9. City Form

The City Form chapter encourages residents, investors and public agencies to emphasize and incorporate the unique physical features of urban areas into future development efforts. The Mississippi River's influence on industrial development that fueled Minneapolis' initial growth has bequeathed a legacy of century old structures to the city, shaping the city's development and its character. The traditional urban character of residential and commercial areas is also detailed in this chapter. Mixed use growth centers and the impact different land uses have on their neighbors are also spelled out in the chapter, to encourage readers to think about impacts and consequences of different land uses that can be found in city neighborhoods.

the city in the region: shaped by history

9.1 Minneapolis will continue to flourish as the 'City of the Waters', the financial capital of the Upper Midwest and the service center of the grain belt.

9.2 Minneapolis will continue to preserve the natural ecology and the historical features that define its unique identity in the region.

9.3 Minneapolis will support the preservation and expansion of the existing open space network, including greenways.

9.4 Minneapolis will promote preservation as a tool for economic development and community revitalization.

city growth and new development

9.5 Minneapolis will support the development of residential dwellings of appropriate form and density.

9.6 Minneapolis will work with private and other public sector partners to invest in new development that is attractive, functional and adds value to the physical environment.

9.7 Minneapolis will work with institutional partners to assure that the scale and form of new development or expansion will occur in a manner most compatible with the surrounding area.

Traditional urban form:
what is common throughout the city

9.8 Minneapolis will maintain and strengthen the character of the city's various residential areas.

9.9 ELIMINATED

9.10 Minneapolis will support efforts that recognize both the increased visibility and importance of corner properties and the role of gateways in enhancing traditional neighborhood character.

9.11 Minneapolis will support urban design standards that emphasize a traditional urban form in commercial areas.

9.12 Minneapolis will promote design solutions for automobile parking facilities that reflect principles of traditional urban form.

9.13 Minneapolis will restore and maintain the traditional street grid.

neighborhood identity and a sense of pride

9.14 Minneapolis will increase citizen awareness of preservation and the important role it plays in fostering community revitalization and civic pride.

9.15 Minneapolis will protect residential areas from the negative impact of non-residential uses by providing appropriate transitions.

building form and context: structures that relate to their surroundings

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.

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.

land use regulations and planning tools

9.18 Minneapolis will establish land use regulations, in order to achieve the highest possible development standards, enhance the environment, promote flexibility in approaches and otherwise carry out the comprehensive plan.

9.19 Minneapolis will utilize master planning and regulatory techniques for areas of 100,000 square feet, or 15 acres or greater, so that resultant development or redevelopment is efficient, functional and attractive, incorporating high levels of amenities and meeting public objectives for protection and preservation of the natural environment.

9.20 Minneapolis will maintain and annually update maps which are consistent with the requirements of the Metropolitan Council, including an existing land use map and maps of future land use, with the latter showing changes from current land uses including (a) staged development and infill within the urban area, (b) designated redevelopment areas.

9.21 Minneapolis will preserve and enhance the quality of living in residential neighborhoods, regulate structures and uses which may affect the character or desirability of residential areas, encourage a variety of dwelling types and locations and a range of population densities, and ensure amenities, including light, air, privacy and open space.

9.22 Minneapolis will promote increased housing production in designated areas of the City in order to accommodate population growth.

9.23 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.

9.24 Minneapolis will support continued growth in designated commercial areas, while allowing for market conditions to significantly influence the viability of a commercial presence in undesignated areas of the city.

9.25 Minneapolis will establish industrial districts to provide locations for industrial land uses, while ensuring that

new industrial development is compatible with its surroundings.

9.26 Minneapolis will prioritize growth in light industrial land uses to increase the tax base and create jobs for city residents.

9.27 Minneapolis will coordinate land use and transportation planning on designated Community Corridors through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.

9.28 Minneapolis will support development in commercial corridors where it enhances the street's character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.

9.29 Minneapolis will identify Neighborhood Commercial Nodes that provide a shopping environment of small-scale retail sales and commercial services and are compatible with adjacent residential areas.

9.30 Minneapolis will support a limited number of Auto-Oriented Shopping Centers, while promoting their compatibility with the surrounding area and their accessibility to bus, bicycle and foot traffic.

9.31 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.

9.32 Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the city.

9.33 Minneapolis will support the existing economic base by providing adequate land and infrastructure to make city sites attractive to businesses willing to invest in high job density, low impact, light industrial activity.

9.34 Minneapolis will designate and develop selected Growth Centers which will be well served by transit and alternative transportation, have superior amenities, accommodate a range of housing needs and offer attractive employment opportunities.

9.35 Minneapolis will establish priorities in the designation of future Growth Centers from the list of Potential Growth Centers in order to guide future changes in land use and development.

9.36 Minneapolis will encourage both a density and mix of land uses in TSAs that both support ridership for transit as well as benefit from its users.

9.37 Minneapolis will require design standards for TSAs that are oriented to the pedestrian and bicyclist and that enforce traditional urban form.

9.38 Minneapolis will provide direct connections to transit stations for pedestrians, bicyclists, and bus riders.

9.39 Minneapolis recognized that parking is a necessary part of the urban environment, but will limit the amount, location, and design of parking in TSAs in order to encourage and support walking, bicycling and transit use.

introduction

The City Form chapter contains two principal sections, each of which deal with an important aspect of city policy regarding new development and the existing conditions of land within the city's boundaries. The first section discusses elements of the city's built environment, from historic influences that shaped the city's development to a discussion of what factors that contribute to maintaining traditional urban form should be present in new developments, to outlines of specific considerations for design that recognize the value of livable, human-scale buildings. The second section of this chapter outlines the city's policies on land use, including general categories of land uses or designations, which are directly related to the City's Zoning Code, and policies on land use features, identified as unique attributes that serve the city as concentrations of activity in some shape or form.

focus on the built environment

What will Minneapolis' neighborhoods and communities look like in the future? The city's uniqueness springs from its urban qualities, elements of which have been described throughout this Plan, from community building, to housing and job markets, to arts and culture, parks and the natural environment. Yet, the city's physical form and its structures also set Minneapolis apart from its neighbors in the metropolitan region. Parkways and greenways, well-maintained and preserved residential neighborhoods of stucco bungalows and Victorian era houses, shopping districts built to "human scale", where walking to and from stores, schools and places of worship is a pleasant and rewarding experience in itself--these are some of the city's most attractive traits. These are the reasons people choose urban environments; they are the unique qualities of a city built for beauty and to last, and are the greatest resources we can make use of in our common goal to make Minneapolis an increasingly livable community in which to work, learn, and live. The final chapter of The Minneapolis Plan will discuss the physical features that influence the patterns of daily life in the city. Starting with a regional perspective, then moving to a look at the built environment found throughout the city, and finally to the impact that single buildings have on their immediate surroundings, this chapter tells a story about the importance of form and function, beauty and longevity in Minneapolis' built environment and quality of life.

the city in the region: shaped by history

Downtown Minneapolis, the economic and cultural center of the Upper Midwest region, grew up across the river from the first urban settlement at Saint Anthony, starting at about the middle of the 19th century. As the city grew, so too did its importance in relation to the larger Upper Midwest region that surrounded it. Today we see a concentration of the region's greatest land values, in downtown Minneapolis, not so distant from the Itasca State Park headwaters of one of the world's greatest rivers.

The Minneapolis skyline, the heart of the Ninth Federal Reserve District, symbolizes the wealth and influence of the city in the larger region. It is a source of civic pride and one of the community's most visible assets. Real estate development in the central core remained vital through the 1980s. New tall office tower development is being proposed and built in the place of older buildings at the south end of downtown's retail "spine", Nicollet Mall. Residential projects continue to add activity to city streets after the nine-to-five workday is over. New recreational links and parklands bordering the river are now connected through the Heritage Trail, linking the east bank of the river with the historic mill sites at the base of Portland Avenue, across the Stone Arch Bridge.

The “Mill City's” heritage and fortune sprang from the eddies and falls of the Mississippi. The city's historic pre-eminence in the region came in large part from its role as a meeting point of transportation routes, principally river transportation and rail shipments. Today, air transportation connections to larger national and international markets maintain city businesses' essential economic links to larger trade markets, and provide residents with convenience and choice in their travel destinations. The concentration of resources and interests in downtown Minneapolis continues to dominate the region. Maintaining this leadership role into the next century will be important for Minneapolis' future.

9.1 Minneapolis will continue to flourish as the ‘City of the Waters’, the financial capital of the Upper Midwest and the service center of the grain belt.

Implementation Steps

Strengthen downtown Minneapolis' role as the economic center of the region (see Minneapolis Downtown 2010 plan).

Protect the image and form of the downtown skyline by promoting building heights, forms and density that furthers downtown's distinctive physical and historical character (see Minneapolis Downtown 2010).

Promote Minneapolis’ identity as a cultural capital.

the river, the creeks, the lakes, and the land forms

Minneapolis got its name from the abundance of creeks, rivers, lakes, ponds, and wetlands found within its boundaries. Since the city's first settlement, and the work of the original parks designers, the lakes in particular proved to be an important identifying feature for the city. Early in the city's history, Minneapolis became well known as the “City of Lakes” and the lakes of South Minneapolis have always been a favorite destination. The lakes provide a beautiful amenity for all city residents and recent partnership projects undertaken by the Minneapolis Clean Water Partnership since 1994 maintain the environmental quality of the Chain of Lakes by developing concerted efforts to improve watershed quality. The Chain of Lakes has assumed an important place in the city's identity.

