

5 **Neighborhood Master Plan**
Design Guidelines

Elliot **Park**

August 2002

Types of Guidelines

The Design Guidelines chapter is organized into the following categories:

Neighborhood Guidelines

- Streetscape
- Site Development
- Architecture
- Parking
- Access and Connections

District Guidelines

- Downtown
- Mixed Use
- Residential
- Central Core
- Historic 9th Street

Corridor Guidelines

- Destination Streets
- Connector Streets
- Neighborhood Streets

This 'icon' will appear at the top of each page to identify the type of guideline discussed.



Introduction

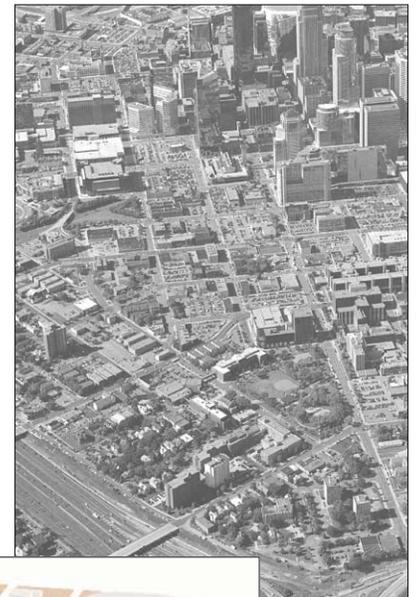
The Elliot Park Neighborhood Master Plan is intended to be a framework within which creative design can and should occur. The following detailed guidelines were prepared to further define the character, purpose and structure of the plan. In all cases, the guidelines must be applied in harmony with other existing neighborhood and City plans, programs and initiatives that support desired objectives for the Elliot Park neighborhood.

Definitions and Context

These guidelines are organized so that every street and every block within the Elliot Park neighborhood can be considered at some level of detail - even if no specific project or improvement has been suggested as yet in the Master Plan. In this way, future projects and neighborhood initiatives, yet to be determined, will respond to the same guidelines as the projects already underway. This will ensure that ongoing redevelopment work meets the intent of the plan while promoting the desired continuity and design direction over time. A general summary, included here for each guideline category, provides a quick reference to the various sections of this chapter.

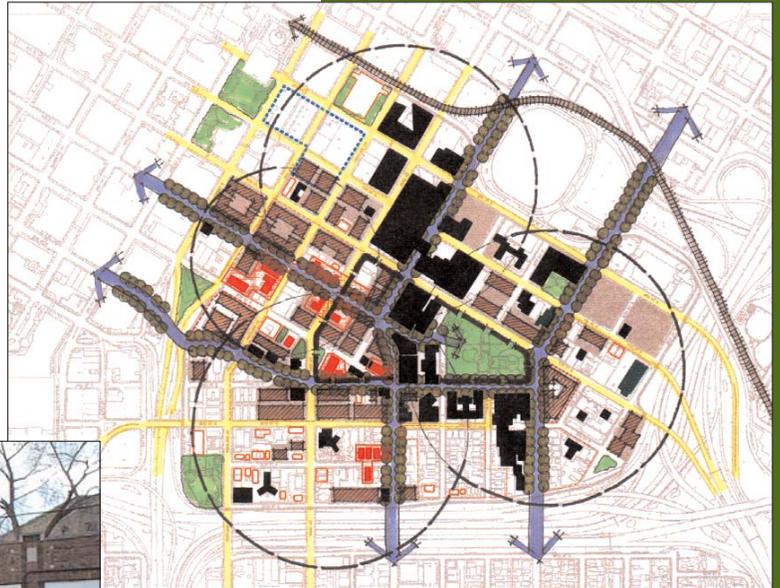
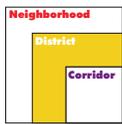
Neighborhood Guidelines:

There are a number of guidelines that apply to the entire Elliot Park neighborhood, including recommendations for streetscape, site development, architecture, parking, transit and pedestrian/bicycle connections. These guidelines provide the basis for more detailed decision-making related to overall neighborhood character (aesthetics and identity), preferred building types (scale and massing) and thoughtful urban design (land use and public space).



District Guidelines:

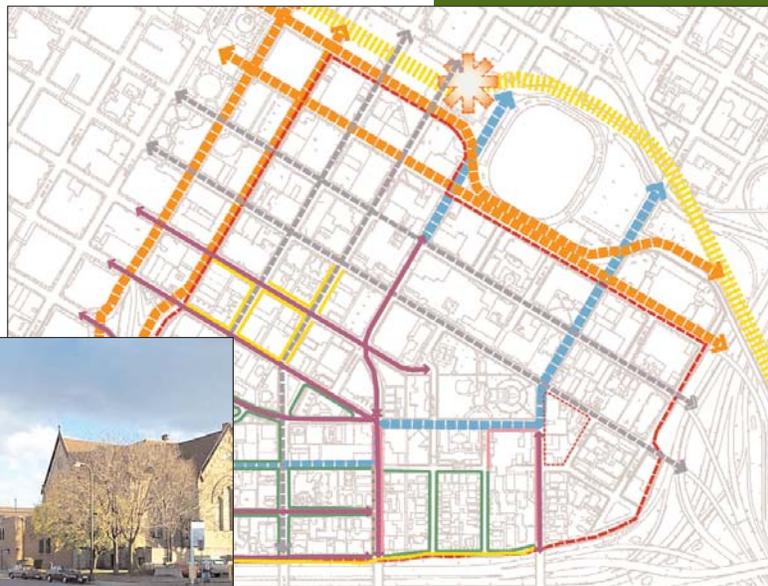
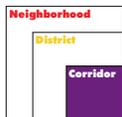
As part of the planning process, Study Team and stakeholder workshops identified a variety of unique visual qualities and physical features that characterize specific areas within the neighborhood. These districts, described in the Master Plan (Chapter 4), are important to consider both as separate 'zones' and as integrated pieces of the overall plan. These guidelines were created to further define the essence of each district while providing specific suggestions for preservation, protection and ongoing improvements.



The primary purpose of these guidelines is to clarify and direct innovative solutions for streetscape improvements, best site development practices and high quality architecture.

Corridor Guidelines:

The Master Plan identifies a hierarchy of street types that define various corridors passing through or serving the neighborhood districts. As a means to describe the specific visual quality and physical characteristics for each, the corridor guidelines provide recommendations related to street function, transit use, width (dimensions), parking and other amenities or improvements.



Neighborhood Guidelines - Streetscape

Introduction

Streetscape guidelines refer to the visual character and physical improvements for public rights-of-way in the Elliot Park neighborhood. The goal is to foster a safe and interesting public realm to invite pedestrian activity, promote traffic calming, increase transit use and encourage community gathering.

