborhoods through an extensive interview process. With a foundation of grassroots community dedication and an 18-month strategic planning process, transformation of Bassett Creek Valley is ready to shift from plan to action. The rebirth of Bassett Creek Valley will be the celebrated legacy of this generation of Minneapolis leadership.

### Future Land Use and Built Form

Many land use and built form recommendations in the Bassett Creek Valley Master Plan were reinterpreted and updated through the adoption of the Van White Memorial Boulevard Station Area Plan, adopted in 2017. A summary of how those areas are represented on Minneapolis 2040 maps can be found on the Van White plan page. For the remaining areas not covered by the Van White plan, the Bassett Creek plan's land use and built form recommendations for areas south of the creek have been accommodated through application of the Production Mixed Use and Parks and Open Space categories. Built form on the Production Mixed Use property remains relatively permissive, with the 'Transit 30' category applied to accommodate the mixed use development envisioned in the Bassett Creek plan.

## BRYN MAWR NEIGHBORHOOD LAND USE PLAN

### Plan Background

The Bryn Mawr Neighborhood Land Use Plan was adopted in 2003 to preserve the unique characteristics of the neighborhood and to accommodate future development with minimal negative impact on the neighborhood's

quality of life. The master land use plan lays the groundwork for desired land use and future development in the neighborhood. The study is primarily intended to inventory and illustrate current problems, goals identified by the neighborhood, and recommendations on desired land uses for the future.

### **Future Land Use and Built Form**

The plan does not contain a parcel based land use or built form map, rather a series of studies of redevelopment sites primarily located along Interstate 394. The Minneapolis 2040 future land use map follows designations that are similar to those displayed in the neighborhood plan. Commercial mixed use categories are focused along Penn Avenue, along I-394, and on properties that already host commercial activity.

The Minneapolis 2040 built form map increases expectations for development intensity on properties with the greatest level of access to I-394 and the Green Line LRT extension. While 'Corridor 3' is applied along Penn Avenue, 'Corridor 6' is applied on select parcels nearest I-394 and the Green Line LRT extension to better take advantage of these highly accessible locations.

## **CEDAR-RIVERSIDE SMALL AREA PLAN**

### **Plan Background**

The Cedar Riverside Small Area Plan is a policy document produced by the City of Minneapolis to guide land use and development in the Cedar Riverside neighborhood for the next 20 years. It builds upon the policy direction of The Minneapolis Plan, the City's comprehensive plan. It is meant to articulate a vision for the neighborhood based on existing City policy and input from residents, businesses, students, and employees throughout the planning process. The City, public institutions, and community organizations will use the plan to guide their own decision-making processes with incremental changes to realize the full vision.

### **Future Land Use and Built Form**

Recommendations from the land use map in the Cedar Riverside Small Area Plan are largely left intact in the Minneapolis 2040 future land use map. Much of the plan area remains guided for future public, office, and institutional uses. Mixed use commercial categories are concentrated along Cedar and Washington Avenues as well as near the light rail stations. Riverside, Cedar, and Washington Avenues all carry the Goods and Services Corridor designation to allow for expansion of commercial uses along them. Urban neighborhood is applied in parts of the plan area that are primarily residential today.

The small area plan does not have a parcel specific built form map, and instead communicates levels of intensity through the future land use map. The majority of properties on the future built form map in Minneapolis 2040 are guided for the 'Corridor 6' category, with the exception of residential areas off of corridors that are guided for 'Corridor 4' and 'Interior 3'. Properties nearest the two light rail stations are guided for the 'Transit 30' category.

## **CENTRAL AVENUE SMALL AREA PLAN**

### **Plan Background**

The Central Avenue Small Area Plan articulates a vision that will improve the relationship between the Avenue and surrounding neighborhoods. The Plan encourages robust growth by creating a lively active pedestrian-oriented street that supports existing entrepreneurs and attracts new investments while helping to stabilize surrounding neighborhoods by clearly defining the limits and location of commercial development. After an extensive public process over more than a year, the Central Avenue Small Area Plan was approved by the Planning Commission on May 12, 2008 and by the City Council on June 20, 2008.

### **Future Land Use and Built Form**

The Minneapolis 2040 future land use map is largely consistent with the recommendations from the Central

Avenue Small Area Plan. Commercial uses are encouraged along the corridors, with a concentration of activity at the intersection of Central Avenue and Lowry Avenue. The 'Destination Mixed Use' category is applied to that intersection, which requires commercial retail frontage in mixed use buildings. Where Minneapolis 2040 diverges from the Small Area Plan a bit is in expanding the areas along Central Avenue that allow for and encourage commercial uses as of right. This is done to expand access to commercial goods and services for residents, employees, and visitors to the area. At the southern end of the study area the concept of retaining and expanding on the employment opportunities that are offered there is retained through the use of the 'Production Mixed Use' category – which signals support for the ongoing eclectic nature of uses in the area.

The Minneapolis 2040 built form map attempts to reflect the recommendations from the small area plan in a way that is consistent with adopted plan goals and also includes further intensification throughout the study area to match the built form conventions in the new plan. Consistent with the way high frequency transit corridors are treated throughout the city, 'Corridor 6' is applied to properties fronting Central Avenue with the 'Interior 2' category applied on properties not fronting on corridors. Nearer the Central and 29th Avenue, Central and Lowry, and Central and 18th Avenue intersections, the built form category transitions up to the 'Transit 10' district to reflect the small area plan's recognition of these being focal points of activity along the corridor. In much of the area guided 'Production Mixed Use' future land use, properties carry the 'Corridor 6' designation. A minimum building height of 2 stories is required in the 'Corridor 6' and 'Transit 10' categories. Additional height throughout the study area will be considered through the conditional use permit process.

### CHICAGO AVENUE CORRIDOR PLAN

#### Plan Background

In 2010-2011 the City of Minneapolis department of Community Planning and Economic Development (CPED) engaged area residents, institutions, businesses and other stakeholders in a corridor planning process for Chicago Avenue between I-94 and the Midtown Greenway. The project was staffed by the CPED-Planning Division and guided by a steering committee representative of key stakeholders. The City Council adopted the Chicago Avenue Corridor Plan and associated zoning changes on January 13, 2012. The Plan provides guidance for future development and land use changes, outlines multimodal transportation initiatives in the area, and includes an action plan for focusing investment on Chicago Avenue.

#### Future Land Use and Built Form

Recommendations from the land use map in the Chicago Avenue Corridor Plan are altered slightly in the Minneapolis 2040 future land use map to better reflect plan goals related to access to housing, jobs, and goods and services. Much of the plan area remains guided for future public, office, and institutional uses – which allows for continued expansion of housing and commercial along the high frequency transit route present on Chicago Avenue.

