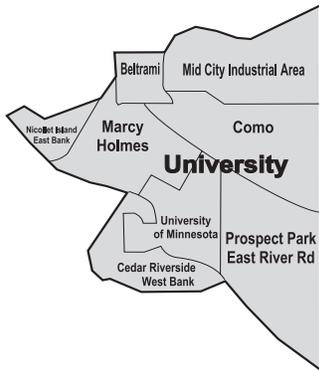


THE MINNEAPOLIS PLAN



University Land Use Features

"The Minneapolis Plan" brochure series

The Minneapolis Plan brochures illustrate the policies and actions that guide the City in its efforts to make Minneapolis a city that people choose – to live, work, learn, and play.

It is intended that these brochures will provide neighborhoods with:

- information about City policy
- a citywide context in which to do their planning
- ideas about the challenges and opportunities that are present in their communities
- guidance on the actions they can take to create change

There are brochures for each of the 11 communities in the city, and there are three topic specific brochures – housing, city form, and transportation.

What does *The Minneapolis Plan* say about the University Community?

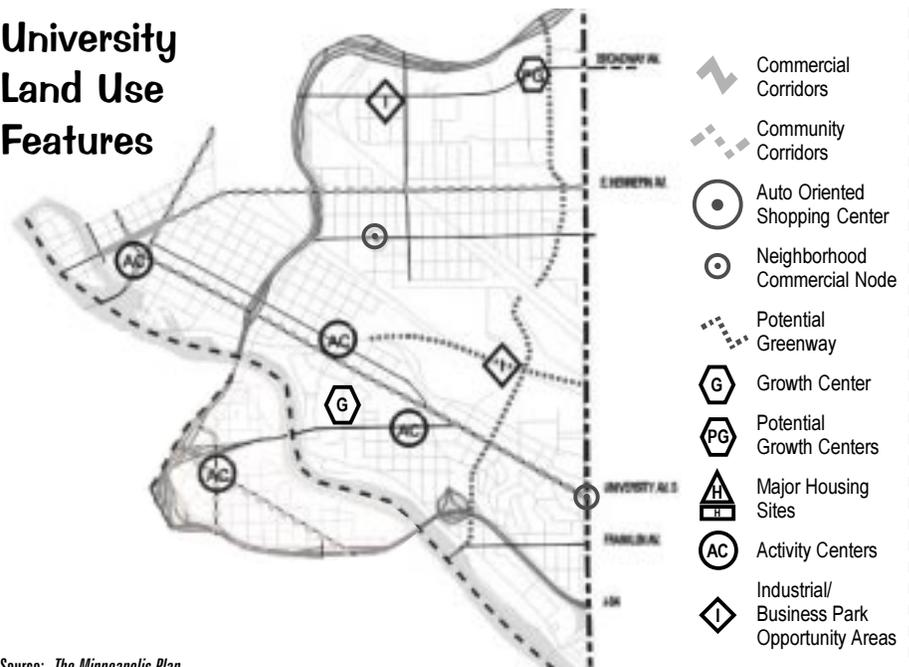
East Hennepin is a "Commercial Corridor"

Commercial corridors are streets that have largely commercially-zoned property, carry high volumes of automobile traffic, and retain a traditional urban form in the buildings and street orientation of businesses. Many of these commercial corridors still function as a "backbone" in certain neighborhoods. *The Minneapolis Plan* supports strengthening these corridors by:

- encouraging new development along them;
- promoting alternative uses such as mixed residential, office, and institutional uses and low-impact, clean light industrial uses;
- addressing issues of parking, traffic, transit, and circulation; and
- assisting with the rehabilitation, reuse, and revitalization of older commercial buildings and districts.

East Hennepin is becoming increasingly desirable as a place to do business. New restaurants and entertainment venues are creating additional interest in a destination that has, until recently, been focused on Saint Anthony Main. Yet, street-fronting parking lots, vacant buildings and lots, and structures in need of maintenance detract from the area. Redevelopment with a strong residential component will help to populate the area and strengthen local businesses. Higher density housing is appropriate in this area because it is close to downtown and the University and because proposed transit improvements will serve new residents. The Northstar Commuter Rail Line, which will move commuters between Minneapolis and Saint Cloud, will likely spur a great deal of development around the proposed station site near 7th Street and Central Avenue. Ensuring that new development enhances the environment for pedestrians and bicyclists (by installing lighting, street trees, wider sidewalks, dedicated bike lanes, etc.) will make this a very attractive and convenient place to live, work, and shop.

