

VIII. Development Guidelines

The following Development Guidelines are meant to support and function alongside the future land use plan (refer to Chapter VI) and address development intensity and other characteristics of development within the context of the land use and residential categories indicated in the future land use plan. These guidelines are in part a physical and illustrative representation of the Principles of Greenway-Supportive Development, and were derived from input obtained from Greenway-area residents and stakeholders, as well as the development community. The Development Guidelines are organized into three primary elements and address the following issues relating to the Midtown Greenway:

- Development Intensity (figures 8 – 10)
- General and Private Development
- Primary Public Realm Features (figures 5 – 7)

Urban Design as Mitigation

The guidelines described here are to complement essential and fundamental urban design principals, including the Greenway-friendly development principles outlined in this plan, which can be used as tools to mitigate possible obtrusive physical characteristics often associated with more intensive development patterns and higher density. In addition to the design of buildings and other structures that adhere to these principles, the careful implementation and maintenance of a prominent public realm is also a key to the creation of a human-scaled, pedestrian-friendly environment.

These fundamental urban design principles include: 1) the establishment of a connected network of streets that provide circulation for automobiles, pedestrians, bicyclists and transit, as well as parking and landscaped boulevards that allow for the urban forest to grow and prosper; 2) a prominent public realm of parks, plazas, and open spaces that are convenient, accessible and well designed, and; 3) development standards that clearly define street frontages at the pedestrian level of the built environment and that guide the overall massing, height and form of buildings. These context-sensitive and form-based mitigating factors are addressed here by guidelines relating to development intensity, private development and public realm features.

The following text and referenced illustrations describe the Development Guidelines and mitigation tools in greater detail while putting them within the context of the Midtown Greenway.

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.

Urban design can mitigate effects of density with:

- A connected street network
- Prominent public realm
- Clear architecture and landscape standards

The Transit-Oriented District is the most development-intense, the **Urban-Oriented District** is consistent with medium density buildings of up to five stories, and the **Neighborhood-Oriented District** is compatible with existing residential neighborhoods.

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

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.

Other Guidelines for Private Development

This series of general guidelines addresses how private development reflects the shared community vision and principles of the Midtown Greenway Land Use and Development Plan. Primary factors considered here are lessening the perceptual impact of development intensification, how development and related improvements address the Greenway, and how it relates to the surrounding neighborhoods and adjacent development. Recommended here are the orientation of block patterns, surface parking areas, doors/entries, windows and balconies toward the public realm and other development.

As an important public realm feature, the Midtown Greenway will continue to influence adjacent and nearby development. It is appropriate for the City to emphasize how new investment responds to the overall characteristics of the Greenway infrastructure while respecting the surrounding neighborhood and development areas.

Mitigating development intensity

- New developments of larger sites are encouraged to utilize building types of different scales within the development.
- The first few stories of taller buildings should relate to the street level by recessing the taller part of the building in relation to the first few stories, or by utilizing architectural elements and detailing to create a separation between the first few stories and the higher stories.
- Open space within new developments and visible from the public right of way or the Greenway trail is encouraged, and that are created with an understanding of how they fit into the overall green infrastructure of the Greenway and other connecting greenspaces of the city.

Relationship to the Greenway

- A primary face and main entrances of buildings should address the public street while not excluding the possibility that additional “front doors” may at times also front the greenway.
- Balconies, windows and additional entries oriented toward the Greenway are strongly encouraged.
- Solar access to the Greenway is highly important. Any given part of the Greenway trail should have exposure to the sun for much of the day. A number of strategies may be employed to achieve this objective. These include stepping back the mass of future buildings along the south side of the Greenway, giving taller buildings a relatively narrow east-west dimension, and pivoting the orientation of buildings to a diagonal that allows morning and afternoon sunlight to pass by the northeast and northwest building faces to shine on the greenway.
- Wherever possible, a minimum of 12 feet should be provided between private development and the Midtown Greenway right of way for a publicly accessible pedestrian promenade, except where a Greenway building is proposed.
- New access and connection to the Greenway from the street and pedestrian network is encouraged in conjunction w/ new development.

Relationship to Surrounding Development

- Building height and mass is encouraged to step down at the boundary between a higher-density development district and a lower density district and existing residential neighborhoods.
- Strategies should be implemented to limit shadowing of neighboring properties by new development. Similar strategies should be implemented to limit shadowing on neighborhoods on the north side of the Greenway corridor.
- Architectural features of nearby development may be employed in new development to reinforce its compatibility with existing development.
- Access and parking for new developments should be from the alley or a private driveway.
- Parking is discouraged between the primary building façade and the street; surface parking should be adjacent to or in the rear of buildings. Underground parking is encouraged for new residential developments.
- Alleyways are a typical, functional element of the street system that can tie future development to the surrounding neighborhood. They should be generally be utilized and reconnected.
- Dead-end and/or cul-de-sac public streets should be avoided. The abandonment of rights-of-way to support private development is discouraged.

Guidelines for Public Realm Features

Important public realm elements include the 29th Street right-of-way, Greenway access points and promenades, and future transit station areas.

