LAND USE APPLICATION SUMMARY

Property Location: 625, 629, 641, 643, 649, 653, 655, 659, 705, 711, 715, 719, 723, 727, 733, 737, 741, 747, 751 Van Buren St NE, and 901 Summer St NE

Project Name: Van Buren Street Northeast Comprehensive Plan Amendment

Prepared By: Rattana Sengsoullichanh, Senior City Planner, (612) 673-5046

Applicant: Sarah Walbridge-Jones

Project Contact: Sarah Walbridge-Jones

Request: To amend the built form designation and map in the comprehensive plan, *Minneapolis 2040*.

Required Applications:

| Comprehensive Plan Amendment | To amend the built form guidance in *Minneapolis 2040* for the properties located at 625, 629, 641, 643, 649, 653, 655, 659, 705, 711, 715, 719, 723, 727, 733, 737, 741, 747, 751 Van Buren St NE, and 901 Summer St NE from Corridor 6 to Interior 3. |

SITE DATA

| Existing Zoning | R1A Multiple-Family District
|                 | BFC6 Corridor 6 Built Form Overlay District
| Lot Area        | 98,517 square feet / 2.26 acres
| Ward(s)         | Ward 3
| Neighborhood(s) | St. Anthony East
| Future Land Use | Urban Neighborhood
| Goods and Services Corridor | Central Ave NE (one block east) and Broadway St NE (one block north)
| Built Form      | Corridor 6

Date Application Deemed Complete | October 4, 2022 | Date Extension Letter Sent | November 16, 2022
End of 60-Day Decision Period | December 3, 2022 | End of 120-Day Decision Period | February 1, 2023
BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The subject properties include 20 parcels with the following land uses:

- 625, 629, 641, 649, 653, 659, 705, 711, 715, 719, 723, 727, 733, 737, 741, 747, 751 Van Buren St NE, and 901 Summer St NE - single-family dwelling
- 643 and 655 Van Buren St NE - two-family dwelling

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The properties are located on Van Buren St NE, primarily a residential street, ½ block from Central Ave NE. In the vicinity includes a mix of commercial, light industrial, and transportation related uses including the BNSF rail corridor, which is shared with the Northstar Line, a Metro Transit commuter rail service between downtown Minneapolis and the northwest suburbs.

PROJECT DESCRIPTION. The applicant is seeking to amend the comprehensive plan’s built form designation for the properties located at 625, 629, 641, 643, 649, 653, 655, 659, 705, 711, 715, 719, 723, 727, 733, 737, 741, 747, 751 Van Buren St NE, and 901 Summer St NE from Corridor 6 to Interior 3. The applicant is not seeking to change the designated future land use categories of the comprehensive plan. No development is proposed as part of this amendment.

The Minneapolis 2040 comprehensive plan became effective on January 1, 2020. The future land use guidance for the sites is Urban Neighborhood. The built form designation is Corridor 6. The Corridor 6 district is typically applied along high-frequency routes as well as in areas near METRO stations.

Further, the properties are zoned BFC6 Corridor 6 Built Form Overlay; this district requires structures that are a minimum height of two stories and allows building heights up to six stories. The applicant has applied to amend the built form district from Corridor 6 to Interior 3. The Interior 3 district is typically applied in parts of the city closest to downtown, in the areas between transit routes. It is also applied adjacent to select corridors and near METRO stations, serving as a transition to lower intensity residential uses.
Typically, a comprehensive plan amendment initiated by property owners would have an associated development plan that would be followed with an application to rezoning the properties. While there is no proposed development in this case, property owners can still apply for comprehensive plan amendments to their properties.

A land use application to rezone all affected properties to the Interior 3 Built Form Overlay district is required if the amendment is approved. It is the responsibility of the applicants to submit the required rezoning applications.

PUBLIC COMMENTS. Like any planning effort, stakeholder outreach and participation are essential to create stronger communities. The adoption of *Minneapolis 2040* reflects the result of over three years of engagement with the people of Minneapolis, including over 150 meetings and conversations with thousands of residents, business owners, and community members. Therefore, comprehensive plan amendments require public outreach and engagement to raise awareness about the proposed application and actively prepare stakeholders to engage and provide feedback on the application. A copy of the applicant’s Engagement Plan, a summary of the outreach and engagement process, and letters of support was submitted with this application and is attached to this report.

Any additional correspondence received prior to the public meeting will be forwarded to the Planning Commission for consideration.

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**ANALYSIS**

**COMPREHENSIVE PLAN AMENDMENT**

The Department of Community Planning and Economic Development has analyzed the application a comprehensive plan amendment to amend the built form guidance in *Minneapolis 2040* from Corridor 6 to Interior 3 for the properties located at 625, 629, 641, 643, 649, 653, 655, 659, 705, 711, 715, 719, 723, 727, 733, 737, 741, 747, 751 Van Buren St NE, and 901 Summer St NE based on the following findings:

1. *The extent to which the proposed change would be consistent with the comprehensive plan goals and associated policies.*

   The proposed comprehensive plan amendment would be consistent with the applicable guidance, goals and policies of *Minneapolis 2040 (2020)*:

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Guidance</th>
<th>Staff Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Neighborhood</td>
<td>Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. Like the Neighborhood Mixed Use category, commercial uses can continue serving their existing commercial function. Commercial zoning is appropriate for these properties, while expansion of commercial uses and zoning into surrounding areas is not encouraged.</td>
<td>All the subject properties in this application are designated Urban Neighborhood. The Urban Neighborhood designation supports a variety of uses, including residential. This designation is not requested to be changed.</td>
</tr>
<tr>
<td>Goods and Services Corridor</td>
<td>Guidance</td>
<td>Staff Comment</td>
</tr>
<tr>
<td>-----------------------------</td>
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</tr>
<tr>
<td>Central Ave NE – ½ block east of subject properties and Broadway St NE – within ½ block north of subject properties</td>
<td>Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed-use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.</td>
<td>While the subject properties are not located directly on the Goods and Services Corridor, these policies support greater densities of nearby properties. This designation is not requested to be changed.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Built Form Guidance</th>
<th>Guidance</th>
<th>Staff Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor 6 (Existing)</td>
<td>New and remodeled buildings in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district. Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.</td>
<td>Corridor 6 classification allows for a range of density of buildings. Existing buildings on the subject properties range from 1 to 2.5 stories. No development is proposed on these properties at this time.</td>
</tr>
<tr>
<td>Interior 3 (Proposed)</td>
<td>New and remodeled buildings in the Interior 3 district should reflect a variety of building types on both small and moderate-sized lots, including on combined lots. Building heights should be 1 to 3 stories.</td>
<td>The Interior 3 classification matches the scale of existing buildings on these properties. The proposed designation allows for multi-family housing with maximum building heights of 3 stories.</td>
</tr>
</tbody>
</table>

The following goals from *Minneapolis 2040 (2020)* apply to this proposal:

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

To address issues of affordable and accessible housing, *Minneapolis 2040* intends to expand opportunities to increase the housing supply in a way that meets changing needs and desires. This means allowing more
housing options, especially in areas that lack choice and areas with access to frequent and fast transit, employment, and goods and services.

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

To achieve the goal of eliminating disparities, the City of Minneapolis will work to undo the legacy that remains from racially discriminatory housing policies by increasing access to opportunity through a greater diversity of housing types, especially in areas that lack housing options as a result of discriminatory housing policy.

The following policies and action steps from *Minneapolis 2040 (2020)* apply to this proposal:

**Policy 1: Access to Housing: Increase the supply of housing and its diversity of location and types.**
- **c.** Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.
- **d.** In neighborhood interiors that contain a mix of housing types from single family homes to apartments, allow new housing within that existing range.

**Policy 4: Access to Commercial Goods and Services: Improve access to goods and services via walking, biking and transit.**
- **e.** Allow for increased housing supply within and adjacent to Commercial areas.

**Policy 80: Development Near METRO Stations: Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.**
- **a.** Allow and encourage a dense mix of housing, employment, and commercial goods and services near METRO stations.
- **c.** Require a minimum level of development near METRO stations to ensure that land is used efficiently near major transit investments.
- **d.** Ensure that METRO stations are accessible via sidewalks and bicycle facilities including those with mobility challenges.
- **k.** Make strategic investments around individual stations that create safe high-quality, walkable districts for living, working, shopping, and recreating for people of all ages and incomes.

The mapping of the built form and future land use categories to corridors and parcels in Minneapolis 2040 is based on a number of factors. The first four policies of Minneapolis 2040 are the main influences on the maps - Access to Housing, Employment, Commercial Goods and Services, and Production and Processing. Access to parks, schools, and other similar amenities were also considered when applying different designations. Right-of-way width was also considered. To the extent feasible, corridors with similar conditions throughout the city were given similar guidance.

The subject parcels are one-half block west of Central Avenue, a designated Goods and Services Corridor with existing high frequency transit service between downtown Minneapolis and Columbia Heights, and is part of the corridor for the future planned METRO F Line bus rapid transit (BRT).

