

Department of Community Planning and Economic Development – Planning Division
Audubon Park Neighborhood Small Area Plan

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Project Name: Audubon Park Neighborhood Small Area Plan

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Ward: 1

Neighborhood Organizations: Audubon Park Neighborhood Association

Existing Minneapolis Plan Designations:

- **Central/Lowry is an Activity Center; Central Avenue NE is a Commercial and Community Corridor; Lowry Avenue NE is a Community Corridor; 29th Avenue NE & Johnson Street NE is a Neighborhood Commercial Node; Shoreham Yards adjacent to the neighborhood boundary is an Industrial Employment District**

Zoning Plate Numbers: 6 & 10

Background and Public Process

The Audubon Park Neighborhood Association initiated a neighborhood-driven process to develop a small area plan for their neighborhood in Fall 2006 by engaging CPED staff to learn about the planning process and the basics of development. Simultaneously, the neighborhood was granted the use of an intern through the Center for Urban & Regional Affairs (CURA) and began the process informally by focusing on gathering neighborhood input on the potential for improving 29th Avenue NE with streetscape. The intern-led streetscape process lasted from February through June 2007 and out of this effort came a strong desire by community residents to have a neighborhood master plan to guide not only streetscape improvements but all new potential projects in the neighborhood. The neighborhood sought to develop a small area plan in order to be proactive about new development by having a clearly, articulated vision for how future development should fit into the existing neighborhood character. Neighborhood leaders issued an RFP in Summer 2007 and selected DJR Architects to bring the process in Fall 2007.

A series of public meetings were held in the neighborhood to gather input and shape the document during Fall 2007. An initial meeting was held on October 1, 2007 to introduce the process and the Northeast Community Development Corporation conducted a block by block survey to identify community preferences. A draft document was prepared and presented to the community on November 5, 2007 for feedback and a revision. A final draft of the plan was presented to the community on January 7, 2008. The Audubon Park Neighborhood Association unanimously approved the document for submittal to the City of Minneapolis on February 4, 2008. The document was posted by the City for 45-day review and comment from February 15, 2008 through March 30, 2008. Planning Commission public notice of the public hearing for the plan adoption went to the neighborhood organization on March 21, 2008.

Overview

The Audubon Park Neighborhood Small Area Plan builds on the existing land use policy features designated in *The Minneapolis Plan*, the City's comprehensive plan by giving them more specificity in terms of land use, building scale and design. The designated comprehensive plan land use features that apply to Audubon Park are as follows:

- Central & Lowry Activity Center
- Central Avenue NE Commercial Corridor
- Central Avenue NE Community Corridor
- Johnson Street NE Community Corridor
- Lowry Avenue NE Community Corridor
- 29th Avenue NE & Johnson Street NE Neighborhood Commercial Node
- Shoreham Yards (adjacent to the neighborhood boundary) Industrial Employment District

Audubon Park neighborhood residents identified via survey which issues were important to them. Those include: 1) improvement and diversification of housing stock between Central Avenue and Fillmore Street NE, 2) addition of more mixed-use development on Central Avenue, 3) expanded range of pedestrian-oriented retail on Central Avenue, 4) better design for new single family structures, 5) addition of bicycle, pedestrian, and transit amenities, 6) the renovation of the Central/Lowry intersection and Hollywood Theatre, and 7) more pedestrian-scale lighting.

As a result of this initial input, six plan goals were identified:

- 1) Improve Residential Housing Stock
- 2) Reinforce Mixed-Use and Commercial Development Along Appropriate Corridors
- 3) Improve Streets for Pedestrians, Bicycles, and Transit
- 4) Improve Public Open Spaces
- 5) Establish Neighborhood Identity
- 6) Retain the Hollywood Theatre

The plan is divided into the following chapters: Housing, Economic Development, Urban Character & Design, Land Use, Public Realm, and Transportation. The land use section for the plan follows the land use feature guidance from the Comprehensive Plan but gives more specificity on a parcel basis.

Comprehensive Plan Consistency

An analysis of how the Audubon Park Neighborhood Small Area Plan document relates to and is consistent with designated land use features from *The Minneapolis Plan* follows in the matrix below. Adoption of policy guidance for this area as part of the City’s comprehensive plan lays the ground work for studying and possibly changing the zoning for the area to ensure that future development can occur according to the plan.

