

City of Minneapolis

Minneapolis Planning Department

The Minneapolis Plan

Volume 2 - Technical Appendix

Adopted by City Council and Mayor: March 2000



**A Publication of
The Minneapolis Plan**

Choosing our future
Celebrating our present
Honoring our past

The Minneapolis Plan

In order to serve the needs of the City of Minneapolis and to meet the conditions of the Metropolitan Land Planning Act, the City of Minneapolis has developed a new comprehensive plan entitled *The Minneapolis Plan*. The plan consists of four volumes, a Policy Document and three Technical Appendices. Two additional documents—*Downtown Minneapolis 2010* and *Minneapolis Mississippi River Corridor Critical Area Plan*—are also components of the comprehensive plan but are limited in their geographic scope. These documents may be obtained from the Minneapolis Planning Department.

This version of *The Minneapolis Plan* has been adopted by the City Council and the Mayor.

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Chapter 1

Technical Appendix for Land Use

Adopted by City Council and Mayor: March 2000

The Minneapolis Plan

Volume 2 - Technical Appendix

Table of Contents

- Land Use
 - Transportation
 - Housing
 - Historic Preservation
-

Contents of other Volumes

Volume 1 - Policy Document

- Introduction
- Community Building
- The Market in the City
- Marketplaces: Growth Centers
- Marketplaces: Neighborhoods
- Learning
- Leisure and Culture
- Natural Ecology
- Movement
- City Form
- Afterword

Volume 3 - Technical Appendix

- Aviation
- Parks and Open Space
- Water Supply Plan
- Sewer Plan
- Storm Water Management (Draft)
- Libraries
- Energy Plan

Volume 4 - Technical Appendix

- Implementation
 - Location and Design Review Standards
 - Capital Program and Authorization
 - 1998 Community Development Block Grant Capital Report
 - Capital Neighborhood Revitalization Program Plans (Revised)
 - School Master Facilities Plan
-

Land Use Technical Appendix to the Minneapolis Plan

Introduction

Minneapolis is an already built city, and the history of urban development over decades has shaped the community's understanding of how land is used. Environmental features, activities within the city, and the structures we build, all compete for scarce land throughout the communities and neighborhoods in the city. Most development activities focus on re-using land or structures, not building new structures on vacant, unused land.

Minneapolis' response to the Metropolitan Council's action strategies on land use within the urban area is distinct from many of its neighbors. The city's comprehensive plan, The Minneapolis Plan, recognizes regional growth strategies by focusing on the city's role in capturing an increasing and balanced share of future growth. In a city that is highly decentralized, known for its livable and independent neighborhoods, The Minneapolis Plan emphasizes citywide issues in relation to those neighborhoods, and also focuses on the city's connections to the region.

Key Concepts Summary

The Minneapolis Plan describes a number of key concepts that promote the idea of focused, concentrated and balanced growth. The generation of jobs is forecast at specific growth areas, described in the Plan as Growth Centers, in Business/Industrial Parks and along Commercial Corridors. Projections of employment, population and household counts for the city have been mapped at a community level, using Traffic Allocation Zones as baseline data. These maps show us that employment will decline in most neighborhoods throughout the city, yet in specific Growth Centers, Potential Growth Centers, Business/ Industrial Parks and Corridors, employment opportunities are expected to increase. Citywide, an increase of households is expected to be accommodated through infill (low-density development) and at Growth Centers, Potential Growth Centers and Major Housing Sites (medium to high density development), described in the *Markets: Neighborhoods* chapter of the Plan. Improvements in transit infrastructure and service, existing transportation (streets) infrastructure and continued investments in the parks and open space system, described in the *Movement* and the *Natural Ecology* chapters, are critical to attracting and supporting the anticipated growth forecast for the city.

Existing Land Use - City of Minneapolis

This section includes two elements. The first is a table describing existing land uses. The second is a map showing existing land use patterns.

Minneapolis Land Use Acreages, 1997 and 2020

Land Use Category	1997 Acreage	Percent of Total	2020 Acreage	Percent of Total
Single Family Residential	14,769	42.1	14,799	42.2
Multiple Family Residential	4,572	13.0	4,708	13.4
Residential Total	19,341	55.1	19,507	55.6
Commercial Total	2,346	6.7	2,376	6.8
Industrial	4,022	11.5	3,877	11.1
Public Industrial	69	0.2	69	0.2
Extractive	13	0	13	0
Airports	542	1.5	542	1.5
Industrial Total	4,646	13.2	4,501	12.8
Public	2,803	8.0	2,818	8.0
Recreational	3,661	10.4	3,661	10.4
Public and Recreational Total	6,464	18.4	6,479	18.5
Highways Total	1,327	3.8	1,312	3.7
Lakes and Streams	2,221	n/a	2,221	n/a
Wetlands	16	0	16	0
Vacant (undesignated)	781	2.2	781	2.2
Vacant Industrial	146	0.4	95	0.3
Vacant Public	3	0	3	0
Net Vacant (w/o wetlands)	930	2.7	879	2.5
Non Urbanized Total	946	2.7	895	2.6
Total Land	35,070	100.	35,070	100
Grand Total (Land and Water)	37,291	n/a	37,921	n/a

source: Metropolitan Council GIS data

Existing Land Use Map

See Map 2.1 "1997 Generalized Land Use, City of Minneapolis", source: Metropolitan Council enclosed.

Future Land Use

Introduction

A discussion of future land use is oriented around the idea of change from existing uses. In Minneapolis, like its neighbor St. Paul, predicting future land use patterns directly

involves people's homes or workplaces, surrounded by decades old patterns of existing land use, in this process of change. The change process is not always a welcome one, and can have a negative impact on land values and neighborhood quality of life in many areas of the city. As a result, The Minneapolis Plan calls for increased population and job generation to concentrate on specific change areas that are limited in their area and numbers but are expected to provide the environment for more intensive land uses, whether measured in terms of households, jobs or population (see Map 9.10 Land Use Policy Map, included in Chapter 9 of Volume 1 for details).

All changes to land use in the city, regardless of their scale or intensity, are a form of redevelopment. The distinct scale or intensity at which this redevelopment takes place is addressed below. A few sites, as referenced by the table below, will actually change the dominant land use type (see Table 2.3 Acreage Change by Redevelopment Area). Many of these sites will continue to support a form of the existing land use but will diversify the activity occurring at that site over the next 25 years to create intensive mixed use areas called Growth Centers (see Table 2.5 Land Use Changes, Existing and Potential Growth Centers). Other sites, such as the Major Housing Sites, will experience an intensification of residential land uses compatible with the neighborhood context. Major Housing Sites identify areas for medium to high density development (see Table 2.6 Land Use Changes, Major Housing Sites).

The Metropolitan Council has described changes from the existing land use pattern as:

- a) Staged development and infill within the urban area;
- b) designated redevelopment areas; and
- c) adding new land to the urban area for future development.

Only items a) and b) are relevant to Minneapolis. For the purposes of this appendix, infill development is understood as a change scenario that is more gradual and subtle, as single lots or clusters of several lots undergo a transition in a city neighborhoods. Redevelopment areas are larger in size and impact, and often demand more radical changes, such as demolition or removals, to make room for significant new investments.

A) Staged Development and Infill

The infill development scenario commonly seen in the central city takes place on a smaller scale than the activity that takes place at designated redevelopment areas, as described below. For both residential and commercial/industrial uses, change scenarios that correspond to smaller scale and area "infill" redevelopment are described below.

Infill Trends By Land Use Type

Infill residential construction throughout the city is expected to increase by the equivalent of approximately 25 acres per year. Based on 1997 acreage counts, over 50% of the city's existing land is devoted to residential uses. Infill development will occur, for the most part, on vacant residential land and occasionally may convert underutilized and

undervalued commercial or industrial property, although the conversion rate will be negligible at a citywide level. Some of these infill areas are located within a few blocks of commercial nodes and corridors, and around community school sites. As planning for housing reinvestment strategies continues and these smaller sites are designated for redevelopment potential, there may be some conversion of commercial land to residential uses at these sites (see Table 2.2 Land Use Projections for Residential Uses, for summary information on infill residential trends).

The use of land for commercial and industrial activities will continue in keeping with current trends. Commercial space in Minneapolis is varied in its use pattern; some undervalued and underutilized commercial land uses, particularly in residential neighborhoods, may experience some change in their use to residential patterns. Although some areas of the city may lose a significant number of jobs, other areas at Existing Growth Centers are expected to continue to experience considerable job growth. Employment change will not directly equate with a decline in square footage for industrial or commercial uses. Additions to commercial and industrial land will take the shape of increased density or FAR in most cases; very little change in acreage is anticipated for any location in the city, except in Potential Growth Centers (see Table 2.3 Acreage Change by Redevelopment Area).

Public/institutional land uses are expected to experience very little negative change, with minor increases reflecting the infill school development (conversion from residential uses) underway for a few neighborhoods in North Minneapolis.

Table 2.2 Land Use Projections for Residential Uses

Future Land Use (Infill Option)				
City of Minneapolis for Metropolitan Council				
Residential Uses				
	Forecasted Households	Single Family (acres)	Multifamily (acres)	Residential (acres)
1990	160,682			*19,676
1995	160,276			**13,076
1997		10,260	6,866	***17,126
2000	161,467	10,293	6,914	17,207
2005				
2010	168,647	10,406	7,074	17,480
2015				
2020	170,807	10,519	7,234	17,753

Notes:

- * Used 1990 Metropolitan Council Data.
- ** Used 1992 State of the City (SOC) data on residential land (does not match Metropolitan Council methodology).
- *** Actual data based on assumptions (see notes), used code acreage and housing unit counts, Housing Inventory 1997 State of the City (SOC).

Projections assembled using analysis of construction trends 1990-1997 to estimate growth in single family (s-f) and multifamily (m-f) residential development; s-f = 6,000/unit; m-f = 3,000/unit (includes lot area, not just building area); s-f 1990-1997 = 80 acres, m-f 1990-1997 = 112 acres; s-f = 11 acres/year, m-f = 16 acres/year.

B) Designated Redevelopment Areas

Redevelopment areas have been identified as principal sites to accommodate growth for a number of reasons. Their location, relative to natural amenities (such as parklands or open water), job generators, transportation connections, including existing and planned transit improvements, as well as road infrastructure, qualify them as candidates for changes, as outlined below in Table 2.3 Acreage Change by Redevelopment Area, and may include TIF districts, as well as areas where residential property values have declined over time.

Table 2.3 Acreage Change by Redevelopment Area, 1990-2020

Redevelopment Area	TAZ #	Community	Existing Land Use (interim land use)	Future Development	Future Land Use Designation	Acreage Change
Upper River (Warehouse District) Downtown Minneapolis	390	Central	Residential unused industrial.	Single and multifamily.	Existing Growth Center	Vacant land in the North Loop to residential (3 acres).
Downtown Minneapolis	400 402 405 407	Central	Commercial residential.	Office.	Existing Growth Center	See Table 2.6 Downtown Development Update; also, commercial to public land (Convention Center) (5 acres).
Washington Avenue/ Central Riverfront/ Downtown Minneapolis	392 408 409 412	Central	Residential, office, unused industrial.	Single and multifamily housing.	Existing Growth Center	Industrial and surface parking to multifamily residential (40 acres).

Honeywell/ Hospitals Area	370 372	Phillips	Office, healthcare, housing, retail, commercial.	Single and multifamily housing, mixed use commercial/ residential.	Existing Growth Center	Industrial to commercial (20 acres); Residential to commercial (10 acres); Commercial to public/semi- public (20 acres).
Midtown Greenway Corridor (Wedge, Lyndale, Whittier, Phillips, Growth Center area, Seward)	375 373 369 368	Powderhorn, Calhoun- Isles, Phillips, Longfellow	Industrial, residential, retail commercial.	Multifamily housing, mixed use residential/ light industrial.	Major Housing Site	Industrial to commercial (10 acres); Industrial to residential (35 acres).
Hiawatha/ Minnehaha Corridor	353 351 350 314 312	Longfellow	Industrial, residential.	Single and multifamily housing, mixed use residential/ light industrial/ commercial.	Major Housing Site	Industrial to commercial (20 acres); Commercial to residential (30 acres); single family residential to multifamily residential (40 acres).
Mid City Business Park	421 422 420	University	Industrial, commercial.	Light industrial, limited residential.	Potential Growth Center	Industrial to commercial (20 acres); Commercial to residential (10 acres).
University of Minnesota Area, including SEMI	357 359 360	University	Industrial, commercial, residential.	Light industrial, mixed use multifamily housing/ commercial.	Existing Growth Center	Industrial to commercial (30 acres); Industrial to residential (10 acres); Transportation industrial

						(150-300 acres)
Lyndale Gateway	323 325	Southwest	Industrial, commercial, residential.	Single and multifamily housing, mixed use light industrial/commercial.	Potential Growth Center	Highway ROW to residential (15 acres); Industrial to commercial (5 acres).
Humboldt Yards	450	Camden	Transportation.	Multifamily housing, mixed use light industrial/commercial.	Potential Growth Center	Transportation to residential (20-50 acres); Transportation to commercial (20-30 acres).
Humboldt Greenway	452	Camden	Residential, industrial.	Single and multifamily housing.	Major Housing Site	Residential to parkland (5 acres).
Shoreham Yards/ Columbia Park	442	Northeast	Transportation.	Single and multifamily housing, mixed use light industrial/commercial.	Potential Growth Center	Transportation to commercial (10 acres); Transportation to residential (30-60 acres).

Future Land Use Map

Major Land Use Changes

See Map 9.10 Land Use Policy Map, in Chapter 9 of Volume 1. Staging is not indicated on this map. A summary of expected land use changes is provided in Table 2.4 Summary of Land Use Changes.

Table 2.4 Summary of Land Use Changes

Land Use	Change in Acres
Vacant	-51
Single Family Residential	30
Multifamily Residential	136
Industrial	-145
Commercial	30
Public/semipublic	15

Employment-Generating Land Use Changes

Downtown employment has been estimated from the work of the Planning Department and the MCDA, based on projections from the Metropolitan Council. With some

revisions to the existing downtown plan, *Minneapolis Downtown 2010* to account for TAZs outside of the downtown planning boundary, the jobs estimate for 2020 is at least 180,000.

Most job growth for the City of Minneapolis to the year 2020 will come from the downtown area. With the exception of the Existing and Potential Growth Center areas, as identified below, most of the city will continue the Metropolitan Council's projected trend of job loss. The impact of growth in these areas is most accurately measured by employment counts and square footage increases, as growth will occur at medium to higher densities of development. Data for existing land use (1997) show that there are approximately 750 acres of nonurbanized or vacant lands (including wetlands) within the city's boundaries. While some of the forecasted development will consume this vacant land, much of it will reuse land that is currently underutilized. As indicated in the Growth Centers chapter of Volume 1, these centers anticipate mixed use growth. Potential changes in land use type are outlined below in Table 2.5 Land Use Changes, Existing and Potential Growth Centers, 1990-2020.

Table 2.5 Land Use Changes, Existing and Potential Growth Centers, 1990-2020

Growth Center	TAZ Numbers	Existing Land Use	Projected Change
1. Downtown Minneapolis	388-413	A mix of vacant land, commercial, industrial, and public/semipublic uses.	Vacant land in the North Loop to residential (32 acres). Industrial land near the riverfront to multifamily residential (40 acres). Commercial land to public use for the convention center (5 acres).
2. University of Minnesota	357-360 and 416	A mix of commercial, industrial, and public/semipublic uses.	Industrial to commercial land use along University Avenue (5 acres). Industrial to residential land in the SEMI area (10 acres). Transportation to industrial in the SEMI area (150-300 acres).

Growth Center	TAZ Numbers	Existing Land Use	Projected Change
3. Abbott-Northwestern, Children's Hospital/Honeywell	369 and 372	Commercial, industrial, multifamily housing and public/semipublic (the hospitals).	<p>All of Honeywell should be changed to commercial. It is an office complex (20 acres).</p> <p>More multifamily residential land will be converted to commercial (10 acres).</p> <p>Commercial land near Sears to public/semi-public (10 acres).</p> <p>Some multifamily residential to public/semipublic near the hospitals (10 acres).</p>
4. Mid-City Business Park	420 and 421	Industrial uses.	There could be a move to change low building coverage uses such as truck terminals to offices such as Broadway Place East and West (20 acres).
5. Shoreham Yards/Columbia Park	442	Industrial and single family residential.	<p>The part of the rail yard next to the highway could change to commercial (10 acres).</p> <p>Perhaps 10-40 acres of single family housing could be built along the parkway. Another 20 acres of land on the south edge could be converted to multifamily (townhouses) as a buffer between the existing neighborhood and remaining industrial use.</p>
6. Humboldt Yards	450 and 452	Industrial and single family residential.	The vacant and underutilized industrial land could be changed to industrial use (30 acres).

Growth Center	TAZ Numbers	Existing Land Use	Projected Change
7. Lyndale Gateway	324 and 325	Highway ROW, commercial, and single family residential.	Highway ROW to single family homes (15 acres). Industrial use in the Windom area to commercial (5 acres).
8. VA Hospital	311-312 and 314	Public/semipublic and single family residential.	Public/semipublic to multifamily residential in the area east of Hwy. 55 (5-10 acres).
9. Hiawatha Lake	368, 345 and 353	Commercial, industrial, and single family residential.	Industrial land to commercial (5 acres). Single-family to multifamily (townhouses) (10 acres).

Table 2.6 Downtown Development Update
Major Downtown Projects: Development Update (as of 5/5/98)

Projects Currently Under Environmental Review			
Project	Developer (tenant)	Land Use ('000 sq. ft. NLA)	Estimated Employees (FTE equivalents)
1000 Nicollet (Phase 2) Target	Ryan (Target corporate offices)	Office 1,100; Retail 15	4,828
444 Marquette, Powers site	Opus (multi-tenant)	Office 610; Retail 10	2,500
"Block E"	Minneapolis Square, a consortium comprised of Brookfield, DDRM Entertainment and Excel Legacy REIT (multi-tenant)	Movie Theaters 110 (25-30 screens @ 180 seats); Retail 38; Restaurant 70; Hotel 120+ (240-350 suites)	429

Projects with Environmental Review in 1997			
Project	Developer (tenant)	Land Use ('000 sq. ft. NLA)	Estimated Employees (FTE equivalents)
707 2nd Avenue American Express	Opus (American Express)	Office 820	5,000
800 Nicollet, Piper Tower	Ryan (multi-tenant, Piper Jaffray anchor tenant)	Office 797; Retail 34	2,778
900 Nicollet, Target store	Ryan (Target store, multi-tenant office)	Office 570; Retail 179	2,555
1000 Nicollet (Phase I) Target	Ryan (Target corporate offices)	Office 840; Retail 18	2,100
Minneapolis Convention Center expansion	City	Exhibit space 192; Meeting 140; Circulation, services, support 318	225
Projects Under Construction (Current or Immediate Future)			
Project	Developer (tenant)	Land Use ('000 sq. ft. NLA)	Estimated Employees (FTE equivalents)
Federal Reserve Bank		Office 300; Operations 120 (gross)	
Federal Courts		Office 490	
517 Marquette parking ramp		N/A	N/A
"Schools site", Hennepin/La Salle + 9th/10th St.	Opus, School Board (St. Thomas University, Minneapolis Public Schools)	Institutional 79	173
Greyhound ramp, 1st N/Currie Ave + 9th/10th Ave		Bus terminal 10; Retail 18	N/A

Housing Development and Land Use Changes

As outlined above in the Staged and Infill Development section of the Appendix, two growth scenarios are considered equally important to the city's pro-growth housing policies. The infill development scenario will focus on re-establishing residential uses on smaller units of vacant residential land. The city's comprehensive planning process has

completed a preliminary identification of larger housing development sites. These sites are unique in the opportunities they present for many reasons. Many of the lands identified are currently used or have historically been used for different activities, often commercial and some industrial uses. Disinvestment in some of the surrounding properties has contributed to their identification as potential major housing sites. Their close proximity to amenities such as parkways, bodies of water and parks also makes them attractive for new housing development.

Major Housing Sites and housing development that occurs at Existing and Potential Growth Centers are the identified locations for significant opportunities in residential development.

Table 2.7 Land Use Change, Major Housing Sites

Major Housing Site	TAZ Numbers	Existing Land Use	New Land Use (projected change, in acres)
1. Downtown, including: North Loop, Elliot Park, Loring Park, and Downtown East	388-413	Vacant land, commercial, industrial, and public/semipublic uses.	Vacant land in the North Loop to Residential (32 acres). Industrial land near the riverfront to multifamily residential (40 acres). Commercial land to multifamily residential (Elliot Park) (? acres).
2. University of Minnesota Area	356-362, 415 and 419	Industrial and commercial land.	Commercial, industrial to multifamily residential (35 acres).
3. Minnehaha-Hiawatha Corridor	350-351 and 353	Industrial and commercial land.	Commercial to multifamily residential (50 acres).
4. Lyndale Gateway	332 and 324	Industrial and commercial land.	Commercial to multifamily residential (40 acres).
5. Sumner Glenwood Area	382-383	Residential to parkland.	Demolition, residential rebuild (30 acres); residential to parkland, (40 acres).
6. Hennepin Community Works/ Humboldt Yards	450 and 452	Industrial, residential land (no conversion).	Demolition, rebuild residential (30 acres), industrial to multifamily residential (30 acres).

Table 2.8 Major Land Use Changes, Development Criteria and Growth Projections

Land Use Type				
Growth Centers, Job Generation Component				
Existing Centers	Minimum Criteria for Designation	Additional Jobs (net new employment)		
		Low Growth (Metropolitan Council)	High Growth (City Estimates)	Strong Growth
Tier 1 Downtown	1,000 acres in size total jobs: 140,000 employment density: 98 jobs/acre.	44,000	50,000	
Tier 2 University of Minnesota Area	500 acres in size total jobs: 27,000 employment density: 86 jobs/acre.	7,000	10,000	
Tier 3 Honeywell/Hospitals Area	300 acres in size total jobs: 10,000 employment density: 50-75 jobs/acre.	2,000	5,000	
Potential Tier 2 Growth Centers: Job Generation				
Mid City		350	2,500	
Shoreham Yards/ Columbia Park	Meets designation criteria for job density and job creation potential.	10	2,500	
Potential Tier 3 Growth Centers: Job Generation				
Humboldt Yards/Hennepin Community Works	Meets designation criteria for job density and job creation potential.	300	500	
Lyndale Gateway		100	500	
VA Hospital/Airport		0	500	
Hiawatha/Lake		600	1,000	

Highway Improvements

Highway improvements, as specified in the December 1996 Transportation element of the Regional Blueprint, call for two expansion projects along I-35W, from 66th Street to 46th Street in South Minneapolis, and from Washington Avenue to T.H. 36 in Northeast Minneapolis. On the south side, these expansions are planned to accommodate HOV lanes, and on the north, to accommodate a mixture of transit travel and HOV lanes. See Map 2.2 Major Land Use Changes (with Proposed Highway Investments).

Nonhighway Linkages

Map 9.1-9.4 Connectors and Open Spaces, found in Chapter 9 of Volume 1, illustrates the existing greenways found at present in Minneapolis. These greenways are included to represent on and off street trails that serve as connectors into Minneapolis' parks and open space system. It does not map all existing bike trails; this information is represented in the Minneapolis Bike Routes, 5 year plan (found in Chapter 8, Movement of Volume 1), showing existing and proposed bicycle connections.

Chapter 2

Technical Appendix for Transportation

Adopted by City Council and Mayor: March 2000

Transportation

The Minneapolis Plan is consistent with the policy directions of the Metropolitan Council. The Metropolitan Council's primary transportation policy directions are:

- Reduce vehicular travel demand;
- Increase transportation capacity through better system management;
- Maintain, replace and improve the existing highway system management;
- Improve the transit system; and
- Selectively expand highway capacity.

This Technical Appendix to *The Minneapolis Plan* includes information on:

- Land Use Impact on Transportation
- Bicycle and Pedestrian Facilities
- Transit
- Transit Corridors
- Highways and Streets
- Right-of-Way Preservation and Access Management
- Corridor Studies
- System Management

The appendix is not intended to supplant the Movement chapter of *The Minneapolis Plan*. It is intended to augment the plan policies and provide enough detail so that the Metropolitan Council can conduct a review of adequacy of *The Minneapolis Plan*.

Land Use Impact on Transportation

Travel demand is directly related to land use type and intensity. However, land use changes far outside the Minneapolis city limits are having more impact on travel demand in Minneapolis than changes to land use inside the city limits.

Travel will increase in the city because the metropolitan area is growing, more people are purchasing cars, and there is generally more travel. The number of trips made in the Metropolitan area has increased from 1.7 million in 1949 to 9.2 million in 1995. Trips are expected to continue to increase to 12.2 million by the year 2020.¹

Travel will also increase because *The Minneapolis Plan* calls for "growing the city" in jobs and population as the region grows. The population growth will be in a range from approximately 20,000 to 30,000 people from 1990 to 2020. There will be opportunities for baby boomers who have raised families in the suburbs to move downtown near their

¹ City of Minneapolis Transit Planning and Funding Strategy, October 31, 1996, page 3.

jobs or the city's cultural amenities. Most of the growth will occur in areas where it has been planned for many years. For example, new housing will be built along the Mississippi River and near community schools, mixed use areas, and neighborhood commercial areas. However, there will also be increases in population in what the Plan refers to as "growth centers." The future land use plan has been changed to reflect these areas. Map 2.2.1 shows the location of these growth centers.

Not all areas of the city will grow, however. Minneapolis will lose population in some neighborhoods because the population is aging and concentrated public housing will be dispersed. This also has an impact on travel demand and transit use. The Minneapolis Planning Department has attempted to identify areas of substantial growth and decline. Map 2.2.2 shows those Traffic Assignment Zones (TAZs) where growth or loss of at least 500 people is estimated.

Travel will also be greater because *The Minneapolis Plan* calls for growth in jobs in the city. The increase in employment in the city will be about 50,000 between 1990 and 2020.



The major changes will be downtown and in the growth centers. These areas and other expected changes in employment are shown for TAZs on Map 2.2.3.

- **TAZ allocation of 2020 population, households, and employment.**

This section includes estimates of TAZ changes in population, households, and employment from 1990 to 2020. These estimates are based on the policies of *The Minneapolis Plan*. See attached table 2.2.1 for the TAZ forecasts for the entire city.

Forecast Method: These estimates were done by projecting the redevelopment activity and the number of dwelling units, households, or employment that might be added or lost in each TAZ.

Employment estimates required additional analysis; however, the attached table shows the Minneapolis Planning Department estimate of downtown employment for the year 2020. The 2020 estimate of jobs that the Minneapolis Planning Department has now developed for the downtown is 184,000.

This estimate is consistent with employment estimates in the *Minneapolis Downtown 2010* plan. That plan estimates 170,000 jobs in the downtown area by 2010. That is an increase of 35,000 jobs from a base of 135,000 jobs in 1996.