In general, major corridors with high frequency transit are mapped with the Corridor 6 built form district, transitioning to lower intensity built form districts on the half-block off of the corridor, such as Corridor 4,
Corridor 3 or Interior 3. Other corridors with high-frequency transit were mapped Corridor 4, transitioning to Interior 3 or Corridor 3. In this case, the Parks built form district was applied along properties fronting on Central Avenue NE, to reflect the existing open space land use, and Corridor 6 was applied on the half-block transitioning to the neighborhood along Van Buren St NE.

These lots are located one-half block off Central Ave NE, and yet still received a Corridor 6 designation. While not originally considered, other factors that contribute to the existing physical conditions are that these blocks are separated from Central Avenue NE by a viaduct over the nearby rail corridor, and a narrower right-of-way along Van Buren St NE than the typical corridor mapped with Corridor 6. These conditions combined create a unique circumstance that is not generally applicable along major corridors that support the lower-intensity Interior 3 built form district.

However, along Van Buren, near the Spring St intersection, these conditions become less applicable. Corridor 6 is appropriate for 635 Van Buren (not part of this application). 613-23 Van Buren (not part of this application) does not have the above noted conditions and therefore, Interior 3 would not be appropriate for this site.

2. Evidence demonstrating the reason(s) that the plan should be changed, including but not limited to whether new information has become available since the comprehensive plan was adopted that supports reexamination of the plan, or that existing or proposed development offer new opportunities or constraints that were not previously considered.

In 2014, the City Council adopted the St. Anthony East Neighborhood Small Area Plan, a planning process commissioned by the Saint Anthony East Neighborhood Association (SAENA) to guide future land use and development in the neighborhood. As part of this process, the proposed Nicollet-Central modern streetcar was taken under consideration with proposed stations at the intersections of Central Ave NE-Spring St NE and Central Ave NE-Broadway St NE to inform land use guidance and the neighborhood’s relationship to the Central Ave corridor. Along with adoption of the small area plan were conditions such that it would be used to guide future preparation of the city’s update to the comprehensive plan, and that recommendations in the small area plan are to be reevaluated and adjusted as part of the update.

In 2020, the City Council adopted Minneapolis 2040, the city’s updated comprehensive plan. Per the policies identified above, and considering the other comprehensive plan goals and polices, the built form map introduced Corridor 6 to parcels nearest to Central Ave NE, after the open space, and applied Interior 3 as a transition for properties further into the neighborhood.

The neighborhood is flanked by two regional streets to its north and east, Broadway St NE and Central Ave NE respectively, which were raised over the rail corridor on a viaduct. The presence of these viaducts and the volumes of traffic necessitated the closing of local street connections to these corridors at the approaches of the bridges. As a result of these transportation infrastructures, the northernmost parcel of the subject properties has an elevation difference of a minimum of two stories from Van Buren St NE to the street level of Central Ave NE. When approaching Summer St NE, south along Van Buren St NE, the difference in elevation of the parcels to the street level of Central Ave NE is greatly reduced. The existing condition of this infrastructure was not previously considered as part of the update to the comprehensive plan and application of the built form designation.

3. The relationship of the proposed amendment to the supply and demand for particular land uses within the city and the immediate vicinity of the site.

In the last 12 months, two multi-family residential development projects immediately adjacent to the subject properties were granted land use approvals. These properties are located near the Central and Spring Street intersection where the unique conditions of this area are less applicable. They include a four-story, multi-family residential proposal containing 23 units and a six-story, multi-family residential project with 64 units.
The construction of these projects demonstrates that there is a demand for housing within the city and in the immediate vicinity of the site.

While no development project is proposed as part of this amendment, the Interior 3 district would allow an increase in the supply of housing beyond the existing housing that is available across these properties. The Interior 3 district is typically applied in parts of the city closest to downtown, in the areas in between transit routes. It is also applied adjacent to select corridors and near METRO stations, serving as a transition to lower intensity residential areas.

4. **A demonstration that the proposed amendment has merit beyond the interests of the applicant.**

   The amendment to the Interior 3 district will benefit the city and the community. The subject parcels are located one-half block west of Central Ave NE, a major transit corridor, and directly fronts Van Buren St NE. It allows for the area to serve as a transition space to the lower density residential to the west while still allowing for increased density beyond what the current zoning allows and further achieves the comprehensive plan goals.

5. **The possible impacts of the amendment on all specific elements of the comprehensive plan as may be applicable, including but not limited to:**
   
   (a) **Land use and built form;**

   The subject properties are located one-half block from Central Ave NE and within a block of Broadway St NE, which are both Goods and Services Corridor. Central Ave NE is a high frequency transit corridor that is served by the Route 10 bus and the future METRO F Line, a planned bus rapid transit (BRT) line. While the subject properties are not located directly on the Goods and Services Corridor, these policies support greater densities of nearby properties. The current built form designation of Corridor 6 supports building heights up to 6 stories with minimum heights of two stories to ensure that the land around transit station areas (Central Ave NE and Spring St NE, and Central Ave NE and Broadway St NE) properly utilizes land around proposed major transit investments.

   Typically, on a corridor generally mapped with Corridor 6 along the fronting lots, the half-block off the corridor would be Corridor 4 or Interior 3 to serve as a transition. These blocks are separated from Central Avenue NE by a viaduct over the nearby rail corridor with a fairly significant grade change. In addition, the Van Buren St NE right-of-way is narrower, at 60 feet, compared with the typical corridors mapped with Corridor 6. The right-of-way widths of Central Ave NE in the area ranging from 80 to 120 feet. These conditions combined create a unique circumstance that is not generally applicable along major corridors and that instead support the lower-intensity Interior 3 built form district.

   The proposed amendment to Interior 3 would still allow multi-family housing with building heights of a maximum of three stories and no minimum height requirement.

   (b) **Transportation;**

   The subject properties are located one-half block from Central Ave NE and within a block of Broadway St NE, which are both Goods and Services Corridors. Central Ave NE is a high frequency transit corridor that is served by the Route 10 bus and the future METRO F Line a planned bus rapid transit (BRT) line.

   These parcels are located along Van Buren St NE in the St. Anthony East neighborhood and in proximity to varying modes of local and regional transportation infrastructure. This includes Central Ave NE - a Minnesota Trunk Highway (MN 65), Broadway St NE - a Hennepin County Road (County Road 81), and a rail corridor (BNSF Railway Company). The BNSF rail corridor is used for freight, and shares it with the Northstar Line, an intercity passenger rail service between downtown Minneapolis and the northwest suburbs.
The rail corridor transverses southeast to northwest under the Central Ave NE and Broadway St NE intersection, which resulted in a network of viaducts to facilitate pedestrian, bicycle, and vehicular crossings over the railroad. As a result of these transportation infrastructures, the northernmost parcel of the subject properties has an elevation difference of a minimum of two stories from Van Buren St NE to the street level of Central Ave NE. When approaching Summer St NE, south along Van Buren St NE, the difference in elevation of the parcels to the street level of Central Ave NE is greatly reduced.

While an existing stairwell facilitates a vertical connection from the street level of Van Buren St NE to the top of the viaduct at the southwest corner of Central Ave NE and Broadway St NE, the existing stairs are not ADA compliant. The first point of access south of this stairwell, along Central Ave NE, is via the sidewalk along Summer St NE.

The prevalence and increase in automobile traffic have also informed vehicular access and circulation in the neighborhood. According to visual evidence from the Minnesota Historical Aerial Photographs Online, aerial images taken as recent as 1957 showed streets connecting Quincy St NE and Jackson St NE from the St. Anthony East Neighborhood north onto Broadway St NE, and from Summer St NE to Central Ave NE and allowing for vehicular access.

While policy supports dense development near METRO transit station, the difference in elevations of the street along Van Buren St, notably for the properties north of Summer St NE, and the lack of a traditional street grid in accessing these properties were not considered when applying the Corridor 6 designation.

(c) Housing, including the extent to which the proposal contributes to the City’s adopted housing goals;
Existing housing on these properties include a mix of single-family detached dwellings and duplexes which range from 1 to 2.5 stories that are renter and owner-occupied. The amendment to Interior 3 allows for growth including multi-family dwellings with buildings heights up to three stories in support of the city’s housing goals.

(d) Economic competitiveness;
While the proposed amendment does not directly affect economic competitiveness, the proposed amendment will allow increased housing density near transit service including the future METRO stations that allows people to conduct daily activities without using a car.

(e) Environmental systems;
Not applicable.

(f) Public health;
Not applicable.

(g) Heritage preservation;
Not applicable.

(h) Arts and culture;
Not applicable.

(i) Parks and open space;
Not applicable.

(j) Public services and facilities; and
Not applicable.
(k) Technology and innovation.

Not applicable.

RECOMMENDATIONS

The Department of Community Planning and Economic Development (CPED) recommends that the City Planning Commission and City Council adopt staff findings for the application by Sarah Walbridge-Jones for the properties located at 625, 629, 641, 643, 649, 653, 655, 659, 705, 711, 715, 719, 723, 727, 733, 737, 741, 747, 751 Van Buren St NE, and 901 Summer St NE:

A. Comprehensive Plan Amendment.

Recommended motion: The City Planning Commission recommends that the City Council approve the comprehensive plan amendment to amend the built form guidance and map in Minneapolis 2040, for the properties located at 625, 629, 641, 643, 649, 653, 655, 659, 705, 711, 715, 719, 723, 727, 733, 737, 741, 747, 751 Van Buren St NE, and 901 Summer St NE from Corridor 6 to Interior 3.

