

Department of Community Planning and Economic Development – Planning Division
15th Avenue SE Urban Design Plan

Date: February 17, 2009

Project Name: 15th Avenue SE Urban Design Plan

Planning Staff and Phone: Joe Bernard, (612) 673-2422

Ward: 3

Neighborhood Organizations: Marcy-Holmes Neighborhood Association

Existing Minneapolis Plan Designations:

- 15th Avenue SE is a Community Corridor

Zoning Plate Number: 15

Background and Public Process

The Marcy Holmes Neighborhood Association initiated a neighborhood-driven process to develop an urban design plan for a three and a half block portion of 15th Avenue SE between the railroad tracks and 5th St SE. This document builds on the neighborhood's master plan, which was completed in 2003. Subsequent planning work, completed in 2007, focused on direction for specific redevelopment sites, including the area along 15th Avenue SE. Both of these previous planning efforts have been adopted by the City Council and are being incorporated into the city's comprehensive plan.

The planning process included several community meetings as well as input from a variety of stakeholders in the neighborhood (the process is described in an attachment to this report). The draft plan was made available for public review on December 19, 2008, on the City of Minneapolis website (http://www.ci.minneapolis.mn.us/cped/marcy_holmes_15th_ave_plan.asp). The 45-day public comment period ended February 1, 2009.

Overview

The 15th Avenue SE Urban Design Plan builds on the existing land use policy features designated in *The Minneapolis Plan for Sustainable Growth*, the City's comprehensive plan, by giving them more specificity in terms of land use, building scale, and design. The portion of 15th Avenue SE in the study area is designated as a Community Corridor, and the plan is consistent with comprehensive plan guidance for this type of land use feature.

Generally, the purpose of this document is to articulate to the development community and potential implementation partners the community expectations for new, aggressive, high-quality development on 15th Avenue SE. The document outlines a design strategy, makes recommendations, and shows conceptual plans for the three and a half block area.

The plan is divided into the following chapters: Background and Setting, Design Strategy, and Design Guidelines. The land use section for the plan follows the land use feature guidance from the Comprehensive Plan but gives more specificity regarding potential development density.

During the planning process, the neighborhood identified a series of goals for the study area, including:

- Buildings, public spaces, and streetscapes that add visual variety to the neighborhood.
- High-quality architecture that prioritizes appropriate proportion and massing over total building height.
- New public spaces that add to the neighborhood's sense of place.
- Streets and sidewalks that are pedestrian, bicycle, and transit-friendly.
- A range of housing types, including affordable housing, that attract staff, researchers, students, and others interested in living near the University.
- Stabilization of the historical residential neighborhood core through redevelopment at neighborhood edges.
- Preservation of historical buildings where appropriate.
- A new SE library as part of a mixed-use redevelopment.
- Space for U-tech expansion.
- Shared parking with Dinkytown.
- Elimination of blighted and poorly maintained properties.
- Additional market support for local businesses.

Comprehensive Plan Consistency

An analysis of how the 15th Avenue SE Urban Design Plan document relates to and is consistent with designated land use features from *The Minneapolis Plan for Sustainable Growth* and *The Minneapolis Plan* follows in the matrices below. Adoption of policy guidance for this area as part of the City's comprehensive plan lays the groundwork for studying and possibly changing the zoning for the area to ensure that future development can occur according to the plan.

As was previously mentioned, this plan builds on city adopted neighborhood planning documents; consistency with the *Master Plan for the Marcy-Holmes Neighborhood* and the subsequent *Marcy-Holmes Neighborhood Master Plan Supplement* was considered. In the original master plan, the policy statements that support the work presented in the 15th Avenue plan are listed below.

- Page 1-2:
“Objective: Focusing housing demand to acceptable areas on the edges of the neighborhood.
Policies: 1. Land to the river side of 4th Street SE and the blocks between 14th and 15th Avenues from Dinkytown to the railroad tracks may be considered for higher density multi-family housing development.”
- Page 2-2:
“The Marcy-Holmes neighborhood supports new multi-family housing construction on the fringe of the neighborhood in the following locations:
 - In the blocks between 14th and 15th Avenue SE outside of Dinkytown.”
- Page 5-5:
“The neighborhood will emphasize the beautification of boulevards along University Avenue, 4th Street SE, and 15th Avenue. These streets are major thoroughfares that are highly visible and convey an impression of the neighborhood to visitors and residents. Boulevard upgrades and aesthetic improvements would enhance the image of the neighborhood.”
- Page 8-6:
“The neighborhood supports zoning code text changes to encourage the following design features: Taller buildings in the area bounded by Fifth Street, 15th Avenue, the railroad tracks, and 14th Avenue. The heights of buildings in this corridor should not exceed that allowed by the zoning code.”

- Figures 1-1: Land Use Plan, 2-1: Housing Plan, and 4-2: Economic Development Plan from the original Master Plan are attached for your reference. Also attached for your review is an excerpt from the Master Plan Supplement.

Comments from City staff as well as neighborhood stakeholders are attached. The Marcy-Holmes Neighborhood Association has attempted to respond to these concerns, and a summary of the changes made to the draft report are outlined in the attachments.

Consistency with The Minneapolis Plan for Sustainable Growth

Applicable TMPfSG Topic	15th Avenue SE Urban Design Plan Proposed Policy	TMPfSG Consistency
Housing	<ul style="list-style-type: none"> The primary use should be residential for individuals, students, and families who desire access to the University and Downtown. A range of unit types and price points should be offered. Aggregate lots into increments that can be developed with appropriate densities. Existing high quality buildings should be preserved, if possible. 	<p>Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.</p> <p>1.9.5 Encourage the development of low- to medium-density housing on Community Corridors to serve as a transition to surrounding low-density residential areas.</p> <p>1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.</p> <p>Policy 3.1: Grow by increasing the supply of housing.</p> <p>3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.</p> <p>Policy 3.6: Foster complete communities by preserving and increasing high quality housing opportunities suitable for all ages and household types.</p> <p>3.6.1 Promote the development of housing suitable for people and households in all life stages that can be adapted to accommodate changing housing needs over time.</p> <p>3.6.2 Promote housing development in all communities that meets the needs of households of different sizes and income levels.</p>
Nonresidential Uses	<ul style="list-style-type: none"> Non-residential uses, such as limited retail, university offices, incubator space, or a new SE library could be located on the southern most block, adjacent to Dinkytown 	<p>Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.</p> <p>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.</p> <p>Policy 1.9: Through attention to the mix and intensity of land uses and</p>

		<p>transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.</p> <p>1.9.1 Support the continued presence of existing small-scale retail sales and commercial services along Community Corridors.</p>
Public Realm	<ul style="list-style-type: none"> • 15th Avenue SE should be the unifying feature. It should be developed as a pedestrian and bicycle promenade connecting Van Cleve Park to the University of Minnesota. • Create a strong public realm by expanding the sidewalk, improving the landscaping, setting buildings back 15 feet from the sidewalk and creating lively facades. 	<p>Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.</p> <p>10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.</p> <p>10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.</p> <p>Policy 7.6: Continue to beautify open spaces through well designed landscaping that complements and improves the city’s urban form on many scales – from street trees to expansive views of lakes and rivers.</p> <p>7.6.3 Invest in the greening of streets, particularly those that connect into and supplement the parks and open spaces network.</p> <p>7.6.7 Maintain multimodal transportation corridors to link open spaces and parks with surrounding neighborhoods.</p>
Transitions and Design	<ul style="list-style-type: none"> • New development should acknowledge different edge conditions (university and neighborhood) and transition gracefully with appropriate scales and building types. • Entrances to the neighborhood should be marked with strong corner buildings and building elements. • The lower floors of the development should respond to the surrounding context • Upper floors should be sculpted to minimize shadowing on existing residential buildings and public spaces and to maximize views • All parking should be located mid-block 	<p>Policy 1.2: Ensure appropriate transitions between uses with different size, scale, and intensity.</p> <p>1.2.1 Promote quality design in new development, as well as building orientation, scale, massing, buffering, and setbacks that are appropriate with the context of the surrounding area.</p> <p>Policy 10.18: Reduce the visual impact of automobile parking facilities.</p> <p>10.18.3 Locate parking lots to the rear or interior of the site.</p> <p>10.18.18 Encourage appropriate land uses to share parking lots to reduce the size and visual impact of parking facilities.</p>

	primarily in structures above or below ground. Existing surface lots should be eventually redeveloped and intensified.	
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Consistency with The Minneapolis Plan

Applicable TMP Topic	15th Avenue SE Urban Design Plan Proposed Policy	TMP Consistency
Housing	<ul style="list-style-type: none"> • The primary use should be residential for individuals, students, and families who desire access to the University and Downtown. A range of unit types and price points should be offered. • Aggregate lots into increments that can be developed with appropriate densities. Existing high quality buildings should be preserved, if possible. 	<p>3.3 Minneapolis has adopted a Growth Center plan for the University of Minnesota/ SEMI area which guides land use decisions and investment in the area and recognizes the contributions from existing plans and planning processes.</p> <p><i>Implementation Steps:</i></p> <p>Promote moderate to high density housing of a variety of affordability levels and supporting commercial uses adjacent to the University of Minnesota.</p> <p>4.7 Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.</p> <p><i>Implementation Steps:</i></p> <p>Preserve traditional urban form in buildings where it currently exists, and encourage new development to relate to traditional siting and massing, where it is already established. (See description of traditional urban form in Chapter 9, City Form.)</p> <p>Develop parking facilities and management strategies that accommodate high customer demand, promote shared facilities and minimize visual impact and adverse effects on pedestrian and sidewalk traffic.</p> <p>Ensure that regulations balance the transition between high traffic land uses and adjoining residential areas.</p>
Nonresidential Uses	<ul style="list-style-type: none"> • Non-residential uses, such as limited retail, university offices, incubator space, or a new SE library could be located on the southern most block, adjacent to Dinkytown 	<p>4.4 Minneapolis will continue to provide a wide range of goods and services for city residents, to promote employment opportunities, to encourage the use and adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas.</p> <p><i>Implementation Steps:</i></p> <p>Provide for a range of commercial districts that provide the services required</p>

		<p>by the residents and businesses.</p> <p>Plan, implement and monitor projects and programs that encourage and support the city's neighborhood commercial areas.</p> <p>Encourage the economic vitality of the city's commercial districts while maintaining compatibility with the surrounding areas.</p> <p>4.7 Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.</p> <p><i>Implementation Steps:</i></p> <p>Promote the incorporation of residential uses within the same structure as other commercial uses.</p>
Public Realm	<ul style="list-style-type: none"> • 15th Avenue SE should be the unifying feature. It should be developed as a pedestrian and bicycle promenade connecting Van Cleve Park to the University of Minnesota. • Create a strong public realm by expanding the sidewalk, improving the landscaping, setting buildings back 15 feet from the sidewalk and creating lively facades. 	<p>9.16 Minneapolis will encourage new development to use human scale design features and incorporate sunlight, privacy, and view elements into building and site designs.</p> <p>9.17 Minneapolis will build on recent initiatives to use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned and private land.</p> <p><i>Implementation Steps:</i></p> <p>Integrate "eyes on the street" design principles into site plan review to foster safer and more successful commercial areas in the city.</p> <p>Orient new housing to the street to foster safe neighborhoods.</p> <p>Encourage private developers to incorporate CPTED-oriented open spaces in new developments to facilitate the creation of spaces that maximize positive behavior from users.</p>
Transitions and Design	<ul style="list-style-type: none"> • New development should acknowledge different edge conditions (university and neighborhood) and transition gracefully with appropriate scales and building types. • Entrances to the neighborhood should be marked with strong corner buildings and building elements. 	<p>9.15 Minneapolis will protect residential areas from the negative impact of non-residential uses by providing appropriate transitions between different land uses.</p> <p><i>Implementation Steps:</i></p> <p>Provide appropriate physical transition and separation using green space, setbacks or orientation between residential and nonresidential uses.</p>

	<ul style="list-style-type: none"> • The lower floors of the development should respond to the surrounding context • Upper floors should be sculpted to minimize shadowing on existing residential buildings and public spaces and to maximize views • All parking should be located mid-block primarily in structures above or below ground. Existing surface lots should be eventually redeveloped and intensified. 	<p>Encourage site planning for new developments that orients the “back” of proposed buildings to the “back” of existing development.</p> <p>Require screening and buffering for new developments next to residential areas</p> <p>Minimize automobile and truck impact on residential streets and alleys by enforcing penalties for travel on routes where trucks are prohibited.</p> <p>Promote quality design and building orientation of commercial and industrial development that is appropriate with the surrounding neighborhoods.</p>
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Public Comments

Public comments received to date are included as attachments in the report. To allow for proper analysis and incorporation of comments into the plan, staff is requesting additional time for the Marcy Holmes Neighborhood to work with staff to incorporate

RECOMMENDATION OF THE DEPARTMENT OF COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT, PLANNING DIVISION:

The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission and City Council **approve** the *15th Avenue SE Urban Design Plan* document and **amend** the policy guidance for the area into the City’s comprehensive plan.