It must be noted that the definition of downtown used in *Minneapolis Downtown 2010* is smaller than the area for which the Metropolitan Council made estimates of downtown employment. TAZ numbers 388, 389, 390, 394, and 395 (North Loop) are not in the area covered by the *Minneapolis Downtown 2010* plan. There were 9,585 jobs in these five TAZs in 1990. Therefore, if these jobs are included with those from the *Minneapolis Downtown 2010* plan, the total number of jobs in the larger downtown area in 2010 should be at least 180,000. This assumes no loss of jobs in the North Loop TAZs.

The more plausible estimate of the two alternatives was chosen for the revised estimate in each TAZ in all cases but one. The only TAZ where neither of the two original estimates seemed correct was TAZ 402. This is the main office core bounded by 7th St., 3rd Ave., 12th St., and LaSalle Ave. It includes several committed new developments. These are the Target projects on Nicollet, the new Piper Tower on 8th and Nicollet, and the new American Express tower on 7th and Second.

These projects will include 2,790,000 sq.ft. of office space. It has been reported to the Minneapolis Planning Department that office planners are assuming about five employees per 1,000 sq.ft. of new space. This employment density is greater than in the office buildings that were built in the 1980s. At this density, these projects alone will generate 13,950 jobs. Job loss because of demolition of old properties is minimal except on the American Express site.

The Minneapolis Planning Department is confident that additional developments will occur in this TAZ because it is the center of the downtown transportation and skyway systems. Therefore, it is projected that by 2020, TAZ 402 will add at least 20,000 jobs beyond the 24,724 that were there in 1990.

The estimate for the TAZs outside of downtown was done in the following way. The original estimates for employment in Minneapolis were compiled by the Metropolitan Council. In most cases, the Metropolitan Council's estimates were accepted. However, there were twenty two TAZs where the City of Minneapolis estimates are higher than the

Metropolitan Council's. This is based on local knowledge of development interest in these TAZs. The biggest differences between City of Minneapolis and Metropolitan Council estimates occurred in the growth center areas where the Metropolitan Council estimates reflected past trends and the city estimates reflected current city redevelopment priorities which will likely result in changes in land use that will result in many new jobs. For example, TAZ 416 in the SEMI area is projected to have just 611 jobs by the Metropolitan Council, whereas, city estimates are for 5,631 jobs.

It should be noted that there is an intent in *The Minneapolis Plan* to pursue an aggressive growth scenario. In some TAZs, the estimates in the attached table could be exceeded. However, at this time, it is not practical to estimate on a TAZ level where that additional growth could occur.

Bicycle and Pedestrian Facilities

The primary objective of providing bicycle and pedestrian facilities is to provide an attractive alternative to the single occupant vehicle for those who want to use the system. *The Minneapolis Plan* emphasizes the movement of bicycles and pedestrians as the foundation of the city's movement system. Bicycles and walking will not entirely replace the automobile, but the pedestrian environment can be made more attractive to encourage Minneapolis residents to walk or bike for the short trips to the corner store, barber shop, hardware store, church or neighborhood park. This kind of behavior will reduce cold automobile starts which are the most polluting activity for a car. The use of the automobile can also be reduced if there are good bicycle and pedestrian facilities and land uses are sufficiently mixed to make biking and walking feasible. Transit also depends on good pedestrian links at both ends of the bus trip.

Fortunately, Minneapolis has an excellent sidewalk system that is safe and convenient. This basic system is augmented by a skyway pedestrian system in downtown Minneapolis which allows bus riders to walk several blocks in a climate controlled and safe environment to reach their work destination. Implementation Steps in *The Minneapolis Plan* call for wide, high quality sidewalks and new developments that situate their front doors so that they open onto the public sidewalks.

The Plan also calls for continuing the improvement of cycling in the city. Bicycle usage is increasing in the city, even in winter. Minneapolis has responded to the demand for bicycle facilities by first developing a recreational bike route system in the city's park and parkway system. The city has also developed the Cedar Lake Trail and has committed to an off-street commuter trail system. In 1998, the city will construct Kenilworth Trail, Bassett's Creek Trail, Midtown Greenway, and Phases II and III of the Cedar Lake Trail. Bike lockers are also being installed in municipal parking ramps and other key downtown locations.

Recently, the city has also begun to designate commuter bike lanes in downtown Minneapolis and in near-downtown neighborhoods where there is a conflict between bike riders and other vehicles. Map 2.2.4 identifies the Minneapolis bike routes that the city anticipates developing. In addition, there are several greenways that will have pedestrian facilities that are proposed and shown in the land use plan section of *The Minneapolis Plan*.

Transit

Public transit is a very important component of community life in Minneapolis. It is one of the city's defining features, as compared to the suburbs. According to the 1990 census, about one quarter of Minneapolis' dwelling units had no car and about 40% had just one car. Therefore, it is absolutely necessary that the city have a good transit system. Fortunately, virtually all of the city is within a quarter mile of a bus line. This allows people to get to work at the city's primary job centers. Even jobs in the Central Corridor between Minneapolis and St. Paul and in downtown St. Paul are accessible for Minneapolis bus riders. The transit system is also a convenient and attractive alternative to the single-occupant vehicle.

Even more than being a part of community life, transit improvements are going to be absolutely necessary if the city and the region are going to adequately contend with the traffic congestion that we will experience by 2020. *The Minneapolis Plan, Minneapolis Downtown 2010 plan*, and the *Transit Planning and Funding Strategy* all concentrate on transit improvements as the primary way to contend with growing traffic congestion. It relieves congestion on the streets and results in less pollution and other negative environmental impacts caused by the use of the automobile.

The section below provides a description of the transit services and facilities in Minneapolis that are needed to sustain our economy, environment, and lifestyle.

- **Description of transit services and transit routes.**

Minneapolis has a bus transit route system based on the streetcar system that began in the 1880s. Most of the routes are in the same place they were a hundred years ago or when they were first developed. Virtually all residential blocks in the city are within four short blocks of a bus line. Most of these lines have 18 hour service from 6 a.m. to midnight. Some of the more traveled routes have even longer service.

In addition, some of the most outlying parts of the city have a.m. and p.m. rush hour express service. This occurs in southwest, south central, and northwest Minneapolis. This service utilizes I-35W and I-94. Exclusive bus and carpool access is provided so that these express buses can bypass the meters that control access to the freeways by single occupant passenger cars. There is also limited direct bus service to the University

of Minnesota from some parts of the city. Map 2.2.5 shows the existing transit route system.

Other specialized transportation services are also available in the city. One of these services is non-scheduled transit service provided to the elderly and persons with disabilities through Metro Mobility and other organizations such as the Minneapolis Age and Opportunity Center and the Fairview Foundation. Additional service changes have resulted from recent changes in the welfare laws which have required formerly welfare dependent people to seek employment. This has resulted in the distribution of free bus passes by social service agencies assisting people in finding employment. There are also special transportation advisors to help people identify the bus service available to job sites. A new van program to help those that need to go from home to day care to work is also being developed.

- **Location of facilities such as transit hubs or transit park and ride lots.**

Minneapolis has three designated transit hubs at Uptown, downtown, and the University of Minnesota (see Map 2.2.6). It only has one officially designated park and ride facility. That is located at 62nd and Nicollet. The city has five Metro Transit bus terminals in the downtown area. They are located in conjunction with peripheral parking garages in the Third Avenue Distributor, the Leamington Garage, and the Gateway Garage.

- **Location of HOV lanes, diamond lanes, and transitways.**

Minneapolis does have several "transit advantages" in the form of HOV lanes, bus shoulder lanes, diamond lanes, transitways, transit hubs, park and ride lots, and meter bypasses (see Map 2.2.6).

The only transitway connects the St. Paul and main campuses of the University of Minnesota. This bus facility provides very speedy, convenient service between the two campuses. It also keeps intercampus buses off heavily traveled University Avenue and Como Ave. The busway provides additional capacity for automobiles and trucks on University Ave. and reduces the disruption to residential properties fronting on Como.

The only HOV lanes are located on I-394. These reversible lanes provide uncongested movement for buses and carpools in I-394. They accommodated 46.6% of the eastbound morning peak hour person trips in the corridor between Penn and Dunwoody Blvd. during the July to September 1997 sample period.² Transit hubs along I-394 provide interconnections between buses serving neighborhoods and express buses that use the HOV lane to and from downtown. Carpools can also use the HOV lanes which are conveniently connected to the Third Avenue Distributor parking ramps and the downtown skyway system.

² I-394 HOV REPORT 1997-3rd Quarter July to Sept, MnDOT

Meter bypasses also provide preferred access to I-94 and I-35W for buses and carpools. The accompanying Map 2.2.6 shows the location of the meter bypasses and the other transit advantages.

Bus shoulder lanes are present in the 3rd and 4th St. N. ramps between I-94 and Second Ave. N. They allow buses to use these lanes to by-pass traffic that backs up at I-94 or 3rd Ave. N. There is also an authorized bus shoulder lane on the southbound shoulder of I-35W from 26th St. to 60th St. This allows buses to bypass the traffic backup on I-35W caused by the merging of four lanes into three at 46th St.

There is also a diamond lane for buses only on Third St. N. connecting to I-94. A diamond lane will also be established on 6th St. S. from 11th Ave. to I-94.

Minneapolis also has three downtown streets with reverse flow, exclusive bus lanes. These streets are Hennepin Ave., Marquette Ave. and 2nd Ave. The Nicollet Mall from Washington Ave. to 12th St. is a two-way transit street exclusively for buses.

- **Transit corridors eligible for commercial/industrial development tax incentives.**

The attached Map 2.2.7 reveals that most of the city is eligible for commercial/industrial development tax incentive.

Transit Corridors

Downtown Minneapolis is the primary job generator in the region. Improved transit access to downtown is needed to sustain this growth center and its efficiencies. The downtown building form is particularly efficient for business to business trips. The combination of sidewalks, skyways, and elevators carries tens of thousands of daily trips that would be on freeways and arterials if the jobs were outside of the downtown. For example, in 1995, there were over 44,000 pedestrian trips using the skyways in and out of the IDS block.³

A large compact downtown is beneficial to the public transit system also. Since the transportation system is focused on downtown, the more jobs there are in the core, the more efficiently the transit system will operate.

- **Future possible transit services.**

³1995 Minneapolis Downtown Pedestrian Count and Analysis, Peter Bruce, April 1996, page 13.

Minneapolis' basic approach to transit is described in detail in the *Transit Planning and Funding Strategy*. That document states that "there are opportunities to overhaul transit service to provide better service for a majority of users, make the system more understandable, improve local circulation service in the neighborhoods, and promote the city's development efforts."⁴ For more information on any of the ways to improve transit cited below, the *Transit Planning and Funding Strategy* should be consulted.

Transitways: One of the ways that improved access to downtown can be achieved is by developing transitways in selected corridors and realigning transit service to utilize these transitways.

Minneapolis will seek the improvements of transit in the following freeway corridors:

I-94 North
I-94 East
I-394 West
I-35W South, and
I-35W North

Facilities such as the bus transfer facilities being planned on I-35W South should be expanded to all of the corridors above where they do not exist.

The University Transitway could be modified and enhanced by providing local service at a limited number of points between the two campuses. These points would depend on the kind of redevelopment that will occur in the area.

There are three other potential transit corridors that should be developed. They are Olson Highway, Hiawatha Corridor, and the 29th St. Corridor. All three corridors have rights-of-way that could be used without acquisition of homes or commercial property. Detailed planning has been done only for the Hiawatha Corridor. Progress to date is outlined below.

Hiawatha Corridor: The city's first priority is the Hiawatha Transitway. There could be several types of service in this corridor. Some service could circulate in neighborhoods, then enter the "express corridor" and proceed with few, if any, stops to the ultimate destination. Other service could be "all-stop" service which traverses the corridor, stopping at any designated stop where there is a call for service. A third type would be local "crosstown" service or neighborhood circulator service which does not get on the express corridor but moves passengers from neighborhood to neighborhood and between neighborhoods along the corridor.

⁴ Transit Planning and Funding Strategy, page 16.

The plan proposes an exclusive transitway along the Hiawatha Corridor from downtown to the south city limits and then to the airport and Mall of America. (See Map 2.2.9) The presence of the Hiawatha Transitway should result in realigned neighborhood bus routes that would "feed" the transitway.

Park and Ride: An additional park and ride lot located near the intersection of Hiawatha Avenue and the Crosstown Highway is anticipated.

Regional Destinations: Another key component of *The Minneapolis Plan* is that major regional destinations are connected directly by transit. These major regional destinations are:

1. Downtown Minneapolis.
2. Downtown St. Paul.
3. University of Minnesota, Minneapolis Campus.
4. Mall of America.
5. Minneapolis-St. Paul Airport.

Express bus connections between the two downtowns are good. However, express bus service from the airport to downtown Minneapolis does not exist. Expensive taxi and limousine service is all that exists. Public transit service between the airport and downtown should be provided.⁵

Metropolitan Transit Hubs: The City of Minneapolis supports the three transit hubs that are located in Minneapolis at the University of Minnesota, Uptown, and downtown. These hubs are much more than a transit waiting shelter. They should be fully enclosed with heating and lighting. They would also have TV and audio surveillance for security. Patron conveniences such as pay phones, vending machines, and seating should also be available.

Community Transit Hubs: These are centers at a location at the intersection of two or more major transit routes where people can get transit information or wait for transit service in a safe and comfortable location. Not all intersections of transit lines warrant a community transit hub. Those intersections that are the strongest candidates for hub development are:

Broadway/Central
Broadway/Lyndale
Lake St. and Chicago Ave.
Lake and Nicollet
Lake and Hiawatha (This could be upgraded to a Metropolitan Transit Hub if LRT is developed in the corridor.)

⁵ Ibid., page 21.

To the extent feasible, they should have many of the same amenities as the Metropolitan Transit Hubs.

Downtown Minneapolis Service: Downtown is the most popular transit destination in the system. About 45,000 transit trips per day are made to downtown. In order to sustain downtown growth to the year 2020 and reduce congestion on the principal arterials, downtown needs a better system of shelters and a downtown circulator system. The limited number of partially enclosed shelters is inadequate in extreme weather and is not conducive to promoting transit ridership. Minneapolis is working with Metro Transit and downtown property owners to develop enclosed transit waiting areas.

The downtown circulator is needed to provide quicker, more convenient service from the downtown office core to the peripheral hubs where transfers would be made to express buses to the outlying parts of the city and suburbs. The City has proposed a Nicollet Mall shuttle to service this function.

Transit Priority on Arterial Streets: In addition to buses on exclusive transitways such as Olson Highway and Hiawatha, ways must be found to give buses priority on the arterials. The city has developed exclusive bus lanes on some downtown streets and developed a Priority Vehicle Control System program to speed bus travel on several streets outside of downtown. The program gives priority to transit vehicles on the following streets: Central Ave., Franklin Ave. Lake St., Lyndale Ave. S., Nicollet Ave., Chicago Ave., Bloomington Ave., and Cedar Ave. north of Lake St. and Nicollet and Chicago Avenues south of Lake St. Additional improvements will require a street by street analysis resulting in a number of projects to be developed and included in an improvement program.

High Transit Service Area: Minneapolis proposes that the Metropolitan Council expand its high service area to that depicted in Map 2.2.10. In this area, service should be available up to 24 hours per day and seven days per week. Bus routes should be spaced every 1/4 to 1/2 mile with stops every block. Bus frequency should be 5 to 15 minutes.

Reorientation of Local Bus Routes: The structure of local bus routes needs to be re-evaluated given changes in land use, construction of the freeway system and placing of express bus service on that system, and the proposed development of transit corridors and transit centers.

Understandable System: Minneapolis believes that a more easily understood system is needed. A focus on transit corridors and transit centers is an important step in that direction.

Funding: Minneapolis has also adopted funding policies as follows:

1. Secure reliable and growing funding sources to effectively support public transit.

2. Secure a level of funding for public transit that is comparable to our counterparts in Seattle, Pittsburgh, Denver and Portland.
3. Reduce our high dependence on the property tax.
4. Allow the farebox recovery ratio to approach the 25% level provided elsewhere for comparably sized communities/metropolitan areas.
5. Adopt funding strategies that influence behavior change toward public transit and/or ridesharing; and
6. Support a funding strategy that includes a metropolitan-wide sales tax dedicated to public transit.

Highways and Streets

Traffic volumes will grow on city principal and minor arterials despite all the pedestrian, bicycle, and transit improvements outlined above. This section presents Minneapolis Functional Classification of Streets and quantifies the expected changes in traffic volume and the problems that are likely to develop.

- **Functional classification of streets.**

The principal and "A" minor arterials in Minneapolis are shown on Map 2.2.11.

- **Minor arterials needed to accommodate existing and planned land use.**

Minneapolis is fortunate to have a grid system of streets with many that can function as arterials. Generally, they are spaced close enough to allow for adequate traffic movement. Arterials that run north and south are generally spaced one-half mile apart. In some places where there are one-way pairs, they are only a block or two apart. In other areas of the city, arterials are a mile apart because of geographical obstructions such as lakes and railroad yards. East-west arterials are a mile to a mile and one-half apart except in that part of south Minneapolis between Lake St. and Franklin Ave. This part of the city has the highest residential densities.

Minneapolis will rely on its present system of arterials to accommodate traffic growth to the year 2020. The minor arterials are shown on Map 2.2.11. The traffic projections indicate only a modest 13% gain in traffic at the sample points on the "A" minor arterials. Additional arterials are not contemplated in *The Minneapolis Plan*. There may even be some reductions to the minor arterial system if studies indicate that some of the "B"

minor one-way pairs such as First Ave. and Blaisdell in south Minneapolis and Fremont and Emerson in north Minneapolis can be successfully converted to two-way streets.

In the future, the minor arterials will need to meet the demand for travel to or from Minneapolis origins and destinations. They will be managed and maintained in a way to provide this capacity so that the residential streets are not unduly burdened by non-resident traffic. Specifically, the city will continue to synchronize traffic lights and repair these streets so that they are hazard free. On the other hand, the streets will not likely be widened and may have some traffic calming measures that reduce speed without necessarily reducing volume of traffic.

- **Traffic Forecast on "A" minor arterials for the Year 2020.**

The growth described above when combined with a growing region and more travel will mean more traffic in Minneapolis unless new transit projects occur. This traffic will be carried on the principal and minor arterials.

Traffic on the "A" minor arterials depends, to some degree, on the capacity of the principal arterials to carry traffic. Most of the principal arterials are already congested given the very modest threshold for congestion used by the Metropolitan Council. Congestion is defined by the Metropolitan Council as "the number of hours where roadway speeds drop below 45 mph, a speed at which traffic flows become unstable."⁶

Improvements and expansions to the primary arterials are anticipated by the year 2020. Improvements are defined as investments in repaving, alignment, and geometrics without adding actual lanes. Table 7 of the Metropolitan Council's *Transportation Policy Plan* lists three improvement projects in the City of Minneapolis between 2001 and 2020. These projects will not add lanes to relieve congestion. Although, all are expected to reduce congestion by improving flow conditions. The projects are:

Highway	From	To	Cost (Millions \$)
I-35W	46th St.	West I-94	55.0
TH 62	France Ave.	I-35W	53.0*
TH 62	I-35W	TH 55	27.0

*Cost is for entire project from I-494 to I-35W

Table 8 of the Metropolitan Council's *Transportation Policy Plan* lists two expansion projects in the city of Minneapolis between 2001 and 2020. Expansion involves the addition of lanes to the roadway. However, no transit improvements are currently programmed. The projects are:

⁶ Transportation Policy Plan, page 20.

Highway	From	To	Cost(Millions \$)
I-35W	66th St.	46th St.	65.0
I-35W	Washington Ave.	TH 36	65.0

Map 2.2.12 indicates that despite these improvements that do not include transit, most of the system will remain congested in 2020 (from Transportation Policy Plan, page 22). The forecasts also do not assure any behavioral changes in the traveling public as they encounter congestion (e.g. shift in travel times, greater propensity to use transit or other alternative travel modes, increased car pooling, etc.) Therefore, these congestion forecasts should be considered "worst case" scenarios.

Given this projection of congestion and the employment and population in the city's TAZs, the City of Minneapolis has developed forecasts for 2020 traffic levels on the city's "A" minor arterials. Forecast points were limited to one point on a given street in any one part of the city. For example, Lyndale Ave. has one forecast point on the north side and one on the south side.

Map 2.2.13 shows the forecasted 2020 traffic levels on Minneapolis' "A" minor arterials. The results of the traffic forecast indicate that generally traffic will increase 13% at the traffic forecast points.

These forecasts were derived by examining historic peak traffic levels and projected traffic generated by new developments. Environmental Assessment Worksheets, Environmental Impact Statements, and AUAR documents helped provide information for projected traffic on some streets where these studies are applicable.

Traffic Increases: The greatest increases in traffic are expected on 10th St. and 7th St. in downtown Minneapolis where volumes are expected to increase by 61% and 31% respectively. In northeast Minneapolis, traffic on Central Ave. is expected to increase 24%. In south Minneapolis, the greatest increase is on Park Avenue where traffic is expected to increase 53%. Lake Street near Sears is projected to increase 25% if that property is redeveloped. An increase of 29% is forecast for Franklin Ave. near I-35W.

Even though these increases appear to be significant, the current traffic counts are relatively low. Therefore, there are very few areas on the arterial system where problems are expected by the year 2020. See Map 2.2.14.

Traffic Decreases: Only one sample point shows a decrease in traffic - Minnehaha at 38th St. This is a result of Hiawatha being fully upgraded.

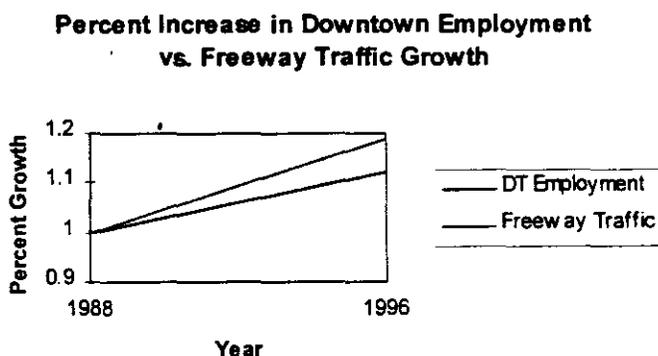
- **Analysis of existing and future traffic problems and solutions on the principal and "A" minor arterials.**

This section of the Plan includes a narrative analysis of existing and future traffic problems on metro highways (principal and "A" minor arterials) and proposed solutions to them (alternative modes of travel and travel demand management strategies).

Problem 1 - Principal Arterial Congestion: Congestion on Minneapolis' principal arterials is caused as much by regional traffic passing through Minneapolis as it is by traffic destined for Minneapolis. This level of congestion makes it difficult and inconvenient for the motorist going to or near downtown, for those passing through Minneapolis, and for Minneapolis residents using the freeway system to travel outside the city or to a remote part of the city.

Average daily traffic on the city's principal arterials increased 24.4% between 1984 and 1994 at selected sample points.⁷ Another look at traffic increases showed that the freeway traffic at five other sample points near downtown increased 19% between 1988 and 1996 while downtown employment only increased 12% in the same period. If freeway traffic continues to grow at these rates and freeway ramp meters continue to be timed to maintain flow on the freeway mainline, major development areas like downtown will continue to experience erosion of freeway access and longer backups at ramp meters. During the p.m. peak period, existing policies create downtown street congestion in order to lessen mainline congestion, thus inducing more freeway users to choose to pass through the city on the freeways. At the same time, Minneapolis is trying to increase downtown transit ridership and ridesharing that serves primarily to free up freeway space for drivers destined for elsewhere in the region.

The chart below depicts the change freeway traffic growth and downtown employment. Minneapolis wants to make sure that it maintains the same proportion of access to the regional system in the future as it has today.



⁷ City of Minneapolis Transit Planning and Funding Strategy, October 31, 1996, page 7.

Severe congestion already exists at times on the principal arterials due to this increase in traffic. This has resulted in long queues at the meters on eastbound I-94 to southbound I-35W and westbound I-94 from northbound I-35W.

All of the principal arterials in the city, except I-35W from I-94 to TH 36 and TH 62 from TH 77 to TH 55 are expected to be congested corridors by 2020.⁸ MnDOT has identified those areas that they believe will be critical problems on the metropolitan highways. The attached Map 2.2.15 shows those areas.

Problem 2 - Congestion Near Access Points to I-35W and I-94: In many locations, there is severe congestion in the vicinity of access ramps during the morning and afternoon rush hours. The freeway meters back up traffic beyond the entrance ramps. Adjacent bridge crossings and the surface streets provide stacking space for the freeway meters. This makes it difficult for those who do not want to use the freeway to cross the bridges and surface streets.

Downtown: There are especially large backups in the downtown approaches to I-35W from 7th St. to 10th St. and on Washington Ave. to northbound I-35W.

Problem 3 - Minor Arterial Congestion: Congestion on the freeways will also increase traffic and congestion on the "A" minor arterial system. When people cannot use the freeways, they use the other arterials. Over the past 30 years, the principal arterials have maintained a traffic level less than their pre-freeway days. However, traffic levels on minor arterials are starting to approach their former high levels.⁹ Volumes have increased 10.4% between 1984 and 1995. At this rate, arterial street volumes in some places in Minneapolis could equal the peaks of the mid-1960s.

Many of these streets are lined with residential properties which are adversely affected by the traffic levels. These uses are not expected to change significantly. The attached Map 2.2.8 shows some of the potential traffic problem areas on the "A" minor arterial system.

Problem 4 - Downtown Street Capacity: Downtown employment is expected to grow by 35,000 to a total of 170,000 jobs by 2010 and to 184,000 jobs by 2020. By 2010, this could mean an increase of 6,550 cars and 175 buses on downtown streets in the afternoon peak hour if there are no major transit improvements and no change in travel mode.¹⁰ There are several intersections where there is heavy congestion, especially in the p.m. peak hour. There are also predictable traffic problems caused by special events at the Target Center, Convention Center, and Metrodome. During the rest of the day, congestion is usually not a problem on downtown streets.

⁸ Transportation Policy Plan, page 22.

⁹ City of Minneapolis Transit Planning and Funding Strategy, October 31, 1996, Figure 3.

¹⁰ Minneapolis Downtown 2010, page 49.

Problem 5 - Erosion of Transit Service in the Metropolitan Core: Minneapolis believes that when Metro Transit has been faced with the option of eliminating service in outlying areas or reducing the frequency of service in the core, it has frequently chosen the option of reducing the frequency of service in the core. The effect of this over the years, especially since 1977, has been to erode service in the core to the point that it is often not a quality option for the choice rider and an increasingly discouraging choice for the captive rider. The metropolitan region has also not kept pace with many of the regions of similar size in terms of new transitways during the last 25 years.