Applicable TMP Features	Audubon Park Small Area Plan Policy Proposed	TMP Consistency
<p>Activity Center: Central & Lowry</p>	<p><i>Housing</i></p> <ul style="list-style-type: none"> • Increase residential density adjacent to Central Avenue via mixed-use developments • Create transitions between Central Avenue and the neighborhood by encouraging medium-density housing. • Establish strong, gradual transitions between residential and commercial areas. <p><i>Economic Development</i></p> <ul style="list-style-type: none"> • Encourage retail/commercial development in specific areas - Central Avenue Commercial Corridor, Johnson Street Commercial Node and the Lowry & Central Activity Center. • Contain high intensity uses at the Lowry & Central Activity Center. • Support retail/commercial by increasing residential density in adjacent areas. • Ensure that new development (residential and commercial) provide an adequate number of bicycle parking stalls. • Encourage centralized bicycle parking at convenient locations for bicyclists to park their bikes and walk to several places. • Encourage new developments to provide transit facilities as part of their building or site design. 	<p>4.7 Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.</p> <p>Implementation Steps</p> <p>Develop a master plan for each designated Activity Center that a) establishes boundaries for these areas; b) addresses the identity, role and design features of the Center; c) gives guidance to the mix of land uses, scale and size of development in these areas and d) identifies transportation and circulation needs for each area.</p> <p>Ensure that land use regulations support diverse commercial and residential development types which generate activity all day long and into the evening.</p> <p>Promote the incorporation of residential uses within the same structure as other commercial uses.</p> <p>Preserve traditional urban form in buildings where it currently exists, and encourage new development to relate to traditional siting and massing, where it is already established. (See description of traditional urban form in Chapter 9, City Form.)</p> <p>Discourage automobile services and drive-through facilities from locating in these designated areas.</p> <p>Develop parking facilities and management strategies that accommodate high customer demand, promote shared facilities and minimize visual impact and adverse effects on pedestrian and sidewalk traffic.</p> <p>Ensure that regulations balance the transition between high traffic land uses and adjoining residential areas.</p> <p>Require that buildings in Activity Center districts incorporate a pedestrian orientation at the street edge.</p> <p>Apply street design criteria that incorporates a pedestrian orientation and accommodates a variety of traffic (pedestrian, cyclist, transit, automobile).</p> <p>4.9 Minneapolis will grow by increasing its supply of housing.</p> <p>Implementation Steps</p> <p>Support the development of new medium- and high-density housing in appropriate locations throughout the City.</p>

	<ul style="list-style-type: none"> Support transit by promoting land uses and development densities that create and support strong transit markets, such as medium-density housing, employment and retail. 	
<p>Community Corridors: Central Avenue NE; Lowry Avenue NE, Johnson St NE</p>	<p><i>Housing</i></p> <ul style="list-style-type: none"> Increase residential density adjacent to Central Avenue via mixed-use developments. Encourage medium density housing and neighborhood retail along the Johnson Commercial Node. Create transitions between Central Avenue and the neighborhood by encouraging medium-density housing. Establish strong, gradual transitions between residential and commercial areas. <p><i>Economic Development</i></p> <ul style="list-style-type: none"> Encourage retail/commercial development in specific areas - Central Avenue Commercial Corridor, Johnson Street Commercial Node and the Lowry & Central Activity Center. 	<p>4.2 Minneapolis will coordinate land use and transportation planning on designated Community Corridors streets through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.</p> <p>Implementation Steps</p> <p>Strengthen the residential character of Community Corridors by developing appropriate housing types that represent variety and a range of affordability levels.</p> <p>Promote more intensive residential development along these corridors where appropriate.</p> <p>Discourage the conversion of existing residential uses to commercial uses, but encourage the development of mixed-use residential dwelling units in commercial buildings where appropriate.</p> <p>Support the continued presence of small-scale retail sales and commercial services along Community Corridors.</p> <p>Ensure that commercial uses do not negatively impact nearby residential areas.</p> <p>4.9 Minneapolis will grow by increasing its supply of housing.</p> <p>Implementation Steps</p> <p>Support the development of new medium- and high-density housing in appropriate locations throughout the City.</p>
<p>Commercial Corridor: Central Avenue NE</p>	<p><i>Housing</i></p> <ul style="list-style-type: none"> Increase residential density adjacent to Central Avenue via mixed-use developments Create transitions between Central Avenue and the neighborhood by encouraging medium-density housing. Establish strong, gradual transitions between residential and commercial areas. <p><i>Economic Development</i></p> <ul style="list-style-type: none"> Encourage retail/commercial development in specific areas - Central Avenue Commercial 	<p>4.3 Minneapolis will support development in Commercial Corridors where it enhances the street's character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.</p> <p>Implementation Steps</p> <p>Designate a network of Commercial Corridors. (See criteria above.)</p> <p>Support a mix of uses on Commercial Corridors--such as retail sales, office, institutional, higher density residential (including Major Housing Sites where designated), and clean low-impact light industrial--where compatible with the existing and desired character of the street.</p> <p>Ensure that commercial uses do not negatively impact nearby residential areas.</p> <p>Regulate impacts of commercial uses, and in some cases prevent some uses from locating on designated Commercial Corridors, due to their adverse impacts on the viability of nearby residential areas.</p> <p>Develop plans for the City's major Commercial Corridors which articulate the desired character of the</p>