The corridor plan does not have a parcel specific built form map. Consistent with the way similar transit corridors are treated throughout the city, 'Corridor 6' is applied on the Chicago Avenue frontage with the 'Interior 2' category applied on properties not fronting the corridor. Closer to the Midtown Greenway the 'Transit 10' category is applied to take advantage of the increased bicycle, pedestrian, and transit access available at that location.

### CORCORAN MIDTOWN REVIVAL PLAN

#### Plan Background

The Corcoran Midtown Revival Plan reflects a vision for the Corcoran neighborhood in the vicinity of the Lake Street/ Midtown LRT Station. It stems from and builds upon the

Hiawatha/Lake Station Area Master Plan. The Plan was adopted by the City Council on October 11th, 2002.

### **Future Land Use and Built Form**

Recommendations from the land use map in the Corcoran Midtown Revival Plan are reflected in the Minneapolis 2040 future land use map largely through the use of mixed use commercial districts near the light rail station and along Lake Street, which also carries the Goods and Services Corridor designation. Remaining areas are placed in the Urban Neighborhood category.

The Corcoran Midtown Revival Plan does not have a parcel specific built form map, but does communicate some intended level of development intensity through the land use map. Consistent with the way other light rail stations are treated throughout the city, the greatest built form intensity is concentrated at the station itself. In this case, built form districts range in intensity from 'Corridor 6' to 'Transit 20'. Areas within the influence of the station area but not directly on a corridor receive a range of designations depending on proximity to the station, including 'Interior 2', 'Interior 3', and 'Corridor 4'.

## **DOWNTOWN EAST NORTH LOOP PLAN**

### **Plan Background**

The primary goal of the Downtown East/North Loop Master Plan is to develop a vision and a framework for how new growth should occur in the underdeveloped districts of Downtown Minneapolis, particularly in areas surrounding proposed rail transit stations. The Downtown East/North Loop Master Plan was adopted by the Minneapolis Planning Commission in September 2003. It was subsequently adopted by the Minneapolis City Council in October 2003.

### **Future Land Use and Built Form**

Recommendations from the master plan for the North Loop area are covered in the summary of the North Loop Small Area Plan. Remaining recommendations from the

master plan, primarily in Downtown East are reflected in the Minneapolis 2040 future land use map largely through application of the Public, Office, and Institutional land use category. The category accommodates all of the uses identified as appropriate in the master plan for this part of the city. Additional guidance is given on the location and nature of required mixed use retail through application of the Destination Mixed Use category. Goods and Services Corridors on Washington and Chicago Avenues, as well as surrounding the The Commons Park further emphasize the opportunity for street fronted commercial uses.

The master plan communicates building scale with three categories of Low (1 to 4 floors), Medium (5 to 13 floors), and High (14 floors and taller). This convention is abandoned in Minneapolis 2040 in favor of generally more permissive height guidance with the application of the 'Transit 30' and 'Core 50' categories throughout the Downtown East portion of the study area. The exceptions to this application are properties that fall within the Ninth Street South Historic District, which received the 'Corridor 6' designation.

## **ELLIOT PARK NEIGHBORHOOD MASTER PLAN**

### **Plan Background**

Over two years in the planning and creation, Elliot Park Neighborhood's Master Plan is the realization of thousands of hours of effort contributed by resident participants and community stakeholders. The Master Plan is the neighborhood's vision for directing its planning and development efforts during the upcoming years. The Elliot Park Neighborhood Master Plan was recommended for approval by the City Planning Commission at the March 17, 2003 meeting, and approved by the Minneapolis City Council at the regular meeting of April 4, 2003.

### **Future Land Use and Built Form**

The Elliot Park Neighborhood Master Plan does not contain a parcel based land use or built form map. Guided



future land use in Minneapolis 2040 allows for a mix of uses throughout the neighborhood with the application of the Public, Office, and Institutional land use category. Destination Mixed Use is applied on Chicago Avenue, which is also identified as a Goods and Services Corridor – making clear the expectation that commercial retail will be included in new developments. The plan focuses on scale of development transitioning from the downtown core toward the southern edge of the neighborhood at Interstate 94. The Minneapolis 2040 built form map retains this concept while increasing the recommended base allowed building height through application of the ‘Transit 30’, ‘Transit 20’, ‘Transit 15’, ‘Transit 10’, and ‘Corridor 6’ categories.

### FRANKLIN-CEDAR/RIVERSIDE AREA MASTER PLAN

#### Plan Background

The Franklin-Cedar/Riverside Transit Oriented Development Station Area Master Plan is part of a series of long-range plans for transit-oriented development (TOD) around Hiawatha LRT station sites. The area of study includes Cedar/Riverside, Seward, East Phillips, and Ventura Village. It focuses on land uses, urban design, public infrastructure, and amenities located within a 1/2-mile of the station. The purpose of the Plan is to guide changes that build upon neighborhood strengths and capitalize on opportunities.

#### Future Land Use and Built Form

The master plan does not contain a parcel based land use or built form map, rather a master plan concept map showing building uses and potential development footprints. Recommendations for the area in the Cedar Riverside neighborhood were updated through the Cedar-Riverside Small Area Plan process (2008). A summary of how those recommendations were incorporated into Minneapolis 2040 can be found on that plan page. For the Franklin station area portion of the master plan, a companion document was also used to inform the

guidance in Minneapolis 2040. The Franklin Avenue LRT Station Area Development Implementation Plan was developed in 2005 to further the recommendations found in this master plan. Both documents call for intensification of land use and built form near the station, with a long term eye toward transitioning away from industrial uses. Minneapolis 2040 reflects those recommendations on the future land use map through application of the Community Mixed Use category throughout most of the station area. The Production Mixed Use category is applied to those areas that are still occupied by industrial uses, but are likely to redevelop in the future into uses that directly take advantage of the land’s proximity to the light rail station. The built form map guides most properties for increased development intensity through application of the ‘Transit 10’ and ‘Transit 20’ categories.

### HIAWATHA/LAKE STATION AREA MASTER PLAN

#### Plan Background

The Hiawatha / Lake Station Area Master Plan was the first in a series of long-range studies being completed for transit-oriented development (TOD) around Hiawatha LRT station sites. The area of study includes portions of the Phillips Community, Corcoran Neighborhood, the Longfellow Community, and the Seward Neighborhood. It focuses on land uses, urban design, public infrastructure, and amenities located within a 1/2-mile of the station.

#### Future Land Use and Built Form

The master plan does not contain a parcel based land use or built form map, rather an illustrative preferred alternative map showing building uses and existing and potential development footprints. The Minneapolis 2040 future land use map follows designations that are similar to that displayed in the master plan. Commercial mixed use categories are focused along Lake Street and on properties that already host significant commercial activity. Select parcels at the heart of the commercial activity in

the station area are guided for Destination Mixed Use, which will require commercial retail on the first floor of new developments. Production and Distribution areas are designated both north and south of the commercial mixed use categories on the east side of Hiawatha. Existing industrial and office focused uses in the northwest quadrant of the master plan area are guided for Production Mixed Use, to accommodate a recognized desire from the community for a transition to other uses at this location. To compensate for this loss of land protected for future production use, some existing industrially used properties on the east side of Hiawatha were added to the Production and Distribution future land use category.