University Land Use Features



Source: *The Minneapolis Plan*

What is The Minneapolis Plan?

The Minneapolis Plan is the City of Minneapolis' comprehensive plan. The comprehensive plan:

- analyzes trends in the city's population, economic growth, and neighborhood livability
- proposes a vision for the physical development of the city
- identifies steps that the city must take in order to achieve that vision

State law requires Minneapolis to develop a comprehensive plan and to ensure that the Minneapolis Zoning Code (a tool that regulates land development) is consistent with the plan. The vision of *The Minneapolis Plan* is realized when the city approves development projects that are consistent with the plan and Zoning Code.

The Minneapolis Plan is also implemented through the development of neighborhood and other city plans. Neighborhood experience in developing action plans in the first phase of the Neighborhood Revitalization Program (NRP) helped to shape priorities in *The Minneapolis Plan*. As a result, *The Minneapolis Plan* can serve as a useful starting point for neighborhoods in NRP Phase II. It provides citywide context for neighborhood issues and can help bring neighborhoods together to develop shared solutions to issues that transcend neighborhood boundaries.

Other major streets are "Community Corridors"

Central, Hennepin east of Central, University, Cedar, and Riverside Avenues are identified as community corridors in *The Minneapolis Plan* (see map). Community corridors are streets that connect neighborhoods, carry a moderate volume of traffic, and have a primarily residential character but support a low-intensity mix of uses at key intersections (neighborhood commercial nodes).

Along community corridors, *The Minneapolis Plan* supports:

- consolidating commercial uses;
- promoting viable street life during the day and evening by encouraging a mix of uses at appropriate locations;
- strengthening the residential character by developing a variety of housing types; and
- enhancing the pedestrian environment.

Residential development of a variety of types and affordabilities is appropriate along these corridors, particularly where transit service is good. Residential development should be well-integrated with the community corridors to attract people to use businesses along the corridors to meet their daily needs.

Balancing the needs of cars and pedestrians along these streets is a challenge that will increase as the area becomes more populated. All of these routes are heavily traveled, some supporting nearly 20,000 trips per day, creating real challenges for pedestrians. Streets are wide, sidewalks are narrow, traffic is fast, boulevards exist only sporadically, and there are few street trees. As more people move to the area, the improvement of the pedestrian environment will become increasingly important.

Small commercial areas are "Neighborhood Commercial Nodes"

There are two Neighborhood Commercial Nodes in the University Community: one at Como and 15th Avenue SE and one at University and Bedford (see map). Neighborhood commercial nodes serve as focal points for the neighborhood. Commercial uses at nodes are low-intensity, small-scale retail sales and services which serve the immediate neighborhood and which have minimal impacts on the surrounding neighborhood.



At neighborhood commercial nodes, *The Minneapolis Plan* supports:

- continuing the presence of small scale retail sales and commercial services;
- restricting the development of auto-oriented, industrial, or manufacturing activities;
- preserving traditional commercial storefronts;
- promoting medium density residential development;
- encouraging transit usage; and
- enhancing the pedestrian environment.

Depending upon neighborhood desires, mixed use development that provides a variety of goods and services in traditional commercial storefronts may be appropriate near these nodes. Pedestrian improvements accompanying the new development would also be a welcome addition. Auto-oriented uses exist at both nodes. Given the lack of other such services nearby, residents may want them to remain if they are well-managed.

East Hennepin/Saint Anthony Main, Dinkytown, Cedar Riverside, and Stadium Village are "Activity Centers"

Activity Centers are destinations such as Uptown, Lyn-Lake, the Warehouse District, and 50th and France that attract visitors from around the region. Activity Centers attract a lot of visitors and traffic because they have a concentration of activity: the presence of many different businesses (such as retail, commercial, entertainment, educational, and other cultural or public facilities) encourages activity all day long and into the evening.

At Activity Centers, *The Minneapolis Plan*:

- promotes developing medium to high density residential uses;
- encourages providing convenient and accessible transit service and enhancing the pedestrian environment to make Activity Centers more easily navigated by pedestrians; and
- supports parking strategies that accommodate high customer demand yet minimize impact on sidewalk traffic.

The activity centers in the University Community are active, vibrant places. Transit service is good, each has a good mix of uses, and residences are appropriately high density to serve the nearby student population. At these and other Activity Centers, chronic issues of traffic congestion and parking shortages must be addressed through creative solutions such as transit incentives, shared parking arrangements, and provision of bike lanes and lockers.