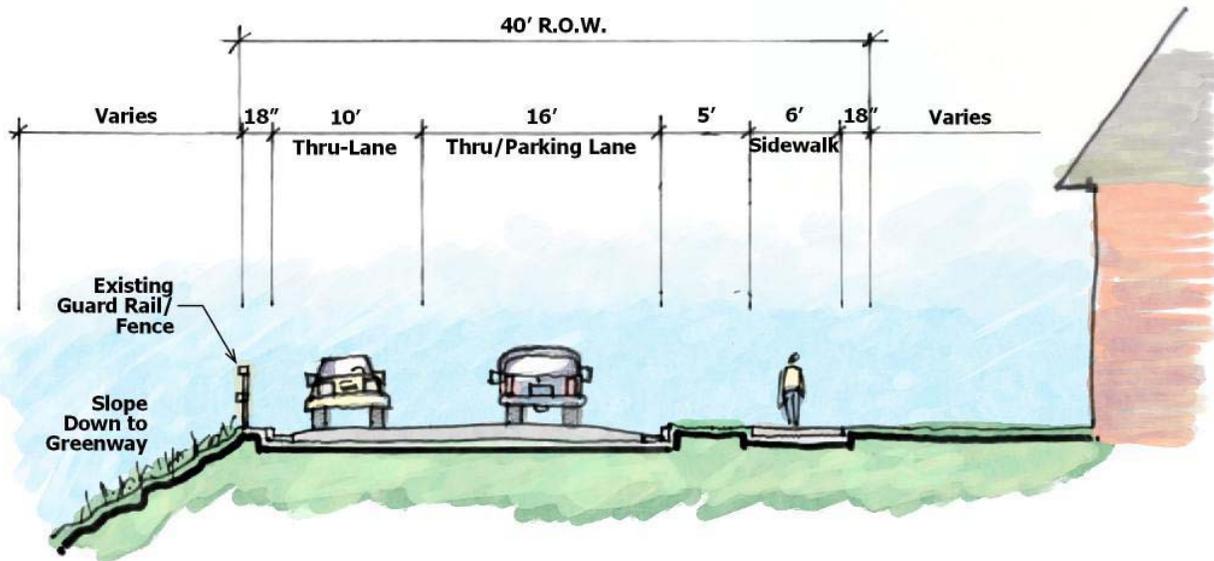
The following describes general guidelines associated with the design and development of these public realm features. One caveat to any changes that occur within the trench area is that they will need to be reviewed by the Hennepin County Regional Rail Authority in the context of the corridor's national historic designation. Refer to Chapter VI for land use issues and locations associated with future public realm features, Chapter VII for transportation-related issues and Chapter IX for public realm feature implementation strategies.

29th Street

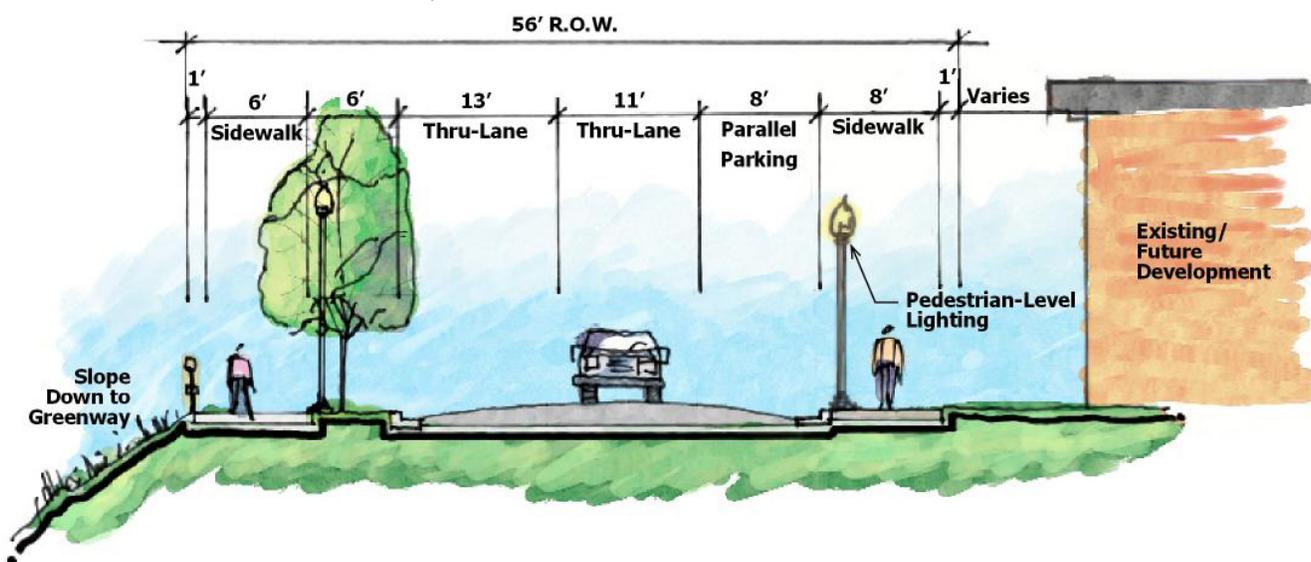
Maintenance, improvement and re-establishment of 29th Street, which generally parallels the Greenway on its south side, is an important element of the public realm. It accommodates vehicular, bicycle and pedestrian traffic, serves an internal circulation function that relieves the traffic impacts on Lake street and residential areas, and provides access to Greenway area businesses and residences. Currently, 29th Street is not a continuous right-of-way. It is interrupted by private property at times. The Midtown Greenway Land Use and Development Plan recommends the reestablishment of 29th Street at several key blocks (see chapter VII Transportation Recommendations). While there is great interest in a continuous 29th Street along the south rim of the Greenway's trench segment, this plan allows for the possibility of relocating 29th Street farther south to a mid-block location as is referred to in Case Study #2 to accommodate flexibility in treating the Greenway edge, such as where the Greenway embankment may be altered for the creation of public open space down in the Greenway at a future rail transit station. Furthermore, a vacation of 29th for certain segments may be appropriate if community and policy-makers call for it to achieve broader objectives of supporting a pedestrian and bicycle first environment on the edge of the Greenway.

The 29th Street right of way along the south side of the Greenway is typically 40 feet wide, with 26 feet of pavement for autos, a five foot boulevard, six-foot sidewalk and an additional 18" on either side (see top, following page). There is very little landscaping or pedestrian-friendly amenities, and there is no sidewalk or walkway along the north side of 29th Street adjacent to the Greenway.

