



CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #13
July 14, 2014

SMALL AREA PLAN SUMMARY

<i>Project Name:</i>	Marcy-Holmes Neighborhood Master Plan and Dinkytown Business District Plan
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<i>Ward:</i>	3
<i>Neighborhood:</i>	Marcy-Holmes Neighborhood Association
<i>Existing Land Use Features:</i>	<i>Growth Center:</i> <ul style="list-style-type: none">• <i>University of Minnesota</i> <i>Activity Centers:</i> <ul style="list-style-type: none">• <i>Dinkytown commercial district</i>• <i>East Hennepin commercial district</i> <i>Commercial Corridor:</i> <ul style="list-style-type: none">• <i>Central Ave south of 7th St NE</i> <i>Community Corridors:</i> <ul style="list-style-type: none">• <i>Central Ave north of 7th St NE</i>• <i>University Ave SE, 4th St SE</i>• <i>Hennepin Ave East</i>• <i>15th Ave SE</i>
<i>Zoning Plate Numbers:</i>	14 and 15

BACKGROUND AND PROCESS

The Marcy-Holmes neighborhood is a remarkable convergence of resources and activities. It contains portions of two Activity Centers, and is adjacent to two Growth Centers. It includes many historic buildings, with four designated historic districts either in or adjacent to it. Conversely, it is the location of one of the city's largest concentrations of new development. Its density levels range from low to very high, and its uses span from single family to industrial. It is not surprising that it is also one of the city's most progressive neighborhoods in terms of planning for its future.

On December 29, 2003, the City Council approved the Master Plan for the Marcy-Holmes Neighborhood. This small area plan had been initiated by the Marcy-Holmes Neighborhood Association and supported by the city, in response to the growth and change this neighborhood faced. Marcy-Holmes' central location between Downtown Minneapolis and the University of Minnesota meant that for a number of years, it has been on the forefront of development and the impacts thereof. Addenda to the 2003 plan were adopted in 2007 and 2009, with additional guidance for specific subareas of the neighborhood.

Ten years later, it was determined that the plan needed to be updated. While it had served well in directing development, much had changed over the course of the decade. It was time to refresh the vision for the neighborhood, and to incorporate some new information and thinking.

Additionally, new pressures on the Dinkytown business district meant there was a particular need for a focus in that area. Rapid growth and change on a scale not previously seen in Dinkytown was changing the image and intensity of the area. Surface parking lots that had served a number of small businesses were developed, impacting many of those businesses and their customers. Furthermore, property values and rent levels both rose, impacting property owners and tenants alike. These issues sparked both concern and interest among the business community, and resulted in interest in participating in a planning process.

One additional dimension in Dinkytown added to the complexity. In 2011, the City's Historic Resources in the so-called "Central Core Area" historic resources inventory identified Dinkytown as a "potentially historic commercial district." As a result, it was determined that the planning process should take a close look at potential historic resources the commercial district. This was included in the scope of the planning process. (Since that time, the Minneapolis Heritage Preservation Commission [HPC] nominated the Dinkytown Historic District for further study and consideration. The designation study is underway and running on a parallel track. City staff intends to bring a draft designation study forward for further community engagement and for consideration by the HPC and the City Council toward the end of 2014.)

As a result, a two-part update process moved forward in mid-2013. The MHNA led the overall neighborhood plan update, based on a close review and editing of the existing Marcy Holmes Small Area Plan. At the same time, City staff worked with representatives of the Dinkytown business district to focus more in depth on the planning issues there. The intent was – and is – to have a unified policy framework that combines the planning efforts into one final product. This allowed each effort to focus on different issues (neighborhood focus vs. business focus), to provide a comprehensive and balanced picture of this diverse community.

The Marcy-Holmes neighborhood has seen recent activity around another historic district in the area. The St. Anthony Falls Historic District guidelines, which cover a portion of the Marcy-Holmes riverfront, were recently updated and adopted. The neighborhood was integrally involved in this process, which recognized that these guidelines were deemed essential to preserving that important piece of the neighborhood.

Marcy-Holmes Plan Process

Prior to beginning its plan update, the MHNA board developed a request for proposals to hire a consultant to assist them with the planning process. They retained the services of a consultant team led by Cuningham Group, which worked with them throughout.