The University of Minnesota is a "Growth Center" and "Major Housing Site"

The Minneapolis Plan encourages intensive employment growth and transit service in designated Growth Centers (of which there are three: U of M, downtown, and the Wells Fargo/hospitals area). While job generation is the principal component of a growth center, a successful growth center incorporates residential development and retail and service providers so that employees can meet their daily needs in a around the work place.

The Minneapolis Plan estimates that the University of Minnesota has the ability to provide an additional 7000 - 10,000 new jobs and 750-2000 new housing units over the next twenty years. As the area grows, more people and more cars will worsen the traffic congestion and parking shortages that are already impacting residential neighborhoods near the University.

The development of more housing will reduce traffic congestion by allowing people to live within walking, biking, or busing distance to

Important issues in the University Community

The mix of land use types in the University Community has grown increasingly diverse over the past ten years as industrial, commercial, and institutional areas have evolved and changed. The University of Minnesota has acquired and developed land for new facilities, parking, and student housing. The Southeast Minneapolis Industrial Area (SEMI) has created a research and light industrial base which will foster demand for enhanced transit service, housing, and commercial services. The Mid City Industrial area is transitioning toward a light industrial concept with the development of the Stinson Technology Center. Just north of Mid City, the development of the Quarry, while outside of the University Community, has had a huge effect on travel and shopping patterns within the community. Marcy-Holmes and Como are safe and stable residential neighborhoods, but they feel constant pressure from the growth and redevelopment going on around them.

This brochure provides an introduction to *The Minneapolis Plan* vision for these and other opportunity areas in the University Community and provides context for community planning efforts.



work. These new residents will need services such as transit, public infrastructure improvements, retail establishments, schools, and professional offices to support their "low-impact" lifestyle. *The Minneapolis Plan* recognizes the need for housing around the University of Minnesota area by designating it a "Major Housing Site" (see map). Around the University, a variety of high density, affordable housing types is essential.

The Mid-City Industrial Area is a "Potential Growth Center"* and an "Industrial/Business Park Opportunity Area"

The combination of the "Potential Growth Center" and the "Industrial/Business Park Opportunity Area" designations at Mid-City indicate a preference for light industrial activities with high job density and few off-site impacts. Heavy industry MAY be acceptable at appropriate sites, such as those that have immediate freeway access, are distant from natural or cultural amenities, and with no significant residential uses in the immediate vicinity. With continued planning for and investment in new jobs, new housing of different types and affordabilities, supportive goods and services, and transit and pedestrian improvements, Mid City could be a "Growth Center" as envisioned in *The Minneapolis Plan*.

Southeast Minneapolis Industrial Area (SEMI) is an "Industrial/Business Park Opportunity Area"

The Industrial Business Park Opportunity Area designation encourages the continuation of the existing industrial land use pattern. The existing land use pattern in SEMI includes light industrial, office, and research facilities. The proximity of the University of Minnesota may make this an appropriate place for a research and development facility. New housing and commercial on University would complement this facility and support both SEMI employees and University employees and students.

Other plans for the University Community

Other plans (in addition to NRP Phase I neighborhood plans) have been developed for specific areas in the University Community. It may be useful to refer to these plans for additional guidance regarding land development and community enhancement. (Only the more recent plans are listed here.)

- SEMI/Bridal Veil Refined Master Plan (Draft September 2000)
- SEMI/Bridal Veil Area Draft Alternative Urban Area Wide Review (Draft June 2000)
- Bridal Veil Southeast Industrial Park (1997)
- East Hennepin Charrette (1997)
- Making Central Avenue Great (1997)
- Twin Cities Campus Master Plan: A Livable Campus (1996)
- Market Study of Neighborhood Commercial Areas and Nodes: City of Minneapolis (1996)

* The Potential Growth Center designation indicates that the area requires further discussion and study to determine the viability and appropriateness of suggested changes.

Whom can I contact for more information?

The Minneapolis Plan contains many more policies on topics such as urban form, transportation, residential, commercial, and industrial land use, the environment, and community building.

For more information, contact:

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350 South Fifth Street, Room 210
Minneapolis, MN 55415

Phone: (612) 673-2597

Fax: (612) 673-2728

Web: <http://>

www.ci.minneapolis.mn.us/citywork/planning/index.html

The Minneapolis Plan and brochures are available on the web site.

If you have special needs, please call the Planning Department. Please allow a reasonable amount of time for accommodation.

February 2001