	<p>Corridor, Johnson Street Commercial Node and the Lowry & Central Activity Center.</p>	<p>street.</p> <p>Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts and shared use of parking facilities.</p> <p>Develop economic development incentives for the rehabilitation, re-use and revitalization of older or historic commercial buildings and districts.</p> <p>Ensure that parking structures and surface lots conform with identified design principles. (See discussion of traditional urban form in Chapter 9.)</p> <p>Reduce the impact of non-residential uses on neighboring residential areas by considering appropriate access, buffering between incompatible uses and regulating hours of operation.</p> <p>Require that street design for Commercial Corridor streets provide automobile access and parking in keeping with traditional urban form</p> <p>Require that street designs provide high quality access to Commercial Corridors for pedestrians and cyclists, as well as facilitate transit service and through passage of traffic.</p> <p>4.9 Minneapolis will grow by increasing its supply of housing.</p> <p>Implementation Steps</p> <p>Support the development of new medium- and high-density housing in appropriate locations throughout the City.</p>
<p>Neighborhood Commercial Node: 29th Avenue NE & Johnson Street NE</p>	<ul style="list-style-type: none"> • Encourage medium density housing and neighborhood retail along the Johnson Street commercial node. • Encourage retail/commercial development in specific areas such as the Johnson Street node. • Establish strong, gradual transitions between residential and commercial areas. 	<p>4.5 Minneapolis will identify Neighborhood Commercial Nodes that provide a shopping environment of small-scale retail sales and commercial services and are compatible with adjacent residential areas.</p> <p>Implementation Steps</p> <p>Support the continued presence of small-scale retail sales and commercial services in Neighborhood Commercial Nodes.</p> <p>Direct other uses that act as neighborhood focal points (institutional, cultural or social) to locate at Neighborhood Commercial Nodes.</p> <p>Restrict auto-oriented, industrial or manufacturing activities that generate significant vehicular traffic, noise or air-borne impacts on residential neighbors.</p> <p>Promote medium density residential development around Neighborhood Commercial Nodes (see also Community Corridors policy in this chapter).</p> <p>Limit the territorial expansion of Neighborhood Commercial Nodes, but encourage rehabilitation and reinvestment in existing buildings.</p> <p>Ensure that commercial uses do not negatively impact nearby residential areas.</p> <p>Facilitate the redevelopment of underutilized commercial areas and promote their reuse as infill development, such as office or housing, while maintaining neighborhood compatibility.</p>