Streetscape Components Summary

Plants	Lights	Walls and Fences	Pavements	Furniture	Public Art
Street trees are the major element, planted in both formal and informal patterns throughout the neighborhood. Additional interest and seasonal color provided by flowers, grasses and bulbs with an emphasis on native species.	Light poles and fixtures are also very prominent elements along the street. Provide various heights and styles to meet City standards for lighting levels including street, walkway, plaza, park and other public spaces.	Walls and fences add interest and identity to the street and help identify or transition from public to private space. They also bring emphasis to specific spaces or mimic architectural materials at street level.	Changes in color and texture underfoot can add both visual and physical variety to the street. Special pavements mark crosswalks and emphasize special use areas.	Although sometimes an attractive nuisance, street furniture can be a welcome addition at transit stops, building entries, parks and other public spaces. Furniture needs to be durable and easy to maintain.	Many opportunities occur throughout the neighborhood to integrate public art as part of signage, lighting, furniture, walls and fences. There also are opportunities for sculpture, murals and other installations.

Plants

Planting includes street trees, flowering trees and other landscape materials along the public right-of-way such as flowers, grasses, bulbs and groundcovers. The primary goal of streetscape plantings is to maintain and improve the 'urban forest,' a significant Minneapolis asset.

Applications

- plant street trees; spacing should be 30' minimum
- refer to the City tree master plan and consult City forester to review selection of appropriate tree species
- include annual and perennial flowers, strategically located shrubs and other types of plantings to provide screening, define space and add variety, seasonal color and highlight important neighborhood nodes or gathering places

Lights

Lighting includes pedestrian-scale lighting (the familiar 'acorn' or 'lantern' globes atop 12' posts) and other seasonal, special event related and/or architectural lighting.

Applications

- ensure that the type, spacing and quality of fixtures will provide consistent lighting levels along the street
- minimize glare onto adjacent properties and into vehicular traffic on the street
- use City of Minneapolis standard fixtures and posts at recommended spacing throughout the corridor
- increase lighting levels at primary nodes, special use areas and street intersections by using a combination of multi-headed fixtures and tighter spacing



Walls and Fences

These include metal, brick, stone and other materials used to separate discrete spaces, strengthen the definition and character of a space, and define the edge between private and public property.

Applications

- select materials appropriate to specific site conditions, land use and architectural character
- work with property owners and commercial tenants early in the process to discuss opportunities for improvements on private property, including design character, materials, cost, maintenance issues and other concerns
- work with the City early in the process to discuss opportunities for improvements within the public right-of-way, including design character, materials, budgets, schedule, special service district options and other concerns

Pavements

Special pavements include textured, colored concrete, stone and unit pavers for sidewalks, crosswalks, transit stops, medians, gathering places and neighborhood connection points.

Applications

- use creative scoring of standard concrete for sidewalks with additional detail and change of materials at important nodes, crosswalks and transit stops
- focus available streetscape budget on more visible elements, such as lighting, plantings and fencing
- explore opportunities to stamp concrete with neighborhood logo or street names to express community identity or provide public art opportunities
- work with the City Public Works Department to explore creative options for street crossings including a change in pavements or more interesting striping or marking

Furniture

This includes benches, trash receptacles, newspaper boxes, transit shelters and other furnishings. Furniture should be used to accent special use areas, transit stops, providing places for rest, waiting, meeting and people watching.

Applications

- street furniture should match, or complement color, scale and detailing of adjacent buildings and other streetscape improvements
- street furniture should be constructed from comfortable and durable materials, such as wooden bench slats or powdercoated metals
- in collaboration with Metro Transit staff, pursue additional transit stops and shelters, potential relocations and stop improvements

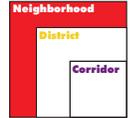
Public Art

Public art can either be infused throughout other streetscape elements, such as fences, walls, signage and furniture, or can be created as stand-alone (but integrated) pieces, such as murals and sculpture.

Applications

- identify opportunities for public art and cultural celebration at many scales and locations throughout the neighborhood
- collaborate with the many neighborhood artists living in the area to help define and implement a public art master plan
- work with City staff and developers to include public art and gathering space as an intentional center piece for new development projects





Neighborhood Guidelines - Site Development

Introduction

Site development guidelines bring definition to the interface between the building edge and the variety of public spaces that characterize the Elliot Park neighborhood. These guidelines imply a strong link between architecture and site - how buildings define or are defined by the spaces around them, and the visual and physical connections to the public realm.

Site Development Components Summary

Land Use	Safety and Security	Setbacks	Parks and Open Space	Maintenance	Management
New development in Elliot Park will continue to include a mix of housing, retail, office, restaurant and recreational uses. New development will blend with and enhance existing neighborhood uses, amenities, landmarks and character.	Elliot Park will continue to promote policies and procedures to ensure that all citizens feel welcome, safe and protected as part of this community.	New development should fit within the existing character and fabric of each district, placing buildings close to the street, matching existing setbacks where appropriate.	Providing a linked system of public parks and open spaces is critical to the health and well being of neighborhood residents, workers and visitors. Provide opportunities for both large and small scale neighborhood 'breathing space' integrated into site scale and block scale development.	Provide a detailed list of maintenance needs and a specific approach and budget to meet those needs. Encourage creative, shared programs and policies to match funding and human resources to address maintenance challenges.	Match Police efforts with neighborhood initiatives to identify and address specific behavior and nuisance issues. Maintain property inventories (use GIS mapping) to monitor status and health of neighborhood properties.

Land Use

This addresses the proposed mix of uses, both adaptive reuse and infill opportunities, which meet specific neighborhood objectives for new housing, business growth and public open space.

Applications

- periodically re-evaluate the Elliot Park Master Plan based on new market information, neighborhood polling, questionnaires and changing land use patterns to determine the mix of uses which best serve neighborhood needs
- periodically re-evaluate new development opportunities and specific sites made available by ongoing refinements to the Master Plan and evolution of neighborhood objectives



Safety and Security

This responds to both the perception and reality of 'safety', the intuitive feeling and need for human comfort, fit and belonging. Safety and security must be addressed on several levels including physical design, community 'eyes on the street' and standard policing procedures. (see Management)

Applications

- require that new development and redevelopment projects create and maintain clear sight lines to building entries, parking areas, the sidewalk and other buildings
- encourage outdoor use areas, including sidewalk seating and patios with views of the street, for new and existing buildings
- ensure adequate but not excessive lighting levels throughout sites
- work with property owners and City to ensure high maintenance levels, trash pickup, graffiti cleaning (see Maintenance)
- continuity of the interior/exterior view



Setbacks

Setbacks are the defined distance a structure is 'set back' from a given reference point such as a street right of way line, property line or another structure.

Applications

- in most cases, new construction projects should place buildings close to the street (along edge of walk), matching existing building setbacks to provide continuity and encourage visual and physical interaction between building uses, sidewalk and street

Parks and Open Space

This includes areas along the street that accommodate the public or semi-public activities of the neighborhood. Public parks and open space are essential to a successful neighborhood. These amenities must invite programmed, unprogrammed, active and passive uses of public space.