The Mississippi River, which connects the entire city from Camden community in the north to the Nokomis and Longfellow neighborhoods at Minnehaha Falls, has played a lesser role in shaping the city's identity as the main modes of transportation and economic growth have shifted from river travel to freeway travel. Access to the river and its’ recreational uses varies considerably, based primarily on historic patterns of urban development. Since the city's early settlement, the Upper River was the site of first timber milling and later railroad and open storage yards. This section of the Mississippi River corridor has traditionally been seen as the domain of industry, crisscrossed by rail networks and host to the power generating plants and raw materials production essential to manufacturing and heavy industry. Today these historical industrial uses along the riverfront are being reconsidered with the view of creating transportation and recreational connections from residential neighborhoods along the Upper River to the “big waters” of the Mississippi. Further down the riverfront, proposals for housing, historical recreational sites such as the Mill Ruins Park, and other uses would encourage roadways, building connections, and a variety of land uses, in response to residents' interest in focusing on the river once again. Planning and redevelopment activities along the river are also framed in the context of required planning, through the Mississippi River Corridor Critical Area Plan, required by state law, and are further enhanced by Minneapolis’ participation in other multi-jurisdictional planning activities, such as the National Parks Service Comprehensive Management Plan for the Mississippi River, and others. At the present time, the City of Minneapolis has undertaken a planning study for riverfront areas, with an expected timeline of approximately 2 years. Once complete, the study will inform a wide range of activities and adopted plans, including the Critical Area Plan which has as its goal the protection of the natural, cultural, historic, commercial and recreational value of the river corridor. Both the findings of the planning study currently underway and the completed Critical Area Plan for the Mississippi may inspire future changes to The Minneapolis Plan.

9.2 Minneapolis will continue to preserve the natural ecology and the historical features that define its unique identity in the region.

> " The river is both the imaginative heart and the historic foundation of a great metropolis"

Implementation Steps

Incorporate natural features and historic sites into planning and development in order to link the city with the river.

Continue to revitalize the Central Riverfront as a residential, recreational, cultural and entertainment district.

Increase public recreational access to and across the river in the form of parks, cyclist/pedestrian bridges, greenways and trails along the river.

Ensure that future riverfront development will be consistent with the City’s Critical Area Plan.

Improve the aesthetics of land use along the river.

Develop new housing near amenities located along the riverfront.

Complete the North Mississippi regional parks system and its connections to North Metro communities.

open space and connecting corridors

Open space is just as important to urban environments as built-up areas. Much of our experience of any place depends on our sensory reactions to the kind of light we see, the chemical composition of the air we breathe, and the physical organization of walls, open space and corridors around us. Walking through a neighborhood where the essential elements of light, air, and the organization of space (sidewalk, roadway, open space, trees and parkland) exist in just the right combination leaves a powerful memory and positive association of that place.

Open spaces are essential in shaping the city's built form. They provide enormous benefits as gathering places, aesthetic amenities or recreational facilities, whether in the downtown district or in residential and mixed use environments. A carefully designed open space that offers inviting opportunities for people to gather and enjoy the activities going on around them is crucial to the success of many urban places.

The open space network is greatly strengthened by the addition of greenways and connecting corridors. These greenways, which generally support significant green space and minimal motorized traffic, provide an alternative network for movement, incorporating pedestrians, cyclists and transit. The aesthetics of these corridors can be a tremendous amenity for a neighborhood. Design considerations for development along such corridors must balance the building’s relationship to the street and its relationship to the greenway: neither side can afford to be a back side as can be the case with conventional designs. The preferred design concept should seek pedestrian/ cyclist scale solutions for the building when appropriate. (See Maps 1.9.1 - 1.9.4)

9.3 Minneapolis will support the preservation and expansion of the existing open space network, including greenways.

Implementation Steps

Support the Park Board's "no net loss" of parkland policy.

Prioritize the expansion of the park system in ways which increase connections and linkage between different areas of the city.

Encourage new development projects to incorporate open spaces and green spaces through land use regulations and other regulatory tools.

Promote the development of financing, maintenance and community involvement tools that encourage the greening and improvement of transportation corridors and public spaces.

structures that link us to our past

Each new generation inherits a city shaped by the changes initiated by our predecessors. In the case of the historic commercial and industrial buildings that remain in the city today, most of these structures relate to the city's early boom years and the resulting need for storage and warehouse space related first to timber and later to flour.

The first wave of urban development in Minneapolis was oriented to the river, specifically its energy source at Saint Anthony Falls (the "Falls"). Sawmills at Saint Anthony and the Upper River were established in the 1860s and moved up river by about 1880 as the mills began to use steam to power their operations. Flour milling surpassed sawmilling in terms of production value after 1870, harnessing the power of the Falls in its processes and locating its largest mills further downstream, close to the Stone Arch Bridge. To support these industrial processes, secondary uses developed and buildings were constructed. Some were residential and commercial in character, such as those buildings we see today in the East Hennepin area on the east bank of the river. Other buildings were constructed to provide storage and trans-shipment services to the mills lining the banks of the river.

One of the city's most significant resources is the historical legacy passed on from Minneapolis' reign as the "Mill City." The turn of the century saw tremendous growth and wealth in Minneapolis and, thanks to the foresight of many citizens, many of these grand warehouses, office buildings, homes and public monuments remain with us today.

Many of these structures have been adapted to new contemporary uses that respond to market demand for specific kinds of spaces. Today, housing, office, arts production, entertainment, and commercial uses are found in the Warehouse District in downtown Minneapolis. Other areas in the city, with less variety in their mix of activities but with a strong residential character, add even more to the uniqueness of the city, many of which have received historic designation. The unique character of areas such as the Healy Block, Milwaukee Avenue or the Mill Ruins Park creates opportunities for a historical experience highly regarded by many city residents. (See Map 1.9.5)

In the summer of 1998, the Minneapolis Planning Department staff developed a new preservation ordinance for the city. Planning for housing, economic development, and transportation systems must honor and respect the city's past in order to build for what might come. Our task is to preserve and integrate these ties to the past with the community's expectations for growth and change in the future.

9.4 Minneapolis will promote preservation as a tool for economic development and community revitalization.

Implementation Steps

Use historic preservation goals to encourage development and reinvestment in the city.

Promote the city's high quality, architecturally interesting, readily available and affordable housing stock as a market advantage over suburban competitors.

Identify, designate and protect sites, buildings and districts in the city with historic or architectural significance.

Designate individual buildings with historic or architectural significance that have been identified by the city's Heritage Preservation Commission.

Protect designated structures, sites and districts from demolition, neglect or inappropriate modifications.

Protect potentially significant historic structures from demolition until the city can determine the significance of the structure and explore alternatives to demolition.

Encourage relocation of historic resources as a last means of preservation for endangered properties.

Preserve artifacts from structures and sites that are historically, architecturally or culturally significant and seek to reintroduce these artifacts into the city's streetscape and building interiors.

Continue surveys and studies of property in Minneapolis' in order to maintain and periodically update the inventory of Minneapolis potentially significant historic resources.

Develop creative economic incentives in the public and private sector to promote the rehabilitation, maintenance and reuse of the city's historic resources.

Provide tax incentives and low interest loans through the MCDA and other agencies to encourage the retention and designation of historic buildings and areas.

city growth and new development

Decisions that will shape the city in future years focuses on the idea of maintaining Minneapolis' identity as a dynamic and livable urban center while enhancing its physical attractiveness, its heritage and its economic vitality. The Minneapolis Plan recognizes that Minneapolis must continue to grow in terms of its population, employment base and residential livability in order to maintain its role in the region. The following policies give some direction as to how to address some of the challenges associated with growth that the city will inevitably face.

enhancing the positive impact of new residential development

New housing development allows an opportunity to reinforce the urban character of specific areas of the city. Building more housing close to or within commercial developments is the key to stronger commercial and other mixed-use markets. After the population loss the city experienced beginning in the early 1950's and as buying patterns changed, many of the city's commercial areas suffered from decreased business. Repopulating some of these areas through new residential development can assist in revitalizing commercial and mixed-use areas. The location of these new developments within close range of amenities such as shopping, cultural or recreational facilities, job targets or transportation corridors focuses the city's growth into specific areas, as designated in this Plan.

The presence of housing targeted to all income levels as an important element of a successful "mix" is crucial to the marketability of such urban areas. Designing and developing safe and attractive housing types with higher built density (more

housing units on the same amount of land) is critical in order to overcome the image that has plagued the reputation of higher density housing types. If important pedestrian-oriented places in the city such as Activity Centers and Neighborhood Commercial Nodes are to be successful, they will rely on adequate trade areas generated by new households occupying moderate density housing within convenient distances.

9.5 Minneapolis will support the development of residential dwellings of appropriate form and density.

Implementation Steps

Promote the development of well designed moderate density residential dwellings adjacent to one or more of the following land use features: Growth Centers, Commercial Corridors, Community Corridors and Activity Centers.

Provide incentives to alternative forms of home ownership in moderate density areas, such as co-housing and cooperative housing.

Expand the understanding of the role that urban density plays in improving business markets, increasing the feasibility of urban transit systems and encouraging the development of pedestrian-oriented services and open spaces.

Advance the understanding of urban housing and urban retailing among all members of the design and development community

influencing large-scale non-residential development

Ensuring that there is adequate land, transportation and infrastructure capacity for the city's economic growth to continue is another important component to the Plan, as discussed in Chapter 2, *The Market in the City*. New commercial and industrial facilities located in the City are a valuable addition to the urban fabric. There are important elements to the development of these areas, including site planning, design and assuring high quality transit connections, that will be pursued by the City in order to achieve the maximum benefit for neighbors and adjacent property owners.

9.6 Minneapolis will work with private and other public sector partners to invest in new development that is attractive, functional and adds value to the physical environment.

