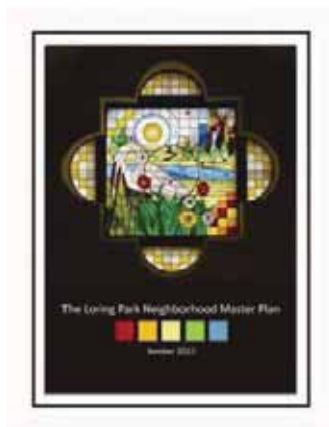




The Loring Park Neighborhood Master Plan



Adopted October 18, 2013



About the Cover

The stained glass window on the front cover is titled “**Awakening**”.

Installed in August of 2009, in the signature quatrefoil window of the Minneapolis Parks & Recreation’s first permanent park building adorns the Community Room of the distinctly Spanish style **Loring Park Community Arts Center**, built in 1906. This building was host to many of the master plan steering committee meetings throughout the community planning process from 2010-2012.

The window, commissioned for the Loring Park Community Arts Center by Friends of Loring Park, was designed by Minneapolis visual artist Reynaldo Diaz and constructed by glass artist Connie Beckers (photograph by Karl Reichert). It is a memorial to longtime Minneapolis parks employee and neighborhood leader Carol Fox.

The design brings together favorite elements of Loring Park; the graceful white egret that calls the park’s pond home, flowers from the Garden of the Seasons, trees and skyline, all tied together by a yellow ribbon along the outer panes.



To learn more about the work that went into creating this work of art see the full story online: <http://loringpark.org/masterplan/Awakening.pdf>

Dedication

This plan is dedicated to Robert Cook, 2009-2011 Co-chair
of the Loring Park Neighborhood Master Plan Steering
Committee.

**Robert's keen insight, creativity and vision
served as a powerful foundation for this
plan.**

Dear Volunteers, Thank You!

On behalf of Citizens for a Loring Park Community, we would like to thank the many people who helped make this plan a reality. The document is a testament to a highly engaged citizenry and their dedication to the unique place and community that is the Loring Park Neighborhood.

Residents and stakeholders participating in workshops and other planning events contributed the detailed insight that forms the basis of this plan.

A special thank you to members of the master plan steering committee; their dedication through the long planning process is evident in the plan's content and vision.

And finally we would like to thank our elected leaders, city and county staff, CLPC staff, and our planning consultants whose support was so important to the creation of our neighborhood master plan.

Sincerely,

John Van Heel (volunteer)
Loring Park Neighborhood Master Plan Chair

Gary Gliem (volunteer)
Board President, Citizens for a Loring Park Community

Jana Metge
Executive Coordinator, Citizens for a Loring Park Community

PS - Please see loringpark.org/docs for alphabetical list of individual participants & contributors.

This document is a plan for the Loring Park Neighborhood
of Minneapolis prepared by Citizens for a Loring Park
Community (CLPC) on behalf of the City of Minneapolis.

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Neighborhood Revitalization Program

Joe Horan

Guided by:

Hennepin County Commissioner

Gail Dorfman

Cit of Minneapolis Councilmember

Lisa Goodman

Loring Park Master Plan Steering Committee *(formed in 2010)*

John Van Heel *Chair*

Robert Cook *Co-chair*

Neil Reardon

Steve Barberio *Loring Theater*

Janine Jelks-Seale

Paul Hinderager

Christopher Hoffer

Richard Simons *St. Mark's Episcopal Cathedral*

Mike Marn

Mark Nelson

Richard Sandberg

Reede Webster *Minneapolis Community and Technical College*

Roy Williams *Hennepin Avenue United Methodist Church*

Robert (Bob) Copeland

Brad Conley

Kelly Muellman

Citizens for a Loring Park Community

Gary Gliem *President, Board Member*

Neil Reardon *Vice President, Board Member, Land Use Committee Chair*

Christopher Hoffer *Board Member, Secretary/Treasurer*

John Novak *Board Member, Livability Committee Chair*

John VanHeel *Board Member, Master Plan Steering Committee Chair*

Pat Hafvenstein *Board Member*

Diane Moe *Board Member*

Samuel Aspley *Board Member*

Jana Metge *Executive Coordinator*

**City of Minneapolis Community Planning and
Economic Development**

Beth Elliott *Principal City Planner* Planning Division

Master Plan Consultant Team

Peter Musty *consultant team lead, urban design, graphics, document production* PETER MUSTY LLC

Bill Weber *planning* Weber Community Planning

Tom Borrup *cultural assets, economy & creative sector* Creative Community Builders

John Lauber *historic preservation* John Lauber and Company Historic Preservation/Community Planning

Intended Uses of this Document

The plan has been adopted by Citizens for a Loring Park Community as the official guiding document for the subjects of cultural assets and economic vitality, land use and built form, the public realm, historic resources, and sustainability. Likewise, it has been adopted by the City as an element of the *Minneapolis Comprehensive Plan* and approved as a plan amendment by the Metropolitan Council of the Twin Cities. City planners and engineers are expected to consult this document when reviewing development applications or planning public improvements. It also serves as a guide to prospective builders and investors.

Finding this Document Online

This chapter can be downloaded electronically at the City of Minneapolis webpage dedicated to the Loring Park Neighborhood, but can also be found through link at the website of Citizens for a Loring Park Community (CLPC):

www.loringpark.org

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Implementation Plan

Appendix: see loringpark.org/docs





Executive Summary






The following is an executive summary of The Loring Park Neighborhood Master Plan, beginning with statements of community identity and vision, followed by a list of immediate actions, major strategic goals and summaries of the recommendations found in the five chapters of the plan.

What We Are

Neighborhood Vision

Major Strategic Goals

Master Plan Chapter Summaries:

-  1 Cultural Assets & Economic Development
-  2 Land Use & Built Form
-  3 Protecting Historic Resources
-  4 Public Realm
-  5 Sustainability

Developer's Checklist

The Loring Indicators

Implementation Priorities

What We Are

The Loring Park neighborhood is blessed with a wonderful urban and natural setting. At its center is Loring Park, a beautiful mix of greenery, water and human activity. To the south of the park is the historic ridge known locally as Loring Hill. To the east and west are Nicollet and Hennepin Avenues, two of the city's most important commercial and civic corridors. And finally, to the north, the towers of downtown Minneapolis rise nearby. We comprise some of Minneapolis' most unique residential areas, some of the region's most important institutions and much more.

We are a complex and interesting place...

We are both Historic and Contemporary

The structures in the neighborhood reflect the whole history of settlement in Minneapolis. Some of the mansions built when the area was first settled remain to this day and lend an aristocratic quality to the area. A number of large and beautiful churches define the neighborhood. Amongst the urban fabric are buildings reflecting the continuous history of development in Minneapolis, culminating with the ultra-modern Walker Art Center just across Hennepin Avenue.

We are very Dynamic

Population flows in and out continuously: residents, daily workers, visitors, college students, school children, clientele, customers, conventioners, entrepreneurs, festival attendees, theater patrons and churchgoers. There are many people, whose starting point and destination are not here, but who must pass through the neighborhood to reach where they are going. This includes pedestrians, bicyclists, drivers and transit riders, all making us a very dynamic, ever changing community.

We are very Public

City and region-wide festivals, park activities, destination restaurants, theaters, large historic churches, etc. make the Loring Park Community a very public place.

We are very Diverse

The residents of Loring Park choose the area not only for its location, but also for its rich diversity. The neighborhood reflects all the diversity Minneapolis has to offer. People of all ages and incomes live and work in the neighborhood. The Park hosts the annual Gay Pride Festival and the Loring Art Fair, bringing thousand of people from around the region. Students at MCTC reflect the cultural diversity of Minneapolis' immigrant communities. The neighborhood is considered by those who reside there to be welcoming to all.

We are highly Sustainable

We are diverse in our population, commerce, institutions, community enterprise and activity. We are highly compact, walkable, and transit oriented. These factors make us a highly sustainable community, now and going into the future.

...and, We are highly Unique

The Loring Park Neighborhood provides diverse residents, workers, and visitors a welcoming environment that is historic and contemporary, public and private, appealing and sustainable, walkable and transit-friendly, and can boast several characteristics unique in our region:

- largest & most diverse array of gathering places in the Midwest, including several major civic and cultural institutions, Loring Park, and Loring Greenway
- two-times average proportion creative sector businesses and a high rate of creative sector & self-employed workers
- center of GLBT heritage and community in "The Gayest City in America" *"Minneapolis:*

Gayest City in America” – The Advocate (January 2011)

- Hennepin & Nicollet, as mixed use corridors on the regional primary transit network, are centers of activity and gateways to Downtown’s Theater District & Nicollet Mall, making Loring the most easily accessible neighborhood for Downtown workers
- sustainable Victorian/Industrial Era block & street pattern supports a building fabric of wide array of architectural vernaculars & typologies, including a diverse mix of affordable to market rate urban housing options

Neighborhood Vision

The shared vision for the Loring Park Neighborhood is to nurture, with care, its’ evolving identity as ...

***...Minnesota’s
greatest gathering place
and
...Minnesota’s
best urban living experience.***

Supporting these strengths will help our community stay competitive in a changing global, national and regional economy over the next twenty years.

Community members, working together, will continue to celebrate, protect and leverage the remarkable qualities and aesthetics of Loring Park Neighborhood’s urban and natural setting, its diverse array of urban living choices, and its opportunities for interaction, learning, and enjoyment of cultures.

Major Strategic Goals

Strategic Goal #1

Nurture the Neighborhood's role in the region's creative economy;

Strategic Goal #2

Guide infill development and strengthen mixed-use corridors;

Strategic Goal #3

Protect, preserve and enhance historic character and unique architecture;

Strategic Goal #4

Cultivate an exceptional urban pedestrian experience and enhance connections to destinations in surrounding neighborhoods;

Strategic Goal #5

Achieve sustainable buildings and infrastructure.

Master Plan Chapters



Chapter 1

Cultural Assets & Economic Vitality



Chapter 2

Land Use & Built Form



Chapter 3

Protecting Historic Resources



Chapter 4

Public Realm



Chapter 5

Sustainability

Chapter 1 Summary

Cultural Assets & Economic Vitality

Strategic Goal #1 Nurture the role of the Neighborhood in the region's creative economy;

The Cultural Assets and Economic Vitality chapter of the *Loring Park Neighborhood Small Area Plan* addresses how those two increasingly interrelated elements are mutually supportive and can be strengthened in these ways:

Affirm Neighborhood Identity: More clearly define the Neighborhood's role and identity. Prepare a plan for the locations and types of public art in the Neighborhood; several recommendations are offered.

Invest in Creative Businesses and Residents: Foster social and support networks among creative sector professionals who live and work in the Neighborhood. Identify funding for creative enterprises. Develop infrastructure for creative enterprises. Serve and connect students.

Activate Public Places: Support a culture of walking and interaction in public space. Implement a way-finding master plan. Grow community events. Promote walking tours. Coordinate institutional open houses. Create interactive maps.

Strengthen Organization and Promotion: Develop an inter-organizational network. Produce a calendar of programs for Loring's public spaces. Continue support for CLPC organizational activities. Form an art business district in Loring Village.

Support a Diversity of People, Places and Opportunities: Plan a full range of housing choices, retail businesses, services, schools and religious institutions. Broaden the range of

transportation alternatives. Continue to improve public spaces for gathering, entertainment and recreation.

Chapter 2 Summary

Land Use & Built Form

Strategic Goal #2 Guide infill development, and strengthen mixed use districts.

This chapter of the *Loring Park Neighborhood Small Area Plan* addresses the pattern of future land use along with the height, setback and frontage treatments of buildings, sometimes known as "built form." Included are a detailed map and description of the desired future pattern of land use across the Neighborhood, more detailed guidance for each of four Neighborhood districts and a checklist for prospective land developers.

Amendments to the Minneapolis Comprehensive Plan: Amendments to the *Minneapolis Comprehensive Plan* Figure 1.2a, Future Land Use, are recommended:

- **To Urban Neighborhood from Mixed Use:** Parcels facing Hawthorne Avenue, Yale and Spruce Place, the Loring Greenway (west of LaSalle Avenue and facing LaSalle Avenue south of 15th Street). These changes affirm the residential nature of the location.
- **To Mixed Use from Urban Neighborhood:** Parcels facing the Hennepin-Lyndale corridor. (These changes reflect current land use and the Commercial Corridor designation of the *Comprehensive Plan*.) Parcels along the south side of 15th Street including parcels along the southern edge of Loring Park. (These changes broaden the range of uses to possibly bring additional life to the park edge.)

- **To Public and Institutional:** The campus of the Minneapolis Community and Technical College, St Mark’s Church, the Minneapolis Convention Center, Westminster Church and Emerson School. These changes reflect current land use.

Activity Center for the Loring Park Neighborhood: It is recommended that part of the Loring Village district of the Neighborhood be guided in the *Minneapolis Comprehensive Plan* as an Activity Center. As defined by the *Minneapolis Comprehensive Plan*, an Activity Center should:

- Attract residents, workers, and visitors from throughout the city and region
- Support a wide range of commercial, office, and residential uses
- Support district and shared parking
- Be oriented toward pedestrians
- Maintain a traditional urban form and scale
- Be well-served by transit
- Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses
- Encourage high- to very-high density housing.

Building Heights: The principal recommendation of the Built Form Plan is that there should be four building heights that range from three to ten stories.

- Intensity A: Up to three stories
- Intensity B: Up to four stories
- Intensity C: Up to six stories
- Intensity D: Up to ten stories

Buildings in the height range of six to ten stories should only be allowed in three locations: the Activity Center, along the Loring Greenway and along Hennepin Avenue. Residential towers, which are defined as being taller than ten stories, should only be allowed in the Activity Center and east of the Convention Center. In other areas of the neighborhood such as Loring Hill’s Lower and Upper

Terrace, there are parcels designated as Intensity A or B, limiting height to three or four stories in order to respect the predominant character.

To receive CLPC approval or an exception to the maximum building height allowed by zoning, the a developer must meet the conditions stated in the plan in addition to any other requirements normally required to receive a variance or a Special Use Permit.

Zoning Ordinance and Map: Bring the zoning text and map into conformance with the recommendations for land use and built form of this chapter.

Existing Surface Parking Lots: Throughout the neighborhood, advocate for the reduction of off-street surface parking and the gradual redevelopment of most off-street surface parking lots to other uses.

Structured Parking: Below grade (vs. above-grade or surface) parking solutions should be encouraged in all situations where new parking is developed. Special guidance is provided for structured, shared and district parking in the Loring Village Activity Center.

Emerson School Building and Block: Support through zoning the continued educational functions of the Emerson School building and block. If educational use should cease there, advocate to preserve the building and site for adaptive re-use as housing or another public use.

Historic Apartment Area: Zoning and redevelopment reviews in the Historic Apartment Area should strongly favor mid-density housing to a height of six stories (four stories at the front property line). Redevelopment proposals should include provisions for on-site parking for residents and visitors consistent with zoning regulations.

Hennepin-Harmon District: Through zoning and street redesign, seek to attract storefront professional offices, small shops, upper-story housing and continued college investment while protecting the integrity of the Harmon Place Historic District. Accomplish remodeling and development in a manner consistent with the height, setback, façade and other guidelines of the Historic District zoning overlay district. The relevance and importance of the *Harmon Place Historic District Design Guidelines* are hereby reaffirmed and supported.

Minneapolis Community and Technical College: Support implementation of the MCTC campus master plan that sets a course for future expansion to occur with the current campus boundaries.

Loring Greenway District: Maintain the present land use and built form of the Loring Greenway district through the Land Use Plan of the *Minneapolis Comprehensive Plan* and the Minneapolis zoning ordinance, as reinforced by the Land Use Plan and Built Form Plan in this document.

Loring Hill Pattern of Land Use: Plan the general future use of land in Loring Hill according to these categories from the *Minneapolis Comprehensive Plan* as illustrated by the Land Use Plan map: Urban Neighborhood, Mixed Use, and Public and Institutional

Zoning in Loring Hill: Conduct a study to adopt new zoning regulations for Loring Hill that implement the policies of this plan. The current OR-3 zoning classification is judged to be insufficient as a means of achieving the land use and urban design objectives stated in this plan for Loring Hill.

Design Principles for Loring Hill: Design principles for Loring Hill were adopted from the

Loring Hill Design Guidelines (CLPC, 2006) in these subjects:

Foundation: The basis for these recommendations is the *Loring Hill Design Guidelines*.

Loring Hill Is Not Downtown: Loring Hill should be planned and regulated much differently than Downtown.

Relationship to Loring Park: Development should reinforce the relationship between Loring Hill and Loring Park.

Hillside Impression: Development should reinforce the image of Loring Hill being a hillside neighborhood.

Harmony: Infill and redevelopment buildings should be designed to respect nearby structures.

Relationship of Buildings to Streets: Frontage design and the relationship of buildings to the public sidewalk and street should follow the principles established in the *Loring Hill Design Guidelines*.

Architectural Standards: Building architectural design should follow the examples provided in the *Loring Hill Design Guidelines*.

Mixed Use Development: Buildings located in the Mixed-Use land use plan designation (which lines Loring Park, as illustrated by the Land Use Plan map) should include spaces for retail, service, office or hospitality businesses in combination with housing. Completely non-residential combinations are not desired on Loring Hill.

Parking: New development in Loring Hill should accommodate all of its parking demand on site and not expect to use the overburdened street parking system.

Greenery: Plantings should be maintained and enhanced among the buildings on Loring Hill in order to soften the density, improve

aesthetics and connect the Hill visually to the Park.

Personal Security: Buildings should provide “eyes on the street” through the generous use of windows and transparent doors that face streets, parking and other walkways, both at street and upper levels.

Chapter 3 Summary

Protecting Historic Resources

Strategic Goal #3 Protect, preserve and enhance historic character and unique architecture:

A detailed historic resources survey conducted of the Neighborhood in 2008 identified several properties worthy of additional study and possible historic designation.

Loring Park may be included in the Grand Rounds National Scenic Byway if that designation occurs. Otherwise, there are no districts in the Neighborhood that currently would qualify for inclusion in the National Register of Historic Places.

Landmark Properties: Support the local or national historic designation of specifically named properties that are not already designated.

Historic Districts: Explore the potential of Loring Hill as a local historic district. Follow the policies in the Land Use and Built Form chapter of this plan that address Loring Hill as a means of protecting its distinctive scale and character.

Conservation Districts: Explore creating a formal mechanism that would enable establishing “conservation districts” in Minneapolis, which would require adding a provision to the zoning or preservation code. A potential location for a

conservation district may be the Loring Park Apartment District (refer to the Land Use Plan chapter for the boundaries).

Adaptive Re-Use of Buildings: Support efforts to re-use and retain shop-front mixed-use buildings; support efforts to overcome obstacles preventing re-use of Neighborhood mansions.

Chapter 4 Summary

Public Realm

Strategic Goal #4 Cultivate an exceptional urban pedestrian experience and enhance connections to destinations in surrounding neighborhoods;

The Public Realm chapter addresses municipal facilities and services with a focus on circulation. Recommendations are presented in the following subjects:

Transit: Support efforts to build a streetcar line on Nicollet Avenue. Advocate for commercial car-sharing service in the Neighborhood.

Streets: Ensure that every street is designed as a “complete street.” Promote the reconstruction of Harmon Place to calm traffic and improve bicycling and walking. Promote short-term and long-term improvements to the Hennepin-Lyndale corridor to soften its impact on the Neighborhood and better link the two sides. Advocate for the two-way conversion of La Salle and 1st Avenues.

Auto Parking: Advocate for reduced off-street surface parking. Require structured parking design that protects appearances and the walking environment. Facilitate shared and district parking. Maximize on-street parking.

Walking: Build a mid-block stairway between 15th and Oak Grove Streets. Improve the pedestrian crossing at 15th and Oak Grove Streets. Build a mid-block pedestrian crossing of 15th Street. Improve the pedestrian crossing of the Hennepin-Lyndale corridor. Improve pedestrian connections to the North Loop District, Van White Boulevard and the Elliot Park Neighborhood. Install a sidewalk on the Willow and 15th Street edges of Loring Park. Improve the visual, physical and psychological connection among the Nicollet Mall, the Convention Center, Nicollet Avenue, Loring Park and the Walker Sculpture Garden. Ensure that all buildings have an appropriate architectural relationship to the public sidewalk. Improve wayfinding to the skyway system. Enhance the walking and bicycling environment of the bridges over I-94 at the time they are rebuilt.

Bicycling: Rebuild Harmon Place with bicycling lanes. Improve the bicycling route from the southwestern corner of Loring Park to Harmon Place. Extend the Hennepin Avenue bicycling lanes south to Lyndale Avenue. Improve bicycling connections to the North Loop District, Van White Boulevard, the Elliot Park Neighborhood and the Stevens Square–Loring Heights Neighborhood.

Parks and Open Space: Continue to improve and maintain Loring Park. Help ensure that the Loring Greenway remains a premier urban space. Prepare and follow a plan for the locations and types of public art in the Neighborhood. Promote community gardens.

Chapter 5 Summary

Sustainability

Strategic Goal #5 Achieve sustainable buildings and infrastructure.

This chapter of the *Loring Park Neighborhood Small Area Plan* addresses sustainability of urban systems and the natural environment. The first section addresses the Neighborhood within the context of the City’s sustainability policy, the *Greenprint*, the second presents the results of an analysis based on LEED for Neighborhood Development, and the third presents seven measurements of progress.

Toward a Sustainable City: Publicize and promote the City’s Sustainability Indicators, which address the topics of a healthy life, environmental protection and a vital community.

Measuring Progress in the Neighborhood: Use the measurement system of the US Green Building Council known as Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) to assess progress toward sustainability. Analysis in 2010 and 2011 revealed that the Neighborhood ranks well in the categories of location and linkages, and in neighborhood pattern and design. However, there is much room for improvement in building design for energy conservation because of the Neighborhood’s many older buildings.

LEED for Neighborhood Development: Set objectives for neighborhood-wide improvements in the subjects defined in the LEED-ND rating system; measure progress toward those objectives; seek certification of the Neighborhood through a pilot project.

The Loring Indicators: Adopt and measure seven indicators of progress toward sustainability. Several strategies from throughout the Neighborhood plan are presented in the subjects of energy efficiency, transit, walking, recycling, green surfaces, parking lots and income diversity.

Checklist for New Construction

Developers of building projects in the Loring Park neighborhood are encouraged to pursue the standards that are identified below. For large projects requiring special allowances, including conditional use permits, variances, and alternative compliance in site plan review, these standards will be considered as a basis for neighborhood support.

Sustainability

- ✓ Measurably contribute to each of the *Loring Park Neighborhood Sustainability Indicators*, (aka the **Loring Indicators**) - the set of neighborhood-wide sustainability benchmarks set forth in Chapter 5, Sustainability.
- ✓ Verify sustainable design, construction and maintenance through LEED certification (or equivalent).

Historic Preservation

- ✓ Preserve, restore or adaptively re-use historic structures and landscapes.

Context Sensitive Design

- ✓ All new construction in the neighborhood should be *context sensitive* (sensitively designed to fit within the surrounding urban context). To ensure this, developers and architects of all new construction projects, whether or not the project is located within a designated historic district or is covered by an existing set of design guidelines, should be prepared to address the following:
 - How would the proposed design appropriately incorporate or respond to the surrounding historic assets?

- How would the proposed design maintain or strengthen the existing street edge, side setbacks and landscaping of the surrounding area?
- How would the massing of the building (height and width of component parts) be an appropriate response to the neighborhood context?
- How would the building composition and architectural vocabulary relate to the existing context, or how would it create a meaningful juxtaposition?
- How would the building materials be attractive and complementary to surrounding buildings?
- How would the scale, placement and character of building elements such as windows doors and roof line be complementary to surrounding buildings?
- Does the building comply with the following **upper story step-backs** required in the Built Form Plan:
 - Fifth and Sixth Stories: Set walls a minimum of 10' (ten feet) from all property lines.
 - Seventh Story and Above: Set walls no closer than 20' (twenty feet) from all property lines.

Parking

- ✓ Participate in coordinated auto parking planning efforts and strategies, including the accommodation of public and/or neighborhood parking as part of new parking accommodations.
- ✓ Provide care share service to building occupants either through member discounts for local service and/or by adding a car share vehicle(s) on site.

The Loring Indicators

The Loring Park Neighborhood Sustainability Indicators are measurable goals See Chapter 5 Sustainability to see 2012 baselines and recommended strategies for each indicator.

Loring Indicator #1

Energy Performance of Buildings

Increase by ten the number of buildings that demonstrate an average improvement (10% improvement for new buildings, 5% improvement for existing buildings) over ASHRAE Standard 90.1 – 2007, *and* meet the standards within one of the following or their equivalent: LEED-NC, EB or ND; State of Minnesota B3 Guidelines; EPA's ENERGY STAR.

Loring Indicator #2

Mixed-Income Diverse Community

Achieve and retain maximum points for diversity of unit size and diversity of income, using the following as the standard:

LEED for Neighborhood Development (LEED-ND) 2009, Neighborhood Pattern & Design, Credit 4: Mixed Income Diverse Communities

Loring Indicator #3

Walkability & Connectivity

Achieve and retain 8 of 12 possible points for walkability and connectivity within the neighborhood, using the following as the standard:

LEED for Neighborhood Development (LEED-ND) 2009, Neighborhood Pattern & Design, Credit 1: Walkable Streets

Loring Indicator #4

Green Surfaces

Increase green surfaces through-out the neighborhood by an equivalent of the building footprint of the Minneapolis Convention Center (17

acres or 750,000 squ.ft.). Green surfaces may include grass or native landscaping, permanent community gardens, seasonal container gardens, pocket parks, green roofs and green walls.

Loring Indicator #5

Transit Supportive Development

As a neighborhood-wide goal, double* the total built square footage of properties of the Loring Park Neighborhood reachable within one-quarter mile pedestrian shed (five minute walking distance) from the Primary Transit Network at Nicollet Avenue**. *To understand the desired limits on development intensity, see Built Form Plan in the Land Use & Built Form Chapter of this plan.*

Loring Indicator #6

Surface Parking Lots

Move below ground, transfer into structures, or eliminate, one-half (1,000) of the parking spots located in surface parking lots throughout Loring Park Neighborhood.

Loring Indicator #7

Recycling, Composting & Waste

Work to achieve 4:1 ratio* of recycling-to-waste by 80% of neighborhood buildings. * *The desired ratio is based on meeting the Hennepin County long range (per household) goal.*

Loring Indicator #8

Water Efficiency

Increase by ten the number of buildings (new or existing) that demonstrate compliance with reducing an average of 20% less potable water for indoor water usage based on the Energy Policy Act of 1992/2005 and 2006 UPC/IPC, *and* meet the standards within one of the following or their equivalent: LEED-NC, EB or ND; State of Minnesota B3 Guidelines.

Implementation Priorities

Located in the Appendix (www.loringpark.org/docs) is the most recent Implementation Plan. The plan is a list of priorities, formatted into a detailed matrix including short term and long term actions. The plan also identifies partnering agencies responsible for each action. The following are several of the initial priorities listed in the Implementation Plan at the time of Master Plan approval:

UNDER DEVELOPMENT:

Conduct Neighborhood Re-Zoning Study

See Chapter 2 Land Use & Built Form.

Establish Safe Crossings to Loring Park

See Chapter 4 Public Realm.

Pursue LEED-ND Certification and Improvements to the Neighborhood's Long-term Sustainability

See Chapter 5 Sustainability.

Re-Design Harmon Avenue

See Chapter 4 Public Realm.

Protect Historic Resources

See Chapter 3 Protecting Historic Resources.

Support Public Art Planning & Public Space Programming

See Chapter 1 Cultural Assets and Economic Vitality.

Continue Work for a Safer and More Socially Interconnected Neighborhood

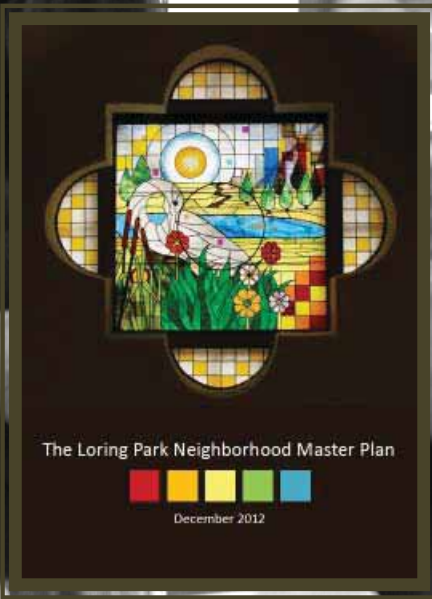
See Chapter 1 Cultural Assets and Economic Vitality.

See Chapter 4 Public Realm, Livability section.

Introduction

The Loring Park Neighborhood Master Plan

This section explains why and how a large group of community members in the Loring Park Neighborhood created a master plan for their community. It presents the range of public participation conducted, highlights the foundation of information discovered. It concludes with a presentation of the identity, vision and major strategic goals, followed by a summary of specific recommendations.



The following pages describe the extensive collaborative effort, depth of research and strength of vision behind **The Loring Park Neighborhood Master Plan.**





CONTENTS

Introduction: The Loring Park Neighborhood Master Plan

PDF files of this chapter and the entire master plan can be found at the City of Minneapolis Community Planning & Economic Development (CPED) webpage dedicated to approved city plans *and* at Citizens for a Loring Park Community (CLPC) webpage:
www.loringpark.org

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*Frontispiece: The image above was taken at the community design workshop called **Designing a Sustainable Neighborhood** held at Hennepin United Methodist Church on January 22nd, 2011. Teams of community members worked together while moving through a circuit of three stations hosted by project consultants, giving input and brainstorming on key topics related to the walkability of the public realm, intensity of development and long range sustainability. See the appendix for complete Event Records of all workshops.*



Background

The plan was prepared during 2011 and 2012 with ideas and comments from a broad cross-section of the neighborhood’s residents and business people under the guidance of a steering committee and the CLPC Board of Directors with assistance from a team of consultants. The following presents the timeline of community work leading to this Master Plan:

2009 NRP Phase II Plan

The Loring Park Neighborhood NRP Phase II Ten-Year Action Plan was developed by Citizens for a Loring Park Community and adopted in 2009. The plan utilized community participation to set priorities for

the neighborhood with resources from the city's Neighborhood Revitalization Program (NRP). It is through this plan that the neighborhood master plan was funded. The plan includes a set of priorities under a variety of categories:

- 1 Housing and Development
- 2 Urban Design and Improvements
- 3 Economic Vitality
- 4 Transportation
- 5 Historic Preservation
- 6 Park Planning and Improvements
- 7 Sustainability and the Environment
- 8 Livability and Safety
- 9 Schools, Culture and Recreation
- 10 Community Events and Outreach
- 11 Facilities and Communication Tools
- 12 Human Resources

A top priority of the NRP Phase II Plan was to execute a Master Plan for the neighborhood which would develop consensus on several important issues in the community, and forward a document that could serve as Small Area Plan amendment to the Minneapolis Plan for Sustainable Growth.

The Minneapolis Plan for Sustainable Growth (2009)

Concurrent to development of the neighborhood’s NRP Phase II framework, the City of Minneapolis comprehensive plan *The Minneapolis Plan for Sustainable Growth*, was adopted in 2009. This provided a long term vision and strategy for the City as a whole. The plan called for small area plans, adopted as amendments to the comprehensive plan, to provide more specific guidance for particular neighborhoods, while remaining consistent with the overall comprehensive plan. In 2009, the City supplied formal guidelines to neighborhoods organizations choosing to conduct neighborhood driven plans.

With continued support of NRP, and with collaboration with Department of Community Planning & Economic Development, the community embarked on a community based Master Planning Process in 2009.

Reasons for the Master Plan

The purpose of the master plan was laid out by the master plan steering committee. In the committee's RFP it states:

“There are some physical challenges in the neighborhood. Our community has been cut off on three of its sides from surrounding neighborhoods by 1960's freeway construction, as well as the wide conflagration of Hennepin/Lyndale Avenues. I-94 has severed Nicollet Avenue, the main commercial street of Minneapolis, as it runs through the Loring Park Community, and rendered it much less vital. Areas along Nicollet are underdeveloped, especially since it a major transit route. This underdevelopment extends into the neighboring Stevens Square community.

While the area has some of the most beautiful structures in Minneapolis, it is also a community damaged by various things such as above ground power distribution, deteriorating structures, surface parking and the intrusion of the freeway. The community lacks commercial areas serving the daily needs of residents, providing community identity and interaction. There are also pockets of underused land in various locations throughout the community. Some of the neighborhood's main institutions, the Minneapolis Convention Center and the two colleges (St. Thomas University and the Minneapolis Community & Technical College/Metropolitan State University) may want to expand. These are all opportunities for development in the area.

Through Citizens for a Loring Park Community (CLPC), residents, businesses and property owners have long taken an active role in decisions affecting the neighborhood. While important planning has already been done for several parts of the community, we do not yet have a comprehensive plan and vision for the entire neighborhood. By undertaking this Master Plan process we hope to identify and illuminate the assets, issues and opportunities that will provide the basis of an integrated plan and vision.”

The Request for Proposals (RFP)

The community embarked on the Master Planning Process in 2009 after the approval of the neighborhood's NRP Phase II Plan, which established the creation of a master plan as a neighborhood priority. The steering committee completed a Request For Proposal in the Summer of 2010 to select a planning consultant that would support the neighborhood driven plan. The RFP outlined (below) major topic areas and urban planning focus areas. It also provided a vision of the neighborhood and purpose for the plan. These form the basis of this plan's Vision and Purpose of Master Plan sections.

RFP Major Topic Areas:

Sustainable Land Use and Urban Design

Formation of an integrated plan and vision for the future development of and improvement to the Loring Park Neighborhood's environment, urban fabric and public realm.

Pedestrian Circulation and Transportation

Formation of a sustainable, pedestrian oriented, multi-modal vision for the neighborhood's pedestrian circulation and transportation network.

Cultural Assets and Economic Vitality

Formation of an integrated plan and vision for sustaining and enriching the community's commercial, civic, cultural and religious resources.

Historic Preservation

Formation of an integrated plan and vision for sustaining and enriching the neighborhood's historic resources.

LEED for Neighborhood Development

The request for proposals also called for, “...Application of **Leadership in Energy and Environmental Design — Neighborhood Development (LEED—ND)** urban design and sustainability-based principles such as walkable streets, housing and job proximity, mixed income diverse communities, and energy efficient buildings, etc into planning and visioning.

RFP Urban Planning Focus Areas:

Nicollet Avenue Corridor (including 1st and LaSalle Avenues and I-94 crossings)

Harmon Avenue

Periphery of Loring Park

Neighborhood's freeway edges.

Criteria for Success

The late Robert Cook, master plan co-chair from 2009-2011, sharpened focus - and raised the bar - by listing the following four reasons for the plan:

- There is a need to unify the many layers of planning and reports the Neighborhood has undergone recently – to “reconcile” the many existing reports and initiatives.
- There is desire to create a plan for Loring Park that will identify the neighborhood ‘positives’ – and to preserve, augment and celebrate them, of course correcting a few flaws along the way.
- To position the neighborhood for an era of sustainability.
- There is a need to create an adoptable plan, driven by the community, reflecting / representing their aspirations.

These challenges set early on the criteria for success for the steering committee volunteers and staff working on the master plan

Master Plan Phases

With the criteria for success in mind, an administrative team was directed to proceed in parallel with **community involvement** (meetings, visioning sessions and design workshops), and **discovery** (research of existing conditions and review of past planning). Drawing from the resulting pillars of information were **synthesis** tasks, including the development of a neighborhood statement of identity, vision statement, list of major issues, five preliminary strategic goals, and eventually a Concept Plan reconciling everything into a draft set

of recommendations. Once the Concept Plan was approved, it was on to a period of **master plan development**, where a document was prepared for submittal as Small Area Plan amendment to the City's Comprehensive Plan.

Steering the Process

The community involvement process was led by Jana Metge of CLPC. In collaboration with *Beth Elliott* of the City of Minneapolis Planning Division, a CLPC appointed Master Plan Steering Committee embarked on a year-long planning process with support of selected consultants *Peter Musty* (urban designer and consultant team lead), *Bill Weber* (planning & public realm), *John Lauber* (historic preservation) and *Tom Borrup* (cultural planning). A Master Plan Steering Committee was formed, meeting monthly to guide the community planning process, to review progress on documentation and policy development, and to contribute ideas. The following members volunteered to serve:

Steve Barberio, Loring Theater

Janine Jelks-Seale

Paul Hinderager

Christopher Hoffer

Richard Simons, St. Mark's Episcopal Cathedral

Mike Marn

Mark Nelson

Richard Sandberg

Reede Webster, Minneapolis Community and Technical College

Roy Williams, Hennepin Avenue United Methodist Church

Bob Copeland

Neil Reardon

Robert Cook, Co-chair

John Van Heel, Chair



Community Involvement

Photo above taken during the Community Walkabout on Saturday Morning, October 2nd, 2010, where teams formed to photo- document and report on the four focus areas identified early in the process: Nicollet, Harmon, Loring Park Edge & Neighborhood Perimeter.

The process kicked off in early fall of 2010 and consisted of several elements designed to ensure maximum accessibility, transparency and opportunities for community members to provide both formal and informal input, including; topical focus groups, one-on-one stakeholder interviews, Thursday evening community gatherings and Saturday morning planning workshops:

See Appendix at loringpark.org/docs for event records of the following:

Thursday Gatherings

The History and Shaping of Loring

September 30th, 2010

Loring Park Community Arts Center

Sydney Beane	Artist & Professor – Native American History
Jean-Nickolaus Tretter	Historian, GLBT History
Robert (Bob) Copeland	Long-time Resident and Volunteer, Preservationist
Katie Hatt	Life-long Resident
Robert (Bob) Glancy	Historian – City History & Architecture
John Lauber	Facilitator, Master Plan Consultant Team

Creative Neighborhoods in the Creative City

November 4th, 2010

The Music Box Theatre

Jay Coogan	President, Minneapolis College of Art and Design
Miriam Must	Co-founder and Managing Director, Red Eye Theater
Mike Christenson	Director of Community Planning and Economic Development, City of Minneapolis
Phillip Bahar	Chief of Operations and Administration, Walker Art Center
John Foley	4Front
Tom Borrup	Facilitator, Master Plan Consultant Team

Multi-Modal Transportation Panel I: Doubling Down on Walkable, Transit Oriented Neighborhoods

January 20th, 2011

The Basilica of St Mary

Scott Dibble	Minnesota State Senator, Senate Transportation Committee (former chair of Transit Subcommittee)
Jan Callison	Hennepin County Commissioner – District 6, Southwest Transitway Advisory Committee, Hennepin County Representative on the Transportation Advisory Board of the Met Council
Anna Flintoft	Transportation Planner, City of Minneapolis Dept of Public Works
Robert Lilligen	Vice President, Minneapolis City Council, Minneapolis Representative

Ray Harris
Peter Musty

on the Transportation Advisory
Board of the Met Council
co-founder Walking Minneapolis
Facilitator, Master Plan Consultant
Team

Multi-Modal Transportation Panel II

April 14th, 2011

Plymouth Congregational Church (organized by CLPC
with Stevens Square Community Organization)

Cara Letofsky	Facilitator
Gail Dorfman	Hennepin County Commissioner
Jan Callison	Hennepin County Commissioner
Peter McLaughlin	Hennepin County Commissioner
David Frank	Director of Transit Development, City of Minneapolis
Robert Lilligren	Minneapolis Councilmember
Frank Hornstein	Minnesota State Representative

Saturday Community Workshops

Discovery (Community Walk-about)

October 2nd, 2010

The Woman's Club of Minneapolis

Visioning Loring 2030

November 6th, 2010

Wesley Center (Wesley Church)

Designing a Sustainable Neighborhood

January 22nd, 2011

Hennepin Avenue United Methodist Church

Review of Proposed Plans, Policy & Design

May 14th, 2011

Wesley Center (Wesley Church)

Focus Groups

Harmon Avenue I

December 7th, 2010

Hennes Art Company

Rental Property Owners

November 7th, 2010

Hennepin Avenue United Methodist Church

Condo Boards I

November 9th, 2010

Summit House (400 Groveland)

Condo Boards II

November 29th, 2010

1225 LaSalle

Nicollet District Visioning

November 30th, 2010

The Music Box Theatre

Arts, Culture & Ideas

January 18th, 2011

The Woman's Club

Harmon Avenue II

March 2nd, 2011

Espresso Royale

Stakeholder Interviews

Diane Woelm	<i>October 28th, 2010</i>
Ray Harris	<i>November 11th, 2010</i>
Senator Scott Dibble	<i>November 11th, 2010</i>
Commissioner Gail Dorfman	<i>November 22nd, 2010</i>
Kim Havey	<i>November 22nd, 2010</i>
Lt Matt Clark	<i>November 23rd, 2010</i>
Robert (Bob) Copeland	<i>December 1st, 2010</i>

Councilmember Lisa Goodman

December 16th, 2010

Miriam Must

January 17th, 2010

Central Lutheran Church (CLC) *May 26th, 2011*

Sally Carlson-Bancroft CLC Campus Master Plan Task
Force Member

Joe Bjordahl CLC Communications Manager
Sarah Strickland Cinninnatus, Inc. - Consultant to
Central Lutheran Church

Franklin Dietrich CLC Campus Master Plan Task
Force Member



Discovery

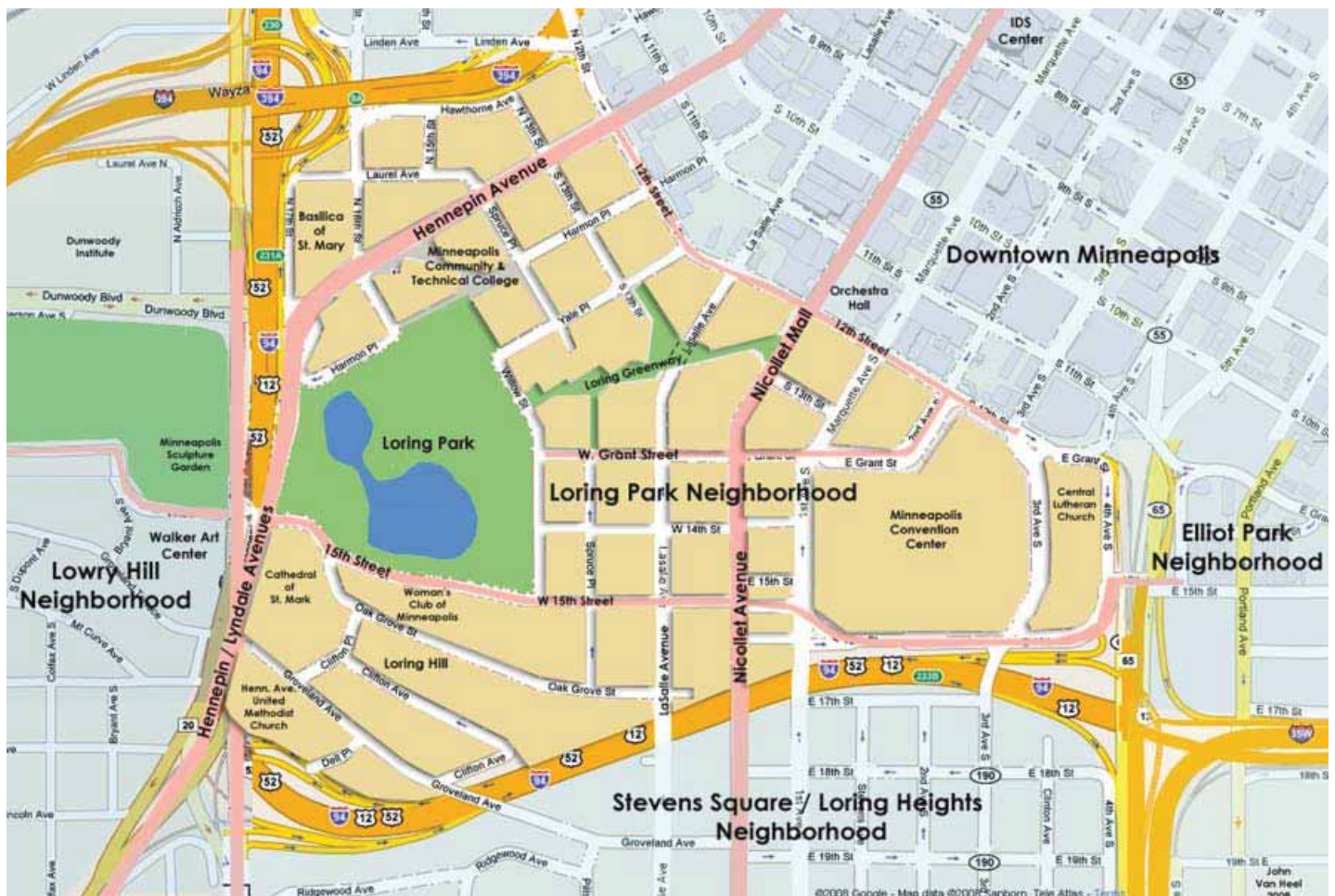
Research & Documentation of Past Planning and Current Neighborhood Conditions

The Loring Park Neighborhood: Geographic & Demographic Context

The total population of Loring Park, according to the 2010 census, was 7,853, an increase of 19% over 1990. The median age was 36.3, made up of mostly White residents. Only 223 households included individuals under the age of 18.

Between 1980 and 2010, Loring Park’s population grew at a faster pace than that of Minneapolis. The neighborhood population increased by approximately 2,000 people, or 25%. Growth during these years brought more working-age residents to the neighborhood. The number of people aged 18 to 45 increased, while those over the age of 65 slightly decreased in 2010. There are relatively few children in the neighborhood with the largest number of people aged 18 to 34 (47%).

The neighborhood population has historically had a [white](#) majority, and the proportion of other groups is increasing. White people comprised 86% of the



population in 1980, decreasing to 74% in 2010. The number of [black](#) people living in Loring Park increased steadily from 1980 to 2010, as did the [Asian](#) and [Hispanic](#) populations.

Census analysis reveals highly educated local residents with 94% of people graduating high school and 58% going on to achieve a bachelors degree compared with just 24% nationally. The area is home to a more transient population with 80% of inhabitants renting, as opposed to a national average of 33%. However, Loring boasts a robust population of long-term renters committed to the neighborhood. Family sizes in the local area are relatively small, suggesting an emphasis on single or childless couple urban professionals. 52% of residents either walked, biked or used public transit to get to work.

The Loring Park Neighborhood is located on the southwest edge of downtown Minneapolis. The neighborhood is bound on the west by Hennepin and Lyndale Avenues; on the south by Interstate 94 and on the east by the I-35W entrance into downtown. Interstate 394 and 12th Street form the northern and northeastern borders.

Review of Previous Plans & Studies

In addition to the *Loring Park Neighborhood NRP Phase II Plan* and the city's Comprehensive Plan, mentioned above, a variety of other plans related to the Loring Park neighborhood have been produced over the years. These plans continue to offer lessons and give direction on land use, open space and transportation. Over thirty plans were reviewed by consultants during the discovery process. A summary of several major plans are discussed below. The policy recommendations found in the five chapters are an attempt to refine, reconcile and :

City Approved Plans

Access Minneapolis: Ten Year Transportation Action Plan, 2008

- A comprehensive transportation plan for pedestrian, auto, bicycle and transit modes. All of

these impact the very multi-modal Loring Park neighborhood. Included in the plan is a city-wide Pedestrian Master Plan and a Bicycle Master Plan. It also included a Streetcar Feasibility Study that looked at both Hennepin Avenue and Nicollet Avenue as potential future streetcar routes.

Harmon Place Historic District Design Guidelines, 2002

- Design guidelines developed as part of local designation of the historic district located near Hennepin Avenue that, during the dawn of the age of the automobile, was the Upper Midwest's largest center of automobile sales. The plan protects the character of the early twentieth century one, two and three story commercial buildings that make up the district. The plan focuses on building design rather than building use, reuse, or the nature of the public realm.

Loring Park Master Plan, 1996

- Master Plan for park that was the basis for major improvements including new pathways, restoration of the pond, renovation of historic structures, and development of extensive gardens. Much of the plan has been realized, however some elements such as newly designed park entrances along the east edge of the park, a new Berger Fountain Plaza, and the addition of more public art have yet to happen. Some improvements that came out of the plan are now years old and need attention. The most noticeable of these is include the edge of the pond. As directed by the plan the edge had been planted with a diverse collection of native species. An invasive type of cattail has since crowded out other plants causing a variety of negative effects.

Elliot Park Neighborhood Master Plan, 2003

- A neighborhood master plan for adjacent neighborhood that is similarly located next to the downtown core and has a mix of residential, institutional and commercial uses.

North-Loop Neighborhood Master Plan, 2009

- A neighborhood master plan for adjacent neighborhood that is similarly located next to the downtown core. The neighborhood has a mix of residential, institutional, commercial and industrial

uses. While it's earliest uses included residential, for over one hundred years land use in the North Loop has revolved around industry and the railroad. The growing residential community there is a more recent phenomenon.

Intersections - Downtown 2025 Plan, 2011

This plan, produced by the Downtown Council provides a fifteen year vision for Minneapolis' downtown core and surrounding neighborhoods, including Loring Park. Major goals of the plan include the creation of a green and sustainable infrastructure, major expansion of the downtown area residential population, and investment in transportation options. Other goals that directly impact the Loring Park Neighborhood include an upgraded and extended Nicollet Mall corridor that would extend from the Mississippi River down through the Loring Greenway and Loring Park to the Walker Art Center. The plan also identifies a major cluster of redevelopment "Opportunity Sites" located on Nicollet Avenue in the area around the I-94 bridge crossing.

Other Major Public and Institutional Master Plans & Initiatives

Minneapolis Community and Technical College Master Plan, 2010

This is a master plan for the college campus. The plan provides a vision for future growth happening with-in the currently defined campus boundaries. The plan includes potential new construction, and or renovations near Harmon Place, Hennepin Avenue, and near 13th Street. A key feature of the plan are campus public realm improvements that include new landscaping, lighting and signage. As an "urban campus" these improvements would also be improvements to the neighborhood's public realm.

Basilica of St. Mary Master Plan, 20xx

This is a master plan for Basilica campus. The campus includes the grand historic church, the church rectory, school building, plus a mix of landscape, surface parking and roadway at the northwest corner of the neighborhood. The plan

foresees improvements to the church owned street and drop-off area along Hennepin Avenue.

Loring Greenway Enhancement Plan, 2011

This is a plan presenting a vision for further enhancements to the Loring Greenway, a landscaped pedestrian corridor that was built in 1980 and renovated in 2008. The plan was sponsored by the Loring Greenway Association which was founded in conjunction with the 2008 renovation. The citizen-based group raises funds and organizes volunteers for the ongoing upkeep of the city owned public space. The plan envisions further steps to improve and enliven this 3 ½ block long green connection between downtown's Nicollet Mall and Loring Park. The plan recognizes the greenway's dual role both as a neighborhood "back yard", and as an integral part of a "world-class" pedestrian network connecting the Mississippi River, Nicollet Mall, Loring Park, the Walker Art Center, and the Lakes beyond.

Berger Fountain and Plaza Concept Plan

This is a concept design for the renovation of the Berger Fountain in Loring Park. The plan featured a new fountain pool and plaza design. The plan was sponsored and approved by Citizens for a Loring Park Community. It represents a visionary response to the *Loring Park Master Plan* (1996) goal of renovating the beloved fountain. It is a focal point connecting the Park and the Loring Greenway, and is one of Loring Park's signature works of Public Art.

Nicollet Avenue Development Study, 2001

This study focused on development potential in the Loring Park, Stevens Square, and Whittier neighborhoods along Nicollet Avenue. The study included market analysis, opportunity site identification and concept development. The development concepts were based on the two to four-story height of current zoning.

Nicollet Avenue Traffic and Parking Study, 2003

This study provided analysis of traffic volumes at key streets and intersections. Study also analyzed the current parking demands on Nicollet Avenue and adjacent streets, plus surface parking lots. The study was the basis for switching to the current three lane-

layout on the avenue (third lane is a center turn lane). The study also shows low traffic counts in proportion to road width on 15th Street going east of Nicollet Avenue. This may present opportunities to narrow, or otherwise modify this wide section of street. This could benefit the intersection at Nicollet Avenue, improving the public realm by having 15th Street, going east, be more in scale with Nicollet Avenue, and 15th Street going west. Narrowing the street may also improve the develop-ability of the city owned “Meter Farm” site by giving a very narrow site greater width.

Nicollet Avenue Development Guidelines, 2004

These guidelines were developed and approved by Citizens for a Loring Park Community to provide guidance and support for high density mixed-use infill development along the Loring Park stretch of Nicollet Avenue. The guidelines also provided a vision for future public realm improvements including public space at 15th and Nicollet and renovation of the Nicollet Avenue bridge over Interstate I-94. These guidelines were based on future development that would consist of a neighborhood-scaled four story building edge along Nicollet Avenue. The guidelines allowed for greater building height set back beyond the street edge. In the context of the current lower density zoning along the avenue, the guidelines established neighborhood benefits that a developer could provide in order gain neighborhood support for added height and density. These benefits included: mixed-use housing development that included affordable housing units, investment in public open space, investment in transit facilities and car-sharing, and cooperative planning with the neighborhood, and adjacent property and business owners. The plan recognized the need for shared parking

Hennepin/Lyndale Civic Corridor Design Charrette, 2008

This design charrette was coordinated by the Loring Park and Lowry Hill neighborhoods, sponsored by the American Institute of Architects, and hosted by the Walker Art Center. It addressed short-term and long-term visions for a transformed corridor that would revive the place of the avenue as a pedestrian-

oriented center of culture and civic activity. Since the 1960s the corridor has been dominated by the interstate freeway and freeway-like local roadway infrastructure.

Southwest Corridor Station Area Planning, 2010

Preliminary engineering study for LRT stations for the proposed Southwest LRT line that would run just outside the north boundary of the Loring Park neighborhood. One of these stations, the Royalston Avenue Station would be three and a half blocks from the neighborhood's north border.

Other Plans & Studies Impacting the Master Plan

A variety of concept plans have been offered by citizens over the last decade which have contributed to community dialogue and visioning. These include a concept to ring the downtown core with a continuous bicycle route. The plan would connect Loring Park with the Elliot Park and North Loop neighborhoods. Another plan would connect Nicollet Avenue to Loring Park through new development centered around landscaped pedestrian walkways. A variety of concepts have been offered that focus on the Nicollet Avenue bridge over I-94, including schemes that bridge the freeway trench with landscaped decking, new mixed use development and one with a mix of parking and street front commercial. Other concept plans have been offered for the Meter Farm site at 15th Street and Nicollet Avenue plus for a variety of sites around, and through Loring Park.

Minneapolis Convention Center Plan, 2011

This plan focuses on future development of both the center's building facilities and also on the urban spaces and connections to the city that surrounds it. The plan envisions an even more sustainable facility. In addition to such current features as it's large rooftop solar array, efficiency will be brought to every aspect of how the facility functions, with potential LEED certification as an outcome.