		<p>Promote traditional urban form in terms of building siting and massing when undertaking new development in Neighborhood Commercial Nodes. (See discussion of traditional urban form in Chapter 9.)</p> <p>Preserve traditional commercial storefronts at Neighborhood Commercial Nodes wherever possible.</p> <p>Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts, mitigated impacts on neighboring uses and shared use of parking facilities.</p> <p>Promote transit stops and bicycle parking and storage in Neighborhood Commercial Nodes.</p> <p>4.9 Minneapolis will grow by increasing its supply of housing.</p> <p>Implementation Steps</p> <p>Support the development of new medium- and high-density housing in appropriate locations throughout the City.</p>
<p>Industrial Employment District: Shoreham Yards</p>	<p>While Shoreham Yards is outside of the boundaries of the Audubon Park neighborhood, the small area plan acknowledges and supports the comprehensive plan policy direction for Shoreham Yards.</p>	<p>2.1 Minneapolis will increase its share of economic prosperity in the region.</p> <p>Implementation Steps</p> <p>Create a growth center concept approach to economic development, housing investment, transit service planning and investment in amenities to focus major investments in the city.</p> <p>Facilitate investments in land preparation through pollution clean up and land assembly activities.</p> <p>Continue to maintain high quality physical and information infrastructure that serves the needs of businesses and residents.</p> <p>Support efforts that build skills and connect residents to living-wage jobs.</p> <p>2.2 Minneapolis will support the existing economic base by providing adequate land and infrastructure to make city sites attractive to businesses willing to invest in high job density and low impact, light industrial activity.</p> <p>Implementation Steps</p> <p>Identify appropriate areas for the retention and expansion of existing industry and the development of new industry in specific industrial and business park opportunity areas.</p> <p>Promote light industrial uses as the preferred use of industrial land, but discourage warehouse or distribution uses in areas where truck traffic will negatively impact residential neighborhoods.</p> <p>Continue to protect a healthy physical environment that is attractive for private investment and compatible with neighborhoods.</p> <p>Engage in pollution clean up and land readying activities to be able to provide clean and competitive sites.</p> <p>Encourage federal, state and metropolitan support for pollution clean up and land readying activities.</p> <p>Allow for a limited amount of heavy industrial uses where appropriate, but minimize negative impacts on</p>

		<p>their surroundings.</p> <p>Relocate conflicting heavy industrial uses from impacted areas as more appropriate sites in the city or the region become available.</p> <p>Encourage heavy industry to locate at appropriate sites, such as those that have with immediate freeway access, are distant from natural or cultural amenities, and with no significant residential uses in the immediate vicinity.</p>
<p>General Comprehensive Plan Policies</p>	<p><i>Housing</i></p> <ul style="list-style-type: none"> • Encourage conversion of non-conforming duplexes back into single family homes. • Rowhouses and townhomes are encouraged over duplexes, triplexes, and fourplexes. • Ensure attractive, livable neighborhoods by education and enforcement of the housing and property maintenance codes. • Continue regular inspections of rental housing to preserve its functionality and safety. • Low-density residential development proposals should be evaluated and compared to the form and density of the neighborhood. • Encourage adaptive reuse, retrofit and renovation projects that make the neighborhood's housing stock competitive in the city market. • Rehabilitation of older and historic housing should be encouraged over demolition as quality of housing allows. • Garages, either attached or detached should be located on the rear/alley-side of the house and should be accessory in size and use to the primary residential structure • New driveways should be prohibited on blocks that have alley access and no existing driveways. 	<p>4.9 Minneapolis will grow by increasing its supply of housing.</p> <p>Implementation Steps</p> <p>Support the development of new medium- and high-density housing in appropriate locations throughout the City.</p> <p>Support the development of infill housing on vacant lots. Use partnerships and incentives to reduce city subsidy level and duration of vacancy.</p> <p>Use new and strengthened strategies and programs to preserve and maintain existing housing stock.</p> <p>Review policies and practices that determine the appropriate scale of residential development on properties that come into city ownership or request City development assistance.</p> <p>Streamline city development review, permitting and licensing to make it easier to develop property in the City of Minneapolis.</p> <p>Develop a close dialog with community participants about appropriate locations and design standards for new housing.</p> <p>Foster community dialog with community participants about appropriate locations and design standards for new housing.</p> <p>Foster community dialog about housing growth in and adjacent to city neighborhoods.</p> <p>Improve the information systems that support housing-related policy making, goal-setting, and program evaluation.</p> <p>4.11 Minneapolis will improve the availability of housing options for its residents.</p> <p>Implementation Steps</p> <p>Increase the variety of housing styles and affordability levels available to prospective buyers and renters.</p> <p>Provide and maintain moderate and high-density residential areas.</p> <p>Provide and maintain areas that are predominantly developed with single and two family structures.</p> <p>Promote the development of housing suitable for people and households in all life stages, and that can be adapted to accommodate changing housing needs over time.</p> <p>Promote accessible housing designs to support persons with disabilities.</p> <p>Promote mixed-income housing development that offers a range of dwelling unit sizes and levels of</p>