Solutions

Solutions to the traffic problems cited above have been proposed in three current planning documents. They are the *Minneapolis Downtown 2010* plan, the City of Minneapolis *Transit Planning and Funding Strategy*, and *The Minneapolis Plan*. All of these documents set forth goals, policies, and implementation strategies. *The Minneapolis Plan* includes the directions set forth in the other two plans.

Policies

The Minneapolis Plan: Chapter 8 of *The Minneapolis Plan* sets forth the policies that the City of Minneapolis will follow to contend with traffic and preserve the livability of its neighborhoods. In summary, those policies are:

1. Minneapolis will maintain and enhance the elements of a responsive transportation system through balancing the interests of economic development and neighborhood livability.
2. Minneapolis recognizes that most city streets continue to be places where people live and work, and secondarily function as methods of moving vehicles. Reconciling inherent conflicts will require collaboration and compromise among stakeholders.
3. Minneapolis will continue to build, maintain and require a pedestrian system which recognizes the importance of a network of private and public sidewalks which achieve the highest standards of connectivity and amenity.
4. Minneapolis will continue to develop a balanced network of transportation systems.
5. Minneapolis will strengthen the transportation system in favor of transit alternatives.
6. Minneapolis will follow a policy of "Transit First" in order to build a more balanced transportation system than the current one.

7. Minneapolis will continue to aggressively pursue transit improvements in corridors which serve major transit origins and destinations, with the eventual goal of a region-wide LRT system.
8. Minneapolis will work with Metro Transit to improve the focus, priority and overall service offered by the existing transit system.
9. Minneapolis will direct its share of regional growth to areas well-served by transit.
10. Minneapolis will continue to enhance the opportunities for cyclist movement.
11. Minneapolis will continue to build and maintain road infrastructure in order to assure resident and motorist safety and mobility within the city.
12. Minneapolis will facilitate the development of communications infrastructure to support the continued growth of the city's economic base.

For more background and discussion on these policies, see Chapter 8 of *The Minneapolis Plan*.

Minneapolis Downtown 2010: This plan includes several transportation policies for contending with the projected downtown growth. They are:

1. Improve transit service to downtown by HOV bus lanes, exclusive bus transitways, busways on city streets, and LRT in the long run.
2. Relieve bus congestion during the afternoon peak period by providing dedicated bus lanes or implementing the north/south shuttle bus system.
3. Improve the quality of downtown transit stops.
4. Promoting the Quarter Zone within downtown.

The Transit Planning and Funding Strategy: This 1996 document sets forth the strategies that the City of Minneapolis will use in transit planning. They are as follows:

1. Minneapolis is committed to a strong effort to build partnerships with state and metropolitan agencies and with other local governmental units to advance transit strategies and programs of mutual benefit. Special efforts will be made to partner with St. Paul, the Metropolitan Council (MC), Metropolitan Council Transit (MT), Minnesota Department of Transportation (MnDOT) and the University of Minnesota (U of M).

2. Focus transit services and development growth along transit corridors, especially on community transit centers in these corridors.
3. Reorient appropriate, existing local transit service to the transit corridors and transit centers.
4. Give public transit priority in development planning and on the Minneapolis street system.
5. Work with the MC to develop projects (for consideration for funding from the Metropolitan Livable Communities demonstration account) which demonstrate how transit can be interrelated with housing and commercial development and redevelopment.
6. Work with MnDOT, the MC, and MT to provide improved express transit service on freeways in Minneapolis.
7. Work to implement a Hiawatha Transitway as quickly as possible. Develop partnerships with MnDOT, the MC, MT, Metropolitan Airports Commission (MAC), Richfield, Bloomington and Hennepin County to cooperatively plan, develop and implement this project.
8. Relate the University Transitway to redevelopment opportunities such as the proposed SEMI development and the Westgate Area in St. Paul.
9. Designate a High Transit Service Area in central Minneapolis. Work with the MC and MT to expand the Transit Redesign Service Area I to the larger High Transit Service Area. Develop a process to improve transit services in this area while the City takes actions to increase housing and job densities such that transit services may be yet further improved. The goal is to attain bus service at frequencies of 5 minutes in the weekday peak, 10 minutes weekday, mid-day, and Saturdays and to reinstitute the "Owl" service.
10. Implement freeway express bus service between Minneapolis-St. Paul International Airport (MSP) and downtown.
11. Implement a transfer station(s) on I-94 for express passengers traveling to and from the University of Minnesota East Bank Campus.
12. Work to implement an internal downtown transit circulator service that improves access to downtown opportunities. The service should operate throughout the day and on evenings and weekends as appropriate to serve events at the Metrodome, Convention Center and Target Center, and to meet the needs of visitors. Construct a North Terminal in downtown and begin operations of shuttle service in the peak

periods, between the North and South Terminals, to improve service and reduce bus congestion.

13. Improve personal security on the public transit system, both on the bus and at passenger waiting/drop-off areas, such that current and future riders will feel secure in walking to and waiting for the bus, riding the bus, disembarking and walking to final destinations. Implementation of this strategy will require the cooperation of local police and MT officers.
14. Actively implement the Transit Zone for Job Creation legislation.
15. Continue support for the Transit Management Organization (TMO). Work with them to help obtain stable, long-term financial resources.
16. Continue City support of rideshare, bicycle usage, travel demand management, and other activities that promote non-single occupant vehicle (SOV) travel.
17. Utilize Intelligent Transportation Systems technology to improve transit service and provide helpful information to transit users.

Strategies and Specific Improvements

The implementation of the policies above is especially dependent on transit improvements. These are discussed later in this appendix. Another important strategy is the creation of Travel Demand Management plans for large developments and downtown developments. TDM is discussed below.

Travel Demand Management (TDM): The City of Minneapolis requires the development of a Travel Demand Management Plan in two cases. Any development in the Hennepin and Lake Overlay Zoning District and any development of 100,000 sq. ft. or more must develop a TDM plan. The City has been requiring these Demand Management Plans since the early 1980's, and had been handled administratively by the Public Works Department until 1997. Work has continued with Public Works and the Planning Department to negotiate TDM plans in the downtown area and for other developments of significant size. Most recently, the requirement to complete a TDM plan is being drafted into the proposed 1999 Zoning Code and, if approved, will be applicable to all development proposals throughout the city that meet the criteria specified. The 100,000 sq. ft. threshold includes all commercial or industrial development.

Draft TDM Ordinance language:

ARTICLE X. TRAVEL DEMAND MANAGEMENT PLAN

535.660. Purpose.

535.670. Travel demand management plan. *In general.* All development containing one hundred thousand (100,000) square feet or more of new or additional gross floor area, or one hundred (100) or more new or additional parking spaces, shall include a travel demand management plan (TDM) that addresses the transportation impacts of the development on air quality, parking and roadway infrastructure.

(b) *Application for plan approval.* Any person having a legal or equitable interest in land which requires submission of a TDM may file an application for approval of such plan on a form approved by the zoning administrator.

(c) *Administrative review.* The planning director, in consultation with the city engineer, shall conduct the administrative review of the TDM. The planning director shall recommend to the zoning administrator any mitigating measures deemed reasonably necessary, who shall include such recommendation as a condition of the issuance of any building permit, zoning certificate or other approval required by this zoning ordinance or other applicable law. All findings and decisions of the planning director shall be final, subject to appeal to the city planning commission, as specified in Chapter 525, Administration and Enforcement.

(d) *Content of plans.* Any TDM shall contain at least the following:

- (1) A description of the goals of the TDM and its relationship to applicable city transportation policies and programs.
- (2) A description of the transportation impacts of the development, including but not limited to forecasts of overall and peak period employment, forecasts of trips generated and mode splits, parking demand and parking supply available, and transit demand and transit supply available.

A description of mitigating measures designed to minimize the transportation impacts of the development, including but not limited to on-site transit facilities, transit use incentives, preferential location of car pool and van pool parking, on-site bicycle facilities including secure storage areas and amenities, staggered starting times and telecommuting opportunities.

The City has developed standardized TDM requirements that are given to all developers who propose development that meets the two cases above. In summary, the process requires that each developer forecast employment, travel mode usage, transportation impacts, and then prepare mitigation measures. Those measures that are deemed appropriate for Minneapolis are:

1. Incentives for increasing transit usage.
2. Incentives for increasing ridesharing.
3. Institution of flex-time programs.
4. Dedication of parking spaces for multi-occupant vehicles
5. Provision of queuing lanes in parking facility and on adjacent streets.
6. Provision of staging/waiting areas for buses, car/van pools and taxis.
7. Provision of skyway connectivity to off-site parking facilities.

The City of Minneapolis also supports the Downtown Traffic Management Organization. This organization is responsible for promoting many travel demand management measures such as transit, carpooling, vanpooling, and other measures to reduce downtown traffic congestion. The TMO staff provides information and bus tickets to the public and works with downtown employers who are seeking ways to encourage transit and ridesharing. The TMO is funded through the Metropolitan Council, MnDOT, federal CMAQ funds, the City of Minneapolis, and private employer contributions.

Right-of-Way Preservation and Access Management

This section has two parts: Future right-of-way needs for bikes and walkways, transit corridors and facilities, and a description of procedures to preserve them including "official mapping" and provisions for minimizing access to principal and minor arterials.

- **Future right of way needs for bikes and walkways, transit corridors and facilities, and a description of procedures to preserve them including "official mapping."**

Bicycle Routes: The Movement chapter of *The Minneapolis Plan* shows Minneapolis Bike Routes, 5 year plan (Map 2.2.4). Right-of-way needs to be preserved for routes along the railroad right-of-way between the Stone Arch Bridge and the University Transitway and along the Kenilworth and Midtown Greenway corridors. The other bike routes are either in park space or on city streets. Cooperative arrangements with the host railroads must be made to preserve these rights of way. In lieu of arrangements, purchase of rights of way will have to be negotiated.

Walkways: Walkway and trail preservation will be done in conjunction with the development of bikeways and greenways. (See Land Use section for Greenway and locations.)

Transit Corridors: Several rail and highway corridors need to be preserved for possible development of busways or LRT. These corridors are shown on Map 2.2.8.

The Minneapolis Planning Department will develop an "official map" to protect all of these future right-of-way needs.

- **Provisions for minimizing access to principal and minor arterials in the community.**

Minneapolis is fortunate to have a grid system that allows many interconnections between blocks and neighborhoods. The use of arterial streets is not necessary to make short trips between neighborhoods or to go to the store. Furthermore, *The Minneapolis Plan* contains a policy to retain the basic city grid.

Maintaining the grid is necessary because the "A" minor arterials are not ideally suited to carry fast moving traffic. This is because Minneapolis' "A" minor arterials provide local access to all kinds of property. For example, Portland and Park Avenues provide service to residential properties and E. Hennepin Ave. provides service to commercial and industrial properties. There are curb cuts and driveways that provide access to garages, parking lots, fast food restaurants, drive-in banks and many other kinds of uses. The presence of all these curb cuts does reduce the traffic carrying capacity of the arterials, although it tends to have the positive "traffic calming" effect of reducing speeds.

It will be difficult for Minneapolis to meet Metropolitan Council mandates to control access to properties along the "A" minor arterials when many properties already have curb cuts from the street. However, Minneapolis will look for opportunities to retrofit existing corridors. For example, Minneapolis will investigate the possibility of disallowing further curb cuts when alleys are available. This kind of regulation may promote the policy to encourage the preservation of the traditional commercial street frontage where the street has a solid wall of commercial buildings. *The Minneapolis Plan* does have a policy in the City Form chapter that prohibits driveways from the street in blocks that have alleys and where there are no existing driveways. This is primarily meant for residential streets, but can also be applied to arterial streets. The city's zoning code and subdivision regulations will be revised to implement these policies. Minneapolis will also use redevelopment opportunities to reduce curb cuts and require property access from an alley or side streets.

Corridor Studies

There are no corridor studies identified in Appendix G of the Metropolitan Council's Transportation Policy Plan that still affect Minneapolis. The I-394 recommendations have already been implemented.

TABLE 2.2.1

MINNEAPOLIS SOCIOECONOMIC DATA - 1990 to 2020*

TAZ	POPULATION			HOUSEHOLDS			EMPLOYMENT			TAZ
	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	
311	787	1007	220	125	225	100	516	256	-260	311
313	416	416	0	154	154	0	3612	3612	0	313
314	7086	7710	624	3093	3353	260	413	163	-250	314
315	4670	4670	0	2115	2115	0	444	224	-220	315
316	3098	3098	0	1285	1285	0	70	30	-40	316
317	6052	6052	0	2488	2488	0	549	269	-280	317
318	4404	4404	0	1823	1823	0	132	72	-60	318
319	2241	2241	0	870	870	0	435	445	10	319
320	2591	2591	0	1059	1059	0	449	469	20	320
321	3711	3711	0	1443	1443	0	448	208	-240	321
322	2836	2836	0	1033	1033	0	257	137	-120	322
323	3199	3314	115	1448	1498	50	818	868	50	323
324	2742	3202	460	1155	1355	200	2102	2152	50	324
325	7197	7450	253	3011	3121	110	583	283	-300	325
326	3492	3492	0	1526	1526	0	193	93	-100	326
327	1804	1804	0	819	819	0	272	342	70	327
328	2698	2698	0	1218	1218	0	530	560	30	328
329	2020	2020	0	857	857	0	149	69	-80	329
330	2837	2837	0	1223	1223	0	305	145	-160	330
331	5216	5216	0	2463	2463	0	389	209	-180	331
332	1874	1874	0	1251	1251	0	523	263	-260	332
333	2495	2495	0	1268	1268	0	552	582	30	333
334	4661	4661	0	2667	2667	0	1720	1740	20	334
335	5118	5118	0	2430	2430	0	422	202	-220	335
336	5966	5909	-57	2641	2616	-25	556	566	10	336
337	6110	6053	-57	2870	2845	-25	909	929	20	337
338	4670	4555	-115	1453	1403	-50	401	526	125	338
339	5640	5525	-115	1930	1880	-50	553	293	-260	339
340	3047	3047	0	1261	1261	0	461	221	-240	340
341	2474	2474	0	943	943	0	362	182	-180	341
342	2442	2442	0	1049	1049	0	182	102	-80	342

TABLE 2.2.1

TAZ	POPULATION			HOUSEHOLDS			EMPLOYMENT			TAZ
	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	
343	6505	6390	-115	2797	2747	-50	563	283	-280	343
344	4736	4621	-115	2036	1986	-50	606	606	0	344
345	2809	2855	46	1209	1229	20	579	729	150	345
346	2475	2521	46	976	996	20	405	205	-200	346
347	4475	4475	0	1935	1935	0	268	128	-140	347
348	2168	2306	138	935	995	60	12	2	-10	348
349	954	1000	46	403	423	20	402	202	-200	349
350	3158	3378	220	1496	1596	100	598	298	-300	350
351	4211	4651	440	1768	1968	200	911	471	-440	351
352	3912	4132	220	1669	1769	100	348	168	-180	352
353	6867	7307	440	3009	3209	200	1684	1694	10	353
354	3689	4129	440	1656	1856	200	902	1000	98	354
355	1119	1119	0	409	409	0	227	47	-180	355
356	2542	2542	0	1040	1040	0	831	591	-240	356
357	171	771	600	76	476	400	2782	4282	1500	357
358	458	548	90	25	85	60	582	2582	2000	358
359	1115	1635	520	50	250	200	466	476	10	359
360	3547	4157	610	554	814	260	16446	16468	22	360
361	985	1085	100	599	599	0	579	579	0	361
362	1228	1328	100	179	179	0	5169	5169	0	362
363	1294	1394	100	298	298	0	950	470	-480	363
364	3363	3463	100	1845	1845	0	2128	2168	40	364
365	2903	3003	100	1480	1480	0	3205	3755	550	365
366	2863	2963	100	1700	1700	0	231	111	-120	366
367	7041	6941	-100	2613	2563	-50	3580	3100	-480	367
368	2117	3053	936	672	1032	360	1009	1134	125	368
369	2068	3004	936	698	1058	360	6102	8400	2298	369
370	3131	3361	230	1318	1418	100	1767	887	-880	370
371	6410	6640	230	3676	3776	100	3975	4030	55	371
372	2890	3046	156	1242	1302	60	3968	3738	-230	372
373	5140	5370	230	2474	2574	100	2821	3100	279	373
374	5934	6094	160	3356	3456	100	1124	1144	20	374

TABLE 2.2.1

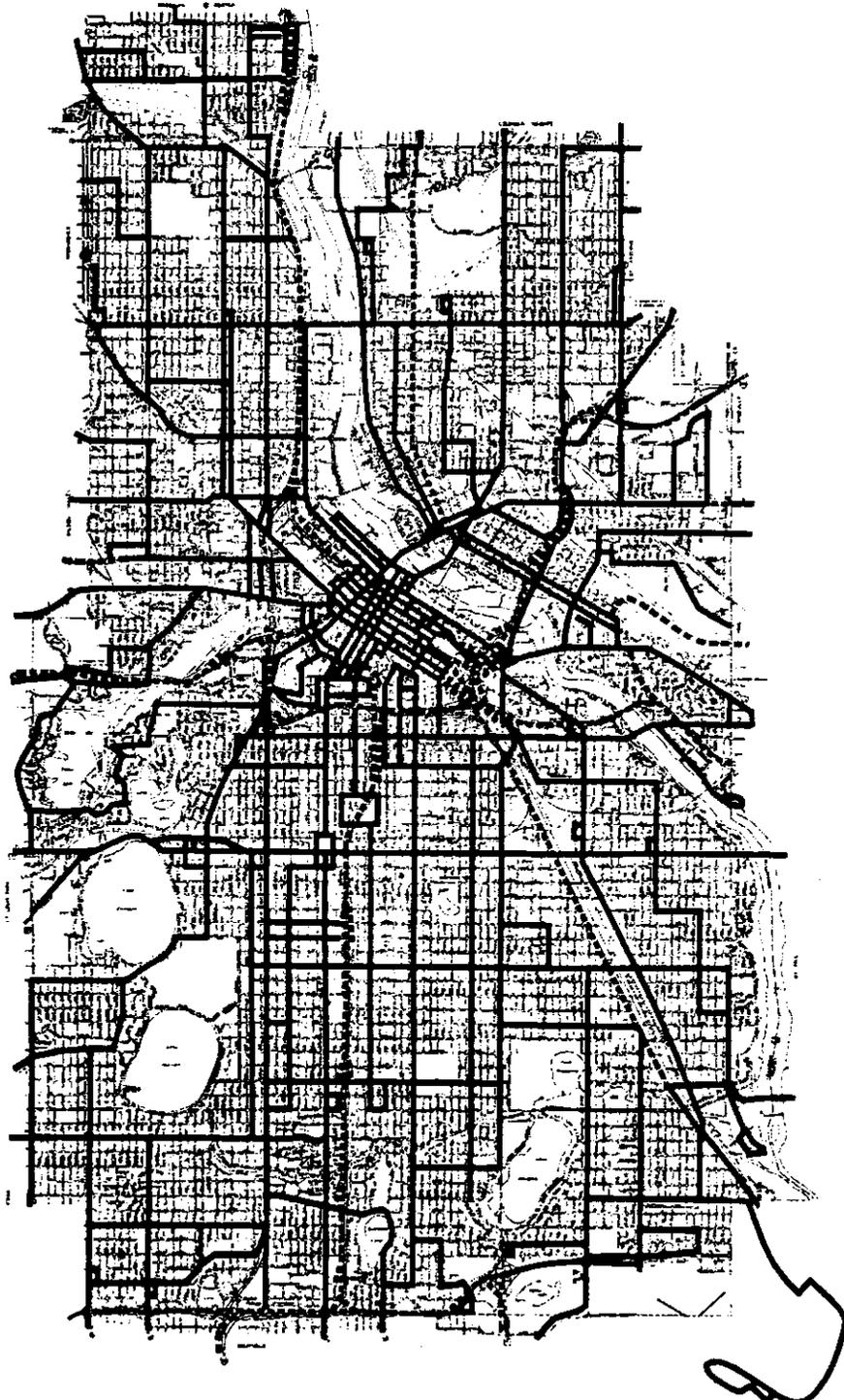
TAZ	POPULATION			HOUSEHOLDS			EMPLOYMENT			TAZ
	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	
375	5933	6473	540	3513	3813	300	2782	2523	-259	375
376	7177	7257	80	3964	4014	50	1912	1922	10	376
377	3056	3892	836	1351	1731	380	814	464	-350	377
378	1978	1978	0	821	821	0	2188	2188	0	378
379	2140	2140	0	866	866	0	470	260	-210	379
380	1878	1733	-145	779	729	-50	746	406	-340	380
381	70	70	0	43	43	0	1288	1288	0	381
382	2986	2271	-715	851	604	-247	1079	659	-420	382
383	5047	3713	-1334	1600	1140	-460	1478	1408	-70	383
384	4333	4275	-58	1410	1390	-20	115	75	-40	384
385	2250	2192	-58	815	795	-20	62	32	-30	385
386	2916	2626	-290	934	834	-100	607	447	-160	386
387	1812	1522	-290	798	698	-100	931	861	-70	387
388	23	23	0	12	12	0	3087	3375	288	388
389	142	142	0	2	2	0	1793	1860	67	389
390	330	2200	1870	214	1214	1000	2397	2650	253	390
391	122	1722	1600	74	1074	1000	1323	1845	522	391
392	1259	2059	800	986	1486	500	8372	8750	378	392
393	320	320	0	303	303	0	3070	4750	1680	393
394	0	0	0	0	0	0	1260	1330	70	394
395	36	36	0	31	31	0	1048	1275	227	395
396	207	207	0	187	187	0	258	289	31	396
397	2004	2804	800	1444	1944	500	1721	1930	209	397
398	2381	2381	0	1735	1735	0	835	937	102	398
399	1990	1990	0	1521	1521	0	2910	3264	354	399
400	285	285	0	84	84	0	9549	13316	3767	400
401	438	438	0	201	201	0	1040	1450	410	401
402	489	489	0	241	241	0	24724	44724	20000	402
403	4	4	0	4	4	0	380	426	46	403
404	1868	2018	150	951	1051	100	846	949	103	404
405	1594	1594	0	727	727	0	6499	8478	1979	405
406	193	193	0	73	73	0	9070	11831	2761	406

TABLE 2.2.1

TAZ	POPULATION			HOUSEHOLDS			EMPLOYMENT			TAZ
	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	
407	0	0	0	0	0	0	19094	26626	7532	407
408	399	1199	800	269	769	500	12298	17149	4851	408
409	423	423	0	9	9	0	13522	17639	4117	409
410	2167	2242	75	1029	1079	50	4676	5245	569	410
411	36	36	0	20	20	0	1975	2215	240	411
412	15	1615	1600	2	1002	1000	870	1700	830	412
413	452	1102	650	227	477	250	1263	1700	437	413
414	4724	4854	130	2536	2586	50	1712	1542	-170	414
415	3558	4728	1170	1300	1750	450	1448	1398	-50	415
416	0	0	0	0	0	0	1631	5631	4000	416
417	118	118	0	46	46	0	954	1060	106	417
418	3809	3809	0	1530	1530	0	1177	1200	23	418
419	1711	1711	0	693	693	0	186	106	-80	419
420	28	28	0	0	0	0	6429	6700	271	420
421	0	0	0	0	0	0	1886	1965	79	421
422	0	0	0	0	0	0	1923	1923	0	422
423	1287	1287	0	497	497	0	1211	611	-600	423
424	3040	3920	880	1597	1997	400	1874	1894	20	424
425	121	121	0	60	60	0	206	106	-100	425
426	1360	3030	1670	710	1310	600	722	750	28	426
427	492	492	0	174	174	0	932	1075	143	427
428	8	8	0	3	3	0	987	1700	713	428
429	1442	1355	-87	559	529	-30	185	115	-70	429
430	5425	5425	0	2241	2241	0	247	157	-90	430
431	696	696	0	276	276	0	58	48	-10	431
432	4057	4277	220	1652	1722	70	82	52	-30	432
433	5540	5760	220	1892	1842	-50	387	297	-90	433
434	6746	6966	220	2373	2323	-50	1530	1350	-180	434
435	4356	4576	220	1651	1721	70	899	1099	200	435
436	2051	2051	0	816	816	0	610	810	200	436
437	1299	1299	0	590	590	0	620	321	-299	437
438	580	580	0	237	237	0	2368	1088	-1280	438

TABLE 2.2.1

TAZ	POPULATION			HOUSEHOLDS			EMPLOYMENT			TAZ
	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	1990	2020 mpls	Difference 1990-2020	
439	41	41	0	24	24	0	2702	2802	100	439
440	2671	3251	580	1301	1501	200	1798	778	-1020	440
441	6002	6002	0	2602	2602	0	3499	3089	-410	441
442	2500	2500	0	1058	1058	0	905	915	10	442
443	11374	11374	0	4821	4821	0	868	878	10	443
444	6084	6084	0	2913	2913	0	1032	1072	40	444
445	447	447	0	204	204	0	28	18	-10	445
449	0	0	0	0	0	0	2258	2350	92	449
450	3000	3250	250	1153	1253	100	667	960	293	450
451	4742	4792	50	2123	2223	100	422	442	20	451
452	4449	4699	250	1795	1895	100	992	612	-380	452
Totals	368383	389399	21016	160682	170765	10083	278314	329379	51065	Totals