The plan looks to enliven the public space that is located just outside the center's doors with public art and a new visitor center. Adding to recent improvements at 13th Street, which has improved pedestrian connections from the convention center to Nicollet Mall and the Greenway, the plan looks to also improve urban connections with a greener and more pedestrian-friendly Grant Street. This improved corridor would connect convention goers to Loring Park and to Nicollet Avenue. The plan envisions a revitalized Nicollet with more street life and hospitality related venues.

A full list of plans reviewed is found in the Appendix (see loringpark.org/docs).



Key Analysis:

Existing Property Characteristics and the 2009 Future Land Use Plan

The current **The Minneapolis Plan for Sustainable Growth (2009)** provides a long term vision and strategy for the City as a whole. Small area plans such as this one provide more specific guidance for particular neighborhoods, while remaining consistent with the overall comprehensive plan. Once this small area plan is completed, it will be incorporated into the comprehensive plan as others have in the past.

The land use section of the Minneapolis Plan for Sustainable Growth organizes its policies in part by land use feature. These features are located

throughout the City and are defined by their function, density, and concentration of certain types of uses.

This section describes the neighborhood as we find it today, written using the lens of Loring’s four major future land uses as defined by Minneapolis Comprehensive Plan as approved in 2009 (which in turn uses designations designed to standards for Future Land Use planning set by the Metropolitan Council). It is not simply an Existing Land Use Map (see appendix), rather it is intended as a background primer for *Chapter 2 - Land Use & Built Form* of this plan, which explains in further detail the intent and definition of these Land Use designations, and provides specific amendments to the desired Future Land Uses in the Neighborhood.

There are five future land use categories that currently cover Loring Park within the city comprehensive plan approved in 2009:

- Open Space & Parks (OP)**
- Public and Institutional (PI)**
- Urban Neighborhood (UN)**
- Mixed Use (MU)**

Other features designated for the neighborhood:

- Commercial Corridors**

Open Space & Parks (OP)

Loring Park (Does not include Loring Greenway)

“Applies to land or water areas generally free from development. Primarily used for park and recreation purposes, natural resource conservation, or historic or scenic purposes. This designation does not capture privately-owned and operated open spaces and plazas, such as Crystal Court in the IDS Center.” - *Minneapolis Comprehensive Plan*

The 35 acre Loring Park is the physical and psychological heart of the neighborhood. It also serves as a major civic space for the entire city. In addition to park amenities like tennis, basketball, gardens and walking paths the park serves as a venue for large annual events that draw hundreds of thousands of people from across the region. Recent investments and extensive volunteer effort have



**Loring Park Neighborhood
Land Use Plan As Approved in 2009**

contributed to current perceptions of the park as a “jewel” of the Minneapolis park system. There are challenges though. The sometimes heavy use of the park causes wear. As the oldest park in the park system it also has some aging recreational facilities in need updating or repair. The natural world also presents challenges. An invasive cattail species has aggressively overtaken the more diverse native plant species that once lined the body of water. The tall plants have blocked out views of the water along most of the shore. In the smaller north leg of the pond the plant has spread inward toward the center, eliminating most open water. The community is working with the MPRB and the DNR to find long term strategies to manage the issue.

Public and Institutional (PI)

MCTC Campus, Convention Center, St Thomas Campus (Emerson School is in Mixed Use)

“Accommodates public and semi-public uses, including museums, hospitals, civic uses, stadiums, airport related uses, and college and university campuses. Note that some smaller uses (including schools, libraries, and emergency services) may be incorporated into Urban Neighborhood, where they are generally allowed.” - *Minneapolis Comprehensive Plan*

There are currently two properties designated Public / Institutional, including the Minneapolis Convention Center and the Minneapolis Community and Technical College. Both institutions draw large numbers of people from beyond the neighborhood.

The convention center’s 17 acre building footprint (half the size of Loring Park) is a contemporary facility with significant

investments in sustainable building technology. It is the largest convention center in the Upper Midwest and is the site of major national conventions.

The Minneapolis Community and Technical College has an urban campus that is becoming better integrated into the surrounding street grid and urban fabric. The 14,000 plus student body live in locations across the metro region. The buildings that make up the campus include a number of very contemporary sustainable facilities, plus some older buildings that are in varying conditions.

The Wells House on the corner of Harmon Place and Spruce Street is an historic mansion sitting on a campus block, and is owned and operated by the college. It is of special concern for both the college and the neighborhood. As an historic structure there are multiple issues including use, accessibility, current and future operating costs, plus multiple considerations related to preservation, restoration/renovation, and re-use.

Urban Neighborhood (UN)

Loring Hill to 15th & across LaSalle.

“Predominantly residential area with a range of densities, with highest densities generally to be concentrated around identified nodes and corridors. May include undesignated nodes and some other

small-scale uses, including neighborhood-serving commercial and institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. More intensive non-residential uses may be located in neighborhoods closer to Downtown and around Growth Centers. Not generally intended to accommodate significant new growth, other than replacement of existing buildings with those of similar density.” - *Minneapolis Comprehensive Plan*



The Loring Hill area, shown entirely as Urban Neighborhood includes a mix of residential, institutional, and business uses. At its heart are monumental architect designed residential buildings from the late nineteenth century. Most of these “mansions” are currently used for professional businesses and non-profit organizations. There are numerous 4 to 6 story apartment buildings from the



early twentieth century, plus newer residential buildings from the latter half of the twentieth

century to the present that range from six to twenty plus stories. Added to this mix are several large monumental buildings including churches and a social institution that draw patrons and parishioners from across the Twin Cities. Buildings in this area are largely in good condition, but historic buildings present ongoing challenges. This is true for older apartment buildings and also for the large institutional buildings. The historic mansions are of particular concern. Some of these structures have gone through long-term vacancy and are in need of significant repair and renovation.

Mixed Use (MU)

Everything else: Nicollet District to Loring Park (north of 15th), Loring Greenway, Harmon, Hennepin, land to the east of Convention Center

“Allows for mixed use development, including mixed use with residential. Mixed use may include either a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use.” – *Minneapolis Comprehensive Plan*

At least one third of the Loring Park Neighborhood is a rich mix of commercial, residential, and institutional uses lining primary streets such as Hennepin Avenue and Nicollet Avenue, two of the city's most important commercial and transit corridors. The blocks lining and near to these two corridors have a great diversity of urban building types including one story shop-front buildings to four-story early twentieth century residential buildings along streets like Spruce, LaSalle and near Harmon Place - to very contemporary residential towers that can be found along Grant Street and the Loring Greenway. On Nicollet one can find a late-nineteenth century theater, a one-story Art modern commercial building, large modern hotels, mixed-use residential towers, and grand churches with parishioners from across the Twin Cities. Commercial, institutional and professional services are mixed-in with the more heavily residential blocks.

Conditions of buildings in this portion of the neighborhood vary widely.

The condition of many of **aging buildings** will continue to present a challenge. This is particularly true regarding the many early twentieth century apartment buildings found in this portion of the neighborhood. They make up a valuable part of the city's affordable housing stock with proximity to downtown.

The use of land for surface parking lots has a negative impact at many sites. This is particularly true along Nicollet Avenue. Parking lots here are important since they serve the patrons of the avenue's businesses, but they also detract from the kind of urban atmosphere that could make the avenue a greater success.

Commercial Corridors

Nicollet Avenue, Hennepin Avenue

“Traditional Commercial Corridors in the city serve as boundaries connecting a number of neighborhoods and serve as focal points for activity. Development and revitalization of these corridors helps to strengthen surrounding urban neighborhoods.

Commercial Corridors can accommodate intensive commercial uses and high levels of traffic. The corridors support all types of commercial uses, with some light industrial and high density residential uses as well.

While the character of these streets is mainly commercial, residential areas are nearby and impacts from commercial uses must be mitigated as appropriate. Additionally, the City encourages new medium- to high-density residential development along Commercial Corridors, particularly as part of mixed use development. These corridors frequently carry large traffic volumes and must balance significant vehicular through-traffic capacity with automobile and pedestrian access to commercial property.

Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low impact light industrial – where compatible with the existing and desired character.

1.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.

1.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

1.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

1.10.5 Encourage the development of high-density housing on Commercial Corridors.

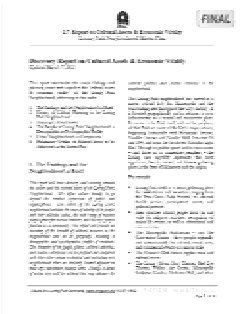
1.10.6 Encourage the development of medium-density housing on properties adjacent to properties on Commercial Corridors.

Criteria for designating Commercial Corridors

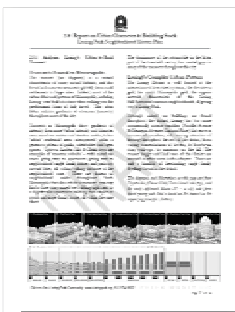
- Historically have been prominent destinations in the City
- High traffic volumes
- Mix of uses, with commercial uses dominating
- Residential uses tend to be medium- to high-density...” – *Minneapolis Comprehensive Plan*

Consultant Reports on Existing Neighborhood Conditions

The second section of this chapter provides a summary of the neighborhood conditions in 2012. The summary draws heavily on four carefully executed *Discovery Reports*, listed below, developed by project consultants early in the planning process, presents summary reviews of past plans, and then concludes with some broad findings.



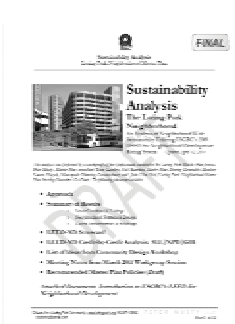
Cultural Assets & Economic Vitality



Urban Character & Building Stock Historic Preservation in the Loring Park Neighborhood



Public Realm Planning Framework



Sustainability Analysis – using USGBC's LEED for Neighborhood Development

The reports confirmed, and further documented, several key premises for the planning:

While Loring Park has generally good pedestrian connectivity with-in the neighborhood and to some adjacent destinations (connections to the downtown core are particularly good), there are issues. The freeways that define the neighborhood's south and west borders create barriers to adjacent neighborhoods and important destinations like the Walker Art Center.

Several primary connections to Loring Park, at the center of the neighborhood, are perceived as dangerous and as an impediment to the use of the park.

The Loring Park Neighborhood's commercial streets offer great potential. Two of the city's most important streets, Hennepin Avenue and Nicollet Avenue, pass through the neighborhood. While Hennepin is largely developed/redeveloped, Nicollet Avenue is not. Under-utilized buildings and parking lots predominate along significant segments of the avenue. Given the avenue's close proximity to the Minneapolis Convention Center and Nicollet Mall in the heart of downtown Minneapolis, the community sees a transformed avenue that is both a desirable neighborhood destination, and also a regional destination, a place befitting it's special location in the heart of the city.

Although Harmon Place is not a major transit or commercial thoroughfare, it has much to offer. It is an historic downtown commercial street that stretches between a community college and a university. The street is largely built and does not offer significant infill opportunities, however revitalization of the shop fronts and streetscape promise increased vitality on this under-utilized street.

Loring Park is a sustainable neighborhood, but it has the potential to become an even more sustainable.

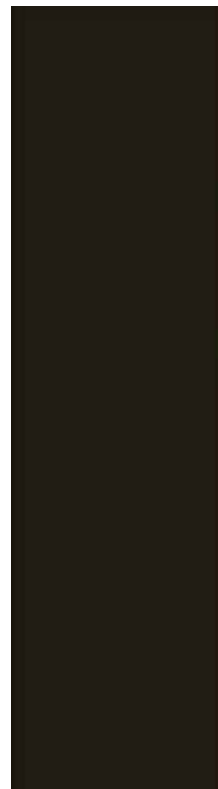
The Loring Park neighborhood is an important destination for the entire region. This presents both

opportunities and challenges. Large numbers of people visit the neighborhood. Some use transit while many others use automobiles. With excellent transit service, increased transit usage is a possibility, but the need to accommodate automobiles will continue into the foreseeable future.

The Loring Park Neighborhood has exceptional historic resources. These resources, which include historic homes, commercial buildings, landscape features, cultural institutions and churches - are highly valued by residents and visitors. Preservation of these resources is a top priority of the community. Trends point to continued development and the community has also set as a top priority that new construction be contextually sensitive to the neighborhood's historic character.

The recently approved future land use plan in the Minneapolis Plan for Sustainable Growth, which guides development and built form through zoning and guidelines throughout the neighborhood, requires refinement and additional detail. A plan for land use and building form is necessary that

- reflects and honors the uniquely sophisticated urban character and layered patterns of the neighborhood
- reflects and respects the attitudes of community members that have previously invested in the neighborhood and that adequately, and to honor community-wide aspirations to preserve the street level walkability of the neighborhood now and for future generations
- creates a tool that is flexible, will not easily become obsolete, and be useful to the ongoing work of building consensus regarding investment in new development and existing buildings



Introduction continued...
**Summary of
Discovery Reports**

This section explains the work of a large group of community members as the Loring Park Neighborhood created a master plan for their community. It presents the range of public participation conducted, highlights the foundation of consensus discovered, and summarizes the preservation of the identity, vision and basic strategic goals followed by a summary of specific recommendations.

Cultural Assets & Economic Vitality
Urban Character & Building Stock
Public Realm Planning Framework
Sustainability

See section titled *Summary of Discovery Reports* for highlights from each report. See the appendix for the full versions: www.loringpark.com/docs.



Neighborhood Identity, Vision and Major Strategic Goals

What We Are

The Loring Park neighborhood is blessed with a wonderful urban and natural setting. At its center is Loring Park, a beautiful mix of greenery, water and human activity. To the south of the park is the historic ridge known locally as Loring Hill. To the east and west are Nicollet and Hennepin Avenues, two of the city's most important commercial and civic corridors. And finally, to the north, the towers of downtown Minneapolis rise nearby. We comprise some of Minneapolis' most unique residential areas, some of the region's most important institutions and much more.

We are a complex and interesting place...

We are both Historic and Contemporary

The structures in the neighborhood reflect the whole history of settlement in Minneapolis. Some of the mansions were built when the area was first settled remain to this day and lend an aristocratic quality to

the area. A number of large and beautiful churches define the neighborhood. Amongst the urban fabric are buildings reflecting the continuous history of development in Minneapolis, culminating with the ultra-modern Walker Art Center just across Hennepin Avenue.

We are very Dynamic

Population flows in and out continuously: residents, daily workers, visitors, college students, school children, clientele, customers, conventioners, entrepreneurs, festival attendees, theater patrons and churchgoers. There are many people, whose starting point and destination are not here, but who must pass through the neighborhood to reach where they are going. This includes pedestrians, bicyclists, drivers and transit riders, all making us a very dynamic, ever changing community.



We are very Public

City and region-wide festivals, park activities, destination restaurants, theaters, large historic churches, etc. make the Loring Park Community a very public place.

We are very Diverse

The residents of Loring Park choose the area not only for its location, but also for its rich diversity. The neighborhood reflects all the diversity Minneapolis has to offer. People of all ages and incomes live and work in the neighborhood. The Park hosts the annual Gay Pride Festival and the Loring Art Fair, bringing thousand of people from

around the region. Students at MCTC reflect the cultural diversity of Minneapolis' immigrant communities. The neighborhood is considered by those who reside there to be welcoming to all.



We are highly Sustainable

We are diverse in our population, commerce, institutions, community enterprise and activity. We are highly compact, walkable, and transit oriented. These factors make us a highly sustainable community, now and going into the future.



...and, We are highly Unique

The Loring Park Neighborhood provides diverse residents, workers, and visitors a welcoming environment that is historic and contemporary, public and private, appealing and sustainable, walkable and transit-friendly, and can boast several characteristics unique in our region:

- largest & most diverse array of gathering places in the Midwest, including several major civic and

cultural institutions, Loring Park, and Loring Greenway

- two-times average proportion creative sector businesses and a high rate of creative sector & self-employed workers
- center of GLBT heritage and community in “The Gayest City in America” *“Minneapolis: Gayest City in America” – The Advocate (January 2011)*
- Hennepin & Nicollet, as mixed use corridors on the regional primary transit network, are centers of activity and gateways to Downtown’s Theater District & Nicollet Mall, making Loring the most easily accessible neighborhood for Downtown workers
- sustainable Victorian/Industrial Era block & street pattern supports a building fabric of wide array of architectural vernaculars & typologies, including a diverse mix of affordable to market rate urban housing options

Neighborhood Vision

The shared vision for the Loring Park Neighborhood is to nurture, with care, its’ evolving identity as ...

*Minnesota’s
greatest gathering place*

&

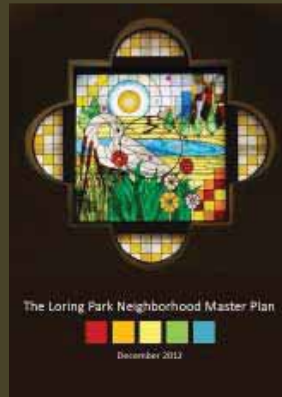
*Minnesota’s
best urban living experience*

Supporting these strengths will help our community stay competitive in a changing global, national and regional economy over the next twenty years.

Community members, working together, will continue to celebrate, protect and leverage the remarkable qualities and aesthetics of Loring Park Neighborhood’s urban and natural setting, its diverse array of urban living choices, and its opportunities for interaction, learning, and enjoyment of cultures.



Major Strategic Goals



Master Plan Chapters

Strategic Goal I
**Nurture the Neighborhood's role
in the region's creative economy;**



Chapter 1
Cultural Assets & Economic Vitality

Strategic Goal II
**Guide infill development and
strengthen mixed-use corridors;**



Chapter 2
Land Use & Built Form

Strategic Goal III
**Protect, preserve and enhance
historic character and unique
architecture;**



Chapter 3
Protecting Historic Resources

Strategic Goal IV
**Cultivate an exceptional urban
pedestrian experience and
enhance connections to
destinations in surrounding
neighborhoods;**



Chapter 4
Public Realm

Strategic Goal V
**Achieve sustainable
buildings and
infrastructure.**



Chapter 5
Sustainability

Introduction *continued...*

Summary of Discovery Reports

This section explains why and how a large group of community members in the Loring Park Neighborhood created a master plan for their community. It presents the range of public participation conducted, highlights the foundation of information discovered, and concludes with presentation of the identity, vision and major strategic goals. followed by a summary of specific recommendations.

Cultural Assets & Economic Vitality
Urban Character & Building Stock
Public Realm Planning Framework
Sustainability

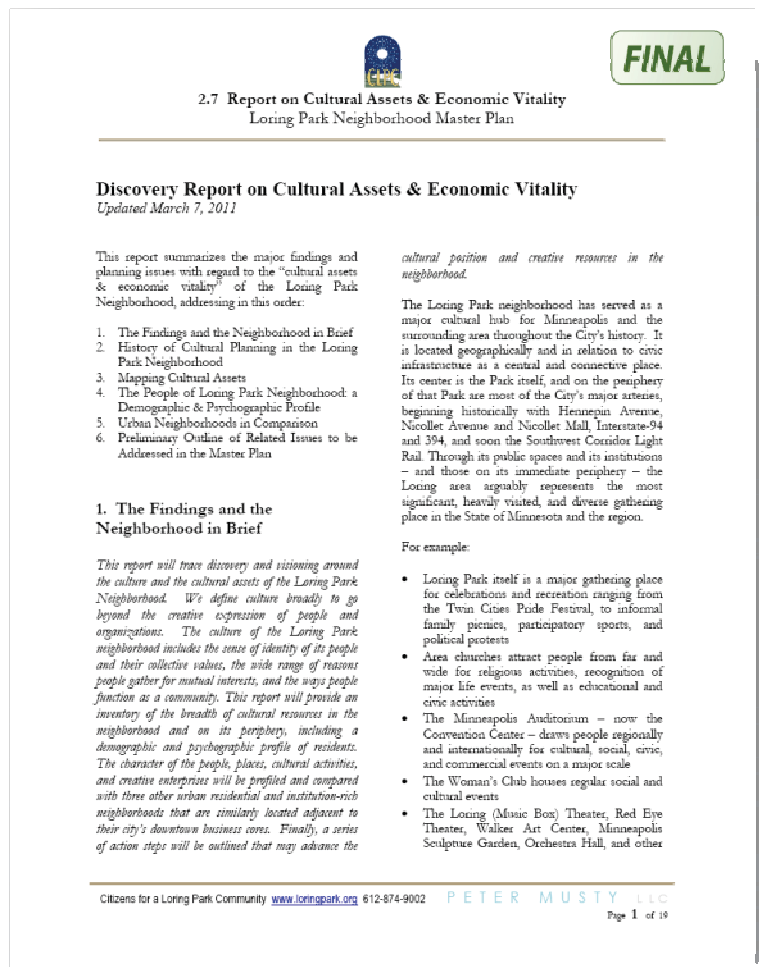
Highlights of Consultant's Discovery Report:

Discovery Report on Cultural Assets & Economic Vitality

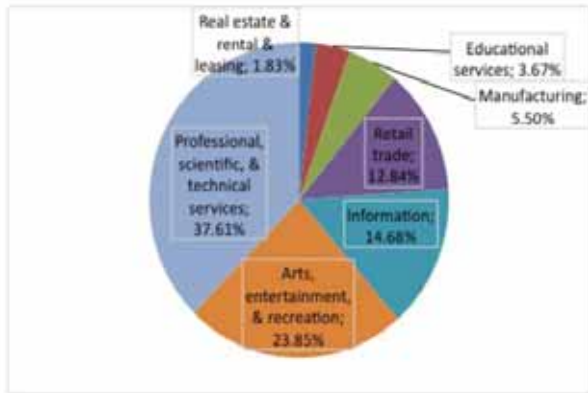
This report summarizes the major findings and planning issues with regard to the “cultural assets & economic vitality” of the Loring Park Neighborhood, addressing in this order:

1. The Findings and the Neighborhood in Brief
2. History of Cultural Planning in the Loring Park Neighborhood
3. Mapping Cultural Assets
4. The People of Loring Park Neighborhood: a Demographic & Psychographic Profile
5. Urban Neighborhoods in Comparison
6. Preliminary Outline of Related Issues to be Addressed in the Master Plan

Key highlights of this report are included in the following pages. **See the full report in the Appendix.**



Creative Economy Industry breakdown Loring Park



Creative Economy Industry breakdown

Loring Park's Creative Economy breaks down into the following categories:

Industry	% of Creative Economy	Number of establishments
Real estate & rental & leasing	1.83%	2
Educational services	3.67%	4
Manufacturing	5.50%	6
Retail trade	12.84%	14
Information	14.68%	16
Arts, entertainment, & recreation	23.85%	26
Professional, scientific, & technical services	37.61%	41
Total:	100.00%	109

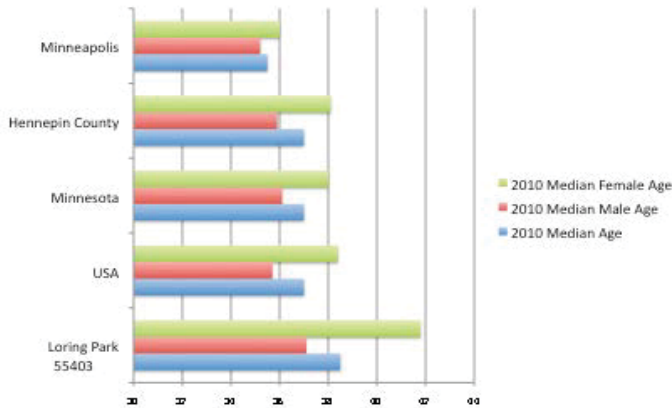
“The People of Loring Park: Psychographic Profile

Detailed census data from 2010 was not currently available at the time of this research.

Methods of identifying creative class workers popularized by economist and best-selling author, Richard Florida, cast a far broader net than used above to identify creative sector businesses. Florida finds that in general about one-third of all U.S. workers fall within the creative class definition. The remainder fall within manufacturing or service sectors. He includes virtually everyone employed in management, legal, financial, government, and education, as well as what he calls the super-creative, such as artists and designers. Such employment data is not available at the neighborhood level.

Given the presence of twice the general rate of creative businesses in the Loring Park area, it could be surmised that creative class workers (using the Florida definition) account for two-thirds, or more, of the residents of Loring Park. It is also generally the case that twice as many people who work in creative businesses, (just over 15% of all businesses in Loring Park), are self employed, leading us to believe that Loring Park has a sizeable population of self-employed residents.”

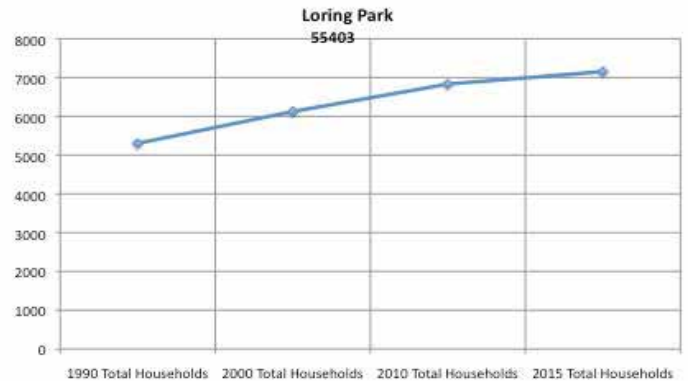
Median Age Comparisons



Older Women, Younger Men

Women in Loring Park tend to be nearly six years older than women in Minneapolis, and over three years older than women in the US and Hennepin County. Similarly the median age of men in Loring Park is higher than the city, county and nation by about two years. Most notably, there is almost five years median age difference between men and women in Loring Park. This represents a far greater variation than the gender age difference in the other geographic groupings.

Projected Population Growth

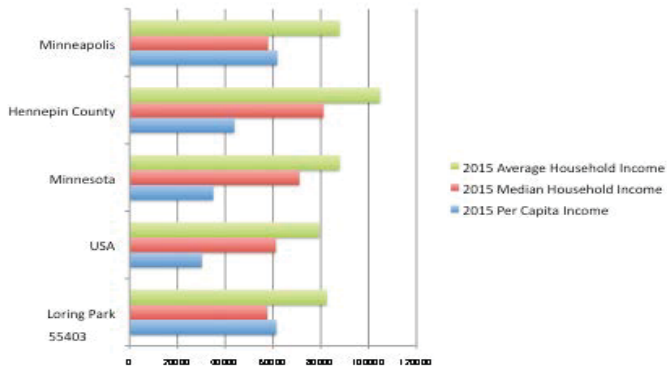


ESRI Projects:

One Thousand More Households by 2015

Esri projects trends in urban neighborhoods for marketing planning purposes including household growth and income. The number of households in Loring Park are projected to grow by 1,000 between 2000 and 2015. Given the average household size in Loring Park of 1.3, this would suggest an increase in population of at least 1,300 people by 2015.

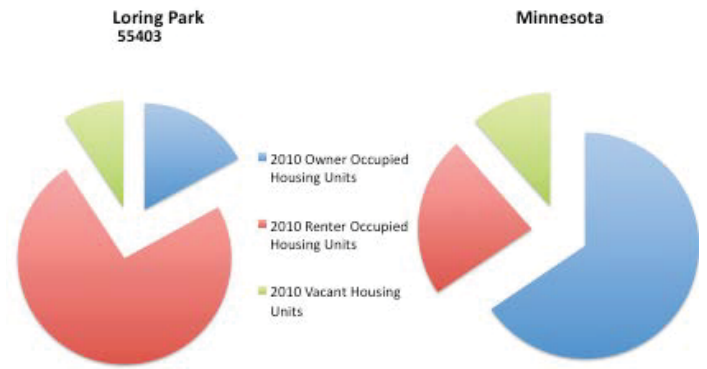
Household Income



Small Households, High Per Capita Income

Projected income in Loring Park, when looked at by average, median, and individual income is very similar to that of the city of Minneapolis as a whole. While household average and mean are considerably lower than those of Hennepin County and Minnesota, individual income in Loring Park is considerably higher, especially in comparison with U.S. per capita income. Hennepin County and Minnesota have larger average household sizes and more double household incomes. Loring Park, on the other hand has more higher-earning single residents.

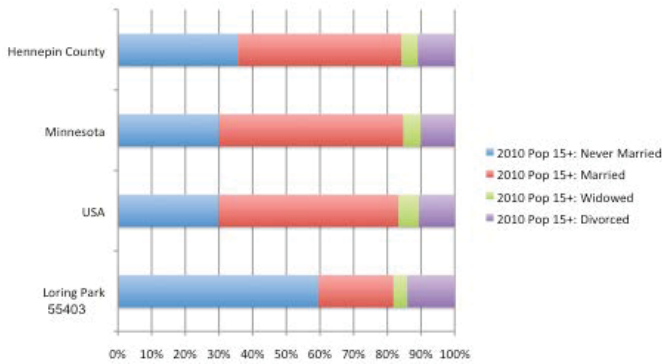
Housing Units: Rented/Owned



A Neighborhood of Renters

Housing patterns in Loring Park reflect significant differences from those in the state of Minnesota as a whole. Units occupied by renters represent the vast majority, or about three-fourths of the households in Loring Park. In Minnesota as a whole, about two-thirds of the units are owner-occupied. Fewer vacant units are found in Loring Park than in the state.

Marital Status - Comparative



Sixty Percent Never Married

The majority, or about 60%, of Loring Park residents, who are over age 15, have never married. Just a little over 20% are married. This contrasts with Minnesota and U.S. rates of marriage of about 55%. Hennepin County has a slightly lower marriage rate than Minnesota or the country as a whole. Almost 15% of the residents in Loring Park are divorced and about 2.5% widowed. Divorce rates are pretty consistently about 10% in Minnesota, Hennepin County and the U.S., putting Loring Park at a 50% higher divorce rate.

Distinguishing Characteristics

Residents and activists in Loring Park have identified among its strengths and desired characteristics the welcoming and inclusive nature of the community, its diversity of housing types, and its centrality as a place that literally millions of people visit each year. The high value placed on green space, and the presence of one of the finest urban parks in the region, are also a big part of the neighborhood's identity.

Industry and demographic data indicate a more creative population employed in professional and creative sector work. They also suggest twice the number of self-employed people than are found in the general population – people who work at home and use local coffee shops and other third places for part of their daily routine. Self-employed people also tend to keep different hours than those employed in corporate or public sector jobs

indicating their more active presence in the neighborhood both day and evening.

A major study in 26 U.S. cities by the Gallup Organization (2010), commissioned by the Knight Foundation, found that three main qualities attach people to place: 1) social offerings, such as entertainment venues and places to meet; 2) openness, as in how welcoming a place is; 3) the area's aesthetics – its physical beauty and green spaces. As an important metric for communities concerned with their economic well-being, the study found that strong attachment is linked to local economic growth (GDP). Although Minneapolis was not among the 26 cities surveyed, it is evident that these are all criteria on which Loring Park scores very high.

Gallup found that what attaches residents to their communities showed little difference from place to place. In addition, these same drivers of attachment rose to the top in each of three years of the study. While the economy is the subject of much attention, the study also found that perceptions of the local economy do not have a very strong relationship to resident attachment. Instead, attachment is most closely related to how accepting a community is of diversity, its wealth of social offerings, and its aesthetics. This indicates that Loring Park is not only an attractive place, but a place people would tend to *feel* more connected to.

Loring's diverse housing stock also offers a high percentage of rental units with a relatively wide range of choices in cost and type. While lower ownership rates are sometimes seen as de-stabilizing to a community, the neighborhood provides newcomers and professionals who prefer rentals, with attractive options in an amenity-rich environment. For the city as a whole and its economy, this is actually a stabilizing force.

Perhaps the characteristic that distinguishes Loring Park among other Twin Cities neighborhoods is its long history as a welcoming neighborhood for gay and lesbian residents and visitors. The above data suggests is home to a gay and lesbian population,

although the neighborhood's reputation has been well established regionally for several decades.

As the site of the annual Twin Cities Pride Festival, Loring Park's identity is closely tied with that of the area's gay community. The events draw large crowds for the parade through downtown Minneapolis, and claims to bring over 300,000 people to the park during one weekend. Hundreds of commercial, social, nonprofit, cultural, religious, political, recreational and other activities, booths, performances, and demonstrations pay handsome fees for spaces at the festival. Small-time social clubs, major nonprofits, and most of the region's major corporations, as well as political parties and office-holders also expend considerable time and resources there to demonstrate their consideration of the gay and lesbian community's importance.

Urban Neighborhoods in Comparison

To further characterize the population of Loring Park, and to provide a comparison with three other neighborhoods – one in Saint Paul, and two in other U.S. cities – data have been drawn from a geo-demographic market segmentation system called Environmental Systems Research Institute, or ESRI. Using geographic information system (GIS) technology, Esri developed the Tapestry™ Segmentation now in its fourth generation. It began with data from the 1970 Census and uses hundreds of variables for thousands of neighborhoods in U.S. cities.

The system provides a structure for classifying consumers using all the variables that can distinguish consumer behavior, from household characteristics like income and family type to personal traits such as age, education, or employment and even to housing choices. Tapestry Segmentation classifies U.S. neighborhoods into 65 distinct market segments. Tapestry Segmentation combines the "who" of lifestyle demography with the "where" of local neighborhood geography to create a model of various lifestyle classifications or segments. It also allows another lens into comparing Loring Park with similar neighborhoods in other cities.

Loring Park, Minneapolis:

Top Three ESRI Categories (2010)

27 – Urban Renters

median age, 33.5; mostly singles with shared living; middle income; professional or management positions; a B.A. or graduate degree; mostly White or Asian; listen to alternative radio; travel by plane frequently; play tennis.

39 – Young and Restless:

median age, 28.7; middle income; professional or management jobs; some college, B.A. or graduate degree; mostly White or Black; watch sports on TV; own or lease Hondas; play tennis; lift weights and attend sporting events.

01 - Top Rung:

married couples with families; median age, 42.4; high income; professional or management jobs; have B.A. or graduate degrees; live in single family households; White; own stock worth at least \$75,000; listen to classical and all-news radio; own or lease a luxury car; participate in public and civic activities; vacation overseas.

See the full Discovery Report to see detailed comparisons with similar districts in similar sized cities:

Lowertown	St. Paul, Minnesota
Capitol Hill	Denver, Colorado
Capitol Hill	Seattle, Washington

Highlights of Consultant's Discovery Report:

Discovery Report on Urban Character & Building Stock

This report summarizes the major findings and planning issues regarding the private development of the Loring Park Neighborhood, addressing each in this order:

Analysis: Loring's Urban-to-Rural Transect.

- Loring Park Future Land Use Plan (as Adopted)
- Descriptions of the Future Land Use Categories of Loring (as adopted in 2009)
- Lessons from the North Loop Small Area Plan
- Loring Park's Built Current Intensity (Transect) Analysis
- *Map: Existing Building Heights*

Historic Preservation in The Loring Park Neighborhood

- Thematic/Developmental Framework for Historic Preservation
- Results of previous investigations
- *Map: Era of Construction*
- The Legal Infrastructure for Historic Preservation
- National Register of Historic Places
- Local Designation
- Individual Landmarks
- Historic Districts
- Conservation Districts
- Design/Character Districts
- Individual Listings—National Register
- Individual Landmarks—Locally Designated
- National Register Districts
- Locally Designated Districts
- Opportunities
- Issues

Summary List of Opportunity (Potential Redevelopment) Sites

This section includes:

- Map & List of Opportunity Sites (*Preliminary Draft as identified by Consultants in June '11...includes all empty parking lots.*)
- Map & List of Property Ownership

Key highlights of this report are included in the following pages. See the full report in the Appendix.



“Transects Found in Minneapolis

The transect (see diagrams) is a natural characteristic of many natural habitats, and also found in human environments globally from small settlements to large cities. Indeed, most of the urban fabric and pattern of Minneapolis, including Loring, were built at a time when walking was the predominant form of daily travel. This urban fabric exhibits gradients of urbanism (transects) throughout most of the city.

Transects in Minneapolis show gradients of intensity from more ‘urban’ intensity and character near mixed use centers and streetcar nodes, to less ‘urban’ residential areas interspersed within a generous pattern of parks, waterbodies and open spaces. Uptown, Linden Hills & Dinkytown are examples of ‘streetcar suburbs’ – with mixed use cores giving way to apartments giving way to neighborhood single family homes and parkways around lakes, all within walking distance of the neighborhood core. There are dozens of neighborhood nodes throughout South Minneapolis that also exhibit a transect; you may find a three story mixed use building right next to a slightly taller apartment building, then duplex or quads and single family homes, all within the same block.

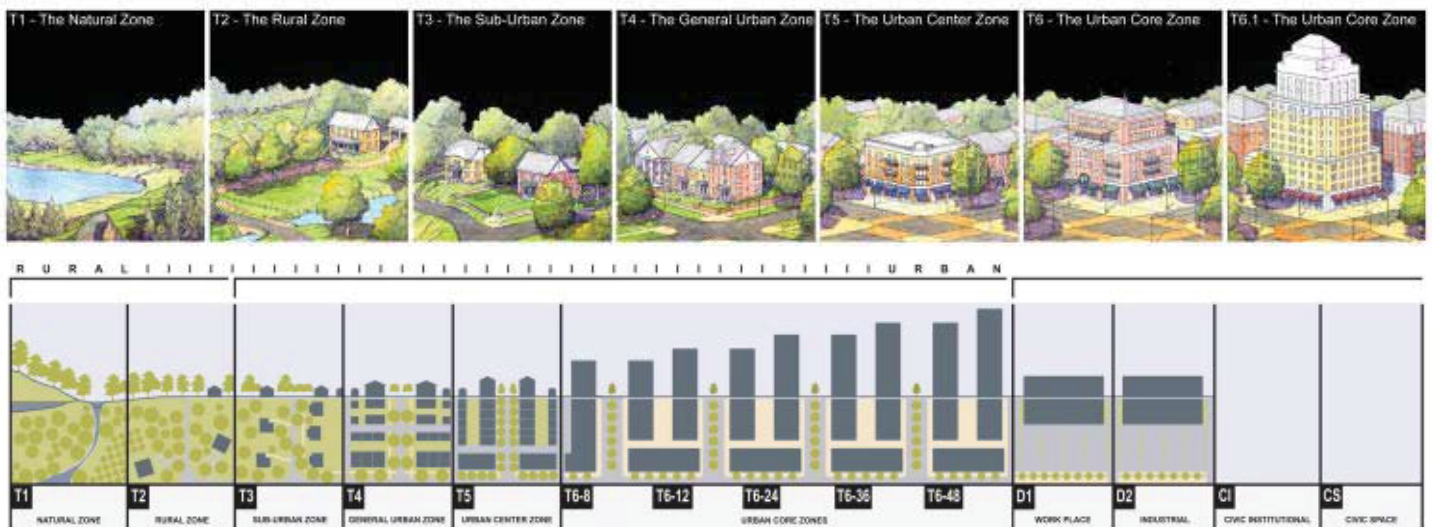
The dominance of the automobile in the latter part of the twentieth century has created gaps in many of the transects throughout the city. “

“Loring’s Complex Urban Pattern

The Loring District is well located at the intersection of four street systems; the downtown grid, the south Minneapolis grid, the organic network characteristic of the Loring Hill/Kenwood mansion neighborhoods, all giving way to Loring Park.

Although mixed use buildings are found throughout the district, Loring has two more commercially intense corridors (Nicollet Avenue & Hennepin Avenue/Harmon Place) that serve as commercial corridors, with varying intensities of housing throughout the rest of the district; from varying concentrations of towers, to four-to-six story walk-ups, to mansions on the hill. The current height and land uses of the district are mapped in other areas in this chapter. There are only a handful of freestanding single family dwellings found in the district.

The diagrams and illustrations on this page are from Fayetteville ((Dover Kohl) Form based code (top), and the newly approved Miami 21 – a city wide form based zoning code that is based on the transect as the organizing principle. “





Property Owner (as of Sept 2010)	Acres
1 "CITY OF MINNEAPOLIS"	35.11
2 "MPLS PARK BOARD"	26.54
3 "STATE OF MINNESOTA"	13.66
4 "CENTRAL LUTHERAN CHURCH"	5.44
5 "LORING GREEN EAST"	4.36
6 "BASILICA OF ST MARY"	4.36
7 "HENN AV UNITED METHODIST CH"	3.43
8 "CATHEDRAL CH OF ST MARK"	3.40
9 "GREENWAY GABLES"	2.91
10 "LORING PARK ASSOC LTD"	2.84
11 "BD OF EDUCATION"	2.53
12 "THE TOWER 1200 MALL"	2.44
13 "MN AFFORDABLE HSG TRUST INC"	2.42
15 "SUMMIT HOUSE A CONDO"	1.96
16 "LUND REAL EST HOLDINGS LLC"	1.94
17 "ONE TEN GRANT LTD PTNSHP"	1.81
18 "510 GROVELAND ASSOC (CO-OP)"	1.81
19 "GFW PROPERTIES LLC"	1.79
20 "LORING PARK APARTMENTS LLC"	1.77

Loring Park: Property Ownership

Date: City of Minneapolis, Hennepin County Map Produced by MLaui, 11.02.2010

- condo/cooperative
- apartment
- public/tax exempt
- Loring Park Neighborhood Boundary

0 200 400 800 Feet

PETER MUSTY LLC

“Historic Preservation in the Loring Park Neighborhood

Residents of the Loring Neighborhood have a deep appreciation of their history and a longstanding commitment to historic preservation. Preservation of historic resources was identified as one of the four major components of the current master planning effort.

Results of Previous Investigations

The Loring Neighborhood is richly endowed with formally designated historic properties:

University of Minnesota architectural historian Donald Torbert featured many of the neighborhood’s significant homes and churches in his seminal 1951 study of Minneapolis architecture. The city wrote a preservation ordinance and established a Heritage Preservation Commission in 1972, and a team of students and faculty members from the University of Minnesota began the first comprehensive architectural survey of the city in 1980. Many Loring Neighborhood landmarks were identified in that early study, and a number of them were subsequently nominated to the National Register of Historic Places or locally designated.

Loring’s historic preservation activities and roster of historic resources were a major focus of Metropolitan State University history professor and former legislator Steve Trimble’s 1990 history of the neighborhood. Local historian Carole Zellie completed a study of automobile-related properties along Harmon Place in 2001; and Meade and Hunt revisited the neighborhood in 2008 to update the 1980 survey.

These investigations resulted in a number of National Register nominations, local designations and added scores of listings to the city and state’s inventories of properties that exhibit some degree of historic potential.

In addition to resources that have been formally recognized as historic, Loring also retains a large number of properties that contribute to the overall appeal of the area. Although these resources have not been formally recognized, they can help to define and inform planning efforts that will preserve the significant and highly valued character of the



Era of Construction



0 200 400 800 Feet

PETER MUSTY LLC

neighborhood.”

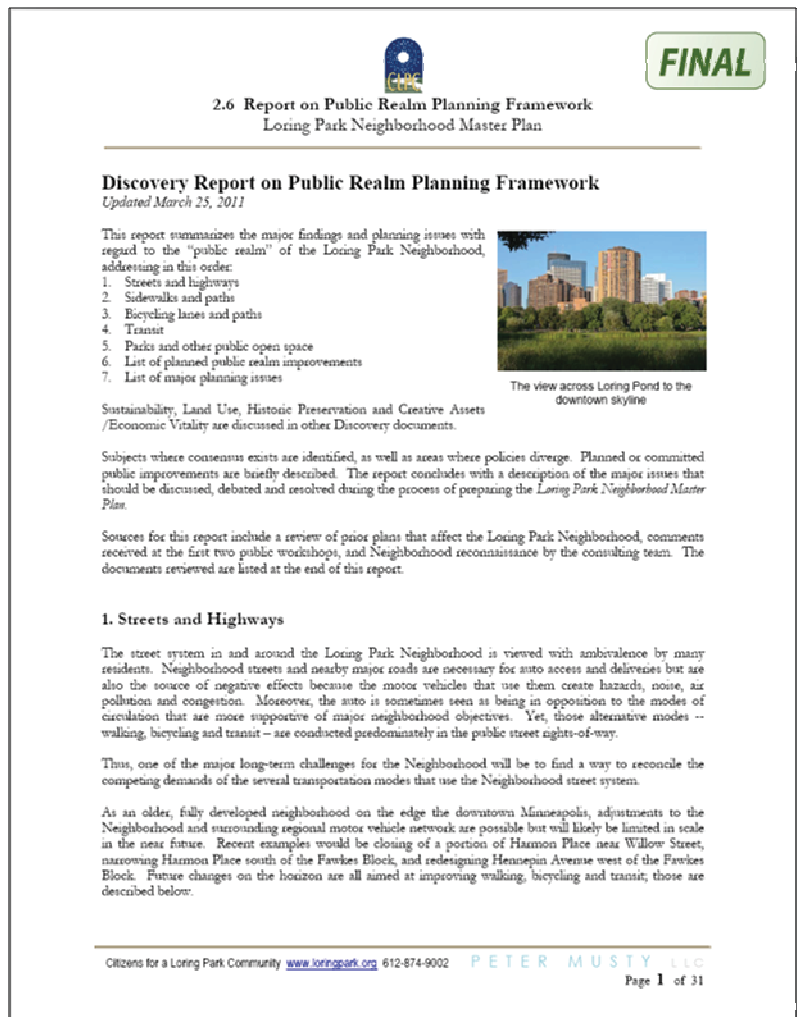
Highlights of Consultant's Discovery Report:

Discovery Report on Public Realm Planning Framework

This report summarizes the major findings and planning issues with regard to the “public realm” of the Loring Park Neighborhood, addressing in this order:

1. Streets and highways
2. Sidewalks and paths
3. Bicycling lanes and paths
4. Transit
5. Parks and other public open space
6. List of planned public realm improvements
7. List of major planning issues

Key highlights of this report are included in the following pages. **See the full report in the Appendix.**



Planned Public Realm Improvements

The following public improvements in and around the Loring Park Neighborhood are planned, programmed, funded or otherwise deemed inevitable by timing, established policy or community consensus.

Project	Rationale	Timing	Lead Organization
Streets, Sidewalks and Paths			
Raised pedestrian crossing of Willow Street at the Greenway	Improve the connection between Downtown, Loring Park and the Walker Art Center. Improve pedestrian safety.	To be determined. Public Works has promised improved signage & striping	CLPC, Minneapolis Public Works Department (w/ LGA)
Bicycle lanes along Hennepin Avenue from 12 th to Lyndale	Connect the Hennepin / First system to other existing routes (Loring Bike Path, Cedar Lake Trail)	2012	Transit for Livable Communities, through City of Minneapolis
Extension of Cedar Lake Trail	Extend the existing path past Target Field to the West River Parkway path system	2010 (completed?)	Hennepin County in Partnership w/ City of Minneapolis?
West Side Convention Center	Maintain improvements to the pedestrian environment along Grant St between Convention Center & Nicollet.	Unknown	CLPC
13 th Street Pedestrian Plaza	Improve pedestrian connection from Nicollet Mall to Convention Center Plaza	2011/2012	City of Minneapolis
Transit			
Urban Circulator Alternatives Analysis	Improve service and ridership in transit-dependent corridors to Downtown. Requires City and federal funding and engineering.	Preliminary engineering: 2011	City of Minneapolis
Southwest Light Rail Transit Line	Improve transit service to the southwest suburbs; relieve pressure on bus system and roads.	Unknown	Metropolitan Council / Hennepin County
Expanded Downtown Fare Zone		Unknown	City of Minneapolis w/ help of State of Minnesota
Parks and Public Open Space			
Renovate Berger Fountain	Address deferred maintenance.	Concept approved but not funded	Minneapolis Parks and Recreation
Gateway into Park (SW)	Clarify entry & circulation in southwest of park	2011?	City of Minneapolis

Streets & Highways

“...Specific Street Problems and Opportunities

The following problems and opportunities have been identified with the street and highway system in and around the Neighborhood. Each of these also involves other modes, either walking, bicycling or transit.

Intersection of 15th Street and Oak Grove Street: This intersection is perceived as being dangerous for both pedestrians, bicyclists and motorists because of its higher traffic speeds, high volumes and poorly defined geometrics.



Intersection of 15th and Oak Grove

The three-legged intersection is Y-shaped, the Oak Grove leg is much wider than normal, the corners are much more rounded than normal and there are no provisions for pedestrians. It is controlled by a one-way Stop sign on Oak Grove Street. The distance is approximately 1,120 feet between the two intersections along 15th Street where pedestrians would normally be directed to cross 15th Street to Loring Park; blocks in Minneapolis are typically 300 to 600 feet in length.

An engineer from the City of Minneapolis Transportation Division evaluated this intersection in 2009 and concluded that it does not warrant pedestrian crossing markings based on the relatively low occurrence of accidents there. However, a high number of pedestrians from Loring Hill and further south are ‘funneled’ through this intersection because of the pattern of long blocks, and it is universally conceived in the neighborhood as a very difficult pedestrian crossing in any direction, particularly across to the park. It may be possible that the intimidating nature of the intersection causes pedestrians to defer and employ inordinate caution, which may lead to less auto-pedestrian conflicts, statistically.



15th Street

Speeds and Volumes on 15th Street: Traffic speeds are also perceived as being dangerously high on 15th Street.

(The western terminus of 15th Street is at Oak Grove Street but for purposes of this report “15th Street” will be intended to include the segment of Oak Grove Street that extends from 15th Street to Lyndale Avenue.)

The same 2009 analysis by the Transportation Division indicated that the 85th percentile speed on this street is lower than normally observed along similar Collector streets in Minneapolis. Further, the percentages of vehicles traveling faster than either 35 or 40 miles per hour are lower than observed along similar City streets. Those numbers do not negate the problem perceived by Neighborhood residents, however.

Average daily traffic volumes on 15th Street in the Neighborhood decreased between 2005 and 2009, according to counts by the City:

2005:	10,700
2007:	11,399
2008:	9,763
2009:	9,496

However, traffic volumes decreased noticeably on many streets and highways starting in 2008 as a result of the economic recession. Impacts on traffic levels due to the move of the Guthrie Theater should also be considered.



Oak Grove Street

15th Street, a Collector that is the source of many concerns in the Neighborhood, is approximately 46 feet wide curb to curb, striped for two driving lanes and has parking on both sides. A striped left-turn lane is provided at the signalized intersection at Willow Street. Two driving lanes plus parking could normally be accommodated on a street of approximately 36 feet. Several improvements to 15th /16th corridor are planned for 2011, and are outlined later in this document.

Traffic Speeds on Oak Grove Street: Traffic speeds were perceived as being too high on Oak Grove Street relative to the restricted sight distances and the volume of pedestrians crossing the street. The Neighborhood requested the City to install speed humps or plateaus to reduce the traffic speeds. The street is 30 feet wide, has parking on one side and numerous driveways.

City engineering staff evaluated the situation and judged that the width of the street, the number of parked cars and the distance between intersections did not meet the

City's criteria for the use of such traffic calming techniques.

Intersection of Oak Grove (15th Street) and Hennepin-Lyndale: This signalized intersection poses dangers for pedestrians and bicyclists. It is difficult, dangerous and intimidating for a pedestrian or bicyclist to cross the Hennepin-Lyndale leg of this intersection despite the presence of signals, walk indicators, striping and refuge islands (raised medians). Pedestrians cannot cross Hennepin-Lyndale in one signal cycle. Likewise, it is dangerous for pedestrians and bicyclists to cross Oak Grove at the intersection. A high number of pedestrians, bicyclists & autos are funneled to the intersections of Oak Grove @ 15th & Oak Grove @ Hennepin/Lyndale. This is due to circulation patterns within the Park itself, the pattern of long blocks south of the Park, and limited alternative crossing points across Hennepin/Lyndale from Loring Park to the Sculpture Garden, to the Walker, and to the western neighborhoods of Minneapolis.



The Loring Bike Path

Crossing problems are caused by high auto traffic volumes and speeds, the width of the combined Hennepin-Lyndale leg, the many turning movements and the lack of separation between Hennepin Avenue, the adjacent off-street bicycling path and users' occasional failure to strictly follow traffic regulations. The bicycling path was recently extended south of Oak Grove and follows Lyndale Avenue southward, ending at I-94 at the northern edge of the Wedge Neighborhood.

Hennepin-Lyndale cannot be easily crossed because of the width of the street and its volume of more than 30,000 vehicles per day. Minneapolis signal engineers review this intersection periodically and recommended against a change during a 2009 evaluation.

Regarding the bicycle path problem, approaching motorists have a clear sight distance and can see the bike

path and cyclists clearly. The City recently installed a sign at the southeast corner of Hennepin Avenue and 15th Street warning both motorists and cyclists of the hazardous intersection. The basic problems are that volumes for all modes are high and that the bicycle path is located too close to the street intersection.



Intersection of 15th and Willow Sts.

Intersection of 15th Street and Willow Street: This signalized intersection is perceived as being dangerous and difficult for pedestrians to cross because of the high traffic volumes and the many turning movements. The gentle arc of the curb at the corner of Loring Park allows for rolling ‘stops’ by autos, giving them an advantage over pedestrians waiting for the light to turn.

Engineers from the City’s Transportation Division evaluated this intersection in 2009 and concluded that there was no undue conflict between pedestrians and southbound traffic turning right or left because the signal was providing sufficient walk green light time (approximately 20 seconds) for pedestrians.

Willow Street near the Loring Greenway: Pedestrians on the Greenway attempt to cross Willow Street at mid-block and enter Loring Park. This location has pedestrian curb cuts on both sides of Willow Street and a “Pedestrian Crossing” sign on the east side of Willow Streets, establishing a mid-block crossing. The City plans to install a painted pedestrian crosswalk with “Yield to Pedestrian in Crosswalk” signs at this location.

The Hennepin, Lyndale and I-94 Corridor: The construction of I-94 through the City in the 1960s (and I-394 later on) gashed a trench through an historic residential area, removed many housing units, took out a major hill, created a significant barrier, and implanted a permanent source air pollution and noise. These interstate corridors became the Loring Park Neighborhood boundaries on three sides. Hennepin and

Lyndale Avenues, running parallel to the freeway on the western side of the neighborhood, had to be accommodated within the corridor. Three beautiful historic churches, the Walker Art Center and Sculpture Garden, Loring Park and hundreds of housing units now suffer daily from the traffic, noise, vibration, smell and danger of these roads. The scale and character of this highway is totally out of context with the rest of the Loring Park Neighborhood and other nearby neighborhoods.

In response to recent freeway planning efforts by the Minnesota Department of Transportation and ongoing concerns by area residents and institutions, the Lowry Hill Residents Association and Citizens for a Loring Park Community collaborated with the Minneapolis chapter of the American Institute of Architects in organizing the 2008 Hennepin-Lyndale Civic Corridor Charrette at the Walker Art Center. Their recommendations were divided into mitigative actions that might be accomplished in the next fifteen years and longer-term, more visionary, “transformations.” Among their recommendations were:

- Build an acoustical barrier on the western side of Loring Park; this feature should be designed to also reduce salt spray into the park
- Extend the roof of the freeway tunnel north
- Pave the freeway with asphalt designed to reduce noise
- Redesign the intersection of Oak Grove, Hennepin and Lyndale to make it easier for pedestrians to cross in one signal cycle; the same for the crossing at Groveland Avenue. This improvement would be under the jurisdiction of the County and the City.
- Improve the pedestrian environment under the I-94 bridge at Dunwoody Boulevard
- Add plantings and public art along the corridor
- Improve the quality of the bus stop shelters
- Build a traffic circle on top of the I-94 tunnel that would link Hennepin and Lyndale Avenues and the freeway ramps. ...