Applications

- provide a continuous, accessible and recognizable system of public spaces linked to city streets and sidewalks, to local and regional parks/trails, to the Mississippi River, to local and regional attractions and other area amenities

Maintenance

Successful planning and project implementation must include a defined program and detailed budget for ongoing maintenance operations. Even the most exciting projects and interesting destinations quickly lose their appeal if the trash is not collected, snow is not removed or streetlights are not replaced on a regular basis.

Applications

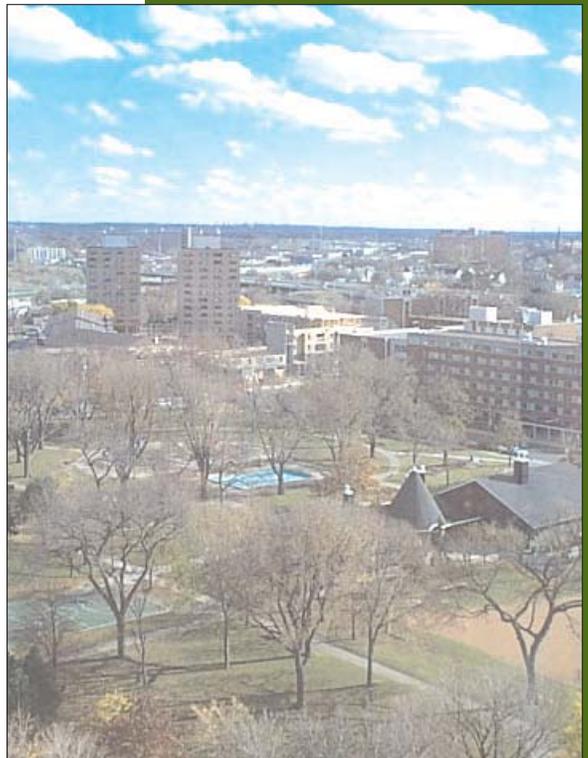
- define a specific budget and approach to meet the maintenance needs of existing neighborhood amenities and proposed improvements
- implement a regular program and schedule for sidewalk cleaning, snow removal, trash collection and streetlight repair/replacement
- explore various approaches, including 'special service districts', paint-up/fix-up programs and other options to meet maintenance needs

Management

This includes the policies and procedures needed to monitor and respond to behavior and nuisance issues. Although some of these issues can be met by standard Police department activities, some guidelines should address the less tangible challenges related to respectful, thoughtful behavior. For example: special events/celebrations, operating hours for bars/restaurants and so on.

Applications

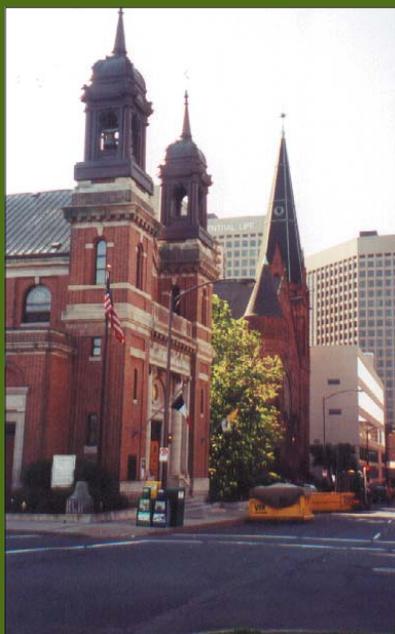
- provide specific, published policy and procedure guidelines
- encourage consistent follow-through to target issues and meet specific neighborhood needs
- create and update (on a regular basis) GIS data files to monitor status and health of neighborhood properties



Neighborhood Guidelines - Architecture

Overview

Architectural guidelines describe the character, elements and desired direction for design and construction of buildings proposed in the Neighborhood Plan. These guidelines address new construction (both residential and commercial), adaptive re-use of existing structures and a variety of facade improvement and paint-up/fix-up initiatives.



Some places are memorable because of the architectural uniformity of surrounding buildings. Other places have a more eclectic character, created over time with fewer constraints and less uniformity. Each has its own charm. Although the Elliot Park neighborhood has a mix of buildings and spaces, future development should reflect the best of the neighborhood's existing character while allowing opportunities to explore high-quality contemporary design solutions. This will serve to emphasize Elliot Park's vitality comes, at least in part, from this diverse mix.

Architects frequently use familiar words in unfamiliar ways to describe ways of engaging people with their surroundings. These guidelines provide both written and photographic descriptions to help create a common understanding of what we mean by these terms and of how they can be applied to the Elliot Park neighborhood environment.

Scale

Scale refers to the relationship between the size of a person and the dimension of spaces and building elements. Appropriately scaled buildings create "the good fit" within sensitively-designed places. A number of older buildings in the Elliot Park neighborhood offer examples of appropriately scaled facades that relate to human scale.

Applications

- the Elliot Park Master Plan supports the idea of increased density and intensifying the mix of uses at specific nodes, which suggests that this community should examine a new scale of architecture at these locations: generally 4 story, but not to exceed 10 story buildings
- proposed development should reflect the scale of existing adjacent buildings where appropriate, (i.e. given that there is a good contextual model to build upon)
- building scale should respond to adjacent parks, open space and the public realm

Massing

Massing addresses the volumetric size and articulation of building elements. Buildings can feel too bulky or too small for their sites; in such cases, a building seems out of place. For larger structures, the perceived massiveness can be reduced by stepping the building's height up or down and breaking the facade into distinct elements.

Applications

- as new buildings are constructed in the Elliot Park neighborhood, the most appropriate of existing buildings should provide cues for massing
- larger buildings are certainly appropriate facing the street, but their massing should be responsive to their context, especially as they relate to smaller residences fronting on side street.
- landscape solutions, including street trees, layered plantings and plantings for seasonal color should be used to enhance existing buildings that feel too small

Spatial Enclosure

This addresses the sense of free-flowing or confined space. Typically, urban areas tend to be characterized by more enclosed, defined public spaces surrounded by buildings. Currently, the Elliot Park neighborhood has several vacant lots and many parking lots that reduce the continuity and spatial enclosure of the street as an outdoor room.

Applications

- new buildings should be constructed within six feet of the street property or right-of-way line and should extend as long as practical to define and contain space at the street's edge
- at open lots, fencing, trellises, trees and other plantings should be employed to continue the street wall
- multi-family residential housing (apartments, townhomes) may be set farther back from the street, but building scale and massing and site treatments must be increased to compensate for this shift

Rhythm

Rhythm addresses the regularity or irregularity of recurring features or elements that make up the building, such as windows, porches and bays. The Elliot Park neighborhood has a diverse collection of buildings with varied forms, functions, and design motifs. When there is a regular rhythm of building forms and elements, differences seem less significant and individual structures tend to merge into a more harmonious unit. Such regular patterns amplify the natural rhythms of movement, encouraging people to continue walking along a street. When an overall rhythm of building elements is established, unique elements become more valued and meaningful.

