



Major Goals & Concept Plan

Loring Park Neighborhood Master Plan

Major Goals & Concept Plan

Updated for Community Distribution at Community Workshop May 14, 2011. The five goals and following Concept Plan represent a synthesis of community member & stakeholder input and review of relevant adopted policies and recent planning for the neighborhood. The Concept Plan in the following pages is structured by the goals and is a summary preview of key proposed policies.

I. Protect, Preserve & Enhance Historic Character & Unique Architecture, Guide Infill Development, & Strengthen Mixed Use Corridors

See: Minneapolis Plan for Sustainable Growth, NRP Phase II Master Plan, Nicollet Avenue Development Guidelines, Loring Hill Design Guidelines, MCTC Master Plan, Historic Resources Study, Elliot Park, Loring Park & Lowry Hill East 2008

See also Master Plan Event Records:

Community Workshops #1 Neighborhood Walkabout, #2 Visioning Loring 2030, and #3 Designing a Sustainable Neighborhood

Focus Groups: Nicollet Avenue Visioning, Harmon Place Visioning I, Harmon Place Visioning II, Condo Boards, Rental Apartment Build. Owners/ Managers

II. Cultivate an Exceptional Urban Pedestrian Experience for Residents, Workers & Visitors

See: Minneapolis Plan for Sustainable Growth, Access Minneapolis, Hennepin County Complete Streets Policy, NRP Phase II Master Plan, Loring Hill Design Guidelines, MCTC Master Plan, CLPC Livability Committee Goals 2011, MPD's Loring Park Neighborhood Community Policing Plan 2011, Loring Park Master Plan

See also Master Plan Event Records:

Community Workshops #1 Neighborhood Walkabout, #2 Visioning Loring 2030, and #3 Designing a Sustainable Neighborhood

Community Gatherings #2 Creative Neighborhoods in the Creative City, #3 Doubling Down on Walkable Transit Oriented Neighborhoods

Focus Groups: Nicollet Avenue Visioning, Harmon Place Visioning I, Harmon Place Visioning II, Condo

Boards, Rental Apartment Building Owners & Managers, Arts Culture & Ideas

III. Enhance Connections to Destinations in Surrounding Neighborhoods

See: Minneapolis Plan for Sustainable Growth, Access Minneapolis, NRP Phase II Master Plan, Loring Hennepin County Complete Streets Policy, Hennepin/Lyndale Civic Corridor Design Charrette

See also Master Plan Event Records:

Community Workshops #1 Neighborhood Walkabout, #2 Visioning Loring 2030, and #3 Designing a Sustainable Neighborhood

Focus Groups: Nicollet Avenue Visioning, Condo Boards, Arts Culture & Ideas

IV. Achieve Sustainable Buildings & Infrastructure

See: Minneapolis Plan for Sustainable Growth, NRP Phase II Master Plan

See also Master Plan Event Records:

Community Workshops #1 Neighborhood Walkabout, #2 Visioning Loring 2030, and #3 Designing A Sustainable Neighborhood

Focus Groups: Nicollet Avenue Visioning, Condo Boards, Arts Culture & Ideas

LEED-ND Workgroup: Neighborhood-wide Analysis

V. Nurture our Role in the Region's Creative Economy

See: Minneapolis Plan for Sustainable Growth, NRP Phase II Master Plan, Loring Park Neighborhood Master Plan RFP – "Who We Are"

See also Master Plan Event Records:

Community Workshop #2 Visioning Loring 2030

Community Gathering #2 Creative Neighborhoods in the Creative City

Focus Group: Arts Culture & Idea



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I. Protect, Preserve & Enhance Historic Character & Unique Architecture, Guide Infill Development, & Strengthen Mixed Use Districts.

Continue to ensure that investments in existing and new buildings are designed to respect the historic scale and urban context of the neighborhood.