Working with the consultant, the MHNA assembled a diverse steering committee, including a liaison with the Dinkytown business district. The process included robust public outreach, including three public meetings, an online interactive space, seven focus groups on specific topics, periodic updates to the board, and numerous steering committee meetings. This process lasted from mid- to late 2013. The MHNA board received and approved the draft plan at its meeting on December 10, 2013.

Dinkytown Plan Process

Stakeholders in the Dinkytown business district worked together to form a steering committee as well, which likewise included a liaison with MHNA. While the plan was partially staffed by the City, they also retained the services of a consultant team led by WSB & Associates to assist with plan development. The public process for the Dinkytown plan included three public meetings, a broadly distributed online survey, customer survey of business patrons, updates to the business district and the neighborhood board, and targeted outreach to stakeholders.

The Dinkytown Plan process was also supported by a partnership with Creative City Making, a pilot project between the City and Intermedia Arts focused on involving artists in planning and community engagement processes. A trio of artists worked with the City and community throughout the process, developing graphics, creating outreach tools, and administering a major intercept survey effort targeting people in the Dinkytown area. This substantially expanded the reach of the plan's outreach effort. This was particularly valuable in an area with a highly mobile population, including many students who are frequently not involved in community planning efforts.

The planning process also wrapped up in late 2013, with presentations to business district representatives and the MHNA board. The MHNA endorsed the plan alongside the neighborhood one, and recommended that they move forward into the City approval process.

Combined Approval Process

In terms of format, the Marcy-Holmes plan is the main document. Dinkytown is a smaller area within the neighborhood, so the business district plan functions as a detailed technical appendix to the Marcy-Holmes plan. Additionally, the main recommendations from the Dinkytown plan were incorporated directly into the Marcy-Holmes plan.

The City approval process was delayed somewhat due to some overlapping City processes impacting the same area. On February 4, 2014, the Heritage Preservation Commission nominated the Dinkytown commercial core as a historic district. This triggered the requirement for a designation study. The initiation of the public review for the small area plan was delayed somewhat to minimize the confusion from some overlapping dates related to this action and active development proposals.

The plan was first brought to the City Planning Commission Committee of the Whole (CPC COW) on March 27, 2014, to provide an overview of the plans. The 45-day public review period was held from April 18 to June 2, 2014. Public comments received during that period were compiled, and a response was given to each one. Due to the delay in starting the public review, comments received in the months between the MHNA action on the plan and the commencement of its comment period were also compiled and responded to. Those comments received before the 45-day review were incorporated into the draft used during that review. Comments and responses for both periods are included here.

The plan was subsequently brought back to CPC COW on June 26, 2014. Since then, the plan has been amended to reflect comments from the 45 day review and from the CPC COW meeting.

PLAN OVERVIEW

The Marcy-Holmes Plan policy direction is divided into two main sections: (1) plan frameworks for overall neighborhood-wide systems and issues and (2) character areas with geographically-specific recommendations.

Plan Frameworks

Land Use

The land use direction for the Marcy-Holmes neighborhood builds on the existing framework in the 2003 plan. This plan recognizes and honors the historic character of one of the oldest parts of the city, while allowing for some of the newest development and design. Focused on strengthening this diverse urban neighborhood, the plan aims at developing and maintaining a land use pattern that:

- Reinforces the urban neighborhood pattern of small blocks and connected streets.
- Increases density in specifically-defined parts of the neighborhood.
- Encourages a mix of housing types, styles, and levels of affordability.
- Encourages emergent neighborhood commercial nodes in suitable locations.
- Distributes community and institutional resources throughout the neighborhood.
- Provides guidance for possible future uses and patterns in transitional industrial areas.
- Encourages park and open space uses exclusively between the Mississippi River and Main Street, from Central Avenue SE to the Dinkytown Greenway.
- Manages the transition from higher density areas to lower density areas.