The Minneapolis 2040 built form map increases expectations for development intensity at this light rail station. While 'Corridor 6', 'Corridor 4', and 'Interior 3' are applied along corridors and as transitional categories moving away from the center of the station area, 'Transit 10', 'Transit 15', and 'Transit 20' are applied nearest the station platform and along Hiawatha Avenue to better take advantage of this highly accessible location.

### HOLLAND NEIGHBORHOOD SMALL AREA PLAN

#### Plan Background

The Holland Neighborhood Improvement Organization (HNIA) spent many months planning for and drafting a small area plan for the Holland neighborhood. The plan creates a vision for the future of their neighborhood, to be incorporated into the City of Minneapolis' Comprehensive Plan, and to guide future funding decisions for HNIA. The plan was recommended for approval by the City Planning Commission at the March 5, 2015, meeting, and approved by the Minneapolis City Council at the regular meeting on March 20, 2015.

#### Future Land Use and Built Form

The Minneapolis 2040 future land use map is largely consistent with the recommendations found in the small

area plan. Commercial mixed use categories are applied at University Avenue, Washington Street, and Monroe Street along Lowry Avenue, which also carries the Goods and Services Corridor designation which allows for expansion of commercial uses. Most of the property in the area currently used as industrial is guided for Production Mixed Use in Minneapolis 2040, reflective of the small area plan recommendation that these properties redevelop at some point into housing and flexible workshop space.

Built form recommendations from the small area plan are also largely reflected in the Minneapolis 2040 future built form map. Properties along Lowry are designated 'Corridor 4-6' with a transition to 'Corridor 4', 'Interior 3', and 'Interior 2' on blocks farther from the corridor. Properties along Central Avenue are designated 'Corridor 6' with the greatest development intensity permitted at the Lowry and Central intersection where the 'Transit 10' category is applied – more directly reflecting recommendations from the Central Avenue Small Area Plan.

## INDUSTRIAL LAND USE AND EMPLOYMENT POLICY PLAN

#### Plan Background

The purpose of the Industrial Land Use and Employment Policy Plan is to provide the City with a clear policy direction for industrial land uses and industrial sector employment within the City of Minneapolis. The plan evaluates the long-term viability of existing industrial uses and proposes a range of industrial uses to retain for the future. The plan identifies where existing and new industrial uses should be located and what components, either existing or new, these uses will require. In addition to land use, the plan provides a comprehensive examination of current and future industrial sector employment within the City of Minneapolis in relation to national and regional trends. The plan was approved by the Planning Commission on June 12, 2006 and by the City Council on November 3, 2006.

### Future Land Use and Built Form

One of the recommendations of the Industrial Land Use and Employment Policy Plan was to identify areas in the city where industrial land should be protected from encroaching competing uses. The result was the creation of Industrial Employment Districts, a land use feature in the previous comprehensive plan that attempted to do just that. The Minneapolis 2040 land use map takes the approach of achieving no net loss in these protected industrial areas, and adding more precision to the uses that are appropriate for them. The result is that the Production and Processing future land use category closely matches the geographic extents of the former employment districts, with several minor subtractions and some key additions on the edges of some districts. Built form in these locations varies dependent on nearby transportation access and type, prevailing development patterns, and desired job density – resulting typically in the application of the ‘Corridor 6’, ‘Transit 10’, and ‘Production’ built form categories.

## LINDEN HILLS SMALL AREA PLAN

### Plan Background

The Linden Hills Neighborhood Council and the Community Development and Economic Development Department of the City of Minneapolis collaborated on the development of a small area plan for a portion of Linden Hills. A consulting team led by Short Elliot Hendrickson (SEH), Inc. led a broadly inclusive community engagement process to develop the small area plan, which creates a shared long-range vision for portions of Linden Hills.

### Future Land Use and Built Form

The land use recommendations from the Linden Hills Small Area Plan are kept almost entirely intact in Minneapolis 2040. The extent of commercial mixed use is the same, with the exception of the addition of properties at 44th Street and Upton Avenue to the 43rd Street and Upton Avenue commercial area. Urban Neighborhood is applied

to all other property within the small area plan’s influence. Built form recommendations from the small area plan are acknowledged, implemented, and expanded upon in a manner consistent with citywide conventions for Minneapolis 2040. Upton Avenue, France Avenue, Sheridan Avenue, and 44th Street all carry transit service which supports application of a mix of the ‘Corridor 4’, ‘Corridor 3’, and ‘Interior 2’ built form categories. These categories transition into the ‘Interior 1’ category typically within one half block of the corridors.

## LORING PARK NEIGHBORHOOD MASTER PLAN

### Plan Background

Residents for a Loring Park Community (CPLC) conducted a planning process to determine the direction of the Loring Park neighborhood for the next 20 years. This small area plan creates a shared vision for the future of the neighborhood. The Loring Park Neighborhood Master Plan will help guide city policy and intervention in this area for years to come.

### Future Land Use and Built Form

Land use recommendations from the master plan are reflected in Minneapolis 2040 primarily through the application of the ‘Public, Office, and Institutional’ and ‘Neighborhood Office and Services’ categories; the latter being applied on the hill where flexibility of use within residential structures is a goal of the master plan. Commercial uses are still encouraged on the Loring Park frontages through use of the ‘Corridor Mixed Use’ category. Both Hennepin and Nicollet Avenues are identified as ‘Goods and Services Corridors’ to encourage continued operation as commercial districts, while some properties fronting those streets also carry the ‘Destination Mixed Use’ category which requires street level commercial retail.

The built form recommendations from the master plan include categories that allow up to four stories, up to six stories, and up to ten stories. The Minneapolis 2040

map largely retains these recommendations while also reflecting existing built form, and the opportunity afforded to locations near the downtown office core. The ‘Corridor 4’ category is applied on much of the hill, while ‘Corridor 6’, ‘Transit 10’, and ‘Transit 20’ are applied to the bulk of the neighborhood centered on Nicollet Avenue. Portions of Hennepin Avenue receive the ‘Transit 10’ category, including properties in the Harmon Historic District.