...

LaSalle and First Avenues: It is recommended in the *Minneapolis Comprehensive Plan* that LaSalle and First Avenues be studied for conversion to two-way movement.

Spruce Place Near MCTC: The volume and speed of traffic on this short street are a concern to students and other members of the Minneapolis Community and Technical College community. One suggested solution is to close the street from Hennepin Avenue to Harmon Place to through traffic but allow truck access to loading docks. Another is to install speed plateaus.

The “Meter Farm:” Excess right-of-way from the former 15th Street between Nicollet and First Avenues is

used as metered public parking. This site holds potential for redevelopment and lacks edge landscaping. The City issued a request for development proposals on this site in 2004; much effort was invested by a prospective developer, the City and the CLPC to achieve a redevelopment project but development was stalled because of several complicating factors in the City process. The CLPC also prepared design guidelines in 2004 for potential redevelopment of this and two nearby sites, in partnership with the Center for Neighborhoods and its Corridor Housing Initiative. All of the coin-operated meters have now been replaced with two centralized pay stations. Eventually, these pay stations will be accessible in Somali and Hmong, presently they are in English, Spanish, French & German.

Basilica of St Mary’s Master Plan – The Basilica of St. Mary’s has carried out internal campus master planning, conducted by by Damon Farber, that addresses circulation, traffic flow & control, and parking efficiency issues on 17th and Laurel Streets adjacent to the site. ...”

Sidewalks & Paths

Opportunities and problems with sidewalks and paths in the Neighborhood are described below. Others were described in the preceding section, Streets and Highways.

Throughout the Neighborhood

Walking is a major form of circulation in the Loring Park Neighborhood because a concrete sidewalk exists on nearly every block face, travel distances are often relatively short and nearby transit routes allow walking trips to be greatly extended. Short trips are created by the fact that many residents are employed in the adjacent Downtown and because buses run frequently on nearby Hennepin/Lyndale Avenue Corridor and Nicollet Avenue.

Sidewalks are generally in good condition but many are aging. The City has a program of inspection and replacement that should ensure that conditions do not deteriorate severely.



A sidewalk along Spruce Place

The Walking Environment

An important consideration in addition to the mere presence of sidewalks is the walking environment, which is affected by sidewalk location, the green boulevard strip, street trees, the adjacent building facades, adjacent land use and driveways or street intersections.

Many sidewalks in the Neighborhood are immediately behind the curb, which helps one exit a parked car and reduces salt damage; all other streets have green boulevards.

The overall pattern of street trees is irregular, but where they exist, the sidewalk environment is greatly enhanced. The commercial areas tend to have fewer trees while the residential areas and major redevelopment sites have more. The trees are located in grates in the sidewalk unless there is a green boulevard strip. Additional street trees would definitely help improve the look and feel of some neighborhood streets.



The northern edge of 15th Street

With some specific exceptions (gaps), overall frontage conditions of buildings on most blocks (land use, doorway orientation, front door entry spacing, first floor elevations, lighting, glazing) support a generally comfortable and interesting walking experience throughout the neighborhood. Most buildings have doors and windows that face the sidewalk, and façade materials are usually brick (as opposed to concrete block or poured concrete). There are few on-street parking lots adjacent to sidewalks, but, unfortunately, those that exist are rarely softened with plantings, berms, fences or low walls. Driveways often interrupt the sidewalks because there are few alleys in the Neighborhood. Most blocks on Loring Hill include historic-style decorative street lights, which add to the ambience and emit a pleasing illumination. Further analysis of the frontage conditions and walkability of the neighborhood streets will be provided in a Sustainability Analysis (utilizing walkability metrics provided by United States Green Building Council's LEED for Neighborhood Development (LEED-ND)).

Loring Park Perimeter

One of the few places lacking a sidewalk is the perimeter of Loring Park. There is no perimeter sidewalk on the Park side of the street along Hennepin/Lyndale, from Oak Grove to Harmon Place at the Fawkes Block, nor along 15th, along Oak Grove, or Willow from 15th to Grant. Along the south side of the park, and for

stretches along Willow, the steep slope makes installing a sidewalk difficult. In other locations, the slope is more conducive to sidewalks. In fact, a perimeter sidewalk was not recommended in the 1996 design for the park. The concept from that plan was that the edge of the park be landscaped, allowing the the center of the park to become more of a green sanctuary. This concept, in practice, often conflicts with the use of the park for large events. Sidewalks on the edge of the park are the responsibility of the Minneapolis Park and Recreation Board. Older pictures of the park show a sidewalk along 15th- although it is believed it was taken away when accommodations were made for a wider street design was implemented.

Representative of Friends of Loring Park reports support (by FOLP board) for a sidewalk along Willow between Yale and Grant.



Loring Greenway over LaSalle Street

Access to the southwest part of the park by pedestrians and bicyclists is somewhat confusing. A schematic design to resolve the situation was prepared in 2008 and is shown later in this report.

Overhead utility lines detract from appearances along 15th St.

There is potential for Loring Park to be a stronger link for pedestrians along an east-west route between the Downtown, the Walker Art Institute and the Chain of Lakes.

Loring Greenway over LaSalle

The Loring Greenway serves as a key pedestrian link and short-cut between the Neighborhood and Downtown. A longer description is presented under "Parks and other Public Open Space."



Parking along Harmon Place near the Fawkes Block

A major drawback created by the elevated Greenway is the fact that it creates a dark tunnel for LaSalle Avenue, which is a pedestrian route to and from Downtown. There is no connection from LaSalle to and from the Greenway. Planning by the Loring Greenway Association at this time does not include plans to make a connection between LaSalle and the Greenway.

Harmon Place

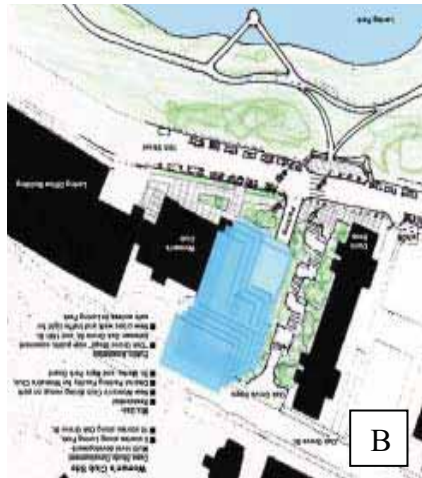
The pedestrian environment along Harmon Place (Avenue) has changed over the years. The auto connection at Hennepin Avenue was closed, creating a one block parking court. More recently, a two-block segment of Harmon Place between Spruce Place and 16th Street was vacated to create a campus pedestrian mall, plaza, green space and garden near corner of Loring Park and the library of the MCTC.

The Fawkes Block Alley

A narrow alley between off of Harmon Place within the Fawkes Block (near Hennepin) has been converted to a delightful pedestrian passageway with shop entrances, intriguing details and a bit of history. This is the type of intimate, human-scaled urban place, often discovered by surprise and long remembered, that makes some older cities so lovable.



The Fawkes Block alley



The ‘Oak Grove Steps’

A major frustration to pedestrians in the Neighborhood is the length of the block bounded by Oak Grove Street, 15th Street and Spruce Place, which in nearly 1,400 feet. One ambitious solution that is called for in the Loring Hill Design Guidelines would be to build a stairway down the steep slope between Oak Grove and 15th. More informally, similar stairs have been proposed leading up to Clifton and Groveland Avenues. The Loring Hill Design Guidelines locates the proposed stairway from 15th to Oak Grove along the east wall of the Woman’s Club – to the west of the primary Woman’s Club parking lot (Figure A). Another design concept by John VanHeel locates the stair to the east edge of the Woman’s Club parking lot (Figure B). There were steps from Oak Grove to Clifton descending adjacent to the World Mission Prayer League property, but it was closed due to public safety concerns. There were steps from Oak Grove to Clifton descending adjacent to the World Mission Prayer League property, but it was closed due to public safety concerns. The concept may deserve more in depth feasibility study, as the grade changes create several technical and cost issues.

Hennepin Avenue (Basilica to 12th Avenue) Hennepin Avenue feels apart from the Neighborhood, like a border or barrier. However, it is very much part of the Neighborhood and one of its major entrances or faces. The perception of Hennepin as an edge probably results from its width and high traffic volume. Hennepin Avenue has been the subject of much urban design attention by the City because it is a major traffic entrance to downtown and functions as entertainment strip, edge of the office core, educational center and bus route. Consequently, there are street trees, bus shelters, contemporary overhead lights and interesting land development relating to the sidewalk all along its length. The Basilica of St. Mary, Laurel Village, Minneapolis Community and Technical College and St. Thomas University are major elements of the Neighborhood in this corridor. The City has a goal by 2012 of a full reconstruction of Hennepin Ave. – replacing sidewalks, street, streetscape. Due to this, the Master Plan is clearly an opportunity to reflect the level of community engagement expected, as well as to specify the public realm improvements desired by the community.



Laurel Avenue

Laurel Avenue and the I-394 Edge

Beyond Hennepin Avenue is a leafy residential enclave of historic and contemporary apartment buildings. Cut-off and dismembered by the I-394 freeway, this pocket of housing survives nicely because of its easy access to Downtown, solid housing stock and well-designed redevelopment. Streets here are lined with trees. Street-edge landscaping was recently added near the Post Office in this area, and that work has been appreciated.

LaSalle Avenue

LaSalle Avenue is one-way southbound with two driving lanes and two parking lanes. Trees are limited to the private properties but there are historic-style pedestrian scale street lights plus contemporary overhead lights. The adjacent land development is highly varied and not entirely supportive of walking. Overall, this corridor is dominated by the autos, particularly as you move northward toward Downtown. There is a hardscaped tunnel, mentioned earlier in this report, created by the Loring Greenway, that makes LaSalle a particularly dark and unsafe option for pedestrians moving to and from downtown.

Nicollet Avenue

Nicollet Avenue has long been a focus of neighborhood concern and efforts. Nicollet Avenue has wide sidewalks, a regular pattern of street trees (trimmed to reveal façade signs), newer transit shelters and benches, and contemporary overhead street lighting. The lively small businesses attract many customers from beyond the Neighborhood and generate continual sidewalk activity. Unfortunately, recently there has been increased perception of growing nuisance and personal security problems here. Overhead utility lines also detract from appearances.



Nicollet Avenue south of 15th St.

Nicollet Avenue seems to be more of an edge than a seam for the neighborhood, perhaps because it is much different from the residential environment around the park and because there is relatively little housing to the east. It has been suggested that its identification as part of the neighborhood could be improved through architecture, signage, and other public improvements, especially at the intersection at 15th Street.

Some residents have commented that the experience of walking from Downtown (north of the Hyatt) to 14th or 15th Street is unpleasant because the buildings do not relate well to the sidewalk, the sidewalks are underlit and there occasionally are panhandlers and similar characters.

The efforts of CLPC along Nicollet Avenue include:

- The Nicollet Avenue streetscape improvements (with Stevens' Square and Whittier Neighborhoods)
- Branding and marketing; creating the "Eat Street" theme (with Stevens Square and Whittier Neighborhoods)
- Investing in business façade improvements
- Adding ornamental lighting along side streets
- Adding kiosk graphics at Grant Street and the convention center entrance
- Participating in the city's first Corridor Housing Initiative location (a cooperative effort that included the City of Minneapolis and the Metropolitan Design Center at the University of Minnesota)
- The Nicollet Avenue Task Force Development Guidelines
- Working with the City on a redevelopment RFP for the "meter farm" site.



The Minneapolis Convention Center

First Avenue

First Avenue lacks the streetscape improvements found on Nicollet Avenue. Street trees are limited to a portion of the convention center edge and most building facades are blank and foreboding.

Vicinity of the Minneapolis Convention Center

The easterly portion of the Neighborhood has an entirely different look and feel from the western, residential and mixed use area. This bustling precinct is definitely part of Downtown. The convention center dominates the area and there is much auto traffic. On the northern side, there is abundant street landscaping, greenery, a park above an underground parking structure, attractive streetscape, public art, new buildings, pedestrian activity (many visitors) and magnificent views of Downtown high rise buildings. Managing high volumes of traffic is the primary function of the street system. This area is separated from the Loring Park region by the foreboding trio of LaSalle, Nicollet and First Avenues.

In 2010, the walking environment was enhanced along 13th Street from Nicollet Avenue to Grant Street to improve the linkage from the mall to the convention center. In 2002, the City installed streetscape improvements on Grant Street with the aim of strengthening the link between Nicollet Avenue (“Eat Street”) and the convention center. However, the City did not implement a maintenance plan for the improvements, and they have fallen into disrepair.



The Irene Hixon Whitney Bridge

Freeway Bridges and Underpasses

Although the freeway bridges at First, Nicollet, Linden and 11th have sidewalks, the walking environment is unpleasant. The Groveland Avenue bridge is said to be unsafe for pedestrians because of its length and isolation. The new LaSalle bridge improvements completed in 2010 have received positive reviews.

The freeway underpass at Dunwoody Boulevard is dark, noisy and full of auto traffic. The pedestrian crossings at Groveland and Oak Grove are difficult and dangerous.

The freeway bridge sidewalks do at least have curb cuts. There is also enough width on the bridge decks for bicycling outside the traffic lanes.

There are four routes to walk from the Loring Park Neighborhood to points west of the north-south portion of I-94:

- An at-grade signalized crossing at Groveland Avenue
- An at-grade signalized crossing at Oak Grove
- The Irene Hixon Whitney Bridge, designed by Siah Armajani in 1987, between Loring Park and the Walker Sculpture Garden, for pedestrians and bicyclists
- Along Hennepin Avenue where it passes under the freeway near the Basilica of St. Mary.

Of these, only the Whitney Bridge is pleasant and safe.

Seal-coating Expected

Seal-coating is expected on Groveland Ave., 3rd Ave. and Grant St.



15th Street looking west from Willow Street

Bicycling Lanes and Paths

15th and Oak Grove Streets

As noted above, 15th Street has excess width, and traffic speeds are perceived as being too high.

(The western terminus of 15th Street is at Oak Grove Street but for purposes of this report “15th Street” will be intended to include the segment of Oak Grove Street that extends from 15th Street to Hennepin/Lyndale Avenue.)



The Loring Bike Path

There is a fair volume of bicycle traffic along 15th Street because it is the only route that runs all the way east-west across the Neighborhood and it connects to a key crossing of Hennepin/Lyndale Avenue. There is space

for a pair of striped bicycle lanes on the street from Hennepin Avenue to Willow Street. The *Minneapolis Comprehensive Plan* designates 15th Street as a “bikeway” even though it presently lacks any such improvements.

Fifteenth and Sixteenth Streets are programmed to receive bicycle lane permanent striping in 2011 from Hennepin Avenue to 4th Avenue. Fifteenth Avenue east of 4th Street (in the Elliot Park Neighborhood) will receive shared lane markings (“sharrows”) or bicycle lanes. To accommodate these additions, travel and parking lanes on 15th Street between Oak Grove Street and Nicollet Avenue will be narrowed, which required a Federal-Aid design exception. One of two travel lanes in each direction will be removed from 16th Street between 1st and 3rd Avenues. On-street parking will be added to 16th Street between 1st and 3rd Avenues in both directions, and to 15th Street between Nicollet and 1st Avenue in the westbound direction. Finally, bicycle parking racks will be installed at ten locations along this corridor (plus other locations along First and Blaisdell Avenues south of the Neighborhood). Colored green conflict zones will be striped onto the street where motorists must cross the bicycle lane to enter a right-turn lane on 16th Street at 3rd Avenue (both eastbound and westbound) and at the eastbound approach to the I-94 westbound ramp near 4th Avenue.



Hennepin Avenue Bike Lane Sign

Loring Park Bicycle Path

The Loring Park Bicycle Path is a direct and understandable route from Harmon Place and the Minneapolis Community and Technical College to Lyndale Avenue south of I-94. However, as noted previously, the intersection of this path and Oak Grove is quite dangerous for several reasons, primarily because it is located too close to Hennepin Avenue. (It violates the design principle of separating intersections.) In addition, pedestrians also use this path, sometimes creating

conflicts with the bicyclists. Colored green crosswalks (or trail crossings) will be added in 2011 where the Loring Greenway crosses 15th Street and Groveland Avenue.

Since it was redesigned in the 1990s, there is not a direct and smooth bicycling path diagonally across Loring Park. This is probably to the benefit of pedestrians in the park. Bicyclists are thereby encouraged to use the new asphalt Loring Park Bicycle Path that runs along the western edge of the park.

The southwest entrance to the park at 15th Street is a bit confusing to bicyclists and pedestrians. It may also result in some congestion at the intersection, adding to the hazards there. A sketch plan was drawn for improving that location in 2008.

Hennepin Avenue Bike Lanes

Portions of Hennepin Avenue and the parallel First Avenue North were reconfigured in 2009 to provide better bicycling lanes. An evaluation of those changes was prepared and is available at: http://www.ci.minneapolis.mn.us/hennepinfirst/docs/Hennepin_1st_evaluation.pdf. The first stage of improvements extended only as far south as 12th Avenue. Subsequent stages are expected to extend the improvements south from 12th to Lyndale Avenue and north from 1st Avenue across the river to Central Avenue.

Other Corridors

The Minneapolis comprehensive Plan notes that portions of Nicollet, LaSalle and First Avenues near the Loring Park Neighborhood are each gaps in the on-street bicycle lane system. The I-94 bridges along these streets are sufficiently wide for bicycling outside the driving lanes. On-street bicycling lanes are proposed in the Comprehensive Plan along LaSalle, 12th, 15th, First-Grant-Second (traveling in front of Convention Center), and southward along Hennepin/Lyndale Avenue Corridor.

Other needs for safe and understandable bicycling routes from the Loring Park Neighborhood are:

- To the Cedar Lake Bicycle Path (which will soon be extended to the city-wide system at the Mississippi River)
- To the planned Van White Boulevard & Van White light rail transit station
- To the planned Royalston light rail transit station
- To “The Interchange,” the confluence of the Hiawatha LRT, the Southwest LRT and the Northstar Commuter Rail lines adjacent to Target Field.



A Nice Ride bike rental station near Laurel Village



Each of those routes to the northwest will be difficult to design and implement because of the labyrinth of major, conflicting roads.

Nice Ride Rental Bicycles

There are four Nice Ride bicycle rental stations in the Loring Park Neighborhood, and one located at the Walker. This growing system allows residents and visitors to conveniently obtain short-term cycle transportation for utilitarian or recreational trips. (See map of locations at <http://www.niceridemn.org> .

Figure from website to the right shows station locations within Loring Park Neighborhood and nearby.)

Transit

The Loring Park Neighborhood benefits from easy transit access, and more improvements are anticipated in the near future.

Bus Routes

Bus routes exist along Nicollet and Hennepin Avenues, and a route composed of Grant, Willow and 15th Streets. Only local (short route) buses run on Nicollet Avenue.

Access to the light rail transit system is available in Downtown on Fifth Street near the Nicollet Mall, which can be accessed by bus from the Neighborhood, bicycling or a long walk.

A proposal has been studied to extend the Downtown \$0.50 bus fare district along Nicollet Avenue to the freeway. This idea was studied in the summer of 2007 but did not include the peak hours. It has been suggested that this idea be linked with expanding the Downtown Improvement District along Nicollet Avenue to I-94, acknowledging that the corridor is part of Downtown. (it should be noted that residential properties may not be assessed for benefits from the Downtown Improvement District.)

Streetcar System

The City may build a streetcar system from Nicollet Avenue from Fifth Street south to Franklin Avenue in Stage One, then to Lake Street and beyond to 46th Street in subsequent steps. On the north end, the route would cross the river to Central Avenue NE. The City has applied and received funds from the Federal Transit Administration to conduct an Urban Circulator Alternatives Analysis, where they will measure benefits of streetcar, bus, and 'no build' options for the Nicollet Corridor.

Although there is presently bus service on Nicollet Avenue, a streetcar is expected to provide a higher level of service and comfort, thus attracting more riders including those who might normally use an auto. It also has a lower operating cost, although the initial capital cost is high. Several options are being explored for the local share of the capital cost including assessments of property owners in the corridor and dedicating some of the City-wide parking meter revenue. The city is hoping and expecting that a streetcar system will significantly boost land development along the route. There appears to be potential along Nicollet Avenue in the Loring Park Neighborhood to take advantage of that opportunity and incentive.

A streetcar operates in an auto traffic lane of a street. Autos may drive on the rails, which are flush with the street surface, and may block the progress of the streetcar if they wish. Passengers board and alight by walking to the streetcar from the curb. Thus, traffic lanes and parking are not expected to be displaced by the streetcar system.

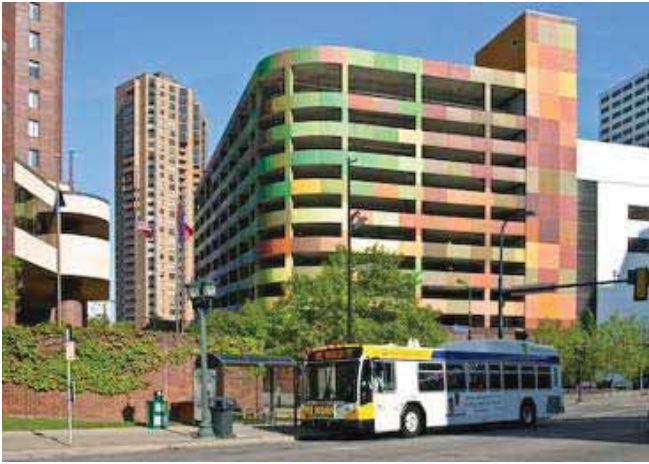


A streetcar in Portland, Oregon

Light Rail Transit

Preliminary engineering was underway in 2010 for a Southwest Light Rail Transit line that would run from the end of the Hiawatha LRT line near Target Field to the City of Eden Prairie. Stations are planned along Royalston Street (near the Farmers' Market) and near the point where the future Van White Boulevard would intersect Linden Street and Dunwoody Boulevard. (Van White Boulevard is planned to be extended south from Olson Memorial Highway, across the City auto impound lot and the Minneapolis Public Works storage yard as part of a major redevelopment of that area.)

Walking or bicycling to the planned Royalston station would be a challenge because of the angled and discontinuous pattern of streets between the Neighborhood and the station in addition to the industrial and commercial nature of the district beyond Hennepin Avenue. Eleventh or 12th Streets would be the routes across I-394 to the Royalston station from the Neighborhood, and both are ill-suited for walking at this time. Currently, the nearest and most convenient LRT station would be on Fifth Street near Nicollet Mall.



An MTC bus on Nicollet Avenue

Hour Car

The Loring Park Neighborhood and Uptown were the first locations in the city to be provided with car-share service. Car-sharing provides an important back-up mode of transportation for people whose primary means is walking, many of whom do not own an automobile. Car-sharing is recognized as a tool in the Travel Demand section of *Access Minneapolis – Downtown Action Plan*.



Ideas for Neighborhood public improvements suggested by residents at the "visioning" workshop

Major Planning Issues Related to the Public Realm

The following major planning issues related to the "public realm" should be discussed, debated and resolved during the course of the *Loring Park Neighborhood Master Plan* process.

- **Improvements to the Nicollet Avenue Streetscape:** What improvements should be made in the right-of-way of Nicollet Avenue to complement and take advantage of the streetcar service when, or if, it arrives? Should such improvements be undertaken whether or not there is streetcar service?
- **Improvements to the Intersection of 15th and Oak Grove Streets:** How (exactly) can and should the intersection of 15th and Oak Grove Streets be modified to improve safety for pedestrians, bicyclists and motorists?
- **Traffic Calming and Bicycling on 15th Street/Oak Grove:** Will the anticipated improvements in 2011 sufficiently address traffic speeds, improve pedestrian safety and enhance bicycling along 15th St/Oak Grove between Hennepin/Lyndale and Nicollet Avenues?
- **Sidewalks on the Perimeter of Loring Park:** Should sidewalks be added to any portion of the perimeter of Loring Park?
- **Loring Hill Stairway:** Should a mid-block stairway be built between Oak Grove and 15th Streets? Between Oak Grove & Clifton?
- **Pedestrian Crossing from the Greenway to the Park:** Should further improvements be made to help pedestrians safely cross Willow Street from the Greenway to the Park?
- **Access to the Southwest LRT Stations:** What should be done to improve the walking and bicycling routes to the nearby stations planned along the Southwest LRT corridor?
- **Access to Bicycling Routes:** What should be done to improve the bicycling connections to the Cedar Lake Trail and the planned Van White Boulevard?
- **Street Trees** – Which streets, specifically, need or deserve further attention to their tree canopy?
- **Surface Parking Lots:** Long range, should these lots serve higher and better uses? In the short term, should owners of surface parking lots be required to improve the treatment of the edges of those lots?
- **Park Protection:** What should be done, if anything, to protect Loring Park from the noise and salt spray generated by Hennepin Avenue and I-94?
- **Harmon Avenue Streetscape:** Should four lanes be reduced to two from Tenth to Spruce? Should lighting and landscaping be improved along Harmon Avenue?
- **Hennepin/Lyndale/I-94 Corridor:** What should be implemented along this corridor to create safer and more humane environments west of the Park, Fawkes Block and in the foreground of the Basilica? Within twenty years, can the nature of the connection to the Sculpture Garden be made stronger? What is realistic?
- **Intersection at Hennepin/Lyndale Avenues & Oak Grove:** Which improvements to improve pedestrian safety does the community feel are most important?
- **Interstate Edge Facing Stevens** – What can be done to improve the neighborhood along the edges of I-94, particularly between the First/Nicollet/LaSalle bridges?
- **Groveland Bridge** – What can be done to improve sense of safety and quality of experience on the Groveland Bridge over I-94? What has been learned from the LaSalle Bridge improvements?

- **Visual Termination of Yale Place** – St Thomas holds a key site (currently a parking lot that terminates Yale Place. Now may be the best opportunity to engage St Thomas – to express interest in terminating Yale with a beautiful façade or architectural element of exceptional character.
- **Skyway Network** – If the opportunity arises, should they be extended further into the Loring Park Neighborhood? Is current access to the network sufficient?
- **Burying Power Lines** – Burying power lines has been mentioned as a way to improve the aesthetics in the neighborhood in key places. Where should this be prioritized vs. other investments?

Highlights of Consultant's Discovery Report:

Sustainability Analysis

An Analysis of Neighborhood Wide Sustainability Utilizing USGBC's 2009 LEED for Neighborhood Development Rating System

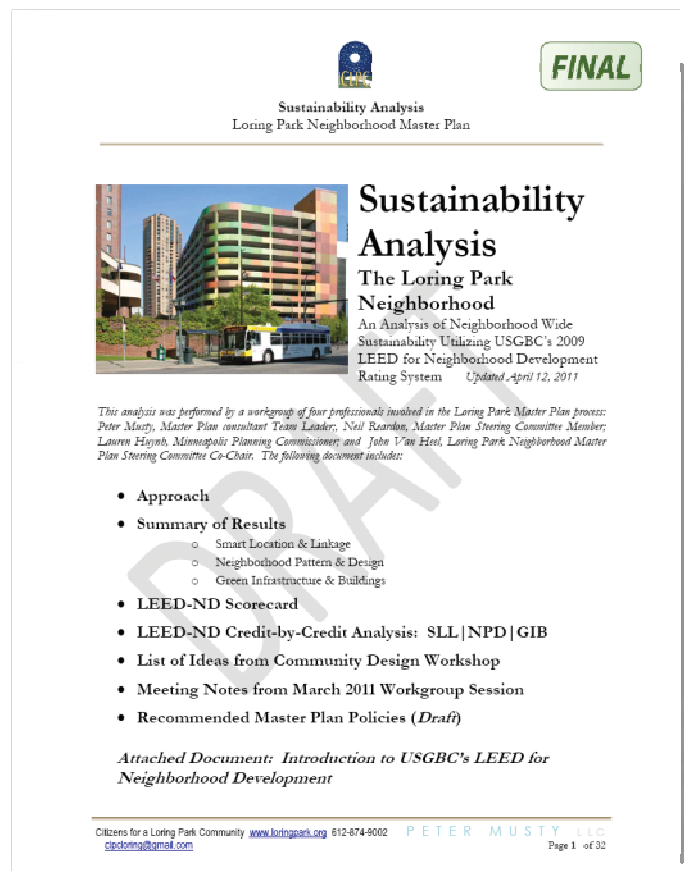
This analysis was performed by a workgroup of four professionals involved in the Loring Park Master Plan process: Peter Musty, Master Plan consultant Team Leader; Neil Reardon, Master Plan Steering Committee Member; Lauren Huynh, Minneapolis Planning Commissioner; and John Van Heel, Loring Park Neighborhood Master Plan Steering Committee Co-Chair. The following document includes:

- Approach
- Summary of Results
 - Smart Location & Linkage
 - Neighborhood Pattern & Design
 - Green Infrastructure & Buildings
- LEED-ND Scorecard
 - LEED-ND Credit-by-Credit Analysis: SLL|NPD|GIB
- List of Ideas from Community Design Workshop
- Meeting Notes from March 2011 Workgroup Session
- Recommended Master Plan Policies (*Draft*)

Key highlights of this report are included in the following pages. **See the full report in the Appendix.**

Extensive analysis of the neighborhood has been done using the sustainability rating system LEED for Neighborhood development as part of this master planning process. This included a broad analysis done just before the start of the planning process in 2010 done in conjunction with University of Minnesota's Center for Urban and Regional Affairs (CURA). After the start of the master plan planning process consultants continued LEED based analysis. In the summer of 2011 the Minnesota Chapter of the U.S. Green Building Council collaborated with CLCP in conducting state pilot project on LEED for Neighborhood Development in Existing Neighborhoods. The pilot, which was conducted solely in

the Loring Park neighborhood, brought together a team of volunteer professional to complete documentation necessary for LEED-ND certification of the neighborhood. If certified, Loring Park would be amongst the nations first existing neighborhoods to receive LEED-ND certification. See Chapter 5 Sustainability for further information on the results and findings of this analysis.



Summary of Results

The following are a summary of results broken down by the three sections of the LEED-ND rating system:

SLL Smart Location & Linkages

Loring is clearly well located – and enjoys great connectivity to its surrounding urban context. Loring also is relatively well served by transit and a diverse mix of services within walking distance. Further, there is a density of residential and commercial development that is compact and supportive of transit. There is an improving multi-modal network, and there is an apparent wide diversity of housing types, including some percentage of affordable units. Housing is close to many jobs, another criteria that scores highly within LEED standards.

**All prerequisites met;
63-82% of credits achieved.**



NPD Neighborhood Pattern & Design

Loring boasts a wonderful Victorian/Industrial era block pattern that is highly connective with smaller blocks in its core (high number of intersections per square mile). It is very walkable and has a great spectrum of building frontages that establish great public to private relationships along most street throughout the district. There is a prevalence of surface parking lots, and some stretches of blank walls and harsher streetscapes. Public safety also cuts down on walkability later at night. Commercial spaces are somewhat underutilized along commercial corridors, and several streets are difficult to cross – particularly at the perimeter of Loring Park. There is an apparent wide diversity of housing types, including some percentage of affordable units.

**All prerequisites met;
36-86% of credits achieved.**



GIB Green Infrastructure & Buildings

The neighborhood apparently has a long way to go – and must make considerable investments - in order to bring the neighborhood's older building stock to a point where they are considered certifiably green or sustainable by any standard of performance. There is also likely much that can be done in terms of district wide energy, groundwater and stormwater technologies to lower the neighborhoods 'footprint' in terms of its overall demand for energy, and the amount of GHG (greenhouse gas) emissions from building operating energy. The LEED rating system presents several other criteria – such as urban heat island and night sky radiation that the neighborhood could use bulk buying power and economies of scale to address.

**Prerequisites NOT met;
7-31% of credits achieved.**



Chapter 1

Cultural Assets & Economic Vitality

The Loring Park Neighborhood plays an important role in the regional economy. Thousands love living in its urbanism, with a great location close to Loring Park and Downtown. It is also home to several large educational and religious institutions and the Minneapolis Convention Center. The region's highest proportion of designers, artists, entrepreneurs, writers, programmers, inventors experience the Neighborhood daily, and place Loring very much in the center of the 'Twin Cities' creative industry. In a globalized economy where retention of educated workers is paramount, The Loring Park Neighborhood has become a key economic asset.

This chapter of the *Loring Park Neighborhood Small Area Plan* addresses ways these unique cultural & economic assets shall be supported, strengthened and leveraged through the provision of *Recommendations & Actions* for each of the following:

Affirming Neighborhood Identity

Investing in Creative Businesses & Residents

Activating Public Places

Strengthening Organization & Promotion

Diverse People, Places & Opportunities

Leadership for implementation of the policy actions in this chapter will be vested in The Citizens for a Loring Park Community with community stakeholders and assistance from the City of Minneapolis, neighborhood institutions, and other implementation partners. Their participation is implied although not stated in each action.



I
Nurture our
role in the
regions's
creative
economy.

This chapter addresses
one of the five major
strategic goals of
**The Loring Park
Neighborhood
Master Plan.**

II

Guide infill
development
and strengthen
mixed use
corridors.

III

Protect,
preserve and
enhance
historic
character and
unique
architecture.

IV

Cultivate an
exceptional urban
pedestrian
experience and
enhance connections
to destinations in
surrounding
neighborhoods.

V

Achieve
sustainable
buildings and
infrastructure.



PDF files of this chapter and the entire master plan can be found at the City of Minneapolis Community Planning & Economic Development (CPED) webpage dedicated to approved city plans and at Citizens for a Loring Park Community (CLPC) webpage: www.loringpark.org



The neighborhood driven planning process included a creative visioning session at Wesley Center (Wesley Church) in November 2010. Building on the foundation of the discovery phase, values of community members were documented, then translated into twenty year visions for the neighborhood.

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- 1.8 Promote a Culture of Walking and Interaction in Public Spaces
- 1.9 Develop and Implement a Way-finding Master Plan
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- 1.12 Coordinate Institutional Open House(s)
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A Creative Neighborhood in a Creative Economy

In addition to extensive community input regarding creative sector, arts & culture, a key basis for the policy in this chapter is the ***Discovery Report on Cultural Assets & Economic Vitality*** developed by the master plan consultant team in collaboration with the Loring Park Master Plan Steering Committee. The scope of the report is described as:

“The report traces the discovery and visioning around the culture and the cultural assets of the Loring Park Neighborhood. We define culture broadly to go beyond the creative expression of people and organizations. The culture of the Loring Park neighborhood includes the sense of identity of its people and their shared values, the wide range of reasons people gather for mutual interests, and the ways people function as a community. This report provides an inventory of the breadth of cultural resources in the neighborhood and on its periphery, including a demographic and a psychographic profile of residents. The character of the people, places, cultural activities, and creative enterprises profiled and compared with three other urban residential and institution-rich neighborhoods that are similarly located adjacent to their city’s downtown business cores (Saint Paul, Denver, Seattle).”

The Loring Park neighborhood has served as a major cultural hub for Minneapolis and the surrounding area throughout the City’s history. It is located geographically and in relation to civic infrastructure as a central and connective place. Its center is the Park itself, and on the edges of that Park are most of the City’s major arteries, beginning historically with Hennepin Avenue, Nicollet Avenue, Nicollet Mall, Interstate-94 and 394, and soon the Southwest Corridor Light Rail. Through its public spaces and institutions – and those on its immediate periphery – the area within neighborhood boundaries arguably represents the most significant, heavily visited, and diverse gathering place in the State of Minnesota and the region. For example:

- Loring Park itself is a major gathering place for celebrations and recreation ranging from the Twin Cities Pride Festival, to informal family picnics, participatory sports, political protests, and the Loring Park Art Fair



- Census data reveal a highly educated local resident with 91% of people graduating high school and 53% going on to achieve a bachelors degree compared with just 24% nationally.
- Data based on IRS reports show 265 tax-exempt nonprofits within the 55403 zip code area.
- The largest annual event in Loring Park and one of the largest gay pride events in the U.S., the Twin Cities Pride Festival attracted over 400,000 people during one weekend in 2010.¹
- Co-sponsored by the Walker Art Center and Minneapolis Park Board, Movies and Music in the Park has been a tradition since 1973.

- *Between 1980 and 2000, Loring Park's population grew at a faster pace than that of Minneapolis. This growth brought more working-age residents to the neighborhood.*

- *Twice as many people who work in creative businesses (just over 15% of all businesses in Loring Park), are self-employed, indicating that Loring Park has a sizeable population of self-employed residents.*

- *Units occupied by renters represent the vast majority, or about three-fourths of the households in Loring Park. In Minnesota, about one third of the units are occupied by renters.*

- *Just a little over 20% of Loring Park residents are married. This contrasts with Minnesota and U.S. rates of marriage of about 55%.*

- *The Loring Park Art Festival began in 2000 committed to the inclusion of local artists in contrast to other major art festivals in the city.*

- *While household average and mean incomes are considerably lower than those of Hennepin County and Minnesota, individual income in Loring Park is considerably higher reflecting smaller household sizes.*

- The historic churches are a magnet for people from far and wide for religious activities, recognition of major life events, as well as educational, cultural, and civic activities
- The Convention Center draws people regionally and internationally for cultural, social, civic, and commercial events on a major scale
- The Woman's Club of Minneapolis houses regular social and cultural events
- The Red Eye Theater, Walker Art Center, Minneapolis Sculpture Garden, Orchestra Hall, and other nonprofits bring people from far and wide for arts experiences
- Educational institutions such as Minneapolis Community and Technical College, Dunwoody Institute, and University of St. Thomas contribute to Metro Area student learning day and evening
- Popular local eateries, bars, coffee shops, and clubs bring people together daily for culinary experiences, music, and socializing

Since the 1990s urban neighborhoods that are welcoming to newcomers and that offer a lively mix of social and cultural activities have risen in prominence and importance in urban planning and in economic development strategies. Richard Florida, best-selling author and internationally-renowned economic geographer, cites as a key indicator of urban and economic vitality the presence of gays and lesbians. In fact, he considers his "Gay Index" as the single most telling measure of the likelihood of a city's competitive success in the global economy.

In light of such research, ambitious and emerging global cities such as Singapore and Dubai, known for repressive and homophobic cultures, have officially liberalized social policies, to compete for "creative class" workers and residents. Florida's three-part formula for the competitive urban economy includes a mix of "Three-Ts": Technology, Talent, and Tolerance. In order to attract the talent, he

asserts, the city has to both offer a bohemian cultural environment, and be accepting of diverse lifestyles.

The fact that Loring Park has long established itself as welcoming to the gay and lesbian community, and a center of creative cultural organizations, elevates its importance to the region's economy.

The culture of The Loring Park Neighborhood – its welcoming urban character and its rich fabric of cultural organizations as well as formal and informal gathering places – is in no small way a driving force of the region's capacity to be globally competitive, to attract and nurture creativity and creative class talent.

Such characteristics of neighborhoods that enhance regional economies have only recently been recognized in the public policy arena in cities around the world.

In writing about neighborhoods known as gay enclaves, cultural historian Moira Rachel Kenney (1998) writes,

In the 1950s these neighborhoods served an important role in creating safe havens. As they were located on the edge of cities, in abandoned areas of downtown, they were easily ignored in the larger context of urban renewal efforts. In the 1970s these communities were the first open evidence that gay and lesbian culture existed. In the 1980s they became centers of urban growth and development... What may well appear to us as insignificant or marginal activity today is more likely evidence of a transformation that will openly shape our cities tomorrow.

The other increasingly recognized factor in propelling regional economies has been the vibrancy of arts and cultural organizations and activities. Ann Markusen, internationally-known economist, recently retired from the University of Minnesota, is one of many researchers who have written on the growth of the creative economy, but one of few who have examined the positive impacts of the creative community on large, established enterprises. She asserts that an active creative community produces an “artistic dividend” by propelling innovation, enhancing marketing, and providing other stimulants to major corporations as well as to start-ups. Loring Park



The community based master plan process in 2010-2011 included four citizen workshops focused, in order, on Discovery, Visioning, Design, and Policy.



Screenshot from www.visitcopenhagen.com

sits at the intersection of robust cultural and creative activity, creative sector workers, creative start-ups, and innovative large corporations.



*The community based master plan process in 2010-2011 included four Thursday evening panel discussion, called Community Gatherings, focused on History of Loring, the Creative Economy & Multi-modal Transportation. Pictured above are panelists from Creative Neighborhoods in the Creative City, held at the Loring Theatre in November of 2010. (Pictured from left to right: **Tom Borrup**, Creative Community Builders, planning consultant & moderator, **Phillip Bahar**, Chief of Operations and Administration, Walker Art Center, **Jay Coogan**, President, Minneapolis College of Art and Design, **Miriam Must**, Co-founder and Managing Director, Red Eye Theater, **John Foley**, 4Front. Not pictured: **Mike Christenson**, Director of Community Planning and Economic Development, City of Minneapolis)*

At a November 4, 2010 panel discussion convened to discuss the creative character of Loring Park, advertising executive John Foley cited that 20 of 22 Fortune 500 companies based in Minnesota were home grown enterprises.

As a hub of creative people, gathering places, cultural and educational facilities, and a large and active gay and lesbian population, Loring Park may in fact be a key driver of the region's economic success.

Creative Enterprises and Creative Class Workers Defined

Creative enterprises or businesses include nearly every kind of artist, but more broadly include products and services in which *creative intelligence is applied to produce work that is novel and useful.*

One of the most widely-used definitions is: *Enterprises and people involved in the production & distribution of goods and services in which the aesthetic, intellectual & emotional engagement of the consumer gives the product value in the marketplace.*

Creative class workers include those people commonly considered fine artists, but incorporates people involved in a much broader range of professions and businesses. Typically, they include: advertising, architecture, art, crafts, design, fashion, film, music, performing arts, publishing, R&D, software, toys and games, TV and radio. In addition, products that have historic or symbolic meaning in a given place, or are created by hand using skills, knowledge, or natural materials related to a particular place, are also included.





Affirming Neighborhood Identity

Whether or not Loring Park advocates have chosen to adopt or project a specific image, it has earned one. Because of its many assets, the Loring Park Neighborhood has acquired a very distinctive identity in the region. In fact, its assets are so numerous, it has several identities. The beautiful Park and pond on the edge of the city's downtown clearly serve as a *refuge of green* in the urban core. It is

Loring Park residents identified among its strengths and desired characteristics its welcoming and inclusive nature, diversity of housing types, and centrality as a place that millions visit each year. The high value placed on green space, and the presence of one of the finest urban parks in the region, are also a big part of the neighborhood's identity. Perhaps the characteristic that most distinguishes Loring Park is its long history of welcoming gay and lesbian residents and visitors.

a highly valued residential area, arguably the region's *best urban living experience*. Major institutions and informal gathering spots draw millions each year giving Loring Park the title as *Minnesota's gathering place* as well as a *welcoming community*. Its long history as residential and social enclave for gay and lesbian populations – in addition to the site

of the massive annual pride celebration, identify Loring Park as the city’s most prominent *gay neighborhood*. As described in this plan, it is also a highly *creative community* – not in the way other artist enclaves might be identified - yet creative, entrepreneurial, and a magnet for those who value creative experiences. This embarrassment of riches should be embraced and built upon.

Community events held in Loring Park are an important way for the neighborhood to express community identity (*see this chapter: Activating Public Places*).

Recommendations

1.1 Expression of Cultural Identity and Community Purpose - Commission a branding process to determine whether there is merit in providing the Loring Park Neighborhood with a focused or more clearly defined identity that promotes its unique role in the region. Labels such as *Minneapolis’ Rainbow Neighborhood & Minnesota’s Gathering Place* could be appropriate concepts. The following statement of identity and community purpose received support in the 2010-2011 Master Plan public process by participants:



Basilica of St Mary

Minnesota’s Gathering Place and Minnesota’s Best Urban Living Experience

The Loring Park Neighborhood provides diverse residents, workers, and visitors a welcoming environment that is historic and contemporary, public and private, appealing and sustainable, walkable and transit-friendly.

This is achieved by celebrating and leveraging the remarkable qualities and aesthetics of Loring Park Neighborhood’s urban and natural setting, its diverse array of urban living choices, and its opportunities for interaction, learning, and enjoyment of cultures.

1.2 Priority Locations for Public Art & Public Art Plan – As a means to further improve the visual beauty and interest, walkability and attractiveness of the neighborhood, and as a means to express neighborhood’s overall depth of culture, history and neighborhood identity (see this chapter: *Affirming Neighborhood Identity*), the CLPC, working with the City, should commission a community based *public art plan* for the neighborhood to coordinate and prioritize way-finding and public art investments. In such a plan, give priority to the locations and emerging themes identified in this master plan (*see list and map below*). Public art investments may include a strategic diversity of works, including permanent and temporary installations, activity and event-based work, and artist commissions incorporated within infrastructure such as public buildings, bridges or streetscape improvements. Opportunities abound in conjunction with various neighborhood and Loring Park festivals and goals to create more family-friendly areas and more lively public spaces (see in this chapter: *Activating Public Spaces*). Based on themes that reinforce the goals within this plan, public art, and the processes through which it is created, can help bring greater cohesion to the neighborhood. The following locations have been identified as priority locations (see map following on page 13:

- a. **Southeast corner of Loring Park** – HIV/AIDS memorial has long been planned with assistance of Forecast Public Artworks.
- b. **Berger Fountain** – upgrades and a larger plaza with other water features to enlarge the experience and draw all ages.
- c. **Nicollet Bridge over Interstate 94** – a prominent installation can serve as a gateway welcoming visitors, as well as better connecting Loring Park Neighborhood to Eat Street. (*See also Public Realm Chapter: Activity Center in Loring Village*)
- d. **Southeast corner of 16th Street & 1st Avenue** – similar to location (c) and (j) this is a site seen from some distance along westbound Interstate 94. This is where a larger scale installation may help mark Loring Village, or signal an entrance to the Loring Park Neighborhood, communicating to passers-by and passers through that they are near a distinct, interesting and sophisticated place worth visiting.



Berger Fountain



Convention Center Plaza



Harmon Place

- e. **Grant Street & Convention Center** – local public artists should be involved in imagining stronger connections with the larger Neighborhood, in particular to the west. Convention Center Plaza and Grant Street can serve as sites for temporary, thematic installations or live street art, welcoming visitors, drawing them to other amenities. Improvements should also include adequate way-finding to help Convention Center visitors find comfortable walking and biking routes to and through Loring Village (Nicollet Avenue/Eat Street south of the Mall), Loring Park, and onward to the Walker and Sculpture Garden.
- f. **Loring Park** – way-finding, interpretive & interactive public art, landscaping and/or street vending at common entry points/street terminations. (*See also Public Realm Chapter.*)
- g. **Harmon Place** (between Spruce & Tenth Street, connecting downtown and residential areas with the campuses of MCTC and the University of St. Thomas.) Possible themes that emerged from focus groups include “four wheels to two wheels” portraying Harmon’s evolving role as home to automobile showrooms for well to do residents – to a place served by advanced multimodal transportation infrastructure (i.e. biking, walking and access to transit for residents, students and workers.) Students and residents also expressed strong interest in expressing sustainable values in both functional and artistic elements including but not limited to community gardens, green walls, executed with local materials by local artists.
- h. **Loring Village**
 - New Streetcar Station(s)** – opportunities to express Loring Park’s identity (perhaps its history of diversity and social tolerance) to visitors and commuters.
 - 15th & Nicollet** – Perhaps integrated into or near redevelopment of the municipal parking lot at 15th & Nicollet Avenue (aka “The Meter Farm”), support installations or public realm infrastructure that celebrates the cultural heritage and/or the evolving identity of the Loring Park Neighborhood.

- i. **Northern Gateway to Loring Village** (on Nicollet Ave) – signaling transition from downtown to the residential, cultural and entertainment area in Loring Village.
- j. **Western entry of Lowry Tunnel** – short-term opportunity for public art work to signal identity of Loring Park, as well as longer-term opportunities in a major re-design of roadways.
- k. **Western wall of Convention Center along 1st Avenue South** – opportunity for green wall, lighting, or larger ‘Loring Village’ murals. This would enhance the arrival and departure of visitors on buses stacking along 1st Street, 300 ft stretch, a chance to express the history of Minneapolis while turning a kinder face to the west, forming an excellent ‘backdrop’ for folks traveling north-south through Loring Village. This is also a major opportunity for green wall installations, contributing to the neighborhood wide goal of adding significant new greenery elements to the neighborhood. *(See Chapter 4: Public Realm)*
- l. **Avenue of the Arts** – complete the long range vision for 3rd Avenue connecting Minneapolis Institute of Art to Downtown.
- m. **The Loring Greenway** – opportunity for art and creative lighting to enhance the pedestrian experience along the Greenway, including underneath the LaSalle Avenue overpass. This would complement Loring Greenway Associations intent to complete landscape, lighting and furniture improvements. *(See Chapter 4: Public Realm)*
- n. **Groveland Avenue Bridge** – through public process, utilize public art to establish a unique and inviting sense of transition/gateway connection form Loring Hill to Loring Heights. *(See also Public Realm Chapter)*
- o. **Willow St. & Grant St. Cul-de-sac** –explore unique streetscape & public art opportunities such as pavement painting.
- p. **Hennepin Avenue & 17th Avenue** *(at Basilica of St Mary’s & Fawkes Block)* – explore public art opportunities that further define the foreground of the Basilica as prominent public space.



Hennepin-Lyndale Corridor, above western entry to Lowry Tunnel



Loring Greenway over LaSalle Avenue

Figure 1-A



Priority Locations for Public Art

- a. Southeast corner of Loring Park
- b. Berger Fountain
- c. Nicollet Avenue Bridge
- d. Southeast corner of 16th Street & 1st Avenue
- e. Grant Street to Convention Center Plaza
- f. Loring Park
- g. Harmon Place
- h. Loring Village
- i. Northern Gateway to Loring Village
- j. Western head of Lowry Tunnel
- k. Western wall of Convention Center along 1st Avenue S.
- l. Avenue of the Arts
- m. LaSalle Avenue under Loring Greenway
- n. Groveland Avenue Bridge
- o. Willow Street & Grant Street Cul-de-sac
- p. Hennepin Avenue & 17th Avenue (at Basilica of St Mary's & Fawkes Block)



Investing in Creative Businesses & Residents

In the Loring Park Neighborhood, economic development means supporting local creative entrepreneurs and self-employed creative professionals, including artists. It also involves creating an environment conducive to creative lifestyles, and building infrastructure to support creative enterprise. This attracts residents, new housing, new business and more visitors. The neighborhood is full of creative voices in search of a venue, and brimming with creative ideas in search of investment. Loring Park is not the kind of artist enclave with old industrial buildings that can house working artists and start-up enterprises. It is a neighborhood where creative professionals prefer to live and where entrepreneurs work at home and in local coffee shops.

Recommendations

1.3 Develop Professional Networks – Acknowledge the high proportion of self-employed people and smaller creative enterprises in the Loring Park Neighborhood (and in nearby neighborhoods). Foster social and support networks among creative sector professionals living and working in Loring Park. Such activities can also support goals related to activating the public realm by making

social events visible to the street and using store fronts and other underutilized and available space.

1.4 Connect Loring Entrepreneurs to Other Resources –

Work with the City of Minneapolis and other private efforts to support creative sector entrepreneurs. While some specific programs and incubator spaces are not located in Loring Park (such as the CoCo incubator downtown, or Matter Worldwide in the Warehouse district), enterprising Loring Park residents will benefit from connection with these networks and other entrepreneurial development resources.

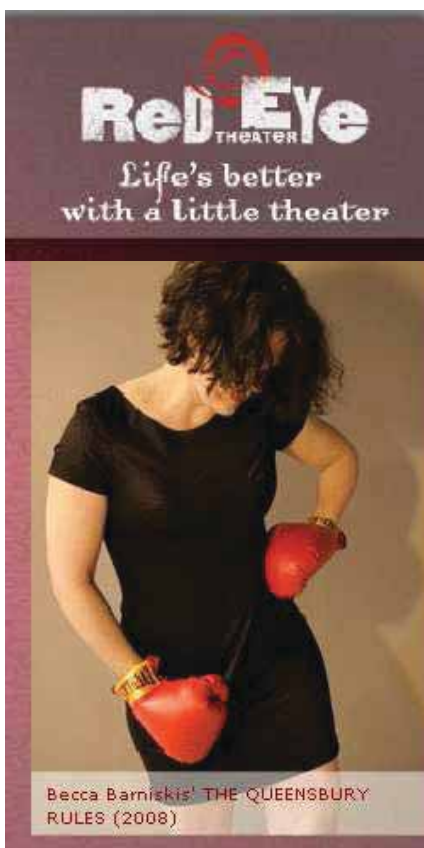
1.5 Identify Funding for Creative Enterprises -

Outline an investment plan to guide efforts to support economic development activities. Other innovative incubators and micro-venture financing programs have started up in the city. These need to be easily available to Loring Park residents, entrepreneurs and students.

1.6 Develop Infrastructure for Creative Enterprise -

Take steps to welcome and support creative people and enterprises, especially creative professionals, through the comprehensive development of amenities and services that support their lifestyles and creative enterprises. This includes:

- a. **Incubator Space.** Incentivize the development of “third places” for working, meeting and networking. With a wealth of institutions that support the development of creative talents such as MCTC, Dunwoody, University of St. Thomas, and others, an area such as Harmon Place would be ideal for development of an active hub or incubator for creative enterprises.
- b. **Housing and Home Office Options.** Provide a range of housing options that are affordable and attractive to self-employed creative sector workers and for those that work in creative professions within major downtown businesses.
- c. **Conducive Working Environment.** Sustain efforts to attract a specific set of daily services that support home-based businesses and gathering places with walkable retail and dining areas. A local grocery and extended hours among



casual dining establishments also support the self-employed. Continue to support private and public efforts to provide universal internet access for all community members that is seamless, wireless, fast, reliable and affordable.

1.7 Serve and Connect Students - Foster more presence and traffic of MCTC, St. Thomas, Dunwoody, and other students as local business customers in the Harmon and Hennepin Avenue areas of Loring Park. These include inexpensive take-out and dine-in establishments, convenience stores, coffee shops, and copy shops. Programs or events that network students with professionals will support both local retail/restaurant development and longer-term entrepreneurial activities.





Activating Public Places

Loring Park Neighborhood is unique, but also holds within it the storied heritage of Minneapolis and critical lessons about our diverse and developing culture. Loring Park provides a range of indoor and outdoor spaces for virtually every celebration and major life transition. Cultures of the world are represented, and educational opportunities extend horizons for many. Marketplaces are both macro and micro. Tens of thousands gather for art fairs in the Park and for boat shows in the Convention Center. Client and designer meet at a Loring Park coffee shop as well as do the broker, retired investor and student.