Attachments:

- Letter from Marcy Holmes Neighborhood Association
- Timeline of Planning Process supplied by the Marcy-Holmes Neighborhood Association
- Marcy-Holmes Neighborhood Association response to staff comments
- Figures from The Master Plan for the Marcy-Holmes Neighborhood
- Excerpt from The Marcy-Holmes Master Plan Supplement
- CPED Planning Division comments
- Public Works Comments
- Public Comments received to date
- 15th Avenue SE Urban Design Plan

Referenced in the report and available online:

- The Minneapolis Plan (<http://www.ci.minneapolis.mn.us/cped/mplsplan.asp>)
- The Minneapolis Plan for Sustainable Growth (http://www.ci.minneapolis.mn.us/cped/comp_plan_update.asp)
- The Master Plan for the Marcy-Holmes Neighborhood (<http://www.ci.minneapolis.mn.us/master-plans/marcy-holmes/index.asp>)
- The Marcy-Holmes Master Plan Supplement (<http://www.ci.minneapolis.mn.us/cped/marcy-holmes.asp>)



MARCY HOLMES

HISTORIC NEIGHBORHOOD

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February 6, 2009

Dear Members of the Minneapolis Planning Commission,

The Marcy-Holmes 15th Avenue SE Urban Design Plan is a vision of the kind of development the neighborhood would like to see in that area. The plan was created to open the possibility to a different type of development than currently exists along 15th Avenue SE. The plan was created in hopes of providing housing that would attract a variety of populations, from University of Minnesota faculty and staff to downtown workers. The residents of the Marcy-Holmes neighborhood enjoy their neighborhood and would like to share that enjoyment with a wide variety of individuals.

This plan was made possible by the city's Neighborhood Revitalization Program. We thank Cuningham Group Architecture, P.A. and the Planning Commission for their assistance in producing a plan that aligns with the Minneapolis Comprehensive Plan. We look forward to its implementation and the improvements it will bring to our neighborhood.

Sincerely,

Jo Radzwill

MHNA Land Use Committee Chair

Timeline of Planning Process supplied by the Marcy-Holmes Neighborhood Association

To: Joe Bernard

Re: 15th Ave SE Plan Timeline

- In order to prepare for future growth and density and to improve a blighted gateway to the U of MN and our neighborhood, the 15th Ave corridor was chosen as a priority site for improvement. It was one of several recommended for redevelopment in our Master Plan Supplements, adopted by the City in January 2007.
- In preparation for such a plan, we formed a 15th Ave SE Task Force to do some research, brainstorming and walkthroughs of the area. Two 15th Ave property owners were on the committee, as well as two students. The rest were from the MHNA Land Use Committee. That group began meeting in November 2007.
- In Feb 2008 we approached two firms with expertise in planning and after interviewing them, chose the Cuningham Architecture Group, located in our neighborhood. We defined a scope of work and began meeting with them in April 2008. We met four times, each meeting two hours in length. The last meeting was held May 28. A draft of the plan was presented to the MHNA Land Use Committee on June 4, 2008.
- On June 17, 2008 the plan was discussed at the MHNA Board meeting and a timeline was created. The draft plan was presented to the General Membership at its annual meeting, following the June 17th board meeting, by Andrew Dresdner, of Cuningham Architecture Group.
- In July 2008 we posted the draft plan on the MHNA website, soliciting comments. We also sent letters to 39 local and national developers asking for input and inviting them to attend the Sept 16, 2008 MHNA Board meeting to supplement their comments.
- In September 2008 we placed an ad in The Bridge (newspaper) inviting people to view the plan at the Oct 21 MHNA General Membership meeting. Letters went out to affected area property owners as well as to the MHNA mailing lists.
- On Oct 21, 2008 we gave another public presentation of the (slightly revised) plan at the MHNA General Membership meeting. The revised plan was posted on MHNA website. In October and in November 2008 we met with two national and two local developers who had expressed interest in the plan.
- On Nov18, 2008 the MHNA Board of Directors voted to officially adopt the plan.
- In December 2008 we sent letters and links to the plan to several local architecture firms.
- In December 2008 we contacted Haila Maze in City Planning to begin the process of getting the plan approved and adopted by the city.

Melissa Bean, MHNA

MHNA responses to comments received on the 15th Ave SE Urban Design Plan

Page 2 – Consider striking “Unlike many Minneapolis neighborhoods” from the first line of third paragraph.

MNHA: We will delete that phrase.

Page 6 – The Bierman Apartments are on Block 2, not Block 4

MNHA: This is true- we will make this change.

Page 11, Step 2 – The recommended set backs along 15th Ave when measured from the sidewalk are less than what are required in the residence and office residence zoning districts. To be more consistent with the zoning code, the 15 foot set back recommendation should be from the property line.

MNHA: We will make this change in text.

Page 12, second bullet – It would be helpful if specific properties or buildings that are considered “architecturally significant and contributing buildings” are identified in a list or on a map.

MNHA: We will leave as is, but we did send Joe Bernard block by block photos of existing buildings which may be included in an appendix.

Page 13 – Be aware that according to the PW Street Ordinance, the right-of-way width between the curb line and the adjacent property on 15th Avenue SE north of 8th Street SE is only 6.5 feet. With the railroad bridge and steep grade change adjacent to the area (especially problematic in Block 4), it doesn’t look feasible to fit the desired streetscape in the public right of way. Acknowledging these limitations is important, and calling for only a wider sidewalk at 8-10 feet might be a workable alternative.

MNHA: We will acknowledge that not all improvements can be done on public land. Because 15th Ave SE was recently re-constructed, it would be best to leave in place and know that to enable this improved “amenity zone” of a pedestrian promenade, much will have to come from developers.

Page 13, bullets 5 and 6 – The zoning ordinance does not require obstructions in required yards. This recommendation could be rephrased to say: “For new buildings, provide raised patios that that add activity and open space adjacent to the promenade.” and “Provide balconies and occupiable step-back decks to incorporate additional open space along the promenade.”

MNHA: We will make the change shown above. On page 8 - we don’t want commercial use on the 14th Ave side/corner.

Page 15 – It may be worthwhile mentioning the importance of designing these semi public spaces with crime prevention through environmental design principles in mind.

MNHA: We will leave the document as written here.

Page 16 and Page 8 – The Block 1 commercial street frontage recommendation on page 16 shows non-residential entries as appropriate along 14th Ave SE from 5th to 6th Street SE. However, the map on page 8 indicates that commercial uses shouldn’t extend beyond mid-block. Clarification should be provided.

MNHA: We will change the graphic as mentioned under Page 13, above.

Page 17 – The following statement is somewhat vague and could be interpreted to contradict other adopted policies that discourage providing excess parking: “In order to reduce on-street parking demand throughout the neighborhood, each development should have enough parking to accommodate its users.” This could be a good place to reiterate the Marcy Holmes plan recommendation that 0.5 spaces per bedroom be provided for residential uses – if this is what is desired. Also, methods to reduce dependence on automobile reliance, such as one bicycle space per dwelling unit (which exceeds the new zoning code requirement), could be mentioned. Either way, the statement needs some clarification.

MNHA: We would like to maintain the .5 spaces per bedroom standard in Marcy-Holmes, but will add “unless a professionally prepared Traffic Demand Management Plan indicates otherwise”. We would also like to add 1 bicycle space per dwelling unit.

Page 17 – Clarify what is meant by: “Structured parking with a liner building is allowed on the block face nearest Dinkytown.” Does this mean that a parking structure could front 5th St as long as it is designed to look like a building or is the recommendation to provide liner uses?

MNHA: We will check with Cuningham to clarify point.

Page 25 – The development model example on this page indicates that the project pictured included “renovating existing building as part of larger development.” While the value stated in the caption is perfectly appropriate, the Skyscape development pictured did not include renovation of an existing building.

MNHA: We do not plan to make this change at this time.

General – The numbering seems to be off at the beginning of the document, there are two page 2s.

MNHA: We will ask Cuningham to fix. The first number 2 is the page of the acknowledgements. There should be no page number on the acknowledgement page.

- Parking – The report does a good job of mentioning the need for better parking management in the area and proposes that new parking be created on-site in below grade ramps. When density goes up so does parking demand. It is critical that any new development in this area does not make the parking situation worse in this area and this plan may present an opportunity to alleviate some of the existing parking demand.
- Access Management – The report mentions that access points should be limited to one per block with no access onto 15th Ave SE. This is consistent with city policies to maintain the character of the grid system.
- Pedestrian and Bicycle – The report suggests the need for additional streetscape and plantings along 15th Avenue SE. 15th Avenue SE is a newly reconstructed roadway and care should be taken to maintain the pavement surface. The pedestrian improvements seem pretty aggressive given the limited space. It would be good to clarify if some of the pedestrian improvements could be placed on private property with the buildings setback.
- City Utilities – It is unclear at this point what impact more intense development will have on the existing water and sewer systems. Developers will need to coordinate with Public Works to determine any needed upgrades to water mains and sanitary sewer pipes. Stormwater management must also be considered.

- Traffic Impacts – The proposed development could have a negative impact on traffic movement in this area. A TDM plan may be required to mitigate LOS reductions at nearby intersections and to determine if new infrastructure is needed in this area.

MNHA: Suggest we leave the comments but add at the end: To ensure there are no negative impacts from new development, a Traffic Demand Management study should be provided by the developer.

