

## **Recommendations on Existing Land Use Policy Features**

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The following are current Land Use Policy Features that coincide with the areas proposed as Transit Station Areas (TSAs). Staff provides recommendations below regarding their future status.

### **Activity Center (Concurrent Policies 4.7 and 9.31)**

*Cedar-Riverside (includes 7 Corners)*

Activity Centers are unique districts with a mix and intensity of land uses. This designation, and its associated policy language, is not inconsistent with the proposed TSA language. Staff recommends retaining this designation.

### **Auto-Oriented Shopping Center (Concurrent Policies 4.6 and 9.30)**

*Minnehaha Mall*

The Auto-Oriented Shopping Center designation is inconsistent with the intent of the TSA designation to create a transit and pedestrian-friendly environment. The Hiawatha/Lake Station Area Master Plan does not propose the elimination of this shopping center. It does, however, propose new development along the periphery of the site, proving more traditional urban form while maintaining parking in the center of the parcel/block. Staff recommends removing the designation of Auto-Oriented Shopping Center for the Minnehaha Mall given the broader goals for transit-oriented development in the area.

### **Commercial Corridor (Concurrent Policies 4.3 and 9.28)**

*Franklin Avenue*

*Lake Street*

Commercial Corridors are important City streets that maintain a consistent commercial retail/office presence along their length, with intermittent or mixed residential uses. The intensity and mix of land uses in these areas would be consistent with the proposed TSA language. Staff recommends retaining these designations.

### **Community Corridor (Concurrent Policies 4.2 and 9.27)**

*Cedar Avenue*

*Riverside Avenue*

*38<sup>th</sup> Street*

*Minnehaha Avenue*

*34<sup>th</sup> Avenue*

Community Corridors are inter-neighborhood streets that typically have small-scale commercial nodes at key corners. Residential uses occur between these nodes. The TSA designation may suggest an increase in intensity and/or mix of land uses along these Corridors as they pass through the TSA. Master plans for station areas should govern the appropriateness of new development vis-à-vis the Community Corridor and TSA designations. Staff recommends retaining these designations.

**Industrial/Business Park Opportunity Area (Policies 2.2, 9.26 and 9.33)**

*Hiawatha Corridor (including Seward Industrial Park)*

Industrial Park/Business Opportunity Areas are designated areas for future investment in high job density, low impact, light industrial uses. The designation of the Hiawatha Corridor as an Industrial/Business Park Opportunity Area is geographically unspecific. The TSA designation and their associated master plans provide more specific information about future land use, including density and design. The Industrial/Business Park Opportunity Area designation and associated policy language are not necessarily inconsistent with the density and design language of the proposed TSA language. Staff recommends retaining this designation, but also recommends that specific areas along the corridor be identified for long-term exclusive opportunities for high job density, low impact, light industrial uses.

**Major Housing Sites (Concurrent Policies 4.17 and 9.32)**

*Hiawatha/Minnehaha Corridor  
Midtown Greenway*

The Minneapolis Plan designates major housing sites as key opportunities for new infill, redevelopment, and/or intensive housing development. These are often associated with redevelopment of blighted areas, transformation of obsolete land uses, and/or supporting housing opportunity near amenities or employment centers. The TSA designation and their associated master plans provide more specific information about future land use, including density and design. The symbols on Maps 4.3, 4.5, 9.8 and 9.10 suggest housing locations along the Corridor that could be inconsistent with the 46<sup>th</sup> Street Station Area Master Plan. Staff recommends removing the Hiawatha/Minnehaha Corridor Major Housing Site designation from Maps 4.3, 4.5, 9.8 and 9.10 but retaining its corridor-wide text references. Staff further recommends retaining the designation for the Midtown Greenway.

**Neighborhood Commercial Node (Concurrent Policies 4.5 and 9.29)**

*Bloomington & 25<sup>th</sup> Street (Franklin Transit Station Area (TSA))  
38<sup>th</sup> Street & 23<sup>rd</sup> Avenue (38<sup>th</sup> St. TSA)  
38<sup>th</sup> Street & Cedar Avenue (38<sup>th</sup> St. TSA)  
38<sup>th</sup> Street & Minnehaha Avenue (38<sup>th</sup> St. TSA)  
50<sup>th</sup> Street & 34<sup>th</sup> Avenue (46<sup>th</sup> St. TSA)*

Neighborhood Commercial Nodes are small-scale neighborhood commercial focal points along Community Corridors. The TSA designation may suggest an increase in intensity and/or mix of land uses at these nodes, particularly those nearest the transit station. Master plans for station areas should govern the appropriateness of new development vis-à-vis the Neighborhood Commercial Node and TSA designations. Staff recommends retaining these designations.

## Recommendations on Other Minneapolis Plan Designations

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The following geographic designations do not have the policy status as the Land Use Features listed above. Staff recommends changes to these designations as described below.

### **Major Study Areas (Map 4.3)**

*Cedar-Riverside LRT Station Area*

*Franklin LRT Station Area*

*Lake Street/Midtown LRT Station Area*

*38<sup>th</sup> Street LRT Station Area*

*46<sup>th</sup> Street LRT Station Area*

*50<sup>th</sup> Street/Minnehaha Park LRT Station Area*

*VA Medical Center LRT Station Area*

The Minneapolis Plan designates areas that warrant further in-depth planning because of key issues and/or opportunities. Four of these areas have been planned through station area master planning. Their designation as Major Study Areas is no longer appropriate. Staff recommends removing the Major Study Area designation from Map 4.3 for the LRT Station Areas of Cedar-Riverside, Franklin, Lake/Midtown, and 46<sup>th</sup> Street, but retaining those for 38<sup>th</sup> Street, 50<sup>th</sup> Street/Minnehaha Park, and the VA Medical Center.

### **Potential Growth Center (Concurrent Policies 3.5 and 9.35)**

*Lake/Hiawatha*

The Minneapolis Plan designates Potential Growth Centers as areas having the potential for a high intensity of new growth in employment, housing and supportive commercial and retail services. The Minneapolis Plan states that these areas require further study to determine their viability as Growth Centers. The Hiawatha/Lake Station Area Master Plan provides specific policy for this area, based upon community input, market analysis and urban design principles. Institutional, office, and industrial employment constitute a smaller proportion of future station area development than what may be envisioned for Growth Centers. The TSA designation, as well as its adopted Station Area Master Plan, is more appropriate for this area and staff recommends removing this designation.