Connecting the many major regional cultural institutions within and around Loring Park neighborhood, along with the multitude of activities within the Park, is more of a challenge than it might seem. They each draw well-established or specialized clientele who most often visit for a singular purpose. The significant assets of these many institutions and events have not been fully leveraged towards enhancement of Loring Park's economy, safety, livability, and reputation.

Recommendations

1.8 Promote a Culture of Walking and Interaction in Public Spaces

– In accordance with *Chapter 4: Public Realm*, the promotion of activities that encourage walking, such as the tours (below) and professional and social groups that sponsor lunch-time or after-work outings, can increase traffic in public spaces. In turn, greater pedestrian activity increases public safety and promotes good health. Campaigns that encourage people to greet passersby or to have ambassadors present in high traffic areas can create positive momentum towards a safe and friendly environment. Walking can be both a convenience and an enjoyable pastime. Portions of Loring Park on Hennepin, Harmon, or Nicollet may become future extension areas for the D.I.D. and their street ambassadors. Coordinating activities with the Convention Center and public information center can encourage more pedestrian activities in Loring (See *Chapter 4: Public Realm*). Likewise, Walker Art Center’s Open Field program during the summer months may bring people and activity across Hennepin Avenue.

1.9 Develop and Implement Way-finding Master Plan – In support of the activities listed above, develop a unified plan for improved way-finding throughout public spaces. (see also related policy 1.2 *Priority Locations for Public Art & Public Art Plan*) This could be executed in collaboration with efforts to coordinate Hennepin Avenue cultural organizations or other entities to achieve goals of bringing downtown and Convention Center visitors through Loring Park Neighborhood to the Walker /Sculpture Garden, and is consistent with the goals of Downtown 2025. This will also assist in focusing commuters such as bicyclists from points south and west through desired routes.

1.10 Support and Grow Community Events - Major defining events such as the Twin Cities Pride Festival and the Loring Park Art Festival provide opportunities to connect people with the wide range of assets in and around Loring Park. Events organized by local residents, businesses, and nonprofits are very important for building social bonds within the neighborhood, introducing visitors to the area through safe and enjoyable activities, and building business for



Citizens on their walkabout, discussing issues during the Discovery Workshop in October of 2010. Citizens were asked to record and report important issues in one of four focus areas: Loring Park Edge, Neighborhood Perimeter, Harmon Place, and Nicollet Avenue.



Dog Parade during National Night Out on the Loring Greenway, 2010.

local merchants and restauranteurs. An Eat Street Chef's Challenge or other cooking events would strengthen the Nicollet area. Other annual events, including National Night Out, Community Sings, Love Loring, and more, make it an active place to live and visit. Stronger ties between local organizations, such as those described in following sections (*see section Strengthening Organization & Promotion later in this chapter*), can bring more crossover audiences and create safer pedestrian connections.

1.11 Step up Walking Tours – Utilizing emerging smart phone technologies pioneered locally in places such as the Walker Art Center, establish an array of group or individual (self-guided) walking and/or bike tours. Possibilities include...

- i. Loring Park & Gardens
- ii. The Churches of Loring
- iii. Historic Harmon Place (Four Wheels to Two Wheels)
- iv. GLBT Heritage/Pride
- v. Loring Park History
- vi. Native American Heritage
- vii. Mansions/Loring Hill

1.12 Coordinate Institutional Open House(s) – Develop annual or perhaps seasonal community-wide open houses. They could be themed to allow community members a chance to see the full richness of the great interior architecture, variety of activities, and important art housed throughout the neighborhood in civic and religious institutions, businesses and homes – while simultaneously getting people out and about in their neighborhood. These could be marketed regionally as a means to promote the experience of living or visiting the neighborhood. An open house could be timed for the Loring Park Art Festival, to cross-promote Loring to the audiences of its multiple institutions, and may be in connection with specific events planned with the Convention Center.

1.13 Create Interactive Map(s) – In support of all activities listed above, and based on the coordinated calendar (*See related policy 1.15*), publish through smart phones and online platforms an illustrated and interactive map with descriptions of the neighborhood



View from southwest corner of Loring Park of Walker Art Center across the Hennepin Lyndale Civic Corridor.

and upcoming activities. This would augment themed tours and provide a way for community members and visitors to learn about the neighborhood and to orient visitors to important locations. Coordinate this work with the City, Convention Center, Hennepin Avenue Cultural Corridor, and other downtown organizations.

The buildings and properties shown in color below illustrate the diverse range of public and cultural amenities, gathering places and commercial destinations already in place within and immediately adjacent to the neighborhood. The development of policies and tools that strengthen and connect these assets is of great importance to the community.

Figure 1-B

Map of Existing Cultural Assets





Strengthening Organization & Promotion

Loring Park is full of cultural, social, religious, and educational organizations and venues of all sizes. Each is fully engaged with its own audiences, constituents, and members. And, while most participate in CLPC and significant events such as Pride, they lack a network among them to coordinate activities, engage in joint promotions, or discover other mutual benefits. Some report that safety concerns or lack of familiarity with the area prevent their visitors from taking advantage of other resources nearby.

Recommendations

1.14 Develop Inter-Organizational Network - Support a network of cultural/event presenters to coordinate, information-sharing, joint marketing, and possible development of new neighborhood-wide activities. Leverage this planning network to form the basis of a Loring network that produces events, such as Open Houses (*See policy 1.12 Coordinate Institutional Open House*), to encourage visitors to take advantage of more activities and services in the neighborhood on a more 18/7 or 24/7 basis.

1.15 Produce a Calendar of Programs for Loring’s Public Spaces – Develop a twelve-month schedule for public spaces to better serve and connect festivals and events with business corridors, parks and open spaces. Such a coordinated planning tool could include a matrix of neighborhood-wide events taking place in public spaces, to help reduce overlaps, increase community participation and to increase the level of activity during winter months. This should list *passive* activities, such as street vendors, and *organized* activities such as concerts, art exhibits and major events at the convention center.

1.16 Continue Support for CLPC Organizational Activities – Develop and fund prioritized action steps, led by CLPC, in support of implementation of the recommendations outlined in this chapter.



1.17 Consider Formation of an Arts Business District in Loring Village – Explore development of an arts, culture and heritage-focused business district with support from the City’s CPED and possibly in conjunction with the Convention Center, Eat Street, and Hennepin Avenue. Work with the City to distinguish the nature and focus on the Loring arts business district from those in other parts of the city such as Northeast, Lyn-Lake, 38th and Chicago, Prospect Park, and others.



Diverse People, Places & Opportunities

The hallmark of many stable American communities is diversity. Loring is no different: diversity of lifestyle, place of worship, taste in food, places to gather. Loring Park's diversity is a critical element of its success and is repeatedly voiced as a reason people often stay in the neighborhood once they move here. Loring Park is a temporary place for some, but a long-time or lifelong home for many. As family sizes, ages, and ethnicity change over the next twenty years, one aspect of the Neighborhood people wish to remain the same is its welcoming, inclusive nature, its diversity.

Recommendations

1.18 A Place for All Individuals & Families - Continue to explore ways to make the Neighborhood more marketable and affordable to families of all types, sizes and income levels by supporting the development of a full range of housing choices, services, schools, and institutions in the neighborhood (or within a convenient distance) to serve its diverse residents.

1.19 Retail Opportunities – Food, clothing, and specialty items familiar to immigrants and diverse cultures are important in a welcoming community. Small storefronts affordable for start-ups

and small family-owned retailers are important infrastructure for a vibrant neighborhood. Mixed-use retail spaces like many ethnic enclaves on Lake Street, for instance, are a way to accommodate diverse offerings. Create synergies between Loring arts organizations and local retail through marketing partnerships.

1.20 Religious Institutions – Established religious institutions increasingly share space with newer congregations serving diverse cultural groups or immigrant communities. Some meet in alternative public or private spaces. Accommodating new groups who seek space for religious activities is in keeping with Loring Park’s long-established identity.



The sanctuary of Central Lutheran Church, located at the east end of the Loring Park Neighborhood adjacent to the Minneapolis Convention Center.

1.21 Modes of Transportation – Access to other parts of the city via public transportation for work, shopping, and recreation is a promising attribute of Loring Park and important for supporting an affordable environment for families and people without cars.

1.22 Public Spaces – Safe sidewalks and street crossings that provide access to a full range of street-level retail, work places, gathering places, entertainment, gathering, parks and green spaces are a unique characteristic of the neighborhood that can be made even stronger.



Chapter 2

Land Use & Built Form

This chapter of the *Loring Park Neighborhood Small Area Plan* addresses the pattern and distribution of future land use along with the height, massing and ground level relationships of buildings to streets, sometimes known as “built form.” Included are a detailed map and description of the desired future pattern of land use and built form across the Neighborhood, more detailed guidance for each of four Neighborhood districts, and a checklist for prospective land developers.

Neighborhood Districts for Planning and Design

Future Land Use Plan

Built Form Plan

Developer’s Checklist

Recommendations

This plan recommends that City officials work with Citizens for Loring Park Community (CLPC) to preserve, protect and enhance the high quality, historic and richly varied character of the streets, public spaces, building frontages and historic architecture. The City should continue to ensure that investments in existing and new buildings are designed to respect the historic scale and character of the Neighborhood, and should continue to press for high standards in design and development. Zoning exceptions for building height, setback and density should be awarded only upon meeting the criteria of this plan plus the three-part test in State law.

Many of the actions recommended by this plan will be performed by the City of Minneapolis, so the City’s participation is implied although not stated in each action. The City of Minneapolis would be ultimately responsible for regulating land development and implementing zoning to reflect the aspirations of this plan. As a plan produced and also formally adopted by CLPC board members, this document will serve as guidance for review of development applications. It is intended to be adopted as an Amendment to the *Minneapolis Plan for Sustainable Growth* as a Small Area Plan.

This chapter addresses one of the five major strategic goals of **The Loring Park Neighborhood Master Plan.**



Note: Sustainable land use standards found in USGBC's LEED for Neighborhood Development Credits are an integral part of land use planning for the Loring Park Neighborhood.

See *Chapter 5 Sustainability* for additional information regarding building energy, water efficiency, stormwater management and other topics related to sustainable land use.

II

Guide infill development and strengthen mixed use corridors.

I
Nurture our role in the regions's creative economy.

III

Protect, preserve and enhance historic character and unique architecture.

IV

Cultivate an exceptional urban pedestrian experience and enhance connections to destinations in surrounding neighborhoods.

V

Achieve sustainable buildings and infrastructure.



PDF files of this chapter and the entire master plan can be found at the City of Minneapolis Community Planning & Economic Development (CPED) webpage dedicated to approved city plans *and* at Citizens for a Loring Park Community (CLPC) webpage: www.loringpark.org

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Loring Hill

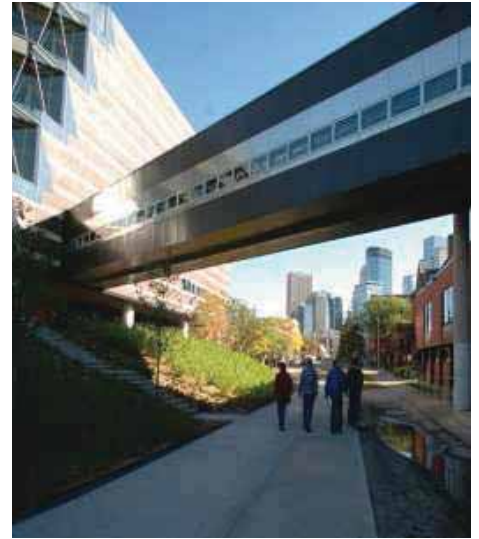
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The image on the previous page of the Fawkes Block on Harmon Place is a photo taken by a community member during the Saturday morning Community Walkabout (Discovery Workshop) in October of 2010. Members of the community, Steering Committee members and consultant team formed small teams. Teams were assigned different areas of the neighborhood to walk through (see top), discuss and photo survey. The teams then returned to The Woman’s Club of Minneapolis and reported, via informal slideshow (see left), on the various issues discovered. See the Appendix for event record of the workshop.



Districts

This plan organizes recommendations for future land use and built form according to four Neighborhood districts, which are introduced below and located by the map, *Land Use and Built Form Districts*:

Loring Village

Loring Greenway

Hennepin-Harmon

Loring Hill

It is useful to describe and plan the neighborhood according to these districts because each is different and distinct and, thus, warrants its own treatment. Even within each district, there are marked differences in land use, built form, architectural character, needs and opportunities. The districts were defined based on past plans, neighborhood perceptions and planning analysis.

Figure 2A



Loring Park Neighborhood Land Use - Built Form Districts



The Loring Village district of the Loring Park Neighborhood consists of the Nicollet Avenue corridor from the end of the Nicollet Mall to I-94, the “Apartment District” from Willow Street to La Salle Avenue, the Convention Center and its adjacent plaza and the Central Lutheran Church.



Loring Village

This district of commercial, residential and civic land uses is the eastern face of the neighborhood and a link among Downtown, the “park” portion of the neighborhood and the Stevens Square – Loring Heights neighborhood to the south.

Nicollet Avenue, the spine of the district, encompasses the northern end of “Eat Street”, the mile and a half long corridor that is well known for international cuisine. Mexican, Somali, Chinese and American are among the unique and authentic ethnic food experiences from the independent and family run Eat Street businesses in the Loring Park Neighborhood.

This corridor, stretching to encompass La Salle and First Avenues, has not attracted substantial new investment recently despite high traffic counts and the nearby Convention Center. A possible streetcar line on Nicollet Avenue may hold potential for renewed investment and interest.

Loring Village should be kept distinct in character, scale and identity from the more intense and dense Downtown, while allowing somewhat taller buildings than the one- to four-story structures that predominate. The Loring Village district should function as a transition between the intensively developed Downtown and the lower-scale of “Eat Street”.

The district should be strengthened through intensified mixed-use development including residential, hospitality, retail, service, arts and entertainment land uses oriented toward a potential future streetcar line. A limited range of goods and services needed daily by Neighborhood residents should be provided along with gathering places for visitors.

The central and eastern portions of Loring Village should be designated an Activity Center, a dense, diverse and walkable location with regional appeal for entertainment, hospitality, housing, and services. The boundaries would be approximately midway between La Salle and Nicollet Avenues on the west, 12th Avenue on the north, the Convention Center and Plaza on the east and I-94. See the graphic titled *Activity Center in Loring Village*.

Loring Greenway

The pattern of development includes towers greater than ten stories (with minor amounts of first floor office or retail space), residential buildings up to six stories and low-rise, townhouse buildings. The residential towers reflect their location on the edge of Downtown, and the building heights step down to the neighborhood scale along Yale Place and Grant Street. Height and density are greatest immediately next to the Greenway. Thus, the Loring Greenway district serves as a transition from Downtown to the balance of the Neighborhood.

Windows and balconies look out on the carefully maintained Greenway, which serves as a passage, a focal point, a community garden and an urban refuge. The Greenway itself is part of a pedestrian corridor from the northern end of the Nicollet Mall to Loring Park and the Sculpture Garden.

No changes are anticipated to the pattern of land use or built form in the Loring Greenway district because it is regarded as fully developed and no redevelopment is presently foreseen. Upkeep and design of the Greenway is addressed in the Public Realm chapter of this plan.

Hennepin- Harmon

The district includes the campuses of the Minneapolis Community and Technical College and the Minneapolis campus of the University of St Thomas. Straddling the MCTC campus is the Harmon Place Historic District. Harmon Place connects the university and community college campuses, creating a comfortable transition from high-rise housing on the Greenway to the Hennepin Avenue commercial corridor.

The Yale Place corridor is quiet, green and residential with relatively low traffic volumes. In contrast, Hennepin Avenue is lined with the Basilica of St. Mary, small shops, MCTC, a parking structure, commercial buildings and tall residential buildings. Traffic volumes are high.

The area is historically significant because it contains a cluster of buildings that represent the start of the automobile era that began in approximately 1910 and ran through approximately 1930. The



The Loring Greenway district consists of buildings that line the Loring Greenway from Westminster Church on the Nicollet Mall to Loring Park.





The Hennepin-Harmon district is a three block wide mixed use area to the north of Loring Park, stretching from southwest to northeast from the 1-94 underpass, the Basilica of Saint Mary and the Fawkes Block northeastward, to and through Loring's Neighborhood's downtown boundary (12th Street), ending at the bend in Hennepin (at 10th Street) in Downtown's Theatre District.



Fawkes building (1625 Hennepin Avenue), which now is home to Bar Lurcat and several offices, was the first auto showroom in Minneapolis. The cars were hand-made at that time by blacksmith and bicycle builder, Mr. L.H. Fawkes. This led other auto-related businesses to cluster along Harmon Avenue.

Others buildings that are significant include the Standard Oil of Minnesota building (1300 Harmon Place) and the Studebaker building (1426-28 Hennepin Avenue). Designation of a portion of the Hennepin-Harmon district as a Minneapolis Historic District has helped preserve the original scale of two- to four-story buildings along the corridor from Loring Park to downtown. Benefits of historic designation also include the renovation of historic buildings and new construction that conforms to the look of the early 19th century buildings.

The primary objectives in this plan for the Hennepin-Harmon district are to fill and activate the historic storefronts of Harmon Place with an array of commercial destinations and bring more pedestrians and bicyclists to the street. The distinctive scale and comfortable urbanism of the Hennepin-Harmon mixed use corridor should be bolstered by investing in streetscape renovations and by guiding infill development and adaptive building re-use.

This plan reaffirms the *Harmon Place Historic District Guidelines*, recommends that the campuses grow in place, and recommends that new or renovated buildings emulate the existing scale and character. Any intensification of development should be focused along Hennepin Avenue. However, no buildings taller than ten stories should be created south of 12th Street as this district should be kept distinct in character from the Downtown Hennepin Avenue corridor.

The revitalization strategy for the Hennepin-Harmon district should be aided by proposed streetscape improvements for Harmon Place described in the Public Realm chapter of this plan. That improvement would reduce the number of driving lanes to two from four, increase on-street parking, and add bicycling markings and possibly a landscaped median.

Loring Hill

The Loring Hill district is an historic and complex mixture of buildings from various eras and design influences. It is a distinctive part of the Neighborhood because of its historic mansions and position atop the line of hills once known as the Devil's Backbone. However, its character and identity have been muddled by the construction of the freeway and several tall residential buildings that are inconsistent with and juxtaposed against the three-story mansions. Two landmark churches along Lyndale Avenue add to the historic identity of this district, as do other buildings such as the Woman's Club of Minneapolis and the former Northwestern National Life Insurance headquarters that over-look Loring Park. The complex nature of Loring Hill is exemplified by the fact that the *Loring Hill Design Guidelines* (2006) described it in terms of five sub-districts: Institutional Heart, Courtyard Row, Lower Terrace, Upper Terrace and South Edge.

The general intention for Loring Hill is to maintain its historic character by ensuring that new buildings harmonize with their historic neighbors in terms of height, setback, green space, exterior materials, relationship to the street, the rhythm of windows and doors, and rooflines.

The basis for this plan's recommendations regarding Loring Hill is the *Loring Hill Design Guidelines*, although guidance from that document has been refined and clarified for this plan. Thus, this plan is a response to the factors that led to its initiation.



Loring Hill is the district located directly south of Loring Park and bounded on the south by I-94, on the west by the Hennepin-Lyndale corridor, on the north by 15th Street and Loring Park, and on the east by Spruce Place.





Future Land Use Plan

The plan for future land use in the Loring Park Neighborhood consists of the Land Use Plan map in combination with the guidelines and recommendations of the text of this chapter. These graphic and written recommendations will help City Planning staff and CLPC review and comment on proposed private developments or public improvements.

The Land Use Plan should be used in combination with the Built Form Plan; the former guides the basic type of use to which a land parcel may be devoted while the latter guides the three-dimensional and architectural aspects of development.

Once this Neighborhood plan is adopted by reference as part of the *Minneapolis Plan for Sustainable Growth*, these two elements will form the legal basis for the zoning ordinance and map, which regulate land use, and which should be amended upon the City's approval of this plan.

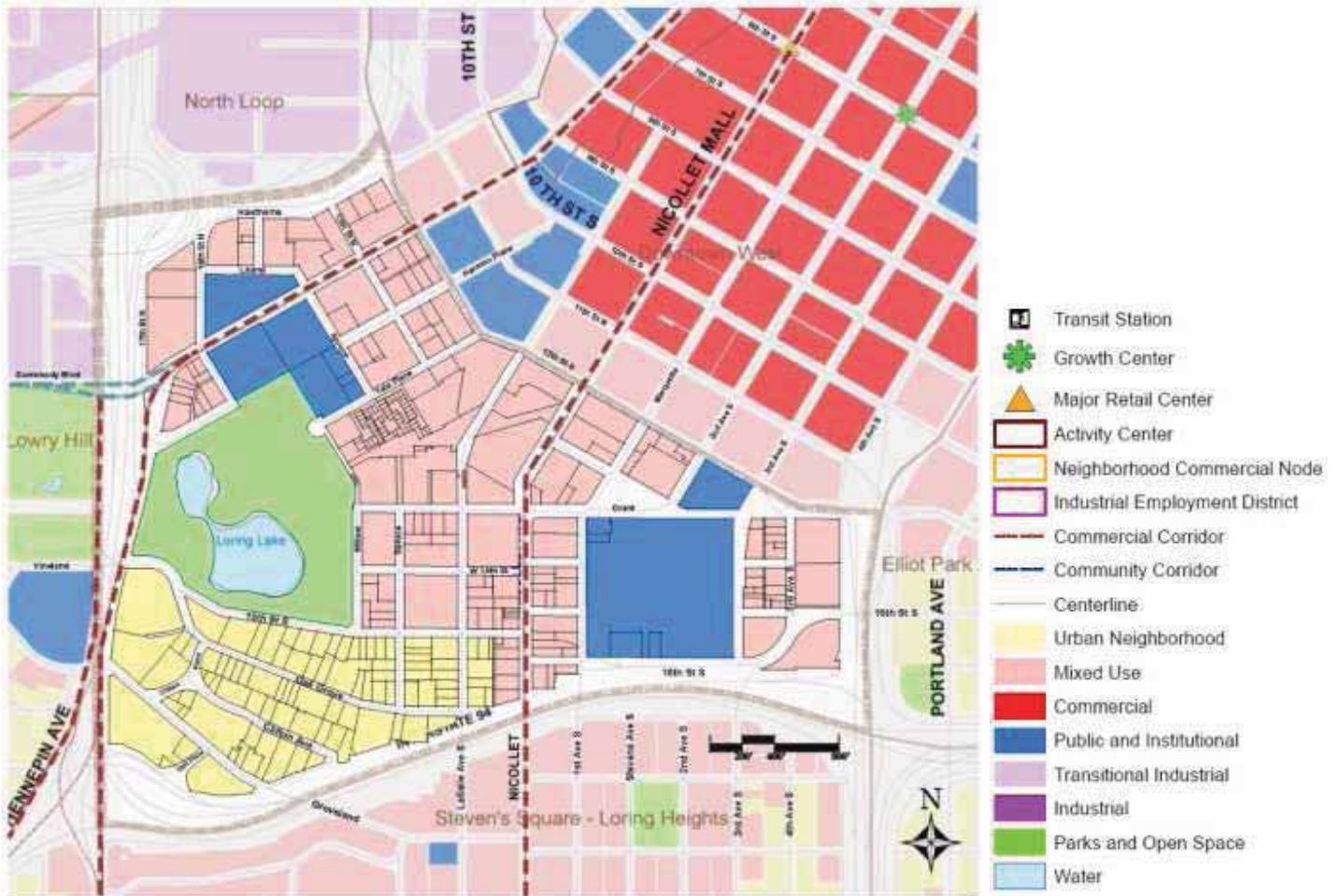
Amendments to the 2009 Future Land Use Plan

This Neighborhood plan proposes refinements to the map of future land use of the *Minneapolis Plan for Sustainable Growth*, 2009, the City's comprehensive plan (shown below). There are refinements to the two primary types of land use designations used in the plan:



Land Use By Parcel
Land Use Features





Figure 2B



Loring Park Neighborhood Land Use Plan As Approved in 2009

Land Use By Parcel Classifications

The *Minneapolis Plan for Sustainable Growth, 2009*, currently projects a mix of the following four *Land Use By Parcel* classifications in the Loring Park Neighborhood:

-  **Mixed Use:** Allows for a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use.
-  **Urban Neighborhood:** A predominantly residential area with a range of densities. The highest densities are generally concentrated around identified nodes and corridors. May include undesignated nodes and some other small-scale uses, including neighborhood-serving commercial and institutional and semi-public uses (e.g., schools, community centers, religious institutions, public safety facilities). More intensive non-residential uses may be located in neighborhoods closer to Downtown and around Growth Centers. Not generally intended to accommodate significant new growth, other than replacement of existing buildings with those of similar density.
-  **Public and Institutional:** Accommodates public and semi-public uses including museums, hospitals, civic uses, stadiums, airport related uses, and college campuses. Note that some smaller uses (including schools, libraries and emergency services) may be incorporated into Urban Neighborhood, where they are generally allowed.
-  **Parks and Open Space:** Applies to land or water areas generally free from development. Primarily used for park and recreation purposes, natural resource conservation, or historic or scenic purposes. This designation does not include private open space.

This plan recommends the following amendments:

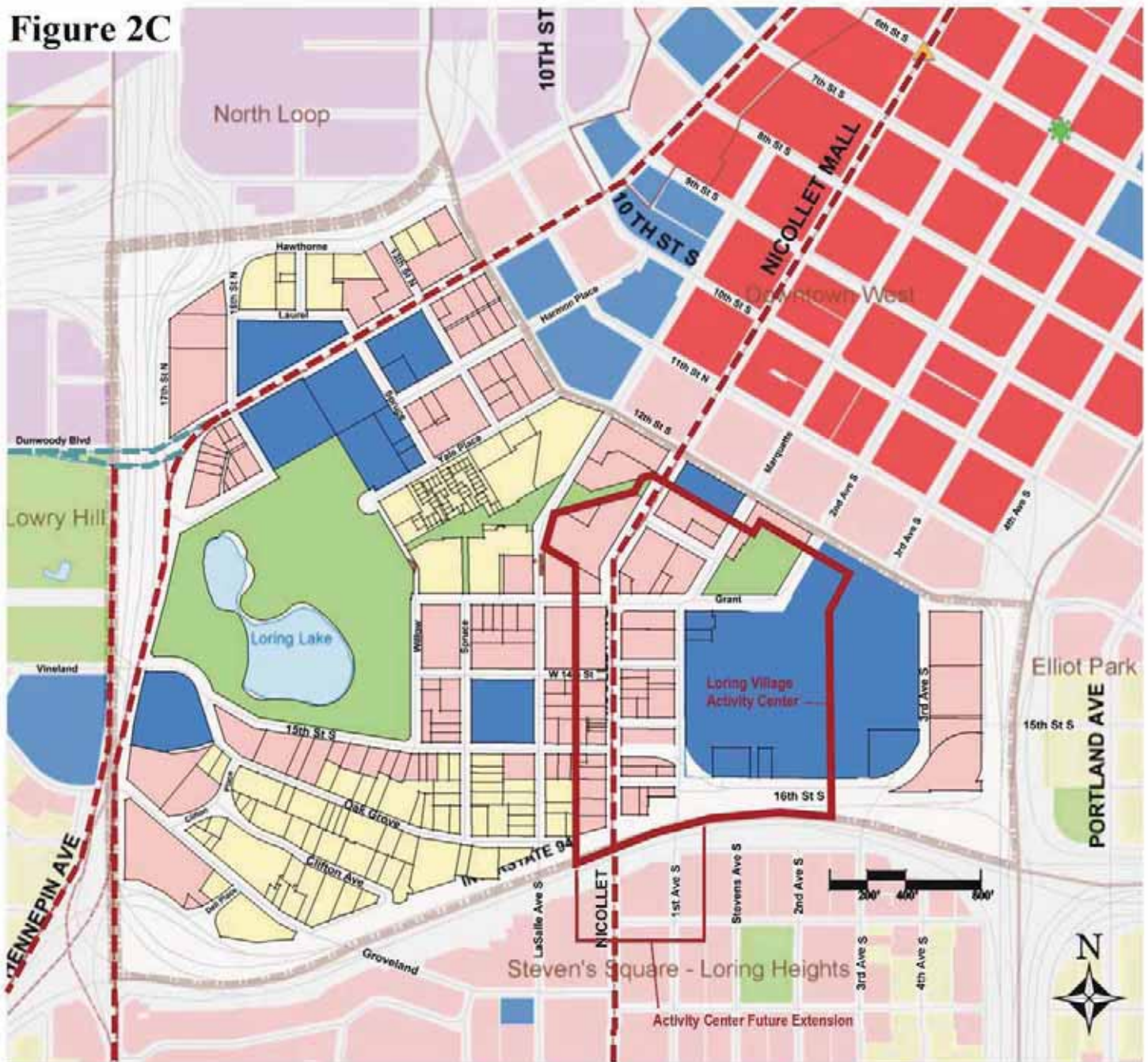
A few amendments to the *Land Use By Parcel* classifications *Minneapolis Plan for Sustainable Growth*, 2009, are recommended.

In most instances, the following changes would help make the map more consistent with existing land use. In others, they would affirm the residential nature of locations that are planned as Mixed Use but not likely to be used as Mixed Use in the foreseeable future, such as along Loring Greenway or in the Spruce Place corridor. One notable change would be the shift to Mixed Use from Urban Neighborhood along the southern edge of Loring Park.

- **Change to Urban Neighborhood from Mixed Use:** Parcels facing Hawthorne Avenue, Yale and Spruce Place, the Loring Greenway (west of LaSalle Avenue and facing LaSalle Avenue south of 15th Street). These changes affirm the residential nature of the location.
- **Change to Mixed Use from Urban Neighborhood:** Parcels facing the Hennepin-Lyndale corridor. (These changes reflect current land use and the Commercial Corridor designation of the *Minneapolis Plan for Sustainable Growth*.) Parcels along the south side of 15th Street including parcels along the southern edge of Loring Park. (These changes broaden the range of uses to possibly bring additional life to the park edge.)
- **Change to Public and Institutional:** The campus of the Minneapolis Community and Technical College, St Mark's Church, the Minneapolis Convention Center, Westminster Church and Emerson School. These changes reflect current land use.

The map on the next page, *The Loring Park Neighborhood Land Use Plan*, illustrates those changes.

Figure 2C



Loring Park Neighborhood Land Use Plan

Created by:
 Citizens for a Loring Park
 Community (CLPC)
 Loring Park Neighborhood Master
 Plan Steering Committee with
 assistance from City of Minneapolis
 Planning & Economic
 Development and Consultant team
 led by PETER MUSTY LLC

The Loring Park Neighborhood Master
 Plan is a community based planning
 process (www.loringpark.org), and is
 funded by:
 Neighborhood Revitalization
 Program (NRP)

- Activity Center
- Commercial Corridor
- Community Corridor
- Centerline
- Urban Neighborhood
- Mixed Use
- Commercial
- Public and Institutional
- Transitional Industrial
- Industrial
- Parks and Open Space
- Water

Note:
 "Urban Neighborhood
 contains a range of
 residential densities,
 with a limited amount
 of other uses
 appropriate in a
 residential setting."
 - Minneapolis Plan

Land Use Features

The land use plan chapter of the *Minneapolis Plan for Sustainable Growth* includes several formal organizing elements that guide the pattern and density of future land use. Each of these Land Use Features may guide one or more underlying future land use classifications such as Urban Neighborhood, Mixed Use or Industrial.

Presently, the only Land Use Feature found in the Loring Park Neighborhood is the **Commercial Corridor**, which is designated along Hennepin and Nicollet Avenues.

According to the *Minneapolis Plan for Sustainable Growth*, a Commercial Corridor can accommodate intensive commercial uses and high levels of traffic. These corridors support all types of businesses with some light industry and high-density housing as well. Some of these businesses may serve the immediate area. While the character of these corridors is mainly commercial, residential areas are nearby; impacts from businesses on housing must be mitigated. Additionally, the City encourages new medium- to high-density housing in these corridors, particularly as part of mixed-use developments.

Land uses in a Commercial Corridor should support housing in the range of 50 to 120 dwelling units per acre with a transition down to medium-density housing in surrounding areas. A Commercial Corridor should exhibit a traditional urban form and massing of structures. Buildings should be two or more stories in height.

These corridors frequently carry high traffic volumes and must balance significant vehicular through-traffic with auto and pedestrian access to commercial property. Transit service is also typical.

This plan recommends the following amendments:

No changes to the Commercial Corridor designations are recommended. There is one new *Land Use Feature* recommended in this plan: an **Activity Center** should be established in the Loring Village district. The boundaries and intent of this designation are detailed in the next pages.

Activity Center in Loring Village

It is recommended that part of the Loring Village district of the Neighborhood be guided in the *Minneapolis Plan for Sustainable Growth* as an Activity Center.

Boundaries: Refer to the *Land Use Plan map* for the approximate boundaries of the proposed Activity Center designation, which would encompass the Nicollet Avenue corridor and the Convention Center. In addition, CLPC supports the recommendation to the City by the Stevens Square–Loring Heights Neighborhood that the Activity Center be extended south of the freeway along the Nicollet Avenue corridor.

Intent: The intent of the Activity Center designation is to recognize the district’s unique potential as a...

- place of character and identity distinct from downtown.
- place with venues for entertainment and gathering with regional and national significance.
- place for transit supportive development including a diverse mix of uses within an easy walk of regional transit.
- place with outstanding architecture, public spaces and public art reflective of the culture and heritage of Minneapolis and the Loring Park Neighborhood.



The Loring Village Vision

Designation in the Minneapolis Plan for Sustainable Growth as an Activity Center would provide support for these and other benefits:

- Continued investment by current owners and businesses balanced with high quality redevelopment
- Support for a vibrant cluster of live theatre, restaurants, bars and cafes
- An enhanced setting for visitors to the Minneapolis Convention Center
- Increased shared and district parking opportunities for businesses and visitors
- Protection and improvement of access to a useful array of daily services for residents
- Increased ridership and tax base that support the proposed streetcar line
- Expanded cultural and economic development
- Diversified housing options, offices and hospitality businesses that complement Downtown and the balance of the Neighborhood.
- Day and evening street life that supports business and personal security.



According to the **Minneapolis Plan for Sustainable Growth**, an Activity Center should:

- *Attract residents, workers, and visitors from throughout the city and region.*
- *Support a wide range of commercial, office, and residential uses.*
- *Support district and shared parking.*
- *Be oriented toward pedestrians.*
- *Maintain a traditional urban form and scale.*
- *Be well-served by transit.*
- *Encourage a variety of commercial and residential uses that generate street life all day long and into the evening.*
- *Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.*
- *Encourage small retail or service businesses on the ground floor of buildings in Activity Centers.*
- *Discourage land uses that diminish transit and pedestrian activity such as automobile services, surface parking lots and drive-through facilities.*
- *Encourage a height of at least two stories for new buildings.*
- *Encourage high- to very-high density housing.*
- *Encourage medium- to high-density housing immediately outside its boundary as a transition to surrounding residential areas.*
- *Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces.*
- *Encourage climate-sensitive site and building design practices.*

Figure 2D

Activity Center in Loring Village





Built Form Plan

The Built Form Plan supplements the Land Use Plan and guides the height and setback of buildings and their relationship to the public streets and sidewalks. The intensity of land development and its support of public spaces are crucial to the Neighborhood because they contribute to identity, character, walking comfort, business development and personal security.

Regulating building design in the Loring Park Neighborhood is difficult because each of its four districts and several sub-districts has its own distinctive character that is cherished and vigorously protected. For example, the Hennepin-Harmon district has its historic preservation zoning overlay; the Loring Hill district has five sub-districts, each with its own guidelines; the Apartment District is a subset of both the Loring Hill and the Loring Village districts; the Nicollet Avenue corridor, part of the Loring Village district, is targeted for increased development in response to the planned street car line.

Therefore, regulators and developers should review carefully the map titled Built Form Plan and the Recommendations that apply to their location of interest.

The Built Form Plan was created with a great deal of help from Neighborhood residents and business people as well as City Planning staff.

Below is a diagram of urban intensity from urban to sub-urban, a pattern of development often found in older districts developed during earlier eras of reliance on transit and walking, such as the Loring Park Neighborhood.

Synoptic documentation of urban transects are more and more often utilized as the organizing principle of form-based zoning and development codes in such districts attempting to retain or reintroduce a pattern supportive of walking and transit. Image from Fayetteville (Dover Kohl) form based code.

Building Heights

The principal recommendation of the Built Form Plan is that there should be four building heights that range from three to ten stories.

- **Intensity A:** Up to three stories
- **Intensity B:** Up to four stories
- **Intensity C:** Up to six stories
- **Intensity D:** Up to ten stories

Refer to the map titled Built Form Plan to see how this pattern is applied to the Neighborhood.

This gradation of intensity, or urban transect, is an organizing principal of the Loring Park Neighborhood, and is a pattern reinforced in the *Built Form Plan*.

Taller buildings, as allowed in locations guided Intensity D, should be located toward Downtown, along the Loring Greenway and along Hennepin Avenue. New residential towers, which would be taller than ten stories, should only be allowed in the Loring Village Activity Center and east of the Convention Center (see the Built Form Plan).



In other areas of the neighborhood such as Loring Hill’s Lower and Upper Terrace, there are parcels designated as Intensity A or B, limiting height to three or four stories in order to respect the predominate character. Additionally, building height, setback and façade design in the five sub-districts of the Loring Hill district are subject to the direction provided by the *Loring Hill Design Guidelines*, which are reflected in the Recommendations of this plan.

Finally, within Building Heights B and C as they apply in the Hennepin-Harmon district, there are special guidelines that arise from the overlay zoning for the Harmon Place Historic District.

As noted above, building height should be regulated through zoning according to the Built Form Plan. Buildings in the height range of six to ten stories should only be allowed in three locations: (1) The Activity Center, (2) along the Loring Greenway and (3) along Hennepin Avenue. Residential towers, which are defined as being taller than ten stories, should only be allowed in the Activity Center and to the east of the Convention Center.

The City's zoning regulations and map should be amended to ensure consistency with this Land Use and Built Form Plan. During review of any development applications, City staff should refer to the Built Form Plan as the Neighborhood consensus.

***Note:** To receive CLPC approval or an exception to the maximum building heights allowed by zoning, the standards in the Checklist for New Construction (found later in this chapter) should be met in addition to any other requirements normally required to receive zoning exceptions or a Special Use Permit.*

Building Frontages

Essential to creating comfortable, interesting and safe sidewalks is the design of the building walls that face the street, especially the first and second stories. The streets of the Loring Park Neighborhood are lined with a range of frontage types (*ground level building-to-street relationships*) that are worth emulating in new buildings.

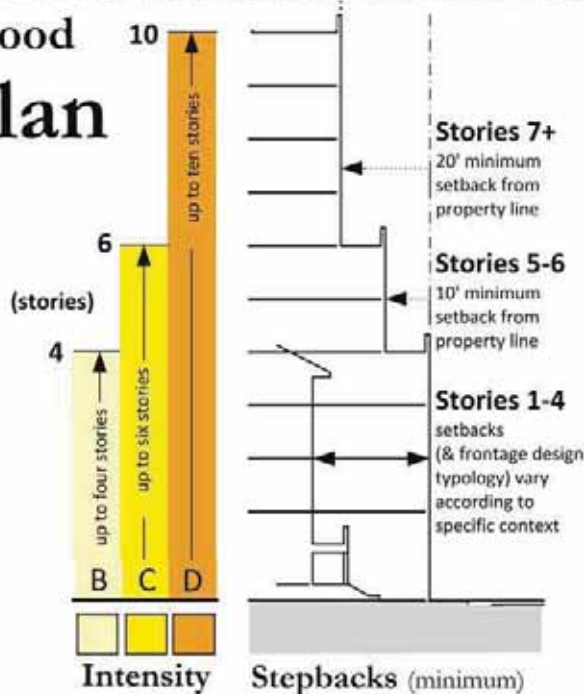
Building frontage design guidelines have been adopted for the Harmon Place Historic District and the Loring Hill district. In all other locations, architects of future buildings in the Loring Park Neighborhood should position and configure ground level walls according to City zoning requirements. This Built Form Plan provides guidance as to where ground floor commercial frontage should be either required or encouraged. Commercial frontage, in this plan, means tenant spaces, doors and windows designed for small retail or service businesses requiring enhanced visibility, or workplaces designed to engage the street through windows.



Loring Park Neighborhood Built Form Plan

Created by:
 Citizens for a Loring Park
 Community (CLPC)
 Loring Park Neighborhood Master
 Plan Steering Committee with
 assistance from City of Minneapolis
 Planning & Economic
 Development and Consultant team
 led by PETER MUSTY LLC

The Loring Park Neighborhood Master
 Plan is a community based planning
 process (www.loringpark.org), and is
 funded by:
 Neighborhood Revitalization
 Program (NRP)



-  Area in Hennepin-Harmon District not included in Loring Park Neighborhood Small Area Plan
-  Loring Hill Design Guidelines Sub-Areas
-  Harmon Place Historic District Guidelines
-  Existing Mansions
-  Ground Floor Commercial Frontage Encouraged

Checklist for New Construction

Developers of building projects in the Loring Park neighborhood are encouraged to pursue the standards that are identified below. For large projects requiring special allowances, including conditional use permits, variances, and alternative compliance in site plan review, these standards will be considered as a basis for neighborhood support.

Sustainability

- ✓ Verify sustainable design, construction and maintenance through LEED certification (or equivalent).
- ✓ Measurably contribute to each of the *Loring Park Neighborhood Sustainability Indicators*, (aka the **Loring Indicators**) - the set of neighborhood-wide sustainability benchmarks set forth in Chapter 5, Sustainability.

Historic Preservation

- ✓ Preserve, restore or adaptively re-use historic structures and landscapes.

Context Sensitive Design

- ✓ All new construction in the neighborhood should be *context sensitive* (sensitively designed to fit within the surrounding urban context). To ensure this, developers and architects of all new construction projects, whether or not the project is located within a designated historic district or is covered by an existing set of design guidelines, should be prepared to address the following:
 - How would the proposed design appropriately incorporate or respond to the surrounding historic assets?
 - How would the proposed design maintain or strengthen the existing street edge, side setbacks and landscaping of the surrounding area?
 - How would the massing of the building (height and width of component parts) be an appropriate response to the neighborhood context?

(Continued...)

Developer's Checklist (Continued...)

- How would the building composition and architectural vocabulary relate to the existing context, or how would it create a meaningful juxtaposition?
- How would the building materials be attractive and complementary to surrounding buildings?
- How would the scale, placement and character of building elements such as windows doors and roof line be complementary to surrounding buildings?
- Does the building comply with the following **upper story step-backs** required in the Built Form Plan:
 - Fifth and Sixth Stories: Set walls a minimum of 10' (ten feet) from all property lines.
 - Seventh Story and Above: Set walls no closer than 20' (twenty feet) from all property lines.

Parking

- ✓ Participate in coordinated auto parking planning efforts and strategies, including the accommodation of public and/or neighborhood parking as part of new parking accommodations.
- ✓ Provide care share service to building occupants either through member discounts for local service and/or by adding a car share vehicle(s) on site.

Recommendations

The following recommendations or policies reflect the consensus of the Neighborhood and should be used in conjunction with the Land Use Plan Map and the Built Form Plan map.

Neighborhood-Wide

2.1 Land Use Plan: Adjust Figure 1.2a, Future Land Use, in the *Minneapolis Plan for Sustainable Growth*, to conform to the map, Loring Park Neighborhood Land Use Plan, shown in this chapter.

2.2 Zoning Ordinance and Map: Conduct a Neighborhood-wide rezoning study to bring the zoning text and map into conformance with the recommendations for land use and built form of this chapter.

2.3 Building Heights and Residential Densities: Adjust zoning across the Neighborhood and review development applications according to the Built Form Plan including the recommended building heights A through C and the allowable locations for building height D. Allow exceptions to building height and density only according to the conditions set forth in this plan under Built Form Plan [and under Policy 2.29 if one of the alternatives with the mitigating measures is chosen].

2.4 Building Frontages and Upper Story Step-Backs: Adjust zoning across the Neighborhood and review development applications according to the recommended building frontage design guidelines and recommended upper story step backs.

2.5 District Parking: Facilitate shared or district parking strategies for residents, businesses and institutions in order to more efficiently use valuable urban space and to encourage economic development. District Parking may include private, institutional or publicly owned parking structures and surface lots serving multiple businesses, institutions, residents or the general public. All new parking structures should be underground or fully concealed.

2.6 Existing Surface Parking Lots: Throughout the neighborhood, advocate for the reduction of off-street surface parking and the gradual redevelopment of most off-street surface parking lots to other uses.

Anticipate requests for the redevelopment of some of the private surface parking lots in the neighborhood along with the municipal lot located at 15th Street and Nicollet Avenue. (During its review, CLPC will support such applications if consent and support are received from affected business owners, landlords or condominium owner associations.)

Ensure that remaining off-street surface parking lots meet the City requirements for signage, edge treatment and pavement condition.

2.7 Structured Parking - Below grade (vs. above-grade or surface) parking solutions should be encouraged in all situations where new parking is developed. Above-grade parking structures should only be considered if below grade solutions are not technically feasible, and as long as those structures are a) not visible from the street, b) designed for later adaptive reuse, and c) are fully integrated with multi-modal facilities such as mode transit facilities (waiting areas), bike service/parking, and car-sharing facilities. All parking facilities must conform to City requirements for entrance and exit locations, signage and minimum parking ratios.

- Parking structures that are above ground should have façade materials that harmonize with the principal building in all places where they are visually exposed to the street. Above ground parking structures should be located in the middle of blocks, out of sight of the street, with liner shops attached or detached buildings fronting the street.
- Buildings that combine housing and businesses should accommodate some of their business parking demand in a structure. The ratio of off-street, structured business parking will be negotiated on a case-by-case basis informed by a parking study and documented in a written agreement with the City.

- In larger developments, loading and trash handling should be accommodated within the structure rather than on the surface.
- Some limited private surface parking and loading is acceptable as long as it is properly located and screened from view of the street.
- New surface parking for private development should not abut the public street right-of-way. If no practical alternative exists, such parking should be screened with a low masonry wall, fence and/or plantings that are in compliance with municipal landscape standards and neighborhood design guidelines for building frontages.
- Anticipate that a business association, major institution, the City, or other such public private partnership may propose to build an independent parking structure that is open to the public on an hourly-charge basis. This may be a cost-effective way to reduce surface parking and to meet the needs of several nearby users, especially if their times of peak demand are not the same. Such structures must conform to City requirements for entrance and exit locations and for signage.
- The above policy is meant to align with the requirements of the Downtown Parking Overlay District, which requires above-grade parking facilities to have ground floor active functions and also restricts creation of new surface parking lots larger than 20 spaces.

2.8 Design Review: Citizens for a Loring Park Community should continue to offer comments to the Minneapolis Department of Community Planning and Economic Development on development applications. This Small Area Plan, adopted as an element of the *Minneapolis Plan for Sustainable Growth*, should serve as the basis for such comments and recommendations.

2.9 Shore-land Overlay District: Support a study of the State Rules regarding the Shore-land Overlay District and its applicability to urban settings such as the Loring Park Neighborhood.

Recommendations from the study should provide options for potential changes to current policy.

Loring Village

2.10 Activity Center in Loring Village: Amend the *Minneapolis Plan for Sustainable Growth* to designate an Activity Center in the Loring Village district as proposed in this plan.

2.11 Zoning for the Activity Center: Conduct a study to amend the zoning regulations in the Activity Center to eliminate the C1 and C2 classifications in favor of a more intensive mixed use classification, other than C3A or C3S, that includes high-density housing, hotels, restaurants, arts and entertainment businesses, and retail and service businesses. Current zoning regulations appear to be inconsistent with this plan. The area of change would be from 14th Street to I-94 and First Avenue to mid-block between LaSalle and Nicollet Avenues.

As guided by the Built Form Plan and the building step-back guidance, limit building heights immediately adjacent to Nicollet Avenue to six stories (four stories at the front property line).

Finally, the *Nicollet Avenue Design and Development Guidelines* (2004) should be consulted during the process of amending the zoning or reviewing development proposals.

2.12 Parking Strategy for the Activity Center: While the Activity Center is expected to rely on public transit, walking and bicycling, access by autos will be critical for success.

- Reduce surface parking in favor of structured parking that is below grade or concealed above grade.
- Small, private lots for individual businesses should continue to be allowed, particularly during the transition period, but their use should be minimized in favor of shared surface parking or, preferably, shared or district parking facilities.

- The street front appearance of any above-grade parking structure should be minimized or softened by lining them with commercial or residential buildings.
- Large surface parking lots such as the municipal lot at 15th Street should be targeted for redevelopment to a more intensive land use in keeping with the objectives of an Activity Center.
- Redevelopment applications should include a plan for accommodating the new parking demand consistent with zoning regulations and should consider providing segregated hourly rental spaces for general public use, possibly through public-private partnerships.

2.13 Mixed Housing Types for a Diverse Community:

Encourage the development of housing that serves individuals and families of all types and income levels. This includes rental and owner occupied housing, plus potential new living arrangements such as cohousing.

2.14 Hotels and Restaurants in the Activity Center:

Encourage through zoning hotels, restaurants and related uses to locate in the Activity Center, where they would be within walking distance of the Convention Center, the Nicollet Mall, transit and other Nicollet Avenue visitor services. Nightclubs, however, should continue to be prohibited along Nicollet Avenue south of Grant Street.

2.15 Collaborative Improvements in the Activity Center:

Support coordination between public agencies and private interests to achieve redevelopment, shared or district parking, street car transit, and public realm improvements in the Activity Center. Ensure that such investments are consistent with the aims of this plan. Collaborate with existing small businesses in advance of redevelopment to ensure that new investment does not inadvertently lead to the displacement of valued neighborhood businesses.

2.16 Emerson School Building and Block: Support through zoning the continued educational functions of the Emerson School

building and block. If educational use should cease there, advocate to preserve the building and site for adaptive re-use as housing or another public use. Any new construction on the site should respect the historic role and architectural scale and façade of the current building. Refer also to *Chapter 3 Protecting Historic Resources*, for a related recommendation.

This recommendation is based on the historic role of the school in the Neighborhood and its architectural compatibility with the nearby Apartment District.

2.17 Historic Apartment Area: The Historic Apartment Area spans the boundary between Loring Village and Loring Hill and includes the Courtyard Row sub-district of Loring Hill. It is the area characterized by many red brick apartment structures built in the same era, some having a narrow floor plan with a central hallway and others wrapping around a small front yard.

Zoning and redevelopment reviews in this area should strongly favor mid-density housing to a height of six stories (four stories at the front property line). Redevelopment proposals should include provisions for on-site parking for residents and visitors consistent with zoning regulations. The scale and style of development in this area is highly emblematic of the Loring Park Neighborhood and should be respected.

Hennepin-Harmon District

2.18 Harmon Place Revitalization: Through zoning and street redesign, seek to attract storefront professional offices, small shops, upper-story housing and continued college investment while protecting the integrity of the Harmon Place Historic District.

The Public Realm chapter of this plan described a proposal to reduce the number of driving lanes from four to two in order to calm traffic, introduce bicycling lanes, increase the number of parking spaces and improve greenery. That project is aimed at attracting more

pedestrians to the street (especially from the colleges on either end), improving the economic climate for small businesses, extending the bicycling route between Loring Park and the Downtown bicycle lane network, and extending in a fashion the pedestrian mall on the former Harmon Place right-of-way to the south. Harmon Place would then be more consistent with its neighbor, Yale Place, and more distinct from Hennepin Avenue.

Accomplish remodeling and development in a manner consistent with the height, setback, façade and other guidelines of the Historic District zoning overlay district. (See the boundaries of the historic district elsewhere in this plan.)

2.19 Minneapolis Community and Technical College:

Support implementation of the MCTC campus master plan that sets a course for future expansion to occur with the current campus boundaries.

New buildings or redevelopment in the Historic District are not discouraged but should observe the zoning overlay and the *Historic District Design Guidelines*.

CLPC will continue to collaborate with the college on issues of sustainability and reducing homelessness.

2.20 Harmon Place Historic District:

The relevance and importance of the *Harmon Place Historic District Design Guidelines* are hereby reaffirmed and supported. No modifications are recommended by this plan to the boundaries of the district.

The Loring Greenway District

2.21 Land Use and Built Form: Maintain the present land use and built form of the Loring Greenway district through the Land Use Plan of the *Minneapolis Plan for Sustainable Growth* and the Minneapolis zoning ordinance, as reinforced by the Land Use Plan and Built Form Plan in this document.

- Maintain the quality of the current building stock and pursue opportunities to increase energy efficiency and general sustainability.
- Encourage interactive uses with transparent building frontage at ground level areas along the Greenway and adjacent streets.

Loring Hill

2.22 Pattern of Land Use: Plan the general future use of land in Loring Hill according to these categories from the *Minneapolis Plan for Sustainable Growth* as illustrated by the Land Use Plan map:

- Urban Neighborhood
- Mixed Use
- Public and Institutional

2.23 Zoning in Loring Hill: Conduct a study to adopt new zoning regulations for Loring Hill that implement the policies of this plan. The current OR-3 zoning classification is judged to be insufficient as a means of preserving the historic character of Loring Hill, and as a means of achieving the land use and urban design objectives stated in this plan for Loring Hill. It is very widely believed by area residents that the height and bulk that is allowed by the OR3 zoning district is too great in the context of the historic urban fabric of the hill.

The zoning study should consider adding a provision to the Zoning Code that would allow “conservation districts,” which are described

and defined in Chapter 3, Protecting Historic Resources, and in the *Minneapolis Plan for Sustainable Growth* Chapter 8, Heritage Preservation. Loring Park Neighborhood's Apartment District and Mansion District would be appropriate locations to apply the conservation district.

Planners from the Minneapolis Department of Community and Economic Development should consult with Citizens for a Loring Park Community to devise new regulations.

Loring Hill Design Guidelines:

2.24 Recognition of Loring Hill Design Guidelines (2006): Recognize that the initial guidance for this Neighborhood land use plan as it pertains to Loring Hill is the *Loring Hill Design Guidelines*, adopted by Citizens for a Loring Park Community in 2006. Some elements of that document have been changed or clarified for this plan, however. The wording of this master plan takes precedence and all applicable policies have been added to the plan without a requirement to refer back to the guidelines document itself.

2.25 Design Review in Loring Hill: As required in the Minneapolis Zoning Code (Sections 525.340 and 547.110), review each application for conditional use permit, variance or building height increase in the context of the immediately surrounding development.

2.26 Design Principles for Loring Hill: The following design principles for Loring Hill should be followed:

Foundation The appearance of future renovation or redevelopment in the Loring Hill district should be consistent with the *Loring Hill Design Guidelines* as included in this neighborhood plan.

Loring Hill Is Not Downtown Loring Hill faces Downtown across Loring Park but is not part of Downtown even though the northern edge of the Loring Park Neighborhood is sometimes considered the southern edge of Downtown.