Figure 1-1: FUTURE LAND USE PLAN

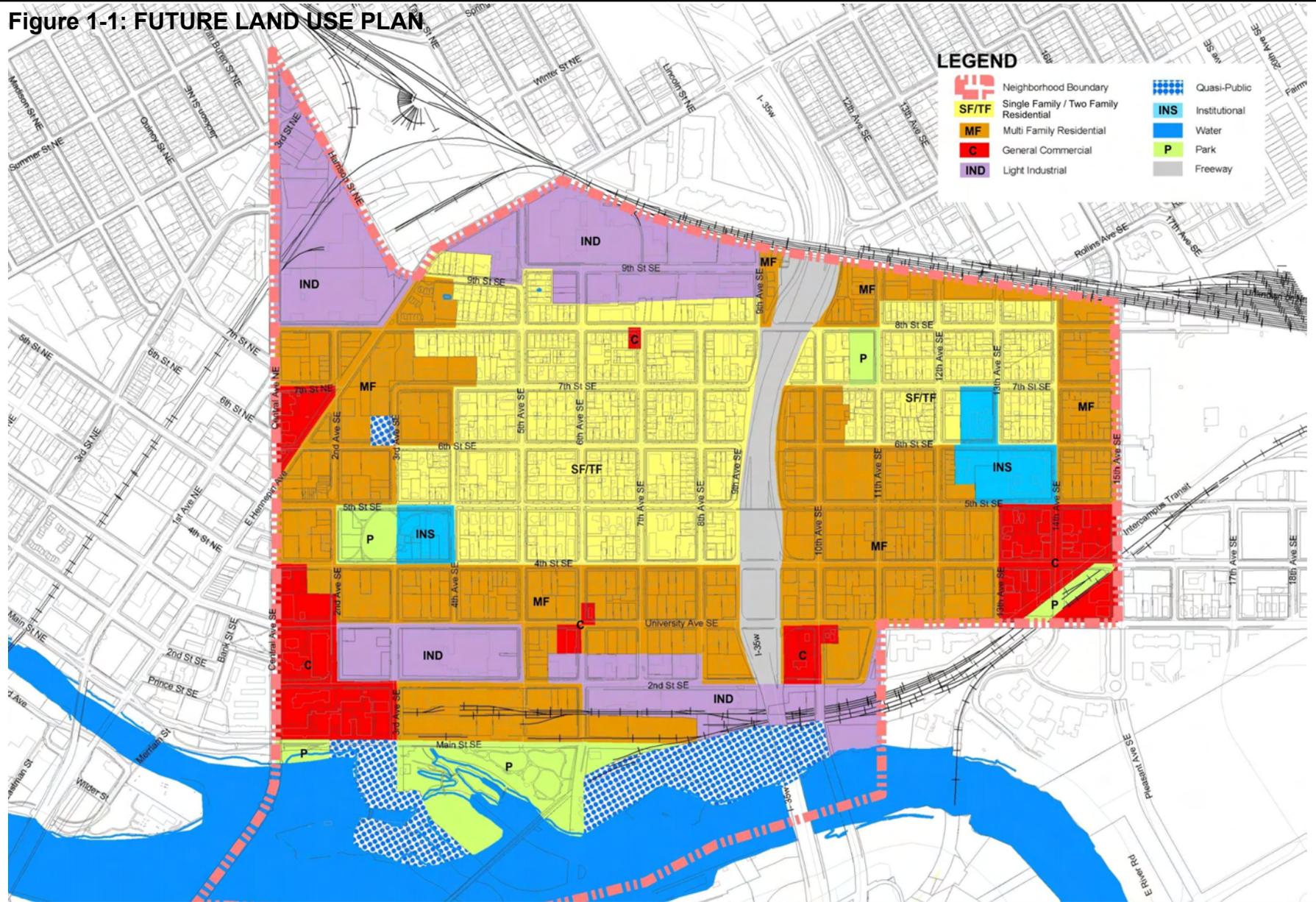


Figure 2-1: HOUSING PLAN

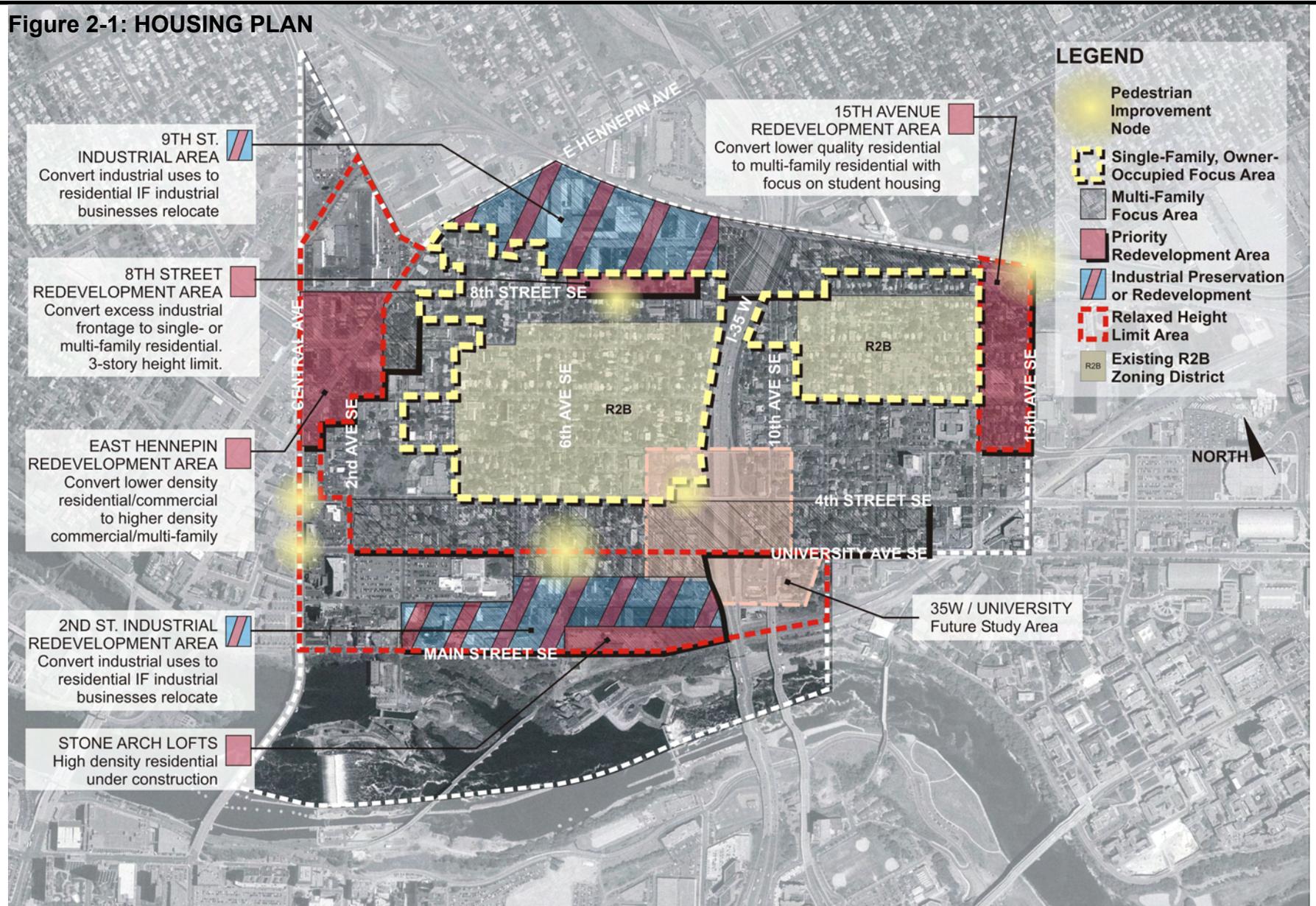
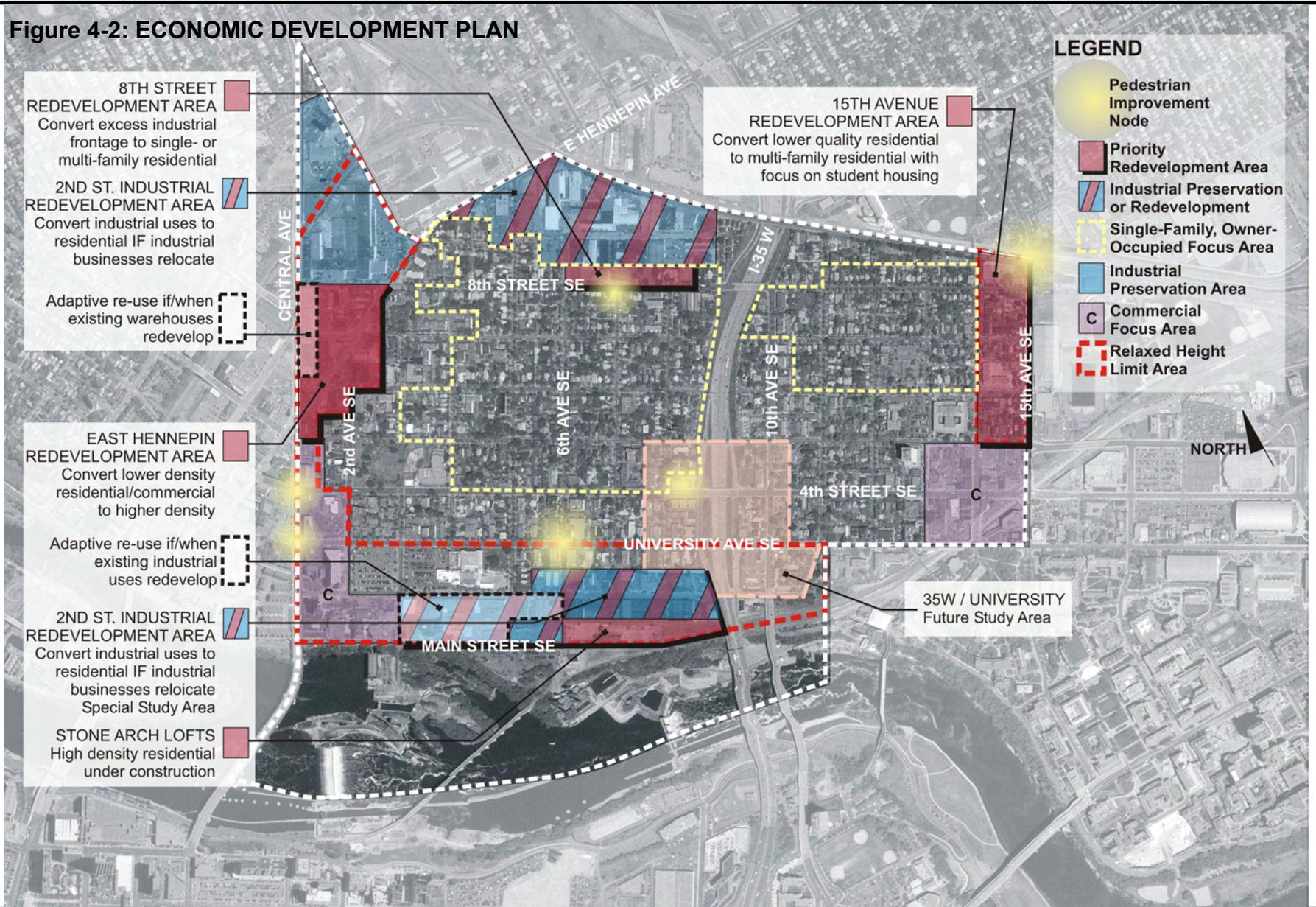


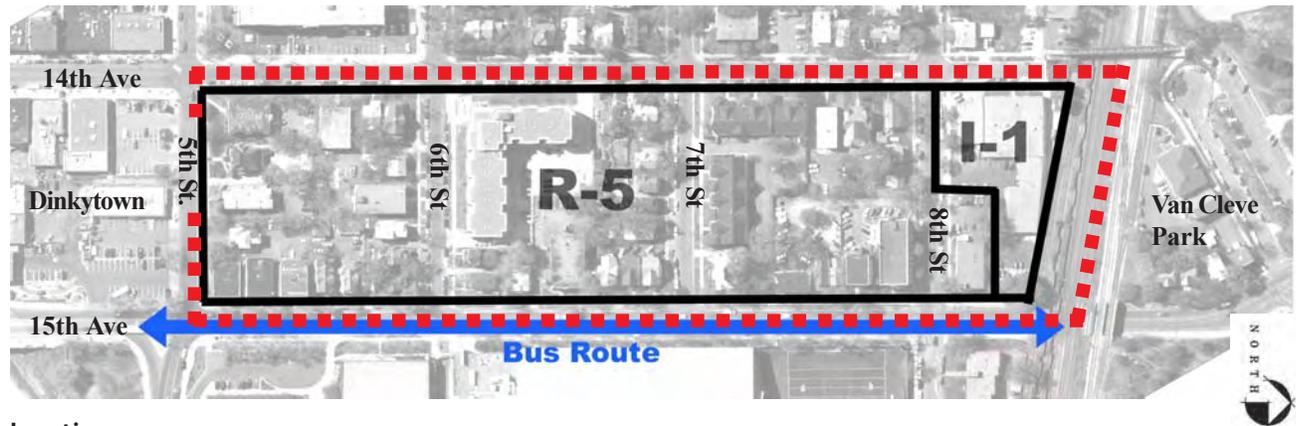
Figure 4-2: ECONOMIC DEVELOPMENT PLAN



MARCY-HOLMES NEIGHBORHOOD MASTER PLAN SUPPLEMENT

14th & 15th Avenue S.E. Study Area

Existing Conditions



Location

Area directly north of Dinkytown, between 14th and 15th Aves and 5th St and the railroad corridor

