

Access Minneapolis Planning and Design Framework

Table 1. Street Types

Draft

v4 - 2/3/06

Proposed Street Types	Description	Equivalent Functional Class	Through Traffic Lanes	Target Operating Speed
Commuter Street	High capacity; carries through traffic, serves longer trips and provides limited access to land	Principal or A Minor Arterial	4-6	35 mph
Commercial Street Commerce Street	Medium capacity; supports retail and service commercial land uses on a corridor basis	A and B Minor Arterials	4	30 mph
Community Street	Low to medium capacity; connects neighborhoods with each other, neighborhoods with commercial corridors and other districts, districts with each other; serves as the main street of a neighborhood commercial node.	B Minor Arterials and Collectors	2	25-30 mph
Activity Center Street	Medium capacity; provides access to abutting properties in downtown	A and B Minor Arterials, Collectors, and Locals	2-4	25-30 mph
Parkway	Low-capacity thoroughfare designed to provide circulation adjacent to and through parkland	Locals	2	25 mph
Neighborhood Street Industrial Street	Low capacity; serves abutting property in residential neighborhoods or single use (industrial/employment) districts	Locals	1-2 in residential areas*; 2-3 in districts**	20-25 mph
Alley	Property and parking access	Locals	1-2	5 mph

Notes

\* One lane streets are two-way yield streets with parking on one or both sides and one wide travel lane

\*\* Three lane streets are two-way streets with one travel lane in each direction and a center left turn lane

Access Minneapolis Planning and Design Framework

Table 2. Street Types – Modal Characteristics

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v3 - 2/3/06

Street Type	Transit	Connection to Freeway System	Pedestrian Facilities	Bicycle Facilities	Freight	Building Orientation	Driveway Access	Median	Curb Parking	Turn Lanes
Commuter Street	PTN	Yes	Detached Walks	Parallel paths	Regional truck routes	Set back from street	Limited to none; access from side or rear via alleys; from front via access lanes	Yes	No	Yes
Commerce Street	PTN and Local routes	Yes	Sidewalks; tree grates	Bike lanes	Local truck routes	back of walk or build-to line	Limited to none; access from side or rear via alleys	Optional	Yes	Optional
Community Street	Local routes	Provisional	Sidewalks; tree grates in commercial nodes; planting strip in residential areas	Bike lanes	Local deliveries	back of walk or build-to line in commercial nodes; set back in residential areas	Limited; allowable where access from side or rear not feasible	No	Yes	Optional
Activity Center Street	PTN and Local routes	Yes	Sidewalks; tree grates	Bike lanes	Local delivery	Back of walk Plazas encouraged	Yes	No	Yes	Optional
Parkway Street	Provisional	No	Wide planting strips with detached walks	Parallel paths	No	No	No	Optional	Recessed in bays	Optional
Neighborhood Street	Limited	No	Planting strip; detached walk	Shared	Local deliveries	Set back from street	Yes	No	Yes; optional in districts	No
Industrial Street										
Alley	No	No	Shared	Shared	Local deliveries	No	Yes	No	No	No

Notes

- Detached Walks - sidewalks separated from the street by a planting strip
- Parallel paths - shared bicycle/pedestrian facilities adjacent to streets, but separated by wide planting areas
- Shared means that the pavement surface is shared by the modes indicated

Access Minneapolis Planning and Design Framework

Table 3. Place Type Characteristics

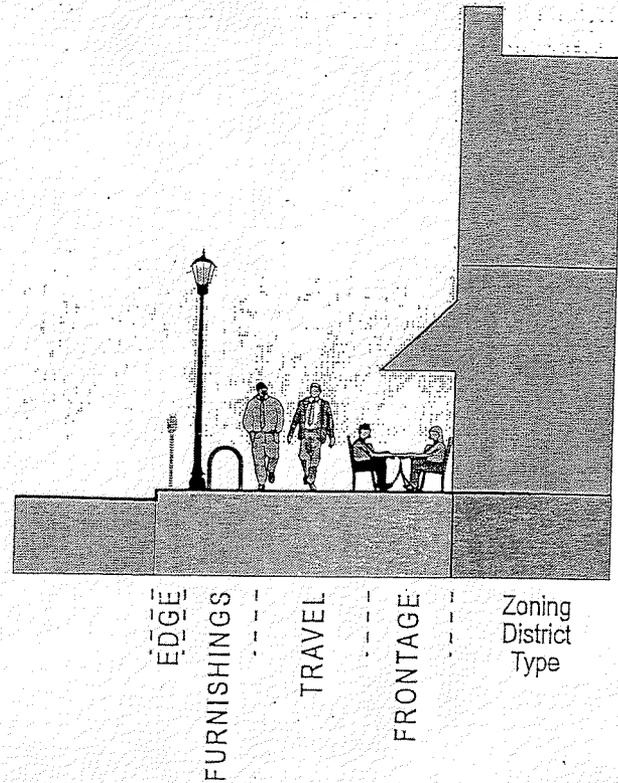
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v3 - 1/4/06