Transit Route System
map 2.2.5

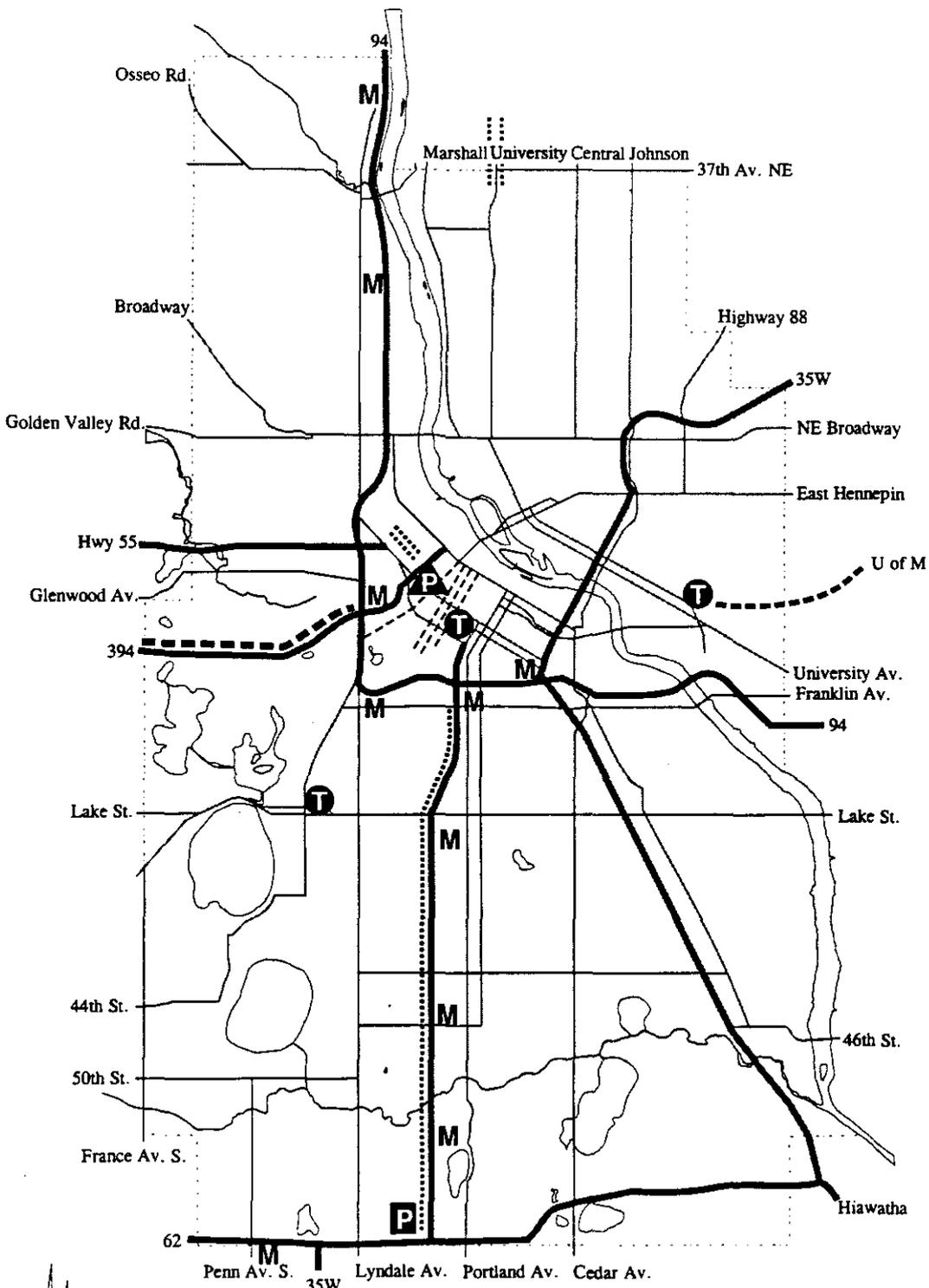
minneapolis
city of lakes

1 mile

1 kilometer

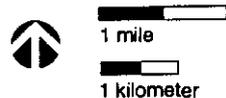
- local pick-up and discharge of passengers
- express route segment

source: Minneapolis Public Works Department



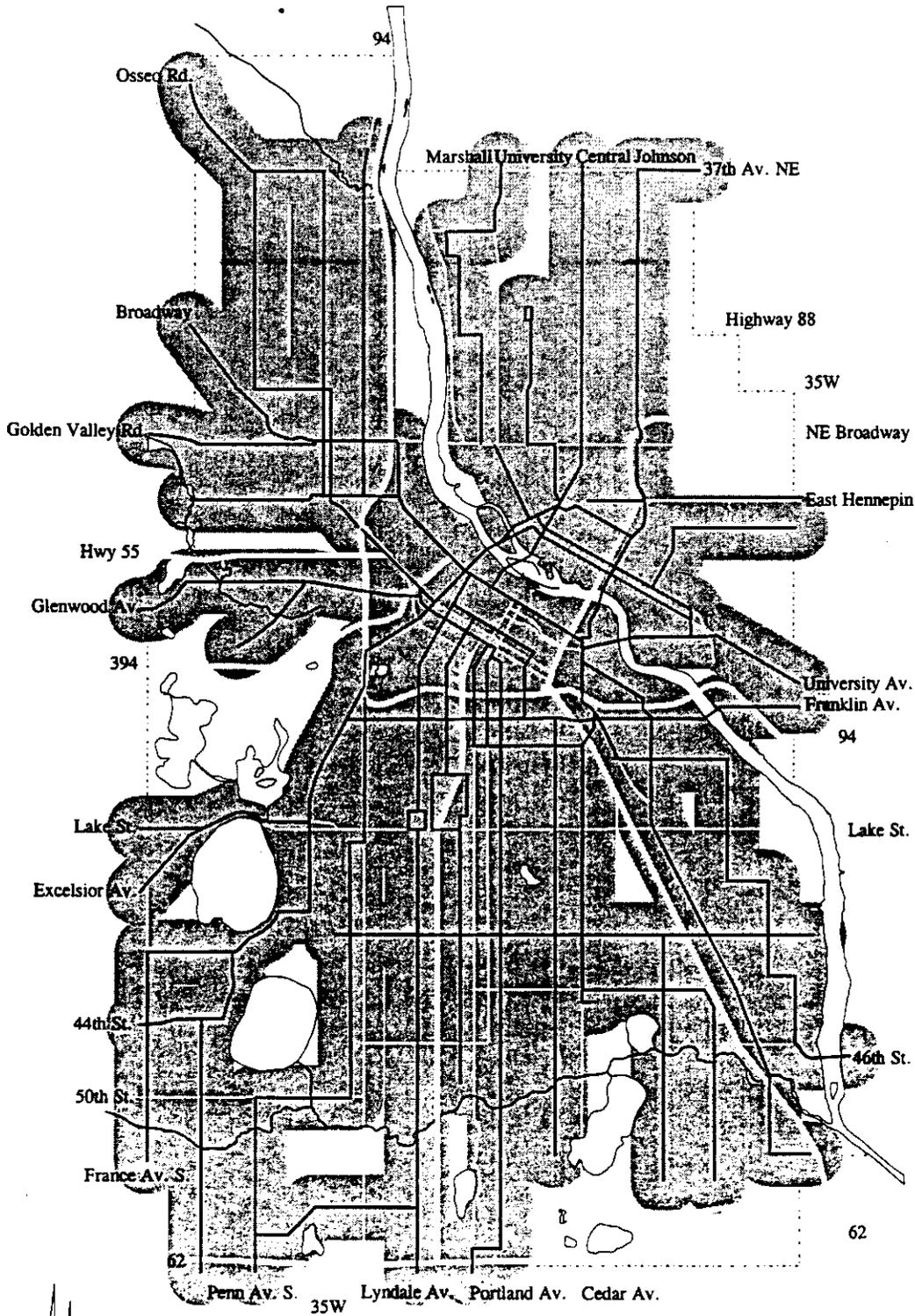
Transit Advantages - 1998

map 2.2.6



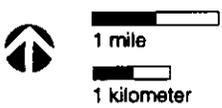
source: Minneapolis Planning Department

- M** meter bypass
- P** park & ride lots
- T** transit hub
- P** downtown HOV parking
- transitway
- bus shoulder lanes
- .-.-.- HOV lanes
- transit streets



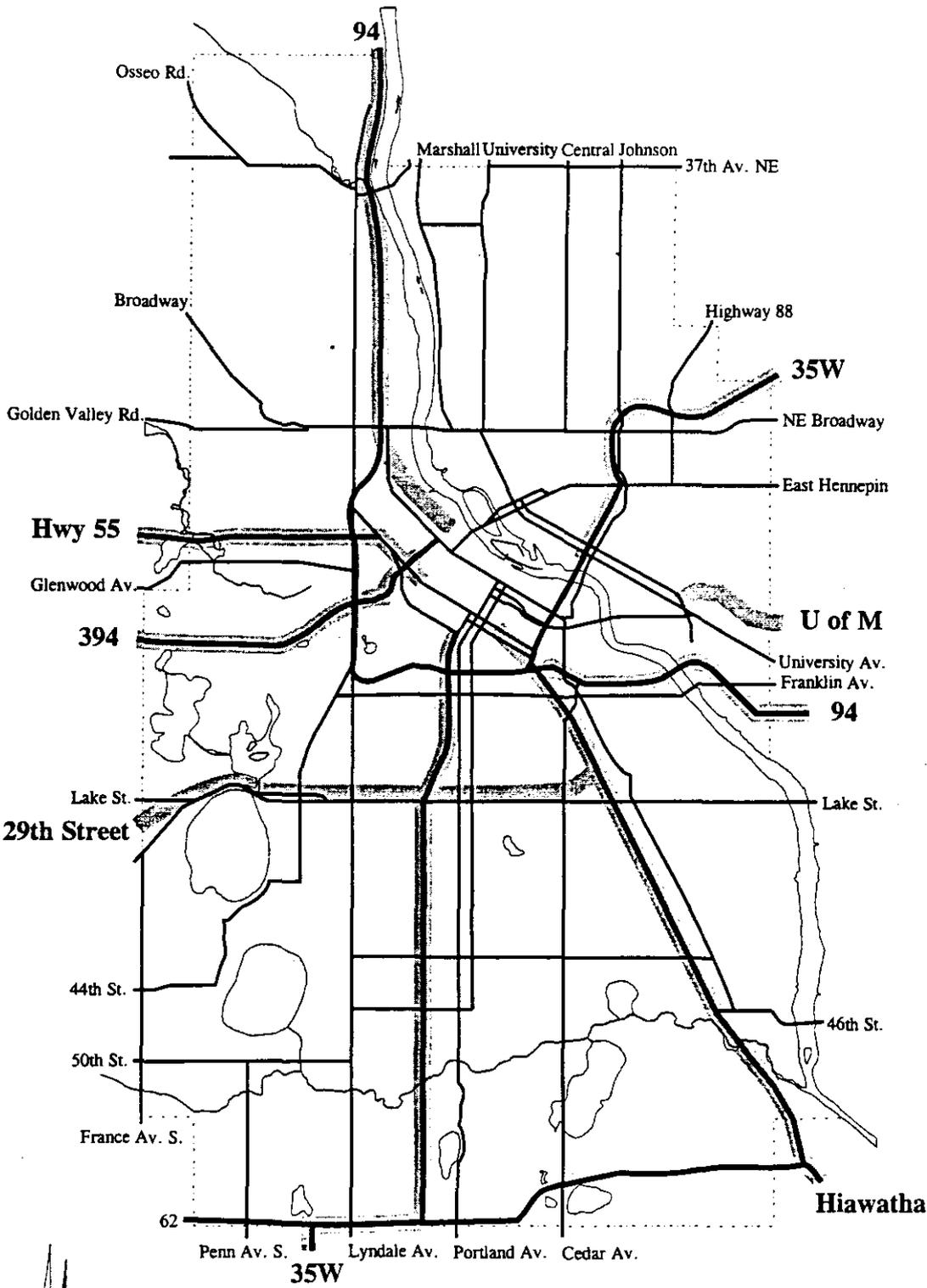
Transit Tax incentives Zones - 1998

map 2.2.7



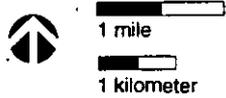
source: Transportation Policy Plan
December 1996
Met Council

- high frequency bus service
- ◻ area within 1/4 mile of high frequency transit route