Approximate Size

3.5 blocks

Zoning

Multi-family residential (R5), Industrial (I1)

Building Intensity Requirements

Maximum height not to exceed 4 stories/56 ft.
Max. floor area ratio (FAR) = 2.0 (R5), 2.7 (I1)

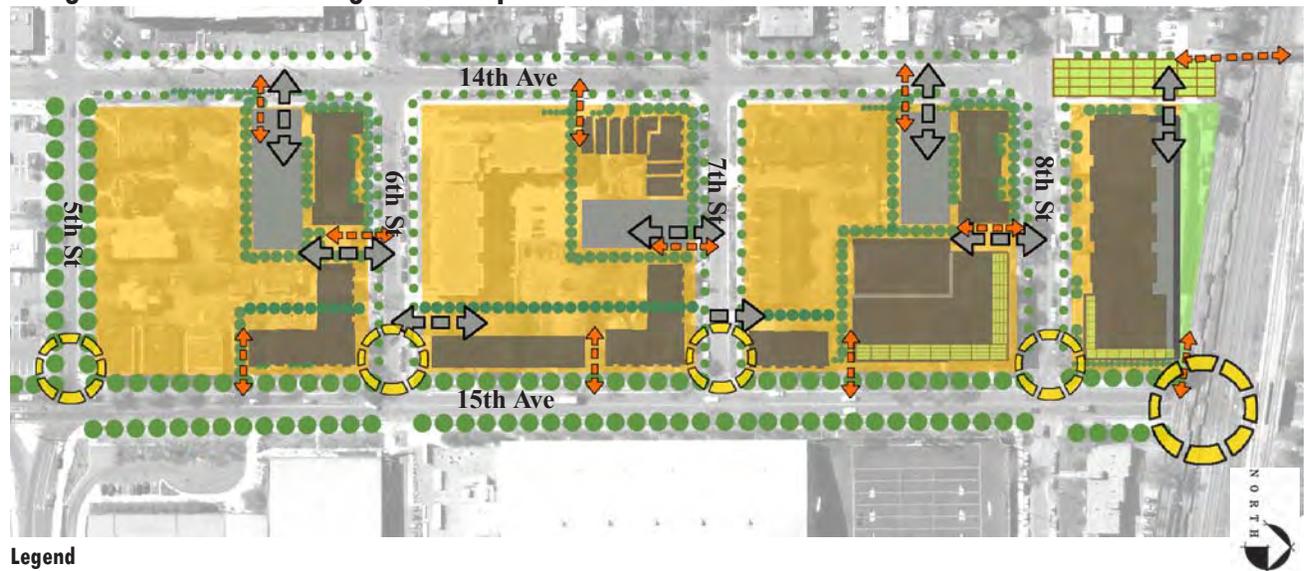
Future Land Use (Neighborhood Master Plan)

Multi-family residential

Issues/Opportunities

Close proximity to U of M campus, adjacent to Dinkytown, near Van Cleve Park and Holmes Park, 15th Ave transit corridor, on-street bike lanes, good vehicular access, high percentage of rental housing, high traffic on 15th Ave, relaxed height limit area, potential impacts of adjacent rail corridor, 15th Ave railroad underpass, potential for transit-oriented development, potential partner in U of M

Neighborhood's Design Concept



Legend

	New Building		Vehicular Access	Land Use Colors	
	New Parking Structure		Pedestrian Access		Residential
	New Surface Parking		Pedestrian Plaza/Green Roof		Commercial/Retail
	Streetscape/Vegetative Screening		Gateway		Mixed Use
					Green Space

MARCY-HOLMES NEIGHBORHOOD MASTER PLAN SUPPLEMENT 14th & 15th Avenue S.E. Study Area

Redevelopment Design Guidelines



Land Uses/Housing Types

- Promote redevelopment of houses that have been converted to multi-unit rental housing with multi-family residential buildings that are designed for higher densities
- Encourage a mix of housing types to improve the balance of owner-occupied and rental housing
- Explore new housing options for students, including U of M ownership

Building Orientation

- Orient building fronts to 15th and 14th Aves whenever possible
- Articulate building facades and provide frequent window/door openings on all street frontages to create an attractive pedestrian street environment
- Design prominent and multiple entries for buildings that enhance the pedestrian street environment
- Provide appropriate setbacks for buildings on 15th Ave to mitigate impacts of high traffic levels
- Use ramps, stairs and other grade separation techniques to distinguish between public and private space

Building Heights

- Design buildings that complement the historic scale of Dinkytown, 4 stories in height on average
- Encourage redevelopment of relatively taller buildings at intersection of 15th Ave and 8th Street, 6 to 8 stories in height
- Design buildings that are taller than 4 stories with 2-3 story “stepback” sections along the street

Yards/Open Spaces

- Encourage new multi-family residential buildings to provide some form of outdoor space for residents, including balconies, patios, courtyards, and rooftop gardens

Parking

- Design parking for residents within new buildings (underground or aboveground) or behind buildings, ensuring that parking areas are minimally visible from streets

Streetscape/Public Infrastructure

- Convert dead-end at north end of 14th Ave into a plaza oriented to pedestrians accessing the pedestrian bridge and vehicles accessing parking on adjacent properties only
- Create urban streetscapes along 15th Ave and 5th St
- Landscape and buffer the U of M athletic buildings along 15th Ave
- Create neighborhood gateway areas along 15th Ave
- Create neighborhood streetscapes along 14th Ave, 6th, 7th and 8th Sts
- Enhance bus stop areas with pedestrian amenities

Building Examples



Midtown Lofts, Bryant Ave S/
Midtown Greenway,
Minneapolis



2400 block of Lyndale Ave S,
Minneapolis



Washington Ave and Oak St,
Minneapolis



1301 University Ave,
Minneapolis



The Village at St. Anthony Falls,
1st Ave NE at 2nd St NE,
Minneapolis

Contact Information:

Marcy-Holmes
Neighborhood Association (MHNA)
415 4th Avenue SE,
Room 209 (Marcy Open School)
Minneapolis, MN 55414
612.623.7633
www.marcy-holmes.org

Comments from CPED staff to the Marcy Holmes Neighborhood regarding the 15th Ave SE Urban Design Plan – January 13, 2009

- Page 2 – Consider striking “Unlike many Minneapolis neighborhoods” from first line of third paragraph.
- Page 6 – The Bierman Apartments are on Block 2, not Block 4.
- Page 11, Step 2 – The recommended set backs along 15th Ave when measured from the sidewalk are less than what are required in the residence and office residence zoning districts. To be more consistent with the zoning code, the 15 foot set back recommendation should be from the property line.
- Page 12, second bullet – It would be helpful if specific properties or buildings that are considered “architecturally significant and contributing buildings” are identified in a list or on a map.
- Page 13 – Be aware that according to the PW Street Ordinance, the right-of-way width between the curb line and the adjacent property on 15th Avenue SE north of 8th Street SE is only 6.5 feet. With the railroad bridge and steep grade change adjacent to the area (especially problematic in Block 4), it doesn’t look feasible to fit the desired streetscape in the public right of way. Acknowledging these limitations is important, and calling for only a wider sidewalk at 8-10 feet might be a workable alternative.
- Page 13, bullets 5 and 6 – The zoning ordinance does not require obstructions in required yards. This recommendation could be rephrased to say: “For new buildings, provide raised patios that that add activity and open space adjacent to the promenade.” and “Provide balconies and occupiable step-back decks to incorporate additional open space along the promenade.”
- Page 15 – It may be worth while mentioning the importance of designing these semi public spaces with crime prevention through environmental design principles in mind.
- Page 16 and Page 8 – The Block 1 commercial street frontage recommendation on page 16 shows non-residential entries as appropriate along 14th Ave SE from 5th to 6th Street SE. However, the map on page 8 indicates that commercial uses shouldn’t extend beyond mid-block. Clarification should be provided.
- Page 17 – The following statement is somewhat vague and could be interpreted to contradict other adopted policies that discourage providing excess parking: “In order to reduce on-street parking demand throughout the neighborhood, each development should have enough parking to accommodate its users.” This could be a good place to reiterate the Marcy Holmes plan recommendation that 0.5 spaces per bedroom be provided for residential uses – if this is what is desired. Also, methods to reduce dependence on automobile reliance, such as one bicycle space per dwelling unit (which exceeds the new zoning code requirement), could be mentioned. Either way, the statement needs some clarification.
- Page 17 – Clarify what is meant by: “Structured parking with a liner building is allowed on the block face nearest Dinkytown.” Does this mean that a parking structure could front 5th St as long as it is designed to look like a building or is the recommendation to provide liner uses?
- Page 25 – The development model example on this page indicates that the project pictured included “renovating existing building as part of larger development.” While the value stated in the caption is perfectly appropriate, the Skyscape development pictured did not include renovation of an existing building.
- General – The numbering seems to be off at the beginning of the document, there are two page 2s.

From: Pflaum, Donald C.
Sent: Thu 1/22/2009 11:49 AM
To: Bernard, Joseph A.
Subject: Marcy Holmes - 15th Ave SE Urban Design Plan

Joe,

Thanks for sending this over. I have been asked to look at this on behalf of Public Works.

I have reviewed the document and have concluded that it is a reasonable plan and makes sense. However, intensifying the land uses along the west side of 15th Ave SE along the four proposed blocks from 5th St SE to the BNSF corridor will create some challenges.

Below is a list of comments, concerns, and opportunities:

- Parking – The report does a good job of mentioning the need for better parking management in the area and proposes that new parking be created on-site in below grade ramps. When density goes up so does parking demand. It is critical that any new development in this area does not make the parking situation worse in this area and this plan may present an opportunity to alleviate some of the existing parking demand.
- Access Management – The report mentions that access points should be limited to one per block with no access onto 15th Ave SE. This is consistent with city policies to maintain the character of the grid system.
- Pedestrian and Bicycle – The report suggests the need for additional streetscape and plantings along 15th Avenue SE. 15th Avenue SE is a newly reconstructed roadway and care should be taken to maintain the pavement surface. The pedestrian improvements seem pretty aggressive given the limited space. It would be good to clarify if some of the pedestrian improvements could be placed on private property with the buildings setback.
- City Utilities – It is unclear at this point what impact more intense development will have on the existing water and sewer systems. Developers will need to coordinate with Public Works to determine any needed upgrades to water mains and sanitary sewer pipes. Stormwater management must also be considered.
- Traffic Impacts – The proposed development could have a negative impact on traffic movement in this area. A TDM plan may be required to mitigate LOS reductions at nearby intersections and to determine if new infrastructure is needed in this area.

Thanks for the opportunity to comment on this plan.

