

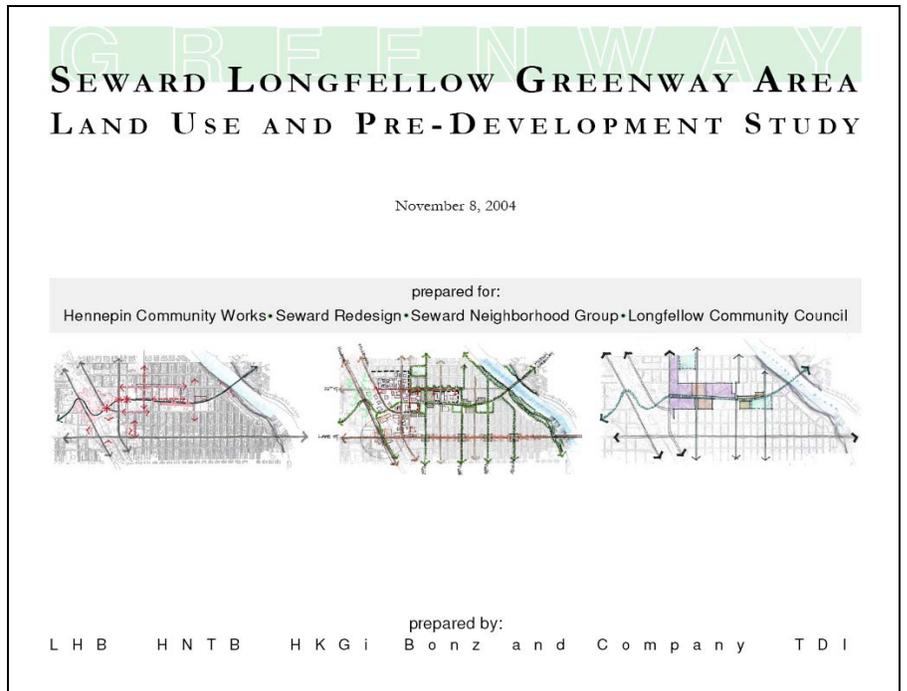
Report

# Seward Longfellow Greenway Area Land Use and Pre-Development Study

## *City Companion Document to Plan*

The City of Minneapolis  
Community Planning and Economic Development  
Department

Adopted by City Council February 9<sup>th</sup>, 2007





Map showing Phase 3 of the Midtown Greenway.

## Overview

The purpose of the *Seward and Longfellow Greenway Area Land Use and Pre-Development Study* is to suggest policy direction for land use and development along Phase 3 of the Midtown Greenway. This study evaluated the long-term viability and appropriateness of existing land uses along the corridor, included a suggested land use plan for future uses, and explored particular development concepts for selected opportunity sites.

The study and its land use plan were prepared for project partners that included Hennepin Community Works, Seward Redesign, Seward Neighborhood Group, and Longfellow Community Council. It was funded through a grant from Hennepin County Transit & Community Works and the Local Initiatives Support Corporation (LISC). The project was guided by a steering committee and by input obtained at public workshops. The Longfellow Community Council approved the plan October 21st, 2004. The board of the Seward Neighborhood Group approved the plan on October 27th, 2004.

The City's planning effort for Phases 1 and 2 of the Midtown Greenway established conventions for land use and development types. These conventions were replicated for Phase 3 of the Midtown Greenway based on the plan that was developed for the Seward and Longfellow portion of the Midtown Greenway. This adaptation was completed to create a consistent policy framework for the entire greenway.

## Clarification of City Approval

City approval of this plan on February 9<sup>th</sup> was contingent upon the following clarifications and caveats:

- *Official Land Use Map*  
The plan makes references to the City's proposed land use map. Official land use guidance comes from the City's comprehensive plan and from the adapted maps contained in this companion document.
- *Non-Conforming Use Rights*  
References in the document regarding non-conforming use rights do not reflect, and therefore do not supercede, current state law.
- *Green Streets*  
The plan identifies 29th, 34th Avenue, 38th and 42nd Avenues as routes for "wider sidewalks, pedestrian-scale lighting and more intensive landscaping" and that these should "redevelop

with more intensive housing uses over time”. The plan did not specifically consider land uses or redevelopment potential along these routes nor did it identify feasibility or funding rationale for transforming these local streets in such dramatic ways. Other efforts are more appropriate for identifying and implementing pedestrian/bicycle improvements, such as the City’s bicycling planning efforts. This concept could be further explored, but it should not be considered policy for these streets.

- *Extension of 34<sup>th</sup> Avenue*  
The plan suggests an extension of 34th Avenue where it currently does not exist between 27<sup>th</sup> Street and 28th Street. This would be associated with redevelopment of the Shasta Building site and Empire Glass. The extension of the alignment of 34th Avenue across the Greenway is not intended for motorized vehicle use.
- *27<sup>th</sup> Street and the edge of Midtown Greenway*  
A recommendation to vacate a portion of 27th Street East is suggested in the plan. Twenty-Seventh Street is not a continuous street on the north side of the Greenway. The plan suggests the vacation of a segment between 29th and 30th Avenues. This has the effect of increasing the developable area alongside the Greenway.