Relationship to Loring Park Most of the Loring Park Neighborhood focuses on Loring Park. This is particularly true of Loring Hill, which overlooks the park like amphitheatre seating to a stage. Therefore, development should reinforce the relationship between Loring Hill and Loring Park by limiting building height, providing outdoor seating terraces, creating mid-block pedestrian passages that link second-tier sidewalks to the park frontage, and offering a continuous band of windows and doors toward the park.

Hillside Impression Development should reinforce the image of Loring Hill being a hillside neighborhood that forms an edge to Loring Park and sweeps up to the Loring Heights and Lowry Hill Neighborhoods.

Generally, buildings on Loring Hill should be three or four stories in height, which is presently the predominate pattern. However, taller buildings may be located immediately along the freeway in portions of the South Edge, Upper Terrace and Courtyard Row sub-areas. Buildings along 15th Street in the Lower Terrace and Courtyard Row sub-areas should respect that height limitation as should buildings in the Clifton Avenue core of the Lower and Upper Terraces.

Certain sites that straddle the steepest part of the hillside, such as between Oak Grove Street and Clifton Avenue, should incorporate design that appears to step the building up the slope rather than presenting an abrupt transition in height.

Clifton Place and Clifton Avenue, the core streets of Loring Hill, are characterized by mansions and lawns. This visual impression should be protected through zoning.

View corridors toward downtown and other landmarks should be preserved from public spaces.

Harmony Infill and redevelopment buildings should be designed to respect nearby structures in terms of height, bulk, setbacks, views, façade materials, fenestration, historic architectural references, edge treatments, parking location and parking access. The appearance of new buildings should complement the appearance of Loring Hill. New interpretations of old forms are

to be permitted as long as the overall result provides a sense of harmony and continuity within the sub-area. Transitions between differing building types along a street should seek a design that respects both.

Relationship of Buildings to Streets To enhance the walking environment, frontage design and the relationship of buildings to the public sidewalk and street should follow the principles established in the this neighborhood plan.

See later recommendation for more details on the six frontage typologies (building-to-street relationships) that were identified: Storefront, Doorway, Porte Cochere, Courtyard, Porch Yard, and Front Yard.

Mixed Use Development Buildings located in the Mixed-Use land use plan district (which lines Loring Park, as illustrated by the Land Use Plan map) should include spaces for retail, service, office or hospitality businesses in combination with housing; where appropriate. Businesses that generate pedestrian traffic, provide day and evening activity, and present visually interesting front windows are most welcome at street level along 15th Street of Loring Hill.

Parking New development in Loring Hill should accommodate all of its parking demand on site and not expect to use the overburdened street parking system. Alternatively, some parking demand may be satisfied through permanent arrangements with off-site parking structures that may be privately-owned. Parking structures should be located beneath buildings as opposed to being stand-alone, above-grade structures.

Greenery Plantings should be maintained and enhanced among the buildings on Loring Hill in order to soften the density, improve aesthetics and connect the Hill visually to the Park. A balance should be found between landscape and buildings as demonstrated by the churches and detached mansions at the heart of Loring Hill.

Personal Security Buildings should provide “eyes on the street” through the generous use of windows and transparent doors that

face streets, parking and other walkways, both at street and upper levels.

2.27 Small Hotels: Allow through amendments to the zoning ordinance small hotels or bed-and-breakfast inns as an adaptive re-use of mansions on Loring Hill or apartment buildings facing Loring Park (whether existing or new).

2.28 The Loring Park Edge: Amend zoning to allow restaurants, sidewalk cafes, small hotels and bed-and-breakfast inns along 15th Street and a portion of Willow Street on the southern and southeastern sides of Loring Park. The current zoning regulations are not consistent with this plan.

It is essential that such businesses are visually sensitive to the historic architecture of the on-site and adjacent buildings and have doors and windows facing the park, particularly if they are part of redevelopment. These land uses may complement the potential small hotels or bed-and-breakfast inns described in a related recommendation.

The intent of this recommendation is to take advantage of the beauty of Loring Park and add to the diversity and urban interest of the Neighborhood.

2.29 Loring Hill Land Use Sub-Areas: Regulate land use and urban design on Loring Hill on the basis of these sub-districts (refer also to graphic on the next page):

Lower Terrace - The Lower Terrace represents the “neighborhood center” of Loring Hill and has characteristics of a small village. Mansion type buildings with defined yards “hold” the corners at Clifton Place and Oak Grove and at Clifton Place and Groveland Terrace. The Hennepin Avenue United Methodist Church parsonage terminates the south-facing vista of Clifton Place. This street is also a significant north-south connector street that frames views of the church steeple.

Upper Terrace - Similar in character to the Lower Terrace, the Upper Terrace is located further up the hill from the Lower Terrace. This sub-area contains three of the five locally registered historic buildings as well as several other historically-supportive properties.

Courtyard Row - One of the more urban and dense collections of residential buildings in the area is referred to as “Courtyard Row.” This area is mostly a consistent arrangement of 3.5-story apartment buildings that exhibit a very tight relationship to the street. Distinct courtyard buildings provide a unique character to the architecture. Oak Grove is one of the most intimate, pedestrian-friendly streets in the area.

South Edge - Situated against the I-94 right-of-way, the South Edge contains the most recent development, the Groveland building. Summit House, a pair of 20-story condominium towers, is located in this sub-area.

Institutional Heart - Hennepin Avenue United Methodist church, the 510 Groveland Building, and St. Mark's Episcopal Church stand as landmarks along Hennepin Avenue.



Figure 2F



2.4 REGULATING PLAN

The Guidelines are organized by the Regulating Plan, which illustrates the sub-area boundaries and related guiding information. The Regulating Plan provides a graphic based approach to the guidelines by cross-referencing the sub-areas with the guidelines matrix. The matrix specifies appropriate building types, frontage types and street types for the various sub-areas and references architecture and landscape architecture standards. It also indicates public views that should be protected, potential locations for shared parking, locations for pocket parks/plazas and a proposed pedestrian connection to Loring Park. The area within the red dotted line is an area that could possibly accommodate additional height, subject to the OR-3 zoning requirements.



LEGEND	
	PARK / PLAZA
	POTENTIAL DISTRICT PARKING
	DELL PLACE REALIGNMENT
	CONNECTION TO LORING PARK
	PRINCIPAL VIEWSHED
	ARCHITECTURAL FEATURE / TERMINATED VISTA
	AREA FOR POTENTIAL ADDITIONAL HEIGHT AND DENSITY

SUB-AREA	BUILDING TYPE	STREET TYPE	FRONTAGE TYPE	ARCHITECTURE STANDARDS	LANDSCAPE STANDARDS
LOWER TERRACE	I	S1, S3	F3, F4, F5, F6	ALL APPLY	ALL APPLY
UPPER TERRACE	I	S1	F3, F4, F5, F6		
COURTYARD ROW	II, III, IV	S2, S3	F1, F2, F3, F4		
SOUTH EDGE	III, IV, V, VI	S1	F3, F4		
INSTITUTIONAL HEART					

Guidelines Matrix

2.30 Buildings, Frontages and Architectural Standards in Loring Hill: Review applications for redevelopment and remodeling in Loring Hill according to the following elements of the *Loring Hill Design Guidelines* and the height limitations shown in the subsequent Recommendation.

Building Types

- I Terrace building
- II Courtyard or small apartment
- III Large rental apartment or condominium building
- IV Mixed use or office building
- V Residential tower building *
- VI Parking building **

* Only if the residential tower building meets all of the requirements set forth in this plan for exceptions to height limits.

** Any parking structure must be fully below the surrounding grade.

Frontage Types

- F1: Storefront: Typical for mixed-use and office buildings
- F2: Doorway: Typical for apartment buildings
- F3: Porte Cochere: Common for condominiums and institutional buildings
- F4: Courtyard: Common for a variety of multi-family buildings
- F5: Porch Yard: Typical for detached buildings
- F6: Front Yard: Typical for detached buildings

Sub-District	Building Type	Frontage Type	Architectural Standards	Landscaping Standards
Lower Terrace	I	F3, F4, F5, F6	All Apply	All Apply
Upper Terrace	I	F3, F4, F5, F6		
Courtyard Row	II, III, IV	F1, F2, F3, F4		
South Edge	III, IV, V, VI	F3, F4		
Institutional Heart	Not applicable	Not applicable	Not applicable	Not applicable

Refer to the *Loring Hill Design Guidelines*, for graphic and written descriptions of:

- Building Types Page 6
- Frontage Types Page 11
- Architectural Standards Page 13
- Landscaping Standards Page 14

2.31 Building Heights in Loring Hill: Limit building heights within each Loring Hill sub-district according to the Built Form Plan. Regardless of height, new buildings in Loring Hill are expected to conform to principles and guidelines expressed in this section of the plan.



Chapter 3

Protecting Historic Resources

This chapter of the *Loring Park Neighborhood Small Area Plan* addresses the protection and enhancement of Loring’s historic built resources, with emphasis on the following:

History of the Loring Park Neighborhood

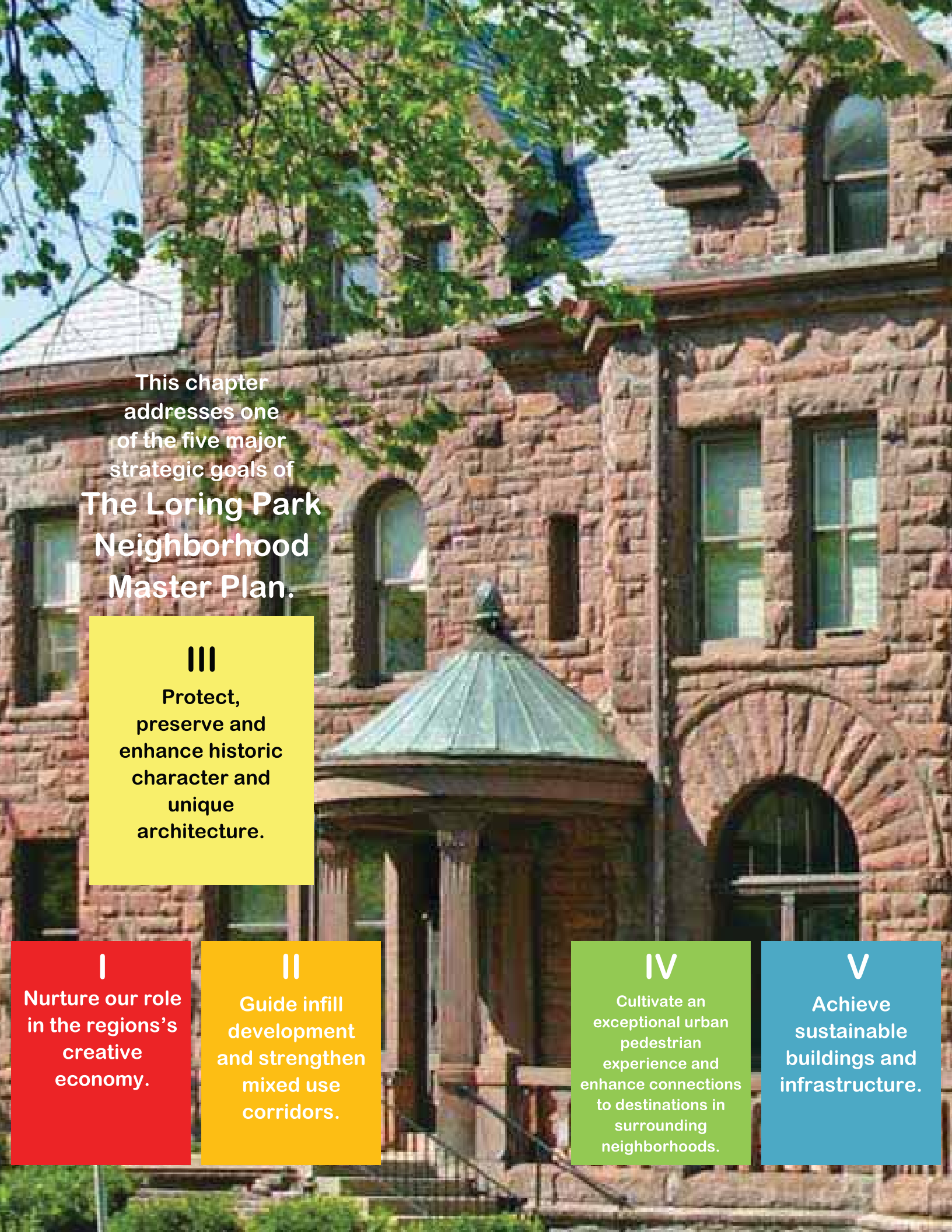
Historic Properties and Landmarks

Historic Districts

Context Sensitive Design of New Construction

Adaptive Reuse of Buildings

The *Recommendations* that are listed at the end of the chapter will be performed primarily by the City of Minneapolis, so their participation is implied although not stated in each action. The City of Minneapolis would be ultimately responsible for regulating land development and implementing zoning to reflect the aspirations of this plan. As a plan produced and also formally adopted by CLPC board members, this document will serve as guidance for initiatives at the community level. This document is intended to be adopted as an amendment to the Minneapolis Comprehensive Plan as a Small Area Plan.



This chapter addresses one of the five major strategic goals of **The Loring Park Neighborhood Master Plan.**

III

Protect, preserve and enhance historic character and unique architecture.

I

Nurture our role in the region's creative economy.

II

Guide infill development and strengthen mixed use corridors.

IV

Cultivate an exceptional urban pedestrian experience and enhance connections to destinations in surrounding neighborhoods.

V

Achieve sustainable buildings and infrastructure.



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Chapter 3 Protecting Historic Resources

PDF files of this chapter and the entire master plan can be found at the City of Minneapolis Community Planning & Economic Development (CPED) webpage dedicated to approved city plans and at Citizens for a Loring Park Community (CLPC) webpage: www.loringpark.org



Frontispiece image:

Alden H. Smith House (Wells Mansion)
1403 Harmon Place

“...with its fine stone masonry, round-arched windows, and gabled, hipped roof, is an excellent example of Richardsonian Romanesque architecture. Designed in 1887 by one of Minneapolis’ most prominent architects, William Channing Whitney, this house was built in one of Minneapolis’ most fashionable turn-of-the-century neighborhoods. The house bears the name of the man who had it built, Alden H. Smith, a wealthy Minneapolis businessman. Smith earned his fortune as co-owner of the Smith & Wyman Sash and Door Company. Today it is one of the only surviving mansions on Harmon Place”

– excerpt from Minneapolis Heritage Preservation Commission website, 12/13/2012

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 - Adaptive Reuse of Mansions
- Recommendations 27



Image: Winter-time photograph looking southwest towards (present day) Saint Mark's Episcopal Cathedral. Historic photo of Loring Park made available by Ione Siegel.

The History of the Loring Park Neighborhood

The history of the Loring Neighborhood's built environment is unusually deep, representing many layers of development and redevelopment. The focal point for much of the neighborhood's early development was the area that is now included in Loring Park. In its natural state, the spring-fed lake at the center of the present-day Loring Park was little more than a pond surrounded by an expanse of boggy land. For many years, the marsh was a popular hunting and fishing place for Native Americans. When European Americans began to arrive in the area during the mid-1850s, the pond became known as "Johnson's Lake" after the family that farmed its verges.

In the early years of Minneapolis, Johnson's Lake was considered to be a remote rural area. As the city expanded outward from Bridge Square, the pond, with its "pure water . . . fine growth of deciduous trees . . . and emerald turf," quickly made it an obvious location for the city's central park. [David Smith, Loring Park Manuscript, 67.] But by the time it was formally incorporated into the city's nascent park system in 1883, Johnson's Lake was connected to the core of the city by a network of streets and horse-drawn streetcars.



Above: Winter-time evening photo of St. Mark's Episcopal Cathedral looking southwestward across Loring Park, taken by Bill Weber during 'Light Up Loring' Event in the winter of 2011.

Below: Across Willow St from Loring Park; a recently completed adaptive reuse and housing redevelopment of a block with the former Eitel hospital.



As the center of the city's commerce moved steadily southward from St. Anthony Falls, the captains of local industries followed suit, building their mansions on the shores of the newly renamed and by now heavily-managed landscape of Loring Park. Churches and other institutions that served this wealthy population were eventually erected. After the turn of the Twentieth Century, automobile dealers established their showrooms along Harmon Place, in part for the convenience of their wealthy patrons.

A few years later, the area between the maturing downtown and the mansion district was populated by well-appointed hotels and apartments that drew a well-to-do middle class clientele who could enjoy a suburban lifestyle near the city center. This stable middle-class life was interrupted by construction of a freeway that effectively cut the Loring Neighborhood off from points to the south and west, and created a cohesive walled district that was forced to squarely address the most urban part of Minneapolis.

In the last third of the Twentieth Century, demographic changes, redevelopment policies, and development pressures further compromised the historic unity of the neighborhood. Examples of this include development that is out of scale with historic pattern, and development that negatively impacted the traditional urban street network. With all that has been lost, enough historic properties remain to provide a context that is truly historic.

A key challenge facing the community in the future is to allow new development that acknowledges and respects Loring's unique historic built character while enabling the neighborhood to creatively and constructively add another layer to its long and vibrant history.









To this end, The Loring Park Neighborhood Master Plan contains in all chapters provisions for guiding new development with an eye towards the protection of the existing urban fabric. The previous Land Use Chapter provides specific guidance for new development. The following Chapter on Public Realm guides new public investments in streets and public spaces. This chapter renews efforts and reinforces policies on several fronts related to protection and enhancement of the existing built environment.

Figure 3A



Data: City of Minneapolis, Hennepin County. Map Produced by MJan, 11.30.2010

Era of Construction

	no bldg/info		1946 - 1960
	before 1880		1961 - 1980
	1880 - 1900		1981 to present
	1901 - 1945		Loring Park Neighborhood Boundary



0 200 400 800 Feet

PETER MUSTY LLC



The **Basilica of Saint Mary**, at 88 North 17th Street, is one of several major churches in the neighborhood. Significant for its interior and exterior, the church received National Register Designation in 1975 and was locally designated in 1986.

“..Plans to construct a new church to replace the Church of the Immaculate Conception were announced Christmas Day 1903. The old church, constructed in 1871 at Third Street and Third Avenue North, had been engulfed within the expanding warehouse and industrial district. In 1905 a one-block parcel on Hennepin Avenue was donated and became the future site of the new church. Emmanuel Louis Masqueray, architect of the new St. Paul Cathedral, was commissioned for the project. Exterior construction lasted for nearly six years, while interior construction was not fully complete until 1925. The main entrance to the Basilica is a grand colonnaded portico with a rose stained glass window 15 feet in diameter centered directly above the entrance. The main body of the building is composed of a clerestoried nave with an aisle on either side. The spacious nave, seating nearly 3,000, is lit by five large arched stained glass windows (a total of sixty stained glass windows are found throughout the building). The sanctuary, located at the north end of the nave, features a marble altar and a domed roof that rises 138 feet above the floor. The colors used throughout are those of the Virgin Mary: white for purity, blue for truth, red for love, and gold for glory. The installation of eight double bronze doors containing the symbols of the apostles and the evangelists was made in 1954. This installation completed the structural requirements that make a church a basilica. The Basilica of St. Mary is the only basilica in the Upper Midwest....”

– excerpt from Minneapolis Heritage Preservation Commission website, 12/13/2012



Historic Properties & Landmarks

The Loring Park Neighborhood is richly endowed with formally designated historic properties and landmarks. This section discusses the varying levels of local and national historic designation of individual landmark properties and districts:

Historic Surveys

Nationally Designated Historic Properties

Locally Designated Historic Properties

Properties of Potential Significance

Protection of Other Buildings & Urban Fabric

Historic Surveys

University of Minnesota architectural historian Donald Torbert featured many of the neighborhood's significant homes and churches in his seminal 1951 study of Minneapolis architecture. The city wrote a preservation ordinance and established a Heritage Preservation Commission in 1972. A team of students and faculty members from the University of Minnesota began the first comprehensive architectural survey of the city in 1980. Many Loring Neighborhood landmarks were identified in that early study, and a number of them were subsequently nominated to the National Register of Historic Places or locally designated.

Loring's historic preservation activities and roster of historic resources were a major focus of Metropolitan State University history professor and former legislator Steve Trimble's 1990 history of the neighborhood. Local historian Carole Zellie completed a study of automobile-related properties along Harmon Place in 2001 (*The Harmon Place Historic District: Final Report*); and Meade and Hunt revisited the neighborhood in 2008 to update the 1980 survey (*Find at www.loringpark.org: Historic Resources Inventory: Historic Resources in the Loring Park and Elliot Park Neighborhoods, Resurvey of Lowry Hill East Neighborhood*). These investigations resulted in a number of National Register nominations, local designations and added scores of listings to the city and state's inventories of properties that exhibit some degree of historic significance.

Formally designating a resource as "historic" is not an arbitrary process. Designated resources must meet stringent and well-established guidelines. A "resource" may be a building, structure, object, site, or district. It may be deemed to be eligible for local designation and for listing on the National Register of Historic Places.



During the 2010-2011 community based Master Plan process, extensive time and effort was put forward by volunteer community members to communicate their values and desires regarding the protection of their neighborhood. At focus groups, interviews, workshops, (see Appendix) and through ongoing neighborhood level committee work, stakeholders communicated the importance of Loring's architecture and unique urbanism.

John Lauber (pictured above), a historic preservation and planning professional on the Master Plan consulting team, performed an informal field survey during the Discovery phase...an update to his previous work on the 2008 Historic Resources Survey that included Loring Park Neighborhood.





“A significant property must be at least fifty years old and meet one of five established criteria:

Be associated with a historically significant event or pattern of events.

Be associated with a historically significant person.

Embody features of an architectural style, exemplify achievement in engineering or represent the work of an important architect, engineer or artisan.

Have the ability to yield information about a significant event or period (usually reserved for archaeological sites).

Retain integrity of location, design, setting, materials, workmanship, feeling and association....”

Nationally Designated Historic Properties

Properties that are significant to local, state, or national history may be eligible for listing in the National Register of Historic Places. National Register properties are protected from adverse effects caused by federally funded or sponsored activities. Rehabilitation work involving participation by the federal government must be completed in accordance with the Secretary of the Interior’s Standards for Rehabilitation. The following structures are individually listed on the National Register of Historic Places:

- a. **Architects and Engineers Building *** - 1200 2nd Ave So.
- b. **Basilica of St. Mary *** - Hennepin Avenue at 16th Street
- c. **Elbert Carpenter House *** - 314 Clifton Avenue
- d. **Eugene Carpenter House *** - 300 Clifton Avenue
- e. **Eitel Hospital** - 1367 Willow Street
- f. **Alden H. Smith House *** - 1403 Harmon Place
- g. **Swinford Apartments & Townhouses *** - 1213-21, 1225 Hawthorne Ave
- h. **Wesley Methodist Church *** - 101 E. Grant St
- i. **Westminster Presbyterian Church** – 83 12th St. So.

** - properties asterisked above are also Locally Designated Historic Properties*

The properties above are identified on the map graphic on Page 12 of this chapter titled *Historic Designations in the Loring Park Neighborhood*.

Locally Designated Historic Properties

Properties that are deemed significant to the history of Minneapolis, but that may not have been evaluated for listing on the National Register, may be locally designated. The criteria for local designation are a slightly expanded version of those used to evaluate National Register properties.

Under the city's historic preservation ordinance, rehabilitation work on locally designated properties is subject to review by the Minneapolis Heritage Preservation Commission, and work must be completed in accordance with the Secretary of the Interior's Standards for Rehabilitation.

Work on properties located within designated historic districts is governed by design guidelines developed specifically to preserve significant, and character defining features of the district.

The following are locally designated individual landmarks:

- j. **Charles C. Bovey House** - 400 Clifton Avenue
- k. **Loring Theater** - 1407 Nicollet Avenue
- l. **Rowhouses** - 115-119 West 15th Street
- m. **The Woman's Club of Minneapolis** - 410 Oak Grove St.
- n. **Henry E. Ladd House** – 131 Oak Grove Street
- o. **Dunne Mansion (The Lund House)** - 337 Oak Grove Street
- p. **D.H. Lyon House** - 419 Oak Grove Street
- q. **C.B. Lyon House** - 425 Oak Grove Street

The properties above are identified on the map graphic on Page 12 of this chapter titled *Historic Designations in the Loring Park Neighborhood*.

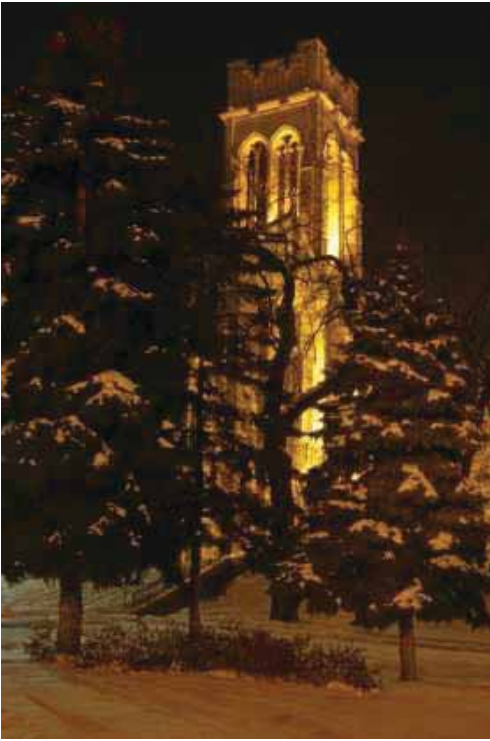


Properties may be locally designated if they...

- *...are associated with significant events, periods, or broad patterns of cultural, political, economic or social history.*
- *...are associated with the lives of significant persons/groups.*
- *...contain or are associated with distinctive elements of city or neighborhood identity.*
- *...embody distinctive characteristics of an architectural or engineering style, type, or method of construction.*
- *...exemplify a landscape design or development pattern distinguished by innovation, rarity, uniqueness, or quality of design or detail.*
- *...exemplify the work of master builders, engineers, designers, artists, craftsmen or architects.*
- *...may yield or be likely to yield information important in prehistory or history.*

For more information on the process for local designation, go to the website of the Minneapolis Heritage Preservation Commission:

<http://www.ci.minneapolis.mn.us/hpc>



Properties of Potential Significance

The following buildings have historic significance and contribute to the historic character of the neighborhood. Efforts should be made to protect these resources. Opportunities include historic designation, compatible zoning, conservation districts, historic districts, and /or adaptive reuse.

For the properties listed below, see corresponding *Recommendation 3.1 Potential Historic Designations (Properties & Districts)* at the end of this chapter:

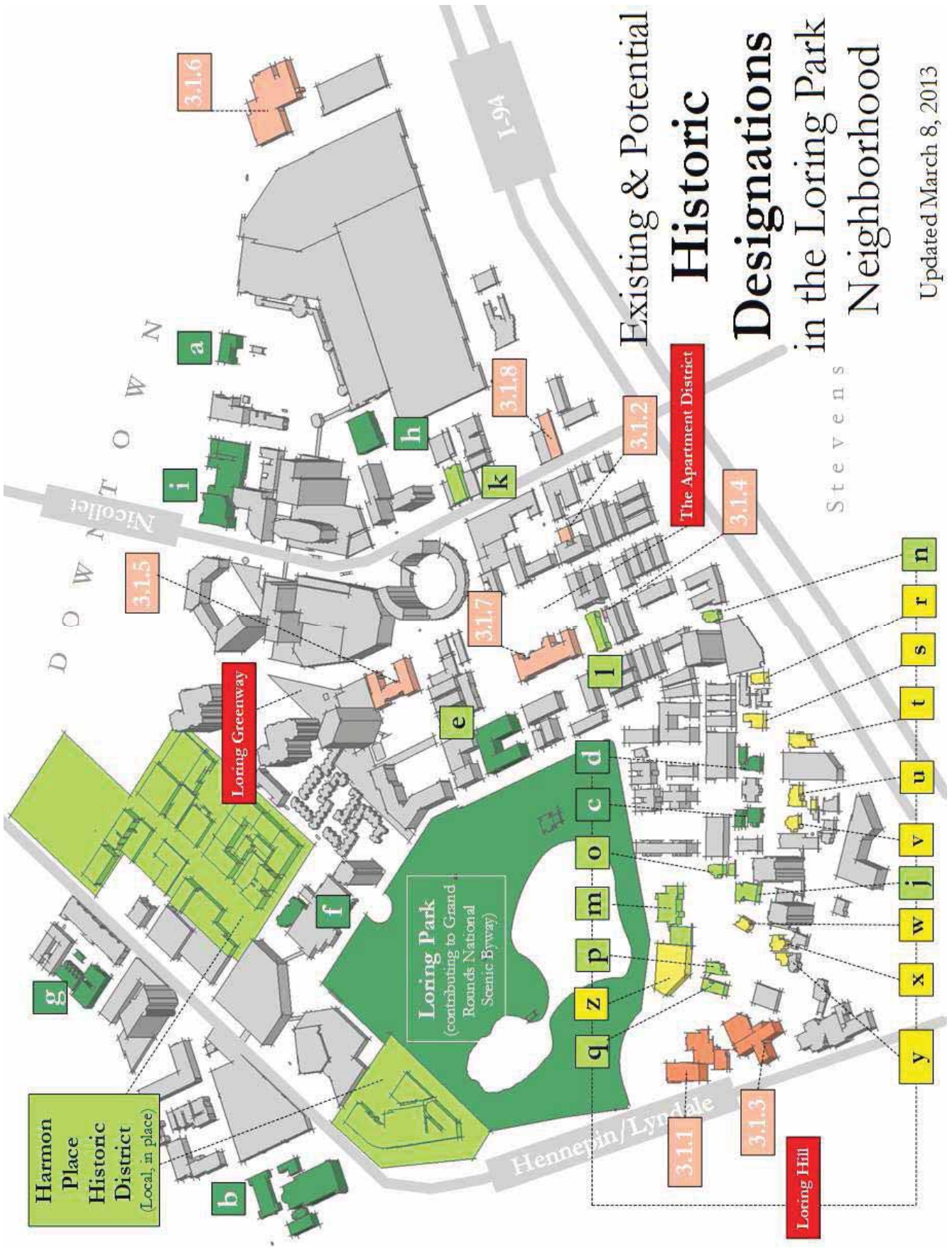
- 3.1.1 **Saint Mark's Episcopal Cathedral** - 519 Oak Grove Street
- 3.1.2 **19 Bar** - 19 West 15th Street
- 3.1.3 **Groveland Place** - 510 Groveland Avenue
- 3.1.4 **Small House** - 1507 Spruce Place
- 3.1.5 **Maryland Hotel** - 1346 La Salle Avenue
- 3.1.6 **Central Lutheran Church** - 333 South 12th Street
- 3.1.7 **Emerson School** - 1421 Spruce Place
- 3.1.8 **The Flame** – 1523 Nicollet Avenue

The properties above are identified on the map graphic on page 12 of this chapter titled *Historic Designations in the Loring Park Neighborhood*.

Top left: bell tower of Saint Mark's Episcopal Cathedral (during Light Up Loring 2010); Left: south façade of Groveland Place; Above: the sanctuary of Central Lutheran Church

Existing & Potential Historic Designations in the Loring Park Neighborhood

Updated March 8, 2013



Properties on National Register of Historic Places



- a. Architects and Engineers Building* - 1200 2nd Ave So.
- b. Basilica of St. Mary* - Hennepin Avenue at 16th Street
- c. Elbert Carpenter House* - 314 Clifton Avenue
- d. Eugene Carpenter House* - 300 Clifton Avenue
- e. Eitel Hospital - 1367 Willow Street
- f. Alden H. Smith House* - 1403 Harmon Place
- g. Swinford Townhouses* - 1213-21, 1225 Hawthorne Ave
- h. Wesley Methodist Episcopal Church* - 101 E. Grant St
- i. Westminster Presbyterian Church - 83 12th St. So.

* - also *Locally Designated Properties*

Locally Designated Properties



- j. Charles C. Bovey House - 400 Clifton Avenue
- k. Loring Theater - 1407 Nicollet Avenue
- l. Rowhouses - 115-119 West 15th Street
- m. The Woman's Club of Minneapolis - 410 Oak Grove St.
- n. Henry E. Ladd House - 131 Oak Grove Street
- o. Dunne Mansion (The Lund House) - 337 Oak Grove St.
- p. D.H. Lyon House - 419 Oak Grove Street
- q. C.B. Lyon House - 425 Oak Grove Street



Inventoried Properties, Contributing to Potential Historic District *

- r. The Welles House - 228 Clifton Avenue
- s. The Lamb House - 236 Clifton Avenue
- t. Arthur C. Andrews House - 245 Clifton Avenue
- u. The Lane House - 309 Clifton Avenue
- v. The Sikes House - 317 Clifton Avenue
- w. The Passmore House - 410 Clifton Avenue
- x. The Keith House - 421 Clifton Avenue
- y. Chas. A. Nimocks House - 431 Clifton Avenue
- z. National Life Insurance Company - 430 Oak Grove



Properties w/ Potential for Local Designation

- 3.1.1 St Mark's Episcopal Cathedral
- 3.1.2 19 Bar
- 3.1.3 Groveland Place - 510 Groveland Ave
- 3.1.4 House - 1507 Spruce Place
- 3.1.5 Maryland Hotel 1346 LaSalle Avenue
- 3.1.6 Central Lutheran Church
- 3.1.7 Emerson School
- 3.1.8 The Flame - 1523 Nicollet Avenue

* See chapter for more information about the 2008 Historic Resources Inventory



Districts w/ Potential for Local or Conservation District Designation

- + Loring Greenway
- + Loring Hill (Mansion District) - see Recommendation 3.1.9
- + The Apartment District - see Recommendation 3.1.10



This Apartment Building at 306 Oak Grove Street is typical of older hotels and walk-up apartment buildings stretching through an Apartment District from Loring Hill down through Loring Village. Many such as this are endowed with beautiful central stoop stairway/entryways, engaging upper story balconies, Some have interesting garden level commercial uses. The continuous assemblage of these buildings greatly enhances the walk-ability of streets like Oak Grove, Spruce, 15th and LaSalle - for many Loring residents an important element of their beloved urban lifestyle.

Protection of Other Buildings & Urban Fabric

In addition to resources that have been or are potentially eligible to be formally designated as historic, Loring also retains a large number of properties that contribute to the overall appeal and character of their districts.

Building types such as the older shop-front mixed use buildings along Harmon and Nicollet, the old hotels and walk up apartment buildings in Loring Village, and the mansions of Loring Hill, are three examples of collectives of structures that contribute to a greater whole. Although these resources have not been formally recognized, individually they contribute to and collectively define the highly valued character and urban fabric of the neighborhood.

Protection of such properties and the character of their districts, are addressed in the next sections of this chapter.

This is a photo of an alley in the Fawkes block, at the western end of the Harmon Place Historic District.



Historic Districts

National Register Historic Districts



Loring Park & Grand Rounds

Although Loring Park is not individually eligible for the National Register due to recent improvements, it has been determined to be a contributing resource within the Grand Rounds National Scenic Byway. The nomination for this linear historic district is still in process.

Aside from Loring Park's participation in the Grand Rounds, there are no districts within the Loring Park Neighborhood that currently would qualify as National Register districts. For more information about this nomination see:

<http://www.minneapolis-parks.org/grandrounds/home.htm>

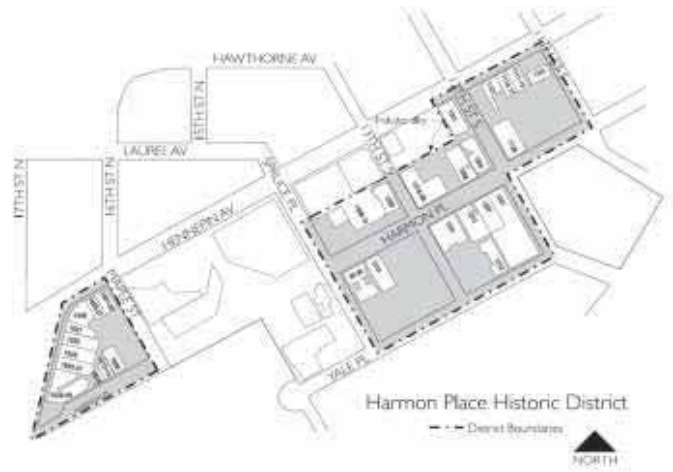
Existing Local Historic Districts

The Loring Park Neighborhood has one locally designated historic district in place, and two other districts with varying degrees of potential for local designation:

For other recommendations related to Harmon Place, see sections in: Adaptive Reuse of Buildings (later in this chapter), Chapter 4 Public Realm, and Chapter 2 Land Use & Built Form.

Harmon Place Historic District

(Designated in 2001) The Harmon Place Historic District (3 images to right) was locally designated for both its historic associations with the city's early automobile industry and for its architectural character. This district includes 42 properties (26 contributing; 16 non-contributing) and is governed by the *Harmon Place Historic District Design Guidelines*. Undeveloped sites provide an opportunity to reinforce the character of this district. Heavy foot traffic linking Minneapolis Community and Technical College and University of St. Thomas creates the opportunity for small business development at street level.



Potential Local Historic Districts

Loring Greenway

The Loring Greenway (image at immediate right) is a three block long pedestrian corridor connecting Nicollet Mall and Loring Park. Designed by M. Paul Friedberg, the greenway was constructed in 1975 as the centerpiece of a large urban renewal project that brought hundreds of new housing units to the neighborhood. The 2008 Historic Resources Survey of the neighborhood states that it is an important example of modern landscape design.



Loring Greenway

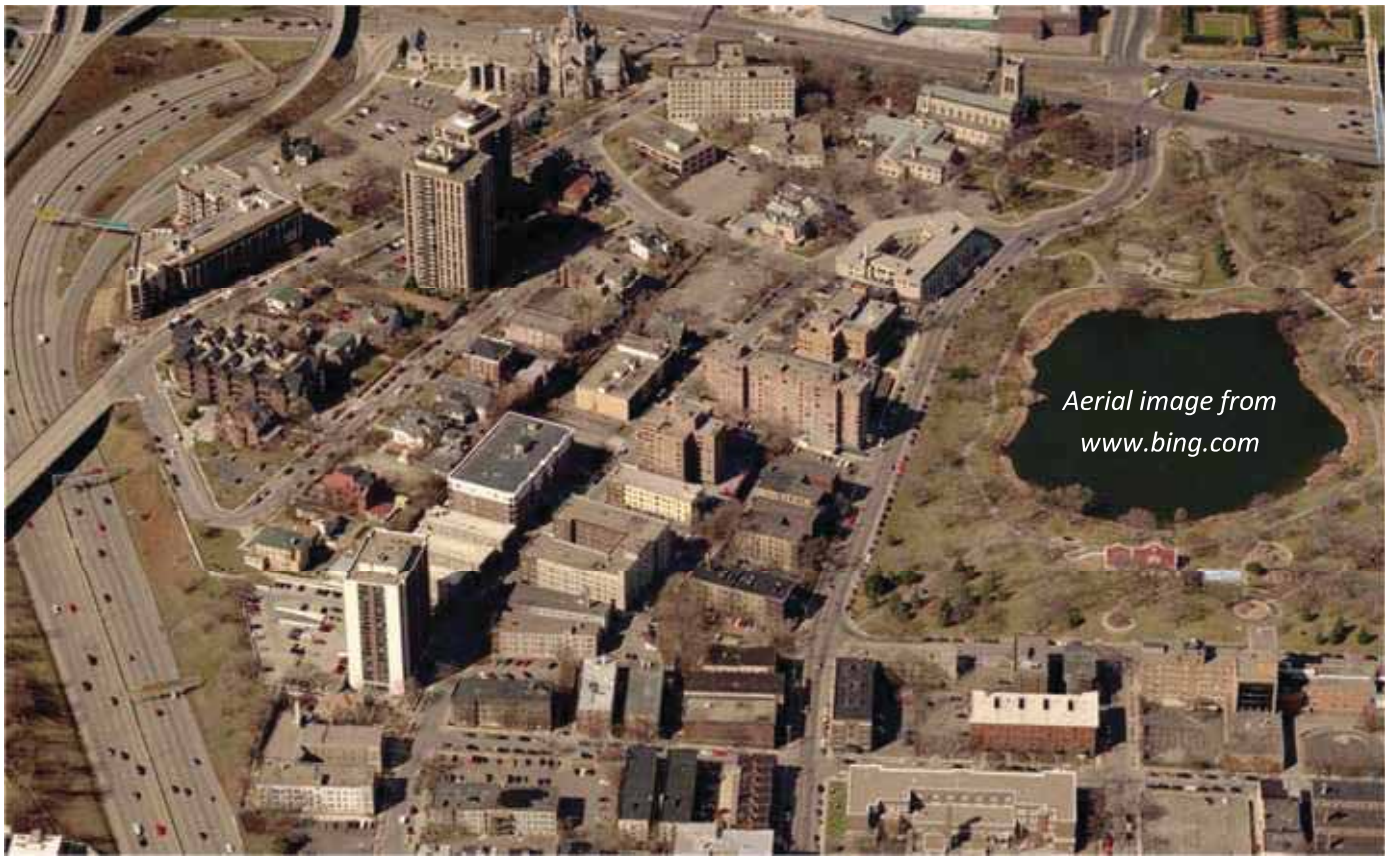
Loring Hill

This area is a terraced hillside neighborhood south of Loring Park. It consists largely of monumental, architect designed homes and mansions. This area was home to many of Minneapolis' most prominent citizens in the years immediately before and after 1900.

The district contains many properties that are locally designated or individually listed on the National Register of Historic Places. The area retains most of its significant buildings and public realm which embody a traditional development pattern. That unique pattern consisted of mansions and residential hotels terraced on a hillside overlooking downtown and the city's central park. The area has many properties which would contribute to a potential historic district and Loring Hill has definite historic significance to the city.



The Woman's Club of Minneapolis



For these reasons, Loring Hill may be eligible for local historic district designation. The designation process would require further study to confirm historic district eligibility. The city is currently drafting an ordinance that would establish Conservation Districts as an alternative approach to preservation. Depending on the final shape of the ordinance this may also be an option (see Page 21 Conservation Districts)



In the *2008 Historic Resources Survey: (see Thematic Areas)* the following properties have been “inventoried and recommended for intensive research” due to their potential for contributing to a historic district:



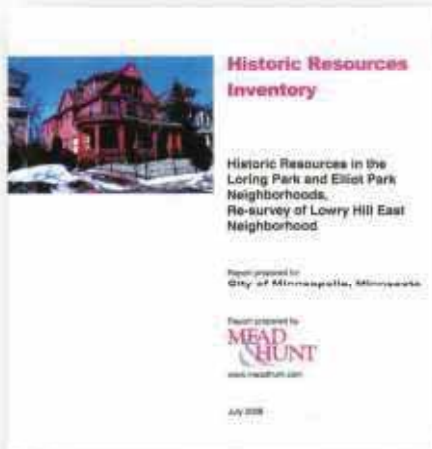
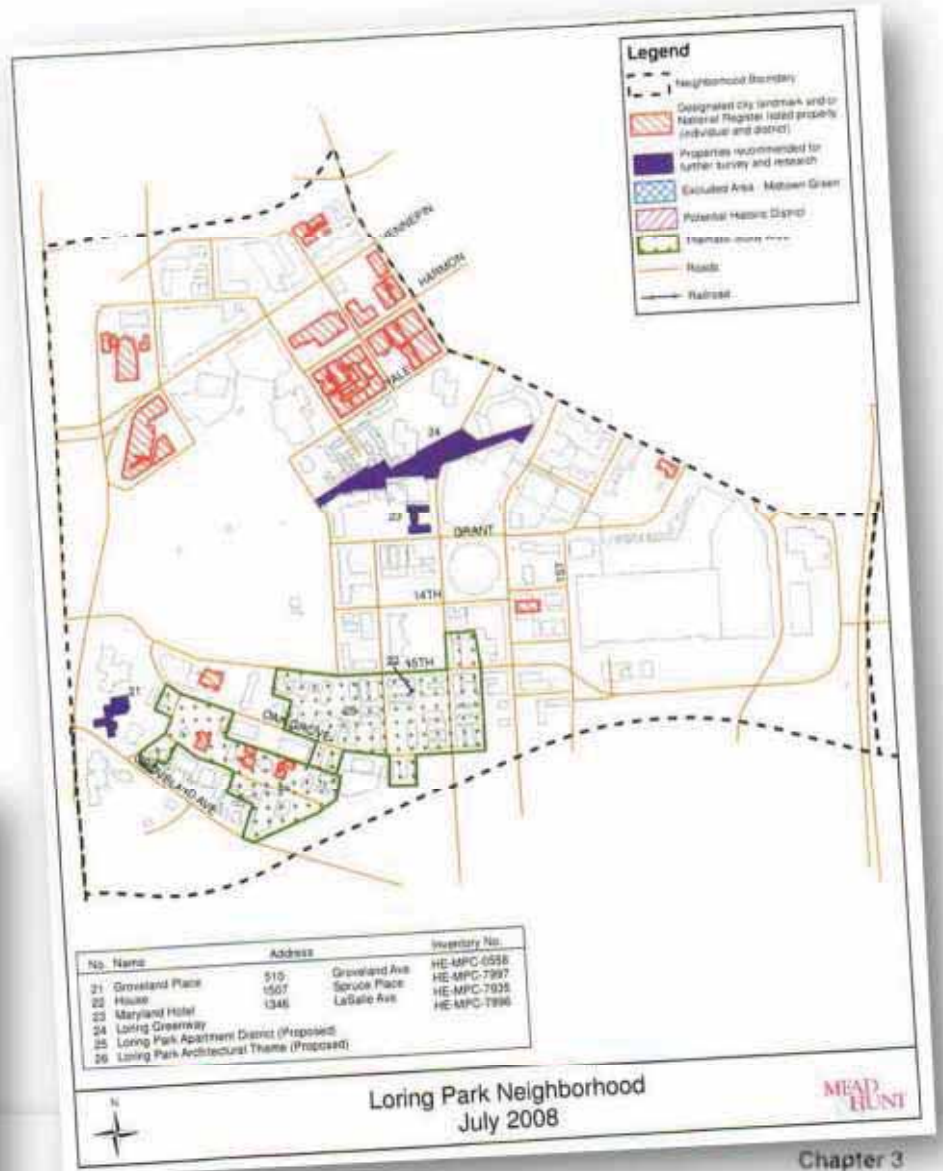
- r. **The Welles House** - 228 Clifton Avenue (*top left image*)
- s. **The Lamb House** - 236 Clifton Avenue (*middle image on left*)
- t. **Arthur C. Andrews House** - 245 Clifton Avenue
- u. **The Lane House** - 309 Clifton Avenue
- v. **The Sikes House** - 317 Clifton Avenue
- w. **The Passmore House** - 410 Clifton Ave (*bottom left image*)
- y. **Chas. A. Nimocks House** - 431 Clifton Avenue
- z. **Northwestern National Life Insurance Company** - 430 Oak Grove

See related Recommendation 3.1
 Potential Historic Designations
 (Properties & Districts) at the end of this
 chapter.

Basis:

Historic Resources Inventory

Pages shown... at right) map
 outlining (in green) suggested
 'Thematic Study Areas' on Loring
 Hill and the Apartment District,
 ...and below) an excerpt from the
 2008 Historic Resources Inventory
 (Mead & Hunt) describing the
 basis for recommending further
 research.



Loring Park Neighborhood
 July 2008

Loring Park Architectural Theme

Clifton Avenue and Oak Grove Street

HPC: Criterion 4: Architecture
 National Register: Criterion C: Architecture

The southwest corner of the Loring Park neighborhood contains numerous large Collegiate Gothic and Tudor Revival residential properties. These properties are in close proximity to properties associated with the City historic context *Religious and Social Organization*, which may have influenced their development. As such, this may represent a theme and/or pattern of resources associated with an important city historic context; however, further intensive survey and research is needed to determine the extent of properties that may comprise this theme and to compare these properties to similar property types in the city.



*East and north façades of Eitel Building
City Apartments, viewed from the
entrance path to the Loring Greenway at
Spruce & Grand.*



Context Sensitive Design of New Construction Near Historic Properties

The relationship of the scale, proportion and design of all buildings fundamentally impacts the quality of life in the Loring Park neighborhood. The community has expressed a strong desire to establish specific guidelines for new building construction. This is important with new buildings adjacent to older smaller scale properties. Of even greater concern is new construction adjacent to historic properties. New construction, if not done respectfully and sensitively, can negatively impact property values and the historic character of these properties, as well as the urban experience surrounding them.

This plan has identified significant landmark buildings whose importance justifies the creation of a “zone of respect” around those buildings. The design of new buildings constructed in proximity to historic resources may take the form of literal restorations, inventions within a style, or abstract references, depending on the particular circumstance and location of the new building.

Protection through Zoning & the Municipal Review of Projects

Protection for historic resources, promotion of context sensitive massing, and careful attention to frontage (at-grade relationships of buildings to streets), all have long been important to community members. The desire for sensitivity to the unique character and urbanism of each district was again heavily apparent in the extensive community based planning activities that serve as the primary basis for this plan.

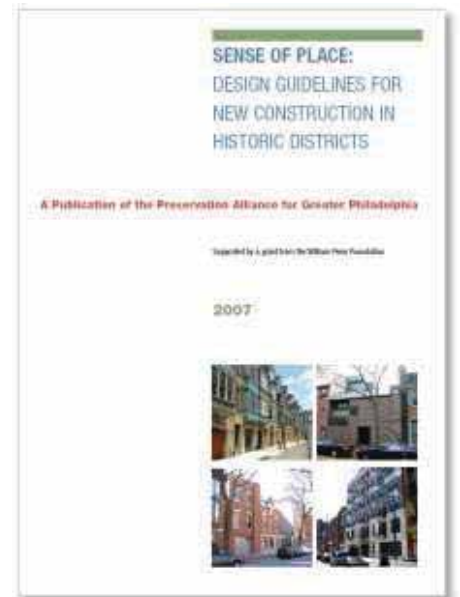
The *Land Use Plan* and *Built Form Plan* in *Chapter 2 - Land Use and Built Form* in the previous chapter will guide future re-zoning throughout the neighborhood to address issues such as the distribution and compatibility of land use and building heights. However, this still leaves Loring's very sophisticated urban pattern with only limited guidelines and parameters to guide more refined issues such as building type, massing and not to mention the often street-to-street urban design and character issues such as view-sheds, vernacular and frontage (building-to-street) relationships.

More detailed guidelines for design of buildings will continue to be addressed through the standard municipal review process. The intent of City of Minneapolis *Site Plan Review* is "...to promote development that is compatible with nearby properties, neighborhood character, natural features, and adopted city plans; to minimize pedestrian and vehicular conflicts; to reinforce public spaces; to promote public safety; and to visually enhance development. ..."

However, because of the unique location and growth pressures in the Loring Park Neighborhood, and the uniquely sophisticated quality of built fabric and urbanism found in its several distinct districts, it has become necessary - and will likely continue to be necessary - to set in place context based design guidelines. Context sensitive guidelines for the form and performance of new construction must:

- a) provide fairness and clarity to owners/developers.
- b) function to ensure context sensitivity of new building design.
- c) ensure the protection of the unique urbanism found within each district.

The following pages address three approaches that extend beyond zoning and municipal review process to encourage high standards in the design of new construction within districts that have an established character worthy of protection. An example that has found support in the community is from Philadelphia, Pennsylvania;



'Sense of Place: Design Guidelines for New Construction in Historic Districts', by The Preservation Alliance of Greater Philadelphia, 2007



Above: West façade of Eitel Building City Apartments, viewed from Loring Park across Willow Street. The project completed in 2008, is a rehabilitation of the 1912 Eitel Hospital into 34 market-rate apartment units. An additional 177 units are located in adjacent new construction that employs "green" materials and processes in design, landscaping, and operations. The project involved the removal of 1960s and 1970s additions and the careful rehabilitation of the six-story historic hospital, including installation of a replica of the original bracketed cornice that was removed from the building in a 1977 remodeling. The Hospital is listed on the National Register of Historic Places. The project received a 2009 Preservation Award from the Minneapolis Heritage Preservation Commission.

To this end, the following sections are presented: *Context Sensitive Design Criteria (Neighborhood-wide for All New Construction), District Based Design Guidelines, and Conservation Districts.*

Context Sensitive Design Checklist *(Neighborhood-wide for All New Construction)*

All new construction in the neighborhood should be *context sensitive* (sensitively designed to fit within the surrounding urban context). To ensure this, developers and architects of all new construction projects, whether or not the project is located within a designated historic district or is covered by an existing set of design guidelines, should be prepared to address the following:

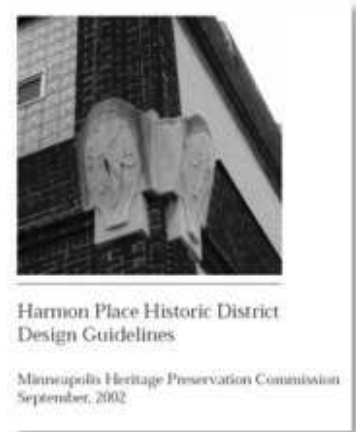
- How would the proposed design appropriately incorporate or respond to the surrounding historic assets?
- How would the proposed design maintain or strengthen the existing street edge, side setbacks and landscaping of the surrounding area?
- How would the massing of the building (height and width of component parts) be an appropriate response to the neighborhood context?
- How would the building composition and architectural vocabulary relate to the existing context, or how would it create a meaningful juxtaposition?
- How would the building materials be attractive and complementary to surrounding buildings?
- How would the scale, placement and character of building elements such as windows doors and roof line be complementary to surrounding buildings?

District Based Design Guidelines

To assist further in ongoing efforts to preserve the neighborhood's historic assets there are a variety of district based solutions in place that should be utilized, including:

The Harmon Place Historic District Design Guidelines - 2002

Tied to a locally designated historic district, the *Harmon Place Historic District Design Guidelines* should continue to be utilized to guide the design of development within its boundaries.



The Loring Hill Design Guidelines - 2006

The Loring Hill Design Guidelines were created in 2005-06 through a comprehensive community based process. During this period a moratorium on development in Loring Hill was in place. The goal of the guidelines was to proactively guide development and protect the scale and distinctive character of Loring Hill. The character of Loring Hill is defined by predominately three and four story apartment houses, historic mansions, and the green spaces that surround them. Sensitive stewardship of the soft and green streetscape created by these relationships is a major focus of the design guidelines.



Land Use and Built Form elements for Loring Hill outlined in Chapter 2 adopt and refine the Loring Hill Design Guidelines. Where the two documents differ, this Master Plan will take precedence. Upon adoption of this Master Plan as a Small Area Plan, it will become the new comprehensive policy guiding municipal reviews of new development in the Loring Hill District, and will directly inform the next rezoning study of the area.



The Nicollet Avenue Development Guidelines - 2004

The *Nicollet Avenue Development Guidelines* should be utilized to guide the design development along Nicollet Avenue through the Neighborhood.