Implementation Steps

Facilitate the location of new economic activity (office, research and development, and related light manufacturing) that takes advantage of environmental amenities and co-exists with neighbors in mixed-use environments.

Promote the use of progressive design guidelines and street-oriented building alignments to maximize compatibility with surrounding neighborhoods.

Curb the inefficient use of land by regulating maximum and minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.

Require site designs which maximize the potential for public transit and alternative transportation use in commercial, research and development and light industrial developments.

Provide setbacks, build-to lines and landscaping standards in commercial and industrial districts that are appropriate to the impacts on neighboring uses.

Other significant changes to the city's features have come hand in hand with increased economic prosperity. As the city grew, so too did many of its founding institutions. Educational institutions, hospitals and corporations expanded and increased their presence in city neighborhoods, and residents and business owners grappled with the challenge of accommodating expansion and change in a compatible, mutually advantageous way. Vital, healthy institutions bring tremendous stability and presence to any city neighborhood. Balancing the need for expansion with the scale and character of pedestrian or other street level activity in city neighborhoods is a critical issue for both the livability of city neighborhoods surrounding institutions and the continued success of these organizations.

9.7 Minneapolis will work with institutional partners to assure that the scale and form of new development or expansion will occur in a manner most compatible with the surrounding area.

Implementation Steps

Concentrate the greatest density and height in the interior of institutional campuses.

Develop building forms on the edges of institutional property which are most reflective of neighboring properties.

Traditional urban form: what is common throughout the city

The emphasis on traditional urban form in The Minneapolis Plan is included to better describe a pattern of residential neighborhoods, mixed use districts and structures, pedestrian-scale buildings and street designs that reflect the presence of pedestrians as well as automobiles. These are the elements of the built environment that give the city a unique identity, and equate to a sense of place distinct from any other in the metropolitan region.

Many of these traits are inherited from the days of Minneapolis' growth as a streetcar city. Streetcar development in Minneapolis (beginning in the 1870s, through to the 1910s) created residential neighborhoods built at an urban scale measured in "walking time". Houses were not lost on a sea of green lawn and residents could reach the shops and services they needed within a few blocks of their homes and workplaces. The merits of this building pattern are extremely valuable to many people who call Minneapolis home. People are not required to drive every time they leave their home in search of goods, services or entertainment. Some destinations are reachable on foot, and the purpose of many trips can be accomplished by traveling to a single location.

The pattern and scale of the streets, open spaces and buildings that make up the city fabric have a direct and daily impact on how residents and citizens move about, patronize local shops and businesses, meet their neighbors and enjoy the city's amenities. From this perspective, the Minneapolis Plan policies collected here indicate the general principles that describe the preferred standard for new development and built form. Other standards that directly regulate development are found in the city's Zoning Code. However, by articulating the principles of traditional urban form in this chapter, the Minneapolis Plan establishes a critical standard that can be applied to most new development

traditional urban form in residential areas

Neighborhood architecture forms a varied backdrop to the experience of place that settles in on a walk down a sidewalk in Longfellow or Lowry Hill or along a quiet street in Northeast Minneapolis. Porches, gables or attic windows punctuate the housing landscape as you stroll past. The rehabilitation of deteriorated housing restores the beauty of a Healy house or the delicate woodwork detail of a Milwaukee Avenue home. The fabric of neighborhood life, set against the backdrop of older and well preserved housing, weaves together an experience of place that can only be found in the city. A combination of the brand new and the old exist side by side on many of Minneapolis' streets; these are the

best examples of accommodating and encouraging the new while preserving and appreciating the old. Blending new construction with the historic or traditional neighborhood form in the city will be an essential aspect of the continuing appeal of residential areas.

9.8 Minneapolis will maintain and strengthen the character of the city's various residential areas.

Implementation Steps

Encourage the rehabilitation of older and historic housing stock over demolition.

Ensure that city grants and programs are targeted to housing development or rehabilitation that reflects the traditional architectural character of residential areas.

Prohibit new driveways on block faces with alley access and where there are no existing driveways.

Infill development standards must reflect the setbacks, orientation, pattern, materials, height and scale of surrounding one and two family dwellings.

Create traditional setbacks, orientations, pattern, height and scale of dwellings in areas where no clear architectural pattern exists.

In residential areas, the width of a road, the height of a building, the distance a structure is set back from the property line, and the window treatment and orientation of the building in relation to the street, determining the shape and feel of city neighborhoods. Special attention must be paid to specific features of residential neighborhoods as they often act as billboards in representing the image of a given neighborhood to passersby and residents.

Corner properties are some of the most visible indicators of a neighborhood's relative health. Major additions, as well as new development, should be evaluated against the surrounding structures and character of neighboring structures. Various locations also serve as the entrance points for neighborhoods, providing a gateway by which an area becomes known.

9.9 ELIMINATED

9.10 Minneapolis will support efforts that recognize both the increased visibility and importance of corner properties and the role of gateways in enhancing traditional neighborhood character.

Implementation Steps

Provide deeper subsidies for loans or grants targeted to the rehabilitation and redevelopment of corner properties.

Require site plan review of new development or major additions to new structures (other than single family homes) on corner properties.

Provide opportunities for neighborhoods to develop their own gateway projects, enrich their experience with public art, and participate in community building efforts.

traditional urban form in commercial and mixed use areas

As the city reviews development proposals, it will continue to measure the impacts the new use has on its immediate surroundings, using zoning and other land use regulations. The Minneapolis Plan encourages builders, residents and city staff to also focus on the attributes of new buildings. A new structure will be considered in terms of its relationship to the street, to its users and to its neighbors, through the devices of site plan review and other regulatory tools the city controls.

Good design must be in place to ensure that intensive mixed-use development is well used, pleasant and aesthetically attractive enough to withstand the test of time. Successful mixed use buildings and areas attract pedestrians by bringing their storefronts to the sidewalk's edge, orienting building design to the street, and respecting traditional urban form by keeping building heights to a maximum of four or five stories.

9.11 Minneapolis will support urban design standards that emphasize a traditional urban form in commercial areas.

Implementation Steps

Enhance unique characteristics of the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality public spaces and infrastructure.

Identify commercial areas in the city that reflect traditional urban form and develop appropriate standards and preservation objectives for these areas.

Enhance pedestrian and transit-oriented commercial districts with street furniture, tree planting, and improved transit amenities.

Orient new buildings to the street to foster safe and successful commercial nodes and corridors.

Expand the scope of site plan review to include most types of commercial development.

Limit the construction and visual impact of billboards in neighborhood commercial nodes.

Require storefront transparency to assure both natural surveillance and an inviting pedestrian experience.

The role of the automobile in areas that maintain traditional urban form is a complex one. On one hand, most patrons will arrive by car to these centers, and they must think of the district as accessible and convenient for their travel and parking needs. However, the appeal of window shopping and sidewalk cafe hopping is quickly spoiled by an inundation of automobile traffic. Some of the Activity Center and Neighborhood Commercial Nodes designated in the Plan will generate interest far beyond their immediate boundaries, and will need to accommodate significant automobile traffic through the provision of parking facilities. Responding to the demands of traditional urban form requires design solutions that prioritize the appeal of the pedestrian environment, emphasize diversity in form and materials, and promote a distinctive identity for an area.

9.12 Minneapolis will promote design solutions for automobile parking facilities that reflect principles of traditional urban form.

Implementation Steps

Require the landscaping of parking lots.

Encourage parking strategies that reduce the need for parking in order to avoid spillover into neighboring residential areas, including residential parking permits and the joint use of available parking in mixed-use areas.

Offer incentives so that new parking structures built in high activity areas (e.g. Growth Centers and Activity Centers) are designed to include a mix of uses through the presence of active street-level uses such as general retail or commercial services.

Establish reduced minimum and new maximum parking standards to discourage auto over-reliance.

Locate parking lots behind buildings or in the interior of a block to reduce the visual impact of the automobile in mixed-use areas.

Provide sufficient parking enforcement in critical parking areas so those residents who need the parking have it available.

Implement parking solutions based on shared parking facilities and critical parking permits for residential districts

the traditional street grid

The residential street grid laid onto the city from its earliest days has provided yet another powerful organizing force for our neighborhoods. Since the first residents claimed title to land along the Mississippi in the 1850s, the street grid has exerted a great deal of influence over land subdivision. The grid is a primary organizing element, easily understood and navigable by all, whether a neighborhood is familiar or foreign to the traveler. Freeway construction removed blocks of housing and series of neighborhood streets, forever altering how neighbors interact, do their shopping, or stroll through their neighborhoods. Maintaining the grid pattern of our streets and "healing" it by re-establishing connections wherever possible is a strong prerogative for the continued vitality of city neighborhoods. In cases where street closures have been approved for the sake of development, attention should be focused on creative and livable solutions to reopening these thoroughfares. Being able to find one's way through unfamiliar territory brings tremendous benefit to the urban landscape. Whenever possible, new development should correspond to the historical street grid pattern.

9.13 Minneapolis will restore and maintain the traditional street grid.

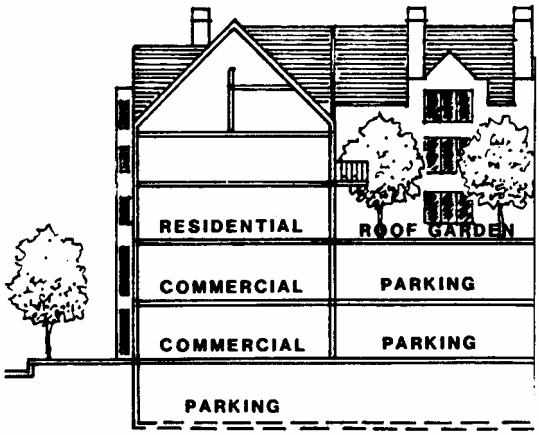
Implementation Steps

Maintain the street grid as the preferred option while evaluating new development of potential street changes.