Staff believes that it is important to have a public right-of-way or easement along at least one side of the Greenway. Parallel access, which may or may not include motorized vehicles, supports wayfinding, access and activity associated with the Midtown Greenway. This may not always be practical given changes in grade, discontinuity of existing public right-of-way, and the fact that 27th Street and the Greenway are not parallel to one another.

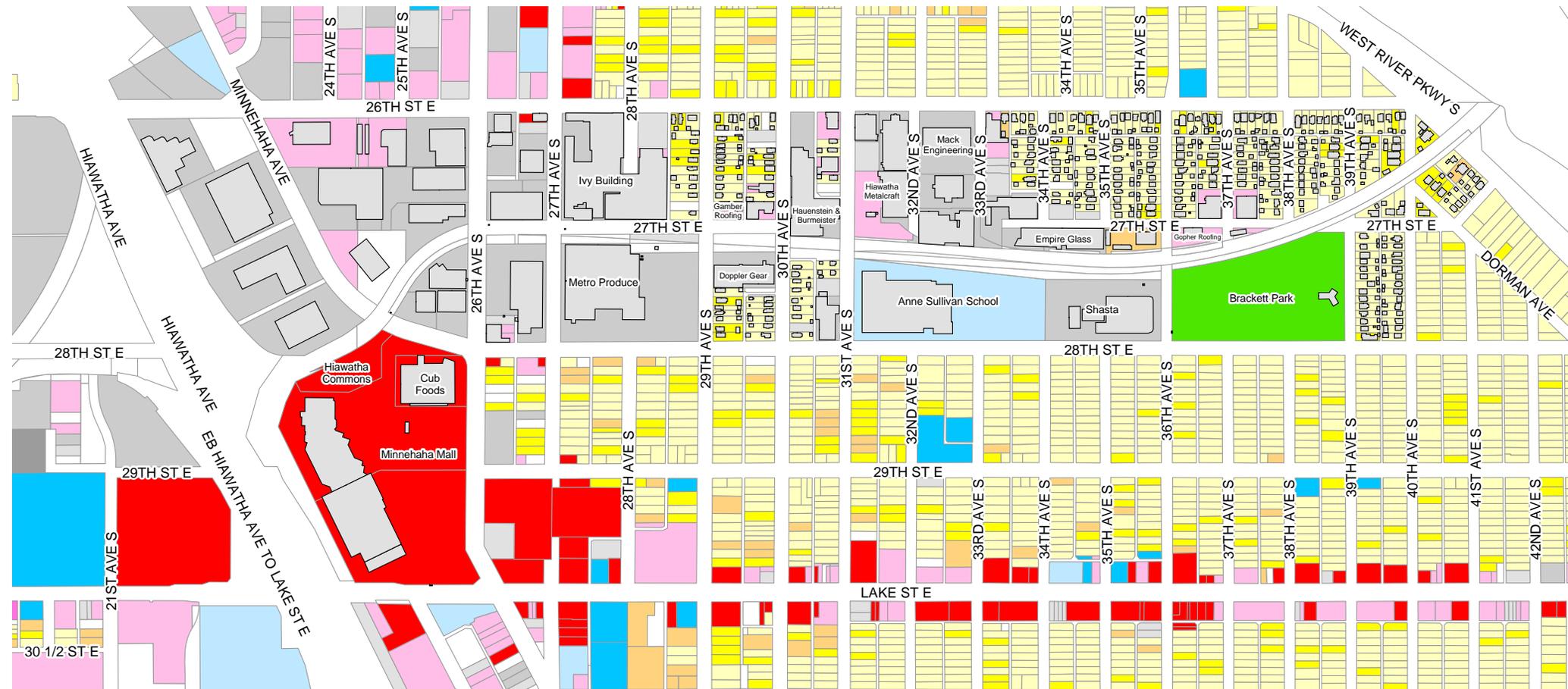
Any proposals for street vacations should involve a larger discussion about future changes to the Greenway edge and adjacent infrastructure. Such discussions should include considerations ranging from extensions of existing streets to newly re-aligned right-of-way and/or easement dedications.

- *Midtown Greenway Zoning Overlay District*  
The plan makes references to a Midtown Greenway Zoning Overlay District. This zoning district does not exist, but has been suggested. Zoning changes to implement objectives of the plan would occur as part of implementation efforts.

- *Brownfield Redevelopment Resources*  
The plan fails to note the existence of at least three major funding sources (DEED, Metro Council and Hennepin County) for pollution remediation grants that are available to assist developers. Furthermore, recent (2002) changes in federal legislation reduce the real and perceived risk associated with purchasing and redeveloping contaminated sites.