ATTACHMENTS

1. Oblique aerial photo
2. Built Form map
3. Written description and findings submitted by applicant
4. Community Engagement Plan, Feedback and Outcomes
5. Letters of support
6. Public comments
Written Statement

This Comprehensive Plan Amendment Application proposes an amendment to the Minneapolis 2040 Comprehensive Plan to correct the designation of the parcels on the odd side of the 600 and 700 blocks of Van Buren Street Northeast from built form designation of Corridor 6 district to Interior 3 district, which results in consistency on the odd and even sides of Van Buren Street NE and the remainder of the interior streets of St. Anthony East Neighborhood. No immediate development is planned for this amendment change.

The applicant believes that the city of Minneapolis has made an error in built form district designation for the 600-700 odd side block of Van Buren Street NE between Spring and Autumn Streets. The applicant and most stakeholders believe that the correct built form district is Interior 3, which has already been made for the even side of Van Buren.

This error was identified in 2019 by Ward 3 CM and confirmed by then City Planning staff person Heather Worthington, in the following email correspondence dated June through August 2019, sent to then SAENA president Chris Jones:

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Chris Jones <chrisgjones77@gmail.com>  

Jun 28, 2019, 10:33 AM

to Steve, David, Aurin, me

Hello all,

Just me again, I was just diving back into the 2040 Plan and I am confused. It looks like the Land use map turns my street back into urban neighborhood while the built form map calls for Corridor 6. These things don't seem to work together. If I am reading this correctly. Which map wins out when a developer moves in? I believe the bulk of my street on the central avenue side should be interior 3. Interior 3 would also match the Neighborhood small area plan guidance for the one lot on the corner of spring/van buren/Central. We can't have a 6 story building on 1 corner of an urban neighborhood, this is definitely not a logica transition. We need to straighten this out please.

Thanks again,

Chris

Zaffrann, David <david.zaffrann@minneapolismn.gov>  

Jun 28, 2019, 12:18 PM

to Chris, me, Steve, Aurin

Hi Chris – thanks for your emails about this. I don’t know if the City has any rules for private surveyors, and that’s something Aurin will look into and get back to you.
As far as the comp plan, a couple things:

- There are two different designations, a land use designation and a built form designation. So “urban neighborhood” is about land use, and “Corridor 6” is about built form. That said, I can understand how those might seem like they are in conflict, and also about the specifics of your block, which I know CM Fletcher agrees should get another look from planning staff.

- As far as process and timing, the plan is currently being reviewed by the Metropolitan Council, and if/when they approve it, it will come back to the City Council for ratification. That is when it will take effect. My understanding is that there will not be any map adjustments at that time, since it is purely about ratifying what the Met Council approved, but that there will likely be a round of such adjustments and corrections after that, though on what exact timeline I don’t know. That’s something else we will look into.

- Once it takes effect, it has legal standing. The City’s zoning code will need to be updated to conform to it, and that process is expected to take years – so while that’s in process, if there are conflicts, my understanding is that the comp plan guidance takes precedent.

I hope this clarifies a couple things, and we’ll get back to you with more info when we have it.

Best,

David Zaffrann

Senior Policy Aide

City of Minneapolis

Council Member Steve Fletcher, Ward 3

350 S. Fifth St. – Room 307

Minneapolis, MN 55415

Office: 612-673-2203

Direct: 612-673-3142

david.zaffrann@minneapolismn.gov

He/Him

Fletcher, Steve <steve.fletcher@minneapolismn.gov>

Aug 8, 2019, 4:47 PM

to Chris, David, me, Aurin

Hi, Chris –

Your timing is remarkable… we were meeting with Heather Worthington when you e-mailed. All are agreed that Van Buren should be treated like all of the other streets in
SAENA – Transit 4 along Broadway, and Interior 3 for the rest. Once the Met Council approves the 2040 Plan (probably in late September or so), staff will compile a list of small technical changes like this one from around the city and submit them all together as an amendment – a pretty straightforward process that the city does quarterly or so, as various land use changes shift. Expect that to happen in January or so. In the meantime, if you hear of people sniffing around about land sales on your block, you can tell them the 2040 Plan contains an error, and Van Buren will be treated like the rest of the neighborhood.

In other news, the Jackson Flats developer seems to have found a buyer – one who wants to modify the proposal to make it 3 stories instead of 4 stories. I don’t know a lot more than that, so don’t have an opinion about whether it’s a good thing or not, yet… I told them to reach out to the neighborhood before they get much farther so that they can hear your feedback. Keep me in the loop if you all talk to them.

Best,
Steve

In 2022, SAENA residents including past president Mr. Jones were made aware that specific changes to the built form district for Van Buren, outlined by CM Fletcher in his August 8, 2019 email were in fact not made. Residents were made aware of this when a new development was proposed for 635 Van Buren under legal right of Corridor 6. Residents of the neighborhood reached out to city officials including Ward 3 councilmember and were told that the only way to rectify the Corridor 6 designation for the odd side of Van Buren was through a comprehensive plan amendment application. This is the main factor as to why this amendment application is being submitted to the city. Contact with City staff regarding this was initiated in February 2022 when city staff provided said application.

Considerations have been made on the impact this amendment may have on future metro transit development along Central Avenue as well as the 600-700 odd side parcels of Van Buren. Additionally, residents of Quincy, Jackson, and Summer streets have provided feedback and support of this amendment change. A DFL representative living in the neighborhood is also advocating for this change. The St. Anthony East Neighborhood Association was made aware of the application efforts and has written a letter of support siting the robust engagement process between February 2013-July 2014, that lead to the expectation for future land use in the neighborhood (see Exhibit E)

Regarding metro transit: Monroe Street in this neighborhood is a transit corridor and has not been designated Corridor 6 district. Future F-line stops have not been determined but from engaging with Metro transit representatives the idea is that the F-Line stop at Spring/Van Buren would likely not exist since the Broadway/Central stop is so close and plans to remain a stop for the F-Line/10 bus line. Houses on Jackson and spring street have a proximity to transit Corridor, but these streets have not been designated for higher density like Van Buren. Granting this amendment change would not influence metro transit ridership. Ridership of mass transit should increase at an organic rate regardless of whether development is not currently planned for this amendment change.

Regarding Van Buren Street:
We believe that the odd side of Van Buren should not be given undue developer value with a high-density district designation when the remaining interior streets and the even side of Van Buren have been
designated Interior 3 district. Interior 3 district allows the opportunity to preserve 3-bedroom units and naturally affordable housing stock as Van Buren already has been established as a street with multifamily housing. This built form was to allow increased density on standard lot sizes typical of this area. This built form was to allow for fourplexes and serve the “missing middle” housing our city needs. This amendment application would support future development of Interior 3 district, as each parcel asking for amendment change is sized accordingly for this type of future development and this neighborhood serves as a transition between higher and lower density regions. However, said parcels are not sized well for Corridor 6 development and building high density on the same street as lower density is poor urban planning. It is probable that there would be minimal future development on the even side of Van Buren if higher density housing is allowed on the odd side of Van Buren. This burden is inequitable for a residential street with no transit route to bear. Current tenant occupied units on the even side of Van Buren have expressed their concern and are in support of this amendment change.

We are asking for this amendment to have built form consistency in a neighborhood without the infrastructure and resources to support corridor 6 district.

I. Consistency with Minneapolis 2040 Plan Goals and Policies

A. Four Policies that Form the Future Land Use and Built Form Map

A built form designation of Interior 3 for the entirety of this block of Van Buren Street NE supports the following policies of the Comprehensive Plan that, as identified by the Application Requirements, form the Future Land Use and Built Form Map.

Access to Housing
1. Increase housing choice and housing supply by allowing multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations.

Initially designed as an industrial cul-de-sac, Van Buren is two stories below the street level of Highway 65/Central Avenue and Broadway Avenue. A community owned and operated park and green space exist between the homes and the transportation corridor. Van Buren is a quiet residential street and is not adjacent to high-density or commercial structures. This interior street has no outside access other than via Spring Street to Highway 65/Central Avenue. No current bus or future bus route is planned to run on the 600 and 700 blocks of Van Buren.

An Interior 3 district is “typically applied in parts of the city closest to downtown, in the areas in between transit routes. It is also applied adjacent to select corridors and near METRO stations, serving as a transit on to lower intensity residential areas.” This area of Van Buren Street is in a part of the city closest to downtown and is adjacent to the select corridor serving as a transit, Highway 65/Central Ave. Thus, Van Buren per the 2040 Plan definition, should be an Interior 3 district.

Nowhere else in the 2040 comprehensive plan are there two radically different built forms being applied to the same, non-transit, residential street. Therefore, the odd side of Van Buren should be designated the same as the even side.

2. In neighborhood interiors that contain a mix of housing types from single family homes to apartments, allow new housing within that existing range.
The 600 and 700 blocks of Van Buren currently fit this mold. It is primarily a mix of single-family homes and duplexes. Our community did extensive work developing our small area plan designating our neighborhood Interior 3 for future built form, recognizing much of the housing in our neighborhood already matches this built form and welcoming the expansion to three stories. The even side of the 600 and 700 blocks of Van Buren as well as the remaining streets in the neighborhood have already been designated Interior 3.