		<p>affordability.</p> <p>Diversify the location distribution of affordable housing in order to allay the historic patterns of concentration of poverty that characterizes some neighborhoods.</p> <p>Implement city policies related to the provision of housing for homeless individuals and families.</p> <p>Support the development of housing with supportive services that help households gain stability in areas such as employment, housing retention, parenting, mental health and substance challenges.</p> <p>Encourage the rehabilitation and sensitive reuse of older or historic buildings for housing including affordable housing units.</p> <p>4.14 Minneapolis will maintain the quality and unique character of the city's housing stock, thus maintaining the character of the vast majority of residential blocks in the city.</p> <p>Implementation Steps</p> <p>Continue using high quality materials for new construction and historic preservation that reinforce long-term housing maintenance goals.</p> <p>Halt the illegal stripping of abandoned or condemned properties and assign a public or non-profit agency to manage the removal and sale of historic and architectural features of these properties.</p> <p>Encourage adaptive re-use, retrofit and renovation projects that make the city's housing stock competitive on the regional market.</p> <p>Provide the flexibility in the city's ordinances to improve and maintain existing structures.</p> <p>Ensure attractive, livable neighborhoods through increased efforts to maintain a clean environment (graffiti, street cleaning, sweeping, etc.) and through increased enforcement of housing and property maintenance codes.</p> <p>Attain the greatest possible degree of enhancements to neighborhood livability when making infrastructure improvements or modifications.</p> <p>Control ice and snow on city streets, alleys and pedestrian bridges.</p> <p>Conduct housing complaint investigations and take corrective actions up to and including condemnation.</p> <p>Ensure maintenance and cleaning services for all landscaped areas in the public right-of-way.</p> <p>Ensure the maintenance of public property held by city agencies and departments.</p> <p>4.16 Minneapolis will work closely with Neighborhood Revitalization Program (NRP) planning and implementation to ensure that plans are consistent with the city's Housing Policy.</p> <p>Implementation Steps</p> <p>Continue to use NRP Plans as resources for understanding housing needs and opportunities in the development and delivery of city housing services.</p> <p>Identify select project sites around commercial nodes and community schools that would support housing redevelopment initiatives.</p>
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	<p><i>Economic Development</i></p> <ul style="list-style-type: none"> • Promote low-impact neighborhood services on residential streets per the definition of the Urban Neighborhood as defined in the City's Comprehensive Plan. • Support retail/commercial by increasing residential density in adjacent areas. 	<p>This policy is consistent with the new draft Comprehensive Plan that creates a land use category called "Urban Neighborhood".</p> <p>4.9 Minneapolis will grow by increasing its supply of housing.</p> <p>Implementation Steps</p> <p>Support the development of new medium- and high-density housing in appropriate locations throughout the City.</p>
	<p><i>Urban Character & Design Residential</i></p> <ul style="list-style-type: none"> • The neighborhood should be inviting and comfortable to pedestrians and passersby. • All residences should be well-designed and executed with high quality materials and finishes. • Renovation and infill development shall reflect the setbacks, orientation, height and scale of surrounding dwellings, open space in the back yard, and garage along the alley or at the back of the lot. • Preserve the character of existing low-density residential uses. • Promote the use of high-quality, 50-year materials in new housing construction and renovation to minimize long-term 	<p>9.8 Minneapolis will maintain and strengthen the character of the city's various residential areas.</p> <p>Implementation Steps</p> <p>Encourage the rehabilitation of older and historic housing stock over demolition.</p> <p>Ensure that city grants and programs are targeted to housing development or rehabilitation that reflects the traditional architectural character of residential areas.</p> <p>Prohibit new driveways on block faces with alley access and where there are no existing driveways.</p> <p>Infill development standards must reflect the setbacks, orientation, pattern, materials, height and scale of surrounding one and two family dwellings.</p> <p>Create traditional setbacks, orientations, pattern, height and scale of dwellings in areas where no clear architectural pattern exists.</p> <p>9.11 Minneapolis will support urban design standards that emphasize a traditional urban form in commercial areas.</p> <p>Implementation Steps</p> <p>Enhance unique characteristics of the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality public spaces and infrastructure.</p>