Attachments:

- Updated map of existing land use
- Land Use Plan from *Seward Longfellow Greenway Area Land Use and Pre-Development Study*
- Official Future Land Use Map
- Development Districts Map
- Public Realm Features Map
- Development Intensity / Development Districts



- Existing Land Use**
- Single Family
  - Two Family
  - Multi-Family
  - Group Quarters
  - Commercial, Retail
  - Commercial, Services
  - Public Facilities
  - Cultural, Entertainment
  - Transportation, Communication
  - Light Industrial
  - General Industrial
  - Parks, Open Spaces
  - Undeveloped, Unused Land
  - Undesignated



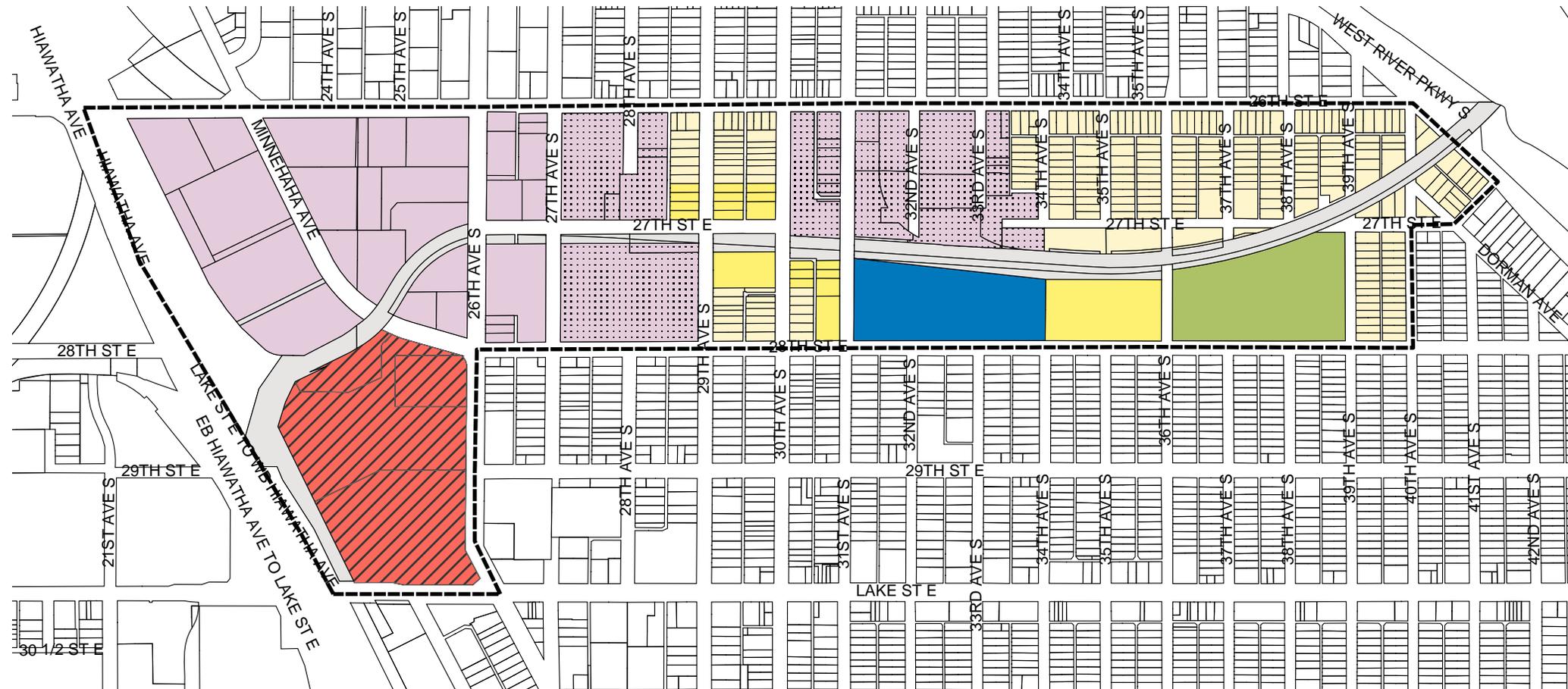
Minneapolis  
City of Lakes

**Seward Longfellow Midtown Greenway Land Use and Development Plan**

Existing Land Use



February 9th, 2007



- Future Land Use Categories**
- Low-density housing (up to 15 DU/acre)
  - Medium-density housing (10-50 DU/acre)
  - High-density housing (40-120 DU/acre)
  - Very high-density housing (over 120 DU/acre)
  - Mixed Use
  - Public/institutional
  - Transportation/Communications/Utilities
  - Light/medium industrial
  - General industrial
  - Transitional industrial (adaptive re-use / residential redevelopment conditionally supported)
  - Parks, open space