### LOWRY AVENUE NE CORRIDOR PLAN AND IMPLEMENTATION FRAMEWORK

#### Plan Background

Throughout 2014 and 2015, Hennepin County’s Lowry Avenue Community Works worked in partnership with the City of Minneapolis and others on a new plan for the Lowry Avenue NE corridor east of the Mississippi River. The plan proposes sidewalk and road improvements for walkers, bicyclists, transit users and drivers, and explores redevelopment options that would support business and housing growth in the area. The plan is now complete. The plan was recommended for approval by the City Planning Commission at the July 6, 2015, meeting, and approved by the Minneapolis City Council at the regular meeting on August 7, 2015 and by the Hennepin County Board of Commissioners on October 20, 2015.

#### Future Land Use and Built Form

The corridor plan focuses on infrastructure improvements needed along Lowry Avenue. While it touches on land use issues through an analysis of redevelopment concepts along the corridor, there are no parcel specific recommendations for land use or built form. Lowry Avenue is guided as a ‘Goods and Services Corridor’ in Minneapolis 2040 and supports a range of commercial activity with the application of varying commercial mixed use land uses. Built form along the corridor is a combination of ‘Corridor 6’, ‘Corridor 4’, ‘Interior 3’, and ‘Interior 2’, which is consistent with how similar corridors are treated throughout the city. Additional development intensity is

supported nearer Central Avenue. Lowry Avenue serves as the dividing line between parts of the city receiving the ‘Interior 2’ or ‘Interior 1’ categories on the interior of neighborhoods.

### LOWRY AVENUE STRATEGIC PLAN

#### Plan Background

The Lowry Avenue Strategic Plan: An Update to the Lowry Avenue Corridor Plan is a small area plan that resulted from the initiative of the five neighborhoods that border on Lowry Avenue in north Minneapolis—the Cleveland, Folwell, Hawthorne, Jordan and McKinley neighborhoods. The plan was funded by neighborhood NRP monies and a City of Minneapolis Great Streets grant. It was created under the project management of City of Minneapolis staff, with consultant services provided by Cuningham Group, Biko Associates, and Donjek.

The plan builds on an earlier plan, the 2002 Lowry Avenue Corridor Plan, in two ways. It sharpens the vision for Lowry Avenue established in the 2002 plan. And it offers a set of implementation strategies to further the goals of the plan in areas such as fostering new development and strengthening business districts.

The plan was completed following a multifaceted community and stakeholder engagement process. It was adopted by the Minneapolis City Council on December 17, 2010.

#### Future Land Use and Built Form

The land use map in the strategic plan takes the approach of limiting commercial opportunity to several key nodes as an economic development strategy that would result in the concentration of future commercial development. Minneapolis 2040 reverses this approach, opening up more land to commercial development with the goal of increasing access to commercial goods and services in the areas. To that end, Lowry Avenue is guided with a variety of commercial mixed use future land use categories. The

avenue is also identified as a 'Goods and Services Corridor' which further emphasizes the importance of the street as a location for commercial expansion. The Minneapolis 2040 future built form map guides Lowry Avenue for the 'Corridor 4' and 'Interior 2' categories, with the extent of the 'Corridor 4' designation largely matching the extent of the residential medium density designation from the strategic plan. The 'Interior 2' and 'Interior 1' categories are applied in areas that are adjacent to but not directly on the corridor.

### LYN-LAKE SMALL AREA PLAN

#### Plan Background

The Lyn-Lake Small Area Plan was adopted on June 26, 2009. The plan, designed with input from residents, businesses, and community leaders throughout the 12 month planning process, is a vision for the business center focusing primarily on Lyndale Avenue between 26th Street and 31st Street and Lake Street between Bryant Avenue South and Blaisdell Avenue South.

#### Future Land Use and Built Form

The Minneapolis 2040 future land use map is largely consistent with the recommendations from the Lyn-Lake Small Area Plan. Commercial uses are encouraged along the main corridors, with a concentration of activity near the Lyndale Avenue and Lake Street intersection. One key distinction is the addition of the 'Destination Mixed Use' category to the four corners of the Lyndale and Lake intersection, requiring commercial retail frontage in mixed use buildings. The 'Goods and Services Corridor' designation along Lyndale and Bryant Avenues south of Lake Street allow for the organic addition of commercial uses that are not contiguous with existing commercial establishments.

The Minneapolis 2040 built form map includes further intensification throughout the Lyn-Lake Small Area Plan study area. Consistent with the way similar transit

corridors are treated throughout the city, 'Corridor 6' is applied on the Lyndale and Lake frontages with the 'Interior 3' category applied on properties not fronting on corridors. South of 31st Street the Lyndale Avenue corridor transitions away from 'Corridor 6' to the 'Corridor 4' category. The 'Transit 10' category is applied on the north side of the Midtown Greenway. A minimum building height of 2 stories is required in the 'Corridor 6' and 'Transit 10' categories. Additional height throughout the study area will be considered through the conditional use permit process.

### MARCY-HOLMES NEIGHBORHOOD MASTER PLAN

#### Plan Background

The Marcy-Holmes Neighborhood Association completed a process to update the Marcy-Holmes Neighborhood Master Plan. During the same time period, a parallel planning process was conducted for the Dinkytown business district, coordinated with business district stakeholders. The intent was to provide a unified planning framework for the neighborhood, with some in-depth recommendations specifically for the business district. The Dinkytown Business District Plan is an addendum to the new Marcy-Holmes Neighborhood Master Plan. The recommendations from the Dinkytown plan are also incorporated directly into the Marcy-Holmes plan document.

The combined plan was recommended for approval by the City Planning Commission at the July 14, 2014, meeting, and approved by the Minneapolis City Council at the regular meeting on August 15, 2014.

#### Future Land Use and Built Form

The Minneapolis 2040 future land use map largely reflects the recommendations made in the master plan. Commercial mixed use land uses are focused on Central Avenue, Main Street, and in Dinkytown. Additional clusters at 8th Street and 7th Avenue as well as 6th Avenue and University Avenue remain in the future land

use map. The majority of the remaining properties in the plan area remain in the ‘Urban Neighborhood’ category, with the exception of properties on the north end of the neighborhood that are guided for ‘Production Mixed Use’. While there is not a parcel specific built form map from the master plan, the Minneapolis 2040 future built form map attempts to emulate the densities recommended on the master plan’s land use map. The ‘Corridor 6’ and ‘Transit 15’ categories are implemented nearer the University of Minnesota, while the remainders of the 4th and University corridors receive the ‘Corridor 4’ category. Properties nearer Central Avenue receive a mix of the ‘Transit 10’ and ‘Transit 30’ designations. The interior of the neighborhood is guided for ‘Interior 3’, consistent with the way other neighborhoods in close proximity to downtown are treated.

### MIDTOWN GREENWAY LAND USE AND DEVELOPMENT PLAN

#### Plan Background

The Midtown Greenway Land Use and Development Plan sets policy direction for land use and development in the Midtown Greenway corridor for the next 10-20 years, with implications for private development and investment in the public realm. The study boundary generally includes properties within one block of the greenway from the western border of the city east to Hiawatha Avenue. The Plan evaluates the long-term viability of existing land uses along the corridor. It provides guidance for future land uses along the Midtown Greenway, and proposes development guidelines for development intensity and form.