**Interior 3, and the existing character of the neighborhood, supports single- and multi-family homes. Therefore, the correction to Interior 3 better serves this policy. Nowhere else in the 2040 comprehensive plan are there two radically different built forms being applied to the same, non-transit, residential street.**

**Policy 2: Access to employment**

1. **Increase access to employment by allowing a variety of jobs—producing uses on select public transit routes, with higher densities along high-frequency routes and near METRO stations.**

**Goal 1: Eliminate disparities**

*The physical patterns in the way Minneapolis has developed, and will develop, shapes the health and safety outcomes of its residents.*

Interior 3 is appropriate as it “typically applied in parts of the city closest to downtown, in the areas in between transit routes. It is also applied adjacent to select corridors and near METRO stations, serving as a transit on to lower intensity residential areas.” Van Buren Street NE is not a high-frequency route or near a METRO station. It is an interior residential street running adjacent to the transportation corridor of Highway 65/Central Avenue. Again, no current bus or future bus route is planned for these blocks of Van Buren Street.

Allowing the odd side for the 600 and 700 blocks of Van Buren Street to increase in density up to six, possibly more, stories, upscales a small slice of the entire St. Anthony East neighborhood, leading to gentrification and removal of units of Naturally Occurring Affordable Housing. We believe the increase in density for this block of Van Buren should be Interior 3 district, enabling current and future neighborhood diverse residents.

**This policy is better supported by the correction to Interior 3 than the misalignment of Corridor 6 to a residential street without infrastructure and resources to support corridor 6 district.**

**Policy 3: Production and Processing**

*Expand and maintain areas for production, processing, and distribution of products, services, and ideas.*

The proposed amendment supports this policy because it maintains the prevention of encroachment of housing to industrial, production, and processing land uses. Our community did extensive work developing our small area plan designating our neighborhood Interior 3 for future built form, recognizing much of the housing in our neighborhood already matches this built form and welcoming the expansion to 3 stories.

**Therefore, this policy is supported by the proposed amendment because it maintains the existing boundary of residential uses as compared to production and processing uses.**
Policy 4: Access to Commercial Goods and Services

*Improve access to goods and services via walking, biking and transit.*

The proposed amendment supports this policy because Interior 3 supports access to goods and services via walking, biking and transit. Utilizing the odd side of Van Buren Street NE for single- or multi-family homes with a maximum height of three stories, rather than six, supports access via walking and biking because it maintains safe, walkable and bikeable density. Due to the existing safety concerns of the intersection of Van Buren Street NE, Spring Street, and Central Avenue, adding high density living under Corridor 6 will reduce the walkability and bikeability—even to the closest bus station—because of the high increase in traffic caused by higher density living.

Therefore, the correction from Corridor 6 to Interior 3 is supported by this Amendment because of the increased safety of less vehicle, pedestrian, and bicycle density on a residential street.

B. Other Supported Policies

Beyond those policies identified in the Amendment Application, a built form designation of Interior 3 for the entirety of this block of Van Buren Street NE supports the following policies of the Comprehensive Plan.

II. Reasons for the Amendment, including New Information Supporting Re-Examination or Previously Unconsidered Items

**New Information**

Considerations have not been made to the impact on the 600-700 block of Van Buren St NE and the surrounding neighborhood if the odd side of Van Buren St NE is allowed to be developed as Corridor 6 district facing the even side of Van Buren St and the rest of the neighborhood, to be developed under Interior 3 district considerations. Two drastically different built forms will likely have environmental impacts like those stated in the recent court findings from Smart Growth vs. City of Minneapolis, states

*Plaintiffs allege the 2040 Plan is likely to cause the pollution, impairment, or destruction of the air, water, land, or other natural resources located within the state and seek declaratory judgment and injunctive relief under the Minnesota Environment Rights Act (MERA) land use changes proposed and authorized by the 2040 Plan result in substantial increase in development density. Pauly states that the increase in development density causes intensification of density, intensification of use, and intensification of scale. Plaintiffs, in their verified Complaint as well as their expert 1 Plaintiffs also assert, through their expert, that even based solely the City’s admitted anticipated growth of new residential units (25,048 by 2030, 42,630 by 2040, and 48,908 during the “duration of the plan”), such housing growth would trigger the need for an Environmental Impact Study under Minn. Rules 4410.4300, subp. 19 and Minn. Rules 4410.4400, subp. 14. 6 disclosures, identify the likely environmental impacts of such intensification as: increased traffic impacts, increased noise impacts, decreased air quality, loss of the amount of tree coverage/green space, negative impacts to existing viewsheds, negative impact on aesthetic livability, negative impact on bird and other wildlife habitat, adverse impact to water quality, potential adverse impact of stormwater runoff, increased contaminant load to stormwater due to the increase in hard surfaces, soil erosion due to increased runoff, reduced ground water recharge, increased wastewater generation, increased potable water usage, and increased stress to existing public infrastructure, including sanitary sewer system.*
Previously Unconsidered Items

There was a two-year time period BEFORE Minneapolis 2040 plan was approved where SAENA board members engaged with our local leader and were promised that the Corridor 6 designation was a mistake. Evidenced by:

In 2018, then SAENA president Jeremy Wieland, resident at 737 Van Buren St noticed that the 2040 Comprehensive Plan had the odd side ONLY of Van Buren St designated Built Form Corridor 6. At that time, he texted Council Member Steve Fletcher (part of that correspondence has been entered into the public record). Steve Fletcher said “agree it should not be corridor 6. Will figure out how to remedy it”

In 2019, then SAENA president Chris Jones, resident at 625 Van Buren St, noticed that the 2040 Comprehensive Plan had the odd side ONLY of Van Buren St designated Built Form Corridor 6. At that time, he emailed Council Member Steve Fletcher (part of that correspondence has been entered into the public record) Steve Fletcher emailed back

“Your timing is remarkable… we were meeting with Heather Worthington when you e-mailed. All are agreed that Van Buren should be treated like all of the other streets in SAENA – Transit 4 along Broadway, and Interior 3 for the rest. Once the Met Council approves the 2040 Plan (probably in late September or so), staff will compile a list of small technical changes like this one from around the city and submit them all together as an amendment – a pretty straightforward process that the city does quarterly or so, as various land use changes shift. Expect that to happen in January or so. In the meantime, if you hear of people sniffing around about land sales on your block, you can tell them the 2040 Plan contains an error, and Van Buren will be treated like the rest of the neighborhood.”

III. Relationship of Proposed Amendment to Supply and Demand for Particular Land Uses

The odd side of Van Buren St NE currently is a mix of duplexes and single-family homes. This current supply of housing fits very well with the demand in this neighborhood. The overall neighborhood also mirrors Van Buren St. and has multi-unit family housing, triplexes, duplexes, single family homes, and affordable housing. These types of housing options address the need for “missing middle housing.”

According to missingmiddlehousing.com, “In practice, missing middle housing is not a new type of building. It is a range of building types building types exist in cities and towns across the country, and were a fundamental building block in pre-1940s neighborhoods. With a footprint typically not larger than a large single-family home, Missing Middle buildings are easy to integrate into existing neighborhoods, and serve as a way to transition to higher-density and main street contexts.”

Our proposed amendment of having Interior 3 district for both sides of Van Buren promotes the need for missing middle, integrates with the existing land uses, and would not disproportionally effect the street and neighborhood as much as a built form of Corridor 6 would.

IV. Merit Beyond Interests of Applicant

Community members gathered to discuss how different built forms would affect the St. Anthony East neighborhood. All neighbors that attended the community meeting believe that Corridor 6 built form is too large and updating to Interior 3 built form to match the rest of the neighborhood is appropriate. Along with the odd side of Van Buren, there is support from the
residents and owners of the west side of Van Buren and neighbors that live on other streets in St. Anthony East. Representatives from the City and State who are intimately knowledgeable of St. Anthony East, agree that the imbalance in built form districts on Van Buren will have a detrimental effect. The St. Anthony East Neighborhood Association identified Van Buren St as low-medium density future development and would like future density to align with their small area plan. Neighbors were concerned with solar rights being taken away, light pollution from large buildings, air quality, water runoff, lack of natural light from large buildings, noise pollution from construction and parking availability. There were concerns about safety with a drastic increase of residents with the current allowable land use for the odd side of Van Buren St NE. Neighbors are concerned about biking safety if more vehicles are on the street as there will be increased vehicles if no parking is required for large-scale developments. Granting the proposed amendment to Interior 3 district will alleviate these concerns as the neighborhood had already planned for a future density of Interior 3 (see SAENA small area plan).

V. Possible Impact on Specific Elements of Comprehensive Plan
We feel that this minor change of amending the built form for half of an interior street has negligible impact on the comprehensive plan. Keeping buildings smaller helps the St. Anthony East neighborhood maintain its aesthetic. Interior 3 still allows for both affordable and family housing and can increase our diversity as well as density.