Applications

- new buildings should strengthen the rhythms of the Elliot Park neighborhood by emphasizing increased activity at neighborhood nodes (see the Master Plan Chapter 4) and the continuity of the building wall along the street between nodes
- over several decades, this would help knit the street's buildings into a cohesive fabric
- the most immediate way to develop a regular rhythm, however, would be through planting of street trees at regular intervals

Proportion and Orientation

This refers to the dimensional and directional relationship between the formal elements that shape a space or a building and its facades within the overall composition. Buildings in the Elliot Park neighborhood generally have a horizontal orientation, that is, their facades are longer than they are tall.

Applications

- upper floors should be more balanced between vertical and horizontal orientations
- the lack of containment on the street detracts from the intensity of the experience there (see Spatial enclosure)



Neighborhood Guidelines - Architecture



Solar Access

Solar access defines the capacity of a site or building to receive unobstructed sunlight. We are becoming increasingly aware of the physiological benefits and the alternative energy potential of sunlight. Especially in dense, urban neighborhoods, it is important to encourage infill projects that take advantage of passive solar heating, but at the same time include careful design to minimize shadows on adjacent properties.

Applications

- as new buildings are constructed in Elliot Park, the direct access to sunlight enjoyed by adjacent residences and other buildings on the street should be maintained
- new buildings should be of limited height, set back from property lines, or stepped down toward adjacent properties so that solar access is maintained



Entry Conditions

Entry elements define the character of access into and within buildings, such as roof overhangs, raised porches, railings, recesses and other projecting forms. A building's entry tells us in subtle ways that we are welcome and, in some cases, how we are expected to act upon entering.

Applications

- building entrances should be oriented toward the front of the building and toward the street whenever possible
- employing recesses, porches, transparent entry systems and other elements should convey an inviting, and open impression
- a regularly spaced series of entrances along the street is preferable to a single entry in long buildings



Facade Materials and Building Signage

This refers to the types of materials selected and the mixing of materials to create a building facade. During the past hundred years, building materials have expanded from a limited range of natural materials to an array of synthetic materials. As a consequence of using these new materials, our built environment has become less homogeneous and less cohesive. The Elliot Park neighborhood exhibits a wide range of building materials: wood, brick, metal, concrete masonry, stucco, plastics and others. This is partially due to the variety of building types ranging from single-family houses to light industrial structures. Signage materials and design are included as part of a building's facade.

Applications

- future buildings should employ materials of high quality, durability, and character, taking into account the balance of life-cycle costs with first costs of the material
- glass, steel and masonry are encouraged - plastics and aluminum are discouraged except in limited applications
- large backlit signs on high poles will not be allowed as they create an environment that does not encourage an active pedestrian environment

Roof Forms and Materials

This refers to the shape of the roof, its composition, and the selection of materials used to cover it. Roof forms can enliven a building and a streetscape. Roof materials can also add texture and color to attract attention and interest as people walk or drive along the street. The buildings in the Elliot Park neighborhood have varied roof forms and materials.

Applications

- where appropriate, roof elements may be used to mark key street intersections or focus attention on significant buildings
- by using roof forms and materials that relate to each other up and down the street, a more harmonious streetscape can be achieved
- in structures with flat roofs, facade and parapet details become more significant

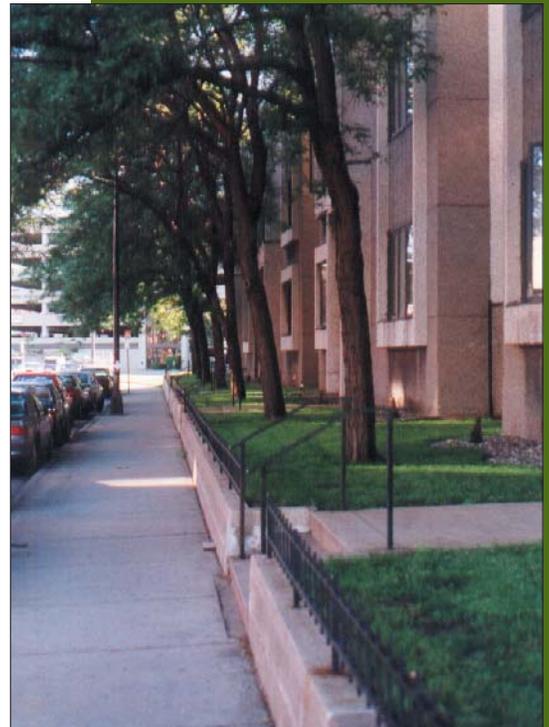


Public/Private Continuum

This defines the subtle changes in space and forms that traditionally inform people when they are moving between public and private places. As new development occurs, the greatest challenge for builders and the neighborhood will be to create a design continuity of forms, materials, and spaces without diminishing the variety that makes Elliot Park a distinctive neighborhood.

Applications

- buildings in Elliot Park should provide a sense of arrival and of transition from their most public to most private spaces. For example, the street and public sidewalk are the most public and the residential interior or "back of the shop" are the most private
- a variety of building and site elements can be employed for the semi-public and semi-private spaces: planting buffers, entry recesses or porches, vestibules and lobbies, etc. can fulfill these intermediate roles



Exterior/Interior Connection

This addresses the necessity of providing visual connectors, through the use of windows and glass entries, to connect the interior spaces of a building to the exterior public realm. These connectors draw people out of the buildings and into the street both visually and physically and from outside in (such as store fronts) thereby increasing street "life" and safety.

Applications

- discourage temporary and permanent commercial window signage which blocks the views into or out of buildings
- future development needs to encourage numerous window openings and multiple entry points along the street edge

Neighborhood Guidelines - Parking



Manage on-street parking to meet specific needs of each district.



Continue to explore shared parking solutions or creative infill development for existing surface lots.



Turn this...



...into this.

District Parking Approach

In keeping with traditional urban design principles, the street is designed to accommodate the car while not allowing it to dominate. The same holds true for parking. To meet long range plans for new development in Elliot Park, parking strategies must provide an appropriate balance of on-street, small surface lot and structured parking solutions.

The Master Plan (Chapter Four) identifies a number of distinct districts within the neighborhood, with unique qualities and numerous opportunities for redevelopment within each.

As part of this guidelines chapter, the 'district parking approach' was introduced as a means to target overall parking needs and still address specific needs for each district. More detailed recommendations are included in the 'district guidelines' section and are based on the following overall parking objectives:

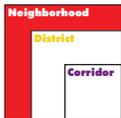
Objective #1 - Meet each district's parking needs internally (i.e., within the general area of each district).

Objective #2 - Manage parking to meet Elliot Park neighborhood needs, not downtown needs.

Objective #3 - Market Elliot Park as a neighborhood where one can live/work without needing a car (or perhaps only one car per household).