Protect, preserve and enhance the existing scale and character of these mature, predominantly residential districts:

- **Loring Hill**
- **Apartment District**
- **Loring Greenway**

Strengthen the **Hennepin / Harmon mixed use corridor** by investing in streetscape renovations on Hennepin and Harmon and carefully guiding infill development and adaptive building reuse within built fabric from Dunwoody/St Mary’s & Fawkes Block to St Thomas (Ninth Avenue) – includes all of Harmon Place Historic Design Guidelines District.

Strengthen **LaSalle-Nicollet-First** mixed use corridor – (south of Grant) by supporting transit investments, organizing under designation(s) as Activity Center and/or Arts Business District, and supporting sensitive infill housing redevelopment at increased, transit supportive height and intensities.

LaSalle-Nicollet-First District

Support sensitive & careful intensification of the district south of 14th Street (see figure on last page) with transit oriented mixed-use buildings with a range of predominantly

housing above shops. In general, support heights of two to six stories south of Grant Street to I-94 along LaSalle, Nicollet and First. Examine block by block locations for increased height, and specify aspirational bulk and massing via district regulating plan and massing illustration. Bulk and massing shall be based largely on 2004 Nicollet Avenue Development Guidelines, also following bulk and height parameters supplied by current zoning and regulations. Consider allowing slightly taller buildings east of Nicollet based on specifically defined bonuses. Plan for taller buildings north of Grant Street along Nicollet Mall. Examine height impacts on any new development of parcels facing Convention Center Plaza and Peavey Plaza to respect the scale of those public spaces. Consider merits of designation as Activity Center for this district, to include Convention Center and Nicollet Avenue entertainment venues as key regional destinations.

Hennepin/Harmon District

Attract professional offices, small shops, housing and college growth while protecting the integrity of the historic district and viability of existing businesses. Make efforts to more fully activate historic shop-fronts. In order to make the street more user friendly and to catalyze renewed investment, support organized collaboration between local stakeholders to foster development of design, funding and implementation for a Harmon Place streetscape improvement project. Support infill and redevelopment along Hennepin Avenue north of Spruce Place that enhances the pedestrian environment, promotes personal security, provides mid-rise, mixed-use buildings and improves the appearance of the corridor.



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Minneapolis Community and Technical College Campus (MCTC)

Support implementation of the recently adopted MCTC campus master plan. Work with MCTC to look for ways to grow in place and support utilization and investment/reuse of existing buildings on or close to campus. Continue to structure collaboration between CLPC and MCTC on sustainability issues.

Loring Hill Design Guidelines

Follow the recommendations of the Loring Hill Design Guidelines. Do not allow buildings to exceed the height maximum defined by OR-3 zoning, and no conditional use permit should be issued allowing deviation from this height maximum of 84 feet. The only possible exception to this recommendation is within the South Edge Sub-Area. Within that area, increased height may be permissible if façade design objectives are negotiated and achieved.

Apartment District

Re-designate properties along Spruce to Urban Neighborhood. Activate the eastern edge of Park by encouraging round level at Willow & 15th. (See figure on last page.)

Loring Greenway

Re-designate properties facing the Greenway to Urban Neighborhood. (See figure on last page.)

Parking Solutions

Actively collaborate with housing, businesses and institutions to find district based, structured, transit based, or shared parking solutions in order to prevent the expansion of surface parking. Work to keep important areas, such as the church grounds, green in appearance by preventing the expansion of

surface parking. Advocate for the reduction of surface parking on private land, and the gradual redevelopment of most surface parking lots to other uses.

Structured parking should be considered as a method of reducing surface parking, as long as those structures are designed for alternative use (planned reuse) and have integrated bus and/or streetcar stops, bike parking and/or car-sharing stalls and/or other multi-modal supportive facilities.

For new development, encourage use of the lowest possible parking ratios that will viably support the use, and emphasize parking in private structures.

Anticipate that a business association, major institution or the City may propose to build an above-ground parking structure that is open to the public on an hourly-charge basis. This may be a cost-effective solution to meeting the needs of several nearby users, especially if their times of peak demand are not the same.

Adaptive Reuse: Hospitality

Encourage adaptive reuse of mansions as bed & breakfasts or small inns, and apartment buildings as large inns or small hotels.

Historic Preservation

Specific strategies to be included here.

