

Department of Community Planning and Economic Development – Planning Division
Central Corridor Transit Station Area Comprehensive Plan Amendment

Date: May 23, 2011

Project Name: Central Corridor Transit Station Area Comprehensive Plan Amendment

Planning Staff and Phone: Haila Maze, (612) 673-2098

Ward: 2, 7

Neighborhood Organizations: Prospect Park East River Road Improvement Association, West Bank Community Coalition, Warehouse District North Loop Neighborhood Association

Existing Minneapolis Plan Designations:

- **Transit Station Area at 29th Avenue LRT station**

Plan Proposes to Add the Following New Designations:

- **Transit Station Area at Target Field LRT station**
- **Transit Station Area at West Bank LRT station**
- **Transit Station Area at East Bank LRT station**
- **Transit Station Area at Stadium Village LRT Station**
- **Modification of name of 29th Avenue TSA to Prospect Park/29th Avenue**

Zoning Plate Numbers: 16, 19, 21, 22

Background and Public Process

In 2009, the City's comprehensive plan, *The Minneapolis Plan for Sustainable Growth*, was adopted. Among the land use features were a series of Transit Station Areas, located at the sites of known light rail transit stations. At that time, alternative alignments for the Central Corridor LRT (CCLRT) were still being considered, so the station locations had not been finalized. As a result, these stations were not shown on the adopted land use map. The one exception was the 29th Avenue station.

Since that time, the CCLRT's alignment and stations have been finalized, and are now under construction. As a result, there is a need to update the comprehensive plan with these locations. This text and map amendment ensures that the comprehensive plan is consistent with the City-approved locations for these stations. The amendment will not modify comprehensive plan policy for Transit Station Areas, just ensure it is appropriately applied to these station locations. Additionally, the name of the 29th Avenue TSA is being modified to Prospect Park/29th Avenue. This is to reflect the neighborhood's desire to change the station name from its original designation.

As these are effectively administrative changes, and the stations themselves were subject to extensive public process, it was determined that this amendment requires no additional public outreach in addition to the standard public hearing notification process. The neighborhoods where the stations are located are already well aware of the station locations and the implications for the surrounding area.

As this is an amendment to the comprehensive plan, it will also require action on behalf of the Metropolitan Council to review and approve the amendment. This will happen subsequent to City Council review and

approval, which will be contingent on the Metropolitan Council’s final approval. The City has already provided a draft of the amended materials and the required form to Metropolitan Council staff for preliminary review, and received indication it will most likely be an internal administrative review, requiring no notification of adjacent jurisdictions.

We anticipate following up this action by adding stations to the “Transit Station Areas” section of the zoning code’s Pedestrian Oriented Overlay District, where applicable.

Overview

The locations of the CCLRT stations will all be shown on the comprehensive plan’s future land use map, as well as an additional map showing just land use features (which includes transit station areas). These are based on the final construction plans for the corridor, as well as the existing location for the completed Target Field station. The maps in the comprehensive plan being updated are located in Chapter 1 Land Use, specifically: Maps 1.2, 1.2a, 1.2b, and 1.3.

Additionally, the list of station areas will be a text amendment in Chapter 1, specifically Table 1e. Target Field will be identified as a station served by multiple lines, since it also serves Hiawatha LRT and may serve other lines in the future.

Comprehensive Plan Consistency

Although this is an amendment to the comprehensive plan, it is also generally consistent with the existing plan. Specifically, it designates these stations based on the stated criteria for Transit Station Areas, namely that they are centered around a “fixed-route transit station, including light rail, commuter rail, or busway.” Effectively, this amendment ensures that the comprehensive plan itself is consistent regarding how it is applied to LRT stations in the City.

It is anticipated that future designations of fixed route transit stations in the city will require a similar comprehensive plan amendment process.

Public Comments

As of the date of this publication, no public comments have been received. This is as expected, for the reasons provided earlier.

RECOMMENDATION OF THE DEPARTMENT OF COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT, PLANNING DIVISION:

Recommended Motion: The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission and City Council **approve** the *Central Corridor Transit Station Area Comprehensive Plan Amendment* and **amend** the City’s comprehensive plan.

Attachments:

- Revised maps and text for comprehensive plan
- Metropolitan Council Comprehensive Plan Amendment Submittal Form