Applications

- establish EPNI as a (not-for-profit) parking management district
- develop and manage off-street parking resources
- review zoning provisions, parking requirement, compliance for new development
- investigate (with City departments) potential changes in regulations and policy to support district parking strategies
- explore and implement shared off-street parking programs
- manage on-street parking as appropriate for each district, including meters, signed time limits and residential permit parking
- coordinate with Downtown Transportation Management Organization and Metro Commuter Services to reinforce commute alternatives for businesses/employees
- monitor parking demand by land use type and use to identify parking requirements within the neighborhood - provide outreach/information to residents and students to encourage reduced automobile use or dependency
- consider demonstration car-sharing or short term auto rental programs for neighborhood residents to reinforce reduced car ownership needs



Neighborhood Guidelines *Access & Connections*

Transit

Elliot Park is already well served by transit, with multiple express and local bus routes operating throughout the neighborhood.

Two enhancements to the existing system are proposed:

- Extend Metro Transit service along Chicago Avenue north to connect Elliot Park with the Downtown East Hiawatha LRT station - the existing Route 5 that serves the neighborhood turns into downtown along Seventh Street South, two blocks short of the Downtown East LRT stop, and four blocks short of Washington Avenue.
- Introduce a new Downtown Circulator route to connect Elliot Park to Loring Park and the riverfront area that would use 15th Street, Chicago Avenue, 14th Street, and 11th Avenue through the neighborhood. This service would ultimately provide a circumferential route along downtown to connect Elliot Park, the riverfront, the Historic Mills District, entertainment, residential and the Loring Park areas.

The neighborhood should work with Metro Transit to identify and integrate other transit improvements such as: more shelters, adequate transit stops and opportunities for a neighborhood circulator system.



This planted center median calms traffic and provides a pedestrian safe zone along Lexington Parkway, St. Paul.

Applications

- work with City representatives to explore street design alternatives that promote a balance of uses
- work with City representatives to define specific objectives for traffic calming, safe crosswalks and streetscape improvements

Pedestrian and Bicycle

Increasing pedestrian movement and bicycle use can be accomplished in two ways: first, provide the physical facilities and improvements that will encourage foot and bicycle traffic; second, ensure that pedestrian/bicycle systems are designed and located next to safe, highly visible and interesting places to be, connected with the street and the mix of neighborhood uses/activities.



Creative bike facilities like these...

Applications

- pursue opportunities for dedicated bike lanes/trails either on or off-street as part of the local and regional bike plan
- provide connections to regional pedestrian and bicycle systems
- ensure that detailed design and construction of new bicycle facilities support or integrate with existing neighborhood programs already underway





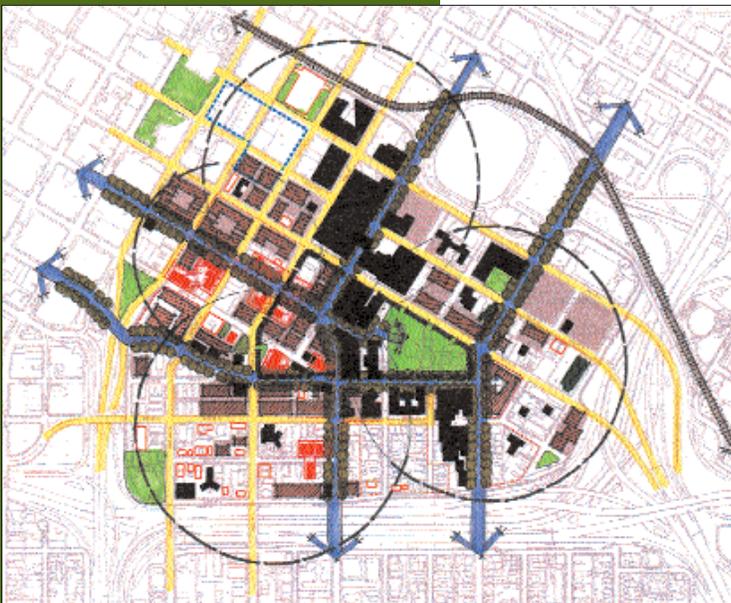
District Guidelines - Overview

Introduction

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District Character Summary

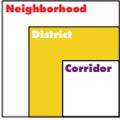
	Context	Scale	Land Use	Landmarks
Residential	Southern portion of the neighborhood	Mostly 2-4 stories	Single and multi-family housing	Many significant properties
Central Core	Confluence of the various neighborhood districts	2-5 stories	Housing, retail districts, storefront office	Band Box Diner
Historic 9th Street	The transition between downtown architecture and traditional single-family residential blocks	2-5 stories	Primarily residential	Historic residential properties
Mixed-Use	Transition zones to and from freeway access routes	2-5 Stories	Mix of housing, office and light manufacturing	Strutwear Building
Downtown	Transition between mid-rise downtown and the residential neighborhood	12-16 stories to 6 stories along 8th Street	Retail on first floor; primary office, possible residential on upper floors	Armory, Lutheran Brotherhood



How to use these Guidelines

Guidelines for each district include a reference map and brief description of location followed by recommendations related to scale, land use, landmarks and district parking strategies.

Small photographs in the side bars show existing conditions accompanied by a larger image illustrating proposed improvements, suggested development character or other district opportunities.



District Guidelines - Residential



Location
 This district covers much of the southern area of the neighborhood, between Grant Street/14th Street (proposed Elliot Park Boulevard) and I-94.

- Scale**
- Infill and new housing - two to four stories.
 - Do not encourage any additional mid-rise development.

- Land Use**
- Single and multi-family housing.
 - Encourage infill housing within these blocks.
 - Develop new housing between Chicago and Portland Avenues and 14th Street (Elliot Park Boulevard) and 15th Street.
 - Mixed-use development along Chicago Avenue should be encouraged.

- Landmarks and Amenities**
- Develop an historic housing overlay district for the area south of 15th Street, between Elliot and 12th Avenues to preserve and enhance existing residential properties.

- Parking Strategies**
- Promote strategies for shared parking - commercial uses during the day, residential at night.
 - Designate on-street parking for residents only (permit parking); discourage street parking for downtown workers.
 - Promote strategies for reduced parking demand, car dependency in Elliot Park.
 - Provide small, dispersed surface lots
 - New development should provide underground parking.

Proposed improvements will preserve and enhance the character of residential areas.



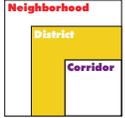
Current Character



Current Character



Example



District Guidelines - Mixed Use



Current Character



Current Character



Example

Proposed development could include a mix of residential over office uses.

Location

- Transition zones to and from freeway access routes.
- Mix of uses includes residential, churches, small commercial and institutions.



Scale

- Housing in this district should be two to five stories and should be similar to the type of density achieved at the East Village.
- Office and light manufacturing to eight stories.
- Scale, massing and rhythm of new development should follow the existing texture.
- One-quarter block facades should be encouraged.