(a) Land use and built form;
Large-scale, multi-family units, without requirements for affordability, currently being approved under Corridor 6 built form, could have a decrease on the diversity of our neighborhood. The St. Anthony East Neighborhood Association used extensive resources to develop our small area plan, which was submitted and approved by the City Council. This small area plan designated Van Buren St NE for lower density housing equivalent to the built form overlay of Interior 3.

(b) Transportation;
There would be negligible effect on transportation with the proposed amendment change to Interior 3. There is existing neighborhood concern regarding the current unsafe access at Van Buren St and Spring St. for cars, bikes, and pedestrians. Allowing large-scale developments has the potential to burden the transportation at this intersection even more.

(c) Housing, including the extent to which the proposal contributes to the City’s adopted housing goals;
The east/odd side of Van Buren is an eclectic mix of single-family homes and multi-family homes. Recent studies show that young people want affordable housing. Affordable housing comes in the forms of single-family/duplex/triplex housing, and large scaled IF they are required to be affordable. Large scale buildings are not required to be affordable in Minneapolis. Thus, this amendment proposal for Van Buren St to Interior 3 will preserve the City of Minneapolis’s goal to preserve diversity in housing and improves access to homeownership, especially among low-income residents, black, indigenous and people of color.
(d) Economic competitiveness.
Homes that allow for larger families must be available to residents to ensure access to good employment in downtown Minneapolis. Many homes on Van Buren are owned by BIPOC persons and some are multi-generational. Having a workforce available to downtown Minneapolis and Northeast Minneapolis will help business to continue and grow.

(e) Environmental systems;
St. Anthony East wants access to clean air, clean water, and to be good stewards to the land and wildlife that surrounds the neighborhood. Limiting the size of buildings will help reduce some of the health risks associated with living in an inner city and preserve existing green space. Solar rights for the properties on Van Buren Street would be protected under this amendment change.

(f) Public health;
Neighbors were concerned with light pollution from large buildings, air quality, water runoff, lack of natural light from large buildings, and noise pollution from construction. There were concerns about safety with a drastic increase of residents. Neighbors are concerned about biking safety if more vehicles are on the street. Allowing the right sized buildings with the Interior 3 built form, will positively affect the public health of residents of St. Anthony East.

(g) Heritage preservation;
St. Anthony East contains many beautiful, historic homes. Duplexes, triplexes and fourplexes blend well with the single-family homes and small apartment buildings. Keeping the size of buildings to Interior 3 built form will help preserve the look and feel of this historic neighborhood.

(h) Arts and culture;
We feel that this minor change of amending the built form for half of an interior street from Corridor 6 to Interior 3 has negligible impact on arts and culture in community development as described in the Minneapolis 2040 plan.

(i) Parks and open space;
Open spaces are vital in providing health benefits by offering amenities for exercise and peaceful areas to enjoy. Limiting the size of buildings to Interior 3 and maintaining green space amongst the parcels allows for healthier living.

(j) Public services and facilities; and
Amending Van Buren Street to Interior 3 is important to maintain the safety of current and future residents. An increase in large scale density such as Corridor 6, may make it difficult for emergency vehicles to access and protect citizens in the event of an emergency with such limited access points to the street as Van Buren only has one direct access point from Spring Street. Main transit routes of Broadway and Central, are not directly accessible to Van Buren Street. The 600 and 700 blocks of Van Buren are residential streets that run parallel to Central Avenue. The Broadway/Central transit route is elevated above Van Buren Street, which is separated by a community park with a retaining wall. Amending to Interior 3 will have negligible effect on public services and facilities. This form of density is best for the neighborhood and does not take away from ridership on the adjacent transit routes found on Broadway and Central AND ensures that emergency services will not be impeded.
St. Anthony East Neighborhood has not been designated as “Innovation District.” We feel that this minor change of amending the built form for half of an interior street from Corridor 6 to Interior 3 has negligible impact on technology and innovation as described in the Minneapolis 2040 plan.
Engagement Plan

A. **Goal of Engagement.** The goal of the public outreach and engagement process is to raise awareness about the comprehensive plan amendment proposal and collect feedback on any potential issues or impacts from the proposal. Specifically, this will inform the surrounding community of the built form designation of the 600 and 700 block of Van Buren Street NE in the St. Anthony East neighborhood of the Minneapolis. Engagement and outreach include multiple forms of communication including phone calls, emails, flyers, and public meetings. Outcomes of this engagement will be documented.

B. The main goal is to solicit honest and thoughtful feedback, while the hope is that residents and neighbors will support the Comprehensive Plan Amendment and support the change in built form designation from the odd side of the 600 and 700 blocks of Van Buren Street from Corridor 6 district to Interior 3 district. Obtaining consent forms from property owners immediately affected by the Amendment and support forms from surrounding residents is imperative for this application.

C. **Stakeholders.**
   - Exhibit A is a list of stakeholders from the 600 and 700 blocks of Van Buren Street
   - Neighbors on adjacent NE Jackson, Summer, Quincy Streets
   - St. Anthony East Neighborhood Association
   - Sheridan Neighborhood Association, Beltrami Neighborhood Association, Marcy-Holmes Neighborhood Association
   - Senator Kari Dziedzic, 60, DFL, St. Anthony East resident
   - CM Michael Rainville
   - Surrounding businesses
   - Metro transit

D. **Methods of Engagement and Communication.** Stakeholders will learn about the substantive materials of the application through various written and oral communications. First, stakeholders began to hear of the Application through telephone and in-person conversations. Second, more stakeholders were informed through email that an application is being considered, who was identified to submit the application, the purpose of the application, and the methods through which they could provide written or verbal feedback. Third, an infographic flyer was published and disseminated to raise awareness on the differences in Built forms between Corridor 6 district and Interior 3 district encouraging stakeholders to visit the 2040 Comprehensive plan for more details. The flyer, included as part of Exhibit A, also served as notification of the formal community meeting set for Monday April 18 at 6 pm. The flyer was printed and delivered to homes, as well as emailed, on April 1st. Fourth, a large sign identifying the purpose of the meeting and proposed amendment, as well as contact information for the assigned City staff member and the applicant, was placed halfway between the 600 and 700 blocks of Van Buren at Community Commons Park. The draft written consent form was drafted and disseminated to property owners to further explain the proposed application and gauge individual property owners’ support for the amendment.
Additionally, draft written support forms were drafted and disseminated to adjacent and surrounding property owners and residents. Signed consent and support forms were returned in the same manner. An informal community meeting was held via Zoom on March 27th (Note: this meeting did not, and was not intended to, replace the formal community meeting held on April 18th. It was a preparational/informational session in addition to the formal community meeting.)

Importantly, a community meeting was held in a manner that complies with the requirements of the Application. In all these meetings/public notices, stakeholders will be informed how they can submit comments and feedback during this process, including via a newly created email address dedicated to this amendment (vanburenamendment@gmail.com).

Engagement Questions. The following questions were asked and used to drive conversation at the April 18, 2022, meeting:

- Do you believe the existing housing options on Van Buren Street are appropriate for the neighborhood?
- How would allowing any size building (such as greater than three stories) on Van Buren affect the neighborhood?
- Homes that allow for larger families must be available to residents to ensure access to good employment in downtown Minneapolis. Many single-family homes on Van Buren are owned by BIPOC persons and some are multi-generational. Is BIPOC home ownership/ability to rent in our neighborhood important to you?
- Would allowing development over three stories take away affordable housing and have a determinantal effect on residents experiencing a sense of belonging, stability, and safety?
- Do you think that new developments should contain green spaces within the development? Living near a busy street, we deal with vehicle emissions, etc. How important is airflow in association with air quality to you?
- Do you have any comments, concerns, feedback for the proposed Amendment to change from Corridor 6 to Interior 3?
- Do you have any comments, concerns, feedback if the Amendment is not accepted and the built form designation remains Corridor 6?

These questions and the general conversations that followed helped inform and support findings for the Application by identifying stakeholder perceptions and preferences for the built form district of Van Buren Street, existing and future safety, stability, home ownership, equity, and environmental and personal health. Further, these questions were intended to identify if the Application had support from stakeholders or whether it needed to be altered or amended. These questions were based on the policies of the Minneapolis 2040 Plan as they relate to this application.

E. Documentation of Process and Feedback. An agenda for the formal community meeting on April 18th is included in Exhibit B. Comments made by stakeholders present at the April 18th meeting were captured (Exhibit B). Further, attendance at informal community meeting was video-recorded and attendance at the in-person, formal community meeting was logged by a sign-in sheet (See Exhibit B).
All comments and feedback received have been carefully considered and incorporated into the application materials, including the Written Statement provided with the Application Packet. Thirty written consents and support forms from stakeholders have been provided in favor of this Application (Exhibits C & D).

Neighbors on adjacent NE Jackson, Summer, Quincy Streets were informed of the community meeting via brochure and email. Through phone conversations, email, and meetings neighbors on these streets support the amendment application.

A phone call was made to the property owner at 613 Van Buren and they declined interest. Engagement with the property owner of 635 Van Buren had occurred on several occasions requesting their proposed development conform to Interior 3 district, that was also declined.

CM Rainville was notified on multiple occasions via phone, email, conversations. He is in support of this application and his policy aide Ryan SanCartier did attend the formal community meeting on April 18th.