Restore the street grid whenever possible.

Restore the historic connectivity of street corridors by working with property owners and city agencies on reopening streets such as Nicollet at Lake.

Pursue the reclamation of air rights above freeways so that through the use of land bridges, neighborhoods can be reconnected and land can be used more productively.



Source: The Harmon Area, Small Area Plan

neighborhood identity and a sense of pride

Each neighborhood in the city possesses a distinct character, made up of the houses, commercial buildings, open spaces, streets and alleys that organize patterns of activity happening in their midst. The elements that make these places special are similar, but their details vary tremendously. The roots of any neighborhood's physical character are found in the housing stock, the streets and the historic roots of a place. Recognizing these elements and using them to fortify neighborhood livability is central to revitalization efforts throughout the city.

historic resources and community revitalization

The future of Minneapolis' historic resources rests on our community's interest in maintaining these links to the past while continuing to grow in the future. Citizens from all walks of life need to be involved in these efforts to communicate with each other about the value of historic resources in our community. After all, certain landmark historic structures serve as key identifiers for different neighborhoods. Whether the structure is a former commercial property, such as the 1929 Sears Tower at Lake and Chicago, the Hosmer Library on 38th Street, or the Grain Belt Brewery in Northeast Minneapolis, these grand old buildings leave their imprint on the neighborhood. Adapting their spaces and rooms to present day uses without radically altering their appearance is crucial in efforts to incorporate historical properties into community revitalization plans.

Exchanging ideas about how to preserve the city's built past should incorporate a range of approaches, from education about the importance of maintaining historic buildings to recognition and designation of previously unaccounted for historic wealth in the city. Other approaches important to success in historic preservation projects rely on technical support and citizen involvement in designation campaigns. Knowing the city’s history can inspire, please and enrich the experience of citizens and visitors. An understanding of how these buildings came to be built and the function they have performed since their construction reveals elements of the city’s cultural, architectural, engineering, economic, ethnic and political heritage that would otherwise be difficult to recover. The role of residents and property owners in identifying, preserving, protecting and adaptively reusing these buildings, is critical to keeping Minneapolis’ heritage strong.

9.14 Minneapolis will increase citizen awareness of preservation and the important role it plays in fostering community revitalization and civic pride.

Implementation Steps

Develop a process for the exchange of information among local developers, planners, realtors, and those concerned with cultural resource management through the Heritage Preservation Commission.

Continue to work with the State Historic Preservation Office (SHPO) and the Minneapolis Community Development Agency (MCDA) to develop education and incentive programs.

Create self-guided walking tour brochures to interpret the city's history using the network of historic sites, districts, buildings, and other resources.

Continue to recognize outstanding projects, programs, individuals and organizations that have significantly contributed to the city's physical heritage and the enhancement of the urban environment.

Design and install appropriate and interpretive signs and historical markers for designated historic districts and sites.

Develop residential and commercial rehabilitation workshops to teach appropriate preservation and maintenance techniques.

Involve citizens and neighborhood organizations in review of architectural changes, additions, demolitions, and signage.

Investigate the establishment of a local non profit preservation organization to engage in fundraising, advocacy and preservation.

Work with Minneapolis Public Schools and the Heritage Preservation Commission to prepare a preservation curriculum package for instructors.

transitions between conflicting land uses

Buffering is important for the continued health and unique character of the city's neighborhoods. Residential areas that border commercial or retail areas are often impacted by traffic flow, product loading and unloading activity, as well as truck traffic, depending on the type of business. Meeting client parking needs, while responding to resident concerns about parking availability and possible dangers that increased on-street parking creates for children's play, is a difficult task. Screening and size or scale standards are helpful in maintaining control over the impact automobiles have in residential areas. Setbacks and alleys also act as good boundary features between different and conflicting uses. The city recognizes both the need for neighborhood commercial activity and the importance of protecting and insulating residential areas from invasions of space, noise, fumes, negative aesthetics and compromised privacy.

9.15 Minneapolis will protect residential areas from the negative impact of non-residential uses by providing appropriate transitions between different land uses.

Implementation Steps

Provide appropriate physical transition and separation using green space, setbacks or orientation between residential and non-residential uses.

Encourage site planning for new developments that orients the “back” of proposed buildings to the “back” of existing development.

Require screening and buffering for new developments next to residential areas,

Minimize automobile and truck impact on residential streets and alleys by enforcing penalties for travel on routes where trucks are prohibited.

Promote quality design and building orientation of commercial and industrial development that is appropriate with the surrounding neighborhoods.

Use the site plan review process to ensure that lighting and signage associated with non-residential uses do not create negative impacts for residentially zoned property.

Mitigate, through screening and buffering, limiting the size and scale of a building, and a business' hours of operation, the effects of commercial properties on residential areas.

building form and context: structures that relate to their surroundings

The built environment shapes the city by directly impacting the senses of people who live, work and play here. Regardless of the size or type of building, design of these structures play an important role in anyone’s experience of urban places. Buildings create different impressions for inhabitants and passersby based on their materials, scale, design, and exposure to natural elements and activities that occur within their walls. When structures are designed to both respond to surrounding buildings and work with physical conditions that define the site they are located on, people’s use and experience of the built environment have been enriched. Designing and building structures that relate positively to their surroundings and to the people who use them is critical to creating attractive, appealing urban places.

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.

Require that new development in downtown avoid creating negative impacts at sidewalk level and in public open spaces in terms of wind, lack of light penetration and other microclimate effects.

Encourage the design of all new buildings to fulfill light, privacy and view requirements for the subject building as well as for adjacent buildings.

Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the downtown skyline, landmark buildings, significant open spaces or water bodies.

safety through environmental design objectives

Blank walls prevent "eyes on the street" from having a clear visual connection to ongoing activity. Parking lots that separate buildings from the street can often diminish these relationships that provide safety and security to users. Crime Prevention Through Environmental Design (CPTED) is an urban design philosophy that orients buildings and circulation or movement patterns to the street, to function as "eyes" watching over street activity. The success in adopting this kind of approach often lies as much in the kind of activity that looks out over the street. In some cases, small scale neighborhood commercial uses provide the most vigilant and alert security force available, as owners have a vested interest in watching over their immediate surroundings. The daily presence of a manager or owner brings stability and security to commercial activity in the neighborhood, and a store or services offered in such a location can turn into a meeting place and hub for local neighborhood residents. Incorporating environmental design into urban design standards to be used in a site plan review process provides both greater security and creates interesting, safe urban environments that are attractive to residents and visitors alike.

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.

Implementation Steps

Integrate "eyes on the street" design principles into site plan review to foster safer and more successful commercial areas in the city.

Orient new housing to the street to foster safe neighborhoods.

Encourage private developers to incorporate CPTED-oriented open spaces in new developments to facilitate the creation of spaces that maximize positive behavior from users.

land use regulations and planning tools

Minneapolis is an already built city and the history of urban development has shaped the community’s understanding of how land is used. Environmental features, activities that take place within the city’s boundaries, and the structures we build all compete for scarce land throughout the communities and neighborhoods in the city. The use of land is dynamic, not static, and the profile of land uses is constantly changing.

For most of the city, the character or mix of existing uses within an area will not change dramatically in the next twenty-five years. This is true for most of our residential blocks. Other areas will see more dramatic changes through evolutionary change in areas such as Downtown, the Wells Fargo/Hospitals area or the potential Growth Centers.

Some of the consequences of this growth will be housing infill and development throughout the city, as mentioned in the Marketplaces: Neighborhoods chapter. Major housing sites will

accommodate hundreds of housing units in a variety of types and styles, and have considerable positive impact on their surroundings. Planning for potential growth centers in addition to the three existing centers (Downtown Minneapolis, the University of Minnesota Area and the Wells Fargo/Hospitals Area) could bring different land uses to certain areas of the city.

These changes will occur because of market forces--or in some cases, actions which overcome market forces--which will be influenced or guided by public policy. A primary tool for balancing these static and dynamic realities are land use regulations, such as zoning and subdivision controls. The 1998 proposed zoning code, which is based on a revision of the 1963 code, is one of the primary implementation tools at the city's disposal. The approach guiding this revision can be summarized by the following points: a) business and manufacturing districts are the primary focus of the effort; b) most non-residential properties will not experience a direct zone to zone conversion of district regulations; c) existing land uses and current zoning classifications are the key determinants in re-mapping decisions, with the character of surrounding land uses, recent development trends and the applicable policies of the comprehensive plan also influencing decisions about new classifications and d) the creation of non-conforming uses will be avoided except where needed to maintain the planned character of an area or zoning district, or to implement an important city policy.

9.18 Minneapolis will establish land use regulations, in order to achieve the highest possible development standards, enhance the environment, promote flexibility in approaches and otherwise carry out the comprehensive plan.

Implementation Steps

Ensure that the city's zoning code revision corresponds adequately to policies outlined in The Minneapolis Plan.

Integrate visual quality and design considerations into the City Planning Commission's review of capital improvement projects.

Encourage the utilization of the Planned Unit Development (PUD) device.

Establish a variety of overlay districts which allow the overall land use regulations to be fine tuned so that development and the use of land is more consistent with its context and promotes the realization of other objectives.

Broaden site plan review to promote development that is compatible with nearby properties, neighborhood character, and natural features, to minimize pedestrian and vehicular conflict, to promote street life and activity, to reinforce public spaces, and to visually enhance development.