This study proposes standards for a reconfigured 29th Street right of way. The cross section (see following page) illustrates a proposed 56 feet right of way that includes a sidewalk and planted boulevard along the north side of 29th Street, providing a walkway for pedestrians to overlook the Greenway. A clearly marked parking lane is recommended along the south side of the street, adjacent to existing and future development. Pedestrian level lighting is proposed to increase the aesthetic character and safety of the street. These improvements generally require the acquisition of an additional 16 feet of right-of-way from properties on the south side of 29th Street, which can be phased along with street improvements as new development occurs or as property is obtained to expand the street (see Chapter IX for implementation strategies).



Typical existing cross-section of 29th Street west of Lyndale Avenue.

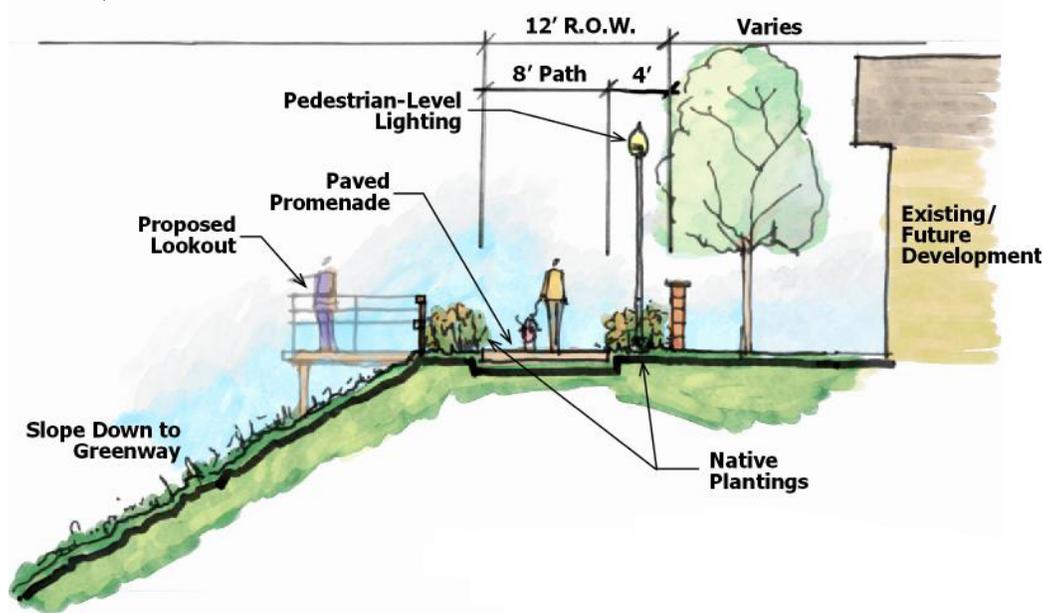


Typical proposed cross-section of 29th Street west of Lyndale Avenue.

Public Promenades

This study proposes minimum expectations for public promenades located between the Greenway and private development. An eight foot sidewalk within a twelve-foot public realm provides ample space for pedestrians and slow-moving bicycles. The transition between the promenade and private development should include a decorative wall or fence and landscaping in a four foot or wider planting strip. The fence and landscaping elements should clearly indicate the boundary between the public promenade but maintain visibility between the spaces over a height of 3-1/2 feet. This contributes to

the safety of the promenade and its desirability as a public space, which in turn makes it more likely to be well used. Promenades should be lit with pedestrian-level lighting. Other enhancements are welcome such as the provision of seating and Greenway overlooks. (Enhancements that encroach into the Midtown Greenway right of way require the approval of Hennepin County Regional Rail Authority).



Proposed typical cross-section of Public Promenade, looking east along north side of the Greenway.

Greenway Access Points

This study establishes minimum standards for new Midtown Greenway access points. New access points made available in conjunction with new or existing private development should be a minimum of eight feet wide within a twelve-foot public realm. This provides a path or stairway of adequate width for pedestrians to pass one another. The boundary between the promenade and private development should be clearly delineated by landscaping in a four foot or wider planting strip. The landscaping should maintain visibility between the spaces over a height of 3-1/2 feet. This contributes to the safety of the access point. Access points should be lit with pedestrian-level lighting. Access points are excellent locations for additional enhancements. The provision of expanded open space, stormwater management features, enhanced landscaping, and public art is encouraged. New Midtown Greenway access points require the approval of Hennepin County Regional Rail Authority.

Transit Station Areas

Future transit stations in the Midtown Greenway will be designed to meet the system requirements of the transit service being provided. This will include platforms and, in the grade separated parts of the Midtown Greenway, elevators offering vertical circulation between street and Greenway levels.

The desirability of easing the Greenway wall at transit station locations—in order to create a sense of space at the station level, reduce the perceptual distance to and from the transit service and provide opportunities for functional additions and aesthetic enhancements to station areas—has been discussed previously. In this Development Guidelines section, the provision of associated amenities such as seating, landscaping, lighting and public art, and the further enlivenment of the space with the provision of commercial goods and services or community activity is again encouraged. However, the physical constraints and the opportunities of the various transit station areas are bound to vary to such a degree that no hard and fast guidelines can be offered with respect to the amount of space that should be acquired for the improvement of transit stations, or the particular services or amenities that should be developed.

Any changes that will alter the slope of the greenway corridor will require review from agencies at the state level due to the greenway's eligibility for listing on the national historic register.