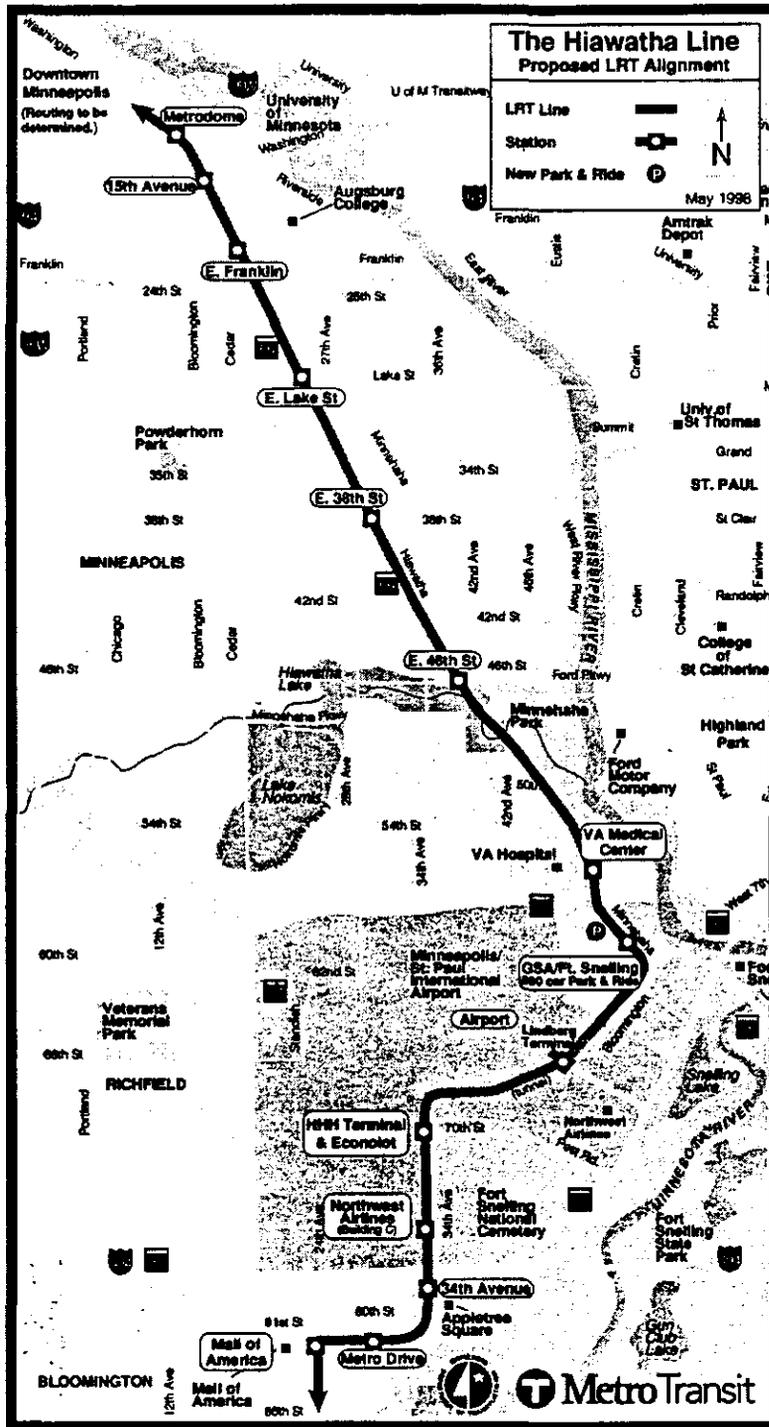
Public Transit Corridors

map 2.2.8



 public transit corridors

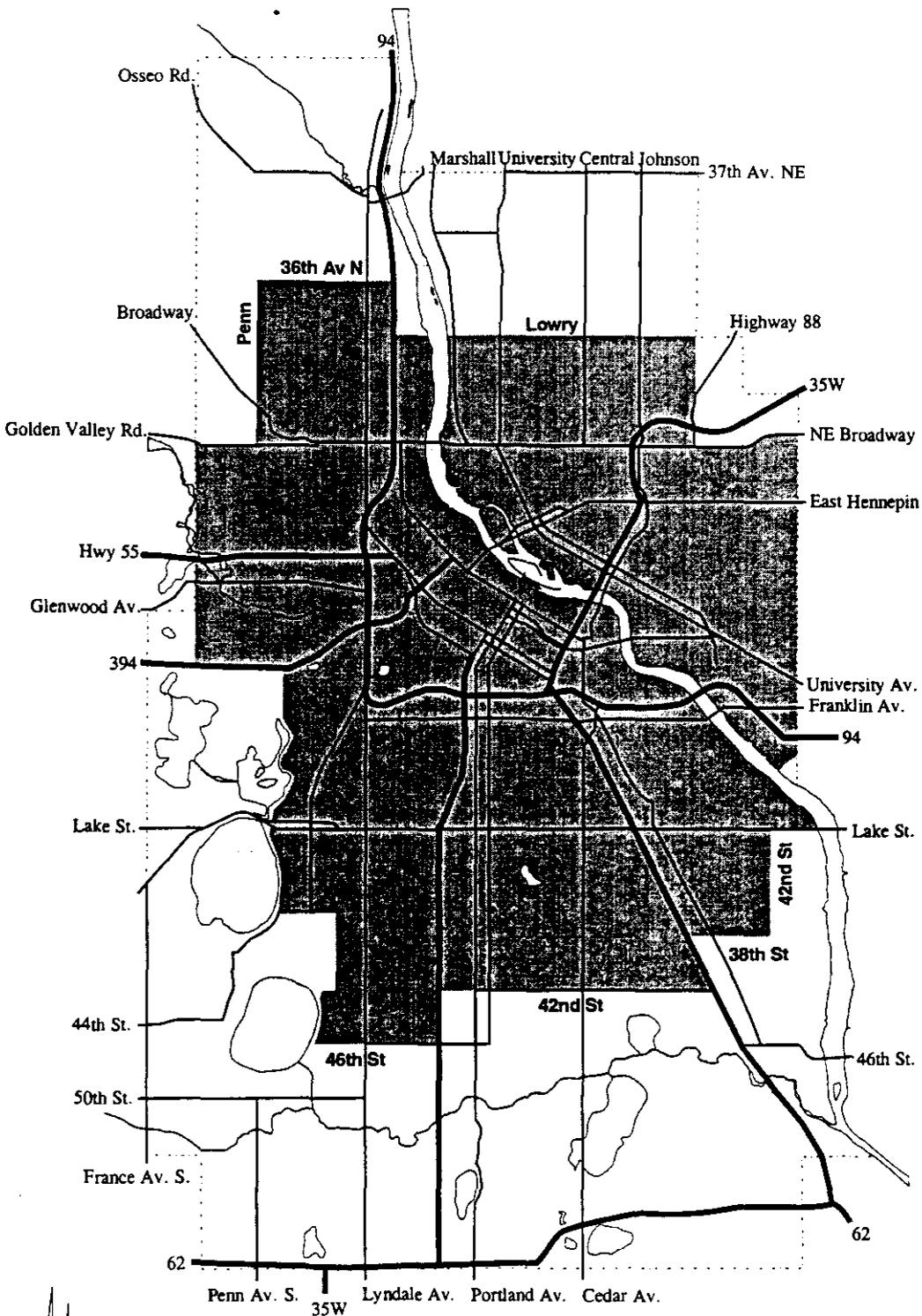
source: Minneapolis Planning Department



Hiawatha Corridor
map 2.2.9

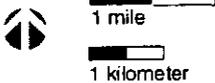


source: Metro Transit

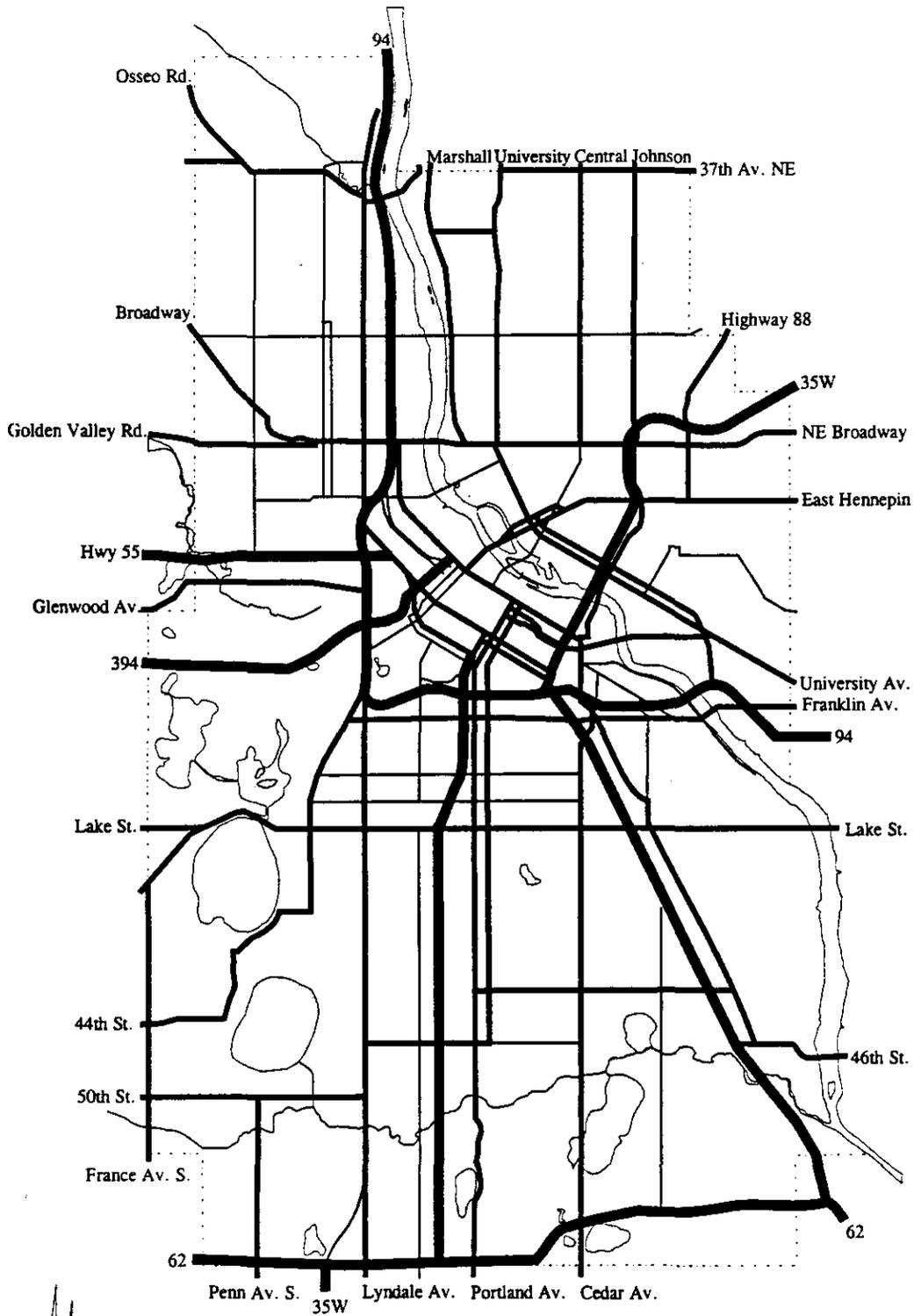


Proposed High Transit Service Area

map 2.2.10

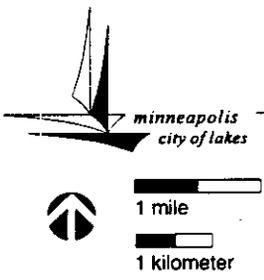


source: Minneapolis Planning Department



Functional Classification of Streets

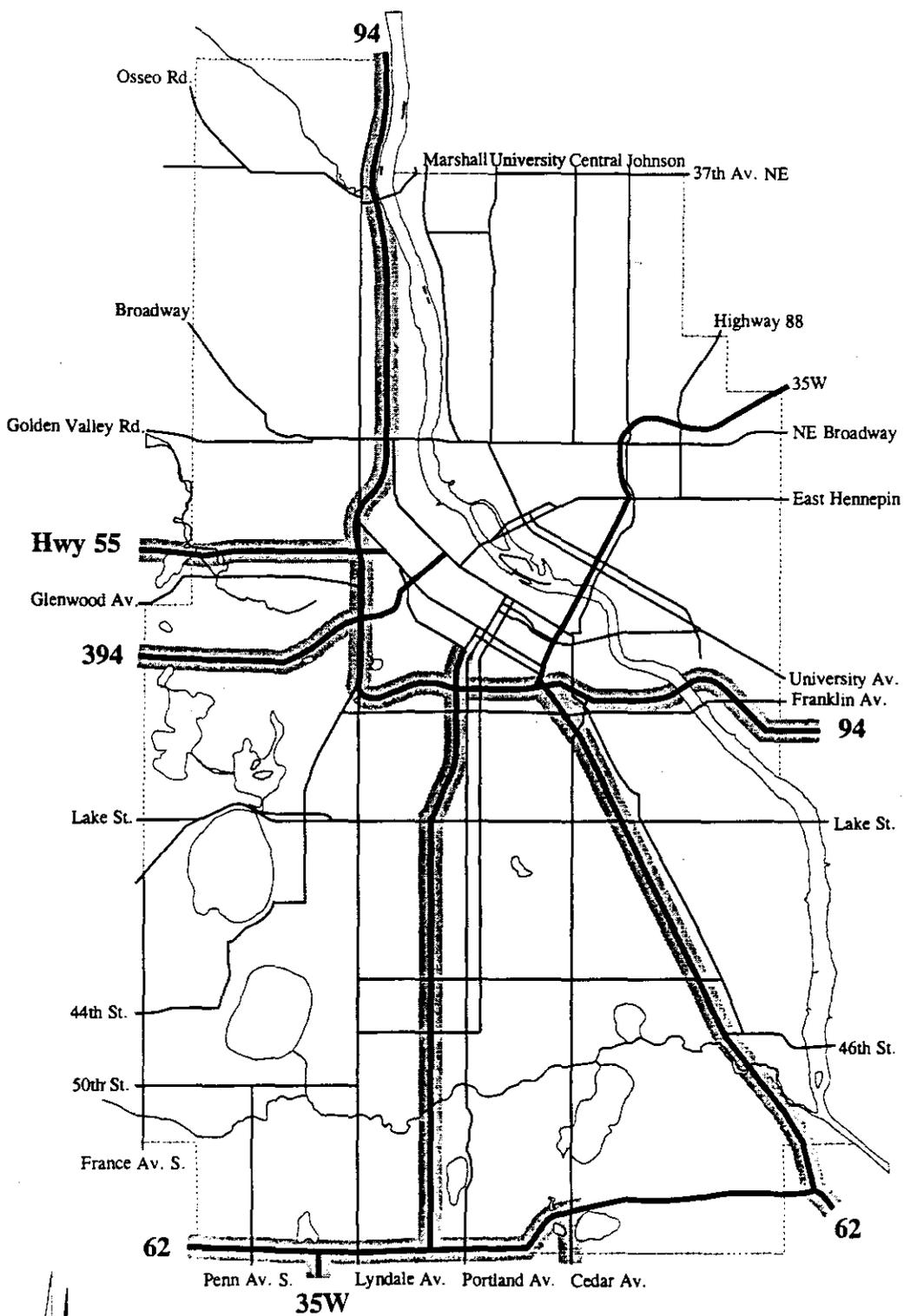
map 2.2.11



-  principal arterials
-  "A" arterials
-  "B" arterials

source: Minneapolis Planning Department

* not all downtown streets on map



Congested Principal Arterials - 2020

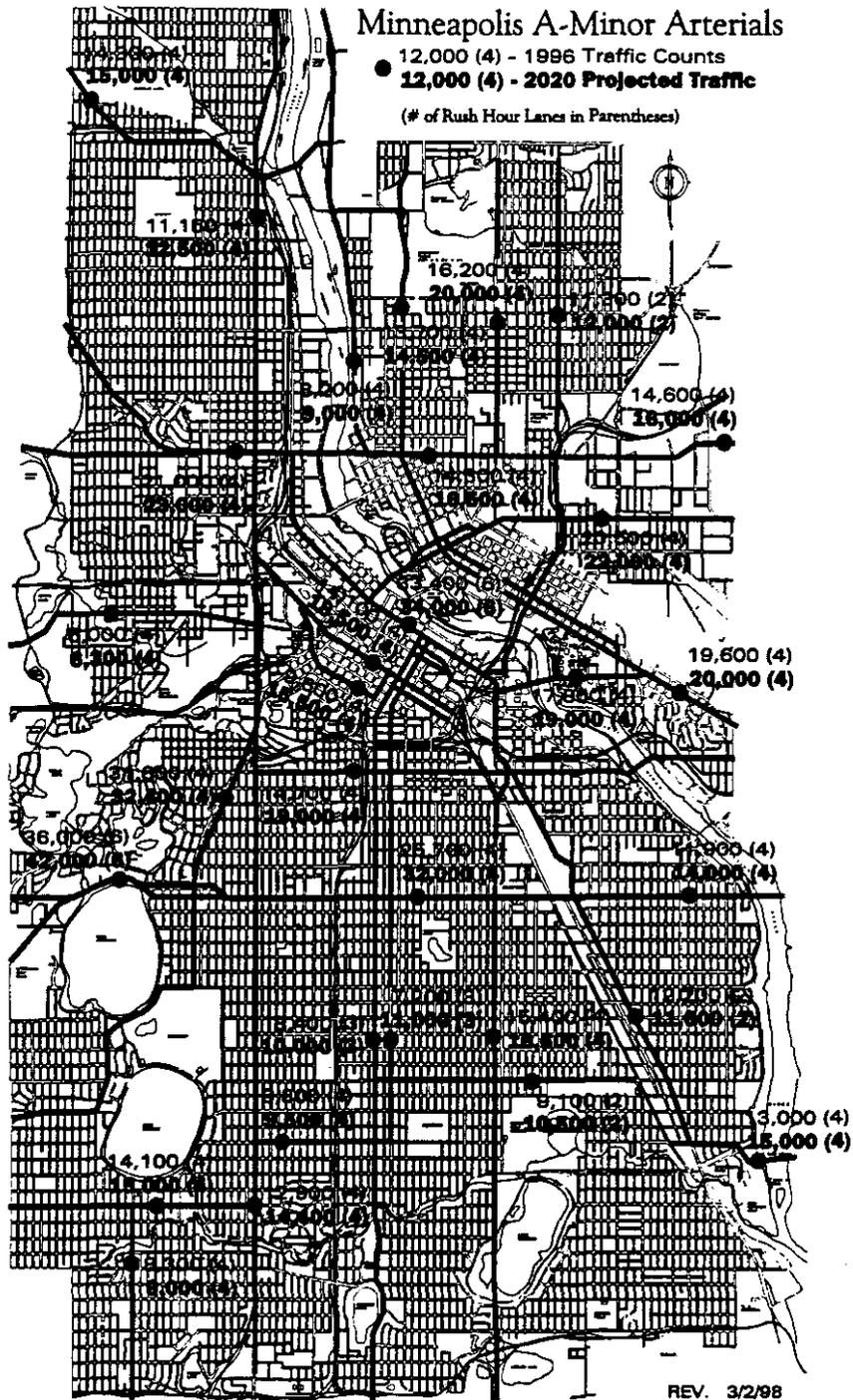
map 2.2.12



1 mile
1 kilometer

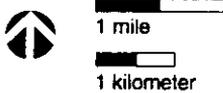
congested roadways

source: MnDOT



Traffic Forecasts for "A" Minor Arterials - 2020

map 2.2.13



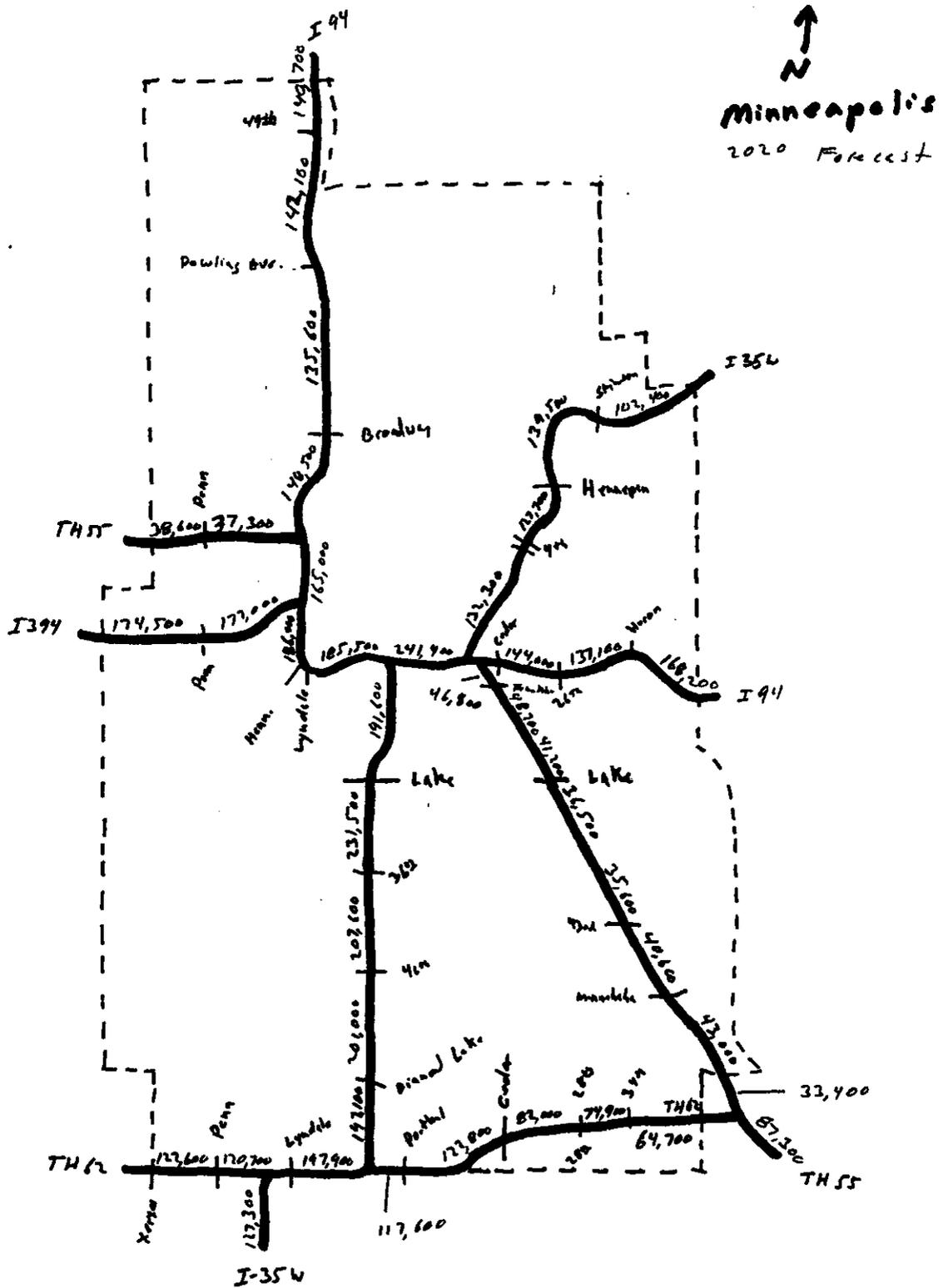
note: see table in text

source: Minneapolis Public Works Department

Chapter 3

Technical Appendix for Housing

Adopted by City Council and Mayor: March 2000



2020 Forecasts for Major Arterials in Minneapolis
 (source: Metropolitan Council)

Attachment
(Transportation #3)

CITY OF MINNEAPOLIS
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

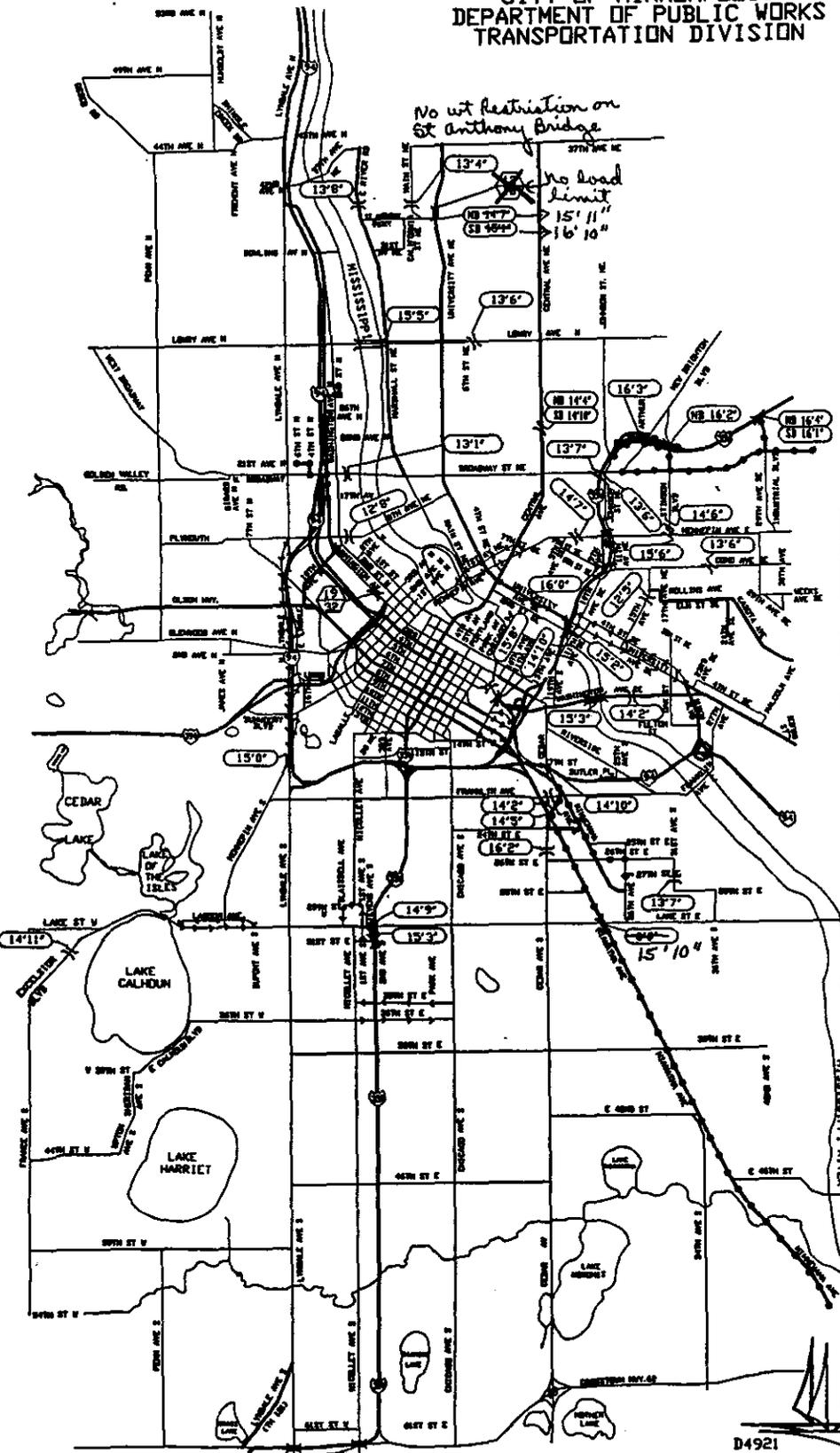
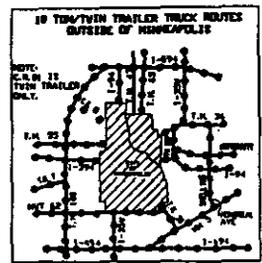
TRUCK
ROUTES
1998



LEGEND

- ONE WAY
- TRUCK ROUTES
- TO TWIN TRAILER ROUTE
- TWIN TRAILER & 10 TON TRUCK ROUTE
- BRIDGE
- 13'7" BRIDGE HEIGHT CLEARANCES
- MAXIMUM GROSS LOAD IN TONS
- 12 SINGLE VEHICLE
- 18 FULL TRUCK & TRAILER OR
- SEMI-TRAILER COMBINATION

- NOTES:
1. ONLY BRIDGES WITH A 16'-6" CLEARANCE OR LESS THAT ARE ON A TRUCK ROUTE ARE SHOWN.
 2. NO MINNEAPOLIS PARKWAY BRIDGES ARE SHOWN. TRUCKS ARE NOT ALLOWED ON PARKWAYS.
 3. STATE HIGHWAYS OUTSIDE OF THE MINNEAPOLIS CITY LIMITS ARE TWIN/TWIN TRAILER TRUCK ROUTES.
 4. INTERSTATE HIGHWAYS WITHIN THE MINNEAPOLIS CITY LIMITS ARE TWIN/TWIN TRAILER TRUCK ROUTES.



MINNEAPOLIS CODE
TRAFFIC CODE

CHAPTER 474. VEHICLE OPERATION
ARTICLE 11. TRUCKS AND TRUCK ROUTES

474.006. DUTY TO USE ROUTES. WHEN ANY SUCH TRUCK ROUTE HAS BEEN ESTABLISHED AND IDENTIFIED, ANY PERSON DRIVING A TRUCK HAVING A GROSS WEIGHT OF THREE (3) TONS OR MORE SHALL DRIVE SUCH TRUCK ON SUCH ROUTE OR ROUTES AND NONE OTHER, EXCEPT WHEN IT IS IMPRACTICABLE TO DO SO OR WHEN NECESSARY TO TRAVERSE ANOTHER STREET OR STREETS TO A BEST LOCATION FOR THE PURPOSE OF LOADING OR UNLOADING COMMODITIES OR FOR THE PURPOSE OF TOWING A DISABLED OR DAMAGED MOTOR VEHICLE TO OR FROM PUBLIC OR PRIVATE PROPERTY, AND THEN ONLY BY SUCH DEVIATION FROM THE NEAREST TRUCK ROUTE AS IS REASONABLY NECESSARY. A TRUCK ARRIVING AT THE END OF ANY DESIGNATED TRUCK ROUTE MAY BE DRIVEN OVER THE MOST DIRECT COURSE TO THE NEAREST TRUCK ROUTE WHICH EXTENDS IN THE SAME GENERAL DIRECTION. CODE 1964, AS AMEND. § 414.02

474.02. PERMITS FOR USE OF OTHER ROUTES. THE CITY ENGINEER SHALL HAVE THE AUTHORITY, FOR CAUSE OF UPON REQUEST, TO ISSUE TEMPORARY PERMITS FOR TRUCKS TO OPERATE OVER ROUTES NOT ESTABLISHED AS TRUCK ROUTES BY THE CITY COUNCIL, OR TO OTHERWISE DEVIATE FROM THE PROVISIONS OF THE CODE.

CHAPTER 406. VEHICLE SIZE, WEIGHT AND LOAD
ARTICLE 1.

406.06. HEIGHT OF VEHICLES. NO VEHICLE UNLOADED OR WITH LOAD SHALL EXCEED A HEIGHT OF THIRTEEN (13) FEET, SIX (6) INCHES. CODE 1964, AS AMEND. § 415.04D

FOR FURTHER INFORMATION OR PERMIT APPLICATION CALL CITY OF MINNEAPOLIS
TRANSPORTATION DIVISION 618-673-2411.

D4921

MINNEAPOLIS
CITY OF LAKE

REVISED
01/29/98

Housing

Guidelines for a Local Housing Plan

The intent of a housing plan is to provide a foundation for local decision-makers to guide residential development and redevelopment efforts in the community.

This section describes the content guidelines for the four primary parts of a housing plan.

- Housing supply;
- Future housing needs;
- The policies that guide the community's decision making for residential development and redevelopment; and
- The methods that the community will use to achieve its future housing goals.

Housing Supply - Current Housing Stock

Minneapolis has prepared a variety of plans and grant applications that describe the city's housing issues and inventory status. The Minneapolis State of the City report is published annually and provides a variety of basic housing inventory, condition, and characteristics including market values and additions and removals. The following data elements have been used as the basis of our policy analysis and grant application process. The city's existing plans and grant applications helped to frame the policy directions found in the Minneapolis Plan, Marketplaces: Neighborhoods chapter.

The following documentation shows the depth of information used as a part of the Plan preparation and as the city's commitment to maintain a consistent pattern of budgetary implementation. The data consist of information in the 1990 Census reports, recent survey information on rental rates and sales values, and other study materials used to inform the revisions to the zoning code. The data also include the recent inventory of subsidized housing and the Department of Housing and Urban Development (HUD) household income data. All of these data elements were used to help form a basis for the city's housing policies and housing implementation strategies.

1. Total number and percent of dwelling units in the community, by type (for example, single-family homes, mobile homes, townhouses, duplexes and multifamily units, including condominiums, cooperatives, apartments).

Minneapolis Planning Department actively monitors the city's housing supply through a variety of sources including the City Assessor files, Inspections permits data, Public Housing information, Northern States Power Company files as well as market statistics compiled by the Minneapolis Planning Department and the City Assessor's Office. The following section is published in the 1997 State of the City Report where more detail can be found regarding the status and market conditions of our housing stock.

Housing Inventory

The Minneapolis 1997 housing stock consisted of 103,095 residential structures containing 176,461 units. The City Assessor's records include an estimated: 77,453 single family detached homes; 8,066 single attached units (townhouse, condominiums, cooperatives); 25,140 duplex units; 7,789 apartments in structures with 3 or 4 units; and 58,013 apartments located in structures having 5 or more units. The 1997 housing profile shows that 81.0 percent of all residential structures in the city are owner occupied. Single family detached homes make up the majority of homestead properties, and over three-quarters of the single attached units and one-half of the duplex structures are owner occupied. The housing profile shows that 20.2 percent of the city's housing units are rated as below average. The City Assessor over the past three years has been working to establish a more standardized condition rating system. The data for 1995 to 1997 do not include all neighborhoods but will by 1998 provide a new base line to monitor. The age of residential buildings in the city reflects an older housing supply: 40 percent of the structures were built before 1920 and another 48 percent were built between 1920 and 1959. Only 11 percent have been constructed since 1960.

The following tables and maps highlight the city's housing inventory for 1997. The first table shows the total number and percent of residential units by various housing categories for the city as a whole and for each of the city's eleven communities. This inventory table is followed by a citywide housing profile that highlights the 1997 homestead status, condition rating for each housing category and an age profile of residential structures. This inventory is followed by a brief description and a distribution map for each housing category.

Minneapolis Housing Inventory, October 1997

By Number and Percent of Units

Community	Single Family Units	Condo/ Townhouse Units	Duplex Units	Three/ Four Units	Five Or More Units	Total Units
Camden	9,875	140	1,232	148	954	12,349
Percent	80.0	1.1	10.0	1.2	7.7	
Northeast	8,435	145	5,090	766	2,707	17,143
Percent	49.2	0.80	29.7	4.5	15.8	
Near North	6,045	226	3,504	703	3,592	14,070
Percent	43.0	1.6	24.9	5.0	25.5	
Central	131	2,688	120	181	13,404	16,528
Percent	0.7	16.3	.8	1.1	81.1	
University	2,445	925	1,406	630	7,632	13,038
Percent	18.8	7.1	10.8	4.8	58.5	
Calhoun-Isles	4,196	1,252	1,672	1,510	8,899	17,529
Percent	23.9	7.2	9.5	8.6	50.8	
Powderhorn	8,237	1,156	4,612	2,180	8,878	25,099
Percent	32.8	4.6	18.5	8.7	35.4	
Phillips	1,163	471	1,828	692	4,294	8,448
Percent	13.8	5.6	21.6	8.2	50.8	
Longfellow	7,798	325	1,872	361	3,097	13,453
Percent	58.0	2.4	14.0	2.6	23.0	
Southwest	15,237	349	2,404	477	3,745	22,212
Percent	68.6	1.6	10.8	2.1	16.9	
Nokomis	13,854	389	1,400	141	807	16,591
Percent	83.5	2.3	8.4	0.9	4.9	
Minneapolis	77,453	8,066	25,140	7,789	58,013	176,461
Percent	43.9	4.6	14.3	4.4	32.8	

Minneapolis Housing Inventory and Profiles, October 1997						
	Single Family Units	Condo/ Townhouse Units	Duplex Units	Three/ Four Units	Five Or More Units	Total Units
Community						
Number	77,453	8,066	25,140	7,789	58,013	176,461
Percent	43.9	4.6	14.3	4.4	32.8	
Homestead Status*						
Number	69,302	6,437	6,796	862	145	83,542
Percent	89.5	79.8	54.1	39.7	5.1	81.0
Below Average**						
Number	13,469	46	9,208	3,211	9,311	35,245
Unknown	279	1,107	42	12	810	2,250
Percent	17.5	.7	36.7	41.3	16.3	20.2
Age of Buildings						
Before 1920	27,848	2,433	8,422	1,668	861	41,232
1920-1959	44,553	612	3,469	376	828	49,838
1960 to Date	5,052	5,023	679	124	1,144	12,022
Total Buildings	77,453	8,066	12,570	2,142	2,833	103,092
Percent of Age						
Before 1920	36.0	30.2	67.0	76.8	30.4	40.0
1920-1959	57.5	7.6	27.6	17.3	29.2	48.3
1960 to Date	6.5	62.2	5.4	5.9	40.4	11.7

* Calculations are for the number and percent of structures that are homesteads, counting the townhouse, coop and condo category as individual structures.

** Calculations are for the percent of units classified as below average. The unknown category is, therefore, subtracted from the total unit count.

Single Family Detached Housing

In 1997, the single family detached home remains the dominant residential structure in Minneapolis with 77,453 homes accounting for 43.9 percent of the total stock of housing in the city. The communities of Nokomis, Camden and Southwest contain the greatest share of single family detached units and provide one-half (50.3 percent) of all single family detached homes in the city. Homeownership remains very strong with 89.5 percent of single family detached homes owner-occupied. The housing condition data show that 17.5 percent of the single family detached homes is considered below average. The age profile for single family detached houses shows that 36.0 percent were built before 1920 and only 6.5 percent have been built since 1960. The number of houses built before 1920, however, is decreasing, reflecting the demolition of substandard units.

Single Unit Attached Housing

(Townhouses, Condominiums and Cooperatives)

Single unit attached housing is the newest and fastest growing category in the housing stock. This category creates a classification problem in that each unit is counted as an individual structure although some units are found in multi-unit buildings as well as townhouses. There are 8,066 single attached units in 1997 accounting for 4.6 percent of all housing units in the city. The four communities of Central, Calhoun-Isles, Powderhorn and University contain almost 75 percent of all single family attached units. Citywide, 79.8 percent of the single family attached units are owner-occupied. The housing condition data show less than 1 percent are classified as below average by the City Assessor. The condition rating system does not work well for this housing category, primarily because each unit is counted as a separate structure which results in many of the units classified as unknown. The year built profile for single family attached housing units is divided between old and new. Almost two-thirds (62.2 percent) of the single family attached units have been added since 1960, yet, another 30.2 percent of the units were built before 1920. Most of the recently added units are either large buildings located in the downtown area or lower density townhouse developments located in a residential neighborhood.

Two-Unit Housing

Two-unit residential structures, in 1997, make up 14 percent of the city's housing supply and account for 25,140 units. The total number of duplex units has decreased slightly over the past few years as a result of the city's commitment to reduce residential blight in the neighborhoods. Over 60 percent of the duplex units are located in four communities, Northeast (5,090 units), Powderhorn (4,612 units), Near North (3,504 units) and Southwest (2,404 units). In 1997, the rate of owner-occupancy of duplex structures is 54.1 percent. A full two-thirds (67.0 percent) of the duplex structures were built prior to 1920, making them relatively old. Thirty-six percent (36.7 percent) of the duplex properties are rated at below average condition. This high percentage of below average ratings reflect, in part, the age of these buildings as well as their overuse and deferred maintenance.

Triplex and Fourplex Housing

There are 7,689 dwelling units in residential buildings with three or four units, accounting for 4.4 percent of the city's total housing supply. Almost half (47.4 percent) of the city's small apartment buildings are located in just two communities, Powderhorn with 2,193 units and Calhoun-Isles with 1,510 units. Almost forty percent (39.7 percent) of the small apartment buildings are owner-occupied. Age and condition are significant features for this housing category. Over seventy-five percent (76.8 percent) of these residential structures were built prior to 1920. The result of aging is that 41.3 percent are rated as below average. This category of housing has also decreased numerically over the last few years through efforts to reduce residential blight in the neighborhoods. Replacement units have generally been in the form of attached units, mainly new townhouse developments located within residential neighborhoods.

Five or More Unit Housing

There are 58,013 apartment units located in 2,833 residential buildings which contain five or more units. The apartment category supplies one-third of all housing units in the city. Two-thirds of the city's apartment units in larger buildings are located in four communities surrounding the downtown central business district: Central (13,404 units); Calhoun-Isles (8,899 units); Powderhorn (8,878 units); and University (7,632 units). The housing condition data show 16.3 percent of the apartment units located in larger buildings are classified as below average. The age profile for this residential category show that 40.4 percent of the city's apartments have been added since 1960. Most of the recently added units are either large buildings located in or near the downtown area or lower density townhouse developments located in a lower density residential neighborhood. In addition, 30.4 percent of this housing category includes many older apartment buildings constructed prior to 1920. These older buildings are often in poor condition and need serious reinvestment to make them competitive with newer more modern apartment buildings.

2. Number and percent of owners and renters.

A summary description of Minneapolis' household status by tenure is provided using 1990 census information. The Census files used to prepare each table is shown as part of the title (H1 --- H8,H9, and so on).