#### Future Land Use and Built Form

The Minneapolis 2040 future land use map largely reflects the recommendations made in the Midtown Greenway Land Use and Development Plan, with the exception of areas covered by more recent plans – in particular the areas closest to Hennepin Avenue and Lake Street as well as Lyndale Avenue and Lake Street. Near the future West Lake LRT station commercial future land uses are

expanded slightly from what is shown in the development plan, while built form recommendations increase the development intensity allowed on some sites with application of the ‘Transit 10’, ‘Transit 15’, and ‘Transit 30’ categories. As a location with high frequency transit service, other properties receive the ‘Corridor 6’ and ‘Interior 3’ districts.

Properties along the greenway between Knox Avenue and Blaisdell Avenue are addressed in summaries for the more recently adopted Uptown Small Area Plan and Lyn-Lake Small Area Plan.

East of Blaisdell the development plan calls for commercial mixed use land uses in what is called the transit oriented development district. The Minneapolis 2040 maps attempt to match these recommendations with use of the ‘Destination Mixed Use’ category at the intersection of Nicollet Avenue and Lake Street, requiring street level retail in future development. The built form map guides the area to the ‘Transit 15’ built form district.

Similarly, the Minneapolis 2040 maps continue to emulate the recommendations from the development plan east of Interstate 35W. The ‘Public, Office, and Institutional’ category is employed north of the greenway at 4th Avenue and Chicago Avenue. In those same locations the ‘Transit 10’ built form category is applied, consistent with the built form recommendations in the development plan.

Most other areas between Interstate 35W and Hiawatha Avenue are guided for ‘Urban Neighborhood’ future land use. Unless fronting along an intersecting north/south transit corridor, properties in this area are typically guided for the ‘Interior 3’ or ‘Corridor 4’ future built form category. Properties nearer to Lake Street receive the ‘Corridor 6’ category. Recommendations for properties nearest the Lake Street LRT station are addressed in the summary for the Hiawatha/Lake Station Area Master Plan.

### Midtown Minneapolis Land Use and

### Development Plan

#### Plan Background

This report documents a year-long planning and urban design process conducted to prepare a land use and development plan for Midtown Minneapolis. This plan will inform future revisions of The Minneapolis Plan and will be used, like the comprehensive plan, to guide development activities in the project area. The Midtown Minneapolis Land Use and Development Plan study considered the area bordered by Blaisdell and 11th Avenues and the Midtown Greenway and 31st Street in south Minneapolis, and was initiated by the City of Minneapolis Department of Community Planning and Economic Development (CPED) Planning Division and three council members representing the 6th, 8th, and 10th Wards. Major public infrastructure improvements are planned for this area; because of the magnitude of the infrastructure improvements and their potential to influence development activities, it was determined that proactive land use planning and urban design analysis was warranted to ensure that future development would meet community-defined goals and objectives.

#### Future Land Use and Built Form

The Midtown Minneapolis Land Use and Development Plan calls for mixed use development fronting Lake Street from Blaisdell Avenue to 11th Avenue South. The Minneapolis 2040 future land use map retains these recommendations while adding some specificity to the nature of that mixed use. Of particular note is the application of the 'Destination Mixed Use' category at Lake Street and Nicollet Avenue and at Lake Street and Chicago Avenue, which will require future development to incorporate retail into the first floor of multi-story buildings. Most remaining property not fronting on Lake Street is guided for 'Urban Neighborhood' in the Minneapolis 2040 future land use map.

While the Midtown plan does not have a parcel specific built form map, recommendations about development intensity made in the future land use map are reflected

on the Minneapolis 2040 built form map. The greatest development intensity in the plan area occurs at Nicollet and Chicago Avenues, with the application of the 'Transit 15' and 'Transit 10' categories in those areas respectively. The 'Corridor 6' category is applied along Lake Street, as is done with other high frequency transit corridors throughout the city. Built form districts then taper off in intensity farther away from Lake Street with the use of the 'Interior 3' and 'Interior 2' built form categories.

### NICOLLET ISLAND - EAST BANK SMALL AREA PLAN

#### Plan Background

The Nicollet Island-East Bank Small Area Plan's objective is to define the community's vision for future development in the Nicollet Island – East Bank area over a 20 year time horizon. This project was initiated in Spring 2013 by the Nicollet Island-East Bank Neighborhood Association Board of Directors with the support of the Northeast Business Association and in coordination with the Community Development and Economic Development Department of the City of Minneapolis. The plan was recommended for approval by the City Planning Commission at the September 15, 2014, meeting, and approved by the Minneapolis City Council at the regular meeting on October 17, 2014.

#### Future Land Use and Built Form

The small area plan's recommendations for land use are reflected in the Minneapolis 2040 future land use map through application of the 'Community Mixed Use' category, which requires active ground floor uses in multi-story redevelopment. This category is applied throughout the small area plan's study area. The small area plan does not have parcel specific built form recommendations, instead indicating a general indifference to building height outside of sculpting setbacks for upper floors on taller buildings. To this end, the 'Transit 30' category is applied to the study area north of University Avenue. Between University Avenue

and Main Street, most properties fall in the ‘Transit 10’ category in acknowledgement of the built form guidance present in the St. Anthony Falls Historic District Guidelines.

### NOKOMIS EAST STATION AREA PLAN

#### Plan Background

The Nokomis East Station Area Plan is the City’s vision for the area served by two light rail transit stations: 50th Street/Minnehaha Park and the Veterans Administration Medical Center. It was adopted by the City Council on January 12, 2007. This small area plan serves as a guide for Planning Commission review, zoning changes, capital investment, and housing and commercial redevelopment activities in this part of the city. It is the culmination of extensive community involvement as well as staff and consultant work.

#### Future Land Use and Built Form

The station area plan has a combined built form and future land use map that guides uses and building intensity on the same map. The Minneapolis 2040 future land use map matches the extent of commercial future land use at 54th Street and Minnehaha Avenue, while expanding commercial opportunities at Hiawatha and Minnehaha Avenue, as well as at the 50th Street LRT station.

Remaining properties in the study area are guided for the ‘Urban Neighborhood’ future land use category. The Minneapolis 2040 future built form map attempt to follow the recommendations from the station area plan by fitting the ranges of development intensity found in the plan into the new categories created for Minneapolis 2040. This means an increase in allowable development intensity in some locations. The use of ‘Corridor 6’ along Minnehaha Avenue south of Hiawatha Avenue is an example. Additional properties near the 50th Street station are guided for the ‘Corridor 4’ and ‘Interior 3’ categories, better taking advantage of the access afforded to land in this location.