**RECOMMENDED FOR APPROVAL  
BY PLANNING COMMISSION  
1/8/07**

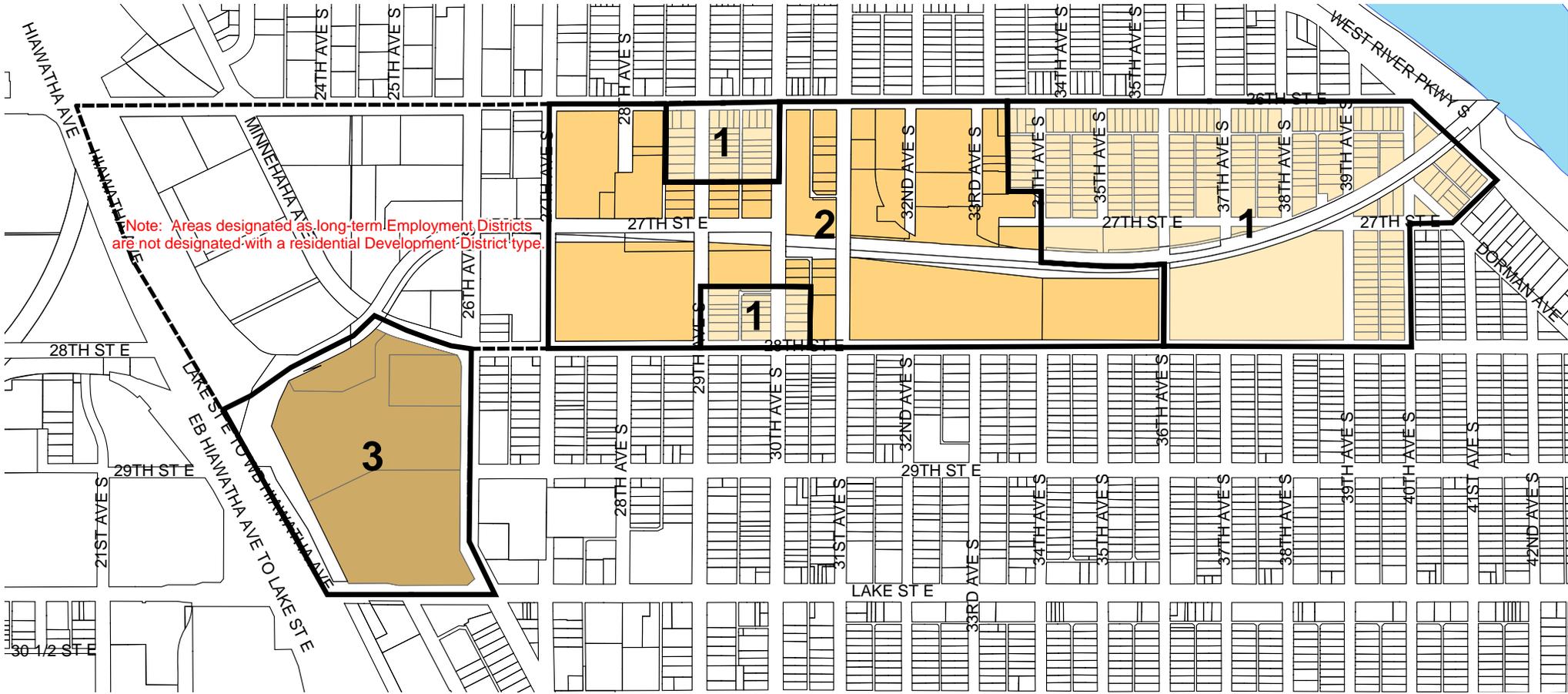


**Seward Longfellow Midtown Greenway Land Use and Development Plan**  
Future Land Use



February 1st, 2007

**This land use policy map accompanies the Seward Longfellow Greenway Area Land Use and Pre-Development Study, dated November 8, 2004.  
It is the official land use plan map for that study document.**



Note: Areas designated as long-term Employment Districts are not designated with a residential Development District type.

DEVELOPMENT DISTRICTS	BUILDING TYPE
1 NEIGHBORHOOD-ORIENTED	I SINGLE FAMILY II ROWHOUSE/TOWNHOUSE III SMALL APARTMENT VI GREENWAY BUILDING VII ACCESSORY UNIT
2 URBAN-ORIENTED	II ROWHOUSE/TOWNHOUSE III SMALL APARTMENT IV APARTMENT VI GREENWAY BUILDING
3 TRANSIT-ORIENTED	IV APARTMENT V TALL APARTMENT VI GREENWAY BUILDING

**RECOMMENDED FOR APPROVAL  
BY PLANNING COMMISSION  
1/8/07**



**Seward Longfellow Midtown Greenway Land Use and Development Plan**  
Development Districts



February 1st, 2007

This map accompanies the Seward Longfellow Greenway Area Land Use and Pre-Development Study, dated November 8, 2004. It provides official guidance on development for that study document.

## Development Intensity

### *Development Districts*

The Development Intensity maps categorize Greenway area property into three Development Districts – Transit-Oriented, Urban-Oriented, and Neighborhood Oriented. Each district corresponds to a level of development intensity and density related to current and anticipated uses in the Greenway. The Transit-Oriented District is located around the dominant north-south corridors and anticipated station areas and is the most intensive, from a development standpoint, of the three districts. The Urban-Oriented District supports land areas that are developing in a pattern consistent with medium density building types of up to four or five stories. The Neighborhood-Oriented District is intended to support new development that is compatible with the existing density and pattern of adjacent lower density residential neighborhoods.