Housing Data H1	1990
Occupied	160,682
Vacant	11,984
Percent Vacant	6.9%
Total Housing Units	172,666

Tenure by Race of Householder H8,9,10 and H11						
	Total	White	Black	Am. Ind.	Asian	Other
Owner	79,845	73,756	4,430	616	781	262
Renter	80,837	62,388	11,836	2,776	3,199	638
(Hispanic)	2,078	1,041	158	51	38	790
(Owner)	669	395	33	0	15	226
(Renter)	1,409	646	125	51	23	564
Total Occupied Units	160,682	136,144	16,266	3,392	3,980	900

Tenure by Age of Householder**H13**

Age in Years	Owner Occupied	Percent Owner	Renter Occupied	Percent Renter
15 - 24	1,127	1.4%	13,691	16.9%
25 - 34	15,776	19.8%	30,603	37.9%
35 - 44	20,664	25.9%	14,251	17.6%
45 - 54	11,200	14.0%	6,130	7.6%
55 - 64	9,649	12.1%	4,693	5.8%
65 - 74	11,040	13.8%	4,944	6.1%
75 and over	10,389	13.0%	6,525	8.1%
Total Households	79,845	100.00%	80,837	100.00%

Units in Structures and Tenure**H21,22,23**

	Total	Vacant	Owner Occupied	Renter Occupied
1, detached	75,196	2,014	66,827	6,355
1, attached	5,239	379	2,103	2,757
2	21,879	1,883	5,402	14,594
3 or 4	9,301	1,014	788	7,499
5 to 49	38,647	3,852	1,639	33,156
50 or more	20,616	2,698	2,624	15,294
Other	1,788	144	462	1,182
Total	172,666	11,984	79,845	80,837

Tenure by Bedrooms**H31,32,33**

	Total	Vacant	Owner Occupied	Renter Occupied
No Bedroom	11,091	1,487	275	9,329
1	46,547	4,485	5,291	36,771
2	54,433	3,915	25,130	25,388
3	42,847	1,493	34,230	7,124
4	14,186	462	12,091	1,633
5 or more	3,562	142	2,828	592
Total	172,666	11,984	79,845	80,837

Rental occupied units by gross rent and number of bedrooms**P34**

	No Bedroom	One Bedroom	Two Bedrooms	Three or more Bedrooms	Totals
Less than \$200	1,756	5,524	1,565	611	9,456
\$200 to 299	2,541	3,080	937	444	7,002
\$300 to 499	4,584	22,397	8,902	1,574	37,457
\$500 to 749	342	4,822	11,825	3,930	20,919
\$750 or more	97	633	1,702	2,460	4,892
No cash rent	9	276	419	269	973
Number in Sample	9,329	36,732	25,350	9,288	80,699

Rental occupied units by rent range**H43**

	Number of Units	Percent of Units
Less than \$200	9,456	11.72%
\$200 to 299	7,002	8.68%
\$300 to 399	18,386	22.78%
\$400 to 499	19,071	23.63%
\$500 to 749	20,919	25.92%
\$750 or more	4,892	6.06%
No cash rent	973	1.21%
Number in Sample	80,699	100.00%

Owner occupied units by mortgage cost**H52**

	Number of Units	Percent of Units
Less than \$200	169	0.25%
\$200 to 299	1,731	2.60%
\$300 to 399	3,667	5.52%
\$400 to 499	4,207	6.33%
\$500 to 699	13,329	20.05%
\$700 Plus	23,074	34.71%
Not Mortgaged	20,306	30.54%
Number in Sample	66,483	100.00%

3. Value of owner-occupied units and rent ranges of rental units.

The State of the City report, Housing chapter provides the latest single family home sales values and apartment rental rates. The tables following the 1997 data provides census data for 1990 and 1980 rent levels. The comparison shows a significant increase in housing costs during the past decade. Without adjusting for inflation the 1990 rent levels are significantly higher than in the 1980 census.

Home sales data for first quarter of 1997 remain strong showing an increase in both average and median single family detached home sale prices for the city. The sales market for existing single family homes continues fairly strong compared to the 1996 very active housing market. Minneapolis sales volume and prices held firm and only two communities saw declining prices. The strong economy, high employment rate and relatively lower mortgage interest rates each contributed to the robust home sale market within the city. The average sale price for a single family detached home was \$107,123 dollars. Single family detached home sales volume moved up slightly to 838 sales during the first quarter of 1997.

Home sales prices presented in this section represent a sample of detached single family home sales within Minneapolis. Prices reflect sales occurring during the first quarter of the past five years. Sales data represent unverified and unadjusted prices reported on certificates of value submitted to the Hennepin County Property Taxation Department.

The average sale price of a Minneapolis single family detached home sold during the first quarter of 1997 was \$107,123. This reflects a 5.8 percent increase and is the second year Minneapolis average sales price exceeded one hundred thousand dollars. The median sale price for a single family detached home increased by 2.8 percent to \$82,148 in the first quarter of 1997. The high prices seem to reflect the relatively low mortgage interest rate. The volume of single family detached home sales increased slightly to 838 sales.

Community data show that the median sale price ranged from just under \$50,000 for Near North Community to more than \$216,000 in Calhoun-Isles Community. Three communities reported a median sale price above the \$82,148 city-wide median. Five communities reported lower than city-wide median sale prices. Three communities reported an insufficient number of detached single family sales for reporting purposes.

First Quarter Single Family Home Sales 1993-1997					
	1993	1994	1995	1996	1997
Median Price*	75,900	77,150	75,425	79,900	82,148
Average Price*	92,411	95,861	91,589	101,250	107,123
Number of Reported Sales	1,177	1,117	984	801	838

First Quarter Single Family Home Sale Prices By Community 1995-1997*						
Community	Average Price			Median Price		
	1995	1996	1997	1995	1996	1997
Camden	58,875	59,695	62,660	58,500	59,900	60,000
Northeast	70,600	73,650	75,434	65,500	75,250	78,450
Near North	39,747	45,492	53,917	34,450	44,974	49,900
Central**	NA	NA	NA	NA	NA	NA
University**	NA	NA	NA	NA	NA	NA
Calhoun-Isles	237,612	266,808	332,937	181,550	245,900	216,250
Powderhorn	62,377	67,067	64,839	60,750	67,000	65,000
Phillips**	NA	NA	NA	NA	NA	NA
Longfellow	75,359	82,934	80,796	69,000	72,500	75,900
Southwest	137,334	142,511	161,861	120,000	124,200	127,500
Nokomis	88,555	94,328	95,229	82,700	90,200	92,000

* All figures reflect current dollars unadjusted for inflation.

** These communities reported an insufficient number of single family homes sales.

Rental Costs

Average apartment rents continued upward during the first half of 1997. Average rent for a Minneapolis apartment moved up to \$507 dollars an increased of 6.3 percent for the first half of 1997. Rental survey data show a substantial increase for all unit types. Small studio/efficiency apartments indicate a 8.6 percent increase. One bedroom apartments increased by 8.2 percentage points. Large apartments with two or more bedrooms moved 7.2 percent higher than the first half of 1996. Median rental costs increased to \$475 in the first half of 1997, a 6.7 percent increase over the first half of a year ago.

Apartment rental costs are measured using a sample survey of advertisements taken from the Sunday editions of the Minneapolis Star Tribune. Rents are reported for studio/efficiency, one-bedroom, and two or more bedroom apartments. Numbers reported reflect rents during the first six months of 1997. Sample size in this report is about 15 percent of the total.

The average advertised rent for Minneapolis apartments increased to \$507 dollars, a 6.3 percent increase from the first half of 1996. Average rents ranged from \$381 for a studio/efficiency unit, to \$476 for a one bedroom unit, and \$674 for units with two or more bedrooms. Median rental costs moved up to \$475 in the first half of 1997.

Affordability, housing condition and neighborhood livability remain top concerns for most renters, particularly for families with children who have very limited income and therefore very limited choice of housing.

First Half Average Apartment Rents per Month 1992-1997						
Apartment Type	1992	1993	1994	1995	1996	1997
All Apartments	413	422	440	452	477	507
Studio/Efficiency	309	340	325	349	351	381
One Bedroom	387	399	404	415	440	476
Two or More Bedrooms	536	552	592	593	629	674
Median All Apartments	385	395	400	420	445	475

Minneapolis Rental Rates for 1990 and 1980 1990 and 1980 Census Data			
1990		1980	
Rent Levels	Number Units	Rent Levels	Number Units
\$ 1,000+	1,080		
750-999	3,812		
600-749	8,596		
500-599		\$500+	1,800
400-499	19,071	400-499	3,551
300-399	18,386	300-399	12,243
200-299	7,002	200-299	34,106
100-199	8,073	100-199	21,473
< 100	1,383	< 100	7,470
No cash	973		1,144
Total No. Units	79,726	Total No. Units	81,787

Owner Occupied Units by Housing Value H61		
	Number of Units	Percent of Units
\$ -0- to \$ 49,999	7,953	11.96%
\$ 50,000 to \$ 74,999	30,025	45.16%
\$ 75,000 to \$ 99,999	16,887	25.40%
\$100,000 to \$249,999	10,229	15.39%
\$250,000 or more	1,389	2.09%
Number in Sample	66,483	100%

4. Number and types of publicly subsidized (or "government assisted") housing units.

The State of the City report, Housing chapter provides the latest information on subsidized housing in the city. The following is an extract from the 1997 report.

An inventory of publicly owned housing in Minneapolis reveals that the Minneapolis Public Housing Authority owns and manages 6,291 public housing units throughout Minneapolis. There are 4,856 units in 40 high-rise, mid-rise and low-rise apartment buildings. Also, there are 781 rowhouse and town home apartments in three family developments. The Public Housing Authority owns 654 scattered-site, single-family homes. The Public Housing Authority, on average administered nearly 3,000 Section 8 certificates and vouchers during 1997. The Public Housing Authority accepted 2,541 new applications for public housing in 1996. The Public Housing Authority signed 1,122 new leases for public housing residents and their families. At the end of 1997, there were 2,920 applicants on the agency's public housing waiting list. Additionally, there are about 2,000 families remaining on the Section 8 waiting list.

5. Households by current age of householder (number and percent). The 1990 census data provide the most current data for age of householder.

Tenure by Age of Householder H13				
Age in Years	Owner Occupied	% Owner Occupied	Renter Occupied	% Renter Occupied
15 - 24	1,127	1.41%	13,691	16.94%
25 - 34	15,776	19.76%	30,603	37.85%
35 - 44	20,664	25.88%	14,251	17.63%
45 - 54	11,200	14.03%	6,130	7.58%
55 - 64	9,649	12.08%	4,693	5.81%
65 - 74	11,040	13.83%	4,944	6.12%
75 and over	10,389	13.01%	6,525	8.07%
Total Households	79,845	100%	80,837	100.00%

6. Current permitted densities for residential development.
 Single-family units/acre
 Multifamily units/acre

The city zoning code has been revised and is currently in the final stages of public review and comment for City Council adoption. The following zoning classifications are taken from the draft report:

The R1 Single Family District is established to provide for an environment of predominantly low density, single family dwellings and cluster developments on lots with a minimum of six thousand (6,000) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed.

The R1A Single Family District is established to provide for an environment of predominantly low density, single family dwellings and cluster developments on lots with a

minimum of five thousand (5,000) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed.

The R2 Two Family District is established to provide for an environment of predominantly low density, single and two family dwellings and cluster developments on lots with a minimum of six thousand (6,000) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed.

The R2B Two Family District is established to provide for an environment of predominantly low density, single and two family dwellings and cluster developments on lots with a minimum of five thousand (5,000) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed.

The R3 Multiple Family District is established to provide an environment of predominantly single and two family dwellings, cluster developments and smaller multiple family developments on lots with a minimum of five thousand (5,000) square feet and at least two thousand five hundred (2,500) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed.

The R4 Multiple Family District is established to provide an environment of predominantly medium density apartments and congregate living arrangements, single family and two family dwellings and cluster developments, on lots with a minimum of five thousand (5,000) square feet of lot area and at least one thousand five hundred (1,500) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed.

The R5 Multiple Family District is established to provide an environment of high density apartments, congregate living arrangements and cluster developments on lots with a minimum lot area of five thousand (5,000) square feet and at least nine hundred (900) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed.

The R6 Multiple Family District is established to provide an environment of high density apartments, congregate living arrangements and cluster developments on lots with a minimum of five thousand (5,000) square feet of lot area and at least four hundred (400) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed.

The OR1 Neighborhood Office Residence District is established to provide a small scale mixed use environment of low to moderate density dwellings and office uses. This district may serve as a transition between neighborhood commercial centers and the surrounding residential uses.

(2,500 sq. ft. per d.u.)

The OR2 High Density Office Residence District is established to provide a mixed use environment of moderate to high density dwellings and large office uses, with additional small scale retail sales and services uses designed to serve the immediate surroundings. This district may serve as a transition between downtown and surrounding moderate to low density residential neighborhoods.

(900 sq. ft. per d.u.)

The OR3 Institutional Office Residence District is established to provide a mixed use environment of very high density dwellings, large office uses, and major institutions, with additional small scale retail sales and services uses designed to serve the immediate surroundings. This district may serve freestanding institutions and employment centers or as a transition between downtown and surrounding moderate to low density residential neighborhoods. (300 sq. ft. per d.u.)

Planned residential development is established to encourage a higher quality residential development that provides a greater variety of housing types and costs and additional site amenities than might otherwise occur under the strict application of the zoning regulations. The regulations are intended to encourage innovation in housing design in order to meet the housing needs of the city's diverse population, to promote the efficient use of land, and to protect the natural environment.

This chapter is established to provide the framework for an alternative form of development in the city for very large sites and is intended to create efficient, functional and attractive urban areas which incorporate high levels of amenities and which meet public objectives for protection and preservation of the natural environment. These provisions are intended to permit a substantial amount of flexibility in site planning because of the large size of the site and are intended only for developments which have a citywide impact. Because of the site planning flexibility possible in Specially Planned Districts, substantial planning studies are required in order to establish the specific parameters for a development in a particular Specially Planned District. In this way, the zoning controls are unique for each district.

Cluster development; Minneapolis also allows cluster developments as conditional uses beginning in the R1 District. A cluster development is defined as a development of not less than three (3) dwelling units, either attached or detached, which may include more than one (1) principal residential building on the zoning lot.

7. Land potentially available for residential development and redevelopment (see worksheet, appendix).

The city has an established built environment and there is only a relatively small amount of unused or underdeveloped land available for development purposes. However, there are development opportunities within the city. The Community Development Agency has an existing inventory of about one thousand to twelve hundred buildable single family lots available, and there are redevelopment opportunities that exist around commercial nodes and along commercial corridors. There are also redevelopment possibilities within certain areas of neighborhoods which have experienced disinvestment and significant deterioration. These areas are generally near the center of the city where the housing stock is oldest. There are also high quality housing development opportunities that exist in Minneapolis, primarily along the Mississippi River Corridor, in the Downtown area of the Central Community, along commercial corridors and other prime locations within the communities. The Plan identifies major housing sites as growth centers.

8. Age of current housing stock (number and percent).

- Rental units built before 1970
- Rental units built 1970 and later
- Ownership units built before 1960
- Ownership units built 1960 and later

The State of the City report, Housing chapter provides the most recent inventory of housing the city. The table showing the housing profile includes an element showing the age profile of residential structures in Minneapolis. The 1990 census also provides information on the age of housing in the city. The recent additions between 1990 and 1995 are included here as the estimates reported by the Metropolitan Council.

Year Structure Built				
H25/26/27				
Year Built	Total	Vacant	Owner Occupied	Renter Occupied
Before 1950	108,653	6,914	61,109	40,630
1950 - 1969	37,306	2,382	12,709	22,215
1970 - 1979	16,242	1,150	2,408	12,684
1980 - 1988	9,433	1,058	3,552	4,823
1989 - 1995*				
*Metro Council Est.	2,723	1,275	163	1,285
Total Housing Units	174,357	12,779	79,941	81,637

9. Extent of need for housing rehabilitation: number and percent of units needing rehabilitation (if available) or narrative description. This information could be categorized by neighborhood or planning district or other geographic area, to help identify target areas.

For example:

Excellent:	Well-built structure with no observable maintenance requirements.
Good:	No observable defects in structure and only minor maintenance requirements.
Average:	No observable major defects or maintenance problems, considerable minor requirements.
Below Average:	Considerable deferred maintenance with permanent structural damage visible.
Poor:	Major structural damage.
Bad:	Condemned or uninhabitable.

The State of the City report, Housing chapter provides the latest City Assessor record on housing condition. The following is an extract from the 1997 State of the City report.

The City Assessor's Office has the responsibility of maintaining property descriptions on all parcels in the city as a basis for estimating their market values for tax purposes. The condition rating is a qualitative factor that is one of the variables used in valuing properties. With the implementation of an automated valuation system a comprehensive review was made of all condition ratings. The results of that review is that during 1995, 1996 and 1997 all properties were viewed from at least the exterior, and the condition ratings updated. It had been an extended period of time since a similar project was done on a citywide basis.

Therefore, the appropriate "base line" information would appear in the 1997 ratings, encompassing seventy-seven of the city's residential neighborhoods, and the 1998 assessment years which included all residential properties. Caution should be used in making conclusions about trends that have occurred up until the base year due to the possibility of using out dated information in years 1996 and earlier.

The 1997 property management files show that 20.2 percent of all Minneapolis housing units were located in structures classified below average. In 1997, Minneapolis housing inventory based on the City Assessor's regular assessment of all city residential structures, saw a continued change in condition rating between 1996 and 1997 as shown in the following table. The over-all change in housing condition reflects a combination of fewer units (-4,268 units) in residential structures of average or above condition and a greater number of units in structures identified as below average (+4,950).

The following table shows the change in housing condition for each housing category over the past three years. The number of single family detached units classified below

average increased to 17.5 percent. The 1997 data show 13,469 single family detached units were classified below average compared to 11,268 in 1996.

Over thirty percent (36.7 percent) of all units in duplex structures are currently rated below average. The number of units classified below average increased to 9,208 in 1997. This is a 16.3 percent increase over the 1996 figure.

Small apartment buildings with 3 or 4 units also have a large percentage of below average units, at 41.3 percent in 1997. This represents a 13 percent increase over the 1996 figure, again showing the city's emphasis on improving their classification system.

Apartment buildings with five or more units contribute 9,311 below average units, which is 16.3 percent for this housing category. The 1997 data show 13 percent increase in units rated as below average condition compared to 1996 figures. The higher percentage of below average units represents an effort on the part of the City Assessor's Office to improve their condition rating system for this housing category.

Minneapolis housing condition is based on the Minneapolis Assessor's regular assessment of all residential structures in the city. The definitions used for the new categories are listed below. Generally, the need for rehabilitation is associated with parcels classified as Condition 6 or higher. As the condition rating system becomes more standardized the Assessor's Office will be able to adjust and refine their definitions to help identify the type and extent of rehabilitation that may be necessary within each condition classification. The table below provides a comparison of the estimated number of units identified in each housing category as average or above, below average, those without a classification and the percent rated below average, for the years 1995 through 1997.

The following table shows the percentage of all housing units in each neighborhood rated below average at year-end 1996.

Single Family Detached Units Housing Condition 1995, 1996 And 1997			
Condition	1995	1996	1997
Average or Above	68,994	65,726	63,705
Below Average	9,873	11,268	13,469
Unknown	459	466	279
Percent Below Average	12.9%	14.6%	17.5%

Single Family Attached Units (Condominium, Cooperative and Townhouse Units) Housing Condition 1995, 1996 And 1997			
Condition	1995	1996	1997
Average or Above	6,050	6,836	6,913
Below Average	33	36	46
Unknown	3,394	3,271	1,107
Percent Below Average	.5%	.5%	.7%

Units in Two Unit Structures Housing Condition 1995, 1996 And 1997			
Condition	1995	1996	1997
Average or Above	17,934	17,382	15,890
Below Average	7,504	7,918	9,208
Unknown	72	72	42
Percent Below Average	29.5%	31.3%	36.7%

Units in Three and Four Unit Structures Housing Condition 1995, 1996 And 1997			
Condition	1995	1996	1997
Average or Above	5,938	4,841	4,566
Below Average	1,730	2,841	3,211
Unknown	20	12	12
Percent Below Average	22.6%	37.0%	41.3%

Units in Five and More Unit Structures Housing Condition 1995, 1996 And 1997			
Condition	1995	1996	1997
Average or Above	52,663	48,449	47,992
Below Average	3,375	8,232	9,311
Unknown	1,811	1,027	810
Percent Below Average	6.0%	14.5%	16.3%

Units in All Structures Housing Condition 1995, 1996 And 1997			
Condition	1995	1996	1997
Average or Above	149,876	143,234	138,966
Below Average	22,515	30,295	35,245
Unknown	5,756	4,844	2,250
Percent Below Average	13.1%	17.5%	20.2%
Total Number of Units	178,147	178,373	176,461

The Condition Rating System

The following definitions of the condition rating classifications were adapted from the former classification system:

Condition 1, Excellent; Condition 2, Very Good; Condition 3, Good

The top three classifications represent a well-built house with no observable maintenance requirements. Everything is in perfect condition.

Condition 4, Average Plus

This classification represents houses with no observable defects in structure and only minor maintenance requirements such as small plaster or stucco cracks. Minor wear and tear on woodwork and cabinets may be noticeable, and it may need some paint or shingles, but no maintenance items have yet been deferred to the point where permanent damage exists.

Condition 5, Average

This is the midway range in the condition category and represents the largest grouping. The assumption is that the average structure is in satisfactory condition and is a desirable property as living or working quarters. The maintenance requirements are being satisfactorily covered and the buildings are perfectly salable as is. No major defects or maintenance requirements are observable, but a considerable number of minor items can be seen. Many items such as the roof, plumbing, heating, windows, cabinet work and exterior are showing some deterioration but are still reliable and not in need of immediate replacement.

Condition 6, Average Minus; Condition 7, Fair

These classifications represent houses that have considerable deferred maintenance, with permanent damage to structural items, such as roof line sagging or cracks in basement foundation beginning to show. Windows, window frames, and sills may be deteriorating from water in the wood. Floors and roof may have some sag. Plaster may have some water stains or damage. The foundation has cracks, but no major settling. Considerable wear and tear on woodwork and cabinets may be noticeable and cabinets should probably be replaced. Heating and plumbing are beginning to show considerable wear and may be unreliable.

Condition 8, Poor

The last two classifications represent houses which show considerable damage to major structural items. The foundation has large cracks and settling may be substantial. Substantial settling may be noticeable in floors with doors and windows no longer square. Rotting wood, large plaster and stucco cracks may be observable in several places. Heating and plumbing is unreliable. House is still habitable, but probably beyond the present occupant's capacity to restore it or even maintain it.

Condition 9, Bad

These houses are condemned and uninhabitable.

10. Current housing vacancy rates

Percent single family vacant
Percent multifamily vacant

No data are currently available. Northern States Power files are being accessed by Metropolitan Council Housing staff to assist in re-creating this data element.

Housing Vacancy

Northern States Power Company changed their computer system and can no longer update the files used for this section of the report. The following data are for 1995.

Housing vacancy in Minneapolis declined slightly during the first half of 1995. The overall vacancy rate for all housing units fell to 4.5 percent setting a new five year low. Apartment vacancy rates dropped to 9.3 percent from the previous high of 10.1 percent set last year. Vacancy among non-apartment units, single family, duplex and triplex units, decreased from 2.7 percent to 2.4 percent at mid year 1995. Long term vacancy remained steady, at 1.2 percent, for the third consecutive year.

The vacancy rate for all housing units set a new five year low, at 4.5 percent, for the first six months of 1995. Apartment vacancies moved down slightly to 9.3 percent, equaling the rate set in 1993. Vacancy among non-apartment units, the single family, duplex and triplex units, declined to 2.4 percent during the first half of 1995. The long term vacancy rate, at 1.2 percent, was unchanged for the third year in a row.

The majority of communities saw a decrease in their apartment vacancy rate. Six communities reported a vacancy rate less than the city average of 9.3 percent. The highest apartment vacancy rates were reported by Phillips, 16.9 percent, Near North, 15.6 percent, and Powderhorn, 10.5 percent. Two communities, Central at 9.7 percent and Camden at 9.5, reported a vacancy rate very near the city rate. The lowest apartment vacancy rates were reported by Nokomis, 6.7 percent, Calhoun-Isles and Southwest Communities, 7.2 percent, followed by Northeast 7.7 percent, and Longfellow and University, both with 8.3 percent. Geographic areas that have a higher than average apartment vacancy rate generally contain a relatively high proportion of older apartment buildings. Efficiency and one bedroom apartments are having more difficulty attracting renters, especially if located in older buildings or do not offer modern amenities desired by today's younger renters.

Mid-Year Housing Vacancy Rates 1991-1995					
	1991 %	1992 %	1993 %	1994 %	1995 %
All Housing	4.8	4.7	4.6	5.0	4.5
Apartment	10.0	9.8	9.3	10.1	9.3
Non-Apartment	2.5	2.3	2.5	2.7	2.4
Vacant Six Months or Longer	0.9	1.1	1.2	1.2	1.2

Housing Demand - Goals and Policies for Future Lifecycle Needs

A community's housing needs and goals derive from the current housing inventory and its condition (above) and any changes in the community's population based on household and employment forecasts and future age distribution. The following categories and issues should be addressed in this section.

The Minneapolis HUD Consolidated Plan grant submission was adopted by the city council and approved by HUD during 1995. Annual updates have subsequently been submitted and approved by HUD. This submission incorporates the best housing affordability data and narrative description available at this time. Most of the specific questions identified below are addressed in Parts II and III of the report. (see attached)

1. Affordable housing. A description of changes in the age composition and employment structure in the community and their effect on the need for affordable housing.

The tables below were derived from the Department Of Housing and Urban Development technical assistance Databook. The data were created for HUD as a special report. The narrative contained in the City's Consolidated Plan helps to describe the needs, policy and program strategies appropriate to the various households according to their income status.