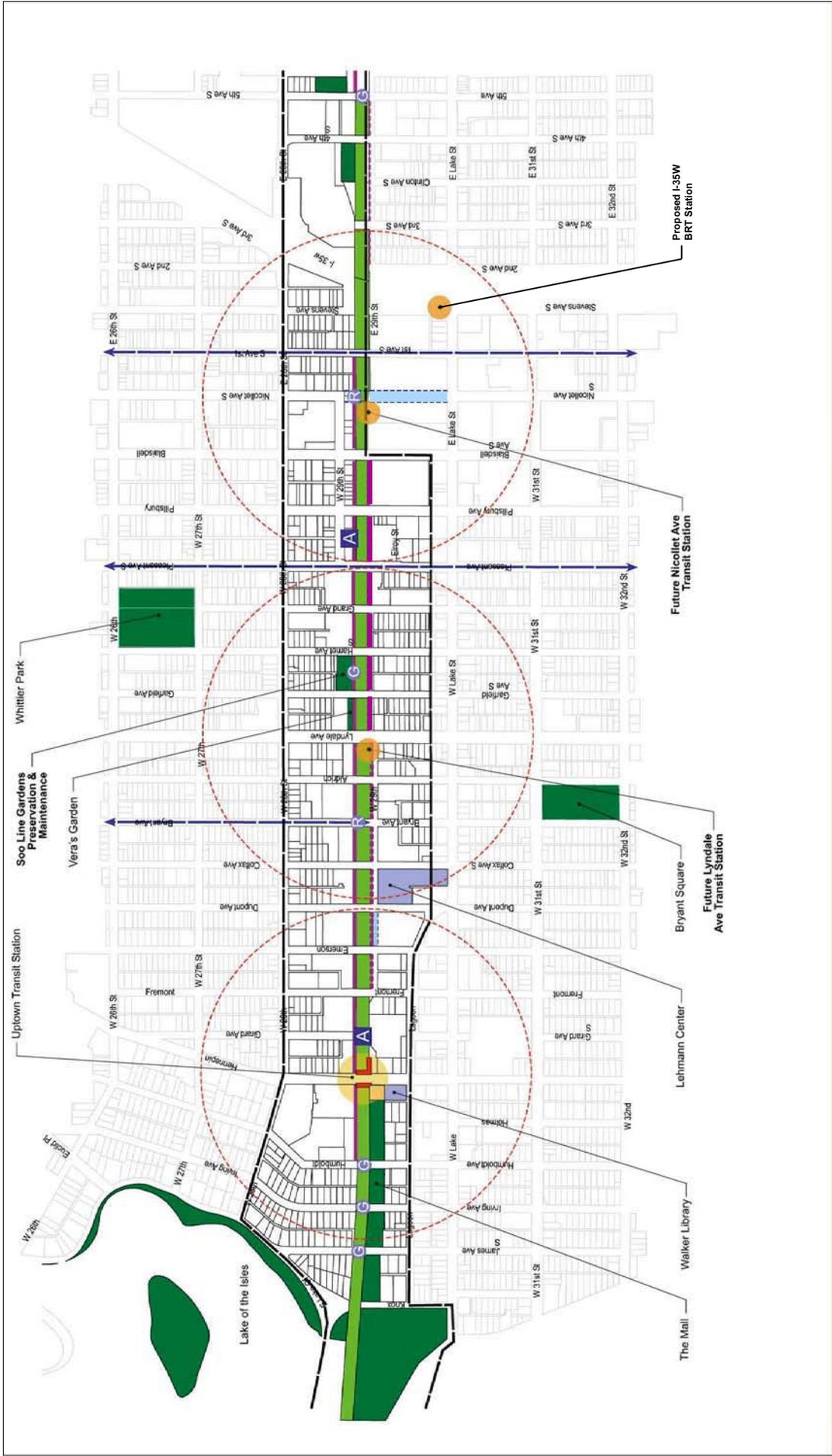
Midtown Greenway Land Use and Development Plan
PROPOSED PUBLIC REALM FEATURES: WEST AREA
 Figure 5

Proposed Pedestrian Edge at Greenway:
 Promenade
 Sidewalk

Public Institutions
 Exist. Green Open space
 Greenway Corridor

Existing Greenway Access Point:
 20th Street Extension
 Existing Transit/Transfer Center
 Study Area Boundary





Midtown Greenway Land Use and Development Plan
PROPOSED PUBLIC REALM FEATURES: CENTRAL AREA
 Figure 6