This approach is compatible with a district-node pattern of urban development, where a mixed-use core or center is surrounded and supported by a concentric pattern that is more intensive near the center and less intensive near the edge of the district. It is also consistent with policies in The Minneapolis Plan, which supports housing growth near features such as commercial and community corridors, activity centers and transit station areas. (See “Relationship to The Minneapolis Plan” in Chapter II for relevant city policies.)

### *Building Types*

A primary component of these Development Guidelines is the identification of a menu of prototypical building types that are coded for each of the Development Districts. Meant to be used in concert with the Development Districts and future land use plan, the building types graphically illustrate basic form, site placement, elements and relationship to the Midtown Greenway. They are based on similar buildings found throughout the study area, surrounding neighborhoods and recently-developed properties. In this model, several building types are considered appropriate for any of the Development Districts, and new development would not be expected to consist uniformly of buildings of the maximum allowable height and density.

The following are brief descriptions of each of the seven building types included in the Midtown Greenway Land Use and Development Plan. Refer to Figures 11 to 17 for more detailed illustrations and descriptions of each type.

#### **Type I - Single Family / Two Family**

Single family and two family buildings are generally 1½- to 2½-story residential structures commonly located on a roughly 40-foot wide city lot.

#### **Type II - Rowhouse / Townhouse**

Rowhouses and townhouses are attached building types, but otherwise are similar in scale to single family residential buildings.

Building types graphically illustrate basic form, site placement, elements and relationship to the Midtown Greenway.

### **Type III - Small Apartment**

Small apartments are a common neighborhood building type that contains 4 to 16 dwelling units with surface parking. The category encompasses both rental and for-sale housing. In commercial districts, small apartments may include commercial businesses on the ground floor.

### **Type IV – Apartment**

Apartments include for-sale (condominiums, lofts and co-ops) and rental buildings three to five stories in height. Newer developments generally provide parking beneath the building. In commercial districts, the apartment building type may include commercial businesses on the ground floor.

### **Type V - Tall Apartment**

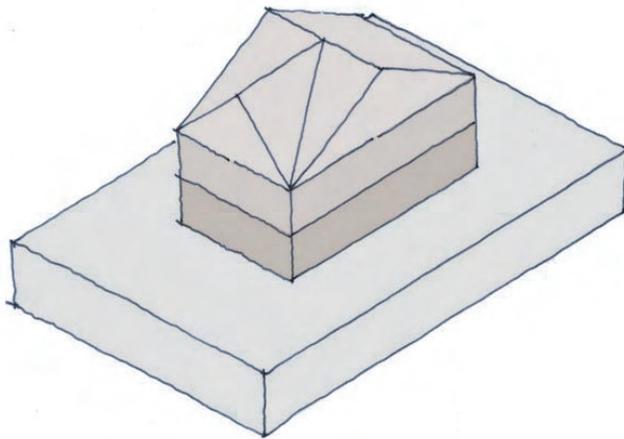
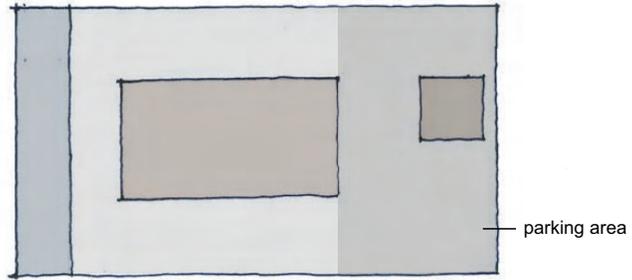
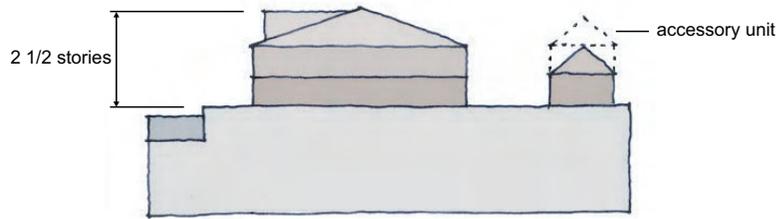
Tall apartments include for-sale and rental buildings that exceed five stories. In commercial districts, tall apartments may include commercial businesses on the ground floor.

### **Type VI - Greenway Building**

Greenway buildings are structures that form part of the wall of the Greenway trench and may have a lower level with doors or windows that face the Greenway. Some Greenway buildings represent the rehabilitation of formerly industrial buildings.

### **Type VII - Accessory Unit**

An accessory unit is a dwelling unit in a secondary structure located on the same lot as the principal structure. The most common example is a dwelling unit over a detached garage, sometimes referred to as a carriage house.