St. Anthony East Neighborhood and Sheridan Neighborhood associations were informed during neighborhood meetings. Both of those neighborhood associations were in support of this application. Beltrami, Marcy-Holmes, and Sheridan were also notified via email of this application being submitted.

Metro Transit was notified via email of this application and given the opportunity to comment.

Surrounding business were notified via phone of this application and given the opportunity to comment.

Senator Kari Dziedzic, 60, DFL, St. Anthony East resident was notified via phone call and has shown support of this application.
**Exhibit A**

List of stakeholders on the 600-700 blocks of Van Buren St NE

<table>
<thead>
<tr>
<th>Van Buren Address</th>
<th>Name</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>613</td>
<td>Deep Housing LLC</td>
<td>Entity/property owner</td>
</tr>
<tr>
<td>625</td>
<td>Sarah and Chris Jones</td>
<td>homeowner</td>
</tr>
<tr>
<td>629</td>
<td>Bao Vang</td>
<td>homeowner</td>
</tr>
<tr>
<td>635</td>
<td>Cody Fisher LLC</td>
<td>Entity/property owner</td>
</tr>
<tr>
<td>641</td>
<td>Emily and Dimitri Carr</td>
<td>homeowner</td>
</tr>
<tr>
<td>643</td>
<td>Andy Krishnan</td>
<td>Entity/property owner</td>
</tr>
<tr>
<td>649</td>
<td>Robert and Anna</td>
<td>homeowner</td>
</tr>
<tr>
<td>653</td>
<td>Elizabet Ryan</td>
<td>homeowner</td>
</tr>
<tr>
<td>655</td>
<td>Soraya Scott</td>
<td>landlord</td>
</tr>
<tr>
<td>659</td>
<td>Matthew Jordahl</td>
<td>landlord</td>
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<tr>
<td>606</td>
<td>John McFadden</td>
<td>homeowner</td>
</tr>
<tr>
<td>610</td>
<td>Jaide Plank</td>
<td>landlord</td>
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<tr>
<td>612</td>
<td>Jordan Quade</td>
<td>landlord</td>
</tr>
<tr>
<td>618</td>
<td>Andrew Everett</td>
<td>landlord</td>
</tr>
<tr>
<td>618</td>
<td>Ande Schneider &amp; Alex Scheffler</td>
<td>renters</td>
</tr>
<tr>
<td>620/622</td>
<td>Jim Holmquist</td>
<td>homeowner/landlord</td>
</tr>
<tr>
<td>624</td>
<td>Dave</td>
<td>homeowner/landlord</td>
</tr>
<tr>
<td>630</td>
<td>Bernie Brockhaus</td>
<td>homeowner</td>
</tr>
<tr>
<td>634</td>
<td>Evan Johnson</td>
<td>homeowner</td>
</tr>
<tr>
<td>636</td>
<td>Antoine Bryant</td>
<td>community housing renter</td>
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<tr>
<td>640</td>
<td>Alex Eernisse</td>
<td>homeowner/landlord</td>
</tr>
<tr>
<td>644</td>
<td>Mana Holdings Group</td>
<td>entity</td>
</tr>
<tr>
<td>648</td>
<td>Sylvia Radford</td>
<td>homeowner</td>
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<tr>
<td>658</td>
<td>Miller G Holdings LLC</td>
<td>entity</td>
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<tr>
<td>847</td>
<td>Patrick Sutton</td>
<td>renter</td>
</tr>
<tr>
<td>708</td>
<td>Alyssa Costopoulos</td>
<td>renter</td>
</tr>
<tr>
<td>714</td>
<td>A H Krueger</td>
<td>unknown</td>
</tr>
<tr>
<td>724</td>
<td>Josh Erdman</td>
<td>homeowner</td>
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<tr>
<td>728</td>
<td>Anise Mazone</td>
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<tr>
<td>734/736/738</td>
<td>Brad Johnson</td>
<td>homeowner</td>
</tr>
<tr>
<td>742</td>
<td>SONAM T BAROWOGMA</td>
<td>homeowner</td>
</tr>
<tr>
<td>744</td>
<td>Megan Cappaert</td>
<td>homeowner</td>
</tr>
</tbody>
</table>
Residents of Van Buren St would like consistent Built Form designation for our street and are seeking a comp plan amendment application with the City of Minneapolis.

Property owners with parcels currently designated Built Form Corridor 6 would need to consent to the amendment application to Interior 3.

Van Buren Street is currently inconsistent in Built Form designation. Currently, the 2040 Plan has the odd side of Van Buren St Corridor 6 and the even side of Van Buren St Interior 3.

The remaining SAENA neighborhood south of Broadway is designated Interior 3.

Direct comments and requests to the applicant: swalbridgejones@gmail.com 612-567-2162 City Planner contact: Rattana Sengsoulichanh 612-673-5046 rattana.sengsoulichanh@minneapolismn.gov

Please identify if you need translated materials or reasonable accommodations to participate.
Comprehensive Plan Amendment to the City of MEP's 2040 Built-Form Plan

Preparing change from "Corridor 4" district to "Inward 2" district

Maps show the old side of the town "Corridor 4" district and the new side of the town "Inward 2" district. The amendment seeks to change the zoning in the area and neighborhood, No public hearing or community meeting regarding this amendment is scheduled at this time.

San Benito, 405-635-2222, 405-675-7373, 405-675-7371

Public hearing and community meeting information will be published on this sign when available.

Applicant: Ms. Susan Johnson sanbenito@mplsnowplows.com
City Contact: Ms. Janice Brown janice@mplsnowplows.com

Please verify if you need drawings or drawings are available to be provided.
Comprehensive Plan Amendment to the City of MPLS 2040 Built-Form Plan

Proposing changes from "Corridor 8" district to "Inferno 2" district.

Mpls 2040 has the west side of Van Buren "Corridor 8" in its plan and even the neighborhood code of Van Buren is designated as "Inferno 2" district. The meaning of this neighborhood code is designated as "Inferno 2" district. For this reason, the Van Buren "Corridor 8" district needs to change the Van Buren "Corridor 8" district to "Inferno 2" district. No development or rezone projects are proposed at this time. People want the amendment.

Van Buren address: 12345 6789 St.
Tel: 555-555-5555
Fax: 555-555-5555

Public hearing and community meeting information will be updated on the sign when available.

For questions, please contact:

Van Buren Corridor 8
8765432123

City Councilmember
9876543210

Contact: John Smith
john.smith@mpls.gov

For development details, please contact:

Development Coordinator
Development Coordinator
9876543210

dev@mpls.gov
CORRIDOR 6
VERSUS
INTERIOR 3

COMPARING THE 2 TYPES OF BUILT FORMS

Corridor 6: Typically applied along high frequency transit routes as well as in areas near METRO stations.
Maximum height 6 stories

Interior 3: Typically applied along transit routes farther from downtown that are on narrower rights of way, and serves as a transition between lower intensity residential areas and areas immediately surrounding METRO stations.
Maximum height 3 stories

Visit Minneapolis2040.com for more information
City of Minneapolis 2040

"The adoption of built form standards, regulating the scale of new buildings and additions throughout Minneapolis, is a critical step in the process of implementing the City's comprehensive plan."

"The built form regulations will resolve some of the major conflicts between Minneapolis 2040 and the City's current zoning regulations. They are also intended to provide more predictability for the scale of new buildings and additions, which will help achieve the Minneapolis 2040 goals."

"While built form regulations govern the scale of new buildings, land use regulations will govern allowed uses, such as mixed-use, residential, commercial, production, parks and open spaces."

Future Land Use for SAENA

**Urban Neighborhood**

"Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout."

Related policies of 2040 plan:
Policy 1: Access to Housing
Policy 2: Access to Employment
Policy 4: Access to Commercial Goods and Services

SAENA will be zoned to the urban neighborhood land use designation by next year.

Van Buren Street is currently inconsistent in Built Form designation. Currently, the 2040 Plan has the odd side of Van Buren St Corridor 6 and the even side of Van Buren St Interior 3. The remaining SAENA neighborhood south of Broadway is designated Interior 3.
Action Needed!!
Notice of Public Meeting

Residents of Van Buren St would like consistent Built Form designation for our street and are seeking a comp plan amendment application with the City of Minneapolis.

Sarah Walbridge-Jones has volunteered to be the applicant on behalf of Van Buren St. residents. The application requires stakeholder feedback and support. Property owners with parcels currently designated Built Form Corridor 6 would need to consent to the amendment application to Interior 3.

Do you believe that Interior 3 should be the built form for the odd side of Van Buren St (600-700 blocks)?

- Direct comments and requests to: swalbridgejones@gmail.com
  - Please identify if you need translated materials or reasonable accommodations to participate

- Announcements/postings relating to this neighborhood engagement will be located at Community Commons Park at Van Buren St and Summer St.

Public Meeting Will Be Held:
Mon, 4.18.22, 6:00 Community Commons Park
Public Meeting, April 18th, 2022 6:00 PM  
Location: Community Commons Park.