SEH
 Hennepin County
 City of Minneapolis



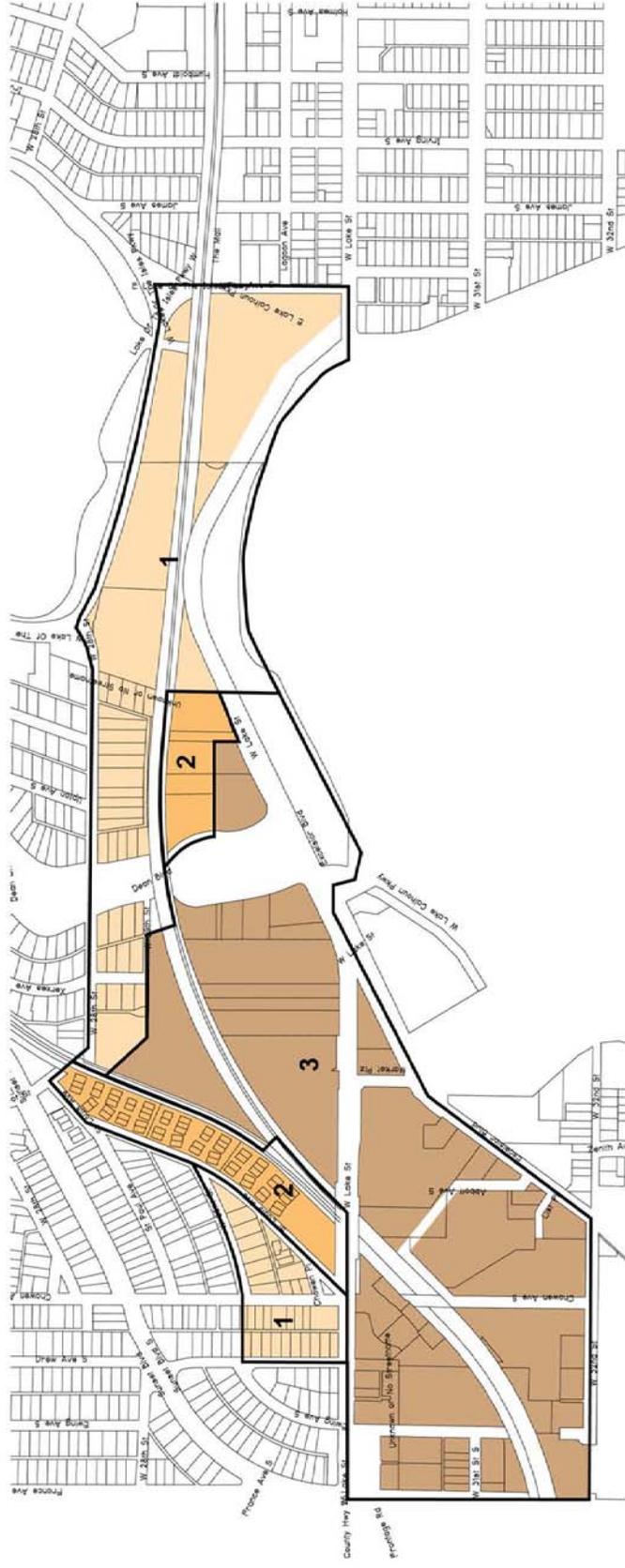
Midtown Greenway Land Use and Development Plan

PROPOSED PUBLIC REALM FEATURES: EAST AREA

Figure 7

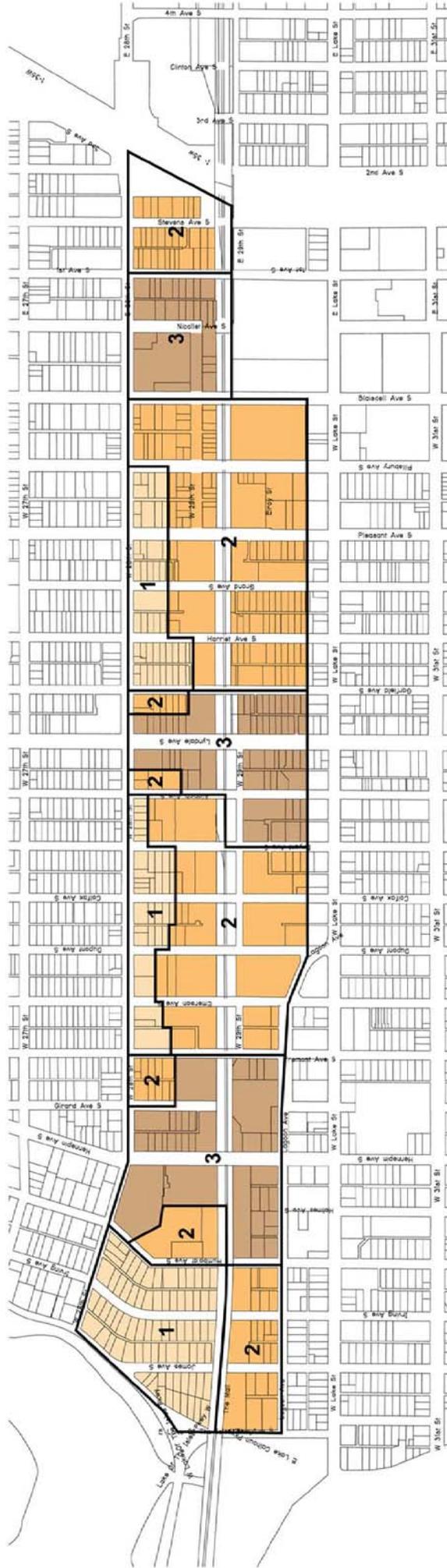


- Proposed Pedestrian Edge at Greenway:**
 - Promenade
 - Sidewalk
- Possible Greenway Access Point:**
 - Existing Greenway Access Point
 - Subway
 - Ramp
 - G-Ramp
- Public Institutions:**
 - Public Institutions
 - Exist. Green/Open space
 - Greenway Corridor
- Other Features:**
 - 29th Street Extension
 - Existing Transit Transfer Center
 - Study Area Boundary



DEVELOPMENT DISTRICT	BUILDING TYPE
1	I SINGLE FAMILY II ROWHOUSE/TOWNHOUSE III SMALL APARTMENT VI GREENWAY BUILDING VII ACCESSORY UNIT
2	II ROWHOUSE/TOWNHOUSE III SMALL APARTMENT IV APARTMENT VI GREENWAY BUILDING
3	IV APARTMENT V TALL APARTMENT VI GREENWAY BUILDING