## Type I

### Single Family Two Family



#### HEIGHT

- 1.5 - 2.5 stories
- setbacks should be adequate to maintain solar access to Greenway

#### ELEMENTS

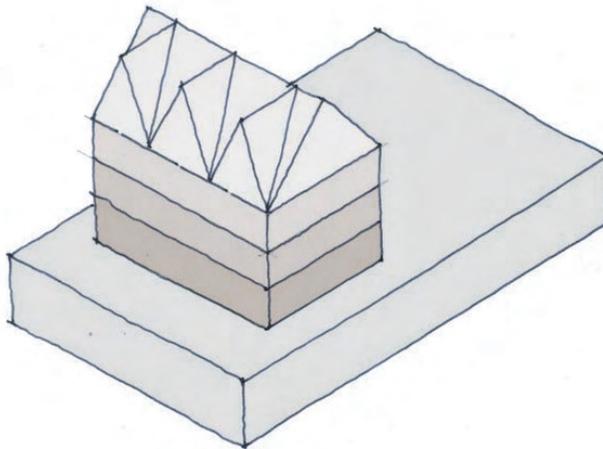
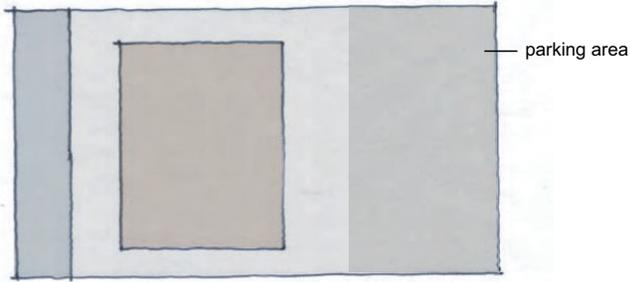
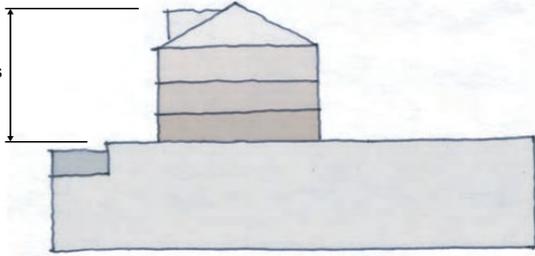
- main entry fronts existing street

#### PARKING

- limited to rear 30 percent of lot

Development District: Sub-Area III

3 1/2 stories



## Type II

### Rowhouse Townhouse



#### HEIGHT

- 2.5 - 3.5 stories
- setbacks should be adequate to maintain solar access to Greenway

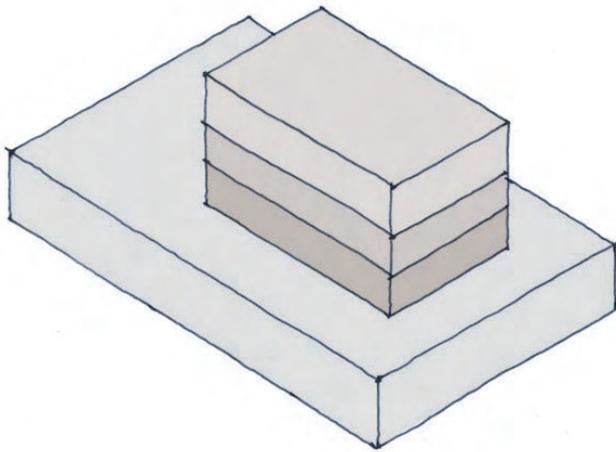
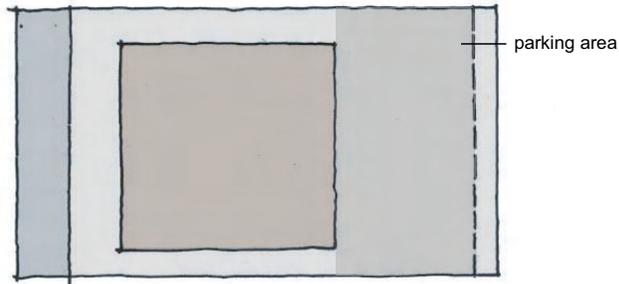
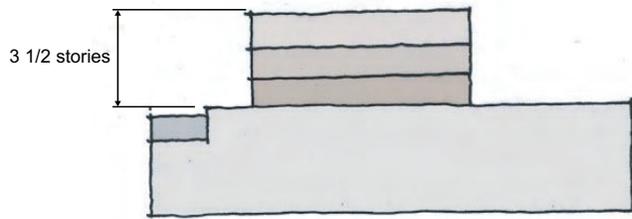
#### ELEMENTS

- main entry fronts existing street or Greenway
- building fronts existing street or Greenway

#### PARKING

- limited to rear 30 percent of lot or under building

Development District: Sub-Areas II, III



## Type III

### Small Apartment (12 or fewer units)



#### HEIGHT

- 2 - 3 stories
- setbacks should be adequate to maintain solar access to Greenway

#### ELEMENTS

- main entry fronts existing street or may front Greenway
- in commercial districts, retail uses may be allowed on ground floor