- Discussion  

**Goal**  
Discuss agency performance and decide whether to renew for another ear.)

**Agenda**

Residents and certain property owners of Van Buren St seek consistent Built Form district designation and are filing a comp plan amendment application with the City to amend the 2040 Comprehensive Plan district designations for Van Buren St NE between Spring and Autumn Street

**Engagement Questions:**

- Do you believe the existing housing options on Van Buren Street are appropriate for the neighborhood?
- How would allowing any size building (such as greater than three stories) on Van Buren affect the neighborhood?
- Homes that allow for larger families must be available to residents to ensure access to good employment in downtown Minneapolis. Many single-family homes on Van Buren are owned by BIPOC persons and some are multi-generational. Is BIPOC home ownership/ability to rent in our neighborhood important to you?
- Would allowing development over three stories take away affordable housing and have a determinantal effect on residents experiencing a sense of belonging, stability, and safety?
- Do you think that new developments should contain green spaces within the development? Living near a busy street, we deal with vehicle emissions, etc. How important is airflow in association with air quality to you?
- Do you have any comments, concerns, feedback for the proposed Amendment to change from Corridor 6 to Interior 3?
- Do you have any comments, concerns, feedback if the Amendment is not accepted and the built form designation remains Corridor 6?

**Next Steps**

Incorporate feedback to application

Obtain consent forms from property owners immediately affected by the Amendment
Exhibit B
Comments made from different individuals during formal community meeting

1. Do you believe the housing options on Van Buren are appropriate for the neighborhood?
   - Yes. 1-3 stories; duplexes/triplexes are appropriate.
   - Interior 3 is not out of line with this.
   - Corridor 6 is too big.

2. How would allowing any size building on Van Buren affect the neighborhood?
   - Allowing parcels with only studios doesn’t accommodate families. Lower school enrollment.
   - Need housing for families, not just single transients.
   - We want the same character in the neighborhood as it currently is
   - We need access to housing benefited to family housing- less units that fit more people.
   - Single/smaller units create a turnover of people. Neighborhood wants stability.
   - Currently we have 62% renters. Taking away naturally affordable housing does not help neighborhood.
   - Interior 3 still accommodates large buildings. If bigger market rate buildings are built, rent will increase in the existing rental houses/duplexes/triplexes
   - We want a diversified neighborhood. A couple of single units in new properties is fine. Think about economic/racial disparities. Keep buildings smaller- center to that.

3. Homes that allow for larger families must be available to residents to ensure access to good employment in downtown Minneapolis. Many single-family homes on Van Buren are owned by BIPOC persons and some are multi-generational. Is BIPOC home ownership/ability to rent in our neighborhood important to you?
   - Yes.
   - BIPOC home ownership and ability to rent in our neighborhood is very important.
   - Increased density is good, but not at a level of Corridor 6 district, instead- medium density like duplexes/fourplexes.
   - Keeping affordable homes in the neighborhood is very important.
   - Van Buren St NE is the only street in NE that the built form is split down the middle - this seems very wrong and unequitable.
   - Tearing down these affordable 3-bedroom houses goes against goals in the 2040 plan.

4. Would allowing development over 3 stories take away affordable housing and have a determinantal effect on residents experiencing a sense of belonging, stability, and safety?
   - Yes.
   - Concerns about safety- park and neighborhood are heavily used by families.
   - Restricts ability for houses to add solar due to shadowing from larger buildings.
   - Quality of life & use of park will be diminished.
   - More people= more dogs and the private park will be overrun. The park is well kept; will that continue if we allow large buildings?
• Concerned about biking safety if more vehicles are on the street. (multiple comments)
• Surrounding neighbors will have no privacy if large buildings are allowed.
• Concerned about parking.
• Light pollution from large buildings.
• Lack of natural light- this would really affect neighbors on even side of Van Buren. What is the long-term impact?
• Noise pollution from construction.
• Missing middle- can’t build a family/make roots in a studio apartment.

Separate issue: should a traffic study be done at the intersection of Van Buren & Spring?
• Why is only even side of Van Buren Corridor 6? Normally built forms blend from downtown in a logical way. An alley is a signal that it is mis zoned (built form is incorrect).
• Van Buren is a residential street. Corridor 6 district will be detrimental to both sides of our street.

5. Do you think that new developments should contain green spaces within the development? Living near a busy street, we deal with vehicle emissions, etc. How important is airflow in association with air quality to you?
• Yes- we need open spaces & good air quality, air flow.
• Heat/uniformity was questioned.
• Concerns about draining resources from the neighborhood
• Major concerns with air quality
• We bought our homes with the idea we would live in the current neighborhood-built form. Adding large buildings would decrease air quality, air flow. The expectation is single/multi-family, not high-density apartments
• The neighborhood owns the green space. Too high of density would disturb the ecosystem.

Would a large building block airflow to your home?
• Yes. Many of the same answers above.
• We want a uniform/family friendly neighborhood with affordable housing available. Hopes that we can return to Built Form Interior 3.
• We are looking into adding Solar to our home and now are afraid that a big building next door/across the street will put us in the shadows. Taking away a resource for us wanting to help with climate change.
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, ____________________________ , as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, ________________________________________, Minneapolis, Minnesota, 55413.

B. I am a:
   ___ tenant (i.e., renter) in a multi-family property
   ___ owner of multi-family housing property
   ___ tenant (i.e., renter) in a single-family property
   ___ owner of a single-family property
   ___ other: ________________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April __18__, 2022

By: ____________________________

Name: ____________________________
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I. ___________ Radford, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, 648 Van Buren St NE, Minneapolis, Minnesota, 55413.

B. I am a:
   ____ tenant (i.e., renter) in a multi-family property
   ____ owner of multi-family housing property
   ____ tenant (i.e., renter) in a single-family property
   X owner of a single-family property
   ____ other: _____________________________

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D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April 25, 2022

By: ________________
Name: ________________
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, Brad Johnson, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, 736 Van Buren St. NE, Minneapolis, Minnesota, 55413.

B. I am a: 
   [ ] tenant (i.e., renter) in a multi-family property
   [X] owner of multi-family housing property
   [ ] tenant (i.e., renter) in a single-family property
   [ ] owner of a single-family property
   [ ] other: ________________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April 19, 2022

By: Brad Johnson
Name: Brad Johnson
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I. ____________________________, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, 634 Van Buren St NE, Minneapolis, Minnesota, 55413.

B. I am a:  
   ____ tenant (i.e., renter) in a multi-family property  
   ___ owner of multi-family housing property  
   ____ tenant (i.e., renter) in a single-family property  
   ____ owner of a single-family property  
   ____ other: ______________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April 25, 2022

By: ____________________________
Name: ____________________________
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, Andrea Schneider, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, 618 Van Buren St, Minneapolis, Minnesota, 55413.

B. I am a:

   x tenant (i.e., renter) in a multi-family property

   ___ owner of multi-family housing property

   ___ tenant (i.e., renter) in a single-family property

   ___ owner of a single-family property

   ___ other: _________________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April 18, 2022

By: __________________________
Name: Andrea Schneider
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, ____________________________, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, ____________________________, Minneapolis, Minnesota, 55413.

B. I am a:
   ___ tenant (i.e., renter) in a multi-family property
   ___ owner of multi-family housing property
   ___ tenant (i.e., renter) in a single-family property
   ___ owner of a single-family property
   ___ other: ____________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April _____, 2022

By: ____________________________
Name: ____________________________
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, [Name], as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, ____________________________, Minneapolis, Minnesota, 55413.

B. I am a:  
   ____ tenant (i.e., renter) in a multi-family property  
   ___ owner of multi-family housing property  
   ____ tenant (i.e., renter) in a single-family property  
   ____ owner of a single-family property  
   ____ other: ____________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April 18, 2022

By: [Signature]  
Name: [Name]
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, **BERNARD O. BROCKHAUS**, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, **630 NE VAN BUREN**, Minneapolis, Minnesota, 55413.

B. I am a:
   - [ ] tenant (i.e., renter) in a multi-family property
   - [ ] owner of multi-family housing property
   - [ ] tenant (i.e., renter) in a single-family property
   - [x] owner of a single-family property
   - [ ] other: _________________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April **18**, 2022

By: **BERNARD O. BROCKHAUS**

Name: _______________________________
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, Megan Carper, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, 741 Van Buren St NE, Minneapolis, Minnesota, 55413.

B. I am a:  
   ____ tenant (i.e., renter) in a multi-family property
   ____ owner of multi-family housing property
   ____ tenant (i.e., renter) in a single-family property
   X owner of a single-family property
   ____ other: ____________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April 16, 2022

By: ____________________________
   Name: ____________________________
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, \[Signature\] John McFadden, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, 606 Van Buren St NE, Minneapolis, Minnesota, 55413.

B. I am a:  
   ___ tenant (i.e., renter) in a multi-family property  
   X owner of multi-family housing property  
   ___ tenant (i.e., renter) in a single-family property  
   ___ owner of a single-family property  
   ___ other: ________________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April 18, 2022

By: \[Signature\] John McFadden

Name: John McFadden
SUPPORT FOR
COMPREHENSIVE PLAN AMENDMENT APPLICATION

(Community Members)

I, ___Patrick Susan, Attorney___, as a community member of the Saint Anthony East Neighborhood in Minneapolis, Minnesota, declare my support of the Comprehensive Plan Amendment Application to be submitted by Sarah Wallbridge-Jones relating to the east, odd-numbered side of Van Buren Street Northeast in Minneapolis, Minnesota.