Place Type	Identifying Characteristics	Form	Building Placement	Frontage Types	Typical Building Height	Type of Public Open Space
Activity Centers	<p>Generally have a diversity of uses that draw traffic from citywide and regional destinations, but do not generally support automobile uses</p> <p>Are complimented by medium and high density, residential uses, and also accommodate retail and commercial services, entertainment uses, educational campuses, or other large-scale cultural or public facilities</p> <p>Have significant pedestrian and transit orientation</p> <p>Have uses that are active all day long and into the evening</p> <p>A mix of uses occurs within structures and within the larger boundaries of activity centers</p>	<p>Have a traditional urban form (building siting and massing)</p> <p>Have a unique urban character that distinguishes them from other commercial uses as well as the traffic the area generates</p>	<p>Small or no setbacks</p> <p>Building oriented to street, placed at front property line</p>	<p>Stoops, dooryards, forecourts</p> <p>Storefronts</p> <p>Arcaded walkways</p>	4+ story	Parks, Plazas and squares
Commercial Corridors	<p>Serve a mix of uses, with commercial uses dominating</p> <p>Includes some auto-oriented and/or drive through facilities</p> <p>Light industrial uses may also be found along these streets</p> <p>Low density residential is uncommon</p> <p>A mix of uses occurs within some of the structures</p>	<p>Buildings that front onto commercial corridors generally retain a traditional urban form in their siting, massing and relationship to the street</p>	<p>Shallow to medium front and side yard setback</p> <p>Commercial with parking in front</p>	<p>Porches, fences</p> <p>Landscaped buffer areas</p> <p>Parking lots</p>	3 to 5 story	Parks, plazas, and squares
Community Corridors	<p>Connect more than two neighborhoods</p> <p>Located generally on minor arterials, with some exceptions</p> <p>Do not support auto oriented shopping centers</p> <p>Commercial uses are generally small scale retail sales and services serving the immediate neighborhood</p> <p>Linked to neighborhood-commercial nodes (see below)</p>	<p>Land use and building form exhibit traditional commercial and residential form and massing</p>	<p>Small or no setbacks</p> <p>Building oriented to street</p>	<p>Stoops, dooryards</p> <p>Storefronts</p> <p>Arcaded walkways</p>	2 to 3 story	Parks, greenbelts
Neighborhood Commercial Nodes	<p>Provide at least three retail or service uses to residents of surrounding neighborhoods.</p> <p>Oriented to pedestrian traffic, with few automobile-oriented uses</p> <p>Have between 10,000 to 100,000 square feet of retail or service floor area</p> <p>Serve a trade market area ranging from 2,000 to 12,000 people</p> <p>Generally appear at the intersections of community corridors</p> <p>Commercial uses are typically focused close to a single intersection. Nodes can also be more dispersed or cover more territory</p> <p>At nodes, a mix of uses can occur within structures and on a lot by lot basis</p>	<p>Generally have a historical commercial function and form</p>	<p>Small or no setbacks</p> <p>Buildings oriented to street</p>	<p>Stoops, dooryards, forecourts</p> <p>Storefronts, arcaded walkways</p>	2 to 3 story	Parks, greenbelts
Residential Neighborhood	Residential areas.	Varies	Varies	Varies	1+ Story	Parks
Industrial/Employment District	Industrial or employment areas	Varies	Varies	Varies	1+ Story	Parks

Notes  
Definitions and names are derived from the *Minneapolis Plan*

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Term or Concept	Definition
Frontage Zone	One of the zones comprising the roadside, the frontage zone is the space between the pedestrian travel way and building faces or private property. At a minimum it provides a buffer distance from vertical surfaces or walls and allows people to window shop or enter/exit buildings without interfering with moving pedestrians. The frontage zone provides width for overhanging elements on adjacent buildings such as awnings, store signage, bay windows, etc. If appropriate width is provided, the frontage zone may accommodate a variety of activities associated with adjacent uses, such as outdoor seating, or merchant displays.
Travel Zone	The roadside zone in which pedestrians travel. The travel zone must provide a minimum horizontal and vertical clear area in compliance with ADA requirements.
Furnishings Zone	The furnishings zone is a multi-purpose area of the roadside. It serves as a buffer between the pedestrian travel way and the vehicular area of the thoroughfare within the curbs, and it provides space for roadside appurtenances such as street trees, planting strips, street furniture, utility poles, sidewalk cafes, sign poles, signal and electrical cabinets, phone booths, fire hydrants, bicycle racks and bus shelters.
Edge Zone	The edge zone, sometimes also referred to as the "curb zone", is the transition area between the thoroughfare traveled way and the furnishings zone of the roadside and provides space for the door swing from vehicles in the parking lane, for parking meters and for the overhang of diagonally parked vehicles.

Source: Adapted from "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities", Institute of Transportation Engineers.