### NORTH LOOP SMALL AREA PLAN

#### Plan Background

The North Loop Small Area Plan is a policy document produced by the City of Minneapolis to guide land use and development in the North Loop neighborhood for the next 20 years. It is officially an update to the Downtown East/ North Loop Master Plan, adopted by the City in 2003, and builds upon the policy direction of The Minneapolis Plan for Sustainable Growth, the City’s comprehensive plan. It is meant to articulate a vision for the neighborhood based on existing City policy and input from community stakeholders – both public and private - throughout the planning process. The City, public partners, and community organizations will use the plan to guide their own decision-making processes with incremental changes to realize the full vision. The document, with amendments, received full approval from the Minneapolis City Council on April 16, 2010.

#### Future Land Use and Built Form

Future land use recommendations from the North Loop Small Area Plan are largely consistent with the future land use map in Minneapolis 2040, with some minor changes and clarifications. The majority of the study area is guided for ‘Public, Office, and Institutional’ to reflect the eclectic nature of existing and planned land uses in the neighborhood. For most of the neighborhood, this is a consistent reflection of the guidance in the small area plan. One area where this designation is a change from the small area plan is near the planned Royalston LRT station, previously guided for transitional industrial. With more certainty surrounding the future of this location, the new category was applied. The small area plan designated Washington Avenue and Glenwood Avenue as commercial corridors. Minneapolis 2040 acknowledges this with the application of the ‘Goods and Services Corridor’ designation on each corridor, and with application of commercial mixed use categories on properties fronting these streets.



Built form recommendations are also largely reflective of the small area plan. Areas closest to the river are guided for 'Corridor 6', areas within the Warehouse Historic District are generally guided for 'Transit 10', while much of the remainder of the study area is guided for 'Transit 30'.

### PHILLIPS WEST MASTER LAND USE PLAN

#### Plan Background

The purpose of the Phillips West Master Land Use Plan is to serve as a guide for investment and future land use changes within the boundaries of the Phillips West neighborhood. This work was initiated by the Phillips West Neighborhood Organization, which contracted with Hay Dobbs to conduct the planning process and produce the plan document. The Minneapolis City Council adopted the plan as city policy on July 17, 2009.

#### Future Land Use and Built Form

Future land use recommendations from the Phillips West Master Land Use Plan are largely consistent with the future land use map in Minneapolis 2040. Properties guided for 'Public, Office, and Institutional' uses in Minneapolis 2040 attempt to match what is in the master plan, with some minor changes where existing residential uses are not expected to accommodate future mixed use development. Commercial uses continue to front Lake Street. Most of the remaining properties in the study area are guided for 'Urban Neighborhood'.

Built form recommendations from the master plan are not parcel specific, or lack specificity in the way Minneapolis 2040 is attempting to achieve. The Midtown Minneapolis and Midtown Greenway plans were heavily relied upon to guide built form in the southern end of the study area, where a combination of 'Corridor 6', 'Corridor 4', and 'Transit 10' is applied. Elsewhere in the neighborhood, application of 'Interior 3' is the standard, due to the area's close proximity to downtown.

### SEWARD LONGFELLOW GREENWAY AREA PLAN

#### Plan Background

The purpose of the Seward and Longfellow Greenway Area Land Use and Pre-Development Study is to suggest policy direction for land use and development along Phase 3 of the Midtown Greenway. The study evaluates the long-term viability and appropriateness of existing land uses along the corridor, includes a land use plan for future uses, and explores particular development concepts for selected opportunity sites. This plan was approved by the City Council on February 9, 2007.

#### Future Land Use and Built Form

While much of the guidance is consistent, there are a handful of changes to the Seward Longfellow area made in the Minneapolis 2040 future land use map. Areas previously guided for General Industrial, are placed in the 'Production and Processing' category. Several parcels to the east of the existing employment district are added to this designation, moving them out of the former Transitional Industrial category. Other industrially used properties are placed in the 'Production Mixed Use' category, including some formerly guided for residential that continue to be utilized as industrial land. Transition away from industrial use will still be possible in this district. Properties closer to the Lake Street LRT station remain guided for commercial mixed use categories. The majority of the rest of the property in the neighborhood is guided for 'Urban Neighborhood'.

Built form recommendations from the plan are reflected in Minneapolis 2040 through the use of three categories. 'Transit 20' is employed nearest the LRT station, with 'Corridor 6' and 'Interior 3' employed along the Midtown Greenway in a manner that is consistent with the Seward Longfellow Greenway Area Plan.

### SHERIDAN NEIGHBORHOOD SMALL AREA PLAN

### Plan Background

The Sheridan Neighborhood Organization (SNO) spent many months planning for and drafting a small area plan for the Sheridan neighborhood. The plan creates a vision for the future of their neighborhood (with specific focus on 13th Avenue and Marshall Street), to be incorporated into the City of Minneapolis' Comprehensive Plan, and to guide future funding decisions for SNO. The plan was recommended for approval by the City Planning Commission at the September 15, 2014, meeting, and approved by the Minneapolis City Council at the regular meeting on October 17, 2014.

### Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the small area plan. Commercial uses are concentrated along Marshall Street, Broadway Street, and 13th Avenue NE. Most of the remaining property in the neighborhood is guided for 'Urban Neighborhood'. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential. The Minneapolis 2040 future built form map introduces the 'Corridor 6' category to the portion of the small area plan formerly guided as an Activity Center. Furthermore, the Marshall Street, Broadway Street, 2nd Street, and University Avenue corridors receive the 'Corridor 4', 'Interior 3', and 'Interior 2' designations, consistent with the way similar transit corridors are treated throughout the city. The remainder of the neighborhood is guided for the 'Interior 2' built form district.

## SOUTH LYNDALE CORRIDOR MASTER PLAN

### Plan Background

The corridor master plan was completed in 2005 and focuses on long-term changes rather than short-term improvements. The Lyndale Avenue corridor is defined as a community corridor in The Minneapolis Plan,

the city's adopted comprehensive plan. It provides housing, commercial goods and services, development opportunities, and major transit connections. Land use and transportation changes have already occurred, and additional change is anticipated. Recent proposals for housing and mixed-use developments have sparked neighborhood opposition, due in part to the lack of a shared vision for how the corridor can evolve. Completion of the South Lyndale Corridor Plan process was the final stage for realizing a community vision.

### Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the corridor master plan. Commercial uses are concentrated along Lyndale Avenue and TH 121 while most of the remaining property in the area is guided for 'Urban Neighborhood'. Minneapolis 2040 acknowledges the high demand for commercial retail in this area, and includes the opportunity for infill commercial mixed use development along the entire stretch of Lyndale Avenue. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential. The Minneapolis 2040 future built form map introduces the 'Corridor 6' category to most of the corridor fronting Lyndale Avenue, with 'Interior 2' applied on adjacent property before tapering to 'Interior 1' off of the corridor. Nearer the TH 121 right of way the 'Transit 10' district is applied to take advantage of potential redevelopment opportunity afforded through the eventual reconfiguration of the roadway.

