

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.

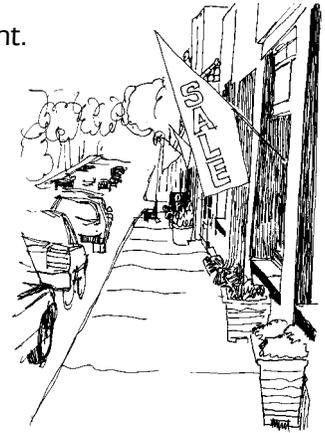
Other major streets are "Community Corridors"

Portions of Penn, Humboldt, Fremont, 49th Avenue, 44th Avenue, Dowling, and Lowry 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 low-intensity mixed use 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.

Recent projects in the community will assist in achieving these goals. Along Lowry Avenue and at the Penn/Lowry intersection in particular, the neighborhood working in partnership with Hennepin County is creating a more pedestrian, bicycle and transit friendly corridor with commercial uses concentrated at nodes. The Humboldt Greenway and adjacent development will provide senior housing. By eliminating commercial uses along a portion of this corridor, this section of Humboldt will more closely resemble a Minneapolis parkway. New residential development and the accompanying people will create a market for the commercial uses in nearby parts of Camden thereby contributing to the revitalization of the Camden Community as a whole.



Small commercial areas are "Neighborhood Commercial Nodes"

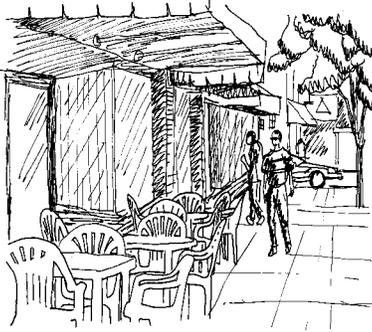
In the Camden Community, six Neighborhood Commercial Nodes exist along the community corridors mentioned in the section above (see map). Neighborhood Commercial Nodes serve as focal points for the neighborhood. Commercial uses at nodes are low-intensity, small-scale retail sales and services which serve 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.

Attention to several courses of action will support the successful evolution of the neighborhood commercial nodes in the Camden



Community. First, commercial areas should be consolidated around successful nodes. Second, more residential units should be constructed adjacent to neighborhood commercial nodes. Creative re-use of vacant buildings, or redevelopment, may be appropriate at currently underutilized commercial nodes. Third, the pedestrian environment should be improved through improvements to streetscape and building façades, but also through modification of existing parking. Parking facilities should allow for customer access, but not at the expense of pedestrian safety or impact on adjacent residential uses. Large, surface parking lots which front the street should be discouraged. Redevelopment of the Penn-Lowry intersection provides an opportunity to put these principals into practice.

Humboldt Industrial Area is a "Potential Growth Center" *

The Humboldt Industrial Area is designated a "Potential Growth Center" and an "Industrial/Business Park Opportunity Area" in *The Minneapolis Plan* (see map). The combination of these two designations at the Humboldt Industrial Area recognizes the area's long-standing industrial pattern but indicates that, over time, this area is expected to evolve toward uses that produce a greater number of jobs with fewer negative impacts on the immediate residential neighborhoods. 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.

The evolution of the Humboldt Industrial Area will depend upon the long-term plans of the Canadian Pacific Railroad (its primary land-owner) and the other industrial land owners in the area, as well as plans that are developed by neighborhood organizations. Specific plans will require the development of a long-term vision for the area. *The Minneapolis Plan* suggests that this vision include favoring businesses with a high number of jobs relative to the space they occupy, providing transitions between industrial and low-density single-family uses, such as higher density residential and commercial, and landscaping and other site improvements to "soften" the edge of the industrial district, and make it more compatible with the open space amenities in the area.

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

Important issues in the Camden Community

The Camden Community is experiencing significant changes in its residential, industrial, and commercial areas. The Humboldt Greenway development and implementation of the Upper River Master Plan, *Above the Falls*, will provide new housing and strengthen connections with open space. In both areas, it will be critically important to mitigate industrial impacts and strengthen connections to green space. Commercial areas (that are home to a variety of commercial, industrial, and institutional uses) are being revitalized to address a number of persistent challenges including an oversupply of commercial space, deteriorating structures, and inconsistent maintenance.

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



The proximity to schools and amenities such as Shingle Creek suggest that additional residential and commercial development may be desirable in parts of in the Humboldt Industrial Area such as near the convergence of the Humboldt Greenway, Shingle Creek, and Victory Memorial Drive. *The Minneapolis Plan* recognizes the potential for housing in the area by designating the Humboldt Industrial Area and the upper river in Camden as "Major Housing Sites".

Over the next 20 years, Minneapolis will likely absorb between 9000 and 10,500 households (Metropolitan Council and City of Minneapolis projections). These new households will be searching for new housing types that are more varied than the housing that currently exists in Minneapolis today.

In order to meet this projected demand, *The Minneapolis Plan* supports the development of new housing at several Major Housing Sites around the city. Major Housing Sites should be medium- to high-density, varied in type, and affordable at various income levels. Good transit access, development of commercial uses that provide everyday goods and services, and a pedestrian-friendly, walkable environment are other important components of Major Housing Sites.



Two major projects in Camden have begun to fulfill this vision. The development of the residential and open space improvements of the Humboldt Greenway is transforming this part of Camden. Although the Humboldt Greenway has replaced a large number of single-family housing units, the project will meet a diversity of housing needs and choices, such as townhomes and senior apartments. Further, open space improvements create amenities that encourage further investment. The development of the Upper River Master Plan, *Above the Falls*, and the North Mississippi Regional Park also set the groundwork for new housing investment in Camden.

Other plans for the Camden Community

Other plans (in addition to the NRP Phase I neighborhood plans) have been developed for specific areas in the Camden 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.)

- Penn/Lowry Avenue Corridors Revitalization Plan (1998)
- Above the Falls: A Master Plan for the Upper River in Minneapolis (2000)
- Gateways to the River (1997)
- Market Study of Neighborhood Commercial Areas and Nodes: City of Minneapolis (1996)
- Humbolt Avenue Reinvestment Area Study (1996)
- Lowry Avenue Corridor Study (1999)
- Lowry Avenue Corridor Master Plan (in progress, estimated completion 2002)

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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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.

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