DEVELOPMENT DISTRICT: WEST SUB-AREA
Figure 8



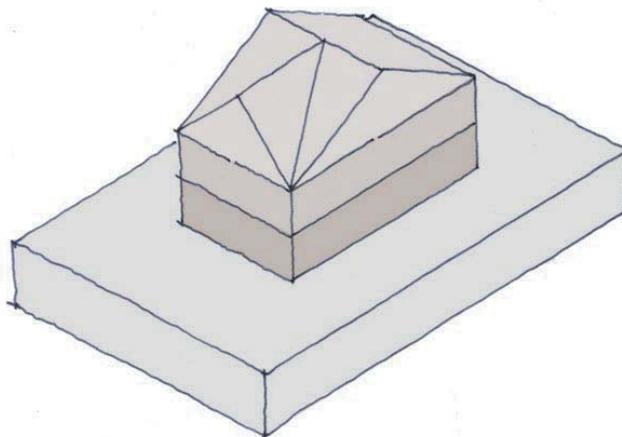
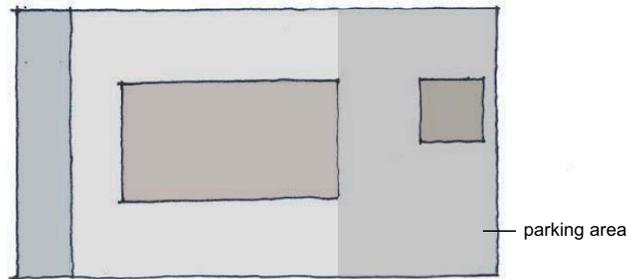
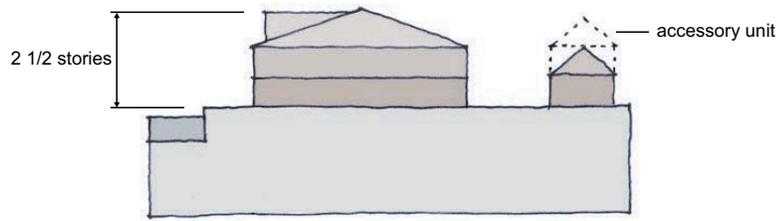
DEVELOPMENT DISTRICTS	BUILDING TYPE
1	I SINGLE FAMILY II ROWHOUSE/TOWNHOUSE III SMALL APARTMENT VI GREENWAY BUILDING VIII ACCESSORY UNIT
2	II ROWHOUSE/TOWNHOUSE III SMALL APARTMENT VI GREENWAY BUILDING
3	IV APARTMENT V TALL APARTMENT VI GREENWAY BUILDING

DEVELOPMENT DISTRICT: CENTRAL SUB-AREA
 Figure 9



DEVELOPMENT DISTRICT	BUILDING TYPE
1	I SINGLE FAMILY II ROWHOUSE/TOWNHOUSE III SMALL APARTMENT VI GREENWAY BUILDING VII ACCESSORY UNIT
2	II ROWHOUSE/TOWNHOUSE III SMALL APARTMENT VI GREENWAY BUILDING IV APARTMENT
3	IV APARTMENT V TALL APARTMENT VI GREENWAY BUILDING

DEVELOPMENT DISTRICT: EAST SUB-AREA
Figure 10



Type I

Single Family Two Family



HEIGHT

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

ELEMENTS

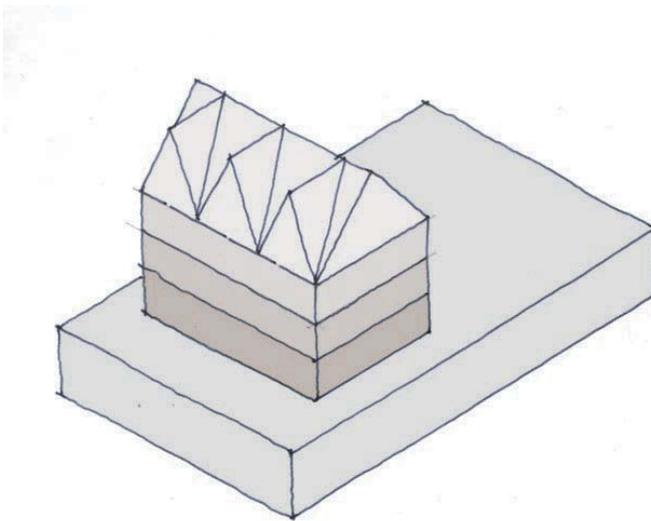
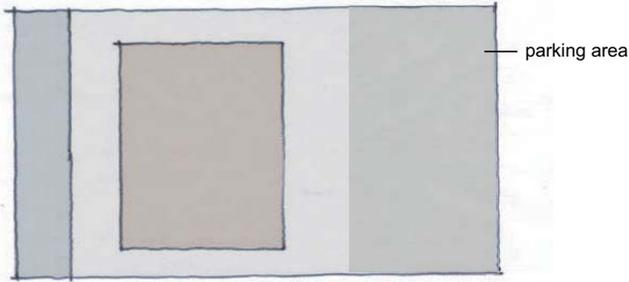
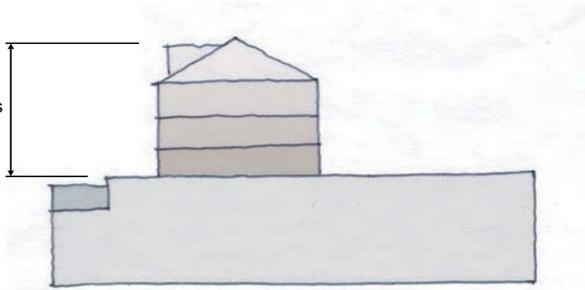
- main entry fronts existing street