The plan likewise supports a vision for development in the neighborhood that:

- Creates a high-quality pedestrian environment by ensuring the lower floors of all buildings create a safe and active sidewalk environment.
- Locates taller buildings to capture views and minimize shadows.
- Carefully introduces a wider range of neighborhood-scaled buildings between 4th and 8th Streets, as long as such buildings are allowable within existing zoning designations.
- Reinforces neighborhood nodes and other commercial areas with vertical mixed-use buildings with active, visible ground floor uses.
- Encourages buildings that can adapt to changes in demand and users over time.
- Encourages environmentally-friendly building and site design that contributes to community and ecological health.

The pattern of neighborhood development puts higher density uses along the perimeter of the neighborhood, primarily on the Commercial Corridor and Community Corridors – including Central Ave NE, University Ave SE, 4th St SE, and 15th Ave SE. There are also a couple higher density undesignated corridors, 2nd St SE and 8th St SE. These corridors are also the location of mixed uses, including commercial and some transitional industrial. The primarily residential core is identified as remaining lower density, although that area is smaller than in the past.

The plan identifies three new commercial nodes, based on existing, long-standing commercial uses: namely,

- 4th Street SE & 8th Avenue SE

- 8th Street SE & 7th Avenue SE
- University Avenue SE & 6th Avenue SE

All of these emerging commercial nodes have some existing commercial uses at the node, and are located along corridors planned for additional growth and density. The plan supports the development of a mix of uses at these nodes to better serve the needs of the growing population in the area. All three nodes are also located along bus lines, so they are well served by transit. Concentration in nodes is better than haphazard sprinkling here and there.

Finally, the plan recommends the expansion of the Dinkytown Activity Center into the surrounding blocks. This originated from two directions: a desire to better serve the growing population of the area, and strong demand for new development in Dinkytown as evidenced by recent development pressures.

Overall, the plan expands the area designated to accommodate high density mixed use development. At the same time, it supports preservation of neighborhood character and diversification of options, so that the neighborhood does not become overwhelmed with any one development type.

Open Space

The Marcy-Holmes plan open space framework seeks to:

- Improve stewardship of existing parks and open spaces.
- Expand use of natural landscaping and rain gardens to improve ecological health and water quality.
- Develop new kinds of open spaces, such as pocket parks.
- Use non-park spaces in park-like ways.
- Configure and use traditional park spaces in innovative ways.
- Ensure new residential concentrations are served by vibrant parks.
- Emphasize programming as one of the cores of park value.
- Develop partnerships with the Park Board, the City, nonprofit organizations, and property owners to increase open space and natural area stewardship.
- Increase public park lands along the riverfront and bluff.

As Marcy-Holmes continues to accommodate new growth, there is a need to provide a public realm and community infrastructure that keeps pace with expanded demand. The Mississippi River is a key asset for the neighborhood, and the open space framework is laid out largely to connect all parts of the neighborhood to the river. The plan proposes strengthening and connecting existing parks, and the expansion of park uses within the existing riverfront park area.

Transportation

The transportation framework seeks to:

- Maintain existing connectivity and pursue additional opportunities to integrate with the regional multi-modal transportation system.
- Provide safe, convenient, and inviting bicycling and pedestrian facilities to promote and foster bicycling and walking.
- Mitigate the impacts of through traffic on public open spaces and the pedestrian and bicycling environments.

- Implement parking strategies that adequately serve the needs of local businesses and residents while maintaining sufficient parking pressure to encourage use of alternative modes of transportation.
- Treat local streets as shared public spaces with equal access for all users.
- Ensure that the neighborhood's transportation infrastructure aligns with changing land uses and travel patterns.
- Increase facilities for and frequency of mass transit service as density increases.

As with the open space framework, this section makes a case for additional investment in infrastructure and the public realm, commensurate with increasing density and population in the area. In particular, it supports new bikeway connections and enhanced streetscape along pedestrian corridors. It also encourages investment in improved transit service, including streetcar along Central Ave, as well as University Ave SE & 4th St SE, and improvements to existing bus routes.

Other Frameworks

The plan also includes focus on several additional topics.

For economic development, the plan recommends support for existing businesses, and expansion of businesses – both for additional community services and for job creation.

For arts and culture, the plan supports the involvement of local artists, and increased visibility and viability for arts and culture in the community.

For heritage preservation, the plan supports rehabilitation and reuse of existing buildings when possible, investment in the historic riverfront landscape, recognition of existing historic assets, and support for preserving and enhancing the character of Dinkytown.