#### PARKING

- limited to rear 30 percent of lot or under building

Development District: Sub-Areas II, III

## Type IV

### Apartment (3-5 stories)



#### HEIGHT

- 3-5 stories
- setbacks should be adequate to maintain solar access to Greenway

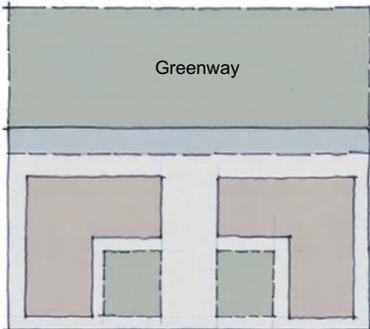
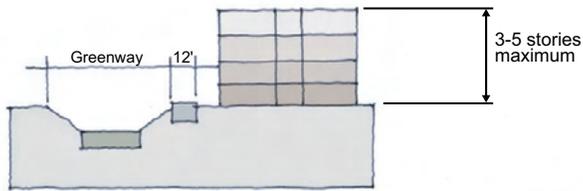
#### ELEMENTS

- should accommodate mid-block pedestrian access

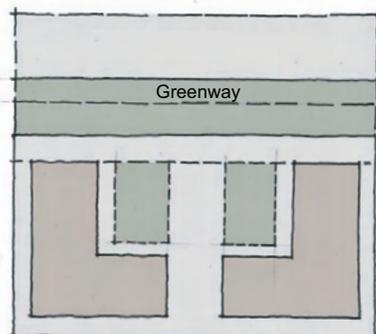
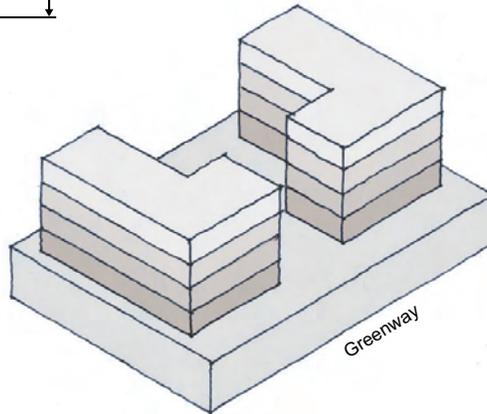
#### PARKING

- generally under building

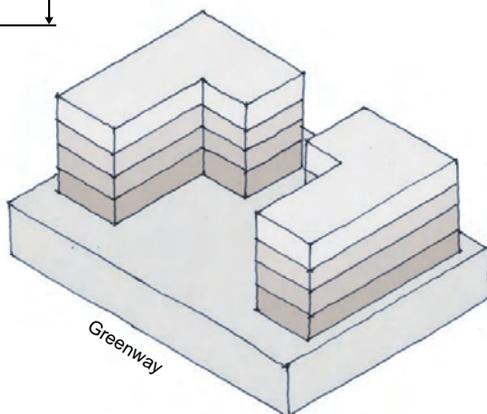
Development District: Sub-Areas I, II



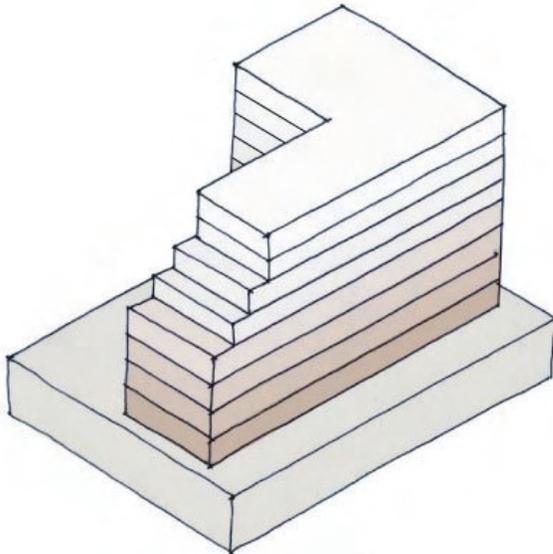
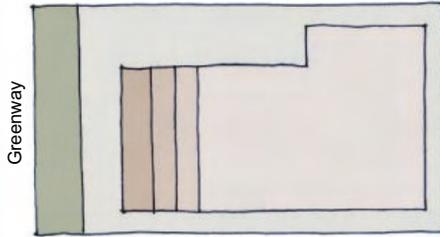
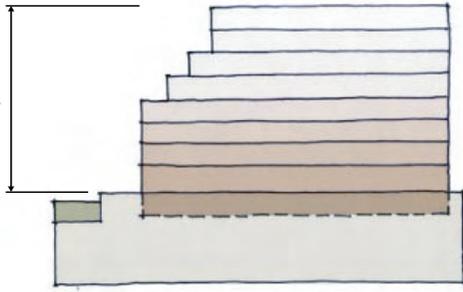
North Side



South Side



5 or more stories



## Type V

### Tall Apartment



#### HEIGHT

- exceeds 5 stories
- setbacks should be adequate to maintain solar access to Greenway