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

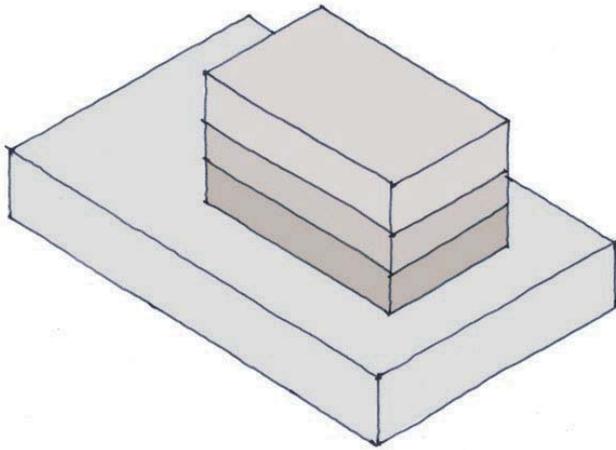
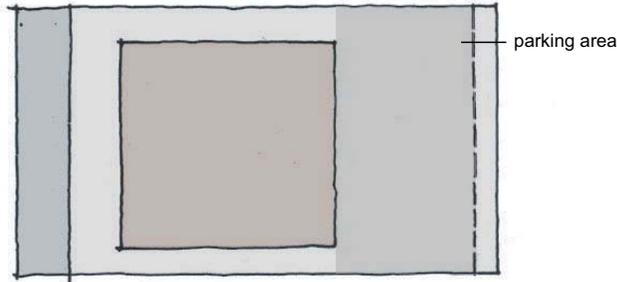
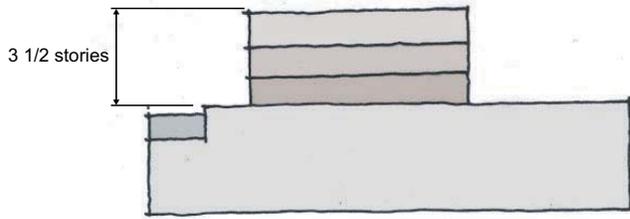
ELEMENTS

- 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

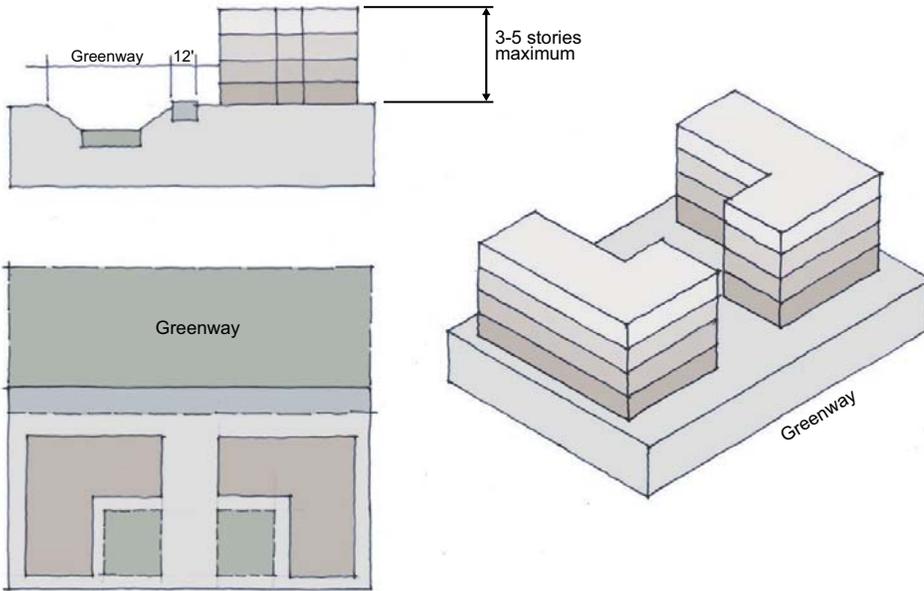
- 3-5 stories
- setbacks should be adequate to maintain solar access to Greenway

ELEMENTS

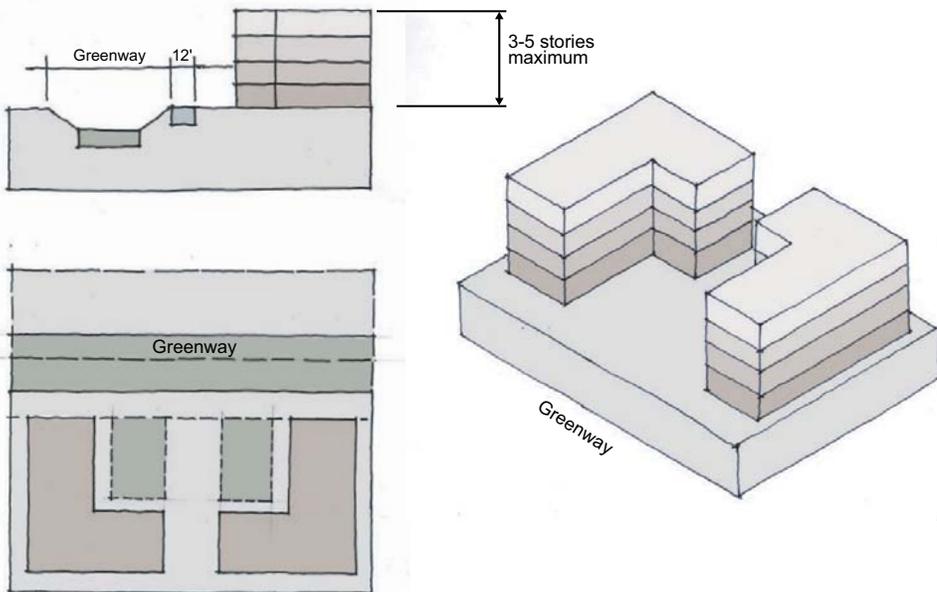
- should accommodate mid-block pedestrian access