The following is stated policy in the Minneapolis Plan for Sustainable Growth, encouraging the development of Conservation Districts:

*“**Conservation Districts...** In addition to regular maintenance and adherence to the zoning code, other tools exist to preserve neighborhood character. A Conservation District is a zoning or preservation tool used to help communities protect certain characteristics in their neighborhood. They concentrate on protecting such things as architecture styles, densities of the area, heights of structures, and setback guidelines. The scope and size of conservation districts may vary; and the regulations of the district may affect design elements, structure size, building demolition, and land use. While Minneapolis currently does not have conservation districts, this tool can be effective for preserving neighborhood character.*

Policy 8.8 *Preserve neighborhood character by preserving the quality of the built environment.*

8.8.1 *Preserve and maintain the character and quality of residential neighborhoods with regulatory tools such as the zoning code and housing maintenance code.*

8.8.2 *In addition to local designation, develop other preservation tools, like conservation districts, to preserve the historic character of neighborhoods and landscapes. ...”*

Conservation Districts

Conservation Districts allow for the definition and protection of areas that may not be eligible for historic district designation, yet exhibit consistency of form, character, and visual elements that foster a sense of stability, comfort and identity. Conservation Districts include design and maintenance guidelines that are developed to fit with the specific characteristics of the district.

It is a policy of the *Minneapolis Plan for Sustainable Growth* to implement Conservation Districts. This plan also recommends that they be established. Until the specifics of a Conservation District ordinance are finalized the best locations for potential districts cannot be determined, however there are several areas in the neighborhood where conservation districts could make sense. These include areas noted under Potential Historic Districts (see pg. 12). It may also include other areas such as the area known as the Apartment District.

Apartment District - Within the areas defined as Loring Hill and Loring Village, the Apartment District is an area consisting of luxury apartments and apartment hotels built for middle-class urbanites in the early decades of the twentieth century. These buildings feature stoops and doorways and a consistent scale that combine to create several blocks of dense uniquely walkable urban streetscape. For these reasons and its proximity to downtown, this area should be explored for designation as a conservation district.



This is based on stated community support during the Master Plan Process. The community expressed a desire to protect and enhance the walkable character and urban scale found throughout this area. The 2008 *Historic Resources Survey* recognized (See map to right, cropped from Survey.) the historic nature of the area by identifying it as a thematic study area. As such it may be eligible for historic designation, however further research and study would be required to make this determination. This would present an alternative option to a conservation district.

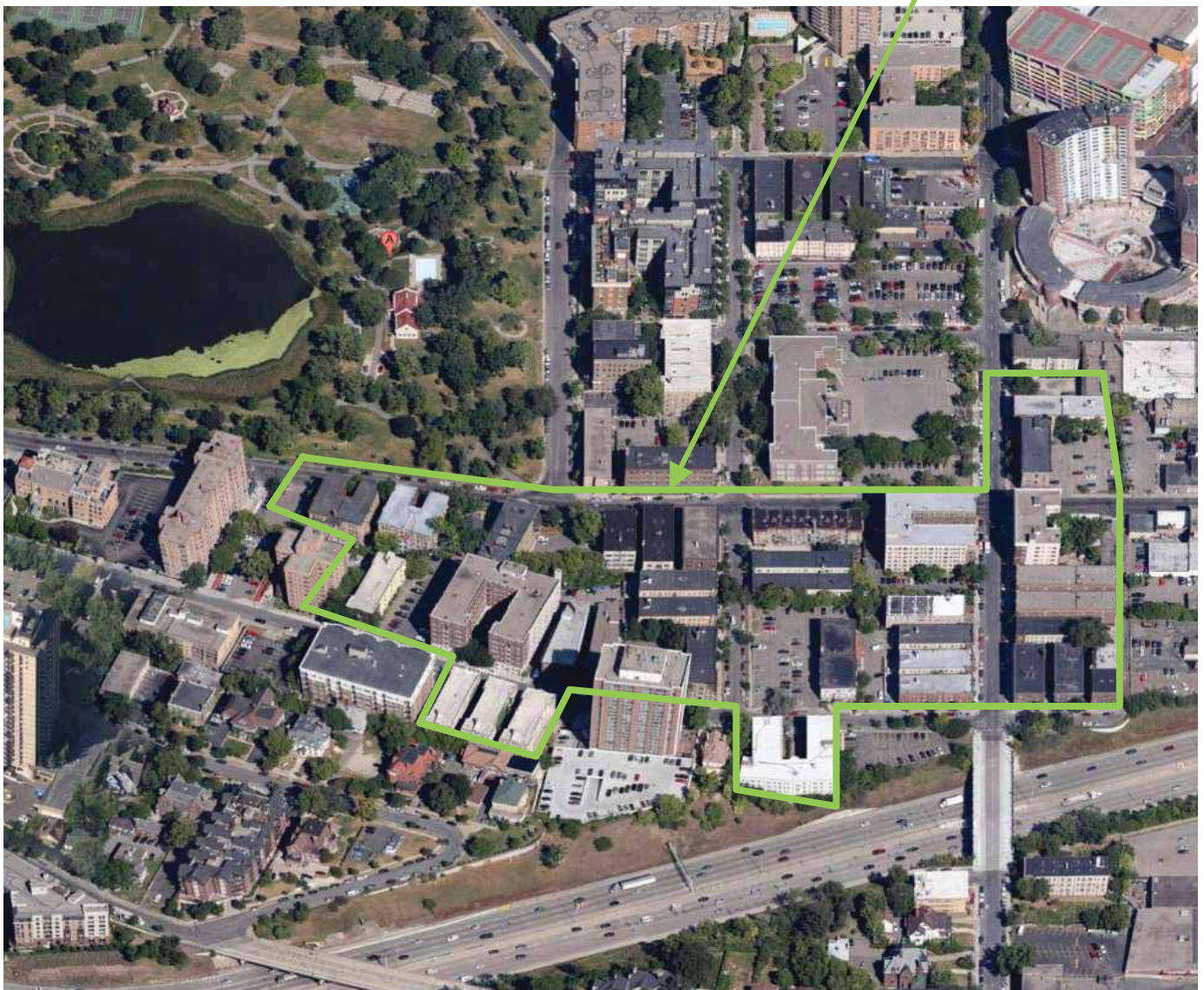


Image: Eugene Carpenter House (300 Clifton Avenue) - This Georgian Revival mansion is one of several beautiful mansions on Loring Hill. Designed by Edwin H. Hewitt and constructed in 1906, it earned National Register Designation in 1977 and was locally designated in 1978.



Adaptive Reuse of Buildings

The rich building stock of the Loring Park Neighborhood combined with the character and charm of the walkable streets, proximity to downtown and the park are the foundation for Loring's reputation as an exceptional urban neighborhood. Continued use and maintenance of Loring Park's historic properties are essential to the preservation of the character of the neighborhood. Retention of the scale and character of the streetscapes, preservation of historic architecture and retention of green space will achieve those goals. Maintenance and upkeep of older buildings is innately expensive, as are upgrades to achieve compliance with today's standards for accessibility, safety and energy efficiency.

Efforts have been made in recent years to reuse several building types in the Loring Park neighborhood. Each building type presents unique challenges and opportunities for adaptive reuse. These four major building types are:

- Storefront & Mixed-use Buildings
- Mansions
- Churches
- Apartment Buildings

Activating Storefront & Mixed-use Buildings

Several areas of the neighborhood which hold concentrations of this building type may benefit from focused, organized attention:

- Nicollet Avenue
- Hennepin Avenue
- Harmon Avenue
- 12th Street

This plan supports efforts to revitalize and activate the storefronts throughout the neighborhood. When storefronts are not used for retail, considerations should be given to alternative uses of storefronts including but not limited to: live/work spaces, professional services and offices. In mixed-use multistory buildings this plan encourages storefronts on the street level with residential or office space above.

Obstacles to storefront reuse include but are not limited to parking and transportation issues for tenants and customers, the evolution of traditional retail, accessibility to rear and upper levels, fire code compliance, energy efficiency and the compatibility of street level and upper level uses.

Adaptive Reuse of Mansions

Many of the mansions in Loring Park are historically designated, however, all mansions contribute to the fabric and character of the neighborhood. All mansions in the neighborhood should be preserved. Respectful and sensitive reuse of these structures may include multi-unit residential, office, bed & breakfast or small inn, and hospitality related services. Several properties were identified in the Master Plan process for focused attention:

- **Alden Smith House** - 1403 Harmon Place (*National Register*)
- **Eugene Carpenter House** - 300 Clifton (*National Register*)
- **Ladd House** - 131 Oak Grove (*Locally Designated in 2011*)
- **Dunne Mansion** - 337 Oak Grove (*Locally Designated in 2011*)
- **Lyon House** - 419 Oak Grove (*Locally Designated in 2011*)
- **Lyon House** - 425 Oak Grove (*Locally Designated in 2011*)

This plan supports all efforts to address obstacles preventing reuse of mansions with the neighborhood. Typical issues include but are not



BEFORE (above), **AFTER** (below):
This two story mixed use building on Harmon Place experienced rehabilitation and reuse in 2011-12.



limited to accessibility, fire code compliance, energy efficiency, room and unit size, and issues of market suitability.



Wesley Church

Adaptive Reuse of Churches

The closing of Wesley United Methodist Church (*shown at left*) has made adaptive reuse of churches an important issue. Many of the churches in the Loring Park neighborhood are historically designated, and among the most important religious structures in the region. The first priority would be continued use of these structures as religious institutions. Should this not be possible adaptive uses may include secular ceremonies, performances, galleries or museums, gatherings, and community services. In the specific case of Wesley Church, the close proximity to the Minneapolis Convention Center suggests that it could provide a supplemental and unique gathering place for the Convention Center.

Adaptive Reuse of Apartment Buildings

The neighborhood contains many luxury apartments and hotels built in the early twentieth century for middle-class urbanites. These buildings contribute to the fabric and character of the neighborhood and should be preserved and used. Non residential uses of these buildings may include offices, small inn, and hospitality related services.

Obstacles to reuse include but are not limited to parking and transportation issues for tenants or customers, accessibility, fire code compliance, energy efficiency and the compatibility of potential mixed uses.

Recommendations

3.1 Potential individual property and district designations - Support exploration of new local and national historic designation of the following individual properties and districts: (See also the *Historic Landmarks & Properties* section, and *Historic Districts* section of this chapter for listings, map and more information.)

3.1.1 St. Mark's Episcopal Cathedral (519 Oak Grove Street) – Support exploration of local designation for this property, as recommended in the 2008 Historic Resources Survey. St. Mark's Episcopal Cathedral, has been inventoried, but has not been locally designated or determined eligible for the National Register. A monumental religious property, designed by the prominent Minneapolis architectural partnership of Hewitt and Brown and built in stages beginning in 1908. This property, like the Basilica, Hennepin Avenue United Methodist, Wesley Methodist, and Westminster Presbyterian is significant for its architecture and as an important neighborhood institution.

3.1.2 19 Bar (19 West 15th Street) – Support exploration of local or national historic designation based on potential cultural significance. The bar, though not identified by 2008 Historic Resources Survey, became a property identified in master plan discussions as having importance related to its long term role in local GLBT history. This property is important in the continuing social and cultural story in Minneapolis of regional and perhaps national significance.

3.1.3 Groveland Place (510 Groveland Avenue) – This property designed by Hewitt and Brown was listed in the 2008 Historic Resources Survey as having potential eligibility for local designation or national designation.

3.1.4 1507 Spruce Place – This property was listed in the 2008 Historic Resources Survey as having potential eligibility for local designation or national designation.

3.1.5 Maryland Hotel (1346 La Salle Avenue) - This property was listed in the 2008 Historic Resources Survey as having potential eligibility for local designation or national designation.

3.1.6 Central Lutheran Church (333 South 12th Street) – This property was listed in the 2008 Historic Resources Survey as having potential eligibility for local designation. Designed by Sund and Dunham architects, windows by Gaytee Stained Glass, completed 1928. Serving essentially as a cathedral for Lutherans, this building would seem to have a high potential for designation. Religious properties are generally designated for

architectural, rather than social significance, which imposes a relatively high standard for physical integrity. Central has been somewhat altered with a new entrance opening on to the parking lot, and the recent addition of the bell tower that was part of the original plan, but not executed as part of the original construction due to the onset of the Great Depression.

3.1.7 Emerson School (1421 Spruce Place) – This property was listed as having potential eligibility for local designation, based on a survey of Minneapolis schools executed previous to this Master Plan. (*See below.*) Emerson School occupies an entire city block east of Loring Park. The building’s scale and design are consistent with the overall character of the neighborhood. The Emerson site also provides nearly half a block of parking serving the school and several neighborhood businesses. School buildings such as Emerson are typically good candidates for adaptive reuse as housing. However, should the school leave, the neighborhood wishes to preserve the Emerson building and site as a public land use, as it would be very hard to replace if the site were redeveloped. Registration requirements for public school buildings are described in detail in Carole Zellie’s 2005 historic context study of the Minneapolis Public Schools:

http://www.ci.minneapolis.mn.us/cped/docs/MplsPublicSchoolStdy_2005.pdf

3.1.8 The Flame (1523 Nicollet Avenue) - Support intensive research of the potential eligibility of this former nightclub based on cultural significance. This property was not recommended for further research in the 2008 Historic Survey. However, it's role in the social life of the city during the 1940s as a venue for noted jazz performers such as Fats Waller, Lena Horne and Duke Ellington merits further study.

3.1.9 Loring Hill - Study this district for potential designation as Local Historic District or Conservation District. For more information, see earlier section in this chapter; *Historic Districts / Locally Designated Historic Districts* and also *Context Sensitive Design of New Construction Near Historic Properties / Conservation Districts*.

3.1.10 The Apartment District - Study this district for designation as Conservation District. For more information, see earlier section in this chapter; *Context Sensitive Design of New Construction Near Historic Properties / Conservation Districts*.

3.2 Context-Sensitive Redevelopment near Historic Properties - Support the adoption and use of neighborhood and district-based design guidelines in order to protect the highly valued historic character of the neighborhood. See section *Context Sensitive Design of New Construction Near Historic Properties* in this chapter.

3.3 Conservation District Designation - Support creation of a formal mechanism that would enable the establishment of a 'Conservation District' in the City of Minneapolis. This would entail adding a provision to the city zoning or preservation ordinance. Potential Conservation Districts in Loring Park include the 'Apartment District' and 'Mansion District' as defined in the 2008 Historic Survey of the neighborhood. See the Conservation Districts section of this chapter (p.20) for more information.

3.4 Activating Shop-front Mixed Use Buildings - Support efforts to use and reuse existing shop-front spaces. Identify resources that property owners and businesses can use for overcoming obstacles to running modern businesses in historic buildings and historic urban neighborhoods. See the Adaptive Reuse of Buildings section of this chapter (p.22) for more information.

3.5 Adaptive Reuse of Mansions - Support efforts to use and reuse existing mansions in the neighborhood. Identify resources that property owner, home owners and business owners can use for overcoming obstacles to living in, or running modern businesses in large historic homes. See the Adaptive Reuse of Buildings section of this chapter (p.22) for more information.

3.6 Adaptive Reuse of the Wesley Church Building - Support efforts to maintain, renovate and reuse the Wesley Church Building.



Chapter 4

Public Realm

This chapter of the *Loring Park Neighborhood Small Area Plan* addresses public facilities and services with an emphasis on circulation, listing *Recommendations* for each of the following:

Transit

Streets

Walking

Bicycling

Parks and Open Space

Livability

Many of the *Recommended Policies* in this chapter will be performed by the City of Minneapolis or the Minnesota Department of Transportation, so their participation is implied although not stated in each action. The City of Minneapolis would be ultimately responsible for the funding and implementation of public improvements and regulating land development. Citizens for a Loring Park Community (CLPC) should continue as an advocate, facilitator, community advocate, and convener of discussion. The neighborhood organization and local government agencies would continue to work as partners on implementation efforts. This document is intended to be adopted as an amendment to the Minneapolis Comprehensive Plan as a Small Area Plan.

This chapter addresses one of the five major strategic goals of **The Loring Park Neighborhood Master Plan.**

IV

Cultivate an exceptional urban pedestrian experience and enhance connections to destinations in surrounding neighborhoods.

I

Nurture our role in the region's creative economy.

II

Guide infill development and strengthen mixed use corridors.

III

Protect, preserve and enhance historic character and unique architecture.

V

Achieve sustainable buildings and infrastructure.





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Chapter 4 Public Realm

PDF files of this chapter and the entire master plan can be found at the City of Minneapolis Community Planning & Economic Development (CPED) webpage dedicated to approved city plans *and* at Citizens for a Loring Park Community (CLPC) webpage:
www.loringpark.org

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- 4.2 Access to the Southwest LRT Stations & Cedar Lake Trail
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- 4.5 Complete Streets & Context Sensitive (Street Design) Solutions
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- 4.8 Renaming Oak Grove Street along Loring Park Edge
- 4.9 Groveland Bridge Design
- 4.10 Freeway Edges
- 4.11 On-Street Parking & Parking By Permit
- 4.12 Preserve & Enhance the Connectivity of the Street Network
- 4.13 Improvements to 16th, 17th & Laurel
- 4.14 Overhead Utility Lines
- 4.15 Street Plantings / Tree Canopy
- 4.16 Freeway Overpasses
- 4.17 15th Street Bridge Design (east to Elliott Park)
- 4.18 First Avenue Bridge Design
- 4.19 Limitation of Skyway Expansion
- 4.20 **Harmon Place Improvements**

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 - b. Harmon Place and Yale Place as Connectors
 - c. Harmon Place Storefronts
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- Figure 4B **Existing Conditions**
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Frontispiece image: sidewalk along south side of Fawkes Block on Harmon Place, facing Loring Park. Photo below looking in same direction was taken during the streetcar era (tracks visible), when a tree-lined Harmon Place connected to Hennepin Avenue, a condition removed with construction of the Lowry (I-94) Tunnel.



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- d. Lowry Tunnel Focal Point
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- j. Expansion of Downtown Improvement District
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- 4.55 Activate Public Spaces
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Transit

The 2010-2011 master planning process for the Loring Park Neighborhood addressed many issues related to the streets, places and spaces of the public realm. It became instantly apparent that Loring residents choose to live in Loring for specific reasons related to its uniqueness. Among the most unique characteristics is the location, access, connectivity and walkability of the streets, and the ability to get a range of transit options. Unique to Loring is the low proportion of people forced to own or drive a car. The master planning process revealed a strong desire to further cultivate this unique *location efficiency* and the *multi-modalism* made available to its residents. Many community members have made an urban lifestyle choice, and that means driving less miles, and walking more. So, as topics such as walkability, safety, sustainability and transit were explored, one key challenge emerged: *What can and should be done to make it possible – even preferable – to live in the Loring Park Neighborhood without owning a car?*

One evident place to start was improving access to current and emerging transit alternatives. The neighborhood is already well

served by bus transit with major routes on Hennepin/Lyndale corridor and on Nicollet Avenue, but the need for improvements remains.

This section addresses potential transit enhancements such as the Neighborhood's response to the potential streetcar line on Nicollet Avenue, better access to hourly car or bicycle rental, an expanded Downtown Fare Zone and access to the planned Southwest Corridor light rail transit stations.

Recommendations

4.1 Nicollet Avenue Streetcar Support efforts by the City of Minneapolis, Hennepin County and the Metropolitan Council to introduce streetcar service along Nicollet and Central Avenues, with stop(s) in the Loring Neighborhood. CLPC and the Loring Park Community should be represented on any advisory group for streetcar planning, including the Streetcar Alternatives Analysis Study.

4.2 Access to the Southwest LRT Stations & Cedar Lake Trail: Improve pedestrian and bicyclist access to the Cedar Lake Trail and to the planned Southwest LRT stations at Royalston and Van White Boulevard through short-term and long-term projects described in the Walking and Biking sections of this chapter.

4.3 Downtown (Bus) Fare Zone: Support the Access Minneapolis goal for near-downtown neighborhoods of increasing the accessibility to, from and across downtown for community members and visitors. Support efforts to extend the Downtown Bus Fare Zone along the Hennepin/Lyndale Corridor to the Walker Art Center and along Nicollet Avenue to I-94. Any changes to the zone's boundaries should happen through a re-evaluation of the Downtown Bus Fare Zone that ensures that boundaries are established using consistent criteria across downtown.

4.4 Car-Sharing: Support the growth of neighborhood car-share services in order to decrease reliance on automobiles (and automobile ownership) by making cars available for occasional trips that are not amenable to walking or transit. Car-sharing provides critical back up support for people who choose not to own a car, or who otherwise choose to live very pedestrian and transit oriented lifestyles. Provision of car-sharing parking stalls also may contribute to an overall decrease in demand for parking. The following are municipal policies that are being undertaken in other cities to actively support car-sharing:

- Increase the number of car-share vehicles stationed across the neighborhood
- become a visible advocate and partner for car-sharing
- include car-sharing in applications for grants, loans, and other incentives
- provide on-street parking using the following methods:
 - establish car-sharing or “option zones” – on-street parking stalls designated for car-sharing vehicles as a class, similar to taxi zones (Seattle & Portland, Philadelphia)
 - exempt car-sharing cars from city parking meter charges (Austin)
- encourage or incentivize car-sharing in new development projects to reduce amount of total parking required or constructed
- engage and learn from local car-sharing companies (i.e. HourCar) for examples from Minneapolis/Twin Cities of how public sector can actively support car-sharing
- encourage or create/find incentives for existing businesses, institutions and multi-family residential properties to host car-sharing facilities



The image above shows active car-sharing (HourCar) in and around the Loring Park Neighborhood, including a location within the Loring Parking Ramp. Published info in regarding this location at www.hourcar.org (February 2012):

Loring Hyatt
 1330 Nicollet Mall, Minneapolis, MN
 Cars here:
 #9 - Red Toyota Prius
 #11 - Light Blue Toyota Prius

Complete Streets

& Context Sensitive Design

Below are links to recently adopted federal, state, county and municipal street design policy:



Streets

The connectivity of the street network internally is a major strength, yet the quality of connections outward, particularly to adjacent neighborhoods, are an opportunity for improvement. This chapter identifies design and policy strategies for connections at the edge. Minor adjustments are proposed to the City's newly adopted context-sensitive system of streets described in *Access Minneapolis*. No street additions or closures are recommended by this plan. While recommendations provide a certain level of specificity, the City may need to achieve the intent of the plan through design solutions that serve current best practices and implementation practicality.

Recommendations

4.5 Complete Streets & Context Sensitive (Street Design)

Solutions: Ensure that every public street is maintained as a *complete street*, including accommodations for all forms of travel. The streetscape design and design speeds for each thoroughfare should be *context sensitive* (calibrated to the urban context). Promote compliance with emerging legislation and policy at federal, state, county and

United States Department of Transportation Policy Statement on Bicycle & Pedestrian Accommodation Regulations and Recommendations



http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm

Minnesota Department of Transportation Complete Streets



<http://www.dot.state.mn.us/planning/completestreets/index.html>



Hennepin County Complete Streets
<http://www.hennepin.us/completestreets>



ACCESS MINNEAPOLIS









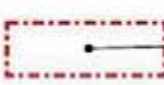

Ten Year Transportation Action Plan -
Objective 1: Make transportation design decisions based on place type in addition to street function

http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/convert_279031.pdf

Figure 4A



Loring Park Neighborhood Map of Public Realm Improvements

-  Streetcar Line
-  One Way Conversion to Two Way
-  Streetscape Improvements
-  Grand Promenade
-  Bicycle Lane or Path Improvements
-  Bridge / Underpass Improvements
-  New Sidewalk
-  Neighborhood Boundary
-  Safe Crossing Improvements
-  Public Sites, Facilities or Parks with Master Plans
-  Public Realm (Chapter 4) Policy

4.8 Renaming Oak Grove Street along Loring Park Edge –

Re-name the section of Oak Grove Street from 430 Oak Grove Street (former Northwestern National Life Insurance Company Building) to Hennepin/Lyndale Avenues to 15th Street in order to align with the naming of the rest of the street east along the south side of Loring Park.

4.9 Groveland Bridge Design: As this bridge spanning I-94 is rebuilt or improved, through a public process and in collaboration with Stevens Square Community Organization, ensure that sidewalks have adequate width, access ramps, lighting and decorative railings. Utilize public art to establish a gateway with a sense of welcoming to the Loring Park Neighborhood from Stevens/Loring Heights.

4.10 Freeway Edges: Improve dilapidated fences and landscaping along the extensive freeway frontage of the neighborhood. Mobilize volunteers to pick up litter along these highways including on the “neighborhood side” of the freeway fences.

4.11 On-Street Parking & Parking by Permit: Maximize on-street parking. Continue to use on-street parking as a vital element of the overall parking management strategy in the neighborhood. Continue to rigorously enforce meters and manage posted hourly limits to ensure that these spaces are used for short-term parking only. The City’s current Critical Parking District Plan (within the Loring Park Neighborhood), allowing on-street permit parking for residents, should be evaluated on an ongoing basis for potential adjustments to the plan.

4.12 Preserve & Enhance the Connectivity of the Street Network: While there are no major expansions now envisioned for the current public realm network of streets and open spaces, it is important that there be no right-of-way contractions, street closings or further privatizing of existing streets or public spaces. All auto, bicycle, and pedestrian connections to surroundings should remain. The policy towards existing public realm network within the district



Looking for... Parking?

Automobile parking issues will remain critical for the Loring Park Neighborhood. Parking is addressed within several recommendations of this plan:

See Chapter 2

Land Use & Built Form

- 2.5 District Parking
- 2.6 Surface Parking Lots
- 2.7 Structured Parking

See Chapter 4

Public Realm

- 4.11 On-Street Parking & Parking by Permit
- 4.21 Harmon Place Improvements
- 4.23 Loring Village
- 4.32 Loring Hill

See Chapter 5

Sustainability

- 5.4 The Loring Indicators Indicator #6 Surface Parking Lots

and along the perimeter should be one of ‘conservative expansion’. More specifically, block sizes should remain the same size or become smaller by development of new mid-block walkways, alleys, or streets.



For specific recommendations related to
Nicollet Avenue Bridge over Interstate 94:

See Chapter 4
Public Realm

- 4.23 Loring Village
- ... (c) Public Art
- ... (1) Nicollet Avenue Bridge Design

4.13 Improvements to 16th, 17th & Laurel - Support the efforts of the Basilica of St. Mary to work with the City to reconfigure the adjacent portions of 16th, 17th and Laurel Avenues for improved traffic circulation, safety, emergency access and parking in that confined area while preserving public access. These public improvements would be consistent with the Basilica’s site master plan.

4.14 Overhead Utility Lines: Over time, bury all existing above grade utility lines below ground. Require all new utilities to be installed below ground where possible.

4.15 Street Plantings/Tree Canopy: Assist the Minneapolis Park and Recreation Board in surveying missing or diseased trees in the neighborhood public rights-of-way. Collaborate with the Park Board on sustainable selection of tree species, tree size, and streetscape planting methods. Develop partnerships to sustainably green and beautify private and public spaces along the public right-of way, including medians and freeway barriers.

4.16 Freeway Overpasses: Ensure that adequate sidewalks, bicycling lanes, pedestrian-scale lighting and public art are included when the bridges over the freeway are eventually rebuilt.

4.17 15th Street Bridge Design (east to Elliott Park): As this bridge to Elliot Park is rebuilt or improved, through a public process ensure that sidewalks have adequate width, access ramps, lighting and decorative railings. Utilize public art within the bridge design to establish a sense of welcoming to the neighborhood.

4.18 First Avenue Bridge Design: As this freeway overpass bridges is rebuilt or improved, through a public process ensure that sidewalks have adequate width, access ramps, lighting and decorative

railings. Where appropriate, establish public art to establish a sense of welcoming to the Loring Park Neighborhood from Stevens/Loring Heights.

4.19 Limitation of Skyway Expansion – Complying with long range downtown recommendations set forth in *Downtown 2025*, the Loring Park Neighborhood should see conservative or no expansion proposed to its portions of the existing skyway network. Exceptions, such as the following within the Activity Center in Loring Village, may be considered, but would require extensive dialogue and other design considerations in order to also improve street-level comfort and walkability:

- i. Across 12th Avenue from Convention Center to buildings north.
- ii. Across 1st Avenue from Convention Center to blocks west (into Loring Village) – *(a ‘climate controlled connection’ of some form may become necessary to serve potential lodging uses, but would need further community dialogue.)*



For recommendations related to **LaSalle Avenue under The Loring Greenway:**

See Chapter 1

Cultural Assets & Economic Vitality

1.2 Priority Locations for Public Art
- (m. Loring Greenway)

See Chapter 4

Public Realm

4.28 Walking Under The Loring Greenway

4.44 The Loring Greenway

Recommendation 4.20 (a-d)

Harmon Place Improvements



The community formed four teams to walk about the neighborhood and photo-document the critical issues in four focus areas, including Harmon Place (see photos above and below).

See the full Public Realm Discovery report, design alternatives, and Harmon Focus Group I & II Event

Records at

<http://www.loringpark.org>



Harmon Place, running parallel to Hennepin one block to the south, was closed at Spruce Street and Tenth Street long ago, and is no longer a main street for auto show rooms. Four wide lanes of traffic remain in place, carrying among the lowest average daily traffic counts in downtown (2500 adt).

The 80' wide street can be reduced from four lanes to two lanes between MCTC (at Spruce Street) and the University of St Thomas (at Tenth Street), creating the opportunity to improve the four blocks in between campuses for biking, walking, additional parking, public art, greenery and sustainable improvements.

The community believes this public realm investment may encourage quality of life for residents, students, and encourage continued private investment in adaptive reuse and sensitive infill development, reactivating many of the tall historic shop-fronts.

To this end, the following pages include several guidelines intended to guide decisions regarding the design and implementation of a range of improvements desired by the community:

- a. Build on Existing Historic District Character & Recent Campus Investments** - Improvements on Harmon should support and complement the recent pedestrian-oriented design of the plaza and connecting walks at the Minneapolis Community and Technical College, the investments made near St Thomas, and the neighborhood's vision for built form and urban character set by the guidelines of the Harmon Place Historic District Design Guidelines.



Yale Place

Spruce St

13th St.

**HARMON
AVE**

**HENNEPIN
AVE**

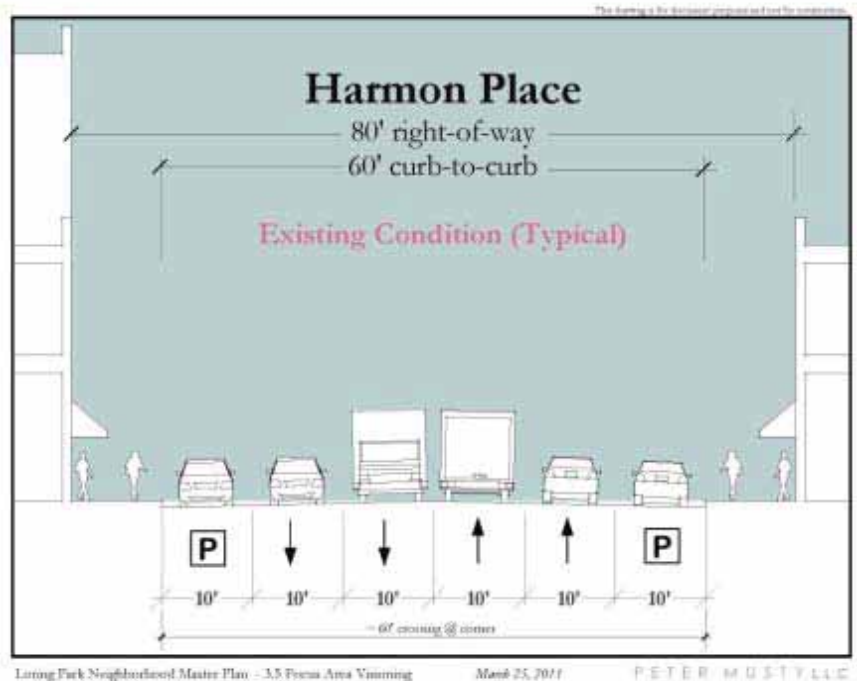
12th St.

11th St.

10th St.

- b. Harmon Place and Yale Place as Connectors** - Enhance Harmon Place and Yale Place in their role as a complementary pair of neighborhood local access streets by investing in pedestrian and bicycling environments that stretch from Loring Park and MCTC to St. Thomas University. The bicycle route across Loring Park is routed along the western side of the park, so Harmon Place should serve as a bicycle connection from the park to the north through the MCTC campus north to 10th Street. (See related Recommended Actions in Bicycling section.)
- c. Harmon Place Storefronts** – Invest in renewed streetscape in a manner that will support the viability of commercial businesses activating Harmon’s tall historic shop-front spaces.
- d. Harmon Place Streetscape Improvements** – Improve Harmon Place from MCTC to Tenth Street South to function as a traffic-calmed street that welcomes pedestrians and bicyclists, residents, office workers, and people traveling to Minneapolis Community and Technical College (MCTC). and St. Thomas University. Adhere to the following community supported

Figure 4B



guidelines when designing improvements along Harmon Place between Spruce Street and Tenth Street:

- i. **Two Lanes** - establish two 11-foot traffic lanes (reduced from the current four lanes)
- ii. **Bicycle Markings** - add bicycle designations in both directions such as sharrows or painted bike lanes (see 5.2 in *Bicycling*)
- iii. **Diagonal Parking** - add diagonal head-in or diagonal back-in parking on both sides
- iv. **Sidewalks** - retain or expand 10-foot sidewalks on both sides
- v. **Bicycle & Scooter Parking** - add bicycle and scooter parking on both sides of every block
- vi. **Corner Bump-Outs** - create corner bump-outs with clearly marked pedestrian crosswalks
- vii. **Greenery & Tree Canopy** - establish continuous greenery and tree canopy along the sidewalk on both sides, making Harmon Place into a continuous green corridor.
- viii. **Streetscape Character** - to further communicate the special and welcoming character of Harmon Place, public improvements should include visual cues such as light pole banners, public art, decorative pedestrian-scale lighting and greenery.
- ix. **Sustainability** - all improvements should be considered an opportunity to demonstrate advancements in sustainable streetscape design
- x. **Community Engagement** - formal efforts should continue to be made to engage students and community members in the development of ideas during the design process
- xi. **Design Standards** - comply with municipal and MSA design standards

The illustrations on the next page represent two design solutions (of more than seven) that were preferred by community members:

<http://www.loringpark.org>



“...On Harmon...there should be some historic demarcation, perhaps with public art, with materials drawing on the show room heritage; look at ways to use steel that bring forth or emulate the era...” – Kim Havey, neighborhood resident, design & sustainability professional, & neighborhood volunteer – one of several ideas for Harmon recorded during one of ten key stakeholder interviews:

<http://www.loringpark.org>

Figure 4C

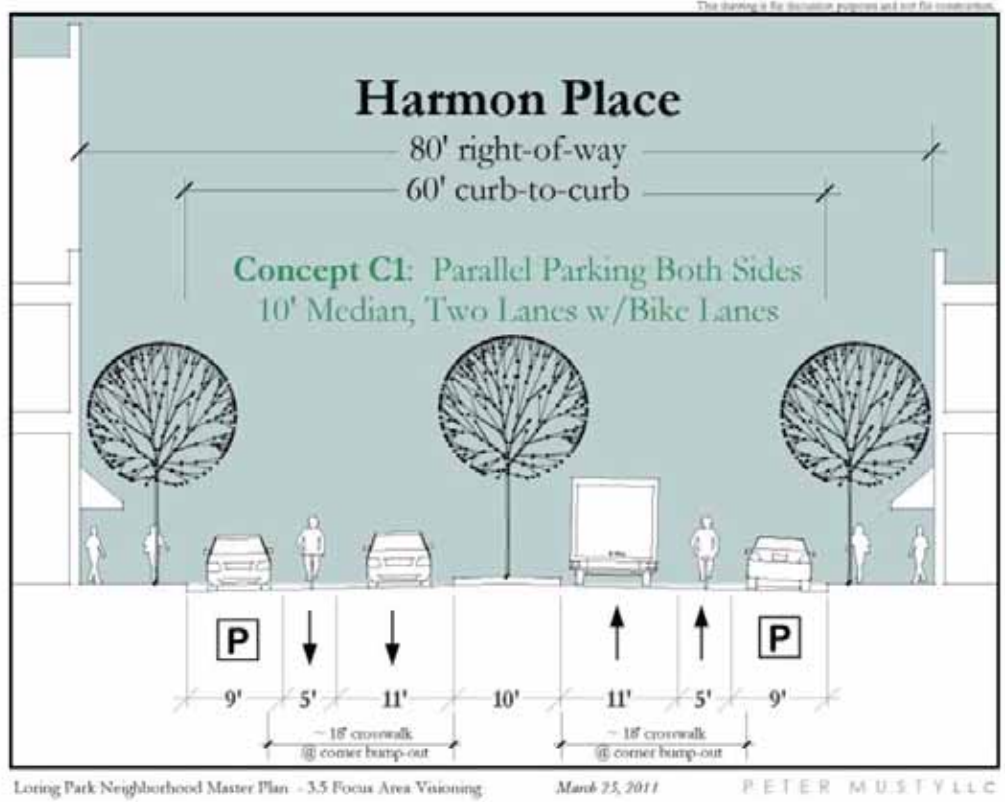
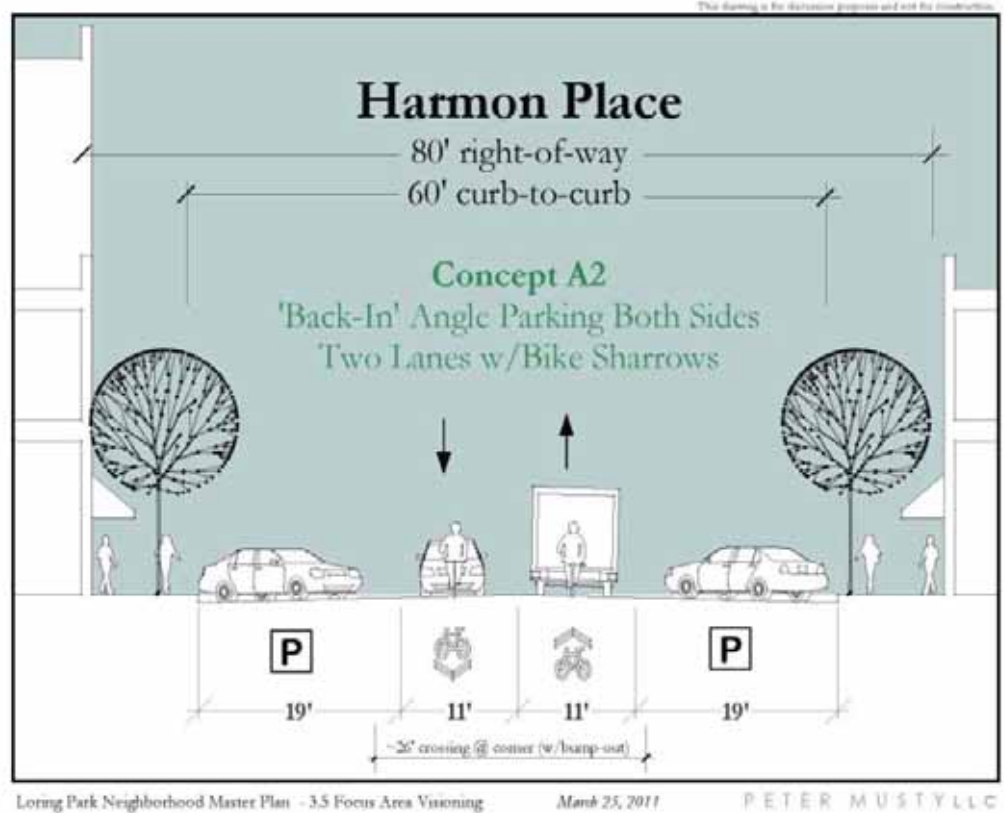


Figure 4D

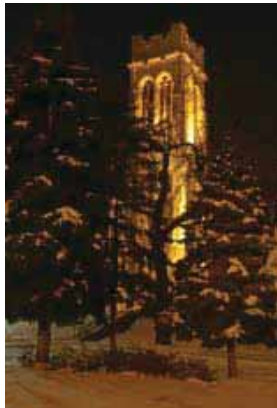


Recommendation 4.21 (a-f)

Hennepin-Lyndale Civic Corridor

Built along the ages-old Native American trail that connected Lake Calhoun to St. Anthony Falls, Hennepin-Lyndale has served as a prominent and very busy transportation corridor since the early history of Minneapolis. The corridor, which rises along a ridge overlooking the city, provided a picturesque setting for spacious mansions that were built in the late nineteenth century by prosperous bankers and industrialists.

Over time mansions adjacent to the corridor were replaced by some of the city's most prominent institutions. These include the Basilica of St. Mary (*below left*), Dunwoody Institute, the Walker Art Center, the Cathedral of St. Mark (*below center*), Hennepin Avenue United Methodist Church (*below right*), and also the major public space institutions of Loring Park and the Minneapolis Sculpture Garden.



The civic importance of the corridor has grown over the years, but so have the demands on the corridor for automobile traffic. The overlapping mix of local, state and federal roadways leaves the space heavily dominated by bare concrete and fast moving cars. The high concentration of major institutions makes this a very active place for pedestrians. Every effort should be made to improve the pedestrian environment so that it is safer and more befitting the civic nature of the place.



November 6, 2010

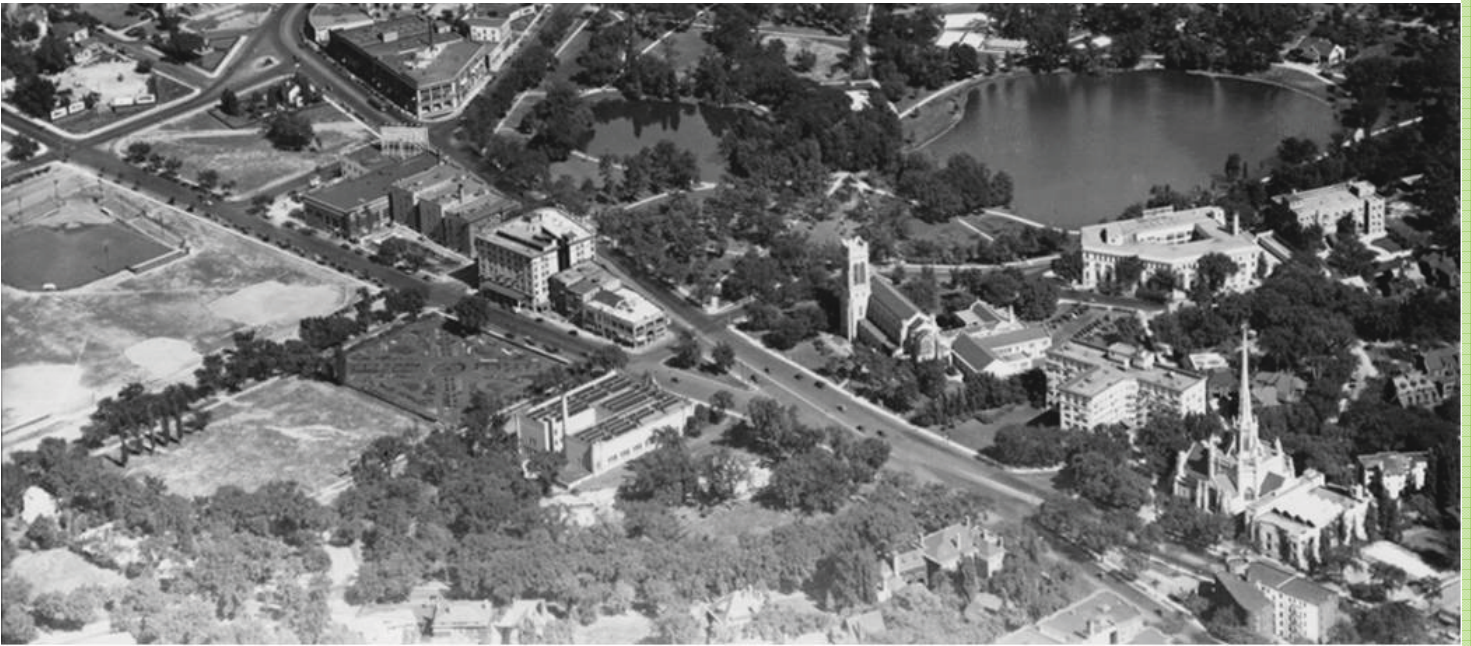
Community Workshop II Visioning Loring 2030

Community Visioning & Design Workshops

The Loring Park Neighborhood conducted four community based workshops in 2010-2011 in support of the master plan. Nicollet Avenue (south of Grant) was consistently identified as having great potential as a place of vibrant activity, more green, and new development that is in character with Loring Park Neighborhood – to strengthen an identity that is separate but complimentary to the downtown core. Sensitivity to the viability of small, locally owned and neighborhood serving businesses was a continued concern.

Documentation of community priorities from this and other events can be found at

<http://www.loringpark.org>.



Aerial above taken in 1940. image below from Google Earth, 2012

Long Range Transformational Opportunities

Long term, dramatic improvements may be possible, particularly in conjunction with potential freeway changes at the Lowry Tunnel. Such a project may not happen within the twenty year time frame of this plan. It is therefore important in the short term that solutions are found which work within the general confines of the existing infrastructure. Using creativity, cooperation and additional



investment, the following significant improvements may be possible:

a. Safe Crossings. Improve the safety and comfort of key on-street pedestrian crossings between the east and west side of the corridor – In addition to the Whitney Pedestrian bridge on-street connections are also important along portions of the corridor including at Groveland Avenue, Oak Grove Street (15th Street) / Vineland Place, and the underpass at Hennepin Avenue / Dunwoody Boulevard. Striping, signaling upgrades, and mid-corridor pedestrian island streetscape improvements should be considered.



- i. **Intersection of Hennepin/Lyndale Corridor at Oak Grove Street (15th Street).** Facilitate crossing Hennepin-Lyndale at Oak Grove Street (15th Street) by keeping cross walk striping clear and visible and by installing count-down signal timers with visible and audible displays. Improve pedestrian hardscape areas. Add landscaping and public art. This intersection was recently ranked as one of nine intersections in the City in greatest need of improvement.
- ii. **Intersection of Hennepin/Lyndale corridor at Groveland.** Keep cross-walk striping clear and visible. Install count-down signal timers with visible and audible displays. Improve pedestrian hardscape areas. Add landscaping and public art.

Above left: The Hennepin-Lyndale Civic Corridor today (view looking northward from intersection at Oak Grove Street). Older photo above: Volunteers (or workers?) erecting a Christmas Tree at Virginia Triangle, near the intersection of Oak Grove, at the convergence of Hennepin & Lyndale Avenues. Date unknown, taken before the construction of Lowry (Interstate 94) Tunnel and the resulting redesign and reconstruction of the Hennepin-Lyndale corridor near Loring Park. This project improved traffic flow for automobiles in, out and around downtown, but led to near total separation (for pedestrians) to and from Loring Park and Loring Hill to neighborhoods to the west and south.

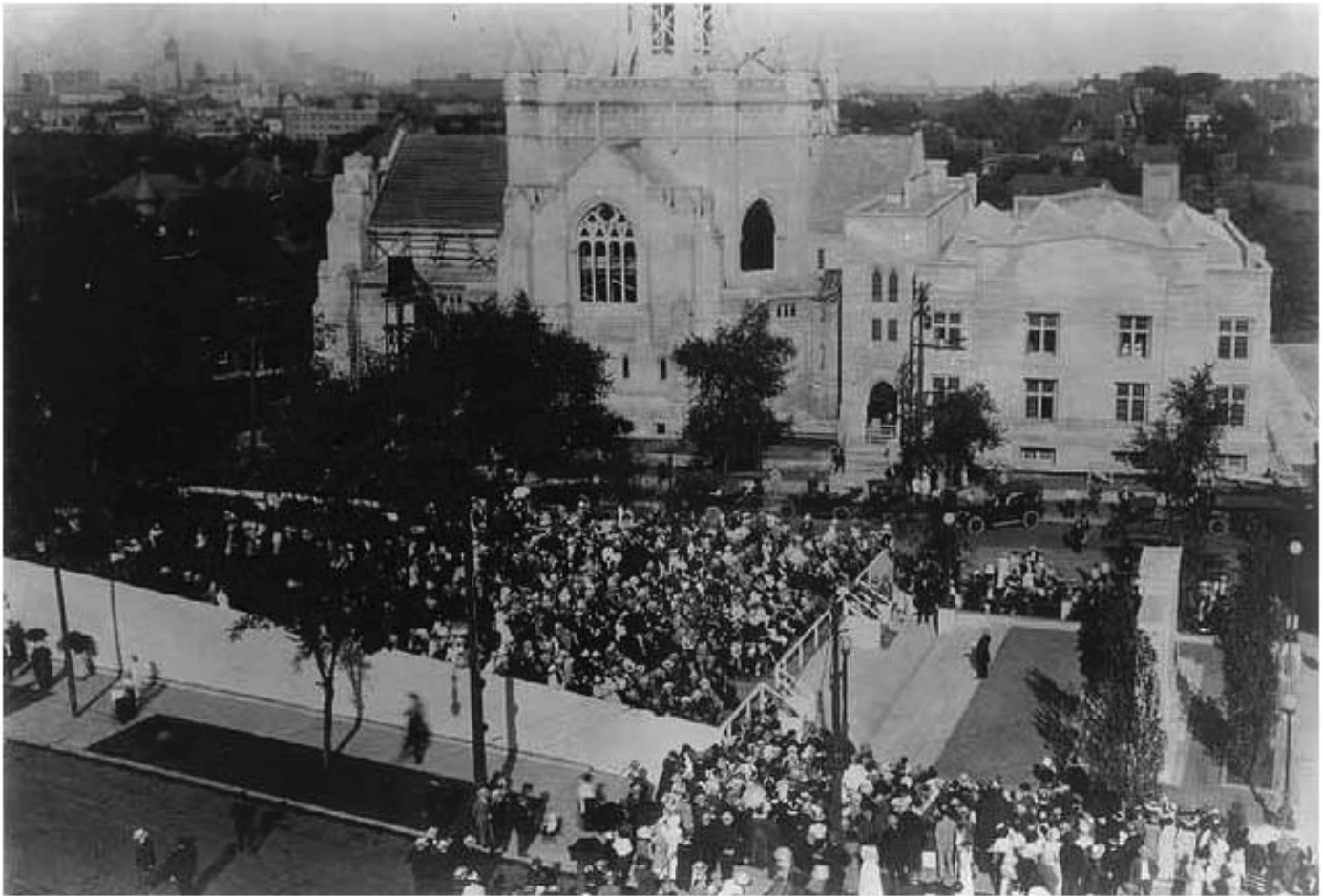


Image: Before the automobile dominant decades of the late twentieth century, the Hennepin-Lyndale corridor had developed a long history as a primary place for major civic gatherings and as a setting for major public art. Shown is the dedication (year not known) of Lowry Memorial at the Virginia Triangle, showing church structure now known as Hennepin United Methodist Church. (Location is the intersection at convergence of Hennepin, Lyndale, and Groveland)

- b. **Streetscape.** Incorporate art and high quality design as an integral part of future public infrastructure projects. These include elements such as fencing, guardrails, lighting, pavements, street furniture, utility structures, etc. Create interesting, beautiful and well managed streetscapes and landscapes at existing locations along the corridor. Pursue options to add more greening and pedestrian space where possible in the future.
- c. **Way-finding.** Add way-finding at key points along corridor.
- d. **Lowry Tunnel Focal Point.** Install a feature work of public art at the head of the Lowry tunnel where 15th Street crosses to Vineland Place. Use public art to provide scale and beauty to the broad expanse of the corridor, and to create a focal point for

pedestrians who use this location to walk between Loring Park and the Walker Art Center (*See Chapter 1 Cultural Assets & Economic Vitality*)

e. **Walking to Van White (Southwest LRT) Station:** The potential light rail transit station near the planned Van White Boulevard will be in walking distance of the Loring Park Neighborhood. Sidewalks currently run from the neighborhood to that location north of I-394 along the north side of Dunwoody Boulevard and through the Walker Art Museum - Parade Stadium area. No significant improvements are identified for those routes at this time, however the walkability and safety along Dunwoody Boulevard from Hennepin to the new station should be comprehensively analyzed for needed improvements concurrent with any transit improvements.

f. **Transit Stops.** Upgrade transit stop streetscapes and shelters using high quality design and artistry.

g. **Bike Paths & Sidewalks.** Coordinate design of walking and bicycle paths that run parallel to the Hennepin – Lyndale corridor. Where there is high bicycle traffic, provide adequate separation between each mode including at the west side of the corridor between 15th Street and Groveland Avenue.

h. **Public Space: Hennepin Avenue at Basilica of St Mary.** Support efforts to define the space in front of the basilica (including, from building to building, areas including the street, intersection, interstate wall and underpass)... as a prominent public space through improvements to landscaping, infrastructure and the addition of public art.



2008: Hennepin-Lyndale Civic Corridor Design Charrette

The poster shown on the last page of this section, which can be found at www.loringpark.org, summarizes a range of short term 'functional improvements' that would improve non-vehicular experiences in the corridor. Along with the public realm design guidelines for Loring Park Edge found in this chapter, this document should be used as a starting point for implementation of improvements within the corridor.