Rezoning Study

To make sure that regulation matches the policy in the neighborhood, a rezoning study should be performed as an implementation step to the Loring Park Neighborhood Master Plan. Conflicts between Future Land Use policies and current Zoning will be identified, however no specific zoning changes will be recommended.



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II. Cultivate an Exceptional Urban Pedestrian Experience for Residents, Workers & Visitors

Alternate title: [Make it more possible – even preferable – to live, visit or work in the Loring Park Neighborhood without (owning) a car.]

Foster improvements that increase Loring Park Neighborhood’s livability, interest, and that will lift the spirit residents, students, workers and visitors around the clock, all year long. Be home to (and be hospitable to) a diversity of people. Work to make transitions more pleasant and safer between parks and open spaces, across streets, and between districts. Continue to accommodate the automobile but emphasize multi-modal improvements, in particular pedestrian (and bicycle) access to transit, that are in line with neighborhood sustainability, livability and development goals.

Invest in a Well Connected Parks & Public Space Framework

Further preserve and integrate the network of parks and open spaces from the Sculpture Garden to Downtown through; 1) coordinated programming to ensure that facilities serve residents and visitors year round; 2) plan circulation so that transitions are seamless and comfortable; 3) implement safe, direct and convenient crossings connections to surrounding blocks; 4) facilitate collaboration between independent planning and visioning initiatives.

Although each of the following parks and public spaces are unique destinations, each

also are a critical link in a green corridor connecting Peavey Plaza, Nicollet Mall & Convention Center to the Walker & The Sculpture Garden:

- **Sculpture Garden...**
- **Loring Park** - Protect Loring Park from the noise and salt of I-94 and Hennepin Avenue by improving the berming, plantings and/or structures along its western edge. Replace the monoculture of exotic hybrid cattails on the edge of Loring Pond with native species. Clearly mark bicycle routes around the perimeter of the park. Continue to steadily improve the landscaping, maintain trees, and refine the path system.
- **Loring Greenway** - Support the efforts of the Loring Greenway Association and the City to maintain and improve the Greenway. Advocate for better lighting under the Greenway along LaSalle Avenue and a stairway connecting the Greenway and LaSalle.
- **Convention Center Plaza & 13th Street Pedestrian Mall...**
- **Nicollet Mall...**
- **Peavey Plaza...**

Complete Streets

Ensure that every public street is maintained as a “complete street,” including accommodations for all forms of travel, and that the design speeds for each thoroughfare be calibrated to the urban context. Promote compliance with emerging legislation and policy at State, County and Municipal levels that call for context sensitive solutions in the design of all thoroughfares.



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Relationship of Buildings to Streets

Expand or develop frontage guidelines to ensure that every building is located with proper orientation and relationship to the public sidewalk, has primary entry and clear windows facing the street, uses elevated first floor to establish prospect and refuge, and include landscaping or similar treatments to soften the appearance of less desirable features such as surface parking, trash handling or loading areas. Utilize LEED-ND guidelines to set in place clear expectations – or even performance criteria tied to incentives or approval of proposed frontage design.

Reduce Surface Parking

Throughout the neighborhood, advocate for the reduction of surface parking on private land, and the gradual redevelopment of most surface parking lots to other uses. Maximize on-street parking vs surface parking. Study shared and district parking solutions....(make specific reference to City Policy). Structured parking should be considered as a method for reducing surface parking, as long as those structures are designed for reuse, and are fully integrated with multi-modal facilities such as mode transifre facilities (waiting areas), bike service/parking, car-sharing facilities.

Improve 15th Street

Create better access to Loring Park from Hennepin/Lyndale to Nicollet: Build or improve mid-block pedestrian crossings to the park along Willow Street and along 15th Street. Narrow the driving lanes on 15th / Oak Grove Street, add a pair of bicycling lanes from Hennepin Avenue to Willow Street and build a mid-block pedestrian crossing. Rebuild the intersection of 15th and Oak Grove Streets to a clear T design with corner bump-outs with three-way Stop sign control.