PARKING

- generally under building

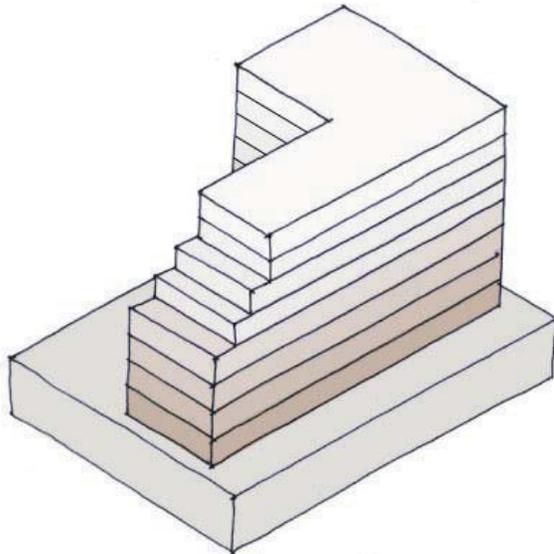
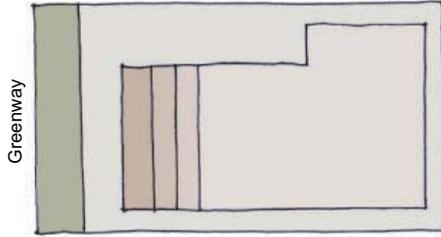
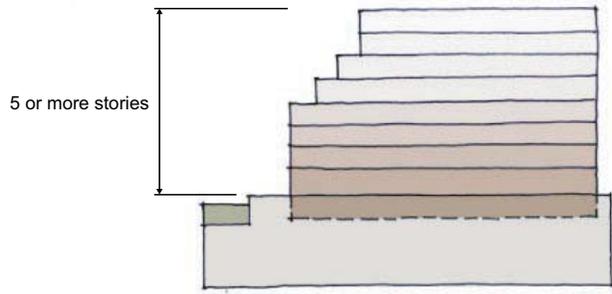


North Side



South Side

Development District: Sub-Areas I, II



Type V

Tall Apartment



HEIGHT

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

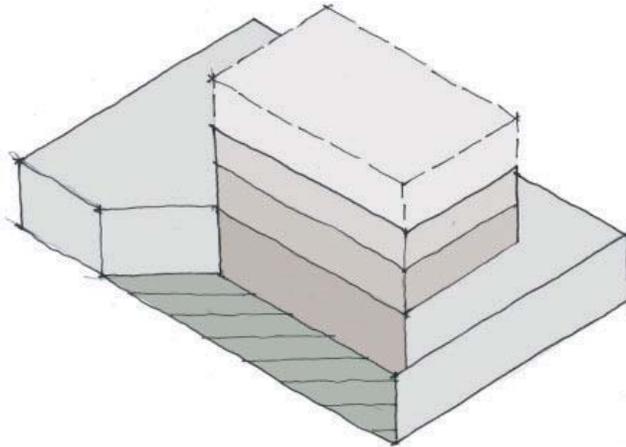
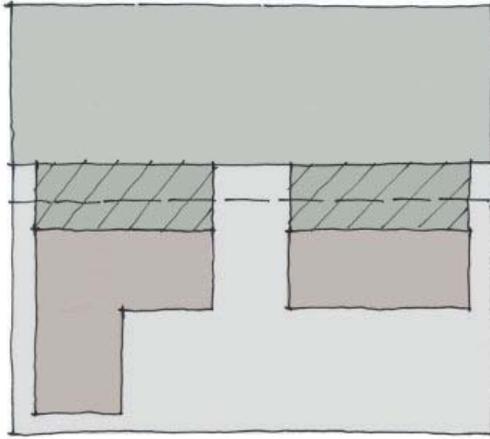
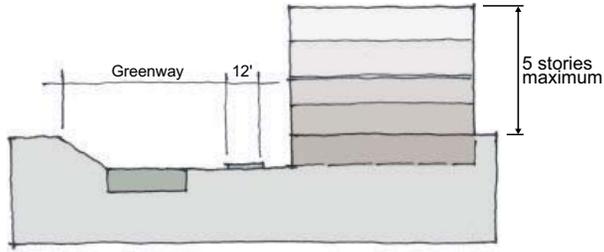
ELEMENTS

- 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

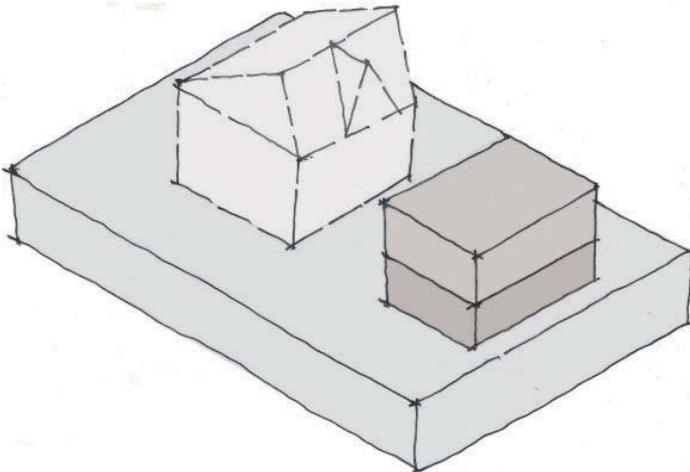
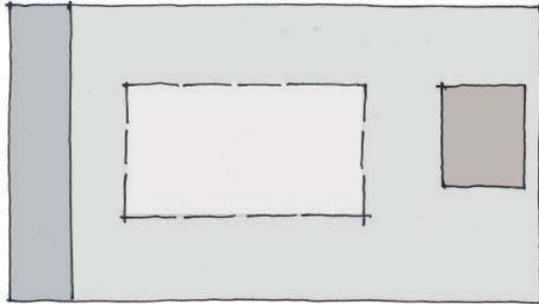
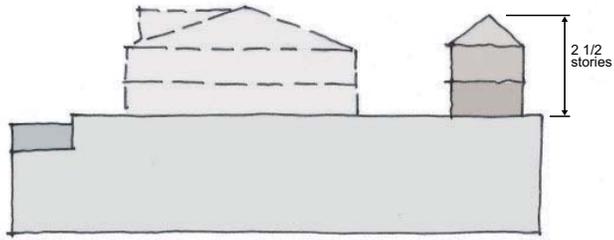
ELEMENTS

- 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