-Don

Donald Pflaum, P.E., P.T.O.E.
Transportation Planner
City of Minneapolis Public Works
309 2nd Avenue South – Room 300
Minneapolis, MN 55401-2268
612-673-2129
FAX 612-673-2048

From: Green, Daniel J. [DGreen@millerdunwiddie.com]
Sent: Mon 1/12/2009 5:33 PM
To: Bernard, Joseph A.
Subject: 15th Avenue SE Urban Design Plan

Mr. Bernard,

This is an exciting plan with one large component of high-quality development missing – sustainability. The public realm improvements and high quality architecture should strive to reduce or eliminate carbon impacts within the project and even for the greater neighborhood. Many images illustrated in the document are drawn from Portland Oregon. A key component of their success is the encouragement and even mandate of sustainability targets within all projects. As an example, the Lloyd Crossing Sustainable Urban Design Plan illustrates strategies that should be explored in every redevelopment master-plan within the City of Minneapolis.

Regards,

Daniel J. Green, AIA, NCARB, LEED® AP
Architect
miller dunwiddie architecture
123 North Third Street Suite 104 Minneapolis, MN 55401
d: 612-278-7698 f: 612-337-0031 p: 612-337-0000
Visit our website at www.millerdunwiddie.com

From: Stephen Gross [mrstevgross@gmail.com]
Sent: Sat 1/10/2009 12:10 AM
To: Bernard, Joseph A.
Subject: Thoughts on 15th Avenue SE Urban Design Plan

* I strongly support the idea of a unified 15th ave with a clear sense of continuous identity along its path.

* I like the idea of "gateway" points for 15th ave; we particularly need such a point at the north end. When you cross southbound under the railroad tracks, there is no clear indicator that you have entered a new neighborhood. This could be a great way to better convey the identity of the neighborhood.

* It's not clear to me what the standard of "high" rise is. Is there a definition for this?

* I see that there will be a large pedestrian promenade. I recommend strong attention to having high-quality, night-time lighting of the promenade. This is a great idea, but we have to be realistic about street crime in the university area. A huge amount of late-night muggings occur in part because of poorly-lit streets. We can solve this (partially) up-front by including lighting in the design.

* What methods will be used to encourage lot-aggregation?

* It may be difficult to require balconies in street-facing buildings. Balconies are not particularly economical in this area, since they are only usable a few months out of the year. They look nice, but aren't practical. Developers won't be happy.

* Courtyards are a great idea! I wish they were used more often. I'm glad to see they're included in this proposal.

* I am very pleased to see that the proposal discourages street-level parking that would be visible from the street. This is a key aspect of urban development: cars should NOT be the highest priority!

* Has anyone thought about how train noise will transmit to people living high-up in the proposed high rises?

Thanks for all your work,
Looking forward to seeing this in action,
--Steve

Stephen Gross
601 Main St SE Apt 502
Minneapolis, MN 55414

Wells & Company

From the Desk of William Wells

January 28, 2009

Joe Bernard, Senior City Planner
City of Minneapolis
CPED-Planning Division
250 S 4th Street, Room 110
Minneapolis, MN 55415

**Request for CPED to
NOT Support the 15th
Ave SE Design Proposal
at this time.**

Re: 15th Ave SE Urban Design Plan: CPED Review.

Dear Mr. Bernard:

I am a design professional working in the Marcy-Holmes neighborhood and writing on behalf of the property owners along 15th Ave SE. It has come to our attention that CPED is currently reviewing the 15th Ave SE Design Proposal produced by the Marcy-Holmes Neighborhood Association. I strongly recommend that CPED not support the current proposal "at this time," as additional research and review is needed. Please consider two critical facts:

1. ERRORS IN THE PLANNING PROCESS FOR 15th AVE SE PROPOSAL.

The Marcy-Holmes Neighborhood includes a diverse variety of stakeholders that live in the neighborhood and own the majority of the land on 15th Ave SE. These individuals include business owners, landlords, students, developers, and banks. In fact, these stakeholders were not included in the planning process. In fact, the Marcy-Holmes Neighborhood Association only represents the opinion of a very small handful of individuals. Please see the attached map of the neighborhood. East of 35W the actual neighborhood profile is 10% homestead property and 90% non-homestead property. For this proposal to be successful, it must involve all major stakeholders in the neighborhood. In the case of the current 15th Ave SE proposal 90% of the neighborhood has been excluded from the planning process. To be clear, everyone owning land on 15th Ave SE has been excluded from the planning process.

2. LACK OF A MARKET STUDY FOR 15th AVE SE PROPOSAL.

To be sure, the current proposal does not take into account current economic conditions or recognize the context of the proposal in relation to the larger University District. I have personally spoken to the president of two major banks that hold the majority of the loans along 15th Ave SE, and they have made it absolutely clear that they would not financially support the plan as it stands. To put it bluntly, the market for building towers for student housing has been saturated. The University is not adding more students; there is no demand for such a building type. There is a profound need for a real market study before any proposal can be adopted.

I ask you, as a professional, to stand for what is right and in the best interest of the City, and not support the 15th Ave SE design proposal at this time. There are huge changes in the works for this Neighborhood. The MN State Legislature has provided funding to the University of MN to form an Alliance to study this area and the larger University District. The study is only 50% complete. Please wait for the larger study to be completed and do not support the current plan for the reasons listed above.

Thank you,



William Wells, Owner
Wells and Company
www.wellsandcompany.info
612-669-2052



ANALYSIS OF EXISTING CONDITIONS
Homestead vs. Non-Homestead Property

RESEARCH FUNDED BY: DINKYTOWN RENTALS:
Providers of Quality Student Housing Since 1986

Map Made By:
WELLS & COMPANY
WILLIAM M. WELLS
www.wellsandcompany.info
612-669-2052



Minneapolis, MN
January 2009

15th Avenue SE Urban Design Plan

Marcy-Holmes Neighborhood

Minneapolis, Minnesota

December 1, 2008



Prepared for:

Marcy-Holmes Neighborhood Association

Prepared by:

Cunningham Group Architecture, P.A.

Table of Contents

1. Background & Setting
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Acknowledgements

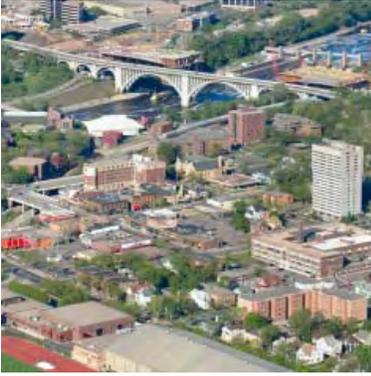
Marcy-Holmes 14th and 15th Avenue SE Advisory Committee

Jo Radzwill
Ted Tucker
Ardes Johnson
Jim Reid
Larry Prinds
Arvonne Fraser
Dan Lanske
Melissa Bean
Gordon Kepner,
Paul White
Andrew Bender Dahl
Bill Huntzicker
Mike Mertensotto

Marcy-Holmes Board of Directors

Arvonne Fraser (President)
Bob Distad
Steve Swanson
Gordon Kepner
Jo Radzwill
Sonny Schneiderhan
Douglas Carlson
Thomas Lincoln
Bo Sherman
Sandra Dekker
Brian Lundgren
Jordan Bronston
Leo Melzer
Matt Schmit

Funded by:
Neighborhood Revitalization Program

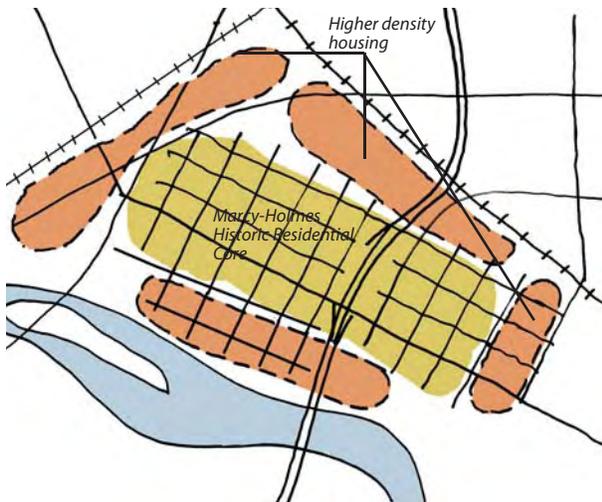


1. Background & Setting

Background & Purpose

The Marcy-Holmes neighborhood is adjacent to the Mississippi River, downtown Minneapolis, and the University of Minnesota. Proximity to the oldest part of the city and today's city center offers Marcy-Holmes the public benefits of an historical urban street pattern and architectural fabric, but also the pressures to absorb new growth and development.

The Marcy-Holmes neighborhood policy reinforces the connection between the past and the future by defining where new growth should occur and what public benefits can be granted and enhanced by new development. New growth is welcome at neighborhood edges in exchange for preserving the historic core and gaining public amenities. This perspective aligns with the City of Minneapolis Comprehensive Plan, which identifies the area as a growth center, or an area that “will be well served by transit and alternative transportation, have superior amenities, accommodate a range of housing needs and offer attractive employment opportunities.”



Growth along the Edges: The Marcy-Holmes Neighborhood encourages higher density development along its edges to welcome growth and to reinforce the historic neighborhood core.

Marcy-Holmes understands the trade-off between density and amenity. Linking aggressive development with historic preservation and other public amenities enables Marcy-Holmes to attract, not discourage, new higher density developments. The neighborhood recognizes that innovative, denser, and well-designed redevelopment initiatives along its edges can bring significant benefits to all residents and businesses in the neighborhood.

The purpose of this document is to articulate to the development community and potential implementation partners the community expectations for new, aggressive, high-quality development on 15th Avenue SE. The document outlines a design strategy, makes recommendations, and shows conceptual plans for the three and a half block area.



Strategic Location: The Marcy-Holmes Neighborhood is located near downtown Minneapolis and the University of Minnesota.

Neighborhood Vision

For the three and a half blocks along 15th Avenue SE, The Marcy-Holmes neighborhood envisions:

- Buildings, public spaces, and streetscapes that add visual variety to the neighborhood.
- High-quality architecture that prioritizes appropriate proportion and massing over total building height.
- New public spaces that add to the neighborhood's sense of place.
- Streets and sidewalks that are pedestrian, bicycle, and transit-friendly.
- A range of housing types, including affordable housing, that attract staff, researchers, students, and others interested in living near the University.
- Stabilization of the historical residential neighborhood core through redevelopment at neighborhood edges.

- Preservation of historical buildings where appropriate.
- A new SE library as part of a mixed-use redevelopment.
- Space for U-tech expansion.
- Shared parking with Dinkytown.
- Elimination of blighted and poorly maintained properties.
- Additional market support for local businesses.

The Marcy-Holmes Neighborhood Association has a long-standing policy when considering variances. Generally, requests for variances and conditional use permits would be supported by the neighborhood in proportion to what the development gives back to the street, historic district, neighborhood, riverfront and city.

-Marcy-Holmes Neighborhood Association

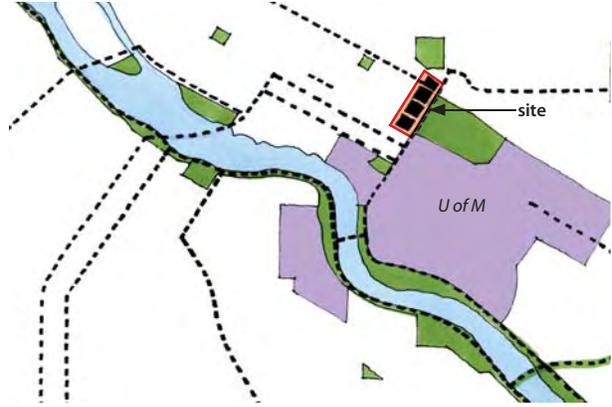


Neighborhood Vision for 15th Avenue: New higher density housing along the edge of the neighborhood can help stabilize the core of the neighborhood.