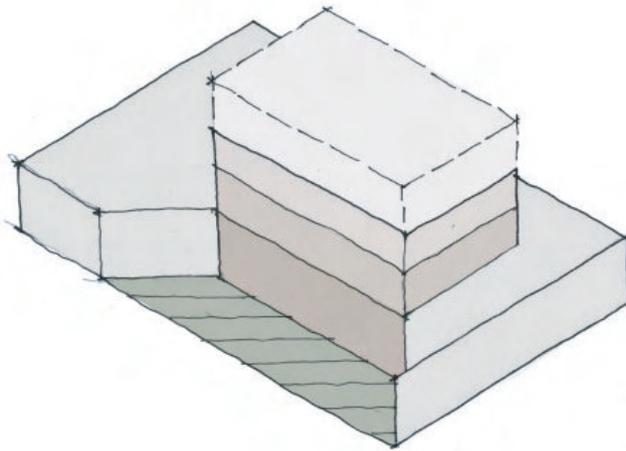
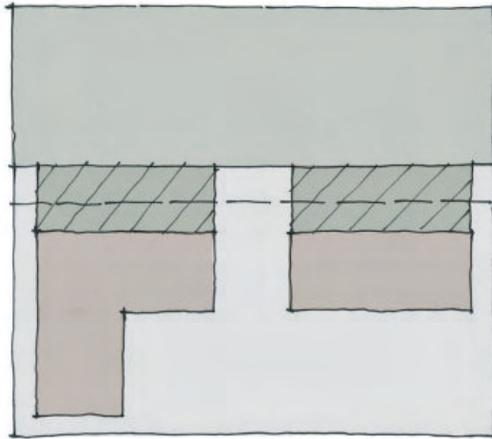
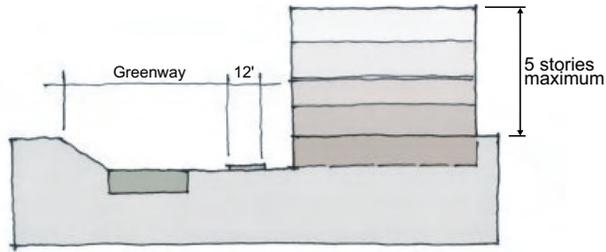
#### ELEMENTS

- porches, balconies, plazas and doorways / entries should be oriented to public streets and Greenway
- fences, walls and landscape should not obscure building elements from Greenway

#### PARKING

- located on-street
- located under building
- not allowed on site

Development District: Sub-Area I



## Type VI

### Greenway Building



#### HEIGHT

- varies
- setback should be adequate to maintain solar access to Greenway

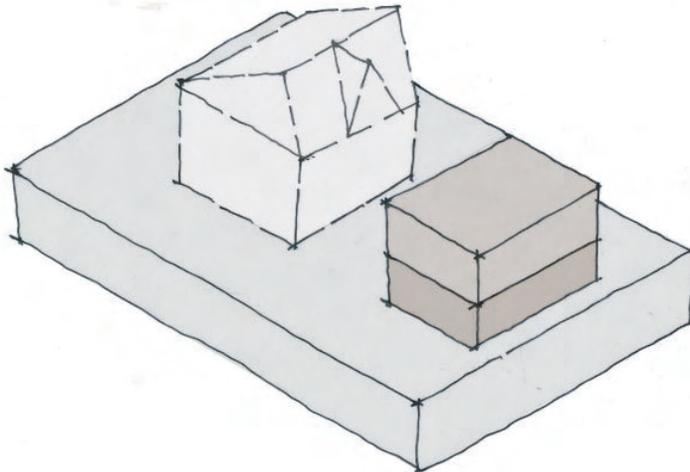
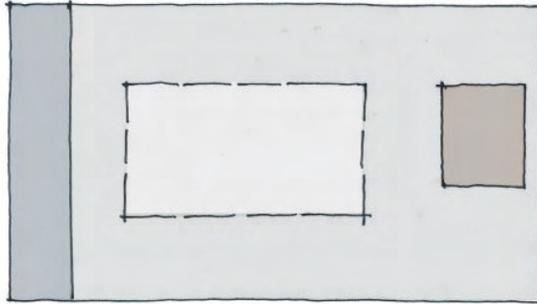
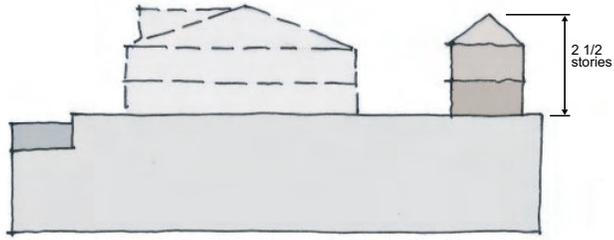
#### ELEMENTS

- doors, windows and balconies should front Greenway

#### PARKING

- varies

Development District: Sub-Areas I, II, III



## Type VII

### Accessory Building



#### HEIGHT

- 2 stories
- setbacks should be adequate to maintain solar access to Greenway

#### ELEMENTS

- residential entry should not be accessed directly from an alley

#### PARKING

- on ground floor

Development District: Sub-Area III