9.19 Minneapolis will utilize master planning and regulatory techniques for areas of 100,000 square feet, or 15 acres or greater, so that resultant development or redevelopment is efficient, functional and attractive, incorporating high levels of amenities and meeting public objectives for protection and preservation of the natural environment.

Implementation Steps

Develop an approach to master planning for large sites that can be used by private or public entities, that will coincide with available regulatory techniques so that the studies and documentation required by all stakeholders--developer, tenant, neighborhood, lender and public sector--can be coordinated.

Require all development containing one hundred thousand square feet or more of new or additional gross floor area, or one hundred or more additional parking spaces, to submit Travel Demand Management Plans (TDM).

Streamline regulatory procedures for environmental assessment, transportation management plans and others so that the master planning approach outlined above is codified.

Prepare information materials so that the approach outlined above is promoted and easily understood.

9.20 Minneapolis will maintain and annually update maps which are consistent with the requirements of the Metropolitan Council, including an existing land use map and maps of future land use, with the latter showing changes from current land uses including (a) staged development and infill within the urban area and (b) designated redevelopment areas. (See Maps 1.9.6 - 1.9.9)

Implementation Steps

Develop and maintain a major Land Use Policy Map which would include significant land use changes made; for purposes of the map, significant land use changes would include: areas of 15 or more acres; or designated project areas ready for implementation through 40 acre zoning studies; or likely development sites of 400,000 square feet (office) or 600,000 square feet (industrial/warehouse), consistent with state environmental review requirements.

Develop a map of land use of Study Areas in the City which would warrant implementation of land use changes from the City. Studies would include those directed by the city, those under contract through NRP or others known to the city that would inspire changes to land use policy and zoning. This map should be updated regularly.

Develop and update regularly a list of Related Planning Studies that would include studies that are either underway or anticipated and address land use policy designations as described in the Minneapolis Plan.

Identify redevelopment areas, set priorities and criteria, and establish local programs and controls to implement the redevelopment plan by the end of 1998, thereby receiving a higher priority after 1998 in the Livable Communities programs and the Metropolitan Council's Tax Base Revitalization Fund for pollution cleanup.

Update the City's Critical Area/Mississippi National River and Recreation Area (MNRRA) Plan

land use policy and mapping

The City's land use policy is one of the concrete expressions of the Minneapolis Plan. Information relating to land use is found throughout the TMP text, in the policy statements of the document, the accompanying implementation steps and maps. The major illustration of land use policy, as described in The Minneapolis Plan is the Land Use Policy Map. This map consists of both land use designations, described here and land use features, described later in the chapter.

These designations as well as land use features are described graphically in the Land Use Policy Map (See Map.9.6 through 9.9) The purpose of the Land Use Policy Map is threefold: a) to communicate the land use policies of the Plan; b) to provide graphic illustration of Minneapolis' future form, as described in the Minneapolis Plan and c) to show areas in the City where the Plan advocates for change.

Policies governing land use, found throughout the Plan, are gathered in this chapter and their chapter of origin is also referenced. The Minneapolis Plan document is based on a thoroughly explicit rationale for the policies it espouses. This logic is found in the text of the document, and therefore, in order to understand clearly the land use policies, it is essential to refer to

them in their chapter of origin. Furthermore, while the Land Use Policy Map will clearly capture those land use policies that are geographically specific, other policies that are citywide in nature are evident only in the policy narratives of the Plan. The Land Use Policy map does not stand alone as a representation of the Minneapolis Plan's land use policies.

land use designations

The following language describes land use designations. Additional information about all the categories of land use described here can be found in other chapters of the Plan, and should be consulted as they are equally important in describing the city's approach to land use.

residential

See Chapter 4, Marketplaces: Neighborhoods for further discussion of City policy on residential areas

9.21 Minneapolis will preserve and enhance the quality of living in residential neighborhoods, regulate structures and uses which may affect the character or desirability of residential areas, encourage a variety of dwelling types and locations and a range of population densities, and ensure amenities, including light, air, privacy and open space.

Implementation Steps

Apply the form and density approach within the context of a neighborhood or a site and within the framework of The Minneapolis Plan and NRP Plans when evaluating the appropriateness of development proposals for specific sites.

Limit non residential land uses allowed in low density residential areas to religious institutions, specific public facilities such as schools, libraries and parks and other non residential land uses that can be integrated with low density residential uses through proper location, site planning and facilities design.

9.22 Minneapolis will promote increased housing production in designated areas of the City in order to accommodate population growth.

Implementation Steps

Use both infill development and new development opportunities to increase housing in the city.

Consistent with the City of Minneapolis adopted Housing Principles, develop strategies so that the variety of housing types throughout the city and its communities shall be increased, giving prospective buyers and renters greater choice in where they live.

Develop an approach to residential development which combines housing form and housing density; for example, medium density residential development may be a townhouse development as well as a high-rise structure, while an attached dwelling form may result in a low density development or a medium density development.

Ensure that new development projects incorporate a mix of housing types and affordability levels to reach a range of housing submarkets.

commercial

See Chapter 4, Marketplaces: Neighborhoods; Chapter 2, The Market in the City; and Chapter 3, Growth Centers for further discussion of City policy on commercial areas

9.23 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.

Implementation Steps

Plan, implement and monitor projects and programs that encourage and support the city's designated commercial areas.

Encourage comprehensive and site specific solutions that address issues of compatibility of commercial areas with surrounding uses.

Facilitate the redevelopment of underutilized commercial areas and promote their reuse as infill development, such as office or housing, while maintaining neighborhood compatibility.

9.24 Minneapolis will support continued growth in designated commercial areas, while allowing for market conditions to significantly influence the viability of a commercial presence in undesignated areas of the city.

Implementation Steps

Develop land use controls which include a variety of commercial districts and, in addition to establishing the uses allowed in the commercial districts, establish regulations applicable to all uses and structures located in the commercial districts, including maximum occupancy standards, hours open to the public, truck parking, provisions for increasing the maximum height of structures, lot dimension requirements, density bonuses, yard requirements, and an enclosed building requirement.

Encourage the economic vitality of the city's commercial districts while maintaining compatibility with the surrounding areas.

Facilitate the redevelopment of underutilized commercial areas by evaluating possible land use changes against potential impacts on neighborhood compatibility.

industrial

See Chapter 2, The Market in the City; the section on Commercial Corridors in Chapter 4, Marketplaces: Neighborhoods and Chapter 3, Growth Centers for further discussion of City policy on industrial areas.

9.25 Minneapolis will establish industrial districts to provide locations for industrial land uses, while ensuring that new industrial development is compatible with its surroundings.

Implementation Steps

Develop regulations for the industrial districts that promote compatible industrial development and the efficient use of land.

Allow for a limited amount of heavy industrial uses where appropriate, but minimize negative impacts on their surroundings.

Relocate conflicting heavy industrial uses from impacted areas as more appropriate sites in the city or the region become available.

Encourage heavy industry to located at appropriate sites, such as those that have with immediate freeway access, are distant from natural or cultural amenities, and with no significant residential uses in the immediate vicinity.

9.26 Minneapolis will prioritize growth in light industrial land uses to increase the tax base and create jobs for city residents.

Implementation Steps

Identify appropriate areas for the retention and expansion of existing industry and the development of new industry in specific industrial and business park opportunity areas.

Promote light industrial uses as the preferred use of industrial land, but discourage warehouse or distribution uses in areas where truck traffic will negatively impact residential neighborhoods.

land use features

Land use features are unique attributes that are defined by a concentration of uses, the scale or intensity of that land use pattern, and their importance to the city's overall goal of growth and continued livability. Consult the Land Use Policy Maps 9.6 through 9.9 for additional information. These features are the target areas for city growth, and all of the policies that appear below have appeared elsewhere in the Plan. It is critical to consult the "home chapters" referenced under each land use feature for additional policy information: excerpts from this section of Chapter 9 are not sufficient to describe the range or depth of the City's policy regarding the noted land use features.

community corridors

See Chapter 4, Marketplaces: Neighborhoods for additional policy discussion.

Community Corridors are designated on the Land Use Policy Map. They are characterized by the following features:

- Streets connect more than 2 neighborhoods
- Corridors have a land use pattern that is primarily residential with intermittent commercial uses clustered at intersections in a pattern of nodes.
- Streets are generally minor arterials by the City's street classification system, with some exceptions
- Streets carry a range of traffic volumes, a minimum of 4,000 average annual daily traffic (AADT) up to 15,000 AADT and greater.
- Streets carry a heavy volume of traffic but are not necessarily the principal travel routes for a specific part of the city
- Corridors do not support automobile oriented shopping centers.
- Corridor land use and building form exhibit traditional commercial and residential form and massing. (See box on traditional urban form.)
- Commercial uses on community corridors are generally small-scale retail sales and services serving the immediate neighborhood.