	<p>deterioration of the housing stock.</p> <ul style="list-style-type: none"> • Building features of infill development, such as windows and doors, height of floors, and exposed basements, shall reflect the scale and materials of surrounding dwellings. • Traditional setbacks, orientations, pattern, height, and scale of dwellings should be used in areas where no clear pattern exists. • Suggest the creation of a design review board. • Encourage well-maintained residential exteriors. 	<p>Identify commercial areas in the city that reflect traditional urban form and develop appropriate standards and preservation objectives for these areas.</p> <p>Enhance pedestrian and transit-oriented commercial districts with street furniture, tree planting, and improved transit amenities.</p> <p>Orient new buildings to the street to foster safe and successful commercial nodes and corridors.</p> <p>Expand the scope of site plan review to include most types of commercial development.</p> <p>Limit the construction and visual impact of billboards in neighborhood commercial nodes.</p> <p>Require storefront transparency to assure both natural surveillance and an inviting pedestrian experience.</p>
	<p><i>Retail/Commercial</i></p> <ul style="list-style-type: none"> • All retail/commercial structures should be well-designed and executed with high quality materials and finishes. • Encourage renovation of existing commercial properties to their original appearance. • Buildings should reflect the uses at ground level. • Buildings should be punctuated with frequent windows and entrances that lend interest and activate the sidewalk. • Provide the opportunity for personalization by the shopkeeper. • Building facades should contain signage that is appropriately scaled and designed. • Encourage local retailers to follow the Minneapolis sign code standards. 	<p>9.11 Minneapolis will support urban design standards that emphasize a traditional urban form in commercial areas.</p> <p>Implementation Steps</p> <p>Enhance unique characteristics of the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality public spaces and infrastructure.</p> <p>Identify commercial areas in the city that reflect traditional urban form and develop appropriate standards and preservation objectives for these areas.</p> <p>Enhance pedestrian and transit-oriented commercial districts with street furniture, tree planting, and improved transit amenities.</p> <p>Orient new buildings to the street to foster safe and successful commercial nodes and corridors.</p> <p>Expand the scope of site plan review to include most types of commercial development.</p> <p>Limit the construction and visual impact of billboards in neighborhood commercial nodes.</p> <p>Require storefront transparency to assure both natural surveillance and an inviting pedestrian experience.</p>
	<p><i>Parks & Open Space</i></p> <ul style="list-style-type: none"> • Complete the plan for Audubon Park for incorporation into the Neighborhood Small Area Plan. • Encourage the transfer of the school board property adjacent to Audubon Park to become 	<p>9.3 Minneapolis will support the preservation and expansion of the existing open space network, including greenways.</p> <p>Implementation Steps</p> <p>Support the Park Board's "no net loss" of parkland policy.</p> <p>Prioritize the expansion of the park system in ways which increase connections and linkage between different areas of the city.</p>

	<p>part of Audubon Park.</p> <ul style="list-style-type: none"> • Create a year round indoor/outdoor space in Audubon Park. • Encourage pedestrian-scale lighting throughout the park. • Explore opportunities for public art, especially at Audubon Park and along the school fence on 29th Avenue NE. • Invest in the greening of streets, particularly those that connect into and supplement the parks and open spaces. • Provide private landowners and developer incentives to create and maintain publicly accessible open spaces or green infrastructure (i.e. churches, schools, parks, businesses). • Where open spaces and the building environment interface, seek greater design integration between them to create active and interesting spaces. • Pursue public/private funding to develop additional public spaces. • Bury power lines and utilities along 29th Avenue and elsewhere. • Create a clear and consistent signage program for wayfinding and neighborhood identification throughout Audubon Park. • Create an identity for the neighborhood via gateway signs at strategic locations. • Improve signage directing people to and around Audubon Park. • Improve maintenance of public spaces. 	<p>Encourage new development projects to incorporate open spaces and green spaces through land use regulations and other regulatory tools.</p> <p>Promote the development of financing, maintenance and community involvement tools that encourage the greening and improvement of transportation corridors and public spaces.</p>
	<p><i>Transportation</i> <i>Pedestrian</i></p> <ul style="list-style-type: none"> • Improve access management and wayfinding 	<p>8.1 Minneapolis will maintain and enhance the elements of a responsive transportation system through balancing the interests of economic development and neighborhood livability.</p>