Land Use

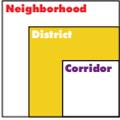
- Mixed-use development of housing, office and light manufacturing.
- Develop housing around the 8th Street and 11th Avenue intersection.

Landmarks and Amenities

- Explore opportunities for public gathering space across from the Strutware building at 11th Avenue and 7th Street.
- Develop streetscape improvements along 11th Avenue.
- Develop neighborhood freeway 'gateways' along 7th and 8th Streets.
- "Right-size" 8th Street to reduce visual and physical impacts of this high traffic street. Narrow street as much as possible to add width to public walkways.

Parking Strategies

- Provide some on-street parking.
- Promote below grade parking for all new construction.
- Encourage shared use of parking structures.
- Promote reduction of surface lots.



District Guidelines - Downtown



Location

- The Downtown District of Elliot Park is the transition zone between the mid to highrise downtown buildings in downtown and the three to four story buildings in the neighborhood.

Scale

- 12 to 16 stories in the northwest corner (north of 8th St. between 5th and Park Ave.) stepping down to 6 stories along 8th Street.
- New developments must be (or perceived to be) no larger than a quarter-block scale.
- Scale, massing and rhythm of new development should follow the existing texture.

Land Use

- Primarily office to accommodate the growing downtown.
- Retail at the first floor, possibly with housing on the upper floors.

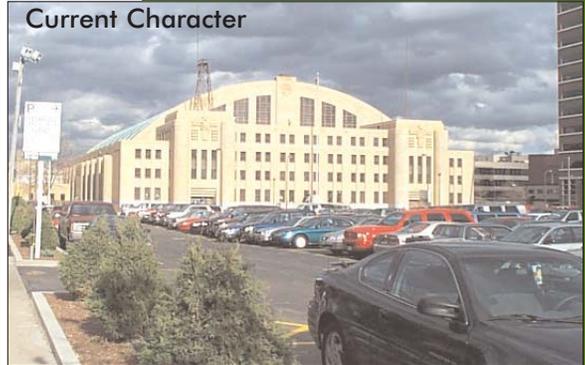
Landmarks and Amenities

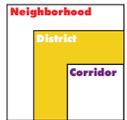
- Continue efforts to develop the Armory as a neighborhood and downtown community asset.
- Develop streetscape improvements along Portland, Park and Chicago Avenues.
- Develop Chicago Avenue as a neighborhood "Main Street".
- Increase urban open space around the edges of the Armory building.

Parking Strategies

- Increased use of below grade and structured parking.
- Elimination of surface parking.

Larger scale buildings can also provide interesting detail and pedestrian level amenities to create safe and inviting places for neighborhood interaction.





District Guidelines - Central Core

Location

- Confluence of the downtown, residential and mixed-use districts. This district should be the neighborhood core, the center of social activity, and serve as the transition zone between the other districts, emphasizing pedestrian scale and use.



Current Character



Current Character

Scale

- Two to five stories blending with the existing historic buildings.
- Scale, massing and rhythm of new development should follow the existing historic texture.
- One-quarter block facades should be encouraged.

Land Use

- Mixed-use development of housing and commercial space.
- New housing fronting on proposed Elliot Park Boulevard.

Landmarks and Amenities

- Develop a significant open space/plaza around the Centennial/10th Street intersection.
- Develop streetscape improvements within this center core.
- Develop Chicago Avenue as a neighborhood "Main Street".
- "Image" intersections should be developed along Portland, Park and Chicago Avenues.
- New traffic circle at Chicago Avenue and 9th Street.

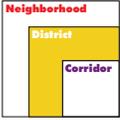


Example

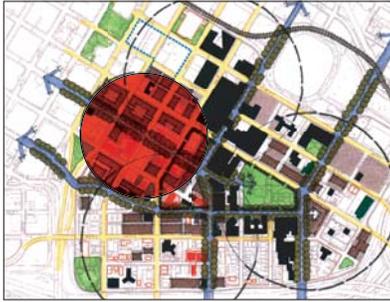
Parking Strategies

- Promote strategies for shared parking - commercial uses during the day, residential at night.
- Provide small, dispersed surface lots.
- New housing should provide underground or off-street (screened) parking.
- Explore on-street parking options, including angle parking to increase spaces on narrow, quiet streets. Consider residential parking permits.

Pedestrian scale amenities and ground floor shops/restaurants create safe, active streets.



District Guidelines - Historic 9th Street



Location

- Housing along 9th Street is the transition between downtown architecture and traditional single-family residential blocks.

Scale

- This housing should be two to five stories to blend with the existing historic buildings.
- Scale, massing and rhythm of new housing should follow the existing historic texture.
- One-quarter block facades should be encouraged.

Land Use

- Primarily residential with limited commercial and storefront office on the first floor.

Landmarks and Amenities

- Create a larger historic overlay district to enhance existing historic buildings.
- Develop streetscape improvements along 9th Street.
- “Image” intersections should be developed along Portland, Park and Chicago Avenues.

Parking Strategies

- Promote strategies for shared parking - commercial uses during the day, residential at night.
- Explore on-street parking options, including angle parking to increase spaces on narrow, quiet streets. Consider residential parking permits.
- Provide small, dispersed surface lots.
- New housing should provide underground or hidden off-street parking.

Streetscape themes, continuity of materials, color and texture highlight historic streets and districts.



Current Character



Current Character



Example

Corridor Guidelines - Overview

Introduction

The patterns of traffic movement to and from the Downtown core exert both positive and negative influences on the Elliot Park neighborhood. The existing street grid that serves these movements has, over the years, created the impression that Elliot Park is mostly a 'pass-thru' neighborhood. Measures to address both local and regional connectivity, while at the same time responding to livability issues, would moderate the influence of major traffic movements on the neighborhood.

The Master Plan identifies a hierarchy of street types that define various corridors passing through or serving the neighborhood districts. As a means to describe the specific visual quality and physical characteristics for each, corridor guidelines provide recommendations related to street function, transit use, width (dimensions), parking and other amenities or improvements.