Table 9.1
Community Corridors

Street	***Designated Area***
49th Ave. No.	*Humboldt Ave. N. to Lyndale Ave. N.*
Fremont Ave. No.	*West Broadway to 44th Ave. N.*
44th Ave. No.	*Lyndale Ave. N. to Penn Ave. N.*
Dowling Ave. No.	*I-94 to Penn Ave. N.*
Humboldt Ave. No.	*44th Ave. N. to city boundary*
West Broadway	*26th Ave. N. to city boundary*
Penn Ave. No.	*44th Ave. No. to Cedar Lake Rd*
Lowry Ave. No.	*I-94 to city boundary*
Plymouth Ave. No.	*I-94 to city boundary*
Glenwood Ave. No.	*I-94 to Penn Ave*
49th Ave. No.	*I-94 to Humboldt Ave. No.*
Lowry Ave. N.E.	*River to city boundary*
University Ave. N.E.	*27th Ave. N.E. to Emerald St. SE*
Central Ave. N.E.	*29th Ave. N.E. to city boundary*
Central Ave NE	*18th Ave NE to Mississippi River*
Johnson St. N.E.	*31st Ave. N.E. to I-35W*
Broadway Ave. N.E.	*River to I-35W*
E. Hennepin Ave.	*6th St. S.E. (Mississippi River) to city boundary*
Riverside Ave.	*I-35W (15th Ave SE) to Franklin Ave.*
Cedar Ave.	*Washington Ave to 58th Street*
Bloomington Ave.	*Franklin Ave. to 54th St*
Minnehaha Avenue	*Lake Street to 50th St*
Chicago Ave.	*I-94 to 56th St.*
Franklin Ave.	*Clinton to Hennepin Ave.*
Nicollet Ave.	*Lake St. to city boundary*
E. Lake Street	*36th Ave east to Mississippi River*
W. Lake Street	*Abbott Ave No. West to city boundary*
34th Ave	*45th St to Hwy 62*
Excelsior Blvd	*City boundary to W. 32nd St*
Lyndale Ave.	*Lake St. to city boundary*
Hennepin Ave.	*Lake St to 36th Street*
44th St. West	*City boundary to Upton Ave. So.*
38th St.	*King's Highway (Dupont Ave) Ave. To West River Parkway*
50th St.	*City boundary to I-35W*
54th St W /Diamond Lake Rd.	*Penn Ave to I-35W*
Penn Ave. So.	*50th St. to city boundary*
Cedar Lake Rd.	*Penn Ave. To Glenwood Ave.*

9.27 Minneapolis will coordinate land use and transportation planning on designated Community Corridors through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.

Implementation Steps

Designate a network of community corridors. (See criteria above.)

Strengthen the residential character of community corridors by developing appropriate housing types that represent variety and a range of affordability levels.

Promote more intensive residential development along these corridors where appropriate.

Require that street design for these corridors preserves and enhances the strong residential character and pedestrian orientation of these streets while maintaining the street's capacity to carry current volumes of traffic.

Discourage conversion of residential uses to commercial uses, but encourage the development of mixed-use residential dwelling units in commercial buildings where appropriate.

Support the continued presence of small-scale retail sales and commercial services along Community Corridors.

Ensure that commercial uses do not negatively impact nearby residential areas.

Prioritize transit advantages to community corridor streets, and encourage the routing of express transit service to these streets wherever possible.

commercial corridors

See Chapter 4, Marketplaces: Neighborhoods for additional policy discussion.

Commercial Corridors are designated on the Land Use Policy Map. They are characterized by the following features:

- Streets have high traffic volumes, with a minimum of 10,000 Average Annual Daily Traffic (AADT) and ranging up to a 20,000 AADT count.
- Streets have a mix of uses, with commercial uses dominating. The commercial element typically includes some automobile-services and/or drive-through facilities. Light industrial uses may also be found along these streets. Low density residential is uncommon.
- A mix of uses commonly occurs within some of the structures.
- Buildings that front onto commercial corridors generally retain a traditional urban form in their siting, massing and relationship to the street. (See box on traditional urban form.)

TABLE 9.2
Commercial Corridors

Street	***Designated Area***
Lyndale Ave. No.	*42nd Ave. N. to 49th Ave. N.*
West Broadway	*Mississippi River to 26th Ave. N.*
Central Avenue	*18th Ave NE to 29th Avenue N.E.*
E. Hennepin Avenue	*Mississippi River to 6th Street S.E.*
Franklin Avenue	*Mississippi River to I-35W*
Lake Street	*36th Ave S., west to Abbott Ave So*
Excelsior Blvd	*32nd St to Lake Street*
Lagoon Ave	*Dupont Avenue to Humboldt Ave*
Nicollet Avenue	*I-94 to Lake Street*
Lyndale Avenue	*Franklin to Lake Street*
Hennepin Avenue	*Franklin to Lake Street*

9.28 Minneapolis will support development in Commercial Corridors where it enhances the street's character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.

Implementation Steps

Designate a network of commercial corridors. (See criteria above.

Support a mix of uses on commercial corridors--such as retail sales, office, institutional, higher density residential, and clean low-impact light industrial--where compatible with the existing and desired character of the street.

Ensure that commercial uses do not negatively impact nearby residential areas.

Regulate impacts of commercial uses, and in some cases prevent some uses from locating on designated Commercial Corridors, due to their adverse impacts on the viability of nearby residential areas.

Develop plans for the City's major commercial corridors that articulate the desired character of the street.

Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts and shared use of parking facilities.

Ensure that parking structures and surface lots conform to identified design principles. (See box on traditional urban form.)

Reduce the impact of non-residential uses on neighboring residential areas by considering appropriate access, buffering between incompatible uses and regulating hours of operation.

Require that street design for these commercial corridor streets provide automobile access and parking in keeping with traditional urban form.

Require that street designs provide high quality access to commercial corridors for pedestrians and cyclists, as well as facilitate transit service and through passage of traffic.

Neighborhood Commercial Nodes

See Chapter 4, Marketplaces: Neighborhoods for additional policy discussion.

Neighborhood Commercial Nodes are designated on the Land Use Policy Map. They are characterized by the following features:

- Nodes provide at least three retail or service uses to residents of surrounding neighborhoods.
- Nodes are oriented to pedestrian traffic, with few automobile-oriented uses.
- Nodes generally have between 10,000 to 100,000 square feet of retail or service floor area.
- Nodes generally have a trade market area ranging from 2,000 to 12,000 people.
- Nodes generally appear at the intersections of community corridors.

- Commercial uses at nodes are typically focused close to a single intersection. However, the nodes can be more dispersed or cover more territory.
- Nodes generally have a historical commercial function and form.
- At nodes, a mix of uses can occur within structures and on a lot by lot basis (vertical and horizontal mixed use).

TABLE 9.3 **Neighborhood Commercial Nodes**
42nd St. No. And Fremont Ave. No. (44th and Humboldt)
44th St. and Penn Ave. No.
46th St. and Lyndale Ave. No.
Camden (41st/42nd St. No. and Lyndale Ave. No.)
Lowry Ave. And Penn Ave. No.
Lowry Ave. And Emerson Ave. No.
Lowry Ave. And Lyndale Ave. No.
Plymouth Ave. and Penn/Oliver Ave. No.
West Broadway and Penn Ave. No.
Glenwood Ave. and Cedar Lake Road
Penn Ave. So. And Cedar Lake Road
13th Ave. NE/Broadway/University Ave
Como Ave. and 16th Ave. SE
29th Ave. NE and Johnson St. NE
22nd Ave. NE and Johnson St. NE
University Ave. and Bedford St. SE
Bloomington Ave. And 25th St. East.
Bloomington Ave. And 35th St. East
38th St. and 42nd Ave. So.
38th St. and Minnehaha Ave. So.
38th St. and 23rd Ave. So.
38th St. and Cedar Ave. So.
38th St. and Bloomington Ave.
38th St. and Chicago Ave. So.
38th St. and 4th Ave. So.
42nd St. and Bloomington Ave. So.
42nd St. and Cedar Ave. So.
50th St. East and 34th Ave. So.
Cedar Ave. So. and Minnehaha Parkway
48th St. and Chicago Ave. So.
56th St. and Chicago Ave. So.
36th St. and Bryant Ave. So.
38th St. and Nicollet Ave. So.
43rd St and Nicollet Ave. So.
46th St and Nicollet Ave. So.
46th St. and Bryant Ave. So.
50th St. and Bryant Ave. So.
50th St. and Penn Ave. So.
50th St. and Xerxes Ave. So.
54th St and Penn Ave. So.
54th St. and Lyndale Ave. So.
Nicollet Ave and Diamond Lake Rd.
60th St. and Nicollet Ave. So.
Linden Hills (Sheridan Ave. So. and 43rd St W.)
Morningside (44th St. W. and France Ave. So.)

9.29 Minneapolis will identify Neighborhood Commercial Nodes that provide a shopping environment of small-scale retail sales and commercial services and are compatible with adjacent residential areas.

Implementation Steps

Designate a set of Neighborhood Commercial Nodes.

Support the continued presence of small-scale retail sales and commercial services in Neighborhood Commercial Nodes.

Direct other uses that act as neighborhood focal points (institutional, cultural or social) to locate at Neighborhood Commercial Nodes.

Restrict auto-oriented, industrial or manufacturing activities that generate significant vehicular traffic, noise or air-borne impacts on residential neighbors.

Promote medium density residential development around Neighborhood Commercial Nodes (see also Community Corridors policy in this chapter).

Limit the territorial expansion of Neighborhood Commercial Nodes, but encourage rehabilitation and reinvestment in existing buildings.

Ensure that commercial uses do not negatively impact nearby residential areas.

Facilitate the redevelopment of underutilized commercial areas and promote their reuse as infill development, such as office or housing, while maintaining neighborhood compatibility.

Promote traditional urban form in terms of building siting and massing when undertaking new development in Neighborhood Commercial Nodes. (See discussion of traditional urban form in Chapter 9.)

Preserve traditional commercial storefronts at Neighborhood Commercial Nodes wherever possible.

Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts, mitigated impacts on neighboring uses and shared use of parking facilities.

Promote transit stops and bicycle parking and storage in Neighborhood Commercial Nodes.

Auto Oriented Shopping Centers

See Chapter 4, Marketplaces: Neighborhoods for additional policy discussion.