	<p>to and from all streets, sidewalks, and other pedestrian connections.</p> <ul style="list-style-type: none"> • Encourage wider sidewalks in commercial nodes, activity centers, and along community and commercial corridors. • Provide streetscape elements, including street furniture and trees, that buffer pedestrians from auto traffic and parking areas. • Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways. <p><i>Bicycle</i></p> <ul style="list-style-type: none"> • Ensure that new development (residential and commercial) provide an adequate number of bicycle parking stalls. • Encourage centralized bicycle parking stalls at convenient locations for bicyclists to park their bikes and walk to several places. • Improve bicycle connection to Grand Rounds Scenic Byway and Audubon Park. • Explore design options for bike lanes along streets parallel to Central Avenue NE, Johnson Street NE, 29th Avenue NE and Lowry Avenue NE <p><i>Transit</i></p> <ul style="list-style-type: none"> • Encourage new developments to provide transit facilities (shelters and boarding areas) as part of their building or site design. • Support the possible development of streetcars on Central Avenue. • Support transit by promoting land uses and development densities that create and support strong transit markets, such as medium- 	<p>Implementation Steps</p> <p>Continue to reduce the negative impacts of traffic volumes on residential neighborhoods throughout the city.</p> <p>Maintain the continuity of the dense grid of city streets to prevent substantial traffic increases on a small number of residential streets.</p> <p>8.2 Minneapolis recognizes that most city streets continue to be places where people live and work, and secondarily function as methods of moving vehicles; reconciling inherent conflicts will require collaboration and compromise among stakeholders.</p> <p>Implementation Steps</p> <p>Develop traffic calming methods which are appropriate to addressing the problems of speed and safety in automobile traffic.</p> <p>Plan automobile traffic to minimize the negative impact of the automobile in city neighborhoods.</p> <p>Explore the possibility of converting one-way to two-way streets on residential or commercial streets, as preferred.</p> <p>Require generous sidewalks that accommodate pedestrian volumes, ADA standards, trees and other amenities.</p> <p>Insulate residential areas from commercial truck traffic.</p> <p>Truck movement to the regional highway network will be facilitated in ways which minimize the presence of trucks on residential streets.</p> <p>Adopt parking regulations and approaches that are flexible enough to address short and long-term parking needs.</p> <p>Continue to require off-street loading facilities for all new development in the downtown district and require underground loading, where appropriate.</p> <p>8.3 Minneapolis will continue to build, maintain and require a pedestrian system which recognizes the importance of a network of private and public sidewalks which achieve the highest standards of connectivity and amenity.</p> <p>8.4 Minneapolis will continue to build and maintain road infrastructure in order to assure resident and motorist safety and mobility within the city.</p> <p>Implementation Steps</p> <p>Require the most generous sidewalk width possible for public sidewalks located in high pedestrian volume areas, such as existing growth centers, neighborhood commercial areas, transit corridors and mixed use areas.</p> <p>Ensure that all sidewalk standards meet ADA requirements as mandated by law.</p> <p>Promote the development of design standards that produce high quality sidewalks for public and private sector development, with supporting street furniture (including street trees), ample widths for pedestrian traffic and transit loading, and the use of materials that require acceptable levels of maintenance.</p>
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	<p>density housing, employment, and retail.</p> <ul style="list-style-type: none">• Encourage employers to increase transit use by participating in existing programs that allow them to treat the cost of employee bus passes as a business expense.	<p>8.5 Minneapolis will strengthen the transportation system in favor of transit alternatives in order to make transit a better choice for a range of transportation needs.</p> <p>Implementation Steps</p> <p>Designate and improve transit service in a high transit service area located in central Minneapolis.</p> <p>Do not invest in new highway construction without investigating true life cycle costs, including environmental and social costs.</p> <p>8.7 Minneapolis will direct its share of regional growth to areas well served by transit, to existing and potential growth centers and along transit corridors.</p> <p>Implementation Steps</p> <p>Require that future growth centers be well served by reliable and convenient transit service.</p> <p>Require that all major new developments located within the city facilitate transit access and service.</p> <p>Develop components of site plan review and environmental review manuals which can be used in land use and environmental processes to secure more transit friendly developments.</p> <p>Allow costs of driving in peak rush hour traffic to reflect the true costs of congestion and sprawl.</p> <p>Prohibit construction of new freeways in Minneapolis.</p> <p>Allow limited expansion and improved capacity of existing freeways in order to reduce traffic spillover onto primarily residential arterial roads when mitigation of impacts is determined to be acceptable to the city.</p> <p>Encourage employers to provide incentives for ride-sharing, car or van pooling and bicycling and other alternatives of getting to work.</p> <p>8.8 Minneapolis will continue to aggressively pursue transit improvements in corridors which serve major transit origins and destinations, with the eventual goal of a region wide rail system, including Light Rail Transit (LRT) and commuter rail.</p> <p>Implementation Steps</p> <p>Develop a dedicated transitway along Hiawatha Avenue and in other corridors where LRT will run.</p> <p>Conduct master planning for station areas along the Hiawatha Corridor that addresses issues of land use, future development opportunities, circulation patterns and public infrastructure investments.</p> <p>Invest in high quality amenities and infrastructure to support LRT service along Hiawatha Avenue and in other corridors where LRT will run.</p> <p>Support the development of commuter rail, including the Northstar, Red Rock and Dan Patch corridors.</p> <p>Conduct master planning for any future stations located along light rail or commuter rail corridors, including terminal stations in Downtown Minneapolis.</p> <p>Continue to pursue a regional network of improved transit, linking LRT service and existing bus service.</p> <p>8.9 Minneapolis will work with Metro Transit to improve the focus, priority and overall service offered by the existing transit system.</p>
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	<p><i>Parking</i></p> <ul style="list-style-type: none"> • Encourage property owners on Central Avenue to combine parking lots in the rear of their buildings and to connect them to side streets allowing the reduction of curb cuts, the addition of on-street parking, and the reduction of mid-block left turns. • Encourage shared parking practices between complementary uses such as entertainment and offices. 	<p>9.12 Minneapolis will promote design solutions for automobile parking facilities that reflect principles of traditional urban form.</p> <p>Implementation Steps</p> <p>Require the landscaping of parking lots.</p> <p>Encourage parking strategies that reduce the need for parking in order to avoid spillover into neighboring residential areas, including residential parking permits and the joint use of available parking in mixed-use areas.</p> <p>Offer incentives so that new parking structures built in high activity areas (e.g. Growth Centers and Activity Centers) are designed to include a mix of uses through the presence of active street-level uses such as general retail or commercial services.</p> <p>Establish reduced minimum and new maximum parking standards to discourage auto over-reliance.</p> <p>Locate parking lots behind buildings or in the interior of a block to reduce the visual impact of the automobile in mixed-use areas.</p>