Character Areas

The plan divides the neighborhood into five geographic character areas. The direction for each of these areas is summarized briefly below.

1. **9th Street Industrial.** Located at the northern edge of the neighborhood, this is a primarily transitional industrial district, with a mix of light industrial, creative, and entrepreneurial employers. The plan continues to support this area as a place for employment uses. It seeks to prioritize office and incubator-type uses in this area, and to focus on the linkage with the arts community. There is also support for reuse of existing buildings, and investment in the public realm. Long term, the plan calls for better connectivity between this area and the rest of the neighborhood. One potential use discussed for this general vicinity: accommodations for a new streetcar maintenance facility.
2. **West Side.** The West Side covers the residential core of Marcy-Holmes west of Interstate 35W. This is predominantly a quiet residential area, with the 5th St SE Historic District at its core. The plan recommends strategies to stabilize and strengthen the residential character, and to better connect to the riverfront. This is also the location of the new commercial areas, as discussed in the Land Use Framework section. The intent is to

strengthen existing commercial areas with additional neighborhood-serving commercial uses.

3. **East Side.** The East Side covers the residential core east of Interstate 35W. (The Dinkytown commercial area is covered in a separate document that will be an Appendix). This is much more University-focused than the West Side, and therefore is much less diverse in terms of population and housing types. The plan supports strategies to build upon and strengthen neighborhood assets, and to seek ways to diversify the population and housing mix. To help catalyze this, it recommends extending the streetscape treatment along 5th St SE west of I-35W to this area, as well as other public realm improvements. As with the West Side, there are also recommendations regarding stabilization and upkeep of properties.
4. **Riverfront.** The plan classifies the space between University Ave SE and the river as the Riverfront character area. The boundary is somewhat arbitrary, but it meant to highlight the high amenity value of river access – as well as the transitional nature of portions of this area. As the riverfront historically primarily commercial and industrial, there are still a number of buildings and uses reflecting this. As a result, the plan focuses on strengthening the neighborhood-oriented character of this district, including areas along 2nd Street SE and University Avenue SE. At the same time, it embraces the existing diversity of uses. Important connections are identified, such as a future link between the Dinkytown bikeway and the Stone Arch Bridge. The plan also acknowledges the dual role of the area as a regional and local destination, and seeks to balance both.
5. **Dinkytown.** Dinkytown is one of the five character areas in the Marcy-Holmes plan. However, as stated above, the Dinkytown commercial area had a parallel process focused on issues specific to the business district, so the guidance here is more detailed and extensive than for other areas. The Dinkytown business district plan is included as an appendix to the Marcy-Holmes plan. For consistency and ease of reference, all recommendations from the Dinkytown document are included in the body of the main Marcy-Holmes plan in the Dinkytown character area section. The major focus areas are outlined below:
 - a. **Preservation.** The plan evaluated the historic significance of the Dinkytown commercial district, and concluded that it was potentially eligible for designation. However, the process also uncovered a variety of opinions about the impact that such a designation would have on Dinkytown – and whether other preservation strategies might be more appropriate. As a result, the plan did not recommend a specific preservation strategy, but supported additional study of the historic significance and preservation options. This is already underway, in the form of the Dinkytown designation study.

- b. **Economic Development.** The Dinkytown planning process included a market study and a closer look at the functioning of the business district. The plan recommended support for the existing businesses, and expansion of the commercial district to accommodate additional businesses. Additionally, it included recommendations related to public realm, safety, marketing, and related efforts to support the business district.
- c. **Transportation and Parking.** The topic of parking in Dinkytown was an intensive one during the planning process. Recent loss of public parking to development impacted some businesses significantly, especially those relying on customers to travel from around the region. The plan provides a wide range of strategies to address parking – including encouraging other modes, making existing parking more accessible and efficient, and potentially expanding parking options. The transportation recommendations included improvements to the bicycle, pedestrian, and transit network, consistent with the overall Marcy-Holmes plan. As with the Marcy-Holmes plan as a whole, this supports the Central and University & 4th streetcar lines.
- d. **Land Use and Design.** As stated above, the plan supported the expansion of the Dinkytown mixed use area and the accompanying Activity Center boundary. The plan also provided a set of design guidelines for the commercial district, reflecting common themes in the existing district architecture. While these are written as advisory guidance for now, they could be the basis for more formal guidelines – if future historic designation is pursued.