Auto oriented Shopping Centers are designated on the Land Use Policy Map. They are characterized by the following features:

- Areas have more than 100,000 square feet of total retail floor space, and have at least one major chain of grocery or household goods retail, with a large area of surface parking.
- Areas have convenient and direct access to a major road (CSAH or state-aid highway), which is directly connected to the regional road network.

TABLE 9.4
Large Scale Auto-Oriented Shopping Centers

Name	***Designated Area***
The Quarry	*I35W and Johnson Street N.E. (Northeast Minneapolis)*
West Broadway Ave	*W. Broadway and Lyndale Ave North (North Minneapolis)*

9.30 Minneapolis will support a limited number of Auto-Oriented Shopping Centers, while promoting their compatibility with the surrounding area and their accessibility to bus, bicycle and foot traffic.

Implementation Steps

Designate Auto-oriented Commercial Centers as listed with the adoption of this Plan.

Restrict the number of Auto-oriented Shopping Centers to the two that have been designated.

Direct Auto-oriented Shopping Centers to locate along major arterial streets that have immediate freeway access.

Minimize impacts on nearby uses through careful planning and design.

Encourage the development of mixed residential, office, institutional and, where appropriate, small-scale retail sales and services to serve as transitions between Auto-oriented Shopping Centers and neighboring residential areas.

Ensure the provision of high quality transit, bicycle and pedestrian access to Auto-oriented Shopping Centers.

Encourage high quality design which includes ample public green or open space.

Require adequate buffers between Auto-oriented Shopping Centers and other uses that would otherwise be negatively impacted by automobile traffic.

Activity Centers

See Chapter 4, Marketplaces: Neighborhoods for additional policy discussion.

Activity Centers are designated on the Land Use Policy Map. They are characterized by the following features:

- Activity Centers generally have a diversity of uses that draw traffic from citywide and regional destinations, but do not generally support automobile uses.
- Activity Centers 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.
- Activity Centers have a traditional urban form (building siting and massing).
- Activity Centers have a significant pedestrian and transit orientation, as service and features of these areas are already good.
- Activity Centers have uses that are active all day long and into the evening.
- A mix of uses occurs within structures and within the larger boundaries of Activity Centers.
- Activity Centers have a unique urban character that distinguishes them from other commercial areas because of the mix and complementary type of uses as well as the traffic the area generates.

TABLE 9.5 **Activity Centers**
Central Ave. N.E. and Lowry Ave.
East Hennepin (E. Hennepin and Main Street)
Dinkytown (University Ave. S.E. and 14th Ave S.E.)
Stadium Village (Washington Ave and Oak Street S.E.)
Cedar Riverside (includes 7 Corners)
Uptown (Hennepin Ave and W. Lake St)
Lyn–Lake (Lyndale Ave So. And W. Lake St)
W. 50th Street and France Ave So.
Warehouse District (Downtown)
East 26th Street & Nicollet Avenue

9.31 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.

Implementation Steps

Designate Activity Centers according to criteria outlined above.

Develop a master plan for each designated Activity Center that a) establishes boundaries for these areas; b) addresses the identity, role and design features of the Center; c) gives guidance to the mix of land uses, scale and size of development in these areas and d) identifies transportation and circulation needs for each area.

Ensure that land use regulations support diverse commercial and residential development types that generate activity all day long and into the evening.

Promote the incorporation of residential uses within the same structure as other commercial uses.

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.)

Discourage automobile services and drive through facilities from locating in these designated areas.

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.

Ensure that regulations balance the transition between high traffic land uses and adjoining residential areas,

Require that buildings incorporate a pedestrian orientation at the street edge.

Apply street design criteria that incorporate a pedestrian orientation and accommodate a variety of traffic (pedestrian, cyclist, transit, and automobile).

Major Housing Sites

See Chapter 4, Marketplaces: Neighborhoods for additional policy discussion.

Major Housing Sites are identified by the following criteria:

- Proximity to amenities such as premium transit service, natural (ecological) features, pedestrian-friendly, walkable environments, cultural or public facilities (e.g. museums, theatres, schools, libraries and parks.)
- Ability to accommodate medium to high density housing types
- Designation in The Minneapolis Plan

TABLE 9.6
Major Housing Sites, Growth Targets

Location	Minimum Criteria for Designation	Low Growth	High Growth	Strong Growth
Humboldt Greenway	Available land Interest in re-development at higher density housing type/ Diversity.	600	600	600
Upper River	as above	200	500	700
Central/ Lowry	as above	200	500	700
East Lake St.	as above	200	500	700
Hiawatha/ Minnehaha Corridor	as above	500	700	1,000
Midtown Greenway Corridor	as above	1,680	1,800	2,500
Sumner Glenwood	as above	-700	200	500

9.32 Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the city.

Implementation Steps

Develop a citywide Housing Strategy for placing medium (10-30 units per acre) to high-density (30+units per acre) new housing on major transportation and transit corridors and near commercial revitalization projects or neighborhood amenities (e.g. sites such as Growth Centers, Major Housing Sites, Commercial Corridors)

Protect Major Housing Sites for medium (10-30 units per acre) to high (30+units per acre) density residential development from development proposals which exclude housing through land use controls, redevelopment plans and other available means.

Designate Major Housing Sites as listed with the adoption of this Plan.

Concentrate new housing developments in close proximity to amenities or in locations where value will be sustained over time.

Promote the development of new housing that is compatible with existing development in the area, as well as to existing historic or older housing stock where appropriate.

Provide the flexibility in the City's ordinances to accommodate new housing development tailored to meet a range of different housing submarkets.

Industrial/Business Park Opportunity Areas

See Chapter 2, The Market in the City for additional policy discussion.

Industrial/Business Park Opportunity Areas are identified by the following criteria:

- Immediate access to regional freeway network
- Restricted residential land use presence within immediate adjoining parcels of Industrial/ Business Park Opportunity Areas
- Location preference to higher job density, light industrial uses

TABLE 9.7 ***Industrial/Business Park Opportunity Areas***
Southeast Minneapolis Industrial Area SEMI Refined Master Plan See Chapter 12 for overview of policy guidance and detailed land use maps
North Washington Industrial Park/ Jobs Park
Upper River
Mid City Industrial Area
Shoreham Yards/Columbia Park*
Humboldt Yards/Hennepin Community Works*
Hiawatha Corridor (including Seward Industrial Park)*
* component of Potential Growth Center
Source: The Minneapolis Plan, Land Use Policy Map

9.33 Minneapolis will support the existing economic base by providing adequate land and infrastructure to make city sites attractive to businesses willing to invest in high job density, low impact, light industrial activity.

Implementation Steps

Identify appropriate areas for the retention and expansion of existing industry and the development of new industry in specific Industrial/Business Park Opportunity Areas.

Promote light industrial uses as the preferred use of industrial land, but discourage warehouse or distribution uses in areas where truck traffic will negatively impact residential neighborhoods.

Continue to protect a healthy physical environment that is attractive for private investment and compatible with neighborhoods.

Allow for a limited amount of heavy industrial uses where appropriate, but minimize negative impacts on their surroundings.

Relocate conflicting heavy industrial uses from impacted areas as more appropriate sites in the city or the region become available.

Existing Growth Centers

See Chapter 3, Growth Centers for additional policy discussion.

Existing Growth Centers are identified by the following criteria; see accompanying chart for further details and designation list:

- Variety in land use types, including mixed-use within structures as well as district-wide mixed uses.
- Range of intensity of uses: density thresholds for jobs, total area and housing development to receive designation

9.34 Minneapolis will designate and develop selected Growth Centers which will be well served by transit and alternative transportation, have superior amenities, accommodate a range of housing needs and offer attractive employment opportunities.

Implementation Step:

Designate downtown Minneapolis, the University of Minnesota area and the Wells Fargo/Hospitals area as "Existing Growth Centers" with the adoption of this Plan.

Develop area-wide Growth Center Plans for Existing Growth Centers to determine the amount, location and relationships among housing, commercial and institutional land uses.

Potential Growth Centers

See Chapter 3, Growth Centers for additional policy discussion.

Potential Growth Centers are identified by approval of this candidate list. Priority must be assigned to feasibility studies for each designated Potential Growth Center; see accompanying chart for further details and designation list.

TABLE 9.8
Potential Growth Centers

	Tier 1	*Tier 2*	*Tier 3*
Mid-City		✓	
Shoreham Yards/ Columbia Park		✓	
Humboldt Yards/ Hennepin Community Works			✓
Lyndale Gateway			✓
VA Hospital/Airport			✓

9.35 Minneapolis will establish priorities in the designation of future Growth Centers from the list of Potential Growth Centers in order to guide future changes in land use and development.

Implementation Steps

Designate candidates for future Growth Centers as Potential Growth Centers with the adoption of this Plan.

Convene area-specific master planning efforts to guide future development of Potential Growth Centers; upon adoption of a plan by City Council, an area would be designated a Growth Center.

Provide for the flexibility to designate these Growth Centers within the city's ordinances.

Provide good regional and intra-city transit access to meet commuter needs.

Design development of a form and intensity which utilizes land efficiently and maximizes the advantages of mixed land uses that incorporate the character of the surrounding area.

Recognize the important role of place making in creating identifiable places with well-used attractive amenities such as open space, natural features, entertainment, public institutions and successful identities.

Transit Station Areas (TSA)

See Chapter 4, Marketplaces: Neighborhoods for additional policy discussion.