Hennepin-Lyndale Civic Corridor Design Charrette : 15 YEAR PLAN

Lowry Hill Residents Association • Citizens for a Loring Park Community • AIA Minneapolis

HTTP://DOWNTOWN2015.COM/HOMEPAGE/HENNEPINLYNDALE/HENNLINYPAGE.HTM

APRIL 26, 2008

ISSUES

- Current freeway edges are incompatible with the character of adjacent institutions
- Current freeway underpass is dark, threatening and a gathering place for vagrants.
- Major entrance to downtown has poor visual and civic presence.
- Past landscape improvements are inadequately maintained.
- Visual and audial noise caused by high-speed interstate is disruptive to adjacent urban uses.
- Salt spray from freeway has damaged trees in the north west corner of Loring Park.
- Pedestrian bridge is convenient for only some of the pedestrian traffic crossing the Hennepin/Lyndale corridor. On-grade crossings remain crucial to pedestrian traffic further south.
- Poor pedestrian crossing accommodations - confusing pedestrian path - wind-swept - threatening automobile environment - frequent panhandling
- Shared bicycle and pedestrian path is confusing and threatening to use.
- Lack of trees and other foliage along corridor creates a windswept, auto-dominated environment.
- Over-head road signage is out of character and out of scale with the surrounding urban environment.
- Lack of street-front activity associated with adjacent institutions
- Poor pedestrian crossing accommodations - confusing pedestrian path - wind-swept - threatening automobile environment - poor transit accommodations
- Excessive impermeable surfaces - too much asphalt - missed opportunities for greening
- Poor pedestrian (& cyclist) environment - freeway fencing is rundown and unattractive - landscaping is unkempt and uninspiring
- Poor pedestrian environment adjacent to commercial uses.



jvh 2008

OPPORTUNITIES

- **PRIMARY PEDESTRIAN & BICYCLE PATHWAY IMPROVEMENTS**
 - Review elements of pedestrian infrastructure, including pavements, layout, landscape/streetscaping, lighting, signage, security. See Minneapolis Street & Sidewalk Design Guidelines.
 - Establish which segments of pathway are in most critical need of improvement.
 - Pursue improvements through city long-range improvement funding, non-auto transit grants, incorporation of pedestrian improvements into adjacent public and private construction projects, investments on the part of adjacent properties, civic gifts from people, businesses and organizations across the Twin Cities.
- **CROSSWALK IMPROVEMENTS**
 - Crosswalks and associated walkways at two intersections, at Groveland Avenue and at Vineland Ave./15th St. were identified as having the most critical problems and the most urgent need for improvements. Look for opportunities to improve all crosswalks along corridor, but focus efforts on these two intersections.
 - Document effects of poor pedestrian conditions on neighboring institutions including the Walker, St. Mark's, and Hennepin Ave. Methodist Church. Incorporate into both neighborhood's planning and advocacy efforts.
 - Identify improvement options such as striping, signage and landscape
 - Organize efforts to make improvements around city policy and planning guidelines such the Transportation Action Plan and the Pedestrian Masterplan.
 - Pursue funding support through methods noted in the pedestrian/ bicycle pathways section at the top of this column.
- ↕ **INTERCONNECTING PATHWAY IMPROVEMENTS**
 - Identify important pathways that connect to, or intersect with the Hennepin/Lyndale Corridor. Encourage and support efforts to strengthen these pathways, especially those that connect together the Loring Park and the Lowry Hill neighborhoods and that connect to Downtown Minneapolis and to The Lakes.
- T** **TRANSIT & TRANSIT STOP IMPROVEMENTS**
 - Support efforts to improve transit service along the Hennepin and Lyndale Transit Corridors - including the expansion of the downtown bus fare zone and the introduction of streetcar service on Hennepin Avenue.
 - Improve transit stop facilities, including shelters, landscaping, scheduling, signage, cleanliness, security.
 - Incorporate art and artistry into transit facilities
 - Seek funding through a variety of governmental jurisdictions, grants, and private investment (e.g. bus shelter providers)
- A** **ART AS AN ELEMENT OF THE CIVIC LIFE AND FABRIC OF CORRIDOR**
 - Find opportunities to incorporate new public art works at fitting locations along the corridor.
 - Incorporate art and artistry into new public infrastructure where ever possible.
- I** **INSTITUTIONS - ANCHORS OF A CIVIC CORRIDOR**
 - Support health and vitality of major institutions along the corridor.
 - Encourage civic/cultural activity within the public realm of the corridor.
 - Encourage investments by area institutions to enhance the character of the corridor.
 - Support public improvements to the corridor that benefit the vitality of institutions located along the corridor.
- G** **NEW GREENING ALONG PUBLIC RIGHT-OF-WAY**
 - Seek opportunities to increase the amount of vegetation along the corridor. Focus on areas that are currently either unplanted or where additional trees or other plants could be added.
 - Work with experts to find low maintenance plants that are tolerant of harsh road and winter conditions.
 - Develop strategies for greening using new technology such as green walls and artificial trees.
- I** **INTERSTATE LANDSCAPE IMPROVEMENTS**
 - Build political support for funding to help mitigate the damage that the building of Interstate 94 and the Lowry tunnel caused to the Hennepin/Lyndale Corridor.
 - Develop a partnership with MNDOT in addressing problems such landscaping, signage, noise, salt damage, etc.
 - Encourage partnerships that would allow for the incorporation of art and artistry into the construction of new infrastructure.

FEATURE VIGNETTES

1 GROVELAND SQUARE

- Establish a sense of place in the area between Groveland Ave. & Douglas Av
- Redesign island that runs along Henn/ Lyndale to incorporate new pavement, landscaping, new transit facilities and public art.
- Expand the size of the island to the west. Provide a bump-out at the Henn/ Lyndale crosswalk at the north-east corner of the island.
- Incorporate public art as a focal point landscaped island to mark this as a gateway to the Lowry Hill neighborhood.
- Strengthen connection between the Loring Park and Lowry Hill neighborhoods with improved cross walks and shared transit facilities that are located at various points along the corridor.

2 LORING GATEWAY

- Establish this park entrance as a civic entrance to Loring Park and to the Loring Park neighborhood.
- Coordinate multiple pathways and provide orientation to major destinations.
- Incorporate public art to establish a gateway presence.
- Improve park pathways leading from this entrance to the the downtown side of the park and along the west side to improve pedestrian connections to major destinations along the corridor.

3 AUTOSCAPE GARDENS

- Establish this interchange as a civic entrance to the city from the freeway.
- Enhance existing landscaping.
- Incorporate several works of landscape art which celebrates this 20th century auto scape.

4 BASILICA SQUARE & THE WEST GATE

- Establish a complete urban space by strengthening the freeway edge to form the third wall of a triangularly shaped city square.
- Construct new freeway screening that fits the character of adjacent architectural elements and which is an inspiring artistic work in itself.
- Use the medieval city wall and gate as a typology to address the design of the freeway edge and the Hennepin Avenue underpass - mark the underpass as a gate in the wall - an entry to downtown - the west gate.
- Recognize the freeway. Options: celebrate American Interstate system (I-94 Boston 1133 mi. east Seattle 1382 mi. west) - expand Basilica gardens as the Garden of St. Anthony and St. Christopher in honor of travelers.

5 THE LOWRY TUNNEL ENTRANCE & THE GRAND TERRACE

- Create a central civic focal point for the Hennepin/Lyndale Civic Corridor at and around the entrance of the Lowry Hill Tunnel.
- Create an art screen around the approach to the tunnel that would serve to re-establish urban edge, walls, and that would mitigate damage done by the freeway such as noise, fumes and salt damage.
- Screen could incorporate a variety of materials including green wall technology. Various levels of transparency could be used to both reveal and hide the freeway and the surrounding urban landscape.
- Create a "Grand Terrace" at the Vineland/ 15th St. intersection. Redesign green space locate over the entrance to the tunnel to be a green plaza with a major public Art Work marking the historic crossing of Hennepin and Lyndale Avenues.

Recommendation 4.22 (a-p)

‘Loring Village’ Improvements

Loring Village represents one of the most outstanding transitions between a downtown business core and a residential district found anywhere in America. The district, which includes the region's largest convention center, major churches and an intact area of four-story early twentieth century apartment buildings, offers wonderful opportunities for the entire city.



Image to the left: West side of 15th Nicollet Avenue at 15th Street, near the heart of Loring Village.

Image source next page: Google Earth

If one adds to this the outstanding beauty of the Park for which the neighborhood is named (at the district's western edge), and, the central spine of Minneapolis, Nicollet Avenue, which has primary standing as both a commercial and transportation corridor, it is no surprise that this is a priority area for the Loring Park Neighborhood and for the Loring Park Master Plan.

Emerging Vision: Strengthen Connections to Neighboring Districts and Realize Potential as *Activity Center*

Strong, continued collaboration between CLPC and the Stevens Square Community Organization will be important moving forward,

Stevens Square
Neighborhood

Interstate 94

Oak Grove
Street

NICOLLET
AVENUE

15th Street

Spruce
Street

LASALLE
AVENUE

14th Street

FIRST
AVENUE

E. Grant Street

NICOLLET
MALL

13th Street

DOWNTOWN

Loring
Greenway



as there is a very strong desire in the community to reconnect (to ‘heal the gap’) caused by construction of the freeway between Downtown/Loring Park Neighborhood and districts and neighborhoods to the south.

And, as explained in more depth within *Chapter 2: Land Use and Built Form*, continuing to realize the districts full potential as an emerging Activity Center (*see sidebar*) rests on key issues such as the design sensitivity of new in-fill development, the efficient provision and effective management of parking, improvements to the quality of the pedestrian environment, and steps to ensure safety and the perception of safety.

The following detailed recommendations address several of these issues, focusing on improvements to the public realm of the district:

- a. **District Parking Strategy** – Create and implement a coordinated parking plan as a first step in further developing the area along Nicollet Avenue as an Activity Center. The plan should give consideration to resident, commercial and institutional needs, and to both on and off-street parking. Existing parking facilities at the Minneapolis Convention Center and the Loring Park Parking Ramp should be considered. All new parking facilities should be underground or fully concealed (*see Chapter 2 – Land Use & Built Form* for additional information on parking structures). The public parking that is currently provided at the “Meter-Farm” site at 15th and Nicollet Avenue should be incorporated into any new development for that site.
- b. **Streetscapes** – District wide, take advantage of public and private development to create a greener, more inviting pedestrian environment and to encourage the pedestrian flow of residents and visitors to, and between, the district's key attractions.
 - i. **Street Furniture** - Add attractive street furniture including trash and recycling receptacles, bike racks and way-finding aids.

‘Loring Village’

...an emerging

Activity Center

Loring Village includes the northern blocks of ‘Eat Street’ in the Loring Park Neighborhood, just north of Interstate 94 along Nicollet. This area was one of four identified by the Community as a focus area in the 2010-2011 Loring Park Neighborhood Master Plan process.

Nicollet, as a critical link in the region’s Primary Transit Network, is the first corridor in the metro area to be considered for the restoration of streetcars.

Chapter 2: Land Use & Built Form provides information regarding the recommendation to designate a major portion of the district an **‘Activity Center’**. (*Activity Center* is a City of Minneapolis comprehensive plan land use designation that carries a set of established policies supporting investment in location efficient new development (walkable, affordable, sustainable and supportive of transit)...within an identified district that has become or is becoming a unique destination with a distinct identity within the City.

- ii. **Pedestrian Lighting** - Improve pedestrian lighting with energy efficient bulbs that provide adequate and attractive light, and which meet neighborhood and city design standards.
 - iii. **Gardening & Greenery** - Encourage investment in attractive and sustainable gardening adjacent to public walkways by property owners and resident volunteers.
 - iv. **Tree Canopy** - Add to the street tree canopy with the goal of meeting LEED-ND standards for spacing and coverage. Where street trees are not possible due to utilities or clearance issues, alternatives such as vertical greening or other planting in (or adjacent to) the public right-of way should be encouraged to provide additional shade. Vertical greening should be considered at blank walls.
 - v. **Overhead Utilities** - Move overhead utility lines underground.
- c. **Nicollet Avenue** - Maintain and enhance the Nicollet Avenue streetscape from Grant Street to the Stevens Square Neighborhood and encourage an active, safe and enjoyable sidewalk experience. The following recommendations are in addition to the general streetscape improvement recommendations found previously in this chapter:
- i. **Safety** - Prioritize Nicollet Avenue for safety and patrol efforts in order to establish a safe perception of the district and to maintain a safe experience for residents and visitors (See *Livability* section later in this chapter for more detailed information and recommendations.)
 - ii. **Interactive Street Frontage** - Maximize the amount of transparent glazing along the first level storefront edge of the Avenue. Future development should include interesting street front architecture with glazing that visually connects the activities of inside and out. Blank walls should be avoided in future developments. Existing blank walls should be

addressed with potential options including vertical greening, public art, or the insertion of new windows. (See Chapter 2 *Land Use & Built Form*, LEED-ND NPD credit 1 *Walkable Streets*), and Fig. 2-2 *Built Form Plan* for more detailed information on desired building to street relationships.)

- iii. **Street Trees (Tree Canopy), Greenery & Furniture** - Maintain existing street trees, streetscape infrastructure and amenities, and pursue opportunities to make improvements and add features including additional flowers, planters and green space, scooter and bike parking, and trash / recycling bins.
- iv. **Pocket Parks** - Pursue opportunities to add pocket parks along the avenue.
- v. **Public Art** - Add public art that is an integral part of the fabric of new public infrastructure and private development. Featured works of public art should be added at key locations in order to provide the district with focus and identity. (See also *Chapter 1: Cultural Assets & Economic Vitality / Map: Priority Locations for (New) Public Art*.)
- vi. **Eat Street Gateway** - Use public art at Grant Street and Nicollet Avenue to establish a gateway to Nicollet Avenue South (also know as Eat Street).
- vii. **Way-finding** - Maintain existing way-finding tools and pursue opportunities to make improvements at key locations along the Avenue including at Grant Street and 15th Streets.
- viii. **Nicollet Avenue Bridge** - Mend the division in the pedestrian fabric between the Loring Park and Stevens Square portions of the Nicollet Avenue Commercial Corridor caused by poor pedestrian conditions at the Nicollet Avenue Interstate 94 freeway bridge (*see item 1 for additional guidance*).
- ix. **Nicollet Avenue Design Guidelines** - The current Nicollet Avenue Design Guidelines should be incorporated into new developments and when portions of the existing streetscape require replacement (*see Nicollet Avenue Design Guidelines*).

d. **East-West Connections** - Improve east-west pedestrian Connections between the Minneapolis Convention Center, Nicollet Avenue, and Loring Park. Take advantage of the close proximity between the major destinations of the district by improving the quality of east-west pedestrian corridors. Better connections between the residential portions of Loring Village and Loring Village Activity Center will support more activity on Nicollet Avenue and will provide more attractive walking options for visitors who visit multiple destinations in the neighborhood. East-West connections include Grant Street (*see item e*), 14th Street (*see item f*) and 15th Street (*see item g*).

e. **Grant Street** - Develop Grant Street as a primary on-street green corridor connecting Nicollet Avenue South (also know as “Eat Street”), Loring Park, and the front door of the Minneapolis Convention Center. In addition to the general streetscape improvement recommendations found in item 4.11.a., the following street specific policies are recommended:

- i. **Crosswalks** - Improve crosswalks along Grant Street including 1st Avenue, Nicollet Avenue, LaSalle Avenue, Spruce Place, and the connection to Loring Park at Willow Street with bump-outs, striping and/or other improvements that are determined appropriate and available.
- ii. **Way-finding** - Maintain existing way-finding tools and pursue opportunities to make improvements at key locations along the street including the front and west entrance of convention center; the meeting between Nicollet Avenue South and Nicollet Mall, and the entrance to Loring Park at Willow Street.
- iii. **Street Narrowing** - Pursue opportunities to narrow the roadway east of LaSalle Avenue from the current four down to two or three lanes (as determined feasible) in order to be able to expand the area dedicated to pedestrians and greening.

- iv. **Downtown Improvement District** - Expand service of the Downtown Improvement District (DID) to include both sides of Grant Street, from 1st Avenue S. to LaSalle Avenue in order to maintain current amenities and to pursue future improvements. Currently only the north side of the street is included in district services preventing the street from being treated in an efficient and holistic way.

- f. **14th Street** - In addition to the general streetscape improvement recommendations found in item 4.11.a., the following street specific policies are recommended:
 - i. **Sidewalks & Walkways** - Improve walkway quality and address sidewalk width / clearance issues between the west entrance of the convention center to Nicollet Avenue and to Loring Park.
 - ii. **Crosswalks** - Improve crosswalks along 14th street including at Nicollet, LaSalle Avenue, Spruce Place, and the connection to Loring Park at Willow Street with bump-outs, striping and/or other improvements that are determined appropriate and available.

- g. **15th Street** - In addition to the general streetscape improvement recommendations found in item 4.11.a., the following street specific policies are recommended:
 - i. **Sidewalks & Walkways** - Improve walkway quality and address width / clearance issues between Nicollet Avenue and the Hennepin-Lyndale Corridor.
 - ii. **Crosswalks** - Improve crosswalks along 15th street including at 1st Avenue, Nicollet Avenue, LaSalle Avenue, Spruce Place, and connecting to Loring Park from north and south sides of the street at Willow Street with bump-outs, striping and/or other improvements that are determined appropriate and available. Street crossings should also be improved farther west on 15th including at Oak Grove Street and at Hennepin Lyndale.

iii. **Bike Lanes** - Maintain existing bicycle lanes and pursue opportunities for improvement.

h. **Bike Share Stations, Car Share Locations, and On-Street Bike Parking** - Support multi-modal transit in conjunction with the Nicollet Avenue Primary Transit Corridor by encouraging private and public investment in facilities that encourage urban, earth friendly transit options.

i. **Transit & Streetcar Facilities** - The Loring Village Activity Center should be well served by future transit facilities including streetcar stations. When locating future transit stations along Nicollet Avenue, the districts two most important intersections (Nicollet/15th Street and Nicollet/Grant Street) should be considered.

j. **Expansion of Downtown Improvement District (DID)-** Expand services of the Downtown Improvement District (DID) to the south. Partner with the DID to provide a superior level of on-street maintenance and visitor services to the Loring Village Activity Center.

k. **Two Way Conversion of LaSalle & First:** Advocate for the conversion of one-way to two-way traffic on LaSalle and First Avenues, perhaps in conjunction with the re-opening of Nicollet Avenue at Lake Street.

l. **Nicollet Avenue Bridge over Interstate 94:** Make improvements to the Nicollet Avenue Bridge in order to re-establish a continuous pedestrian experience that is safe, attractive, and sensitive to the urban context of the commercial and transit corridor. Any upgrade or major change to the bridge should involve a public process that includes the Loring Park and Stevens Square Communities. The two neighborhoods have had a dialogue over the course of several decades on how to repair the damaging gap caused by the construction of the freeway. Uses identified include visions for landscaping, park space, structured parking, retail stalls and mixed use buildings. Three visionary solutions have been forwarded for structurally spanning the Interstate right of way adjacent to Nicollet:



Photo of streetcar approaching sidewalk station in Portland, Oregon, taken by Master Plan Steering Committee Member Richard Sandberg.

- Option a) **Widen Bridge Deck** - widening of the Nicollet Avenue bridge deck on one or both sides
- Option b) **Land Bridge** - full or partial decking (land bridging) of the Interstate airspace between LaSalle Avenue to First Avenue
- Option c) **Lowry Tunnel Extension** - extension of the Lowry Tunnel eastward to Nicollet or First Avenue

m. **Convention Center Plaza & Visitors Center:** Continue to enhance the Convention Center Plaza as a community activity center and major public gathering space. Future enhancements may include artistic additions to the face of the convention center or iconic public art within or surrounding the plaza. Improvements should be coordinated with walking improvements at the Greenway, Grant Street and 13th Street. Support the development of the Visitor Information Center located adjacent to the plaza as a major launching point for exploration of the city and of nearby attractions in the Loring Park Neighborhood.

n. **Priority Locations for Public Art:** there is broad support for the upgrade of existing public art and the development of new public art throughout the neighborhood, with installations within the Loring Village Activity Center. *See page 13 of Chapter 1 - Cultural Assets & Economic Vitality: Priority Locations for Public Art.*

o. **Illegal Cab Parking:** Peak time overcrowding of cab stands near Grant and Nicollet should be reviewed and remedied by City's Regulatory Services.

p. **Truck and Bus Staging around the Convention Center -** Seek a long-term solution to convention trucks and buses having to queue on First and Third Avenues. One possible response might entail building a deck over the truck dock court south of the Convention Center while maintaining a green edge and bicycling lanes along 16th Street in order to relate to the neighborhood better. Such additional off-street parking would be needed if the surface parking lot at Central Lutheran Church were to be lost to development, as that site is used by Convention Center-related cars and trailers.



Walking

The *walkability* of the Loring Park Neighborhood is a major strength of the neighborhood, and with continued attention can become an even more important factor as to why community members move here, stay here and invest here. Loring is best experienced on foot. Major events will continue to draw a wide diversity to the City's central park. An emerging municipal strategy to connect the Mississippi River to the Walker/Sculpture Garden will surely send even more newcomers sauntering through, hopefully regardless of season.

With some exceptions, walking in the Loring Park Neighborhood is generally well accommodated by the streetscape, as there are sidewalks on nearly every block face, paths in place across the park, and continuous tree canopy in most places. It will continue to be a primary means of transportation for community members.

And yet, there is a lot of room for improvement; to the internal network such as crossings to Loring Park. As the neighborhood intensifies around transit, the opportunity for amenities near stops and stations will emerge. More immediately, walking to adjacent neighborhoods and districts is in need of major improvement, so several recommendations address that need, especially with regard to

transit access. These include improving connections to downtown employment or to the bus, streetcar or light rail transit stations.

Recommendations

4.23 Walking to the Stevens Square - Loring Heights

Neighborhood: Through a public process including affected neighborhood organizations, ensure that as the bridges over I-94 at Groveland, LaSalle (recently completed), Nicollet and First Avenues are rebuilt they include generous sidewalks, access ramps, lighting and decorative railings. The public realm connection across Interstate 94 at Nicollet presents unique opportunities beyond these treatments, and is addressed in other sections of this plan.

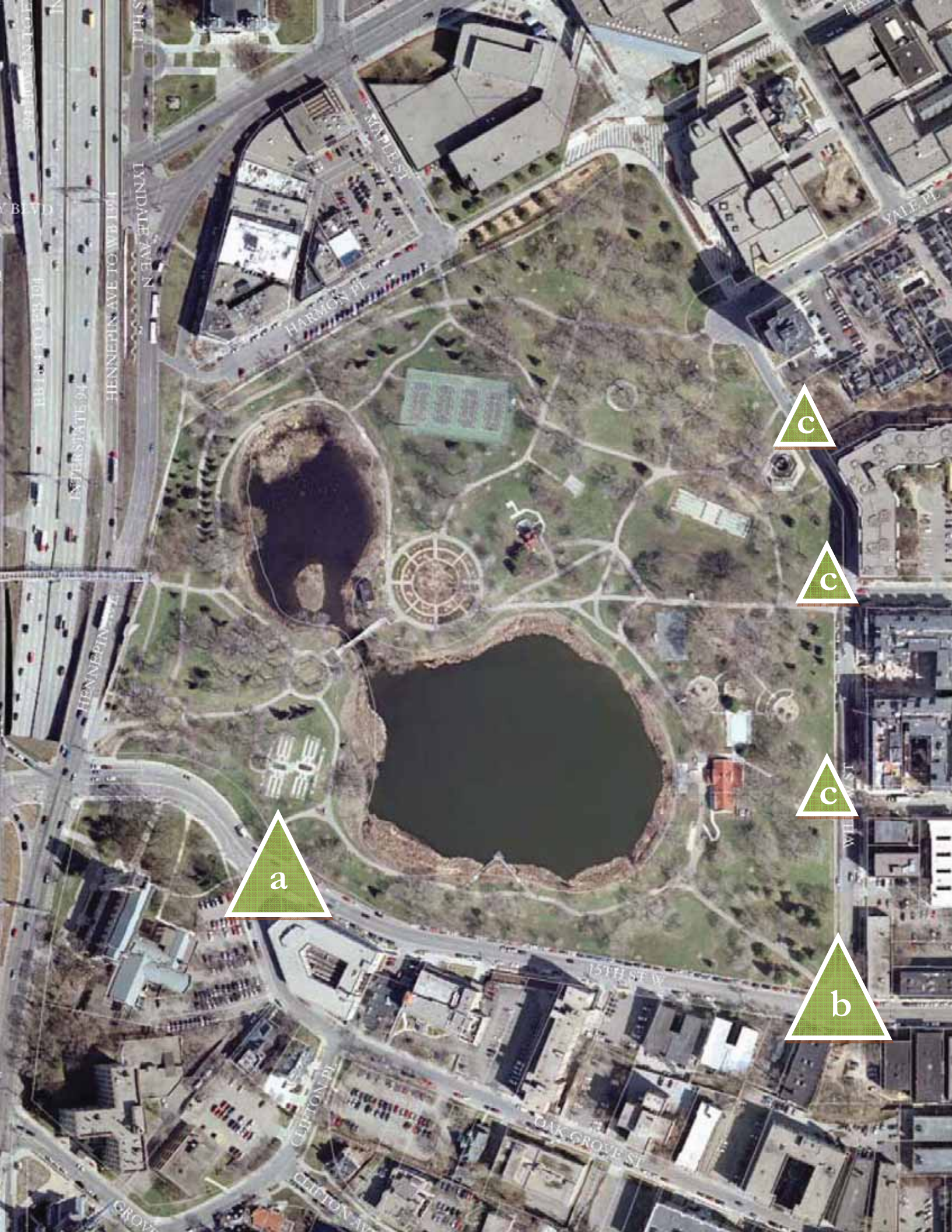
4.24 Walking to the Elliot Park Neighborhood: Through a public process including affected neighborhood organizations, ensure that when the bridge over I-35 at 15th Streets is rebuilt it includes generous sidewalks, access ramps, lighting and decorative railings.

4.25 Walking under the Loring Greenway: Improve the pedestrian experience comprehensively under the Loring Greenway at La Salle Avenue. (Such a study should include recommendations for lighting, wall surfaces, public art (such as ‘water wall’, murals or other features), safety, separation of pedestrians & cars, etc.) Explore feasibility of stairway connection between Loring Greenway and LaSalle Avenue.

4.26 Walking to the North Loop Neighborhood: Through a public process including affected neighborhood organizations, Improve walking and bicycling between the Loring Park Neighborhood and the North Loop Neighborhood by improving the environment along 11th and 12th Streets and along 16th Street. Improvements in that corridor may include striped pedestrian crossings, better lighting, street trees and land redevelopment that is more attractive to view and provides more “eyes on the street.” The North Loop Neighborhood includes attractions such as the Farmers’ Market, Cedar Lake Trail access, and the planned light rail transit stations along Royalston Street and at Target Field.

4.27 Universal Access: Ensure that all public circulation improvements and all new buildings observe the principles of the Americans with Disabilities Act, which improves mobility for all.

4.29 Way-finding to the Downtown Skyway: Improve way-finding from Nicollet Avenue / Loring Village to the skyway via better signage to existing skyway entries off of Nicollet Mall & Convention Center. There is little support in the community for extensions of the skyway further into the neighborhood. Loring wishes to focus public realm investment on street level, encouraging all pedestrian activity to take place on the sidewalks of current streets, or within current public spaces during all seasons of the year.



a

b

c

c

c

Recommendation 4.30 (a-c)

Safe Crossings to Loring Park

The following recommendations define desired characteristics of several key crossings along the edge of Loring Park:



The image above is a photo of a part of a citizen/consultant team during the Discovery Workshop in October 2010. They are crossing Oak Grove Street at 15th Street, returning to The Woman's Club after photo-documenting issues (and recording their related ideas) after their walkabout around the edge of Loring Park. Establishing safe crossings to the Park from the neighborhood streets emerged as a primary concern.

a **Crossing to Loring Park at the Intersection of 15th Street and Oak Grove Street** – To improve pedestrian crossing safety, rebuild the intersection of 15th and Oak Grove Streets with these features:

- i. clear T design with the east-west legs dominant
- ii. corner bump-outs
- iii. striped pedestrian markings kept clear and visible
- iv. count-down signal timers with visible and audible displays
- v. improved pedestrian hardscape areas
- vi. added landscaping and public art

b **Crossings to Loring Park at the Intersection of Willow Street & 15th Street** - To improve pedestrian crossing safety, rebuild the intersection of 15th and Oak Grove Streets with these features:

- i. clear T design with the east-west legs dominant
- ii. corner bump-outs
- iii. *edge* address timing of lights
- iv. striped pedestrian markings kept clear and visible

c **Crossings to Loring Park along Willow Street** - Upgrade the striped pedestrian crossing between the Loring Greenway and Loring Park by building a raised “pedestrian plateau,” which would also provide a traffic calming effect. Implement pedestrian striping of crosswalks at Grant Street intersection. Study intersections at 14th Street and Yale Place to determine necessity of pedestrian crossing improvements at these intersections.



c

g

b

h

d

a

e

Recommendation 4.31 (a-1)

Image source previous page:
Google Maps

Loring Hill Improvements

Loring Hill has one of the most distinctive urban landscapes in the city of Minneapolis. Situated along the side of a ridge overlooking Loring Park, the mixture of historic mansions, green yards, grand churches and early twentieth century apartment buildings set the stage for a public realm that is highly valued by the community.

The design guidelines specifically define desired characteristics of public realm investments within the focus area defined by Loring Hill Design Guidelines, Section 2.10 - Recommendations, Public Realm & Parking. Where there are differences in the following policy to that within the Loring Hill Guidelines, the following recommendations shall take precedent:

- a. **Connection to Loring Park**
- b. **Traffic Calming**
- c. **Hennepin-Lyndale Corridor**
- d. **Freeway Edge**
- e. **Pocket Parks**
- f. **Dog Parks**
- g. **Dell Place**
- h. **Shared Parking**
- i. **Parking Structures**
- j. **Vistas & Viewsheds**
- k. **Grand Stairway**
- l. **Street Design**

a **Connection to Loring Park** - Loring Park is the "front yard" to Loring Hill and part of the prominent public realm; access, preservation and connection to the park should be emphasized, including:

- i. Safe Crossings - Enhanced pedestrian access/connection from Loring Hill to 15th Street and from Loring Hill across 15th Street to Loring Park
- ii. Traffic calming efforts for 15th Street

See related Recommendation 4.30 in this chapter titled: Safe Crossings to Loring Park.



The mansion at 419 Oak Grove Street is comfortably situated on the southwest corner of the intersection of Oak Grove and Clifton Place, across from The Woman's Club of Minneapolis.

b **Traffic Calming** - The primary pedestrian route to Loring Park along Oak Grove Street, Clifton Place and Clifton Avenue merits traffic calming treatment at key intersections such as; Oak Grove Street, Clifton Place at Oak Grove, Clifton Avenue and Groveland, as well as at Clifton Avenue and Clifton Place. Add a speed table along Groveland Avenue.

c **Hennepin-Lyndale Corridor** - The Lyndale/Hennepin corridor on the west edge of the neighborhood must be treated in an attractive and appealing way to improve pedestrian crossings and adjacent walkways. Special consideration should be given to the Groveland Avenue and 15th Street/Oak Grove intersections. *See also related policy 4.21 in this chapter: Hennepin-Lyndale Civic Corridor.*

- d** **Freeway Edge** - Aesthetics in the neighborhood along the south side at the freeway cut should be improved. Examples include:
 - i. Decorative fencing along the MnDOT ROW
 - ii. Decorative fence on Groveland Avenue across I-94
- e** **Pocket Parks** - Incorporate pocket parks and plazas at key locations:
 - i. NE corner of Spruce Place and Oak Grove Street
- f** **Dog Parks** - Incorporate dog parks where possible.
- g** **Dell Place** - Re-align Dell Place to the 1-94 Hennepin Avenue exit.
- h** **Shared Parking** – Shared parking lots are a common practice in Loring Hill; consider more formal, district parking solutions at strategic locations - these may be formally or informally defined and easily delivered by private partnerships since a number of office, commercial and nonresidential uses require parking this may support a modest parking fee solution. Potential locations include;
 - i. Hennepin Avenue United Methodist Church surface lot
 - ii. Episcopal Center site
 - iii. The Woman's Club of Minneapolis surface lot
- i** **Parking Structures** - Parking structures should be below ground and/or fully concealed in Loring Hill. Desirable types of parking structures are illustrated in the Building Types section of the Loring Hill Design Guidelines. (See *Type VI* images for examples.) The decision to approve additional parking facilities should evaluate overall traffic impacts as well as impacts to intersections) pedestrian traffic and on-street parking availability or peak demand hours.
- j** **Vistas & View-sheds** - Views of the architectural features of mansions and institutions (such as the churches along Hennepin/Lyndale corridor and the Woman's Club) and other locally designated historic buildings should be preserved from

public streets and lands. New development should not interfere with these views.



k Grand Stairway from Loring Hill: Implement a pedestrian stairway between 15th and Oak Grove Streets at a mid-block location, and a similar stairway between Oak Grove Street and Clifton Avenue. These stairways may be either privately owned and maintained or publicly owned and privately maintained. Addressing the hazards of snow and ice will be of special concern.

l Street Design – As street improvements are made, the context sensitive street methodology and design guidelines recently adopted by the City of Minneapolis will be used throughout the neighborhood, These designs will need to be calibrated to Loring Hill context, through a community based process, and also reconciled with the hierarchy of street designs recommended within the *Loring Hill Design Guidelines*.

Grand Stairways: Regional and International Precedents
Regional examples for cross-block stairways range from stairways in Stillwater, MN (downtown) (pictured above right) and St Paul, MN (above left, off Grand Avenue near Ramsey Hill), More grand terraced public spaces such as the Spanish Steps in Rome, Italy (below) were an example preferred by many.



Figure above is cropped from the *Loring Hill Design Guidelines* (2006). There are four desired Street Types S1-S4 specified in the *Loring Hill Design Guidelines*.





Bicycling

The bicycle can be used to greatly extend the range of a trip by transit, to conveniently complete short trips and to accomplish longer trips, particularly on this region's network of off-road paths.

Thus, one of the issues addressed by this section is what should be done to improve bicycling to and from the Cedar Lake Trail, the chain of lakes, the planned Van White Boulevard and the planned Southwest Corridor Light Rail Transit stations?

Similarly, an important connection is proposed along Harmon Place between the Loring Park Bicycle Path and the Downtown bicycling system at 12th Street.

Finally, the bicycling lanes installed in 2011 for 15th and 16th Streets are acknowledged and should be maintained.

Recommendations

4.32 Harmon Place Bicycling Improvements: The bicycling route should be extended from Loring Park along Harmon Place northward to the neighborhood boundary at 12th, then further north to 10th Street. These proposed bicycling improvements will link the Loring-Lyndale bicycle path to the eastbound striped lanes along 12th Street. The bicycle route across Loring Park is routed along the western side of the park, so Harmon Place should serve as a connection from the park to the north. (Please refer to public realm design guidelines for *Harmon Place Streetscape* earlier in this chapter.)

4.33 Bicycling across Loring Park: Maintain designated bicycle trail that runs through the north and west sides of the park. Support enhancements that encourage safe separation between cyclists and pedestrians.

4.34 Hennepin Avenue: Extend the Hennepin Avenue bicycling lanes south to Lyndale Avenue.

4.35 LaSalle and First Avenue: Add bike lanes to both avenues within the neighborhood.

4.36 11th & 12th Streets to North Loop: Improve bicycling between the Loring Park Neighborhood and the North Loop Neighborhood by adding striped pedestrian crossings, better lighting, street trees and pedestrian friendly building frontages that provide more “eyes on the street”.

4.37 Connections to Van White Boulevard: Sign and mark routes for bicyclists and pedestrians to access the planned Van White Boulevard and the LRT station planned near that road. These routes should basically follow 15th Street, Vineland Place, Kenwood Parkway and Parade Stadium Drive to pass under I-394 to Van White Boulevard. *Note: Further formal study and design will be required in order to set policy for safe, adequate mitigations to bike (and walking) connections through I-94 underpass at Dunwoody Blvd and onto Dunwoody itself north of the Sculpture Garden in the Lonry Hill Neighborhood. (See 3.47 Connections to Adjacent Neighborhoods and Districts)*



4.38 Bicycling Connections to Adjacent Neighborhoods and Districts: The recommendations listed above for improved pedestrian connections to the North Loop, Stevens Square, and Elliot Park neighborhoods would also benefit bicyclists.

CLPC will work closely with the City and Lowry Hill neighborhood to develop safe transit along Vineland Place and Dunwoody Boulevard to The Parade facilities, Kenwood Parkway and Lake of the Isles, Cedar Lake Trail, and Van White Boulevard/LRT Station. Although bicyclists should not use sidewalks, the sidewalk along the northern side of Dunwoody Boulevard might be the only safe route for bicyclists to move between the Parade Stadium parking lot and the Cedar Lake Trail, Van White Boulevard and the proposed light rail transit station. The return trip along Dunwoody Boulevard is especially hazardous because a freeway off-ramp merges into Dunwoody Boulevard. Advanced riders who use Dunwoody Boulevard must exercise great caution there.]



4.39 Bicycle Parking: Encourage the City and private entities to install bicycle locking or storage facilities at key locations along streets, in parks, at retail or office buildings and inside residential buildings.

4.40 Bicycle Sharing – Maintain current bicycle sharing service and support the addition of new bicycle sharing facilities at locations across the neighborhood. (*Nice Ride facility pictured below.*)





Parks and Open Space

Parks and other open space are essential for livability in a high density urban location such as the Loring Park Neighborhood. Fortunately, the neighborhood is served by several fine public spaces including Loring Park, the Loring Greenway, the Walker Sculpture Garden, the Convention Center pedestrian mall, Nicollet Mall and Peavey Plaza. Each are unique destinations, but also critical links in a green corridor connecting Downtown and the Convention Center to the Walker, to The Grand Rounds and neighborhoods to the west.

This section describes several improvements to the park and open space that build on past accomplishments.

Recommendation 4.41 (a-p)

Loring Park Improvements



While this plan does not focus on the park itself (see the Loring Park Master of 1996), the importance of Loring Park in planning for the surrounding neighborhood is clearly evident. The Park serves the entire city as a very green central square, with important civic and cultural events happening there throughout much of the year. Movement through the neighborhood and crossing to the park is a critical issue for visitors and residents alike.

On a daily basis Loring Park serves as a major crossroads for pedestrians and cyclists, connecting area residents to jobs, and both residents and visitors to the major cultural institutions that face the park. The natural beauty of the park is a major reason that both residents and visitors are drawn to its edges. Public space along the edge is important for the movement of pedestrians, cyclists and automobiles. The edge also offers wonderful opportunities for developing public space across from the park that capitalizes on the green relief of the park view. For residents and visitors alike that view is invested with cultural significance. As a community driven plan,

recommendations are also provided that give direction to future art installations that would be in fitting with the natural landscape and with the planning of the MPRB.

While this plan does not comprehensively address all the issues critical to Loring Park, there are several important recommendations, generated by planning for the larger neighborhood, that are important to community members:

- a. **Funding Mechanisms:** Continue community/park discussions regarding the development of relationships to assist with capital expenditures and improvements to Loring Park.
- b. **Year-round Activity:** Enhance programming to ensure that facilities serve residents and visitors year-round.
- c. **Crossings to the Park** - Improve pedestrian crossings to the park at all key points. See *Recommendation 4.30 Safe Crossings to Loring Park* earlier in this chapter.
- d. **Perimeter Sidewalk** (on the park side of perimeter streets)– Where feasible, install and maintain a continuous sidewalk along the edge of the park. This will enhance the access to the park along its edge, affording improved views of the park for pedestrians, as well as to ease the entering and exiting of vehicles. Along the south edge (15th Street), various terrain related issues may make a sidewalk technically and financially prohibitive along several portions. Further study would be required.
- e. **Interstate Impacts** - Protect Loring Park from the noise and salt of I-94 and Hennepin/Lyndale corridor by improving the berming, plantings and structures along its western edge.
- f. **Cattails** - Partner with MPRB to develop an ongoing program to minimize the growth of invasive cattails along the shore of Loring pond in favor of a diverse range of sustainable native species.
- g. **Commuter Bike Routes** - Clarify bicycle route across the western edge of the park by adding shoulder and centerline stripes.

h. **Path System & Walking Routes** - Continue to maintain and improve the pavement, landscaping and continue to refine the path system.

i. **Park Entries:** Improve the following park entrances with way-finding, public art, updated landscaping, and to enhance safety:

- Harmon Place & Maple Street
- Connections to MCTC
- Willow Street & Yale
- Willow Street & Loring Greenway @ Berger Fountain
- Willow Street & Grant Street
- Willow Street & 14th Street
- Willow Street & 15th Street
- 15th Street & Oak Grove Street
- Hennepin/Lyndale corridor & Oak Grove Street



j. **Berger Fountain** (*pictured to left*): Renovate the Berger Fountain and redesign the plaza.

k. **Active Recreation:** Support the maintenance and upgrade of interactive sport and play facilities including but not limited to tennis, basketball, horseshoes, shuffle board, chess, playground and a public pool.

l. **Programming:** Support a broad range of programming that appeals to all ages and backgrounds.

m. **Connections & Way-finding:**

Strengthen physical connections and improve way-finding between Loring Park and the rest of the Minneapolis Park System including to the Minneapolis Sculpture Garden, Kenwood Parkway, the Cedar Lake Trail, the chain of lakes, and the Mississippi riverfront.

n. **Conservation of Existing Public Art** – Develop a long-term plan to maintain existing works of art within Loring Park, such as

*Foreground: Berger Fountain.
Background: steeple of Hennepin Avenue
United Methodist Church.
Photograph by Bill Weber, Summer 2011.*

Berger Fountain. Utilize the Minneapolis Park Board program for maintaining works of art within parks.

o. **Urban Farming on Park Land:** pursue potential of community agriculture in the park such as urban orchards or urban farming. *Also see Chapter 5: Sustainability*

p. **Grand Promenade:** Develop walkway from the Loring Greenway across Loring Park to the Walker Art Center as a feature “promenade” for residents and visitors.



Above: The Basilica of St Mary from the south, looking across Loring Pond. Photograph provided by Master Plan Steering Committee Member Paul Hinderager.

Recommendation 4.42 (a-i)

Loring Greenway Improvements

The Loring Greenway is a pedestrian and bicycle-only landscaped corridor that runs from Nicollet Mall near Orchestra Hall to Loring Park at the Berger Fountain. It was designed by the noted Landscape architect M. Paul Freidberg in the 1970s as the centerpiece of the Loring Greenway Development District which added hundreds of new households to the neighborhood with new mid to high-density development that continued until the mid 1980s.

By the mid-2000s the walkways and other infrastructure were crumbling. The health and attractiveness of the landscape was in steep decline. As a result of strong leadership from neighborhood residents the City of Minneapolis committed \$2.8 million for a 2007 project that rebuilt walkways, fountains and the garden landscape.

Area residents and businesses formed the Loring Greenway Association (LGA) in 2008 in order to bring together volunteers and raise financial support to develop and implement a sustainable plan to maintain the greenway as top quality public green space, and in order to pursue the realization of a greater vision of an even more vital and beautiful greenway in the future.

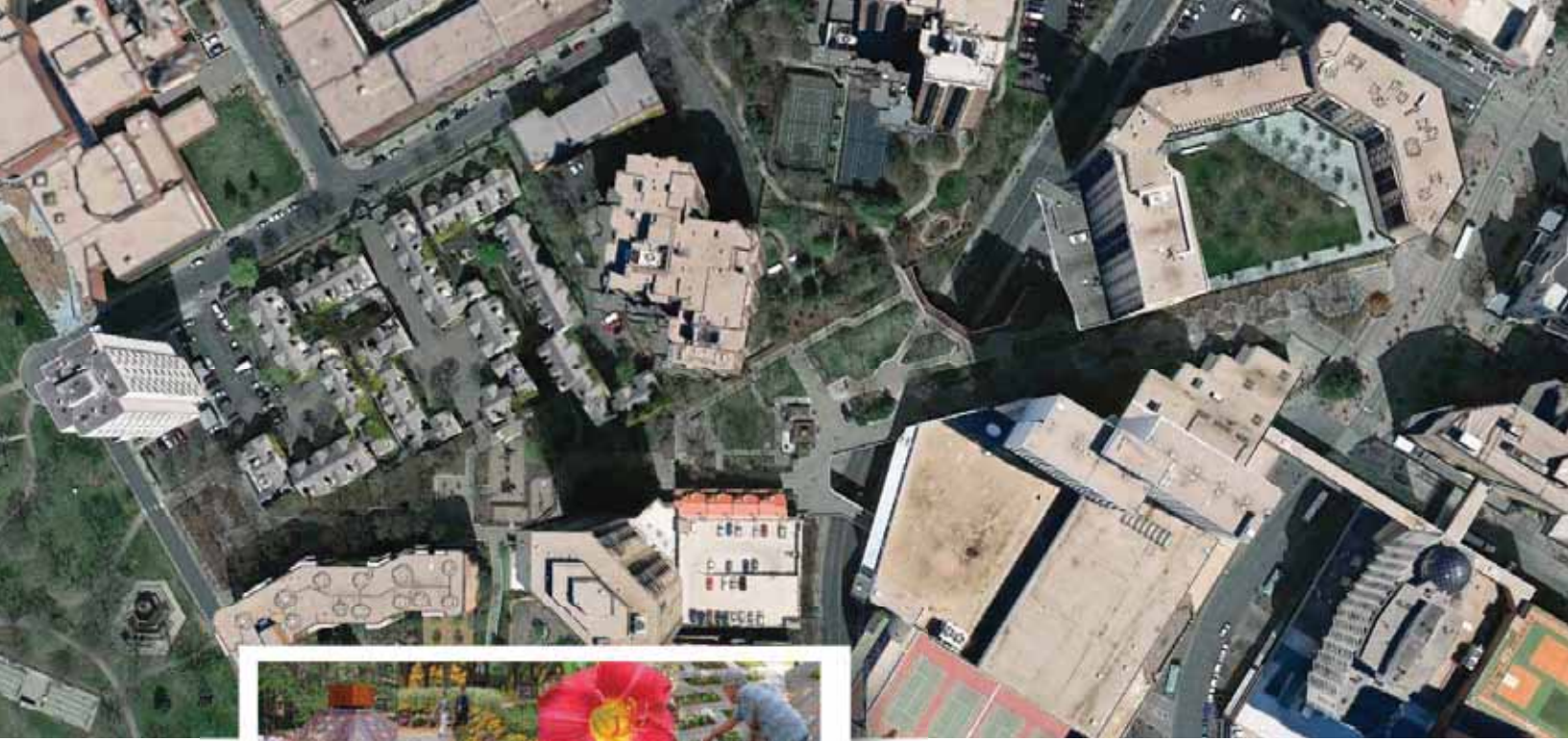
Following the vision of the downtown Minneapolis 2025 Plan the Loring Greenway Association hopes to create a Loring Greenway that is one of the most


beautiful and engaging walkways in the United States, providing a vital link in Minneapolis' green pathway stretching from the Mississippi River to the Walker Art Center and the Minneapolis Sculpture Garden, and to draw on the many thousands of visitors who visit the Minneapolis Convention Center every year.



*Above: Loring Greenway in 2011.
Photograph by Bill Weber.*

*Source of aerial image
on following page: Google Earth*





 The Loring Greenway Association is preparing a major campaign to enhance the Loring Greenway. The following pages detail the ideas that our Association has developed for what should be included within the Loring Greenway enhancement plan.

- Signage that provides direction & aesthetic appearance
- Colorful seasonal banners
- Creative seating placements
- Dynamic lighting schemes

"Finish the Plan"
LORING GREENWAY
ENHANCEMENT PLAN

"Finish the Plan" In 2011, with help of Damon Farber Associates, the Loring Greenway Association adopted a plan called the *Loring Greenway Enhancement Plan*, from which many of the recommended policies in this plan are based. Public Realm issues addressed in the plan include gathering nodes, seating, lighting, signage and banners. *The cover to the left and the plan graphics below are cropped from the PDF of the plan.* This document and information regarding the future of the Greenway is found at www.loringgreenway.org



The following recommendations address the Loring Greenway:

a. **Improvements** - Add attractive site improvements including new lighting for special summertime and wintertime effects, attractive seating, seasonal banners, and performance gazebo.



Existing connection to Loring Greenway at Grant Street.

b. **Way-finding** - Add directional signage and other way-finding aids at key points along the greenway, and ensure that the Loring Greenway is included as part of way-finding aids along the Nicollet Mall and at the Minneapolis Convention Center.

c. **Cultural & Community Programming** - Add cultural and community programming including musical and artistic performances for neighborhood residents, visitors, shoppers and downtown workers.

d. **Marketing** - Use marketing strategies to heighten public awareness and to make the Greenway a sought after destination.

e. **Management** - Incorporate sustainable management.

f. **Maintenance** - Ensure quality control, safety and a solid long term financial structure to maintain improvements into the future.

g. **Connection to Loring Park** - Improve pedestrian crossing to Loring Park at Willow Street. Add striping, speed table and/or other improvements that are determined appropriate and available. Improve Berger Fountain plaza and coordinate pathways leading into and across the park.

h. **Stairway to LaSalle Avenue** - Pursue opportunities to create stair connecting the Loring Greenway with LaSalle Avenue.

i. **LaSalle Avenue under the Greenway** – During or before the transition of LaSalle from one way to two way vehicular traffic, advocate for a redesign of the LaSalle streetscape environment under the Greenway along LaSalle Avenue and implementation of stairway between the Greenway and LaSalle Avenue. CLPC will work through and support the Loring Greenway Association on this and all subjects related to the Greenway.



Location of potential stairway connection to Loring Greenway at LaSalle Avenue.



Livability

Livability is of critical importance to successful urban communities like Loring Park Neighborhood. Livability can be a range of issues – adequate lighting, no graffiti, enhanced beautification and public realm, public art, eyes on the street through active use of public space. Real threats to safety and the perception of safety in a community can make or break a successful commercial corridor or a neighborhood. Livability can be negatively impacted when residents, property owners, businesses, and students feel that their safety is at risk. Risk factors for this may be drug dealing, gunfire, or prostitution.

Citizens for a Loring Park Community (CLPC) continues to partner with several agencies and organizations to develop a response to crime as it arises. Community partners and stakeholders are organized and solutions created. *(See links to the right.)*

To complement and support continuing community efforts, the following recommendations were developed, based on the community based goals of the Loring Park Neighborhood approved Neighborhood Revitalization Phase II Plan:



Community Forum: The **Livability Committee**

Citizens for a Loring Park Community (CLPC) hosts a community forum monthly:
Livability Committee
www.loringpark.org



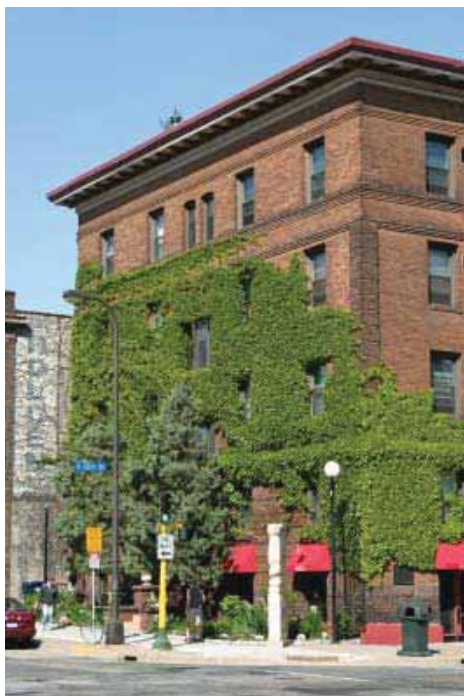
CLPC also participates in projects such as:

Restorative Justice
www.rjca-inc.org

Downtown Court Watch, led by
Downtown Improvement District
www.minneapolisdid.com



Pedestrian comfort and walkability in Loring Park Neighborhood is an important issue for residents. The primary means of transportation are walking, bicycling or transit. In addition to good street design, it will be important to continue employing thoughtful greening and lighting to help ensure safety and the *perception* of safety.



Recommendations

4.43 Public Forums Provide public forums where residents can discuss public safety issues and brainstorm innovative solutions to identified obstacles within the criminal justice system. The forum should provide opportunities for interaction and collaboration with Hennepin County, Minneapolis Police Department, City Attorney, County Attorney, social service partners, housing providers, treatment resources, and reentry services.

4.44 Community Safety Network Continue to build a network between property owners, businesses, residents, institutions, social service partners, Hennepin County, City of Minneapolis resources, and Minneapolis Police Department to share and communicate information on a regular basis and more frequent as issues may demand.

4.45 Ending Homelessness Support efforts to end homelessness through outreach to provide shelter, treatment and job training to people who sleep outside or in inhumane places.

4.46 Collaboration between Neighborhoods Distribute and share information with adjacent neighborhoods on strategies, approaches, crime trends, projects, and activities.

4.47 Reduce Livability Part II Crimes Work to ensure prioritization for reduction of Livability Crimes within Hennepin County. the City of Minneapolis/Minneapolis Police Department, and Service providers. Examples of Part II crimes are as follows but not limited to prostitution, drug dealing, public intoxication, or aggressive panhandling.

4.48 Build Community Policing and Neighborhood Partnership with Minneapolis Police Department Develop annually a Neighborhood Policing Plan in partnership with Minneapolis Police Department, community partners, and residents.

4.49 Police Presence Ensure police presence across the neighborhood with a special emphasis in and around Nicollet Avenue and within the Activity Center.

4.50 Immediate Response to Part I Crimes Ensure an immediate response and communication plan for all Part I crimes to include, but not limited to Assault, Gunfire, Weapons. Ensure that crimes of this nature are elevated in accordance to the Statute on crimes within 300 feet of a school, park, public place. Ensure coordination and communication of all parties to address any issue swiftly and with brisk community notification.



During the Loring Park Neighborhood Master Planning process, Minneapolis Police Department's *then* Sector Lt. Matt Clark (Precinct 1) shared his thoughts on various public safety issues in the Loring Park Neighborhood, and then spoke about the importance of community policing and close collaboration between MPD and the community:

“Until you know what is going on, you can’t police it...” “Listen to what they (community members) have to say, and include them on the solutions. They have a lot of good ideas.”

—Lt Matt Clark, 2010

The two pages shown at left are from Lt Clark's Stakeholder Interview), one of several documented Stakeholder Interviews included in the Appendix of this plan.

Appendix – L4 KEY STAKEHOLDER INTERVIEWS
Loring Park Neighborhood Master Plan

Who To Call

Questions, or a recurring issue? Call the MID at 612-332-1111.
Ambassadors will be happy to coordinate directly with all responsible parties.
Working together to make Downtown Minneapolis Thrive, Grow and Shine!

Above is a diagram from the Minneapolis DED website: <http://www.mpls.gov>
calls and issues that can be handled and dispatched by DED Ambassadors can handle directly include:

- Graffiti
- Loitering, Aggressive Panhandling (call DED after dialing 911)
- Trash Cans
- Sidewalk Trash/Litter
- Plasters

Appendix – L4 KEY STAKEHOLDER INTERVIEWS
Loring Park Neighborhood Master Plan

Inspector Matt Clark, MPD
Interview: November 12, 2010

The following is a summary of a stakeholder interview with Sector Lt. Matt Clark, Minneapolis Police Department's *then* Sector Lt. Matt Clark (Precinct 1) shared his thoughts on various public safety issues in the Loring Park Neighborhood, and then spoke about the importance of community policing and close collaboration between MPD and the community:

Inspector Clark's Background
Inspector Clark has been a Minneapolis Police Officer since 1998. He is currently assigned to Precinct 1, Loring Park. He has worked in various precincts in Minneapolis, including Precinct 1, Precinct 2, Precinct 3, Precinct 4, Precinct 5, Precinct 6, Precinct 7, Precinct 8, Precinct 9, Precinct 10, Precinct 11, Precinct 12, Precinct 13, Precinct 14, Precinct 15, Precinct 16, Precinct 17, Precinct 18, Precinct 19, Precinct 20, Precinct 21, Precinct 22, Precinct 23, Precinct 24, Precinct 25, Precinct 26, Precinct 27, Precinct 28, Precinct 29, Precinct 30, Precinct 31, Precinct 32, Precinct 33, Precinct 34, Precinct 35, Precinct 36, Precinct 37, Precinct 38, Precinct 39, Precinct 40, Precinct 41, Precinct 42, Precinct 43, Precinct 44, Precinct 45, Precinct 46, Precinct 47, Precinct 48, Precinct 49, Precinct 50, Precinct 51, Precinct 52, Precinct 53, Precinct 54, Precinct 55, Precinct 56, Precinct 57, Precinct 58, Precinct 59, Precinct 60, Precinct 61, Precinct 62, Precinct 63, Precinct 64, Precinct 65, Precinct 66, Precinct 67, Precinct 68, Precinct 69, Precinct 70, Precinct 71, Precinct 72, Precinct 73, Precinct 74, Precinct 75, Precinct 76, Precinct 77, Precinct 78, Precinct 79, Precinct 80, Precinct 81, Precinct 82, Precinct 83, Precinct 84, Precinct 85, Precinct 86, Precinct 87, Precinct 88, Precinct 89, Precinct 90, Precinct 91, Precinct 92, Precinct 93, Precinct 94, Precinct 95, Precinct 96, Precinct 97, Precinct 98, Precinct 99, Precinct 100.