Implementation

The Implementation chapter outlines an implementation methodology for the plan and offers tools to assist the public and private sectors in the realization of the community vision for the neighborhood. This includes identifying the timing of implementation, key partners and agencies, and tools that can be used in implementation. After adoption by the City Council, the combined Marcy Holmes/Dinkytown Plan will become a part of the City's comprehensive plan. While many implementation strategies will be the responsibility of the City, most of the directives will take time to achieve with a cooperative effort from community organizations, neighborhood institutions, and private developers and property owners.

While these plans are still going through the approval process, the neighborhood and business district have already been active supporting implementation of some of the key recommendations. Work groups have formed around transportation and parking, wayfinding and public realm, and Dinkytown business district organization and marketing. Additionally, the designation study has its own discussions regarding preservation options. In this rapidly changing area, there is a sense of urgency that issues should be addressed sooner rather than later.

The plans will provide a framework for growth and development in this rapidly changing part of the city. It is anticipated that the policies herein will be regularly revisited as the area continues to move forward and opportunities to make positive change emerge.

COMPREHENSIVE PLAN CONSISTENCY

This plan will be consistent with the following applicable policies of [The Minneapolis Plan for Sustainable Growth](#):

Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan..

1.1.6 Develop small area plans for designated land use features, particularly Activity Centers, Growth Centers, and Major Retail Centers, in consultation with neighborhood associations, residents, and other stakeholders.

Land Use Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.

1.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.

Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.

1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

Land Use Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.

Land Use Policy 1.11: Preserve and enhance a system of Neighborhood Commercial Nodes that includes a mix of housing, neighborhood-serving retail, and community uses.

1.11.2 Support the continued presence of small-scale, neighborhood-serving retail and commercial services in Neighborhood Commercial Nodes.

Land Use Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.

1.12.2 Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.

Land Use Policy 1.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.

1.15.1 Support development of Growth Centers through planning efforts to guide decisions and prioritize investments in these areas.

1.15.4 Promote the integration of major public and private institutional campuses located in Growth Centers, including health care and educational services, with the function and character of surrounding areas.

Transportation Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

2.1.1 Continue addressing the needs of all modes of transportation, emphasizing the development of a more effective transit network.

2.1.2 Coordinate land use planning and economic development strategies with transportation planning.

Transportation Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

2.2.7 Coordinate with the University of Minnesota, institutions and other large-scale users, as well as regional transportation agencies to manage transportation needs and manage transportation and parking impacts on nearby residential areas.

Transportation Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.

Transportation Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.5 Provide public bicycle parking facilities in major destinations such as Downtown, Activity Centers and Growth Centers.

Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

2.8.3 Maximize the efficient use of off-street parking by developing district parking strategies in high density mixed-use areas such as Activity Centers and Growth Centers.

2.8.6 Encourage management of on-street parking in commercial areas primarily for short-term use by adjoining land uses.

Housing Policy 3.1: Grow by increasing the supply of housing.

3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.

3.1.2 Use planning processes and other opportunities for community engagement to build community understanding of the important role that urban density plays in stabilizing and strengthening the city.

Housing Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.

3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.

3.2.2 Engage in dialogue with communities about appropriate locations for housing density, and ways to make new development compatible with existing structures and uses.

Economic Development Policy 4.1: Support private sector growth to maintain a healthy, diverse economy.

4.1.3 Engage higher education institutions such as the University of Minnesota in research, service, teaching, and development activities.

4.1.4 Improve the coordination of economic development activity among units of government, the business community, neighborhood organizations and nonprofit agencies.

Heritage Preservation Policy 8.9: Integrate preservation planning in the larger planning process.

8.9.1 Incorporate preservation at the earliest stage of comprehensive planning, small area plans, and neighborhood revitalization strategies.

The Marcy-Holmes neighborhood has a number of existing land use features, including Community Corridors, Commercial Corridors, Activity Centers, and a Growth Center. The plan does recommend adding commercial nodes in three locations, described below. Additionally, the plan recommends expanding the boundary of an Activity Center. Making these changes would require a comprehensive plan amendment to land use feature boundaries as shown in the existing comprehensive plan, adopted by the City in 2009.