Characteristics of TSAs

Transit Station Areas (TSAs) are designated on the Land Use Policy Map. The Minneapolis Plan does not delineate the precise geographic extent of these policy areas. The following general characteristics should be used to guide policy application and implementation steps in these areas:

- TSAs will be the subject of established master plans that identify and/or prioritize areas for change (and preservation), as well as specific goals and objectives for redevelopment, public infrastructure, density and urban design.
- TSAs are areas approximately one-half mile in radius from transit stations, reflecting an understanding that most walking trips to and from transit stations are ten minutes or less in duration. Density, urban design, and public infrastructure is, therefore, especially critical in these areas. The actual size of this area is influenced by directness of routes, physical barriers, and the potential for those barriers to be bridged.
- Potential TSA densities and/or redevelopment opportunities are generally highest within 1/4 mile of the transit station, but are also dependent upon factors such as existing neighborhood character and land cost and availability.
- TSA development is designed with the pedestrian, bicyclist, and/or transit user in mind.
- TSA development serves individuals who are more likely to use transit (e.g., residents of multi-family housing and office and retail workers)
- TSA development includes small-scale retail services that are neighborhood in scale and from which pedestrians, bicyclists, and/or transit riders are likely to benefit (e.g., coffee shop, day care, dry cleaners, small-scale grocery, flower shop)

TABLE 9.9 **Designated Transit Station Areas (TSAs)**
Hiawatha LRT
• Cedar/Riverside
• Franklin Avenue
• Lake Street/Midtown
• 38th Street
• 46th Street
• 50th Street/Minnehaha Park

- VA Medical Center

9.36 Minneapolis will encourage both a density and mix of land uses in TSAs that both support ridership for transit as well as benefit from its users.

Implementation Steps

Explore and pursue opportunities to integrate development with transit stations.

Concentrate highest densities and mixed-use development nearest the transit station and/or along Commercial Corridors, Community Corridors and/or streets served by local bus transit.

Ensure that new development density is well integrated with existing neighborhood character through transitions in scale and attention to design.

Support the development of new housing types in the TSA, including townhomes, mansion apartments, garden apartments, granny flats/carriage houses, and multi-family residential buildings.

Support and encourage small-scale, pedestrian-oriented services and retail uses to locate near stations and within mixed-use buildings to serve transit riders and the immediate neighborhood (e.g., day care centers, cafés, dry cleaners, convenience grocery, etc.).

Recruit land uses that value convenient access to downtown Minneapolis or other institutional or employment centers that are well served by transit.

Discourage automobile services and drive-through facilities from locating or expanding in these designated areas.

9.37 Minneapolis will require design standards for TSAs that are oriented to the pedestrian and bicyclist and that enforce traditional urban form.

Implementation Steps

Ensure that TSA building and site design is oriented to the pedestrian (e.g., reinforcing street walls, anchoring street corners, creating semi-public outdoor spaces, creating visual interest, providing adequate fenestration, and ensuring that principal building entrances open onto public sidewalks).

Preserve traditional urban form where it currently exists within TSAs, and encourage new development to relate to this context. (See description of traditional urban form in *Chapter 9, City Form*)

Work in partnership with neighborhoods and businesses to enhance the safety and aesthetics of TSA streets and sidewalks through installation of streetscape elements (e.g., lighting, trees, and street furniture).

Ensure that new development and renovation of existing structures adhere to the principles of Crime Prevention Through Environmental Design (CPTED) (See description of building form and context in *Chapter 9, City Form*.)

Ensure that TSA development is well integrated into the surrounding neighborhoods through attention to building design, landscaping, and transitions in density and land use.

9.38 Minneapolis will provide direct connections to transit stations for pedestrians, bicyclists, and bus riders.

Implementation Steps

Design streets, sidewalks, and other public infrastructure to prioritize pedestrian, bus and bicycle access to transit stations (e.g., create wider sidewalks; construct pedestrian bridges, tunnels, and plazas; add bicycle lanes and parking; create bus lanes, pull-outs, and waiting facilities.)

Work with transit service providers to ensure that bus connections to transit stations are safe, attractive and easy to use (e.g., establish appropriate signage and waiting facilities on important connecting local bus routes)

Enhance pedestrian connections to stations where walking environments are unsafe or uninviting (e.g., buffering pedestrians from traffic, reducing intersection crossing distances, installing traffic control devices, limiting the size and number of curb cuts, improving streetscapes including lighting and landscaping, installing public art, etc.)

Mitigate physical barriers that prevent easy access for pedestrians to the stations (e.g., bridging highways or high-volume roadways, creating safe pedestrian underpasses, acquiring new public rights-of-way and passages, etc.)

Enhance pedestrian connections and wayfinding from neighborhoods with high concentrations of transit users.

Work in partnership with neighborhoods and businesses to ensure that primary pedestrian and bicycle routes are well maintained, free of obstacles, and cleared of snow and litter.

Establish working relationships with institutions, large employers, and/or landowners to encourage transit use and improve wayfinding to/from transit.

9.39 Minneapolis recognizes that parking is a necessary part of the urban environment, but will limit the amount, location, and design of parking in TSAs in order to encourage and support walking, bicycling, and transit use.

Implementation Steps

Establish upper limits on the amount of off-street parking so that walking, bicycling and transit use are not discouraged.

Allow reductions in minimum off-street parking requirements.

Support shared use of parking by commercial uses with different peak periods of parking demand.

Restrict the location of off-street parking for new development to the side or rear of buildings, so that there are direct connections between the public sidewalk and the principal entrances of buildings.

Limit the amount of street frontage for new off-street parking lots and require landscaping between parking lots and public sidewalks.

Provide density bonuses for land uses that provide parking underground or within structures.

Use parking meters and other parking management practices to ensure an adequate supply and turnover of on-street parking for commercial activities.

Discourage long-term on-street parking by non-residents.

Work in partnership with the Metropolitan Council to evaluate and address the impact of automobile traffic and parking generated by the presence of transit stations.

Limit parking facilities in neighborhoods that are exclusively for the use of transit riders.

Work in partnership with other entities to identify opportunities for shared parking facilities to strategically support the development within TSAs.

putting it together

Great cities are shaped by a series of actions visited upon them by each consecutive generation of residents. Today's residents have

inherited a city of tree-lined residential streets lined with charming and architecturally interesting buildings, beautiful urban parks and a vibrant healthy downtown core offering unique work and entertainment opportunities. Our open spaces link us to the river and the lakes, and allow residents to gather in the familiar surroundings of parks and schools close to home. The city must continue to grow in the next decades, adding people, houses, jobs, services, open spaces and other public infrastructure. Growing "smart" as a city and striving to build high quality developments in the most appropriate locations also encourages us to grow beautifully.

Some of the city's features are significantly shaped by external forces, such as the regional economy's influence on downtown Minneapolis. Other elements, such as the design of infill housing in residential neighborhoods, are shaped primarily by the interests and involvement of people at the community level. Different building forms are appropriate in different environments, given the scope of the activities taking place within a set of buildings and the impact it has on neighbors. Building a livable community for the future relies on the ability of planners and developers to match the scale of a specific structure to the appropriate environment.

Making the city's form fit residents' interests requires a concerted effort from both the public and private sectors. The city is a unique place in which to live, work and play, and our shared objective is to maintain its special features while supporting continued economic growth and prosperity for all its citizens.

TABLE 9.10
Growth Center Targets, Job Generation Component

		Additional Jobs (net new employment)			
		Minimum Criteria for Designation	**Low Growth (Metropolitan Council)**	**High Growth (City Estimates)***	**Strong Growth***
Existing Growth Centers: Job Generation					
	Tier 1 Downtown	Housing, businesses, amenities, transit • 1,000 acres in size • total jobs: 140,000 • minimum employment density: 100 jobs/acre.	44,000	50,000	
	Tier 2 University of Minnesota/SEMI Area SEMI Refined Master Plan See Chapter 12 for overview of policy guidance and detailed land use maps	Housing, businesses, amenities, transit • 500 acres in size • total jobs: 27,000 • minimum employment density: 85 jobs/acre.	7,000	10,000	
	Tier 3 Wells Fargo/Hospitals Area	Housing, businesses, amenities, transit • 300 acres in size • total jobs: 10,000 • minimum employment density: 60 jobs/acre.	2,000	5,000	
Potential Tier 2 Growth Centers: Job Generation					
	Mid-City		350	2,500	
	Shoreham Yards/ Columbia Park	Meets designation criteria for job density and job creation potential.	10	2,500	
Potential Tier 3 Growth Centers: Job Generation					
	Humboldt Yards/Hennepin Community Works	Meets designation criteria for job density and job creation potential.	300	500	
	Lyndale Gateway		100	500	
	VA Hospital/Airport		0	500	

*Note: High growth estimates are based on City projections without the designation of an area as a Growth Center. Upon detailed study and designation by City Council of a Growth Center, a Strong Growth projection would be made.

TABLE 9.11
Growth Center Targets, Housing Development Component

		New Housing Units			
		Minimum Criteria for Designation	**Low Growth**	**High Growth***	**Strong Growth***
Existing GrowthCenters					
	Downtown Minneapolis	Housing type and density range.	3,500	5,000	
	University of Minnesota/SEMI Area SEMI Refined Master Plan See Chapter 12 for overview of policy guidance and detailed land use maps	Housing type and density range.	750	2,000	
	Wells Fargo/Hospitals Area	Housing type and density range.	200	500	
Potential Tier 2 Growth Centers: Housing Development					
	Mid-City	Meets designation criteria for housing type and density range.	0	500	
	Shoreham Yards/ Columbia Park		0	500	
Potential Tier 3 Growth Centers: Housing Development					
	VA Hospital/Airport	Meets designation criteria for housing type.	360	700	
	Lyndale Gateway		360	700	
	Humboldt Yards/ Hennepin Community Works		600	600	

*Note: High growth estimates are based on City projections without the designation of an area as a Growth Center. Upon detailed study and designation by City Council of a Growth Center, a Strong Growth projection would be made.