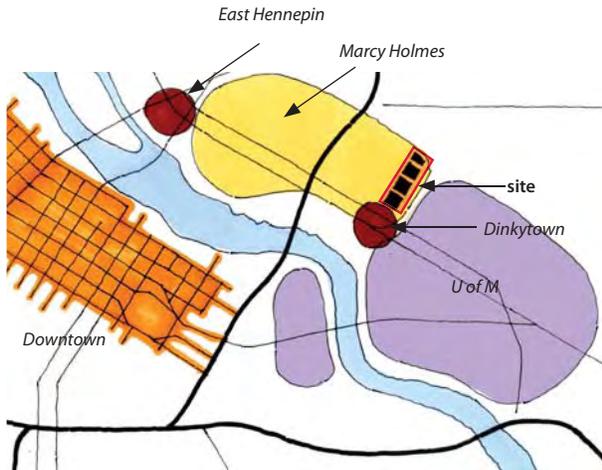
Setting

Regional Setting

Situated along the Mississippi River between downtown Minneapolis and the University of Minnesota, the Marcy-Holmes Neighborhood is strategically located to grow over the next several decades. The neighborhood has immediate access to two of the largest employment centers in the state, the renowned Grand Rounds Scenic Byway parks and trails system, a strong network of current and future transit routes, and the Interstate highway system.



Public Realm & Recreation: Marcy-Holmes is connected to the Minneapolis bicycle system and the Grand Rounds Scenic Byway.



Employment & Cultural Amenities: Located between the University of Minnesota and downtown Minneapolis, Marcy-Holmes offers immediate proximity to cultural amenities and employment opportunities.



Transportation Amenities: Marcy-Holmes is well served by transit. The northern alignment of the Central Corridor could pass through Dinkytown, and the southern alignment through the U of M would be within comfortable walking distance.

Setting (Continued)

Neighborhood Setting

The site's immediate context includes the University of Minnesota, Dinkytown, SE Library, and Marcy and Van Cleve Parks. Downtown Minneapolis and the Mississippi River are nearby as well. The site is within walking distance of many amenities and is therefore a prime location for redevelopment.

The Marcy-Holmes neighborhood is characterized by historical homes, narrow streets, and unique commercial buildings. The architecture and building forms are representative of a mix of styles popular in the neighborhood over the past century.



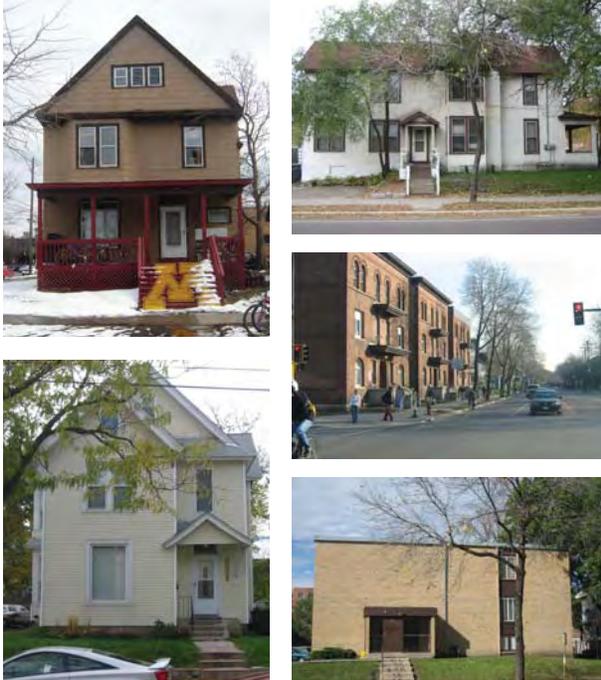
Neighborhood Setting: Located minutes from downtown Minneapolis and within walking distance of the U of M, Dinkytown, future LRT, neighborhood parks, and the Mississippi River, the site offers all the advantages of a great urban neighborhood.

The Architecture of Marcy-Holmes: As home to many of the city's early civic and industrial leaders, much of the housing stock is historical and includes large estates. The architectural styles vary and consist of Arts and Crafts, Victorian, Colonial, and University Gothic styles. This rich collection of styles and building forms should be both preserved and considered in new developments.

Setting (Continued)

The Site

The site consists of three and a half blocks between 15th Avenue SE and 14th Avenue SE. Blocks 1, 2, and 3 are zoned R5, and Block 4 is zoned I1. The site contains primarily apartments for students. Many of the buildings are original structures, and others have been built in the past several decades. Rollins Court (low-rise, owner-occupied townhouses on Block 3) and Bierman Apartments (medium-rise rental flats on Block 2) are the two most recent significant investments. The site is comprised of multiple lots and owners.



Buildings on the Site: The site contains both original buildings that have been subdivided into apartments, as well as more recent ownership and rental developments.



The Site: The site is located on the east edge of Marcy-Holmes, adjacent to Dinkytown and Bierman Field.

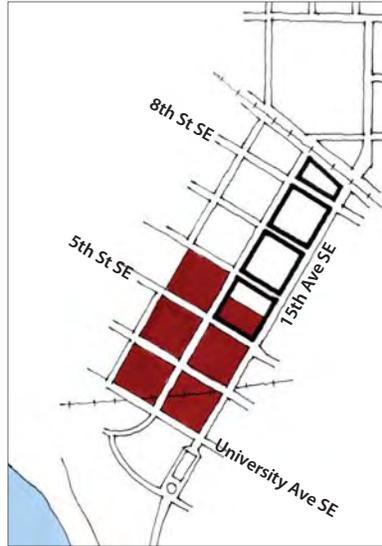


2. Design Strategy

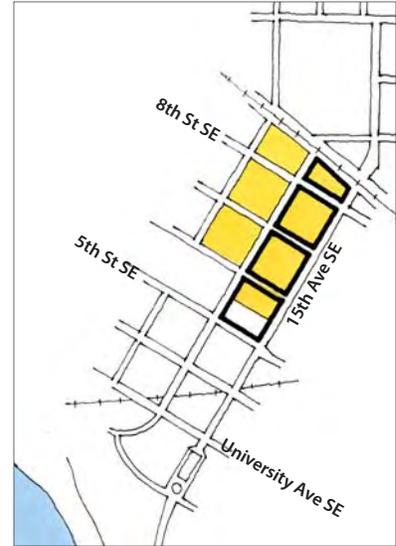
Urban Design Goals



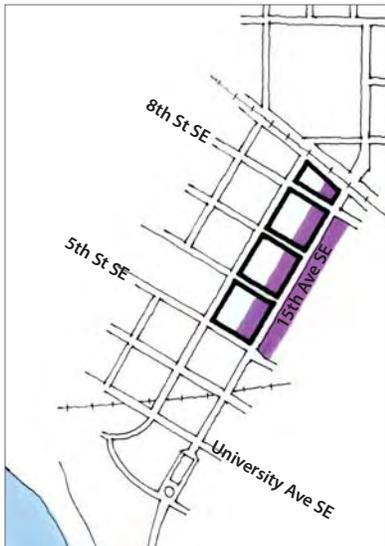
Public Realm Connection: 15th Avenue SE should be the unifying feature. It should be developed as a pedestrian and bicycle promenade connecting Van Cleve Park to the University of Minnesota.



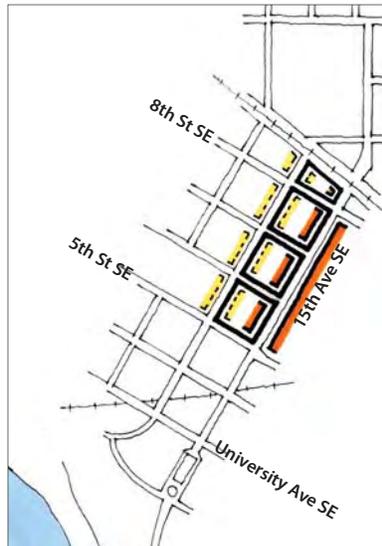
Non-Residential Uses: The lower half of the southern-most block adjacent to Dinkytown should be considered for non-residential uses like retail space, university office space, and/or a new SE library as a part of a larger mixed-use project.



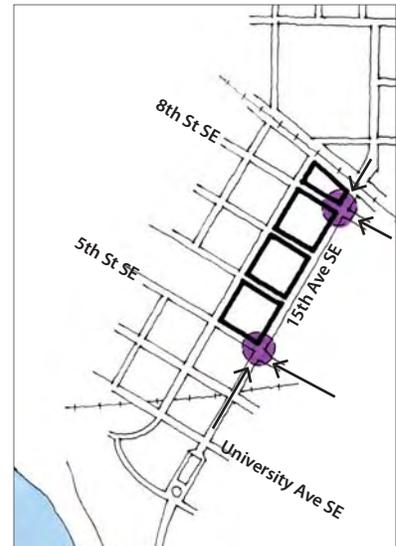
Residential Uses: The primary use should be residential for individuals, students, and families who desire access to the University and Downtown. A range of unit types and price points should be offered.



University Frontage: 15th Avenue SE is the interface between the University and the beginning of the neighborhood. New development should establish a strong neighborhood frontage and presence.



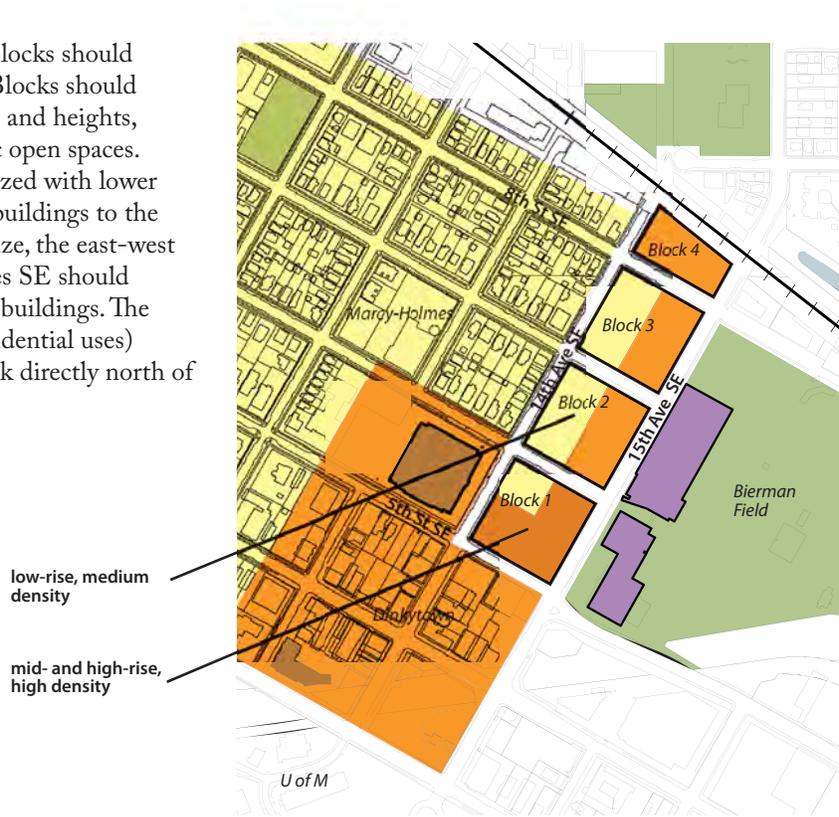
Neighborhood Transitions: New development should acknowledge different edge conditions (university and neighborhood) and transition gracefully with appropriate scales and building types.