Corridor Character and Summary Guidelines

Corridor Type	Function	Transit Use	Street Names	Parking	Amenities
Destination Streets	active, signature streets supporting retail, restaurant destination uses	bus transit route; enhanced transit stops	<ul style="list-style-type: none"> Chicago Avenue 11th Avenue 9th Street Elliot Park Blvd. 	bump outs; parking on both sides	variety of street improvements to encourage pedestrian/bike activity
Connector Streets Local	streets that link local amenities and attractions; one way pairs	bus transit route; enhanced transit stops	<ul style="list-style-type: none"> Portland Avenue Park Avenue 7th Street 8th Street 	bump outs; Parking on both sides	enhance streetscape to improve pedestrian and bike movement
Connector Streets Regional	streets that link regional destinations to the freeway system; one-way pairs	major transit route; bus and LRT improvements	<ul style="list-style-type: none"> 5th Street 6th Street 4th Avenue 5th Avenue 	no bump outs; parking on both sides	enhance streetscape to improve pedestrian and bike movement
Neighborhood Streets	quiet, walkable streets - off the main street network	bus transit routes and stops nearby	All other Streets	no bump outs; parking on both sides	less intense treatment to match quiet street quality



Right Sizing the Streets

The size of the roadway, in terms of how many through lanes are required to satisfy movement needs, is a necessary component for determining how a street interfaces with the urban design goals for a corridor. Right sizing seeks to achieve a level of movement appropriate to each corridor while minimizing the number of through lanes. This is accomplished by setting movement goals (Levels of Service) that reflect traffic delay appropriate to the urban environment in Elliot Park. The suggested street requirements are based on the assumption that a reasonable amount of delay equivalent to a high Level of Service D is expected in such an urban environment. The use of one-way or two-way street operations also enters into the decision on right sizing and reflects the integration of Elliot Park into the larger downtown Minneapolis street grid. Destination Streets are generally two-way with one-lane in each direction and accommodation of other modes (pedestrians, bicycles, transit). Regional Connectors are one-way with three to four lanes in consideration of the increased traffic capacity needed to carry regional movement. Community Connectors are one-way in consideration of their need to connect to the one-way grid in downtown and generally have two to three lanes.

Corridor Guidelines - Destination Streets



Destination Streets include:

- Chicago Avenue
- 11th Avenue
- Elliot Park Boulevard (currently Grant Street/14th Street)
- Historic 9th Street

Function

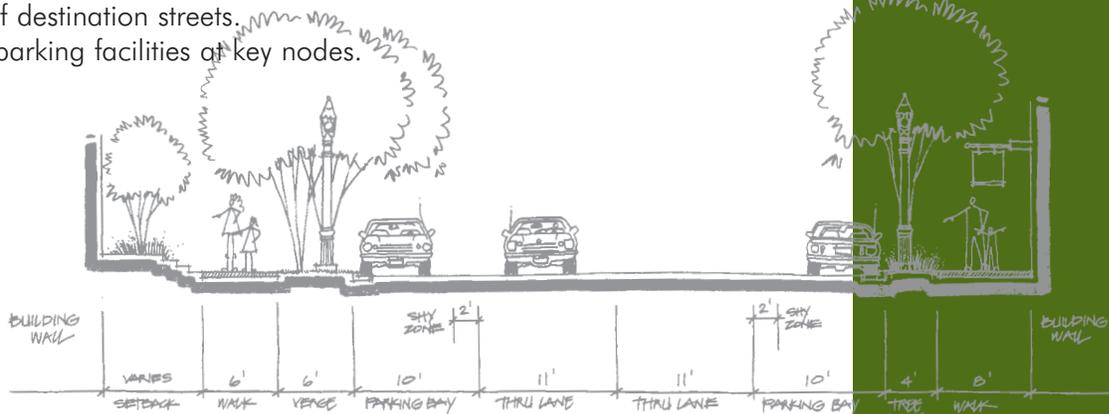
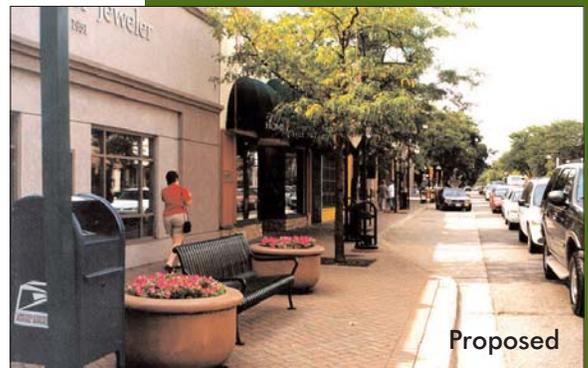
These streets are signature neighborhood streets that would reflect the destination characteristics of each district in their design. They would be essentially similar in basic cross-section, being two lane, two-way streets with curb parking. They are multi-modal streets that serve autos, transit, bikes and pedestrians. Lighting, plantings and streetscaping would vary by district to reinforce the destination character of each street.

Transit Use

- Curbside transit stops (near/far side) at intersections; shelters at high volume locations.
- Dedicated bike lanes on Ninth Street (westbound only), Eleventh Avenue and Elliot Park Boulevard (both ways).
- Widened sidewalks where travel/parking lanes narrowed; trade off with widened boulevard planting areas.

Bicycle/Pedestrian Amenities

- Curb extensions to shorten crossing distances and provide space for transit stops/shelters.
- Landscaped boulevards with trees.
- (Signature) street lighting appropriate to each district/destination; encourage, enhance pedestrian character and use of destination streets.
- Bike parking facilities at key nodes.



Typical street section showing lane and walk widths and potential streetscape improvements.

Corridor Guidelines - Connector Streets

Connector Streets include:

- Local Connectors
- 7th and 8th Streets
 - Portland and Park Avenues
- Regional Connectors
- 5th and 6th Streets
 - 4th and 5th Avenues



Function

These streets link the Elliot Park neighborhood to greater Minneapolis and to the regional freeway system. Connector streets are high volume streets that accommodate heavy volumes of traffic from outside the neighborhood.

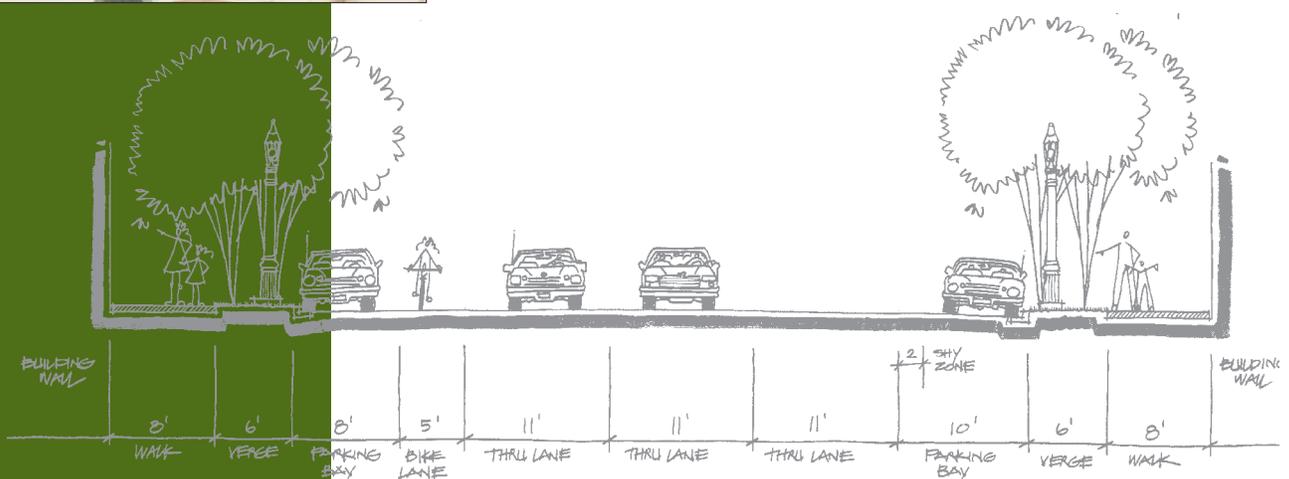
Transit Use

- Curbside transit stops (near/far side) at intersections; shelters at high volume locations.
- Dedicated bike lane on Portland and Park Avenues