## ST. ANTHONY EAST NEIGHBORHOOD SMALL AREA PLAN

### Plan Background

The St. Anthony East Neighborhood Association (SAENA) has recently completed a planning process to provide guidance for the future of the neighborhood. The planning process was initiated in mid-2013 and was completed in

early 2014. The plan was recommended for approval by the City Planning Commission at the September 15, 2014, meeting, and approved by the Minneapolis City Council at the regular meeting on October 17, 2014.

### **Future Land Use and Built Form**

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the small area plan. Commercial mixed use categories are concentrated on Broadway Street, with smaller concentrations on Spring Street at Monroe Street and at Central Avenue. Most of the remaining property in the area is guided for 'Urban Neighborhood'. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential. The Minneapolis 2040 future built form map introduces the 'Corridor 6' category to properties nearest Central Avenue and 'Corridor 4' is applied nearest Broadway Street, with 'Interior 3' and 'Interior 2' applied on properties adjacent to those corridors.

## **STADIUM VILLAGE UNIVERSITY AVENUE STATION AREA PLAN**

### **Plan Background**

The Stadium Village University Avenue Station Area Plan is the small area plan for the Stadium Village and Prospect Park light rail stations on the Central Corridor line. The planning process was led jointly by the City of Minneapolis, University of Minnesota, and Hennepin County. The plan was recommended for approval by the City Planning Commission at the July 30, 2012, meeting, and approved by the Minneapolis City Council at the regular meeting on August 31, 2012.

### **Future Land Use and Built Form**

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the station area plan. Commercial mixed use categories are concentrated along University and Washington Avenues.

Properties guided for the former Industrial Employment District remain guided long term for industrial and other jobs rich uses through application of the 'Production Mixed Use' category. Properties nearest the University of Minnesota are placed in the 'Public, Office, and Institutional' category, while remaining property not falling under the aforementioned categories largely are placed in the 'Urban Neighborhood' category. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential and through use of land use features. The Minneapolis 2040 future built form map takes advantage of the very high accessibility to various amenities in the area by applying a combination of the 'Transit 10', 'Transit 15', and 'Transit 30' categories throughout much of the station areas; transitioning to 'Corridor 4' and 'Interior 2' at the edges of these locations. Western portions of the study area along University Avenue receive the 'Corridor 6' designation.

## **38TH STREET AND CHICAGO AVENUE SMALL AREA / CORRIDOR FRAMEWORK PLAN**

### **Plan Background**

The purpose of the 38th Street and Chicago Avenue Small Area / Corridor Framework Plan is to support the ongoing improvement and revitalization of the area of 38th Street and Chicago Avenue by proposing specific policies and strategies to guide its evolution.

This work was initiated by area residents, business owners, and other community leaders in early 2004. It has since advanced through several phases of refinement under the direct guidance of residents and neighborhood organizations. This work has been supported, financed, and adopted by the four neighborhood organizations around 38th Street and Chicago Avenue, and by other business and civic organizations in the area.

The Powderhorn Park, Bancroft, Bryant, and Central neighborhoods worked with Community Design Group to organize the planning process and draft the plan document. The City Council adopted the plan as City policy on March 21, 2008.

### **Future Land Use and Built Form**

The Minneapolis 2040 future land use map is largely consistent with the recommendations from the 38th Street and Chicago Avenue Small Area / Corridor Framework Plan. Properties designated for commercial future land use generally match what is in the framework plan, while expansion of those commercial areas along both Chicago Avenue and 38th Street is allowed to improve access to commercial goods and services for residents, employees, and visitors to the area.

The Minneapolis 2040 built form map attempts to reflect the recommendations from the small area plan in a way that is consistent with adopted plan goals and also includes further intensification throughout the study area to match the built form conventions in the new plan. Consistent with the way high frequency transit corridors are treated throughout the city, 'Corridor 6' is applied to properties fronting Chicago Avenue with the 'Interior 3' and 'Interior 2' categories applied on properties not fronting on corridors. Along 38th Street the 'Corridor 4' category is applied immediately adjacent to the street while 'Interior 2' to properties just off of the corridor. 'Interior 1' and 'Interior 2' categories are applied to blocks interior to the corridors. Additional height along Chicago Avenue and 38th Street will be considered through the conditional use permit process.

## **THE COMO BLUEPRINT: A SMALL AREA PLAN FOR THE COMO NEIGHBORHOOD OF MINNEAPOLIS**

### **Plan Background**

The Southeast Como Improvement Association (SECIA) spent many months planning for and drafting a small area plan for the Southeast Como neighborhood. The plan creates a vision for the future of their neighborhood, to be incorporated into the City of Minneapolis' Comprehensive Plan, and to guide future decisions for SECIA. The plan is now complete. The plan was recommended for approval by the City Planning Commission at the May 23, 2016, meeting, and approved by the Minneapolis City Council at the regular meeting on July 1, 2016.

### **Future Land Use and Built Form**

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the station area plan. The 'Goods and Service Corridor' designation is applied to Como and Hennepin Avenues, encouraging the development of mixed use commercial activity. Most other properties in the neighborhood are placed in the 'Production and Processing' and 'Urban Neighborhood' categories. The small area plan does not include a parcel specific built form map, rather calling out key sites for medium or high density residential. Hennepin and Como Avenues receive the 'Corridor 4' and 'Interior 2' categories, consistent with how other similar transit corridors are treated throughout the city. Most properties off of those corridors are then guided for 'Interior 2'. Properties within the 'Production and Processing' future land use category are largely guided for the 'Production' built form district.

## **UPTOWN SMALL AREA PLAN**

### **Plan Background**

The purpose of the Uptown Small Area Plan is to outline a vision for the future of the Uptown area and provide land use policy guidance. This plan was approved by the City Council on February 1, 2008 after a community planning process that spanned almost two years.

### Future Land Use and Built Form

The Minneapolis 2040 future land use map is largely consistent with the recommendations from the Uptown Small Area Plan. Commercial uses are encouraged along the corridors, with a concentration of activity near the Hennepin Avenue, Lake Street, and Lagoon Avenue intersections. One key distinction is the addition of the 'Destination Mixed Use' category to the core of the Uptown area, requiring commercial retail frontage in mixed use buildings. Language from the Uptown Small Area Plan about the flexible use of residential structures south of 31st Street for commercial uses is reflected in the Minneapolis 2040 map with the application of the 'Neighborhood Mixed Use' category.