Minneapolis Household Profile by Income and Tenure, 1990					
	Number Households	Very Low Income 0 to 50% hamfi*	Other Low Income 51 to 80% hamfi*	Moderate Income 81 to 95% hamfi*	Above 95% Income Above 95% hamfi*
Renter households	78,741	40,084	17,126	6,409	15,122
Percent of renters		25.0%	10.7%	4.0%	9.4%
Owner households	81,790	14,545	15,082	8,309	43,854
Percent of owners		9.1%	9.4%	5.2%	27.3%
Total households	160,531	54,629	32,208	14,718	58,976
		34.0%	20.1%	9.2%	36.7%

* Housing Area Median Family Income

Minneapolis Renter Households by Income, Age and Family Size, 1990

	Total Number Households	Very Low Income 0 to 50% hamfi*	Other Low Income 51 to 80% hamfi*	Moderate Income 81 to 95% hamfi*	Above 95% Income Above 95% hamfi*
All households	160,531	54,629	32,208	14,718	58,976
Renter households	78,741	40,084	17,126	6,409	15,122
Percent of renters		50.90%	21.80%	8.10%	19.20%
Type of household:					
Elderly 1 & 2	12,017	8,866	1,771	438	942
Percent of renters	15.3%	22.1%	10.3%	6.8%	
HHDs:					
Small Fam. 2 to 4	19,752	9,689	4,097	1,522	4,444
	25.1%	24.2%	23.9%	23.7%	
Large Fam. 5 plus	4,395	3,195	696	190	314
	5.6%	8.0%	4.1%	3.0%	
All other renters	42,577	18,334	10,562	4,259	9,422
	54.1%	45.7%	61.7%	66.5%	
Total Check	78,741	40,084	17,126	6,409	15,122

Minneapolis Owner Households by income, elderly and non-elderly Status, 1990

	Total Number Households	Very Low Income 0 to 50% hamfi*	Other Low Income 51 to 80% hamfi*	Moderate Income 81 to 95% hamfi*	Above 95% Income Above 95% hamfi*
All households	160,531	54,629	32,208	14,718	58,976
	73.6%	40.4%	63.3%	76.5%	87.5%
Owner households	81,790	14,545	15,082	8,309	43,854
Percent of owners		17.80%	18.40%	10.20%	53.60%
Type of Household:					
Elderly	21,627	8,662	5,535	1,949	5,481
	26.4%	59.6%	36.7%	23.5%	12.5%
All other Owners	60,163	5,883	9,547	6,360	38,373
Total check	81,790	14,545	15,082	8,309	43,854

* Housing Area Median Family Income

Seven County Regional Household Income Status, 1990

	Total Number Households	Very Low Income 0 to 50% hamfi*	Other Low Income 51 to 80% hamfi*	Moderate Income 81 to 95% hamfi*	Above 95% Income Above 95% hamfi*
County					
Anoka	82,301	12,021	14,248	9,503	46,529
Carver	16,579	2,832	3,008	1,750	8,989
Dakota	98,408	12,867	15,566	9,724	60,251
Hennepin	419,118	88,958	71,708	39,734	218,718
Mpls.	160,531	54,629	32,208	14,718	58,976
Ramsey	190,887	47,428	36,519	18,256	88,684
Scott	19,382	3,012	3,402	2,022	10,946
Washington	49,158	6,453	7,014	4,650	31,041
Total Seven County Area	875,833	173,571	151,465	85,639	465,158
State of Minnesota	1,648,825	363,192	296,752	157,411	831,470

* Housing Area Median Family Income

Seven County Regional Household Income Status, 1990
(Percent Share of Boundary Total Households)

	Total Number Households	Very Low Income 0 to 50% hamfi*	Other Low Income 51 to 80% hamfi*	Moderate Income 81 to 95% hamfi*	Above 95% Income Above 95% hamfi*
County					
Anoka	82,301 9.4%	12,021 14.6%	14,248 17.3%	9,503 11.5%	46,529 56.5%
Carver	16,579 1.9%	2,832 17.1%	3,008 18.1%	1,750 10.6%	8,989 54.2%
Dakota	98,408 11.2%	12,867 13.1%	15,566 15.8%	9,724 9.9%	60,251 61.2%
Hennepin	419,118 47.9%	88,958 21.2%	71,708 17.1%	39,734 9.5%	218,718 52.2%
Balance of Hennepin	258,587 29.5%	34,329 13.3%	39,500 5.3%	25,016 9.7%	159,742 61.8%
Minneapolis.	160,531 18.3%	54,629 34.0%	32,208 20.1%	14,718 9.2%	58,976 36.7%
Ramsey	190,887 21.8%	47,428 24.8%	36,519 19.1%	18,256 9.6%	88,684 46.5%
Scott	19,382 2.2%	3,012 15.5%	3,402 17.6%	2,022 10.4%	10,946 56.5%
Washington	49,158 5.6%	6,453 13.1%	7,014 14.3%	4,650 9.5%	31,041 63.1%
Total Seven County Area	875,833 53.1%	173,571 19.8%	151,465 17.3%	85,639 9.8%	465,158 53.1%
State of Minnesota	1,648,825	363,192 22.0%	296,752 18.0%	157,411 9.5%	831,470 50.4%
Balance of State (Minus Metro)	772,992 46.9%	189,621 24.5%	145,287 18.8%	71,772 9.3%	366,312 47.4%

* Housing Area Median Family Income

**Seven County Regional Household Income Status, 1990
(Percent Share of Metro Totals)**

County	Total Number Households	Very Low Income 0 to 50% hamfi*	Other Low Income 51 to 80% hamfi*	Moderate Income 81 to 95% hamfi*	Above 95% Income Above 95% hamfi*
Anoka	82,301 9.4%	12,021 6.9%	14,248 9.4%	9,503 11.1%	46,529 10.0%
Carver	16,579 1.9%	2,832 1.6%	3,008 2.0%	1,750 2.0%	8,989 1.9%
Dakota	98,408 11.2%	12,867 7.4%	15,566 10.3%	9,724 11.4%	60,251 13.0%
Hennepin	419,118 47.9%	88,958 51.3%	71,708 47.3%	39,734 46.4%	218,718 47.0%
Ramsey	190,887 21.8%	47,428 27.3%	36,519 24.1%	18,256 21.3%	88,684 19.1%
Scott	19,382 2.2%	3,012 1.7%	3,402 2.2%	2,022 2.4%	10,946 2.4%
Washington	49,158 5.6%	6,453 3.7%	7,014 4.6%	4,650 5.4%	31,041 6.7%
Total Seven County Area	875,833 53.1%	173,571 47.8%	151,465 51.0%	85,639 54.4%	465,158 55.9%
State of Minnesota	1,648,825	363,192	296,752	157,411	831,470
Minneapolis	160,531 18.3%	54,629 31.5%	32,208 21.3%	14,718 17.2%	58,976 12.7%

* Housing Area Median Family Income

Seven County Regional Household Income Status, 1990

	Total Number Households	Very Low Income 0 to 50% hamfi*	Other Low Income 51 to 80% hamfi*	Moderate Income 81 to 95% hamfi*	Above 95% Income Above 95% hamfi*
Total Seven County Area	875,833	173,571	151,465	85,639	465,158
Percent of state total	53.1%	47.8%	51.0%	54.4%	55.9%
Hennepin County	419,118	88,958	71,708	39,734	218,718
Percent of state total	25.4%	24.5%	24.2%	25.2%	26.3%
Percent of 7 cty. total	47.9%	51.3%	47.3%	46.4%	47.0%
Minneapolis	160,531	54,629	32,208	14,718	58,976
Percent of state total	9.7%	15.0%	10.9%	9.4%	7.1%
Percent of 7 cty. total	18.3%	31.5%	21.3%	17.2%	12.7%
Hennepin County (Minus Minneapolis)	258,587	34,329	39,500	25,016	159,742
Percent of state total	15.7%	9.5%	13.3%	15.9%	19.2%
Percent of 7 cty. total	29.5%	19.8%	26.1%	29.2%	34.3%

* Housing Area Median Family Income

Minneapolis Households Compared to Hennepin Households

Married couple households with children under 18

	Total Households	Percent of Total Households	Percent Change 1980 - 1990
Minneapolis Total Household 160,531	22,147	13.80%	-13.30%
Hennepin Total Household 419,118	94,218	22.50%	-2.90%
Hennepin w/out Mpls Total Household 258,587	72,071	27.90%	Unknown

Married couple households without children under 18

	Total Households	Percent of Total Households	Percent Change 1980 - 1990
Minneapolis	29,837	18.60%	-16.50%
Hennepin	109,438	26.10%	13.10%
Hennepin without Minneapolis	79,601	30.80%	Unknown

People under age 65 living alone			
	Total Households	Percent of Total Households	Percent Change 1980 - 1990
Minneapolis	43,787	27.30%	9.70%
Hennepin	84,199	20.10%	21.80%
Hennepin without Minneapolis	79,601	15.60%	Unknown

People over age 65 living alone			
	Total Households	Percent of Total Households	Percent Change 1980 - 1990
Minneapolis	18,155	11.30%	-17.20%
Hennepin	37,466	8.90%	13.50%
Hennepin without Minneapolis	79,601	7.50%	Unknown

Other households (includes all unrelated people who live together)			
	Total Households	Percent of Total Households	Percent Change 1980 - 1990
Minneapolis	21,069	13.10%	23.50%
Hennepin	40,048	9.60%	40.60%
Hennepin without Minneapolis	18,979	7.30%	Unknown

Single parent households			
	Total Households	Percent of Total Households	Percent Change 1980 - 1990
Minneapolis	25,687	16.00%	-18.70%
Hennepin	53,691	12.80%	30.50%
Hennepin without Minneapolis	28,004	10.80%	Unknown

2. Mix of housing types. An assessment of the community's range of housing options to meet needs of residents at all stages in the lifecycle; and types of housing needed in order to broaden housing choice to meet future housing needs.

The Housing Principles address the issue of housing choice and has developed a series of Housing Impact measures to monitor the success of the city's housing strategies. A process is currently in progress to evaluate each of the eleven communities based on the housing impact measures, the goals established for the city in the participation agreement for the Metropolitan Council Livable Community Act, housing goals of (variety) life cycle, residential densities, and housing affordability. The following table indicates the Minneapolis LCA goals.

Minneapolis		City Index	Benchmark	Goal
Affordability	Ownership	88%	NA	83%
	Rental	67%	NA	60%
Life Cycle	Type (Non-single family detached)	56%	NA	56%
	Owner/renter Mix	45/55%	NA	54/56%
Density	Single-Family Detached	6.2/acre	NA	6.2/acre
	Multifamily	20/acre	NA	20/acre

The housing principles and impact measures provide a policy framework for the future housing marketing strategies and action plans.

3. Development/redevelopment densities and mixed use.

Identified areas near transit lines or where new transit might be feasible because of higher density, clustered or mixed-use development (that is, commercial/residential combinations).

The city has a built environment and therefore a relatively small amount of developable land available for development purposes. However, the Community Development Agency has an existing inventory of about one thousand to 1,200 hundred buildable single family lots available, and there are redevelopment opportunities that exist around and along commercial nodes and commercial corridors. There are also redevelopment potential within certain areas of neighborhoods that have significant deterioration such as in the Phillips and Near North neighborhoods around the Honeywell Headquarters and on the Sumner Field Public Housing Site. There are also high quality housing development locations along the Mississippi River Corridor and within the downtown area of the Central Community.

4. Employment/housing linkages.

Goals to address the impact of current and forecast employment, and housing affordability and options in the community.

The City's Consolidated Plan includes an anti-poverty strategy that best describes the city's efforts to link employment and economic development initiatives to housing opportunities for lower income residents. (See section H.)

Antipoverty Strategy

The city will continue its efforts to reduce the number of poverty-level families through the allocation of funds to neighborhood, economic, industrial, housing, human development and employment programs and activities which facilitate the creation or retention of job opportunities. The city will also coordinate its efforts with other programs and services to maximize opportunities for residents to move upward from the

poverty level. Additionally, the city will use its annual budget process as a tool for setting priorities and implementing its antipoverty strategy.

The city will continue to support efforts by other agencies and organizations, such as MPHA, Hennepin County, Minnesota Indian Women's Resource Center, and Access and Success. All of them offer some type of self-sufficiency, referral service, jobs, educational or other programs which benefit households or persons with income at or below the poverty line. Additionally, since there has been an increase in the city's racial and ethnic population, the city will work with representative agencies, organizations, neighborhood groups and businesses to assist with the creation and retention of job opportunities and to develop a strategy that meets their specific needs.

In the city's efforts to produce, stabilize and preserve affordable housing, it will continue to work closely with its identified service delivery and management teams to reduce or assist in reducing, where possible, the number of households with income at or below the poverty line. However, with limited and dwindling resources from the federal level, there is a growing concern about how the various needs of residents (affordable housing, jobs, child care, transportation, health care, etc.) will be met in the near future.

An important development in the provision of affordable housing for residents is the settlement of litigation in *Hollman et al, vs. Cisneros et al*. Under the settlement, many units have been removed from their current concentration to elsewhere in the city and surrounding suburban communities, with no likelihood of a loss of housing resources for city residents. Additionally, a large number of Section 8 certifications are becoming available to residents who receive mobility counseling with their certificate. This provides city residents with better and increased affordable housing choices, as well as improved access to jobs, educational and other opportunities to provide expanded opportunities for social and economic self-sufficiency.

MPHA has developed a variety of programs to promote resident employment consistent with the requirements of Section 3. One approach involves identifying existing employment opportunities within the MPHA through on-the-job training experience. The third approach relies upon apprenticeship training for entry into the building trades and the Step-Up Apprenticeship Program, all leading to direct placement of job ready residents.

The city will continue to review issues of deconcentration, affordable housing choices and the growing needs of residents at or below the poverty level when determining its goals, programs and policies for producing and preserving affordable housing. It will continue to set aside funds under CDBG, HOME and other programs; adhere to its Residential Antidisplacement and Relocation Assistance Plan; coordinate public-private affordable housing partnerships; review its housing and homeless needs; and carry out its other programs and policies in an effort to reach affordable housing goals.

Finally, the City of Minneapolis, as a recipient of Section 3 applicable housing and community development assistance, is instituting the following strategy in order to

promote economic opportunity to the city's extremely low- and low-income residents. The strategy is based upon the Interim Rule requirements concerning Section 3.

5. Concentrations of lower-cost and substandard housing units. Identification of areas with significant housing maintenance or rehabilitation needs and redevelopment expectations.

The concentration of lower-cost and substandard housing units is best described through the City Assessor's housing condition rating system, which is included above. The following is an excerpt from the City's Consolidated Plan. The discussion shows the geographic areas of concentration for poverty and minorities within Minneapolis. Concentrations of low-income and minority households are defined by the Hollman decree. Under the decree, Minneapolis census tracts with at least 33.5 percent or more of the population at or below the poverty level are defined as poverty concentrated areas. Map 15 in the appendix of the Minneapolis Consolidated Plan shows the city's poverty concentrated areas. Under the Hollman definition, minority concentrations are census tracts where the minority population is greater than 28.69 percent in any given census tract. Map 16 in the appendix shows the city's minority concentrations. With respect to low-income or poverty concentrations, the areas experiencing the highest percentage of individuals living in poverty continue to be concentrated in portions of the Near North, Phillips, Powderhorn and University communities. Map 9 (see appendix) indicates specific areas of the city which have experienced an increase in the percentage of persons living in poverty. The darkest areas of the map, which are located relatively close to the downtown core area of the city, are those in which the percentage of persons living in poverty has exceeded 25 percent since at least 1969.

Overall, Map 9 depicts a steady increase in the number of census tracts with 25 percent or more of the population living below the poverty level since 1969. The largest number of new tracts (20 tracts) to reach the 25 percent poverty threshold were recorded in the most recent 1990 census. These new areas of poverty concentration were largely divided evenly (seven tracts each) between the near north side and the near south side along the I-35W freeway corridor. Additional new areas of poverty concentration were also located in portions of northeast Minneapolis and in a few tracts located adjacent to downtown.

While 20 tracts crossed the 25 percent poverty threshold in 1989, two tracts located near downtown along the Mississippi River fell below the 25 percent threshold for the first time since 1969. Although a large number of tracts exceeded the 25 percent poverty threshold for the first time ever, a majority of city census tracts (67 out of 126) experienced either a small change or a moderate decline in the number of residents living in poverty between 1979 and 1989.

With respect to minority concentrations, Table 31 provides additional data about geographical areas with high percentages of minorities. Table 31, which illustrates

the diversity of families with children by community, shows that as a whole, Minneapolis is more racially diverse than the seven county region. Of the families with children in the seven county region, 92.7 percent are white, whereas in Minneapolis only 68.4 percent are white.

It is evident that several communities are more racially diverse, in terms of families with children, than others. Significantly higher concentrations of minority families with children exist in the Near North, Central, University, Powderhorn and Phillips communities. The percentages of minority families with children in the Near North and Phillips communities are both over 70 percent. Additionally, the Central, University and Powderhorn communities also have greater percentages of minority populations when compared to the other Minneapolis communities. When examining specific racial and ethnic groups, it is evident from the table that the Near North community has the greatest percentage of African American families with children (53.2 percent) followed by the Central community (39.1 percent).

Three communities have significantly higher concentrations of other racial groups. American Indian families with children make up the largest group in the Phillips community at 35 percent, which is more than 30 percent higher than Minneapolis as a whole. The Phillips, Near North and University communities also have higher concentrations of Asian families. At 18.1 percent, the University community has the highest concentration of Asian families with children, followed by Near North at 11.7 percent and Phillips at 9.4 percent.

In summary, concentrations of low-income households and of minorities coincide to a significant degree with the neighborhoods and communities most in need of rehabilitation activities. The city is committed to undertaking such activities in ways which minimize involuntary displacement of residents. Thus, provision of sound, well-managed housing affordable to lower income households is a necessary component of any rehabilitation strategy. The city's strategies for addressing any problems which might be associated with relatively high concentrations of lower income households and minorities, therefore, cannot be based on refusal to provide housing assistance in these areas. Rather, the strategies must focus on:

- Assuring that assisted housing is well managed, has a significant home ownership component and is accompanied by appropriate social programs.
- Promotion of increased housing opportunities and wider geographic choice.

Minneapolis has promoted these strategies through past policies and programs and will continue to as part of the Consolidated Plan. Specifically, Minneapolis will establish priorities for housing assistance which will favor provision of housing assistance in areas that have relatively low concentrations of lower income households and minorities and will provide additional incentives for the development of housing in such areas

	White	African American	American Indian	Asian	Other
Seven-County Region N= 583,800	92.7%	2.2%	0.5%	2.9%	1.8%
Minneapolis N = 38,309	68.4%	20.3%	5.4%	5.0%	0.9%
Camden N = 3,602	83.6%	11.3%	3.0%	1.5%	0.6%
Northeast N = 3,571	90.7%	2.2%	4.1%	2.1%	0.9%
Near North N = 5,412	29.9%	53.2%	4.3%	11.7%	0.9%
Central N = 604	43.9%	39.1%	7.8%	7.1%	2.2%
University N = 924	61.9%	15.1%	3.6%	18.1%	1.2%
Calhoun Isles N = 1,696	90.5%	4.6%	1.5%	2.7%	0.7%
Powderhorn N = 3,059	49.8%	35.9%	7.2%	5.7%	1.4%
Phillips N = 2,166	25.9%	28.6%	35.0%	9.4%	1.1%
Longfellow N = 3,097	86.4%	5.8%	4.0%	2.4%	1.4%
Southwest N = 5,540	90.8%	6.0%	0.8%	1.9%	0.4%
Nokomis N = 4,548	85.2%	11.1%	1.3%	1.4%	0.9%

Source: 1990 Census, N=Number of Families with Children

6. Comparison with other communities.

The influence of the community's historic development on future housing stock and the impact of housing trends in neighboring communities is significant.

Minneapolis is the central city for this region and as such has a long history of growth and revitalization for the past decades. The following tables compare Minneapolis to the rest of the region.

Minneapolis Household Profile by Income and Tenure, 1990		
	Number Households	Percent Households
Renter households	78,741	
Owner households	81,790	
Total households	160,531	

Minneapolis household Profile by Income and Race, 1990		
	Total Number Households	Percent of Income Group
White	134,600	83.8
Black	15,995	10.0
Native American	3,436	2.1
Asian	4,291	2.7
Hispanic, other	2,099	1.3
All households	160,421	

Minneapolis Renter Households by Income, Age and Family Size, 1990		
	Total Number Households	Percent of Renters
All households	160,531	
Renter households	78,741	49.0
Type of household		
Elderly 1 & 2	12,017	15.3
Small Fam. 2 to 4	19,752	25.1
Large Fam. 5 plus	4,395	5.6
All other renters	42,577	54.1
Total	78,741	

Minneapolis Owner Households by income, elderly and non-elderly Status, 1990		
	Total Number Households	Percent Owner Households
All households	160,531	
Owner households	81,790	51.0
Type of Household		
Elderly	21,627	26.4%
All other Owners	60,163	73.6%
Total	81,790	

Seven County Regional Household Income Status, 1990		
	Total Number Households	Percent of Households
County		
Anoka	82,301	7.9%
Carver	16,579	1.6%
Dakota	98,408	9.5%
Hennepin	419,118	40.4%
Minneapolis	160,531	25.0%
Balance of Hennepin	258,587	15.5%
Ramsey	190,887	18.4%
Scott	19,382	1.9%
Washington	49,158	4.7%
Total Seven County Area	1,036,364	62.9%
State of Minnesota	1,648,825	

7. Relationship to regional plans and policies.

The community's housing plans and goals support regional housing policies in the Regional Blueprint.

Minneapolis City Council, in 1995, adopted a set of Housing Principles that call for city action to improve housing choice and to increase the variety of housing options available within all communities. The Housing Principles are incorporated into the Marketplaces: Neighborhoods Chapter of the Draft Minneapolis Plan. An Interagency Housing Principles Study Team was formed and has analyzed the anticipated impact of the Housing Principles. A series of outcome measures have been developed to help monitor the successes of the housing principles in guiding the city's housing initiatives. These outcome measures will be updated annually and monitored to show progress in providing wider geographical choice in housing and an increased variety of housing options available in the city.

The Minneapolis Planning Department is in the process of a major effort to prepare a new zoning code for city council approval. The housing principles helped to form the basis for the new zoning code.

Other actions that support the development of affordable and life-cycle housing include the following.

Zoning regulations governing congregate living arrangements were adopted by the City Council in January of 1997.

Regulations governing non-conforming uses were amended to allow qualifying low income tax credit housing developments to be rebuilt in the event of their destruction during the life of the contract, usually 15 years.

8. Housing policies on residential land use control, local housing implementation activities, and housing maintenance and rehabilitation.

Public policies regarding municipal resources, land use and zoning have an impact on residential housing choices. In general, the analysis of impediment to fair housing choice compares the large number of residential units that are already located within the City of Minneapolis relative to the rest of the region. The analysis also recognizes that the Minneapolis zoning code supports a pattern of medium and high density housing which allows a much wider variety of housing alternatives and a far greater number of residential units to accommodate special needs people and lower income households, than any other of the municipalities within this metropolitan region.

The analysis suggested that low and moderate income residential developments of 10 units or more require a conditional use permit (CUP), which may become a barrier to execution of the project. The CUP requirement is not income sensitive, this review is required for any 10 unit plus residential development. The review is not used only for low or moderate income housing projects.

Section 522.65 of the zoning code states that all housing developments provided for reasonable accommodation for special needs persons. Policy 522.65 states the city has legitimate interest in preserving the character of residential neighborhoods by adopting regulations relating to the number and type of structures and uses and the number of persons who may occupy a dwelling or structure, and off-street parking in order to control population density, noise, disturbance and traffic congestion in residential areas. However, these regulations shall not be applied so as to prevent the city from making reasonable accommodation as required by the federal fair housing act amendments of 1988.

The recently adopted amendments to the zoning code relating to congregate living facilities provided for a reduced spacing requirement for non-licensed housing which is consistent with the state law. The distance between facilities was reduced from 1/2 mile to 1/4 mile, which will accommodate a greater total number of facilities within any community.

Chapter 531 related to Nonconforming Uses and Structures has been revised to allow greater flexibility in the rehabilitation and preservation of properties. This chapter also accommodates the use of low income tax credits for rehabilitation and preservation of low income housing within the city of Minneapolis.

Lifecycle Housing Implementation Program/Action Plan

In the organization of a comprehensive plan, the housing implementation information may be placed here or later, in the implementation section of the plan (see Tab 6).

For each of the goals and needs identified above, the implementation section should set forth:

1. **Housing programs** that the community will employ to meet its housing goals; programs and services provided by the community (or in collaboration with other communities and agencies). See the implementation section.
2. **Local controls that identify how local authority, especially planning, zoning ordinances and subdivision regulations, will be used to achieve community housing goals.** The City's Consolidated Plan includes a section on barriers to affordable housing. This excerpt best describes the city's system of local controls mechanisms (See section E.)

Barriers to Affordable Housing

Many policies and factors that add to the cost of producing affordable housing and contribute to concentrations of racial/ethnic minorities within the city are generally beyond the city's control. The weak housing market, high rehabilitation and construction costs, lack of employment opportunities and reduced rental assistance levels have been significant in determining where rental housing has been or will be produced. Although it has little control over these factors, the city does take them into account when developing its housing policies.

There are, however, some local policies that may hinder the development or increase the costs to produce affordable housing units and contribute to racial/ethnic minority concentrations within the city. These include state property tax codes, zoning regulations, building inspection codes and housing codes. All of these local policies tend to increase housing costs to some degree.

1. State Property Tax Codes

State property tax codes regarding rental property have proven to be a barrier to affordable housing. The city/county joint task force report on homeless families noted that most low and moderate income households are renters. Yet, the Minnesota property tax structure for rental property is taxed at a higher rate than owner-occupied homesteaded property. Although property tax rates vary by community, on average rental property is taxed at a rate three to three-and-one-half times higher than a homesteaded property of equivalent values according to the Metropolitan Council (1991). Ultimately, these taxes are paid by renters in their monthly rent. This state policy, combined with effects of the Federal Tax Reform Act of 1986, which eliminated most incentives for landlords to produce and maintain low income rental housing, is leading to a significant dis-investment in residential rental property and cash-flow problems for building owners, with particularly devastating effects in the inner city.

When it is not abandoned because of foreclosures or contract-for-deed cancellations, inner city rental housing is deteriorating at a noticeably faster pace than just a few years ago. In January 1994, the Minneapolis Inspections Department had an estimated 420 buildings on its boarded and condemned list. Every month, 35 to 40 units are condemned by the inspection department. Because of the negative affects of state tax property codes, the city is supportive of state legislation that will help equalize the property tax burden on rental properties.

2. Regulatory Controls and Inspections of Code Compliance

On a more local level, the city has a responsibility, through its regulatory controls and inspections of code compliance, to protect all of its property owners and renters. Therefore, the city's zoning and inspection regulations are written and applied with the intent to ensure environmental quality and safety in all housing located in the city. It is recognized that these standards may increase the cost of operations, rehabilitation and development of rental properties. However, the safety and health of individual households and quality of life within the city's neighborhoods must be protected.

Programs, such as the Repeat Offender Code Compliance Inspections Program (ROCCI), are geared to improve substandard property and deal with poor management conditions. While this program may reduce the number of lower cost rental units or increase rental housing costs, it is a better city alternative than allowing substandard housing conditions to threaten residents and have a blighting influence on neighborhoods.

3. Transportation

Transportation, and public policies relating to it, can also be characterized as barriers to affordable housing. Lack of established routes for public transportation to parts of the city or suburbs serves as a barrier since many of these areas provide supplies of or access to affordable housing.

4. Other

Finally, with respect to the low rent public housing program operated by MPHA, the complicated, time consuming and uncertain process for disposing of units and securing replacements through HUD serves to prolong the process of acquiring or constructing units which are available as soon as possible for occupancy by eligible families.

Strategies to remove or ameliorate the negative effects of the public policies outlined in this section are presented in Part IV of the Consolidated Plan.

Local fiscal devices that can be used to assist and facilitate the development of affordable and lifecycle housing.

The City's Consolidated Plan includes an action plan that describes the city's fiscal devises to implement its housing plans. (See Part V.)

1. Federal Resources

The city expects to have federal and other resources available to address the priority needs and specific objectives identified in its strategic plan. The weak housing market, severity of housing problems and needs of extremely low-income, low-income and moderate income renters and owners will influence the use of funds. Generally, the funds will be used for stabilization or rehabilitation of old units, production of new units, rental assistance or acquisition of existing units.

The federal resources available include the following four formula grant programs covered by the Consolidated Plan, which serves as an application and policy document: Community Development Block Grant (CDBG), Emergency Shelter Grant (ESG), Housing Opportunities for Persons with AIDS (HOPWA) and HOME Investment partnerships (HOME). The other federal resources are HOPE, public housing authority modernization finds, rent certificates and vouchers and any other federal entitlement or competitive funds for which the city may qualify.