Implement The Oak Grove Steps

Seek to develop mid-block stairways between Clifton Avenue and Oak Grove Street and between Oak Grove Street and 15th Street.

Improve Harmon Place Streetscape

Rebuild road surface of Harmon Place (from curb to curb) from Spruce to Tenth Street to better accommodate bicycles, pedestrian crossing, public art, sustainable features, fewer drive lanes and street trees. Also consider diagonal parking, center median and bike sharrows.

Preserve 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. The policy towards existing public realm network in the district 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. (*See LEED-ND definition of Connectivity; intersections per square mile*)

[Continue Focus on Public Safety]

Summary of this policy needs to be added here.



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III. Enhance Connections to Destinations within Surrounding Districts

All existing connections via auto vehicle to surrounding districts to the south, west and north across the interstate perimeters should be preserved in all locations. Create and/or enhance existing multi-modal, walkable connections to neighboring districts, including downtown. Support the development of transit facilities.

Downtown Skyway

Coordinate a direct connection from Nicollet Mixed Use District to the skyway via better wayfinding/signage to existing skyway entries off of Nicollet Mall & Convention Center, and/or by integrating a limited skyway extension within redevelopment along Nicollet.

Bridge the Gap to Stevens Neighborhood

Support urban infill redevelopment in the blocks along Nicollet Avenue from Grant to Franklin. Leverage redevelopment to implement an upgrade to streetscape including transit improvements. Explore the decking and development over Interstate 94 @ First, Nicollet & LaSalle Avenue bridges.

Nicollet Avenue Streetcar

Support efforts by the City of Minneapolis, Hennepin county and the Metropolitan Council to introduce streetcar service along Nicollet Avenue and to develop the Southwest light rail transit line. Advocate for extension of the streetcar line south to 46th Street and north along Central Avenue through the Northeast Neighborhood.

Connecting West over Interstate 94

Support long range planning for the transformation of the Interstate 94 / Lyndale / Hennepin corridor from Lowry Tunnel's east entrance to to 394. Major redesign and reconstruction project of the tunnel will be necessary to change the nature of this corridor. In parallel, and for the shorter term future, mitigate against adverse affects of the current cooridor design by the implementation a list of *functional* improvements. This list should build on the ideas and work generated from the Hennepin/Lyndale Corridor Charrette.

Freeway Bridge Sidewalks

As freeway bridges are rebuilt (such as Groveland Bridge) ensure that sidewalks have adequate width, access ramps, lighting and decorative railings.

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 proceed down Dunwoody Boulevard, but also Vineland Place, Kenwood Parkway and Parade Stadium Drive to pass under I-394 to Van White Boulevard.

Connections to the Royalston LRT Station & Minneapolis Farmer's Market

Advocate for pedestrian improvements along 11th and 12th Streets, and also 16th Street, to provide safer and more understandable movement between the Neighborhood and the vicinity of the Royalston LRT station and the Minneapolis Farmers' Market. These



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improvements may include lighting, trees and complete sidewalks.

Connecting to Elliott Park

Bridges and streets that lead to adjacent districts, such as the bridge to Elliott Park, should be enhanced for bicycling and walking through changes to adjacent land use, lighting, trees street crossing and/or on-street striped lanes.

Bicycling Network

Continue to promote bicycling by adding bicycling lanes to 15th / Oak Grove Street, extending bicycling lanes along 15th / 16th Street to the Elliot Park neighborhood (which will include narrowing some driving and parking lanes), clarifying the bicycle route along the perimeter (vs. across) Loring Park, extending the Hennepin Avenue bicycling lanes to Lyndale Avenue, adding bicycling lanes to First and LaSalle Avenues, improving the link to the Cedar Lake Bicycle Path and the proposed Van White Boulevard, and improving a bicycle route to the planned Royalston light rail transit station.

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.

[Expansion of Downtown Improvement District]

Summary of this policy needs to be added here.

[Maintain 'Westside Convention Center' Improvements along Grant]

Summary of this policy needs to be added here.

[Expand Downtown Fare Zone]

Summary of this policy needs to be added here.