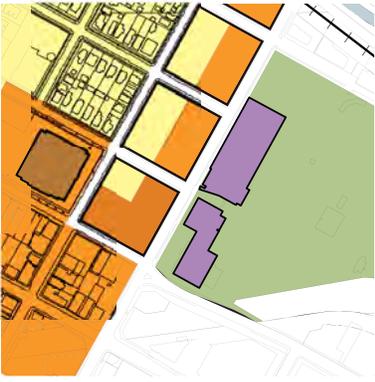
Gateway Elements: Entrances to the neighborhood should be marked with strong corner buildings and building elements.

Organizing the Site

Development of the three and a half blocks should respond to the surrounding context. Blocks should develop with a range of building types and heights, as well as a range of private and public open spaces. Generally, the blocks should be organized with lower scale buildings to the west, and taller buildings to the east. Given the relatively large block size, the east-west streets between 14th and 15th Avenues SE should transition from low to medium to tall buildings. The greatest density (and possible non-residential uses) should be located on Block 1, the block directly north of Dinkytown.



Design Principle: The block between 14th Ave SE and 15th Ave SE should transition from neighborhood scale to higher density housing.



3. Design Guidelines

6-Step Process



Step 1.

Aggregate Lots (orange): Gradually, lots on the three and a half blocks should be aggregated into increments that can be developed with appropriate densities. Existing high-quality buildings that contribute to the character of Marcy-Holmes should be preserved, if possible, as a part of a larger redevelopment effort.



Step 2.

Create a Strong Public Realm (green): A pedestrian promenade on 15th Avenue SE should be established by expanding the sidewalk, improving the landscaping, setting buildings back approximately 15 feet from the sidewalk, and creating lively facades with raised patios, balconies and common spaces.



Step 3.

Locate Parking (grey): All parking should be located mid-block, primarily in structures above or below ground. Existing surface lots should be eventually redeveloped and intensified.



Step 4.

Site Non-Residential Uses (blue): Non-residential uses, such as limited retail, university offices, incubator space, or a new SE library could be located on the southern most block, adjacent to Dinkytown.



Step 5.

Create Block Perimeters (orange): The lower floors of the development should respond to the surrounding context.



Step 6.

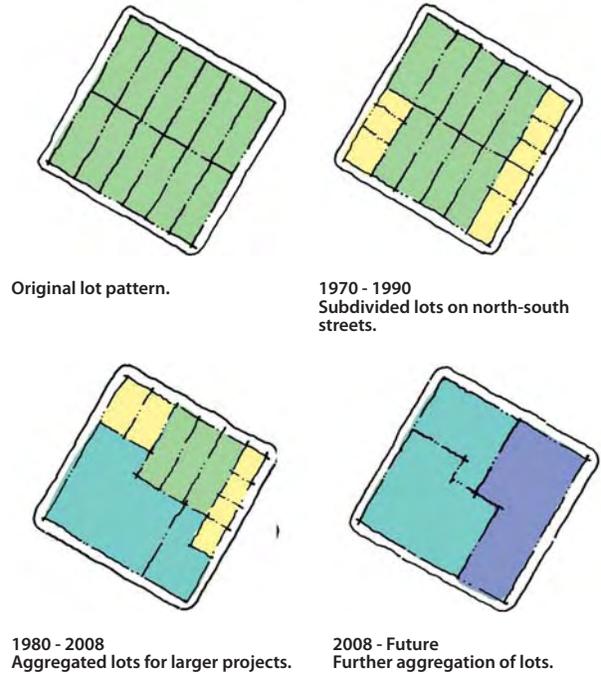
Locate Density & Height Strategically (pink): Upper floors should be sculpted to minimize shadowing on existing residential buildings and public spaces and to maximize views.

1. Aggregate Lots

Redevelopment efforts will require property assembly. The community recognizes redevelopment on a lot by lot basis will not yield the desired outcome as it will likely not create significant change. Instead of lot-by-lot projects, developers and investors are encouraged to aggregate properties to achieve the necessary efficiencies and densities envisioned in this plan. The strategy of aggregating properties is not an endorsement of urban renewal, rather it is a recognition that larger properties are needed to achieve higher densities and maximum public benefits. It is important to note, however, that while this Plan encourages property assembly to create larger projects, it also recognizes the value of gradual and incremental redevelopment. Developers are expected to balance these two conditions.

Eventual and gradual redevelopment of these three and a half blocks should:

- Contain both infill development on a smaller scale (1/4 block on 14th Ave SE) as well as aggressive redevelopment efforts (1/2 block to full block on 15th Ave SE).
- Should attempt to preserve architecturally significant and contributing buildings as part of a larger redevelopment effort.



Hypothetical Block on 15th Ave SE: Over time, parcels on the three and a half block on 15th Ave SE have been both subdivided and aggregated. This Plan recommends further aggregation in order to achieve both aggressive and incremental infill development.



Balancing Development with Preservation: New development should attempt to preserve the architecturally valuable buildings on site by transferring development rights across the site.

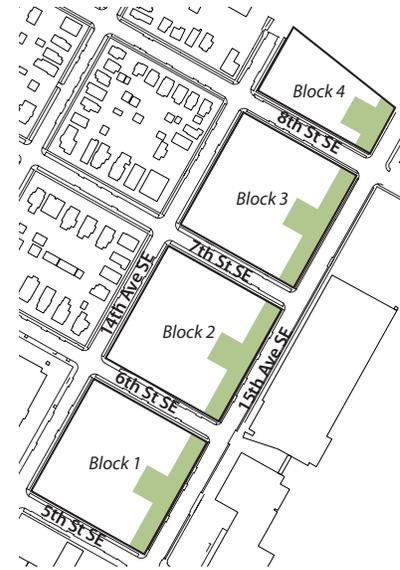
2. Public Realm

The Promenade & Forecourts

The 15th Avenue Promenade can be the unifying feature of the three and a half blocks. The blocks themselves are different, but their frontage along 15th Avenue SE is the same and offers an opportunity to create a valued public space connection between Van Cleve Park and the University of Minnesota. Pedestrians and cyclists favor the route now, and improvements to its quality and appearance can enhance it as a prominent public space.

Recommended improvements include:

- Increase the street boulevard width from five to eight feet to create a well-defined promenade edge.
- Plant robust and interesting plants in the widened boulevard to highlight and distinguish the area.
- Increase the sidewalk width from five to eight feet to provide a more generous walking area.
- Add a four-foot vegetation strip to mark the transition between public and private space.
- Require new buildings to have raised patios that add activity and open space adjacent to the promenade.
- Require balconies and occupiable step-back decks that provide additional open space along the promenade.
- Encourage building forecourts along the promenade to highlight entrances, add variation to the building and promenade edge, and give visual interest to the promenade experience.



The Promenade & Forecourts: 15th Avenue SE will be enlivened with raised patios, enhanced landscaping, new streetscapes, and forecourts to building entrances.



A: Interior semi-public zone (balconies and decks)
 B: Exterior semi-public zone (raised patios)
 C: Landscape transition (vegetation strip)
 D: Promenade (increased sidewalk space)
 E: Enhanced landscaping (distinguishable boulevard planting)



The Promenade: The creation of the 15th Avenue Promenade can result in a distinguishable and identifiable place. Given the existing right-of-way, some of the proposed improvements would be on private property.

2. Public Realm (Continued)



Gallery of Examples: Promenades, Raised Patios, & Forecourts



2. Public Realm (Continued)

Courtyards, Mews, & Passages

In order to create substantial density and assure a variety of spaces and building types, new development should use not just the perimeter of the blocks for their frontage, but also the interiors of the blocks. Semi-public spaces such as courtyards, mews, and passages create additional opportunities for front doors and access to buildings. These spaces contribute visual interest and variety to the 15th Avenue Promenade because of their adjacency and connectivity to it, and will offer views to the interiors of the blocks from the Promenade and the sidewalks.

Courtyards, mews, and passages are appropriate anywhere in the block interiors. Mews and passages should connect to sidewalks and the 15th Avenue Promenade where possible.



Gallery of Examples: Courtyards, Mews, & Passages



2. Public Realm (Continued)

Street Frontage

The perimeter of the blocks should be developed with a range of frontage types. Along 14th Avenue SE, porches set relatively close to the street (similar to Rollins Court) are appropriate. Raised patios and forecourts should be built along 15th Avenue SE in order to create the 15th Avenue Promenade. The east-west streets (8th, 7th, and 6th Streets SE) should contain stoops at the sidewalk that create a transition between the neighborhood and the Promenade area.

All frontages should be designed to encourage personalization and frequent use, and should contain entrances at least every 40 feet.

Gallery of Examples: Street Frontage Types



 Non-Residential Entry



 Raised Patio



 Stoop



 Porch



Street Frontage: Non-residential entries, raised patios, stoops, and porches are the appropriate frontage types for Blocks 1-4.

note: commercial storefronts should not extend onto 14th AveSE. Non residential entries on 14th can be office space, classroom space or other uses complimentary to the U-Tech Building

3. Parking

Parking Types & Locations

Parking should be located mid-block and below or above ground. Access to parking should be at one location per block face. No curb cuts or driveways should be located on 15th Avenue SE. If possible, additional retail parking should be provided on Block 1 to support Dinkytown. In order to reduce on-street parking demand throughout the neighborhood, each development should have .5 spaces per bedroom unless a professionally prepared Traffic Demand Management Plan indicates otherwise.

Above-Ground and Surface Parking

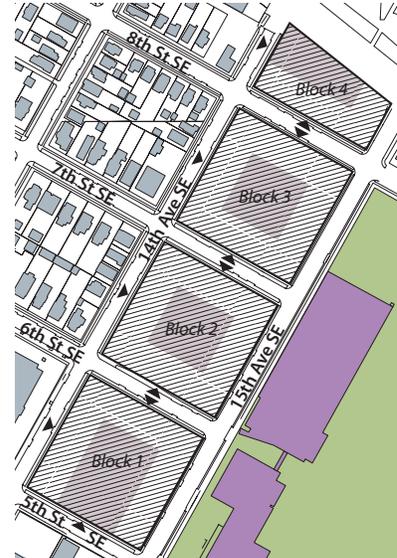
- Surface parking is discouraged. If surface parking cannot be avoided, it should be located in the center of the block so that all streets have building frontage, not parking frontage.
- Above-ground parking, or structured parking, should be located in the center of the block so that all streets have building frontage, not parking frontage.
- Structured parking with active uses on the ground floor is allowed on the block face nearest Dinkytown.
- Shared parking is encouraged.

Underground Parking

- Underground parking, or parking beneath buildings, is allowed in all parts of all blocks.

Access to Parking

- Parking should not be accessed from 15th Avenue SE. Access from side streets is preferred.
- As few parking access points as possible per block is encouraged to limit the number of curb cuts and to increase street parking space.
- Shared access to multiple parking areas is encouraged.



Parking Locations: Structured and surface parking areas are appropriate in the interior of the blocks. Underground parking is appropriate in any location. Access to parking is limited to one point per block face, and access from 15th Avenue SE is strongly discouraged.



Gallery of Examples: Parking Buildings & Parking Beneath Buildings

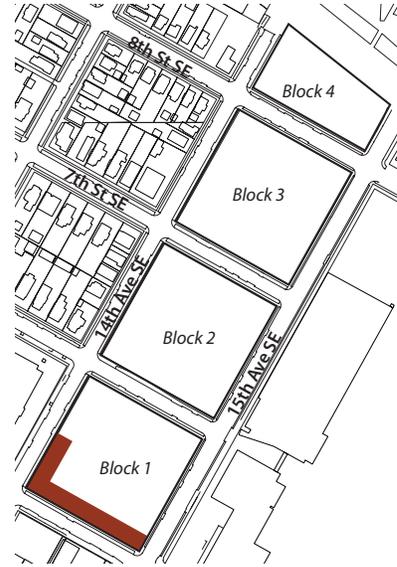
4. Non-Residential Uses

Non-Residential Uses

The opportunities for non-residential uses exist primarily on Block 1, adjacent to Dinkytown. Non-residential uses on this block should be oriented to Dinkytown, the U-Tech building and/or the intersection of 15th Ave SE and 5th Street NE. Non-residential uses should be located on the ground floor and easily accessed from the sidewalk.