A breakdown of the federal funds expected for 1998 through the four federal grant programs of the Consolidated Plan are as follows:

Federal Resources

CDBG (including program income)	\$ 16,835,000
HOME	\$ 3,396,000
ESG	\$ 674,000
HOPWA	\$ 640,000

Additional federal resources are expected as part of a settlement of litigation in the Hollman et al vs. Cisneros et al.

Minneapolis also receives funding from a variety of other resources as described below.

Other Resources

Other resources from private and non-federal public sources that are reasonably expected to be available to address the needs in the Consolidated Plan are state, county and local funds. The state is, and will continue to be, a major source of funding for rental and ownership housing projects. Local funds also will be available for housing and non-housing activities. The city's elected officials; its citizens, through the citizen participation process; and other concerned entities are committed to providing resources for affordable housing even though other funding sources are not sufficient. Private resources from banks, foundations, citizen participation and private developers continue to be valuable to the city's overall housing and community development strategies and goals.

Additional funding for implementation comes from the state, county and local initiatives.

A breakdown of state, county and local funds expected during the Consolidated Plan 1995 fiscal year follows:

State and County	
URAP (Unused balances)	\$500,000
Community Initiatives	\$156,100
Program	
MHFA Housing Revenue Bond	\$1,400,000
Entitlement	
Local Funds (Including NRP)	\$37,753,000
Total	\$39,359,100
Tax Increment	
Subtotal Housing & Social Service	\$5,200,259
Subtotal Economic Development	\$10,684,118
Subtotal Administration	\$4,787,088
Subtotal NRP	\$21,763,323
Subtotal	\$241,000
Unallocated	
Total	\$42,675,788

Private Sector funding resources

Funding from foundations, banks and local sources will be used to satisfy the matching requirements for HUD programs, such as HOME. These requirements have been satisfied in the past and the city will do everything within its power to ensure they are met in the future. Federal funds will be used in a reasonable and appropriate manner to leverage the additional resources. Each project and activity will be reviewed on a case-by-case basis and will include a financial analysis.

Minneapolis also takes advantage of special grant and program designations that lead to additional resources.

Enterprise Community Designation

The city's designation as an Enterprise Community (EC) is also a significant resource. On December 21, 1994, HUD designated Minneapolis as an Enterprise Community, which will bring the city \$3 million in Social Service Block Grant funds and future preference in all federal grant applications benefiting selected city neighborhoods. In addition, the State of Minnesota has earmarked \$2 million in employee tax credits for expenditure in the city's enterprise community area. These tax credits will be available to EC area businesses that hire EC area residents full-time.

Homeless and Other Special Needs Activities

The city will support and work with entities that (1) provide advocacy and services, (2) perform surveys or studies to provide more detailed and reliable information, (3) allocate funds for programs and activities, and (4) collaborate with other agencies and groups to alleviate the existing problems and conditions of the homeless and special needs populations. The city will also direct its resources to produce, preserve, rehabilitate, stabilize, convert, purchase and replace housing units that may benefit these populations. More information on some of these ongoing efforts can be found in Part III of the Consolidated Plan. Part IV of the Consolidated Plan describes activities currently underway, and which will continue to address the needs, prevention and provision of assistance to the homeless and other special needs populations. These include, for instance, the Harriet Tubman center listed in Table 3 and the opening of an assisted living building to provide affordable housing in a "continuum of care environment."

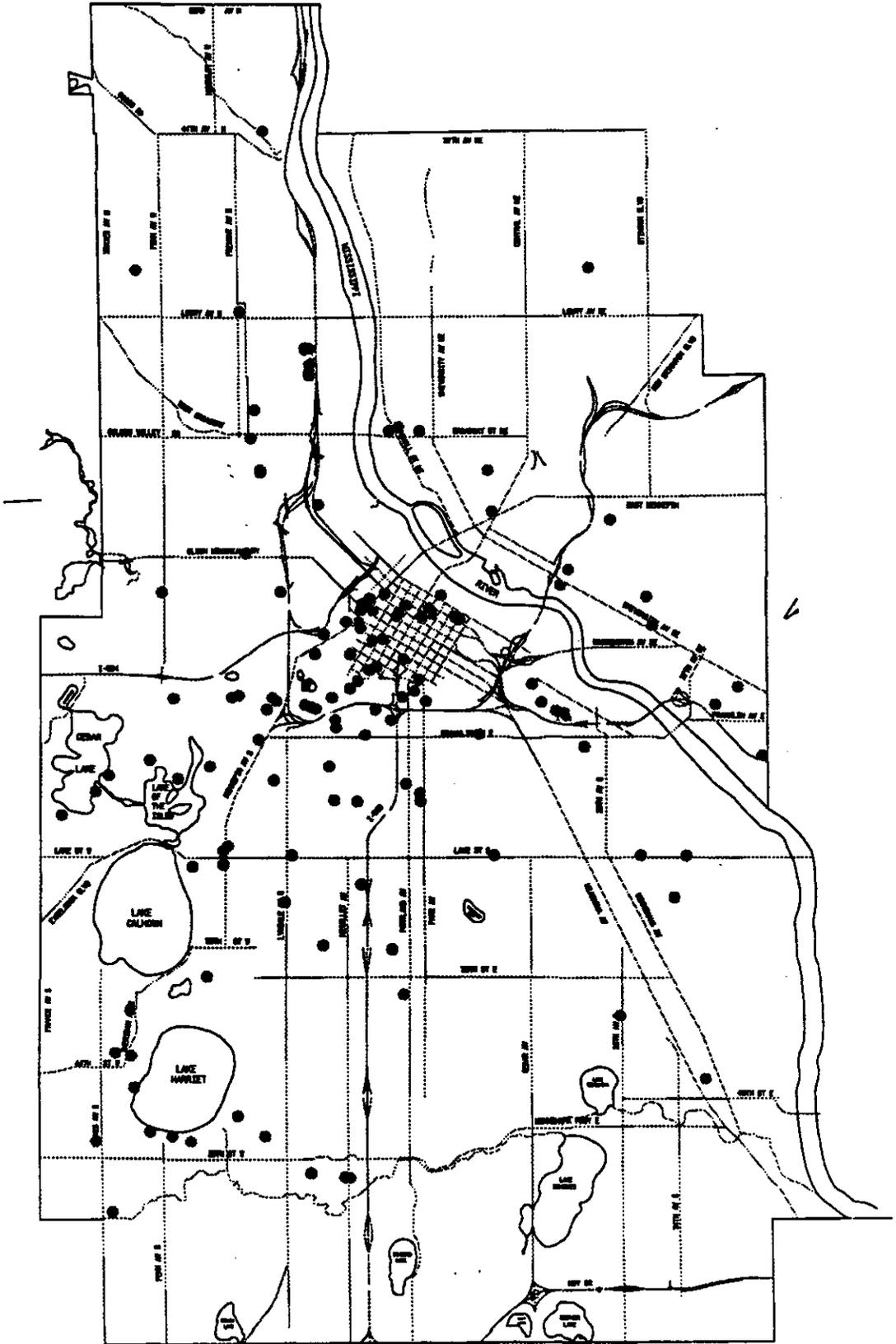
Continued coordination is also essential since the exact number and needs of these populations are not well documented. It is known, however, that Hennepin County is the primary provider for shelter and services to these populations, and a variety of health care and human service providers are located within the city that offer services to programs and undertake activities that benefit the homeless and special needs populations. Strategies or problem resolution steps which the city may be able to take to help address the problems experienced by the homeless and special needs populations are offered under a discussion of the extremely low-income category in Part II of the Consolidated Plan. These include a consideration to create additional efficiency units or hotel rooms with the appropriate social services as an alternative to extended shelter use and replacement of worn out family units with three or more bedroom units for rent by extremely low-income persons to help avoid homelessness. The city also expects to use the upcoming months to more clearly identify the needs of the homeless and special needs populations and thereby generate effective solutions. By doing this, a greater focus and long-term strategy can be achieved, with realistic goals attached. The city, including the MCDA and MPHA, will use funds available under the Housing Opportunities for Persons with AIDS (HOPWA) to undertake activities and projects to assist persons with HIV infection and AIDS.

Conclusion

The Housing Technical Appendix to the Minneapolis Plan provides the base line information related to the city's housing supply, household demand and revitalization. These data have helped to create the necessary foundation for the local decision-makers to guide residential development and redevelopment efforts throughout the city. The Minneapolis Plan provides a policy framework for discussing city wide issues in the context of the eleven Minneapolis Communities and as a way to focus on the city's relationship to the rest of the region.

CITY OF MINNEAPOLIS [National Register Sites]

● Local Heritage Preservation Site



Chapter 4

Technical Appendix for Historic Preservation

Adopted by City Council and Mayor: March 2000

Properties Designated for Heritage Preservation in Minneapolis as of June 1998

Local Heritage Preservation Districts (*National Register Listing)

1. Fifth Street Southeast Historic District
2. Healy Block Historic District*
3. Milwaukee Avenue Historic District*
4. Minnehaha Historic District*
5. North Loop Warehouse District*
6. St. Anthony Falls Historic District*
7. Stevens Square Historic District*
8. South Ninth Street Historic District
9. Washburn Fair-Oaks District*

Local Heritage Preservation Sites (*National Register Sites)

<u>Number</u>	<u>Street</u>	<u>Property</u>	<u>Date</u>	<u>Architect(s), If known</u>	<u>Designation Date</u>
<u>1st Avenue</u>					
2611	1st Ave. S.	Despatch Laundry Building	1929	Louis Boynton Bersback	1984
<u>2nd Avenue</u>					
1115	2nd Ave. S.	Ivy Tower	1930	Thomas R. Kimball	1986
1200-08	2nd Ave. S.	Architects and Engineers Bldg.*	1920	Hewitt and Brown	1980
<u>3rd Avenue</u>					
1700	3rd Ave. S.	Coe, Amos B., House*	1884, 1886	Unknown	1983
<u>3rd Street</u>					
2611	3rd St. N.	Concrete Block House	1885	Littlefield	1984
2617	3rd St. N.	Concrete Block House	1885	Littlefield	1984
2619	3rd St. N.	Concrete Block House	1885	Littlefield	1984
2705-07	3rd St. N.	Concrete Block House	1885	Lemuel Jepson	1984
2831	3rd St. N.	Concrete Block House	1885	Lemuel Jepson	1984
616	3rd St. S.	Northern Implement Company*	1910	Kees and Colburn	1977
700-08	3rd St. S.	Advance Thresher/ Emerson-Newton Co.*	1901/1904	Kees and Colburn	1977
<u>4th Avenue</u>					
310	4th Ave. S.	Flour Exchange Bldg.*	1892, 1909	Long and Kees	1980
901	4th Ave. S.	Gethsemane Episcopal Church*	1883-84	Edward S. Stebbins	1983
1808	4th Ave. S.	Menage, Louis, Cottage	1878		1983
<u>4th Street</u>					
315	4th St. S.	Minneapolis City Hall (interior)	1899-1905	Long and Kees	1977
2826	4th St. N.	Concrete Block House	1885	Lemuel Jepson	1984
2848	4th St. N.	Concrete Block House	1885	Lemuel Jepson	1984
115	4th St. S.	Farmers and Mechanics Bank*	1891-93	Long and Kees, Wm. Kenyon	1980
400	4th St. S.	Grain Exchange Bldg. (interior)	1900-02	Long and Kees	1977
<u>5th Street</u>					
13-23	5th St. N.E.	Melrose Flats	1890-92	Charles Segwick	1985
105	5th St. S.	Soo Line Building	1914-15	Robert Gibson	1996
<u>5th Avenue</u>					
3905	5th Ave. S.	Smith, Lena O., House	1912	Unknown	1996
<u>6th Street</u>					
14	6th St. N.	Gluek Building	1902	Boehme and Cordella	1984
<u>7th Street</u>					
22	7th St. N.	Shubert Theater (interior)	1910	William Albert Swasey	1990
18	7th St. S.	Forum Cafeteria (interior only)	1929, 1983	Magney and Tusler	1975

<u>Number</u>	<u>Street</u>	<u>Property</u>	<u>Date</u>	<u>Architect(s), if known</u>	<u>Designation Date</u>
<u>9th Street</u> 36	9th St. S.	YMCA Central Building	1917-19	Long and Lamoreaux	1996
<u>10th Avenue</u> 400	10th Ave. S.E.	Cutter, B.O., House*	1856	B.O. Cutter	1976
<u>10th Street</u> 619-21	10th St. S.	Hinkle, William H., House*	1886-87	William Channing Whitney	1984
<u>12th Street</u> 66-68	12th St. S.	Ogden Hotel (Continental Hotel)	1910	Adam Lansing Dorr	1992
<u>12th Avenue</u> 260	12th Ave. N.	Dworsky Barrel Co. (Fire House #4)	1884	Unknown	1983
<u>13th Avenue</u> 1031	13th Ave. S.E.	Cattanach, Donald, House	1893	Donald Cattanach	1985
<u>15th Street</u> 501 614-20 115-29	15th St. E. 15th St. E. 15th St. W.	Madison School First Church of Christ, Scientist* West Fifteenth Street Rowhouses	1887 1897 1886	Walter Pardee S.J. Bowler Adam Lansing Dorr	1983 1986 1985
<u>17th Street</u> 88	17th St. N.	Basilica of St. Mary* (interior)	1907-13	Emmanuel Louis Masqueray	1986
<u>19th Avenue</u> 617-21	19th Ave. S.	Widstrom, John A., Tenement	1886	Unknown	1985
<u>21st Avenue</u> 716 731	21st Ave. S. 21st Ave. S.	Italianate Dwelling Augsbury Old Main*	1875-80 1901	Dedrik A. Omeyer Martin P. Thori	1984
<u>22nd Street</u> 2405	22nd St. W.	Franklin, Benjamin and Cora, House	1915	Unknown	1996
<u>24th Avenue</u> 2110	24th Ave. S.	Nordstrom, John, Store	1883	Elwood S. Corser	1983
<u>24th Street</u> 727	24th St. E.	Brooberg Residence	1905	August Cedarstrand	1998
<u>26th Avenue</u> 300-14 1/2	26th Ave. N.	Concrete Block Rowhouse	1885	W.D. Kimball	1984
<u>28th Avenue</u> 4026	28th Ave. S.	Roosevelt Library	1927	Jerome Paul Jackson	1997
<u>32nd Street</u> 116	32nd St. E.	Stewart Memorial Church*	1909	Purcell and Feick	1984
<u>34th Avenue</u> 3244	34th Ave. S.	Christ Lutheran Church	1949, 1962	Saarinen, Saarinen and Associates	1978
<u>36th Street</u> 212 347	36th St. W. 36th St. E.	Backus, Charles T., House Hosmer Library	1915 1916	Purcell and Elmslie Whitefield	1987 1997

<u>Number</u>	<u>Street</u>	<u>Property</u>	<u>Date</u>	<u>Architect(s), if known</u>	<u>Designation Date</u>
<u>40th Street</u> 2617	49th St. W.	Chadwick Cottages	1902	Lauren L. Chadwick	1983
<u>43rd Street</u> 2724	43rd St. W.	Fire Station #28*	1914	Downs and Eads	1995
2900	43rd St. W.	Linden Hills Library	1931	Vanderbilt and Bard	1997
<u>44th Avenue</u> 826	44th Ave. N.	Kinnard-Haines Press Company	1902	Adam Lansing Dorr	1995
<u>49th Street</u> 1914	49th St. W.	Olson, Floyd B., House*	1922	Unknown	1986
3118	49th St. W.	Linden Hills Methodist & Episcopal Church	1907	Downs and Eads	1987
<u>Arthur Avenue</u> 159	Arthur Ave. S.E.	Hafstad, Jacob, House	1894	Unknown	1983
<u>Bedford Street</u> 255	Bedford St. S.E.	Willey, Malcolm, House*	1934	Frank Lloyd Wright	1984
<u>Blaisdell Avenue</u> 2608	Blaisdell Ave. S.	Calvary Baptist Church	1889	Harry Wild Jones/ Warren H. Hayes	1995
<u>Broadway Street</u> 215	Broadway St. N.E.	Little Sisters of the Poor* Home for the Aged	1895	Kees and Colburn	1978
<u>Bryant Avenue</u> 2447	Bryant Ave. S.	Gluek, John G., House & Carriage House*	1902	William H. Keyan	1987
3954	Bryant Ave. S.	Theodore Wirth House	1910	Lowell Lamoreaux	1998
<u>Burnham Boulevard</u> 2801	Burnham Blvd.	Niles, Henry, House	1950-51	Frank Lloyd Wright	1986
<u>Cedar Avenue</u> 427-29(420)	Cedar Ave.	Dania Hall* (interior)	1886	Carl F. Struck	1976
<u>Chowen Avenue</u> 2700	Chowen Ave. S.	Friedell, Aaron and Naomi, House	1940	Norman R. Johnson, St. Paul	1996
<u>Clifton Avenue</u> 300	Clifton Ave.	Carpenter, Eugene J., House*	1906	Edwin H. Hewitt	1978
314	Clifton Ave.	Carpenter, Elbert L., House*	1906	William Channing Whitney	1978
400	Clifton Ave. S.	Bovey, Charles C., House	1916	Howard Shaw	1986
<u>Colfax Avenue</u> 1775	Colfax Ave. S.	Lind, John, House	1905-07	William Channing Whitney	1985
4829	Colfax Ave. S.	Parker, Charles and Grace, House	1913	Purcell, Feick and Elmslie	1996
<u>Dupont Avenue</u> 1508	Dupont Ave. N.	Case-Lang House	1865-85	Unknown	1983
1514	Dupont Ave. N.	Lohmar, John, House*	1898	Peter Jeub	1983
2215	Dupont Ave. N.	Baker-Emerson House	1883		1995
2011	Dupont Ave. S.	Scottish Rite Temple* (interior)	1884/1906	Warren Hayes/Harry Jones	1986

<u>Number</u>	<u>Street</u>	<u>Property</u>	<u>Date</u>	<u>Architect(s), if known</u>	<u>Designation Date</u>
<u>Emerson Avenue</u>					
811	Emerson Ave. N.	Sumner Library (interior)	1915	Cecil Bayless Chapman	1997
1834	Emerson Ave. N.	Mpls. Public Library, North Branch*	1893/1914	Fredrick Corser	1984
<u>Franklin Avenue</u>					
126	Franklin Ave. E.	Hewitt, Edwin H., House*	1906	Edwin H. Hewitt	1986
1314	Franklin Ave. E.	Franklin Library	1914	Tilton	1997
Franklin Ave. Bridge		Cappelen Memorial Bridge	1919-23	Oustad Engineers	1985
<u>Fremont Avenue</u>					
4700	Fremont Ave. S.	Wakefield, Lyman E., House	1912	Purcell, Feick and Elmslie	1987
<u>Glenwood Avenue</u>					
718	Glenwood Ave.	Northwestern Knitting Co. (Munsingwear)*	1910-15	Bertrand and Chamberlain	1984
<u>Grant Street</u>					
101	Grant St. E.	Wesley Methodist Church* (interior)	1891	Warren Howard Hayes	1984
<u>Groveland Terrace</u>					
15	Groveland Terr.	Nott, William S., House	1893-94	Long and Kees	1984
25	Groveland Terr.	Long, Frank B., House	1894	Long and Kees	1984
<u>Harmon Place</u>					
1400-10	Harmon Pl	Smith, Alden H., House*	1887	William Channing Whitney	1980
<u>Hawthorne Avenue</u>					
1213-21/122	Hawthorne Ave.	Swinford Townhouses/Apartments*	1886/1897	Hodgson & Sons/ Harry Jones	1980
<u>Hennepin Avenue</u>					
423-25	Hennepin Ave.	Lumber Exchange Building*	1885-90	Long and Kees	1983
524-30	Hennepin Ave.	Masonic Temple*	1888-90	Long and Kees	1980
708	Hennepin Ave.	Pantages Theatre (interior only)	1916	Marcus Priteca	1997
805	Hennepin Ave.	State Theatre (interior)	1920-21	J.E.O. Pridmore	1986
910	Hennepin Ave.	Orpheum Theater (interior)	1921	R. Kirchoff & R. Thomas	1996
2900	Hennepin Ave.	Uptown Theater (exterior)	1939	Liebenberg and Kaplan	1990
2901	Hennepin Ave.	Old Walker Library	1911	Jerome Paul Jackson	1997
3022	Hennepin Ave.	Suburban World Theater (interior)	1927	Liebenberg and Kaplan	1991
3600	Hennepin Ave.	Lakewood Memorial Chapel (ext. & int.)*	1908-10	Harry Wild Jones	1984
<u>James Avenue</u>					
3028	James Ave. S.	Moorish Mansion Apartments	1929	Carl J. Bard	1985
<u>Johnson Street</u>					
2815	Johnson St. NE	Hollywood Theater (interior)	1935	Liebenberg and Kaplan	1990
<u>Kenwood Parkway</u>					
1724	Kenwood Pkwy.	Kenwood Water Tower	1910	Unknown	1980
<u>Lake Harriet Parkway</u>					
4850	L.Harriet Pkwy., W	Walling, Benjamin B., House	1930	Magney and Tusler	1987
4885	L.Harriet Pkwy., E.	Grove, Frank M., House	1928	C.W. Farnham	1987

<u>Number</u>	<u>Street</u>	<u>Property</u>	<u>Date</u>	<u>Architect(s), if known</u>	<u>Designation Date</u>
<u>Lake of the Isles Parkway</u>					
2225	Lake of the Isles Pkwy. E.	Keyes House	1904	Adam Lansing Dorr	1998
<u>Lake Place</u>					
2328	Lake Pl.	Purcell, William Gray, House*	1913	Purcell and Elmslie	1975
<u>Lake Street</u>					
1500	Lake St. E.	Avalon Theater (interior)	1924/1937	Ekman, Holm & Co.	1990
2916	Lake St. E.	Old East Lake Library	1924	Jerome Paul Jackson	1997
3500-06	Lake St. E.	El Largo	1927	Ekman Holm & Co.	1990
614	Lake St. W.	Crowell Block	1888	Edgar E. Joralemon	1985
<u>LaSalle Avenue</u>					
1818	LaSalle Ave.	Newell, George R., House*	1888	Charles Sedgwick	1985
1900	LaSalle Ave. S.	Van Dusen, George W., Mansion	1891	G.W. and F.D. Orff and E. Joralemon	1995
<u>Lowry Avenue</u>					
1214	Lowry Ave. N.	Bremer, Fredrika Intermediate School*	1886-87	Stebbens and Haschsbee	1985
<u>Lyndale Avenue</u>					
3252	Lyndale Ave. S.	White Castle Bldg.*	1936	L.W. Ray	1984
<u>Madison Street</u>					
444-46	Madison St. N.E.	Lein, P.W., Duplex	1888	Unknown	1985
<u>Malcolm Avenue</u>					
55	Malcolm Ave. S.E.	Prospect Park Water Tower	1914	F.W. Cappelen, Engineer	1980
<u>Marquette Avenue</u>					
527-29	Marquette Ave.	Rand Tower (interior)	1929	Holabird and Root	1994
821-37	Marquette Ave.	Foshay Tower*	1927-29	Magney and Tusler	1984
<u>Marshall Street</u>					
1215, 1220	Marshall St. N.E.	Mpls. Brewing and Malting Company*	1891-1910	Wolff and Lehle/C.R. Struck	1977
<u>Morgan Avenue</u>					
1119	Morgan Ave. N.	Sharei Zedeck Synagogue	1936	Frenzel and Bernstein	1998
<u>Mount Curve</u>					
1300	Mount Curve	Martin, Charles J., House*	1903	William Channing Whitney	1986
1324	Mount Curve	Winton, C., House	1910	George Washington Maher	1987
<u>Newton Avenue</u>					
2625	Newton Ave. S.	Owre, Dr. Oscar, House*	1912	Purcell, Feick & Elmslie	1983
<u>Nicollet Avenue/Mall</u>					
1407	Nicollet Ave.	Loring Theater	1920	Kees and Colburn	1990
5100	Nicollet Ave. S.	Harrington Beard House	1888	Harry Wild Jones	1995
5101	Nicollet Ave.	Jones, Harry W., House (Elmwood)	1887	Harry Wild Jones	1986
901	Nicollet Mall	Young-Quinlan Department Store (int.)	1926	F.H. Ackerman	1988
<u>Oak Street</u>					
545	Oak St. S.E.	New Century Mill*	1899-1900	Magney and Tusler	1984

<u>Number</u>	<u>Street</u>	<u>Property</u>	<u>Date</u>	<u>Architect(s), if known</u>	<u>Designation Date</u>
<u>Oak Grove Street</u>					
410	Oak Grove St.	Woman's Club of Minneapolis	1927	Leon Eugene Arnai	1998
<u>Oliver Avenue</u>					
1000	Morgan Ave. N.	Mikro Kodesh Synagogue	1926	Septimus J. Bowler	1998
<u>Park Avenue</u>					
1601	Park Ave. S.	Legg, Harry F., House	1887	Unknown	1984
2540	Park Ave.	Harrington, Charles M., House (interior)	1902	Kees and Colburn	1988
2600	Park Ave.S.	Tumblad, Swan, House*	1903-10	Boehme and Cordella	1974
<u>Park Lane</u>					
20	Park Ln.	Kaufman, V.M.S., House	1935-36	Wessel, Brunet & Klein	1987
<u>Pillsbury Avenue</u>					
2347	Pillsbury Ave. S.	Morse, Elisha, House (Cupola House)	1870	Unknown	1974
<u>Portland Avenue</u>					
2500	Portland Ave. S.	Bardwell-Ferrant House	1883/1890	Carl F. Struck (1890 add.)	1983
<u>Prospect Avenue</u>					
401	Prospect Ave.	Washburn Park Water Tower	1931-32	Harry W. Jones	1980
<u>Queen Avenue</u>					
300	Queen Ave. N.	Maternity Hospital	1909-11, 1916	Unknown	1986
42nd St. @ Queen Ave. S.	Queen Ave. S.	Como-Harriet Streetcar Line*	1887/1908	St. Railway Co.	1986
<u>Sheridan Avenue</u>					
3505	Sheridan Ave. N.	Fournier House*	1910	Fournier	1995
<u>Snelling Avenue</u>					
4458-60	Snelling Ave. S.	Philander Prescott House	1852	Unknown	1975
<u>University Avenue</u>					
1022	Univ. Ave. S.E.	Florence Court	1886-1921	Long and Kees	1983
2001	Univ. Ave. S.E.	Fire Station #19*	1893	Unknown	1979
<u>Upton Avenue</u>					
4525	Upton Ave. S.	Lake Harriet Park Picnic Pavilion and Women's & Men's Rest Bldgs.	1881/1904	Harry Wild Jones	1980
<u>Washburn Avenue</u>					
5329	Washburn Ave. S.	Garlick-Magney House	1922	Gottlieb R. Magney	1987
<u>Washington Avenue</u>					
300	Washington Ave. S	Milwaukee Road Depot (interior)	1897- 99/1879	Charles Frost	1979

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