		<p>Provide sufficient parking enforcement in critical parking areas so those residents who need the parking have it available.</p> <p>Implement parking solutions based on shared parking facilities and critical parking permits for residential districts</p>
	<p><i>Traffic & Streets</i></p> <ul style="list-style-type: none"> • Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, and/or bump outs. • Identify crosswalks through the installation of pavers or annual striping. • Add boulevard trees. 	<p>8.2 Minneapolis recognizes that most city streets continue to be places where people live and work, and secondarily function as methods of moving vehicles; reconciling inherent conflicts will require collaboration and compromise among stakeholders.</p> <p>Implementation Steps</p> <p>Develop traffic calming methods which are appropriate to addressing the problems of speed and safety in automobile traffic.</p> <p>Plan automobile traffic to minimize the negative impact of the automobile in city neighborhoods.</p> <p>Explore the possibility of converting one-way to two-way streets on residential or commercial streets, as preferred.</p> <p>Require generous sidewalks that accommodate pedestrian volumes, ADA standards, trees and other amenities.</p> <p>Insulate residential areas from commercial truck traffic.</p> <p>Truck movement to the regional highway network will be facilitated in ways which minimize the presence of trucks on residential streets.</p> <p>Adopt parking regulations and approaches that are flexible enough to address short and long-term parking needs.</p> <p>Continue to require off-street loading facilities for all new development in the downtown district and require underground loading, where appropriate.</p> <p>9.13 Minneapolis will restore and maintain the traditional street grid.</p> <p>Implementation Steps</p> <p>Maintain the street grid as the preferred option while evaluating new development of potential street changes.</p> <p>Restore the street grid whenever possible.</p> <p>Restore the historic connectivity of street corridors by working with property owners and city agencies on reopening streets such as Nicollet at Lake.</p> <p>Pursue the reclamation of air rights above freeways so that through the use of land bridges, neighborhoods can be reconnected and land can be used more productively.</p>

Public Comments

The plan received relatively few comments, generally recommending minor changes. These are attached. The one significant issue raised was consistency with the land use recommendations in the Central Avenue Plan, which is on a similar time frame and has recommendations for overlapping areas. The Commission will need to review both plans to ensure that they provide a clear, consistent vision for the City for the upper Central Avenue corridor and adjacent areas.

RECOMMENDATION OF THE DEPARTMENT OF COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT, PLANNING DIVISION:

Recommended Motion: The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission and City Council **approve** the *Audubon Park Neighborhood Small Area Plan* document and **amend** the policy guidance for the area into the City’s comprehensive plan.

Attachments:

- Audubon Park Neighborhood Small Area Plan
- Comments received to date