Non-residential uses can consist of University office space, retail, U-Tech expansion, neighborhood services, or a new Southeast Library. Parking for such uses should be accommodated on the block, preferably in a shared ramp that serves Dinkytown as well as development on the block.

note: retail uses should not extend onto 14th AveSE. Non residential space on 14th can be office space, classroom space or other uses complimentary to the U-Tech Building



Non Residential Uses:



Non-Residential Uses: Block 1, adjacent to Dinkytown can be developed with non-residential uses. Offices, a library, or other similar uses would complete the north edge of Dinkytown and would create partnership possibilities.

5 & 6: Block Perimeters, Height, & Density

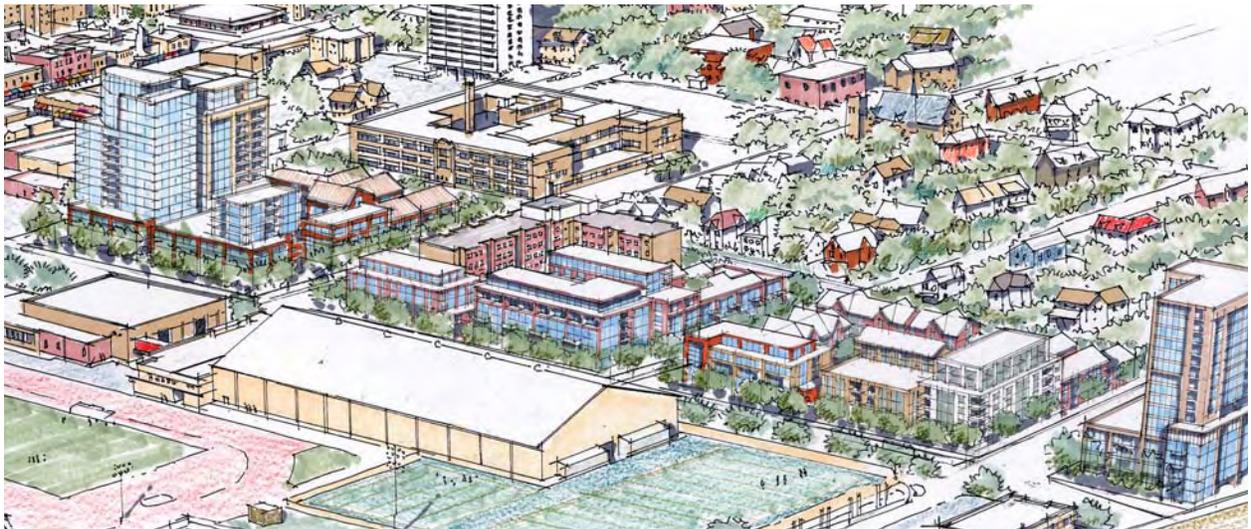
The three and a half blocks between 14th and 15th Avenues SE should be designed a transitional edge of the Marcy-Holmes neighborhood. New developments should resemble the scale of buildings across 14th Avenue. Taller buildings on 15th Avenue should be stepped back from the street so as to not overwhelm the street and sidewalk. Buildings on 14th Avenue SE should be low scale, but medium density, such as townhouses and small apartments. Blocks 1 and 4 present immediate opportunities for taller buildings and greater density. Blocks 2 and 3 can be developed with taller buildings or with mid-rise buildings. Floorplates above six stories should be limited to avoid monolithic building forms. The range of building heights and types combined with the range of public and semi-public spaces will create a variety of housing choices for families and individuals who desire to be adjacent to the University.



View East from 8th Street SE: New development on 14th Avenue SE will mirror the scale of the neighborhood; new development with taller buildings will be stepped back from the street and located on and towards 15th Avenue SE.



Building Height Plan: Building heights should transition from the low-rise neighborhood to high-rise buildings overlooking Bierman Field. Floorplates above six stories should be limited to create a sculpted skyline and to avoid monolithic buildings.



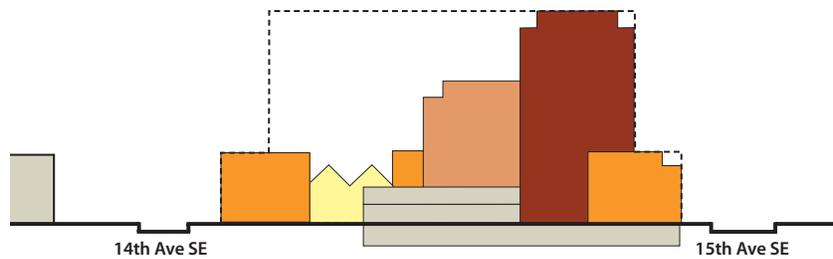
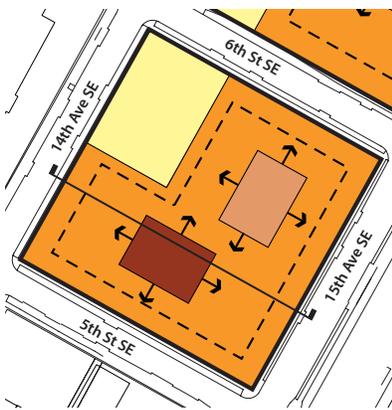
Potential Build-out: New buildings will create lively streets and a varied skyline. New Development will be low scale towards the neighborhood and will gradually increase to mid and high rise on 15th Ave SE.

5 & 6: Block Perimeters, Height, & Density

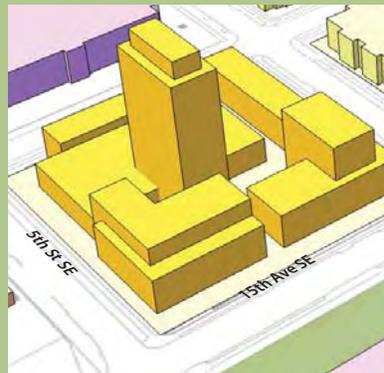


Block 1

Located on the north edge of Dinkytown, Block 1 can be the most intensely developed block and can be a signature and iconic development. The south edge of the block should create a strong commercial or non-residential edge to Dinkytown. Consideration should be given to creating additional or shared parking for Dinkytown. The northwest corner of the block should be developed at a neighborhood scale, and the remainder of the block should contain a four to five story street enclosure. Consideration should be given to creating two taller buildings, one on the north or east edge (approximately 12,000 SF floorplate) and a slender signature tower (floorplate between 8,000 and 10,000 SF) on the south edge of the block.



Building Heights: The block should be developed with a variety of building heights. The north corner of the block should be lower scale, and in scale with the neighborhood. Floorplates above six stories should be set back from the street and not greater than approximately 12,000 SF in area.



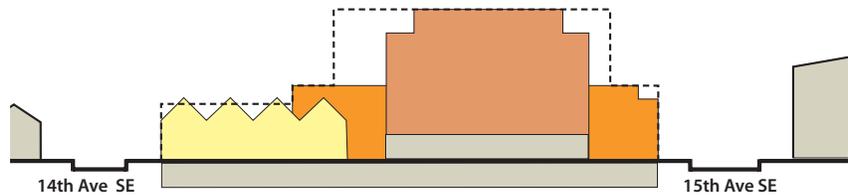
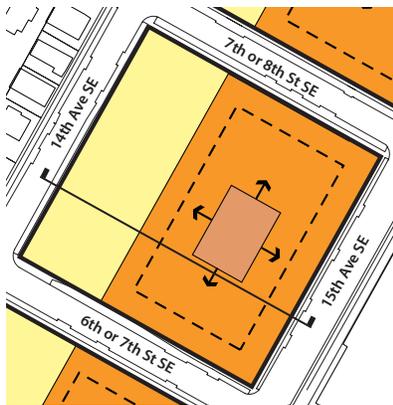
Possible Outcomes

5 & 6: Block Perimeters, Height, & Density



Blocks 2-3

Blocks 2 and 3 are similar; they are both defined on the east by the University facilities and the west by neighborhood scaled buildings. The west edge of these two blocks should respond to the neighborhood scale with low-rise medium-density housing. The remainder of the block should contain a 4 to 5 story street enclosure. Taller buildings, up to 12 stories may be located towards the east side of the block and should be set back from the property line at least 20 feet. In order to avoid monolithic building forms, floor plates above 6 stories should be a maximum of approximately 12,000 sf.



Building Heights: The block should be developed with a variety of building heights. The west edge of the block should be lower scale and in scale with the neighborhood. Floorplates above six stories should be set back from the street and not greater than approximately 12,000 SF in area.



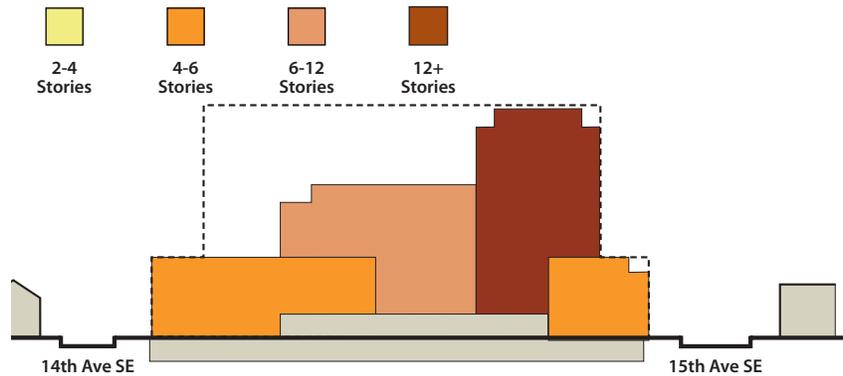
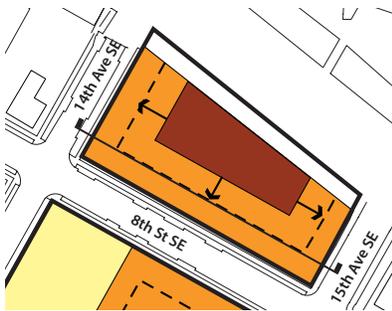
Possible Outcomes

5 & 6: Block Perimeters, Height, & Density



Block 4

Block 4 is located along the south edge of the rail tracks. The block overlooks Van Cleve Park, the neighborhoods and Bierman Field. New development should create a strong 4 to 6 story street enclosure with front doors on 8th St SE, 14th Ave SE and 14th Ave SE. A small footprint residential tower (approximately 10,000 sf) oriented east west can be located anywhere on the block so long as it is set back from the street.



Building Heights: The block should be developed with a variety of building heights. A taller building is appropriate anywhere on the block if it is set back from the street.



Possible Outcomes

Development Models: Examples



Modest upper floor
stepbacks
Substantial stepback at
third floor
Base matches adjacent
low scale building



Townhouses with
multiple entries on
street
Taller building set
behind and in the
middle of the block



- 5. Create Block Perimeters
- 6. Locate Density and Height Strategically

Development Models: Examples



Narrow side to the street

Semi-public space adjacent to public sidewalk

Views to the interior of the block

Multiple building heights

Mix of building types on a single block.



Small floor plates and slender towers modestly stepped back at the third floor

Highly articulated ground floor with second and third floor roof decks and balconies



Renovate existing building as part of a larger redevelopment

Multiple street level entries

Semi public spaces (courts, patios, etc) adjacent to sidewalk

Larger full block length project articulated as multiple buildings



Development Models: Examples



Narrow side of tower to street

Multiple street level entries

Semi public spaces (courts, patios, etc) adjacent to sidewalk

New courtyard integrates new development with adjacent historic building