The justification for these new and expanded land use features is to more fully accommodate growth and development in the City. This overall goal is highly consistent with the comprehensive plan.

Otherwise, this plan's land use and design guidance is otherwise largely consistent with existing comprehensive plan guidance for the applicable land use features. The plan is also largely consistent in terms of its guidance on other topics, including housing, economic development, transportation and parking, and urban design.

The plan is also largely consistent with other overlapping adopted plans that have been incorporated into the comprehensive plan – namely the 2003 Marcy-Holmes master plan and the 2007 and 2009 addenda. The intent is to retire these older iterations of the Marcy Holmes plan and replace them with this new updated one. This will also require a comprehensive plan amendment.

FUTURE RELATED ACTIONS

Implementation of the plan recommendations is part of Planning staff's 2014 work plan and will likely continue into the future. Elements of this include:

- **Designation study.** As stated above, a historic designation study is already underway for the Dinkytown commercial district. City staff intends to bring a draft designation study

forward for further community engagement and for consideration by the HPC and the City Council toward the end of 2014.

- **Comprehensive plan changes.** These plans will be incorporated into the City's comprehensive plan, including incorporating this plan's future land use map into the comprehensive plan's citywide Future Land Use map and making the changes noted above to the land use features. This requires Metropolitan Council review for consistency with regional systems plans, in accordance with state law. As this review follows City approvals, City adoption of the plans as part of the comprehensive plan will be contingent on the pending Metropolitan Council review. This will move forward after plan adoption, possibly bundled with other pending comprehensive plan updates.
- **Potential text amendment or rezoning.** While the plan does not propose major land use changes that would necessarily impact base zoning (at least not immediately), it does suggest some potential zoning code changes. These include accommodation of additional commercial uses within the footprint of expanded and new land use features. They also include potential zoning flexibility to allow for the creative reuse of large older homes – which contribute to the neighborhood but need options besides conventional single family homes if they are to be economically viable. This latter topic needs more discussion before it's acted upon, and may be more appropriate in the context of a citywide discussion than just for this neighborhood.
- **Development review.** Future development proposals for property in the Marcy-Holmes neighborhood will require Planning Commission review of development applications such as rezonings, conditional use permits, and site plan review. In this way, the Planning Commission has a role in the incremental implementation of the plan. Environmental impact assessments and/or transportation demand management studies will be undertaken as necessary.
- **Capital project prioritization.** The capital improvements process (through the City, County, University, and other public entities) provides an important way to implement recommended projects in the comprehensive plan. This plan's identification of these projects provides additional priority and weight to them in project review and ranking. It also allows for proposals to be made when funding opportunities (such as grants) emerge.
- **Support for stakeholder-led implementation efforts.** As stated above, there are already multiple early implementation efforts underway through community-based groups. This is anticipated to continue and will need periodic City review or assistance. This includes

activities around parking, business development, transportation, and wayfinding topics, among others.

- **Streetcar planning.** Additional transportation and design work will be necessary for incorporation of Nicollet-Central Streetcar. Eventually additional analysis will need to be undertaken for potential streetcar line on University and 4th.

Due to its close proximity, the University played an important role in the plan development and review process. The plan reflects the University's input and comments.

PUBLIC COMMENT

A number of comments were received during the 45-day comment period from individuals, community organizations, property owners, and businesses. There were a number changes as a result of these comments, including adding detail and clarification around topics and concepts in the plan. These edits did not represent large changes in the direction or intent of the plan, but rather added to the existing framework. A table listing the comments and the responses to them is attached. As noted above, a similar table is included for comments received before the 45-day comment period.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development:

The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council **approve** the Marcy-Holmes Neighborhood Master Plan and Dinkytown Business District Plan document and **amend** the policy guidance for the area into the City's comprehensive plan. The comprehensive plan amendment is subject to final review and approval by the Metropolitan Council.

ATTACHMENTS

- Marcy-Holmes Neighborhood Master Plan and Dinkytown Business District Plan document
- Written comments received to date
- Table of comments and responses

The plan and its technical appendices are also available online at: <http://www.minneapolismn.gov/cped/projects/dinkytownplan>.