The Minneapolis 2040 built form map includes further intensification throughout the Uptown Small Area Plan study area. Consistent with the way high frequency transit corridors are treated throughout the city, 'Corridor 6' is applied on the Hennepin, Lake, and Lagoon frontages with the 'Interior 3' category applied on properties not fronting on corridors. South of 31st Street the Hennepin Avenue corridor transitions away from 'Corridor 6' to the 'Corridor 4' category. The 'Transit 10' category is applied in the core of the commercial area of Uptown and on the north side of the Midtown Greenway. A minimum building height of 2 stories is required in the 'Corridor 6' and 'Transit 10' categories. Additional height throughout the study area will be considered through the conditional use permit process.

## VAN WHITE MEMORIAL BOULEVARD STATION AREA PLAN

### Plan Background

The Van White Memorial Boulevard Station Area Plan is a station area plan prepared for the Metro Blue Line Extension LRT station located at Van White Memorial Boulevard and Olson Memorial Highway. This plan was created by CPED staff in conjunction with Public Works. The Bottineau Project office provided technical support

in regard to the LRT line design and engineering. On December 8, 2017, the Minneapolis City Council adopted the Van White Memorial Boulevard Station Area Plan.

### Future Land Use and Built Form

The future land use map in Minneapolis 2040 largely reflects the future land use recommendations from the station area plan. Commercial mixed use categories are present at the Van White Station along Olson Memorial Highway as well as along Glenwood Avenue. At the intersection of Van White Memorial Boulevard with both of those cross streets, the 'Destination Mixed Use' category is applied to require street level commercial retail. Areas identified as residential flex space in the station area plan are placed in the 'Production Mixed Use Category'. The majority of remaining properties in the study area not covered by the above categories are placed in the 'Urban Neighborhood' designation. Built form guidance in Minneapolis 2040 is also closely aligned with the development intensity recommended in the station area plan. Properties guided in the station area plan for 'Transit Scale', 'Urban Scale', and 'Neighborhood Scale' generally receive the 'Transit 15', 'Corridor 6', and 'Corridor 4' designations respectively in the Minneapolis 2040 future built form map. Exceptions include areas off of corridors farther from the station that are guided for 'Interior 2'.

## WEST BROADWAY ALIVE! PLAN

### Plan Background

West Broadway has historically been the most significant commercial and cultural destination in north Minneapolis. Although much reduced from its boom years, it remains the main street of north Minneapolis. Planning for West Broadway was initiated in 2006 in order to lay the groundwork for the revitalization of West Broadway as a cherished community place, and the activated center of commercial activity in north Minneapolis. At the end of a two year process, a plan was produced that was titled "West Broadway Alive: A Revitalization Plan for

North Minneapolis's Main Street. The plan guides future development and public realm improvements, and offers a roadmap for revitalization by naming near- and long-term actions to be undertaken around which the energy and resources of stakeholders can be focused.

The first community meeting in the development of the West Broadway Alive plan took place on August 24, 2006. The fifth and final took place on July 17, 2007. Average attendance at community meetings was around 140. Numerous other forms of community engagement took place during the same period. The West Broadway Alive plan was endorsed by all of the neighborhoods that border on West Broadway, as well as the West Broadway Coalition. It now represents official City policy as it was formally adopted by the City Council on Friday, March 21, 2008.

### **Future Land Use and Built Form**

The future land use map in Minneapolis 2040 is generally consistent with the future land use recommendations from West Broadway Alive. Commercial mixed use categories are applied in an area west of Interstate 94, with some additional expansion of allowed commercial west of the Minneapolis Public Schools headquarters. Commercial mixed use categories are also applied in an area focused on the Penn Avenue and West Broadway Avenue intersection – again consistent with the small area plan recommendations. The addition of the 'Destination Mixed Use' category directly at the intersection will require street level commercial retail. Most of the remaining properties in the study area are placed in the 'Urban Neighborhood' designation. Built form guidance in Minneapolis 2040 is applied on West Broadway in a manner consistent with other high frequency transit routes throughout the city – with the 'Corridor 6' category fronting directly on the street and the 'Interior 3' category serving as a transition to properties farther off of the corridor. Properties nearer Interstate 94, primarily on larger parcels, are guided for the 'Transit 10' category to take advantage of the increased access to amenities afforded by the location.

## **LOGAN PARK NEIGHBORHOOD SMALL AREA PLAN**

### **Plan Background**

In 2016 the Logan Park neighborhood completed a small area plan. The planning process for this neighborhood was initiated by the Logan Park Neighborhood Association in 2015, and the most recent draft of the plan was completed in May 2016. The plan was received and filed by the Zoning and Planning Committee of the City Council on February 16, 2017.

### **Future Land Use and Built Form**

Land use recommendations from the small area plan are reflected in Minneapolis 2040 primarily through the application of the 'Production Mixed Use', 'Urban Neighborhood', and several commercial mixed use future land use designations. Property adjacent to rail corridors largely falls under the 'Production Mixed Use' category which allows for a wide range of commercial, industrial, and residential uses. Commercial categories are concentrated along Broadway Street and Central Avenue, while remaining property in the neighborhood is almost all in the 'Urban Neighborhood' category.

The built form recommendations in Minneapolis 2040 generally follow the same pattern of application found in the small area plan. Intensity of built form does not match precisely however, as Central Avenue receives the 'Corridor 6' category, consistent with the way other high frequency transit corridors are treated throughout the city. Washington and Broadway Streets receive the 'Corridor 4', while the 'Interior 2' category is applied to most of the remaining property within the influence area of the plan.

### ST. ANTHONY WEST NEIGHBORHOOD SMALL AREA PLAN

#### Plan Background

The Saint Anthony West Neighborhood Association (STAWNO) developed a small area plan that was approved by the STAWNO board in December 2015. The plan was reviewed by City staff and brought to the City's Zoning and Planning Committee as an informational item in the first quarter of 2017.

#### Future Land Use and Built Form

Land use recommendations from the small area plan are reflected in Minneapolis 2040 primarily through the application of the 'Production Mixed Use', 'Urban Neighborhood', and several commercial mixed use future land use designations. Property adjacent to the river largely falls under the 'Production Mixed Use' category which allows for a wide range of commercial, industrial, and residential uses. Commercial categories are concentrated along Broadway Street and Central Avenue, with smaller pockets of commercial property along Marshall Street and University Avenue.

The built form recommendations in Minneapolis 2040 attempt to interpret and build upon the suggestions from the small area plan; which, due to lack of a built form map are communicated through the small area plan's future land use map. Marshall Street, University Avenue, and 2nd Street are all treated in a similar manner, with the application of the 'Corridor 4' category directly fronting those streets and 'Interior 3' and 'Interior 2' applied to the back of those blocks. The 'Corridor 6' category is applied to properties nearest Broadway Street and Marshall to coincide with the concentration of commercial mixed use activity that is envisioned for the location.