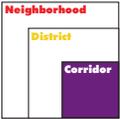


Bicycle/Pedestrian Amenities

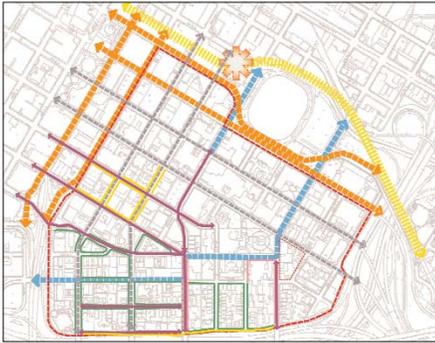
- Curb extensions to shorten crossing distances and provide space for transit stops/shelters on Portland and Park Avenues.
- Widened sidewalks and integrated street tree plantings to provide an improved pedestrian environment.
- Historic lighting to match city standards.
- Bike parking/storage facilities at key roles.



Typical street section showing lane and walk widths and potential streetscape improvements.



Corridor Guidelines - *Neighborhood Streets*



Neighborhood Streets include:

The rest of the streets not highlighted in this map (for example 10th Avenue, 15th Street).

Function:

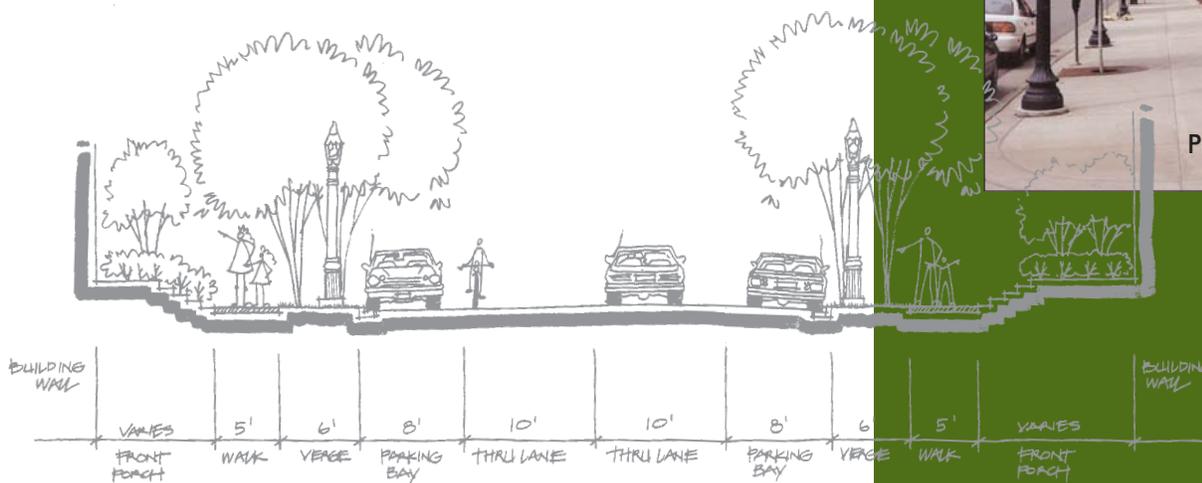
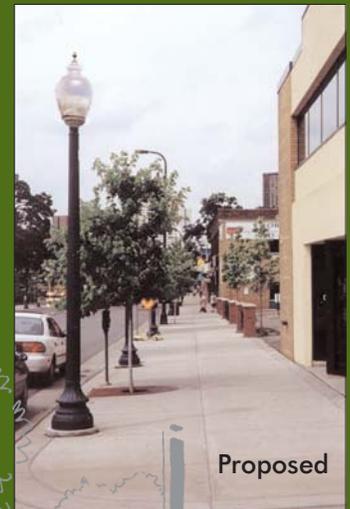
These streets serve a limited through traffic function and provide access to buildings within the neighborhood. Bicycle and transit movement needs to be accommodated along some of these streets.

Transit Use

- Downtown Circulator on 15th Street, with enhanced transit stops.
- Bike lane on 10th Street.
- Dedicated shared bike routes throughout neighborhood.

Bicycle/Pedestrian Amenities:

- Upgraded street tree and lighting program.
- Site furnishings at key locations.



Typical street section showing lane and walk widths and potential streetscape improvements.

Implementation - Next Steps



New East Village mixed use - residential and commercial development at 8th St. and 11th Ave.

What Happens Next?

- Actively pursue projects that best demonstrate what you want
- Pre-qualify development groups to ensure appropriate, responsible project construction
- Work through policy issues up front to secure city buy-in
- Actively pursue city adoption of this Master Plan as part of the Minneapolis Plan and other city planning tools
- Actively pursue public/private partnerships to support various plan recommendations
- Solicit developers who will work with Elliot Park to design and develop appropriate projects

EPNI Staff, the Master Plan Steering Committee, Study Teams and other neighborhood participants have worked together to set priorities, selecting projects that will have the most positive impact and will best demonstrate the new course of action for redevelopment. Leadership at this level of planning should be carried forward to various neighborhood committees and business organizations to expand ownership of the Master Plan and ensure continued support for these neighborhood-based initiatives.

Continued communication of ideas to a much wider audience of both public and private stakeholders is also essential for success - in fact, the format and content of this document is organized to more easily target an audience that includes: City Councilmembers, The Metropolitan Council, The Mayor, City Planning Department, Department of Public Works, the Minneapolis Parks and Recreation Board, Hennepin County, the real estate and development community, local businesses, institutions and corporations, foundations, education and advocacy organizations. These groups and individuals are seeking exactly the kinds of projects and ideas described in this Master Plan. Carry the story to them.

And last of all, be patient! This Master Plan is a framework for development activities that will take time - years, perhaps decades to realize. It is gratifying to see change take place as a direct result of neighborhood efforts, but at the same time it is challenging to stay involved as the pace slows, project priorities shift or overall neighborhood objectives are redefined. But stay with it, and the incremental changes - the little success stories - will add up!

It is a critical next step to take the Master Plan, together with these detailed guidelines, and apply them to specific projects and activities throughout the neighborhood. Elliot Park has spent considerable time and effort to create this document; what needs to be done to put this plan in motion? Simply stated:

Leadership, communication and patience . . . the keys to success!



Proposed Grant Park residential development at Grant St. and Portland Ave.