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IV. Achieve Sustainable Buildings & Infrastructure

Set achievable and specific neighborhood wide goals for sustainability and measure progress. Require new development to employ sustainable design and building practices, and be constructed of very high quality materials. Support efforts to upgrade the performance of older buildings and infrastructure to meet the highest of performance standards for sustainability. New public infrastructure should meet or exceed City standards for sustainability and best practices.

Leverage Existing Strengths

Several important sustainable characteristics* of the Loring Park Neighborhood are unique in the region, and give the district a competitive advantage in attracting and maintaining investment. There should be organized efforts to preserve and enhance them:

- Location & Access
- Walkable (Internal) Street Network
- Compact, Diverse Pattern

** (See Sustainability Analysis for full descriptions of these characteristics.)*

Explore Opportunities for Improvement

There are several categories of sustainability* where the neighborhood can most easily improve its sustainability performance:

- Energy Efficiency Building & Infrastructure
- District & On-Site Energy Sources
- Water Efficiency of Buildings & Infrastructure
- Stormwater Management

- Walkability at Neighborhood Perimeter
- Reduction of Surface Parking
- Greenery
- Recycling & Composting
- Community Gardening & Local Food Sources

** (See Sustainability Analysis for full descriptions of these characteristics.)*

LEED for Neighborhood Development (LEED-ND) – USGBC

Explore possibilities of certification in LEED-ND as a) small area plan pilot, as b) existing neighborhood pilot...per the recent CLPC Board resolution:

“CLPC 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.”

Further utilize the LEED-ND rating framework to:

- periodically gauge neighborhood wide performance and progress toward sustainability goals
- set in place (or augment) design guidelines or to set parameters for private project review and approval, or to gauge the merits of specific capital improvement projects
- structure performance criteria for various incentives
- preparation for government grants or other support from agencies that are familiar with LEED-ND rating system or that directly utilize LEED-ND standards as performance criteria



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V. Nurture our Role in the Region's Creative Economy

Neighborhood Identity

Consider major/bold public art installation(s). Discuss ways to support and leverage major culturally defining events such as the Twin Cities Pride Festival and the Loring Park Art Festival. Discuss the implications /recommendations of labeling Loring Park as *...Minnesota's gathering place, Minneapolis' gay neighborhood, Minneapolis' cultural center, Minnesota's best urban living experience...*

Attract and Support Creative Businesses and Creative Residents

Acknowledge strong presence of smaller creative enterprises, develop a support network among them, and work with CPED to connect them with entrepreneurial development resources. Take steps to welcome and support creative enterprises and especially creative workers – home-based businesses, wireless service, “third places” for working, meeting. Foster more presence and traffic of MCTC students as local business customers in the Harmon and Hennepin Avenue areas. Outline an investment plan to guide organized efforts to support economic development activities

Execute Public Space Programming

Discuss the design and implementation of a list of enhancements to public realm to better serve and connect festivals and events with business corridors. Discuss expansion of neighborhood's character, design, and services that enable a car-free lifestyle. Create a walking network connecting cultural institutions/organizations with the Park using

wayfinding, landscape design, and programs that link activities.

Develop Networking, Marketing of Cultural Venues/Events

Support a network of cultural/event presenters for mutual marketing. Continue to build on National Night Out. Plan a neighborhood-wide Open House, possibly during the Loring Park Art Fair, to cross-promote Loring to the audiences of its multiple institutions. Leverage this planning network to form the basis of a Loring network that produces other activities to bring visitors more into the neighborhood on a more 18/7 or 24/7 basis.

Formally Support CLPC Organizational Activities

Develop prioritized action steps for CLPC to support and implement the policy; to be drawn from results of focus group, January 18, 2011 – committees, staffing, and program plans for CLCP in support of these goals (Draw policy forward from NRP Phase II Master Plan text.).

Arts Business District

Explore development of an arts business district with support from the City's CPED.

(added since March 16 version)...

A Place to Live for All Ages

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 full range of housing choices, services and institutions in the neighborhood (or within a convenient distance from the neighborhood) to serve residents.