Citizens for a Loring Park Community www.loringpark.org 612-674-9002

Study of Chicago Finds Neighborhood Efficacy Explains Reduction in Violence

It is hypothesized that collective efficacy, defined as social cohesion among neighbors combined with their willingness to intervene on behalf of the common good, is linked to reduced violence. This hypothesis was tested on a 1995 survey of 8782 residents of 343 neighborhoods in Chicago, Illinois. In a major report from a large-scale study of human and community development, investigators show that lower rates of violence occur in urban neighborhoods characterized by collective efficacy.

The investigators argue that collective efficacy, defined as mutual trust and a willingness to intervene in the supervision of children and the maintenance of public order, offers a deeper understanding of the social mechanisms that have linked neighborhood poverty and instability, in many previous studies, with high crime rates. An active and shared willingness to monitor children's play groups, help neighbors, and intervene in preventing acts such as juvenile truancy or street-corner loitering are key examples of neighborhood collective efficacy.

According to Dr. Robert Sampson, "Instead of external actions (for example, a police crackdown), we stress in this study the effectiveness of 'informal' mechanisms by which residents themselves achieve public order.

"If you got a crew to clean up the mess," Dr. Earls said, "it would last for two weeks and go back to where it was. The point of intervention is not to clean up the neighborhood, but to work on its collective efficacy. If you organized a community meeting in a local church or school, it's a chance for people to meet and solve problems."

"If one of the ideas that comes out of the meeting is for them to clean up the graffiti in the neighborhood, the benefit will be much longer lasting, and will probably impact the development of kids in that area. But it would be based on this community action — not on a work crew coming in from the outside."

As for policy implications, Dr. Earls said that rather than focusing on arresting squeegee men and graffiti scrawlers, local governments should support the development of cooperative efforts in neighborhoods by encouraging neighbors to meet and work together. Indeed, cities that sow community gardens, he said, may reap a harvest of not only kale and tomatoes, but safer neighborhoods and healthier children and families.

4.51 Enhance Street Lighting Schedule with Xcel Energy an update of all neighborhood pedestrian level ornamental lighting.

4.52 Eliminate Litter in the Activity Center Develop partnerships and strategies to eliminate litter in and around Nicollet Avenue.

4.53 Promote Nicollet Avenue and the Activity Center Expand the Downtown Improvement District Safety Ambassadors through purchase of service south along Nicollet Avenue to the Freeway to enhance comfort level of visitors, students, and residents.

4.54 Cultivate New Leadership Continue to develop an Annual Outreach Plan to recruit and develop participation and leadership.

4.55 Activate Public Spaces To ensure a Livable Environment, create opportunities for more “eyes on the street” through occupied commercial spaces, public art, and public events in and along Nicollet Avenue and within the Activity Center.

4.56 Provide Safety Training Coordinate safety training in community apartment buildings with Minneapolis Police Department.



Chapter 5

Sustainability

This chapter of the *Loring Park Neighborhood Small Area Plan* addresses long range sustainability of urban systems and the natural environment. The first section briefly addresses the Neighborhood within the context of the City of Minneapolis sustainability policy (Greenprint), the second presents the results of ongoing LEED for Neighborhood Development based sustainability analysis. The third section lays out a set of eight simple metrics to measure progress towards neighborhood specific goals:

Toward a Sustainable City

Measuring Progress in the Neighborhood

- > LEED for Neighborhood Development (LEED-ND)
- > The Loring Indicators

The lead for organization and implementation for many of the policy actions in this chapter will be driven by Citizens for a Loring Park Community and community stakeholders with assistance from the City of Minneapolis and other implementation partners, so their participation is implied although not stated in each action.



218 OAK GROVE

This chapter addresses one of the five major strategic goals of **The Loring Park Neighborhood Master Plan:**

V

Achieve sustainable buildings and infrastructure.

I

Nurture our role in the region's creative economy.

II

Guide infill development and strengthen mixed use corridors.

III

Protect, preserve and enhance historic character and unique architecture.

IV

Cultivate an exceptional urban pedestrian experience and enhance connections to destinations in surrounding neighborhoods.



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Chapter 5 Sustainability

PDF files of this chapter and the entire master plan can be found at the City of Minneapolis Community Planning & Economic Development (CPED) webpage dedicated to approved city plans *and* at Citizens for a Loring Park Community (CLPC) webpage:
www.loringpark.org



Frontispiece: The stoops and balconies of Oak Grove Street on Loring Hill ...down into the Apartment District to LaSalle...stretching through Loring Village to Loring Greenway and to downtown... constitute a continuous sector of intact urban fabric that is truly unique in our region. Having a convenient walk to regional transit, churches, workplaces, Loring Park, major entertainment venues, etc. makes the neighborhood a truly exceptional urban place to live – and is a major reason the neighborhood scores so highly according to LEED-ND metrics – which gives high marks for walkability.

Toward a Sustainable City4

Measuring Progress in the Neighborhood5

LEED for Neighborhood Development (LEED-ND)

Measuring Neighborhood -wide Performance

Framework for Community Based Policy, Action & Investment

Recommendations

- 5.1 Support Community Engagement: City of Minneapolis’ Sustainability Indicators & Greenprint
- 5.2 Certify the Loring Park Neighborhood Master Plan in LEED for Neighborhood Development
- 5.3 Work to Increase Loring’s LEED-ND Score
- 5.4 Guide Projects and Public Realm Investments Toward Achievement of Goals
- 5.5 Establish Specific High Priority Neighborhood – wide Benchmarks for Success:

The Loring Indicators

- #1 Energy Performance of Buildings
- #2 Mixed Income Diverse Community
- #3 Walkability & Connectivity
- #4 Green Surfaces
- #5 Transit Supportive Development
- #6 Surface Parking Lots
- #7 Recycling, Composting & Waste
- #8 Water Efficiency



Toward a Sustainable City

The foundation for the neighborhood based work is enabled and will be assisted by the City of Minneapolis. The City's ***Sustainability Indicators*** provide a set of city wide goals for sustainability. It is also an educational tool, providing a holistic but also very tangible framework for achieving improvements in the following areas:



A Healthy Life *Healthy Infants, Teen Pregnancy, HIV & Gonorrhea, Healthy Weight, Asthma, Lead Poisoning*

Greenprint *Climate Change, Renewable Energy, Air Quality, Tree Canopy, Biking (Bikeways), Downtown Transportation Alternatives, Airport Noise, Stormwater, Healthy Lakes, Green Jobs, Local Food, Waste Reduction and Recycling*

A Vital Community *Brownfield Sites, Part I Violent Crimes, Community Engagement, Homelessness, Affordable Housing, Employment and Poverty, Graduation Rate, Arts and the Economy*

See the end of this chapter for specific policy: **5.1 Support Community Engagement: City of Minneapolis' Sustainability Indicators & Greenprint**



Measuring Progress in the Neighborhood

Meanwhile, on the ground in the Loring Park Neighborhood, volunteers working for Citizens for Loring Park Community, in partnership with representative(s) of the Minnesota Chapter of the United States Green Building Council, have engaged in a set of initiatives utilizing a new national rating system offered by the United States Green Building Council (USGBC):

USGBC's LEED for Neighborhood Development (LEED-ND)

USGBC's LEED-ND rating system provides performance metrics for the location, design and performance of new developments within a district or neighborhood context. This is meant as a complimentary rating system to the wide range of building scale certifications also offered.



The LEED-ND rating system had three core chapters, with minimum Prerequisites and 110 points available for achievement in a range of topics called Credits:

Smart Location & Linkages (27 points)

Smart Location, Imperiled Species and Ecological Communities, Wetlands and Water body Conservation, Agricultural Land Conservation, Floodplain Avoidance, Preferred Locations, Brownfield Redevelopment, Locations with Reduced Automobile Dependence, Bicycle Network and Storage, Housing and Jobs proximity, Steep Slope Protection, Habitat/Wetlands Protection, Restoration & Long term Conservation Management

Neighborhood Pattern & Design (44 points)

Walkable Streets, Compact Development, Connected and Open Community, Mixed Use Neighborhood Centers, Mixed Income Diverse Communities, Reduced Parking Footprint, Street Network (Connectivity), Transit Facilities, Transportation Demand Management, Access to Civic & Public Spaces, Access to Recreation Facilities, Visitability and Universal Design, Community Outreach and Involvement, Local Food Production, Tree-Lined and Shaded Streets, Neighborhood Schools

Green Infrastructure & Buildings (29 points)

Certified Green Building, Minimum Building Energy Efficiency, Minimum Building Water Efficiency, Construction Activity Pollution Prevention, Water Efficient Landscaping, Existing Building Use, Historic Resource Preservation and Adaptive Reuse, Minimized Site Disturbance in Design and Construction, Stormwater Management, Heat Island Reduction, Solar Orientation, On-Site Renewable Energy Sources, District Heating and Cooling, Infrastructure Energy Efficiency, Wastewater Management, Recycled Content in Infrastructure, Solid Waste Management Infrastructure, Light Pollution Reduction

LEED 2009 for Neighborhood Development Project Scorecard
The Loring Park neighborhood

Section	Prerequisite/Credit	Status	Points
Smart Location and Linkages (27 Points Possible)	Prereq 1: Smart Location	Required	0
	Prereq 2: Imperiled Species and Ecological Communities	Required	0
	Prereq 3: Wetlands and Water Body Conservation	Required	0
	Prereq 4: Agricultural Land Conservation	Required	0
	Prereq 5: Floodplain Avoidance	Required	0
	Credit 1: Preferred Locations	0	0
	Credit 2: Brownfield Redevelopment	0	2
	Credit 3: Locations with Reduced Automobile Dependence	0	2
	Credit 4: Bicycle Network and Storage	0	1
	Credit 5: Housing and Jobs Proximity	0	1
Neighborhood Pattern and Design (44 Points Possible)	Prereq 1: Walkable Streets	Required	0
	Prereq 2: Compact Development	Required	0
	Prereq 3: Connected and Open Community	Required	0
	Prereq 4: Walkable Streets	Required	0
	Credit 1: Compact Development	0	6
	Credit 2: Mixed-Use Neighborhood Centers	0	6
	Credit 3: Mixed-Income Diverse Communities	0	6
	Credit 4: Reduced Parking Footprint	0	2
	Credit 5: Street Network	0	2
	Credit 6: Transit Facilities	0	2
Green Infrastructure and Buildings (29 Points Possible)	Prereq 1: Certified Green Building	Required	0
	Prereq 2: Minimum Building Energy Efficiency	Required	0
	Prereq 3: Minimum Building Water Efficiency	Required	0
	Prereq 4: Construction Activity Pollution Prevention	Required	0
	Credit 1: Certified Green Building	0	6
	Credit 2: Building Energy Efficiency	0	2
	Credit 3: Building Water Efficiency	0	2
	Credit 4: Water Efficient Landscaping	0	2
	Credit 5: Existing Building Use	0	2
	Credit 6: Historic Resource Preservation and Adaptive Reuse	0	2
Credit 7: Minimized Site Disturbance in Design and Construction	0	2	
Regional Priority Credits (4 Points)			0
Project Totals (Certification submitted)			110 Points



The Loring Park Neighborhood's LEED-ND scorecard, shown above, can be found at www.loringpark.org and in the appendix of this document.

Measuring Neighborhood-wide Performance

The work done to date in the neighborhood in support of these goals include the execution of three studies:



Summer 2010

CLPC, the University of Minnesota's Center for Urban and Regional Affairs (CURA) and USGBC MN Chapter collaborated in a study to explore the potential for LEED-ND certification. A small task force was formed with a goal to assess the neighborhood's physical environment and compare this with the metrics identified in the LEED-ND 2009 Rating System. The results provided a framework that identified the neighborhood's strengths and areas for opportunity for growth and redevelopment.



Winter 2010

A community design workshop was held during the master plan process to derive community based solutions to sustainability, connectivity and walkability issues. Three teams prioritized the sustainability issues important to them and brainstormed solutions. An event record summarizing the workshop results can be found in the appendix.

Spring 2011

As part of the master planning process, a study of neighborhood sustainability was performed utilizing all LEED-ND criteria. The resulting report, *Analysis of Neighborhood Wide Sustainability Utilizing USGBC's 2009 LEED for Neighborhood Development Rating System* (see appendix), generated a list of strengths and weaknesses that led to the development of the sustainability policies in this chapter. This analysis was performed by a workgroup of four professionals involved in the Loring Park Master Plan process: *Peter Musty, Master Plan consultant Team Leader; Neil Reardon, Master Plan Steering Committee Member; Lauren Huynh, Minneapolis Planning Commissioner; and John Van Heel, Loring Park Neighborhood Master Plan Steering Committee Chair.*



Summer-Fall 2011

Loring Park emerged as a local demonstration project for existing neighborhoods. Although the LEED-ND Rating System was written for new neighborhood developments, Loring Park is a great example of a living prototype. CLPC and the USGBC MN Chapter continued their collaboration with a team of 18 volunteers with the goal to evaluate each applicable and complete the documentation and submittals for LEED-ND certification.



Results: How the Loring Park Neighborhood ‘Scores’ in 2012

The following is a summary of performance in the three categories of LEED-ND, based on the two years of analyses explained above:

SLL Smart Location & Linkages

Loring is well located – and enjoys great connectivity to its surrounding urban context. Loring also is relatively well served by transit and a diverse mix of services within walking distance. Further, there is a density of compact residential and commercial development supporting an improving multi-modal network. Housing is close to many jobs.

**All prerequisites met;
52% of credits achieved.**



NPD Neighborhood Pattern & Design

Loring boasts a wonderful Victorian/Industrial era block pattern with high Connectivity* with smaller blocks in its core (* = *high number of intersections per square mile*). Also making the existing neighborhood very walkable is a spectrum of predominantly continuous building frontages that are visually interesting and establish a strong sense of public to private and ‘eyes on the street’. Hurting walkability scores in some areas is the prevalence of surface parking lots, stretches of blank walls and harsher streetscapes. Public safety perceptions impact walkability later at night. Commercial spaces are somewhat under-utilized along commercial corridors, and several streets are difficult to cross – particularly at the perimeter of Loring Park. There is a wide diversity of housing types, including a percentage of affordable units.

**All prerequisites met;
27% of credits achieved.**



GIB Green Infrastructure & Buildings

The Loring Park Neighborhood must make considerable investments in order to bring the neighborhood’s older building stock to a point where they are considered certifiably green or sustainable by any standard of performance. There is much that can be done in terms of district wide energy, groundwater and stormwater technologies to lower the neighborhood ‘footprint’ in terms of its overall demand for energy, and the amount of GHG (greenhouse gas) emissions from building operating energy. The LEED rating system presents several other criteria – such as urban heat island and night sky radiation - that the neighborhood could use bulk buying power and economies of scale to address.

**Not All Prerequisites met;
10% of credits achieved.**





The Highest Priority:

Analyses of Loring Park Neighborhood physical systems indicate that the largest increases in sustainability performance will come from *proactively supporting a range of investments that increase the energy efficiency of the neighborhood's aging infrastructure and buildings.*

Framework for Community Based Policy, Action & Investment

Three neighborhood based studies of LEED for Neighborhood Design criteria revealed the following:

- Due to existing physical connectivity and proximity to neighborhood amenities and well formed urban pattern of streets and blocks, Loring Park Neighborhood performs relatively well on the Smart Location & Linkage and Neighborhood Pattern & Design categories - especially relative to LEED's standards set for the neighborhood wide energy efficiency of infrastructure and buildings. As one of the oldest neighborhoods in Minneapolis, almost all of the buildings, if studied, would likely not be in compliance with the energy, water, and infrastructure credit requirements.
- Overall, according to USGBC LEED-ND 2009 standards, the Loring Park Neighborhood performs below a 'Certified' level. There is potential over time to achieve LEED-ND Silver certification, perhaps Gold, if measures such as the Loring Indicators (*see 4.4 The Loring Indicators*) are implemented in future growth and redevelopment over time.
- The results identify areas for improvement in all three LEED-ND categories. In addition to upgrading building energy performance and public infrastructure, for the credits analyses repeatedly revealed room for improvement on issues such as wetland conservation and restoration within Loring Park, walkability enhancements, focused growth near transit and reduction of surface parking. **However, clearly the low score on Green Infrastructure & Buildings credits revealed where the Neighborhood has the most room for improvement.**

Recommendations

5.1 Support Community Engagement: City of Minneapolis' Sustainability Indicators & Greenprint Organize a formal neighborhood wide effort to educate the community regarding the city's *Sustainability Indicators*, including *Greenprint*, and explore organized ways to contribute to accomplishment of specific city-wide goals.

5.2 Certify the Master Plan in USGBC's LEED for Neighborhood Development - Explore certification of the entire neighborhood in USGBC's LEED-ND 2009 as a '*Small Area Plan*', per the recent CLPC Board resolution:

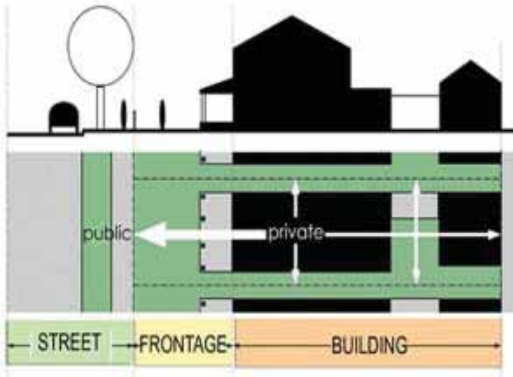
"CLPC (Citizens for the Loring Park Community) supports the development of a LEED-ND pilot project in collaboration with the USGBC Minnesota Chapter and national USGBC, including the following actions: 1) registering the project with USGBC/ GBCI and 2) assistance in seeking funding opportunities working towards pilot project certification."

5.3 Work to Increase Overall LEED-ND score – Set goals for neighborhood wide improvement in the areas defined in LEED-ND 2009. Immediately following USGBC Minnesota's study of credits, determine an estimated baseline score (certified, silver, gold or platinum) from data derived by the three field research initiatives through Fall 2011. Set mid range and long range goals for increasing the score and/or certification level of the neighborhood. Set up a timeline for measuring improvement(s) to the score (either through formal USGBC certification or by informal analysis). Develop GIS data set in secure location that will allow efficient evaluation of performance within each credit over time.

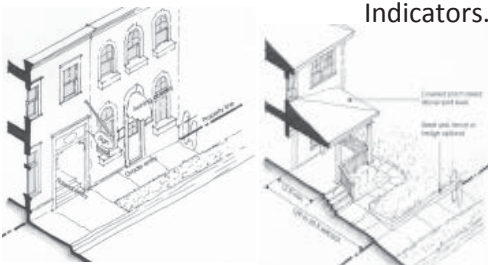
5.4 Guide Projects & Public Realm Investments Toward Achievement of Goals – guide individual projects toward contribution to sustainability goals:

- **LEED-ND based (friendly) Grants & Incentives** – leverage and utilize information developed by LEED-ND based research to help secure government, private and non-profit grants or other support from agencies that are familiar





In context based built form guidelines that address building frontage, consider use of LEED-ND criteria and/or terminology in order to dovetail with neighborhood wide goals for walkability as set by the Loring Sustainability Indicators.



with LEED-ND rating system or that directly utilize LEED-ND standards as performance criteria

- **Public Realm Guidelines** - utilize public realm design guidelines in this master plan as a guide to gauge the merits of specific capital investments
- **Additional Built Form Guidelines Addressing Walkability** - to ensure the walkability of streets, study further (within each of the four land use/built form districts of Loring Hill, Loring Village, Hennepin Harmon, Loring Greenway) the need for new or expanded context based frontage guidelines that include performance parameters for key functional elements in new construction, such as:
 - proper dimension and function of successful frontage elements such as dooryards, balconies, porches and awnings, glazing, proper orientation and relationships of doors and windows to sidewalk/street, gates/fences, elevated yards/first floors
 - inclusion of green surfaces or adequate landscaping to soften appearance and screen less desirable features such as surface parking, trash handling or loading areas.

5.5 Establish Specific High Priority Neighborhood-wide Benchmarks for Success: The Loring Indicators – See pages 12-18 in this chapter for more information on *The Loring Indicators*. Define a simple, memorable and easily measurable set of benchmarks by which the community can monitor progress towards the most important sustainability goals. The tool will have three primary purposes:

- to maximize effectiveness of neighborhood based time, effort and resources
- to provide a simple framework of benchmarks for measuring progress towards key sustainability goals over time
- to serve as formal criteria (additional to those set in place by municipal site plan review policy) for neighborhood support of private development proposals (i.e. to assist in setting conditions for the earning exceptions such as additional height and density bonuses)

The Loring Indicators

The following pages outline a simple set of benchmarks, titled **The Loring Park Neighborhood Sustainability Indicators** (*aka The Loring Indicators*) that community members can use to monitor progress toward high priority neighborhood wide sustainability goals and to give structure to organized community based initiatives.

They are also intended to serve as criteria (additional to those set in place by municipal site plan review policy) for earning exceptions such as additional height and density bonuses. For each of the following eight indicators, there are *Measurable Goal(s)*, *2012 Baseline(s)*, and *Strategies* outlined.

- #1 Energy Performance of Buildings**
- #2 Mixed Income Diverse Community**
- #3 Walkability & Connectivity**
- #4 Green Surfaces**
- #5 Transit Supportive Development**
- #6 Surface Parking**
- #7 Recycling, Composting & Waste**
- #8 Water Efficiency**



Setting measurable goals for sustainability were a special focus at three separate workshops during the 2010-2011 Loring Park Neighborhood Master Plan process.
<http://www.loringpark.org>

Energy Performance of Buildings

Measurable Goal

Increase by ten the number of buildings that demonstrate an average improvement (10% improvement for new buildings, 5% improvement for existing buildings) over ASHRAE Standard 90.1 – 2007, *and* meet the standards within one of the following or *their equivalent*:

LEED for New Construction (LEED NC)

LEED for Existing Buildings (LEED EB)

LEED for Neighborhood Development (LEED-ND)

State of Minnesota B3 Guidelines

EPA's ENERGY STAR

2012 Baseline

In 2012, there are zero buildings in the neighborhood that demonstrate compliance.

Strategies

- a. Inform and educate on the goals and recommendations of the City of Minneapolis Plan for Sustainable Growth (Comprehensive Plan).
- b. Comply with the city-adopted USGBC's LEED standards and SB 2030 Standard. All projects must demonstrate compliance with the minimum energy performance as noted above.
- c. Encourage efforts in new construction and existing buildings to install energy efficient mechanical and electrical systems, controls and sensors to reduce overall energy usage.
- d. Explore opportunities for on-site renewable energy.
- e. Incorporate building life-cycle assessments and commissioning.
- f. Participate in utility-sponsored energy conservation programs.

Mixed-Income Diverse Community

Measurable Goal

Using the following standard, drawn from *LEED for Neighborhood Development (LEED-ND), Neighborhood Pattern & Design, Credit 4: Mixed Income Diverse Communities*; achieve and retain a combined minimum X points (to be determined) of 7 points possible, while also achieving individual minimums:

Diversity of Unit Size: Achieve minimum 2 points of 3 possible points (Goal: exceed 0.70 Simpson Diversity Index).

Diversity of Income: Achieve minimum of X (to be determined) of 4 possible points (Goal: exceed XX% AMI).



2012 Baseline(s)

Loring's 2012 Simpson Diversity Index is 0.59.

Loring's baseline Housing AMI is XX% (*baseline percentage yet to be determined*)

Strategies

- a. Leverage public dollars with private investment to rehabilitate existing housing.
- b. Maintain and support through policy and public funding the existing affordable housing stock throughout the neighborhood.
- c. Promote new development which includes diverse housing options including but not limited to:
 - a mix of owned and rental units;
 - affordable housing units (as defined by households earning below the area median income);
 - units with home office or studio spaces;
 - accessory dwelling units;
 - units accessed directly from street level;
 - diversity of large, medium, and small sized units by square ft. (<750sf; >750 sf to 1,250 sf; >1,250 sf)
 - expansion of life-cycle housing and housing for families with children

Walkability & Connectivity



Measurable Goal

Achieve and retain 8 of 12 possible points for walkability and connectivity within the neighborhood, using the following as the standard:

LEED for Neighborhood Development (LEED-ND) 2009, Neighborhood Pattern & Design, Credit 1: Walkable Streets

2012 Baseline

In 2012, the neighborhood meets requirements for 2 out of 12 possible points.

Strategies

- a. Review annually and work to implement recommendations of the City of Minneapolis Pedestrian Master Plan.
- b. Identify, maintain and promote cross-block connections in large blocks where the street grid has been interrupted, where connections do not currently exist, or are not direct due to land features, lack of public right of way, or infrastructure impediment.
- c. Discourage blank facades and deep setbacks. Encourage:
 - functional entries as often as possible
 - street facing building facades
 - entries located within 18 feet of the property line
 - ground floor clear glazing and windows
 - on street parking as often as possible
 - elevated ground level living units 24 inches above sidewalk
 - reduction of target speeds on city streets
- d. Create and maintain safer crossings through better streetscape design. Reduce design speeds on all neighborhood streets and at intersections.
- e. Continue to promote multimodal transportation options.

Loring Indicator #4

Green Surfaces

Measurable Goal

Increase green surfaces through-out the neighborhood by an equivalent of the building footprint of the Minneapolis Convention Center (*17 acres or 750,000 sq.ft.*). Green surfaces may include grass or native landscaping, permanent community gardens, seasonal container gardens, pocket parks, green roofs and green walls.



2012 Baseline

0.00 acres as of January 1, 2012

Strategies

- a. Within public projects, maximize opportunities to include green surfaces.
- b. Expand community gardening program in Loring Park with MPRB and other potential partners such as Friends of Loring Park, MCTC and HomeGrown Minneapolis etc.
- c. Facilitate community gardening efforts across the neighborhood. Identify potential community garden locations such as an urban orchard in Loring Park or vegetable gardens at sites across the neighborhood.
- d. Pursue vertical greening at blank walls across neighborhood. Identify potential locations.
- e. Encourage green roofs and green walls in all new private development or redevelopment projects, and to maximize opportunities for gardening in the design of units.

Loring Indicator #5

Transit Supportive Development



** This goal is based on an analysis of current vs. projected transit supportive development intensity levels for transit oriented development, as set by LEED-ND.*

*** Nicollet Avenue in Loring Village is part of the regions Primary Transit Network.*

**** Estimate of square footage is provided by City of Minneapolis Sustainability Office*

Measurable Goal

As a neighborhood-wide goal, double* the total built square footage of properties of the Loring Park Neighborhood reachable within one-quarter mile pedestrian shed (five minute walking distance) from the Primary Transit Network at Nicollet Avenue**. *To understand the desired limits on development intensity, see Built Form Plan in the Land Use & Built Form Chapter of this plan.*

2012 Baseline

There is approximately 11 (eleven) million square feet*** of finished square footage contained in the properties of the Loring Park Neighborhood within one-quarter mile pedestrian shed (five minute walking distance) of Nicollet Avenue.

Strategies

- Maximize development capacity of infill sites within parameters set by the Land Use and Built Form Chapter of this plan.
- Support mixed-use development.
- In development projects, incorporate building and site design that provides safe, accessible, convenient and lighted pedestrian access and way-finding to transit stops and stations.
- Incorporate pedestrian scale design features at the street level such as adequate sidewalk space, street trees, greenery and landscaping, street furniture, and sidewalk cafes.
- Provide for alternative modes of transportation by installing secured bike storage with showers and changing facilities and car sharing facilities.

Surface Parking Lots

Measurable Goal

Move below ground, transfer into structures, or eliminate, one-half (1,000) of the parking spots located in surface parking lots throughout Loring Park Neighborhood.

2012 Baseline

In 2012, there exist over 2,000** private off-street surface parking spots in the Loring Park Neighborhood.

Strategies

- a. Establish program in collaboration with property owners to permanently turn unused parking stalls back to green space, community garden plot, bicycle parking, street vendor stall or other use.
- b. Convert unused surface lots to building sites.
- c. Establish district parking strategy to reduce demand for surface parking by encouraging shared parking agreements, promoting car sharing, stacking parking in structures underground or midblock out of sight of the street. *(See District Parking policies in Land Use & Built Form Chapter and Public Realm Chapters of this plan).*
- d. Support transit and multi-modal investments at a local and regional level as a strategy to allow community members of Loring to drive less, resulting in lower demand for parking over time.

** The level of desired reduction in exposed off-street surface parking is based on LEED-ND standards and aspirations expressed by community members in visioning session(s).*

*** The baseline quantities are based on a count by volunteers of 21.5 acres of area devoted to private off-street surface parking on 92 surface lots. The quantity does not include on-street parking or parking inside or atop structures.*

Loring Indicator #7

Recycling, Composting & Waste

** The desired ratio is based on meeting the Hennepin County long range (per household) goal.*

Measurable Goal

Work to achieve 4:1 ratio of recycling-to-waste by 80% of neighborhood buildings.

2012 Baseline

Determining baseline ratios will be done in collaboration with municipal and county agencies.

Strategies

- a. Partner with Hennepin County Environmental Services to assist owners of multi-family buildings to establish recycling service.
- b. Partner with Hennepin County Environmental Services to assist commercial establishments in recycling.
- c. Work with MPRB toward zero waste at all park events.
- d. Pursue improved residential/commercial recycling services. Add recycling/trash bins across neighborhood. For residential and commercial pick-ups, examine the need for reduction in the size of waste bins and an increase in recycling bin size.
- e. Measure current levels of home recycling. Promote increased levels in cooperation with property owners, Hennepin County and the City of Minneapolis.
- f. Encourage reuse and recycling of large household items through existing private and non-profit services.
- g. Support city efforts to increase organics composting collection by establishing a neighborhood-wide residential composting program. Organic waste containers should be made available at each multi-unit building.
- h. Support coordination of hazardous waste drop-offs and pick-ups between residents and Hennepin County's drop-off locations.



Hennepin County's Choose to Reuse Directory
www.choosetoreuse.org

Water Efficiency

Measurable Goal

Increase by ten the number of buildings (new or existing) that demonstrate compliance with reducing an average of 20% less potable water for indoor water usage based on the Energy Policy Act of 1992/2005 and 2006 UPC/IPC, and meet the standards within one of the following or their equivalent:

LEED for New Construction (LEED NC)

LEED for Existing Buildings (LEED EB)

LEED for Neighborhood Development (LEED-ND)

State of Minnesota B3 Guidelines

2012 Baseline

In 2012, there are zero buildings in the neighborhood that demonstrate compliance.

Strategies

- a. Inform and educate on the goals and recommendations of the City of Minneapolis Plan for Sustainable Growth (Comprehensive Plan).
- b. Comply with the city-adopted USGBC's LEED standards and SB 2030 Standard. All projects must demonstrate compliance with the minimum water performance as noted above.
- c. Encourage efforts in new construction and existing buildings to install water efficient fixtures to reduce overall water use.
- d. Incorporate building life-cycle assessments and commissioning.
- e. Participate in utility-sponsored water conservation programs.



IMPLEMENTATION PLAN

Loring Park Neighborhood Master Plan

The following chapter outlines an implementation plan for the Loring Park Neighborhood Small Area Plan. It offers tools to assist the public and private sectors in the realization of the community vision for the neighborhood. After adoption by the City Council, the Plan will become a part of the City’s comprehensive plan. While many implementation strategies will be the responsibility of the City, most of the recommendations will take a cooperative effort from CLPC, other community organizations, neighborhood institutions, private developers, property owners and residents.

Below are recommendations of the plan that have been identified as priorities for implementation. Key elements and initial strategy ideas are outlined. This includes potential partners that would take part in accomplishing the recommendation. Following the Implementation Priorities is a table of all plan recommendations. The table defines responsible parties and time frame for implementation (Near Term: 0-5 years; Mid Term: 5-10 years; Long Term: 10-20 years).

IMPLEMENTATION PRIORITIES	Partners
<p>Neighborhood Re-Zoning Study</p> <p>The Loring Park neighborhood will work with the City of Minneapolis to implement a rezoning study of portions of the Loring Park Neighborhood that have been identified in the small area plan to be in conflict with current zoning. The process will include a community engagement process that includes residents, property owners, businesses and institutions. It may also involve cooperation with any adjoining neighborhoods that could be included as part of a larger study.</p> <p>0-5 years:</p> <ul style="list-style-type: none"> • After approval of small area plan by city work to schedule rezoning study by city staff. • Work with other neighborhoods such as Elliot Park that may also have reasons for a rezoning study. • Establish and conduct a zoning study outreach and community engagement plan in cooperation with the city. • Using study results support city approval of changes to neighborhood zoning districts that meet the concerns of the community. 	<p>CLPC, Minneapolis Planning Dept.</p>
<p>Safe Crossings to Loring Park</p> <p>The Loring Park neighborhood will work with the City of Minneapolis to make safety improvements to key pedestrian street crossing points around the periphery of Loring Park. Improvement options will be given further analysis to identify issues and to determine final layouts and design elements. The neighborhood will identify and pursue sources of funding to complete crosswalk improvement projects.</p> <p>0-5 years:</p> <ul style="list-style-type: none"> • Work with city to identify short-term and longer-term improvements to each pedestrian crossing location. • Identify and further prioritize potential sources of funding for improvements (NRP, CLICK, grants, etc.). Take steps to secure funding for specific crossing point improvements. 	<p>CLPC, City of Minneapolis, Hennepin County, the MET Council, Minneapolis Public Works Department, Friends of Loring Park, MPRB, Minneapolis ADA Advisory Council</p>

5-10 years:

- Maintain ongoing community involvement and communication with city to ensure that improvements are maintained, and to ensure that new issues are addressed.
- Ensure Met Council's Pedestrian Safety goals are met along the Nicollet Avenue Corridor.

LEED-ND Certification and Improvements to the Neighborhood's Long-term Sustainability

The Loring Park Neighborhood will pursue LEED for Neighborhood Development (LEED-ND) certification through the neighborhood master Plan. The neighborhood will pursue long term improvements in order to achieve the goals set in the *Loring Sustainability Indicators* plus other opportunities that arise for improving the neighborhood's sustainability. LEED-ND certification will be used as a tool to leverage ongoing improvements and to promote the neighborhood's sustainable assets.

Today LEED-ND is generally applied to new development. As an existing neighborhood Loring Park will require a pilot project with the national office of the U.S. Green Building Council (USGBC). This will build on the Loring Park LEED-ND pilot project conducted by the state chapter of the USGBC in 2011. Understanding that the neighborhood is a pioneer in the use of the certification system for existing neighborhoods the time-line for achieving certification is not as clear cut as it would be for some other projects.

While certification can serve as a valuable tool to make the neighborhood more sustainable, it is not a prerequisite. The neighborhood will immediately begin the work of improving levels of sustainability. This will

0-5 years:

- Register the Loring Park Neighborhood with the USGBC's LEED-ND sustainability certification system
- Set objectives for neighborhood-wide improvements in the subjects defined in the LEED-ND rating system; measure progress toward those objectives; seek certification of the Neighborhood through a pilot project in cooperation with the state and national offices of the USGBC.
- Adopt and measure seven indicators of progress toward sustainability. Several strategies from throughout the Neighborhood plan are presented in the subjects of energy efficiency, transit, walking, recycling, green surfaces, parking lots and income diversity.
- Establish governmental, business, and institutional partnerships that can assist the neighborhood to meet it's sustainability goals.
- Publicize and promote the City's Sustainability Indicators, which address the topics of a healthy life, environmental protection and a vital community

CLPC, City of Minneapolis -
May include a variety of city departments and programs including: CPED, Public Works Department, Homegrown Minneapolis

Hennepin County -
May include a variety of county departments and programs including: Department of Environmental Services

<ul style="list-style-type: none"> • Further develop specific strategies for neighborhood to meet goals outlined in the Loring Indicators. • Support use, or development of a guide(s) to assist multi-family building owners, managers and occupants to take steps that lower energy consumption and reduce household waste. <p>5-10 years:</p> <ul style="list-style-type: none"> • Pursue cattail remediation in conjunction with long-term native species maintenance program. • Support ongoing efforts to maintain and improve neighborhood transit service and the use of bike and car sharing. • Support ongoing efforts to maintain and improve pedestrian and bicycling infrastructure. • Measure improvements to neighborhood based on 2010 and 2011 analysis the neighborhood's sustainable attributes. 	
<p>Harmon Place Revitalization</p> <p>Revitalization of the historic Harmon Place commercial street will focus on the re-design and enhancement of the streetscape. Improvements will happen through the city in cooperation with residents, local businesses and institutions.</p> <p>0-5 years:</p> <ul style="list-style-type: none"> • Explore Harmon Place layout options as defined in Small Area Plan and make selection through a community engagement process. • Pursue funding and partnerships for selected option. • Create design for streetscape enhancements including greening, signage, street modifications, public art and public space. • “Wrap” utility boxes surrounding park with community generated art. • Ensure Met Council's Pedestrian Safety goals are met along the Nicollet Avenue Corridor. <p>5-10 years:</p> <ul style="list-style-type: none"> • Support the use and reuse of the street's historic buildings for commercial and cultural functions that are conducive to an active street life. 	<p>CLPC, CPED, MPLS Public Works, St. Thomas, MCTC, City Bicycle Coordinator, City Arts & Culture Director, CLPC</p>
<p>Loring Hill Historic Conservation</p> <p>Preserve the historic character of Loring Hill district through building preservation and guidance on future development. This may include a variety of alternative approaches including historic districts, conservation districts, and rezoning.</p> <p>Strategic Steps 0-5 years:</p> <ul style="list-style-type: none"> • Implement rezoning study and adjust current districts to align with recommendations of small area plan • Implement Loring Hill Historic Preservation Options Study to study alternatives such as District Designation and Conservation Districts. Pursue funding for study from potential community resources. 	<p>CLPC, Residents, Properties, CPED, HPC, Historic Churches, CLPC</p>

<ul style="list-style-type: none"> • Support walking tours and other activities that increase awareness of the the hills historic resources. <p>5-10 years:</p> <p>10-20 years:</p> <ul style="list-style-type: none"> • Explore opportunities to create an expanded green connection between Loring Park and the Sculpture Garden. 	
<p>Nicollet Avenue Revitalization</p> <p>Revitalization of Nicollet Avenue will be an ongoing pursuit involving multiple elements including transit, economic and cultural development, safety sustainability.</p> <p>0-5 years:</p> <ul style="list-style-type: none"> • Organize with businesses and property owners to work with the Minneapolis Police Department to address livability and safety issues. • Assess current and future parking needs and establish a plan to adequately accommodate visitor parking and to preserve resident parking. • Support the use and reuse of the street's historic buildings for commercial and cultural functions that are conducive to an active street life. • Develop initiative to brand the area around Nicollet Avenue as “Loring Village” • Support efforts to add streetcar service and, or improve Nicollet Avenue transit service. • Organize, and participate in the Nicollet-Central Corridor Transportation Alternatives Analysis • Engage in the Met Councils "THRIVE MSP" community engagement process to pursue equity in Transit & Housing Development, setting their 2040 Metropolitan goals. Match these goals to our Master plan goals in the areas of Transit, Reducing the Carbon footprint, Workforce Housing Development, and other issues. • Public Policy - Discuss Sewer Access Fees for Nicollet Ave. businesses and for new development and explore Reduction of these fees. • Ensure Met Council's Pedestrian Safety goals are met along the Nicollet Avenue Corridor. • Continue discussions and explore Public Policy with Met Council and local government which supports local, family-owned businesses during Transit development and as development opportunities arise. Monitor the Central Corridor Lessons learned for Nicollet Ave. during Streetcar discussions. • “Wrap” utility boxes surrounding park with community generated art. <p>5-10 years:</p> <ul style="list-style-type: none"> • Work with city to develop the city owned “Meterfarm” site at 15th Street and Nicollet Ave. 	<p>CLPC, CPED, MPD, Stevens Square Community Organization (SSCO), Convention Center, Loring Business Association</p>

- Work with property owners and developers to build mixed use commercial development with housing that serves individuals and families with diversity range of income.
- Promote development that helps achieve the goals of the Loring Indicators.
- Promote 'Loring Village' brand for the area around Nicollet Avenue.

10-20 years:

Support for Park Public Art, Public Space, and Public Space Programming

Loring Park is a central focal point and integral of part of the neighborhood. All of the below actions steps will happen in cooperation with the Minneapolis Park & Recreation Board (MPRB). Other entities will also be crucial. For establishing better, safer crossings to the park will

0-5 years:

- Design and conduct and conduct an inventory of Public Art in the Park, M & R needs, and feasible locations for additional art.
- Berger Fountain & Plaza Capital Campaign and Fund raising
- Develop plan with MPRB to create an enhanced promenade across Loring Park connecting Downtown Minneapolis to the Walker Art Center via the Loring Greenway and Berger Fountain. Plan should include a high quality way-finding system to assist visitors.
- "Wrap" utility boxes surrounding park with community generated art.
- Conduct survey of the condition of existing public art in park and develop long-range maintenance plan.
- Develop plan to add walkways at the periphery of the park. The top priority should include sections along Willow Street.
- Support Friends of Loring Park initiatives that encourage active participation and investment by the community.
- Support efforts to establish safe street crossings at the park's periphery. See "Safe Crossings" section of this implementation plan.
- Develop programming with the Minneapolis Community & technical College and other educational institutions to allow students to utilize Loring for environmental science and other studies.
- Assess Community Assets – Survey individuals, businesses and institutions for potential assets that could lead to investment and partnerships that contribute to the programming and fabric of the park.
- Apply for the CPED's Art in Public Places arts funding program.

5-10 years:

- Berger Fountain & plaza construction
- Explore potential opportunities to develop vegetable and fruit gardening. Pursue possible managing partners and develop

MPRB, City of Minneapolis/Public Art, friends of Loring Park, CLPC

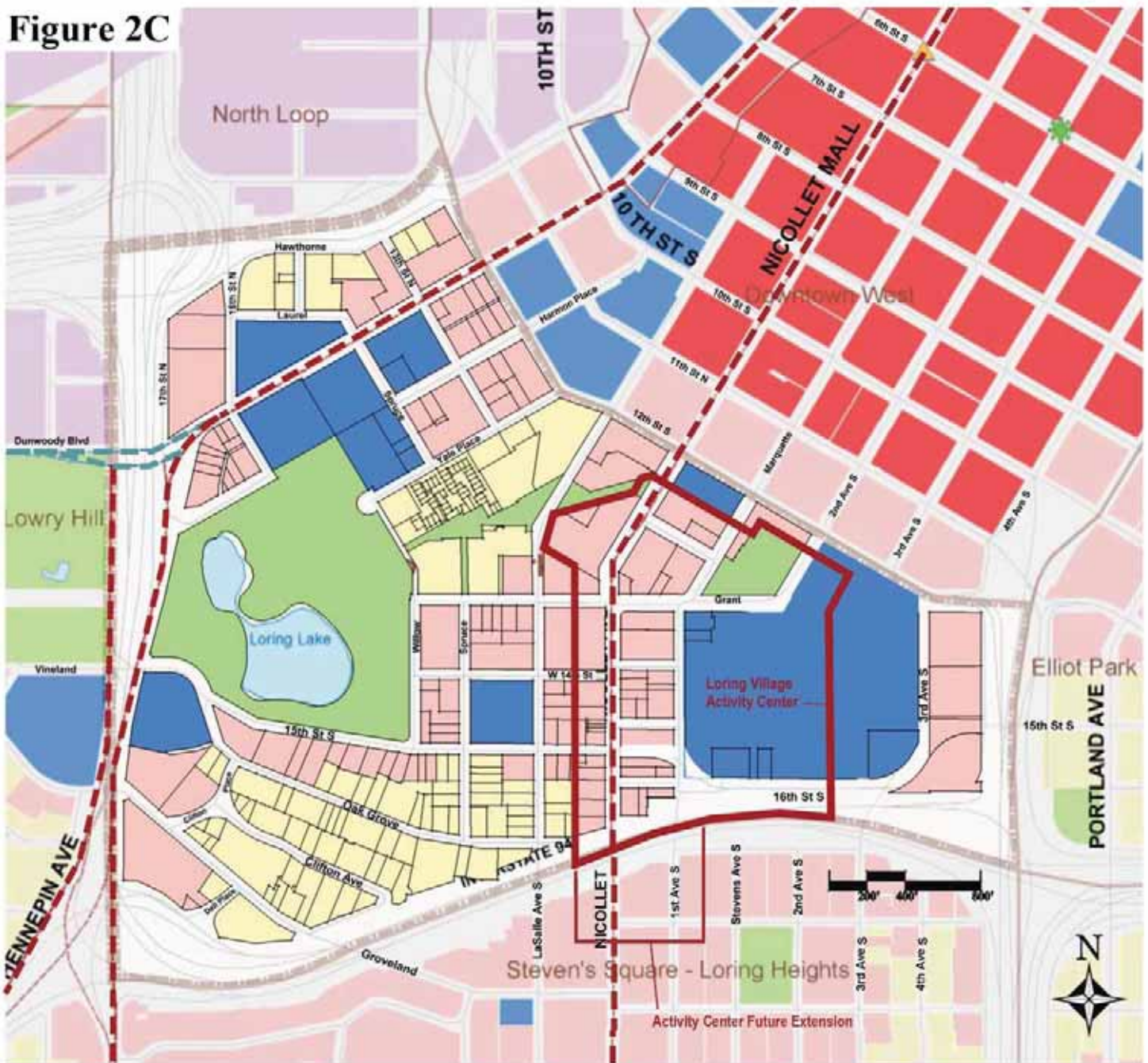
<p>community based programming.</p> <ul style="list-style-type: none"> • Continue to maintain and make improvements to park entrances. • Assess impacts of park events on the park and surrounding community. Continue to pursue ways to mitigate negative impacts and capitalize on positive one's. • Continue to implement and complete projects set forth in the Loring Park Master Plan (1996) • Continue to work with MPRB and the DNR to address problems related to invasive cattails. Develop long-term plan to establish and maintain a more diverse array of native shoreline plants. <p>10-20 years:</p> <ul style="list-style-type: none"> • Explore opportunities to create an expanded green connection between Loring Park and the Sculpture Garden. 	
<p>Increase Social Capital for a Safer and more Connected Neighborhood</p> <p>Through ongoing partnerships between community members, agencies and organizations increase community awareness in order to address current issues and to plan for the future.</p> <p>0-5 years:</p> <ul style="list-style-type: none"> • Maintain and develop a communication network between property owners, businesses, residents, institutions social service institutions, Hennepin County, City of Minneapolis resources and the Minneapolis Police Department to communicate information. • Implement the Livability, Safety & Community sections of Loring Park Neighborhood NRP Phase II Action Plan • Provide public forums where property owners, business owners, residents, and members of institutions and government can get to know each other and share critical information. • Continue to pursue initiatives with the Minneapolis Police Department to enhance Community Policing approaches. • Ensure police presence across the neighborhood with a special emphasis in and around Nicollet Avenue. • Ensure an immediate response and communication plan for all Part I crimes. • Pursue and continue focus on Part II Livability Offenses to reduce crime and enhance safety. • Coordinate safety training at multi-family buildings with the Minneapolis Police Department. • Public Policy - Set standards for Community Engagement - no less than 30 day notification and preferably 45-day notification. <p>5-10 years:</p> <ul style="list-style-type: none"> • Schedule with Xcel Energy an update of all pedestrian level ornamental lighting. • Cultivate new leadership with an annual outreach plan to recruit and develop participation and leadership. 	<p>CLPC, Minneapolis Police Department, MPRB Police,</p>

Figure 2A



Loring Park Neighborhood Land Use - Built Form Districts

Figure 2C



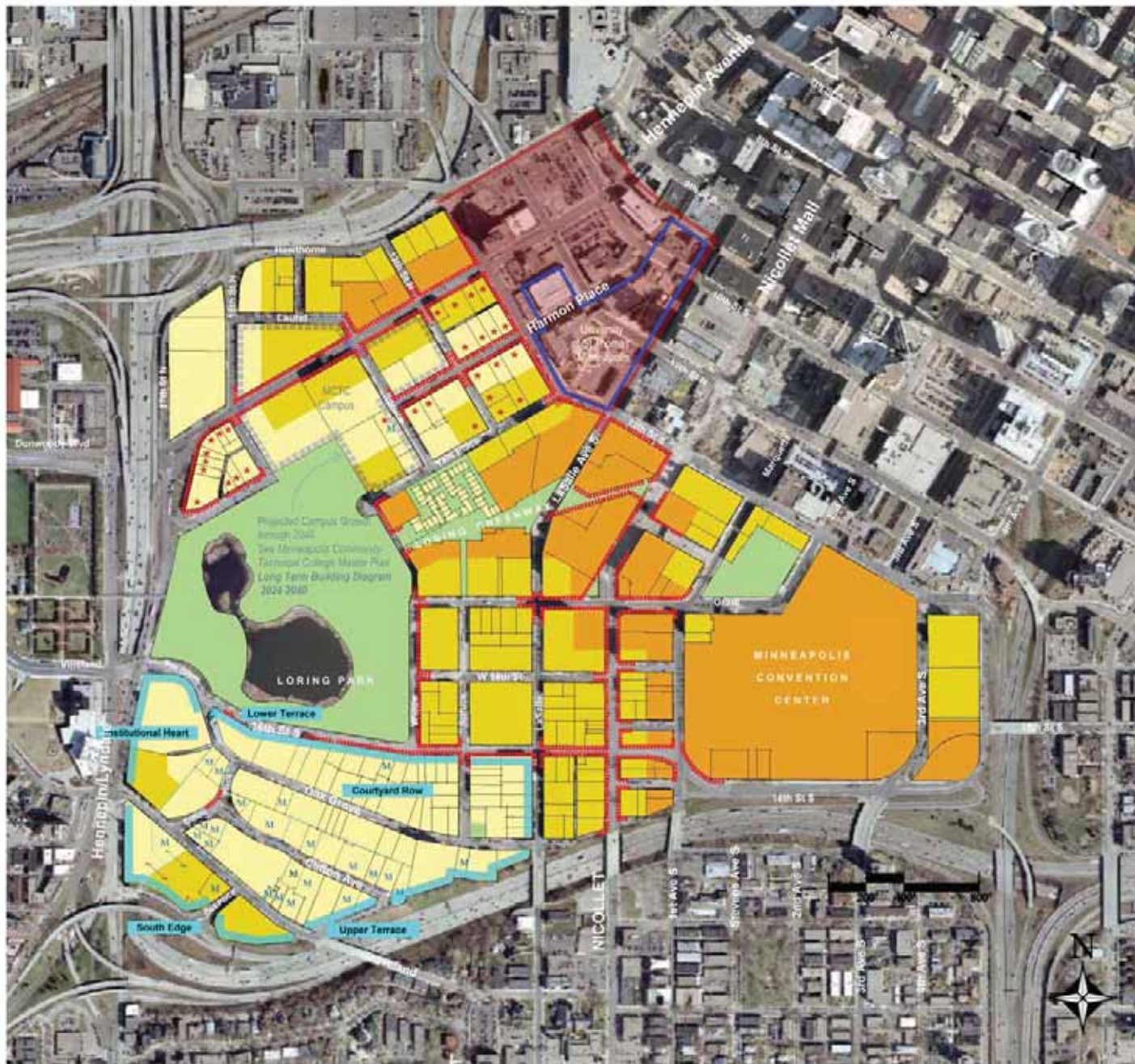
Loring Park Neighborhood Land Use Plan

Created by:
 Citizens for a Loring Park
 Community (CLPC)
 Loring Park Neighborhood Master
 Plan Steering Committee with
 assistance from City of Minneapolis
 Planning & Economic
 Development and Consultant team
 led by PETER MUSTY LLC

The Loring Park Neighborhood Master
 Plan is a community based planning
 process (www.loringpark.org), and is
 funded by:
 Neighborhood Revitalization
 Program (NRP)

- Activity Center
- Commercial Corridor
- Community Corridor
- Centerline
- Urban Neighborhood
- Mixed Use
- Commercial
- Public and Institutional
- Transitional Industrial
- Industrial
- Parks and Open Space
- Water

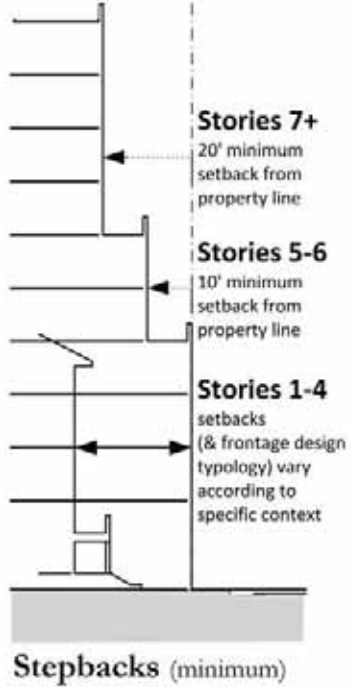
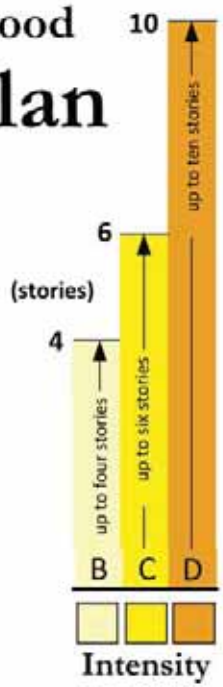
Note:
 "Urban Neighborhood
 contains a range of
 residential densities,
 with a limited amount
 of other uses
 appropriate in a
 residential setting."
 - Minneapolis Plan



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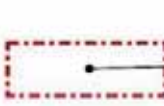



-  Area in Hennepin-Harmon District not included in Loring Park Neighborhood Small Area Plan
-  Loring Hill Design Guidelines Sub-Areas
-  Harmon Place Historic District Guidelines
-  Existing Mansions
-  Ground Floor Commercial Frontage Encouraged

Figure 4A



Loring Park Neighborhood Map of Public Realm Improvements

-  Streetcar Line
-  One Way Conversion to Two Way
-  Streetscape Improvements
-  Grand Promenade
-  Bicycle Lane or Path Improvements
-  Bridge / Underpass Improvements
-  New Sidewalk
-  Neighborhood Boundary
-  Safe Crossing Improvements
-  Public Sites, Facilities or Parks with Master Plans
-  Public Realm (Chapter 4) Policy