A. I live at, or am affiliated with, ___813 Summer Str. N.E., Minneapolis, Minnesota, 55413___.

B. I am a:___
   ___ tenant (i.e., renter) in a multi-family property
   ___ owner of multi-family housing property
   ___ tenant (i.e., renter) in a single-family property
   ___ owner of a single-family property
   ___ other: ________________________________

C. I support a change to the Minneapolis 2040 Comprehensive Plan to redesignate parcels located on the east, odd-numbered side of Van Buren Street Northeast, in Minneapolis, Minnesota, from a Built Form designation of Corridor 6 to a designation of Interior 3.

D. While the requested change in Built Form designation does not directly apply to my property, I support the change to designation of Interior 3 because the designation of Corridor 6 impacts me as a neighbor and community member.

E. I wish to inform the City of Minneapolis, and its subdivisions and affiliates, that I support the Comprehensive Plan Amendment Application and a change in the Built Form designation.

Date: April __8__, 2022

By: ___
Name: ___Patrick Susan_____
Dear Sir,

I send this in support of the Van Buren neighbors who oppose the M2040 upzoning and the push for higher and more crowded uses of land. I have seen personally the damage done to the lives of existing homeowners and renters by turning the city over to inappropriate development.

A further serious failure in Mpls. planning is to allow existing small homes, NOAH, usually about 1000 sq ft footprints with two bedrooms, to be bulldozed and replaced by million dollar homes. This does not serve citizens.

Below is the concern expressed by neighbors.

Thanks,

Erik Storlie

The applicant has engaged with us on their Comprehensive Plan Amendment Application proposing an amendment to the Minneapolis 2040 Comprehensive Plan to correct the designation of the parcels on the odd side of the 600 and 700 blocks of Van Buren Street Northeast from built form designation of Corridor 6 district to Interior 3 district, which results in consistency on the odd and even sides of Van Buren Street NE and the remainder of the interior streets of St. Anthony East Neighborhood. I support this application and encourage you to recommend this change to the City.
Senior City Planner Rattana Sengsoulichanh,

I am reaching out in support and I would like to encourage you to recommend this change to the City. The applicants on Van Buren have submitted a Comprehensive Plan Amendment Application proposing an amendment to the Minneapolis 2040 Comprehensive Plan to correct the designation of the parcels on the odd side of the 600 and 700 blocks of Van Buren Street Northeast from built form designation of Corridor 6 district to Interior 3 district, which results in consistency on the odd and even sides of Van Buren Street NE and the remainder of the interior streets of St. Anthony East Neighborhood.

Interior 3 district allows the opportunity to preserve 3-bedroom units and naturally affordable housing stock as Van Buren already has been established as a street with multifamily housing. This built form was to allow increased density on standard lot sizes typical of this area. This built form was to allow for fourplexes and serve the “missing middle” housing our city needs. This amendment application would support future development of Interior 3 district, as each parcel asking for amendment change is sized accordingly for this type of future development and this neighborhood serves as a transition between higher and lower density regions. However, said parcels are not sized well for Corridor 6 development and building high density on the same street as lower density is poor urban planning. Please support these neighbors in this amendment to have built form consistency in a neighborhood without the infrastructure and resources to support corridor 6 district.

Carol Becker
pinches_inset.0v@icloud.com

Minneapolis, Minnesota 55401
[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.
Senior City Planner Rattana Sengsoulichanh,

I am reaching out in support and I would like to encourage you to recommend this change to the City. The applicants on Van Buren have submitted a Comprehensive Plan Amendment Application proposing an amendment to the Minneapolis 2040 Comprehensive Plan to correct the designation of the parcels on the odd side of the 600 and 700 blocks of Van Buren Street Northeast from built form designation of Corridor 6 district to Interior 3 district, which results in consistency on the odd and even sides of Van Buren Street NE and the remainder of the interior streets of St. Anthony East Neighborhood.

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David Brookins
david.brookins@gmail.com

Minneapolis, Minnesota 55413
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Senior City Planner Rattana Sengsoulichanh,

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Megan Cappaert
meg.cappaert@gmail.com

Minneapolis, Minnesota 55413
[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.
Senior City Planner Rattana Sengsoulichanh,

I am reaching out in support and I would like to encourage you to recommend this change to the City. The applicants on Van Buren have submitted a Comprehensive Plan Amendment Application proposing an amendment to the Minneapolis 2040 Comprehensive Plan to correct the designation of the parcels on the odd side of the 600 and 700 blocks of Van Buren Street Northeast from built form designation of Corridor 6 district to Interior 3 district, which results in consistency on the odd and even sides of Van Buren Street NE and the remainder of the interior streets of St. Anthony East Neighborhood.

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Dimitri Carr
carrdimitri@gmail.com

Minneapolis, Minnesota 55413
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Senior City Planner Rattana Sengsoulichanh,

I am reaching out in support and I would like to encourage you to recommend this change to the City. The applicants on Van Buren have submitted a Comprehensive Plan Amendment Application proposing an amendment to the Minneapolis 2040 Comprehensive Plan to correct the designation of the parcels on the odd side of the 600 and 700 blocks of Van Buren Street Northeast from built form designation of Corridor 6 district to Interior 3 district, which results in consistency on the odd and even sides of Van Buren Street NE and the remainder of the interior streets of St. Anthony East Neighborhood.

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However, said parcels are not sized well for Corridor 6 development and building high density on the same street as lower density is poor urban planning. Please support these neighbors in this amendment to have built form consistency in a neighborhood without the infrastructure and resources to support corridor 6 district.

Megan Cooper
mcooper2412@gmail.com

Minneapolis, Minnesota 55418
[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.
Senior City Planner Rattana Sengsoulichanh,

I am reaching out in support and I would like to encourage you to recommend this change to the City. The applicants on Van Buren have submitted a Comprehensive Plan Amendment Application proposing an amendment to the Minneapolis 2040 Comprehensive Plan to correct the designation of the parcels on the odd side of the 600 and 700 blocks of Van Buren Street Northeast from built form designation of Corridor 6 district to Interior 3 district, which results in consistency on the odd and even sides of Van Buren Street NE and the remainder of the interior streets of St. Anthony East Neighborhood.

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Alyssa Costopoulos
alysaa.costopoulos@gmail.com

Minneapolis, Minnesota 55413
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Bob Hanlon
rhanlon@trigls.com

Chaska, Minnesota 55318
This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.
Senior City Planner Rattana Sengsoulichanh,

I am reaching out in support and I would like to encourage you to recommend this change to the City. The applicants on Van Buren have submitted a Comprehensive Plan Amendment Application proposing an amendment to the Minneapolis 2040 Comprehensive Plan to correct the designation of the parcels on the odd side of the 600 and 700 blocks of Van Buren Street Northeast from built form designation of Corridor 6 district to Interior 3 district, which results in consistency on the odd and even sides of Van Buren Street NE and the remainder of the interior streets of St. Anthony East Neighborhood.

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Margaret Hanlon
rmhanlon4@gmail.com

Chaska, Minnesota 55318
This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.
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Robert Hanlon
rob.k.hanlon@gmail.com

Minneapolis, Minnesota 55413
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If there was available land or opportunity to build along Central immediately south of Broadway, the current zoning would make sense. With the current infrastructure, grade to accommodate the railroad tracks, and community green space, it does not. The odd side of Van Buren should not be zoned as Corridor 6 just because the next street to the east is Central Ave. Consistency is all we seek.

Christian Johnson
chichy70@hotmail.com

Minneapolis, Minnesota 55413
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Rick Lampkin
rlampkin513@comcast.net

Minneapolis, Minnesota 55413
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Jane Lampkin
jannleggett@gmail.com

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Key Leland
keelee5@msn.com

Minneapolis, Minnesota 55413
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Ivy Luoma
ileland@msn.com

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John McConville
john.c.mcconville@gmail.com
Minneapolis, Minnesota 55413
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Bjorn Ottoson
bjorn.ottoson@gmail.com

Robbinsdale, Minnesota 55422
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Ashley Paguyo
ashley.paguyo@gmail.com

Minneapolis, Minnesota 55413
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Charles Santangelo

cjsantangelo1@gmail.com

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Mary Santangelo
MASantangelo@aol.com

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Stephanie Shadick
stephanies_71@msn.com

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Loni Sternberg
loni.leland@gmail.com

Minneapolis, Minnesota 55413
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Tony Sternberg
tsterne@gmail.com
733 Van Buren St NE
Minneapolis, Minnesota 55413
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jeremiah stich
supamiah@gmail.com

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Pam Walbridge
walbripm@yahoo.com

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Peter Walbtidgr
pbwalbridge@yahoo.com

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Francis Walosin
fwalosin@gmail.com

Minneapolis, Minnesota 55413
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Karlene Wieland
karlenewieland@icloud.com

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Jeremy Wieland
jeremy_m_wieland@icloud.com

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Christopher Geib
chris_geib@yahoo.com

Minneapolis, Minnesota 55408
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