

# **The Corridor Housing Initiative Mix and Match Development Guidelines**

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**Metropolitan Design Center**  
**1 Rapson Hall**  
**89 Church Street**  
**Minneapolis, MN 55455**  
**612.624.9000**  
**[www.designcenter.umn.edu](http://www.designcenter.umn.edu)**

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# Mix and Match Development Guidelines

The following guidelines were developed by community members for corridors that have participated in the Corridor Housing Initiative. By including guidelines specific to particular corridors; we hope to give an idea of the types of issues that neighborhoods may want to consider when developing guidelines appropriate for their community. The audience for these guidelines is property developers.

## Neighborhood Assets

- Support zoning variances for projects that meet the goals of these guidelines.
- Continue to improve the safety, convenience and beauty of life in the neighborhood.
- Facilitate the opening of a full-service grocery store on Nicollet Avenue.
- Extend the downtown bus fare zone to 16<sup>th</sup> Street and Nicollet Avenue.
- Complete preparatory work, including participation in the Corridor Housing Initiative, that will streamline city department and council approvals.
- Consider the use of neighborhood-allocated NRP and city housing funds.
- Share the completed city policy review for the three identified development sites.
- Share the comprehensive listing of available funding programs for corridor development.
- Advocate for the development of small, affordable commercial spaces that include opportunity for ownership and development by small business owners, in recognition of the relationship between the size of available commercial spaces, ownership of those spaces, and the potential for small entrepreneurs to start businesses that bring benefits to the project area and beyond.

## Encourage Development of Mixed Use/Mixed Markets

- A full service balance of ground floor uses that fit the “Eat Street” identity, including restaurants, neighborhood services and cultural venues.
- Cooperation with displaced businesses and institutions to explore relocation into the newly developed space and to ensure long-term affordability of newly developed space.
- Buildings along Lake Street should include commercial and/or pedestrian-oriented uses in the first floor. Upper floors may be any combination of commercial, office, or residential uses.
- Encourage development that complements existing commercial nodes.
- Foster new businesses that provide living wage jobs.
- Favor local ownership.

## Increase Housing Opportunities

Kingfield aims to increase housing opportunities consistent with its “Affordable Housing Statement” of March 12, 2003, as follows:

- Increase density in both the rental and owner-occupied housing market, especially along neighborhood corridors such as Nicollet, Grand, and Lyndale Avenues.

- Provide long-term affordable housing options with a goal of 25% of any new housing units affordable to residents earning less than half of the metropolitan median family income.
- Promote “Life Cycle” housing design to accommodate residents’ changing spatial and physical needs through life (e.g. barrier-free design).
- Explore alternative housing types including cooperatives, co-housing, accessory living units (e.g., carriage houses), and units designed for easy additions (e.g., “grow homes”).
- High density rental and for-sale units, with an emphasis on affordable ownership units starting at \$120,000.
- 25% of units available to people at 50% of metro median income.
- Housing types for a variety of household types, such as artists, students and seniors, and especially the downtown workforce.

## **Considerate Design**

### **Enhance the Unique Character of the Neighborhood**

- Construct with high-quality designs and materials.
- Build to reflect or complement the historical character of Kingfield, including structures with appropriate height, massing, façade treatment, glazing area and architectural styles.
- Reuse historic structures whenever possible.
- Minimize surface parking.
- Create engaging, pedestrian-friendly streetscapes.
- Design for public safety, including “eyes on the street.”

### **Building Orientation**

- Buildings on Lake Street should be oriented to Lake Street.
- Principal building entrances should provide direct access to the sidewalks along Lake Street.
- Corner entrances are encouraged for buildings on corner lots.

### **Storefronts, facade treatment**

- A minimum of 55% of a building’s first floor facade should be windows or doors of clear or lightly tinted glass that allow views into and out of the building at eye level.
- Windows should be distributed in a more or less even manner.

### **Building placement and setback**

- Buildings should be built to “urban sidewalk design setbacks,” which usually means setting new construction on vacant lots or lots where the existing buildings have been demolished 2 to 5 feet back from the current street side property lines in order to widen the sidewalks to 15 feet. This is the recommended width for a successful urban sidewalk design with heavy pedestrian use. It will usually mean part of the public sidewalk space will be on private property, requiring city easements for construction and maintenance. The private property owners will be allowed to build within the air space above the first floor or floor-and-a-half which would be over the privately owned sidewalk

space but publicly managed.

## **Building materials**

- Buildings should be finished in traditional, durable materials, including brick, stone, concrete, metal, and glass.
- The use of wood and non-rustproof metals is discouraged.

## **Signs and other commercial elements**

- Awning and canopies are encouraged in order to provide protection for pedestrians and shall be placed to emphasize individual uses and entrances.
- Use of over-the-sidewalk overhead signs is encouraged. They add visual interest and increase the visibility of businesses.

## **Respect the Environment**

- Build new construction to last 100 years.
- Promote sustainable building and site design.
- Support “green building” that meets the standards of Leadership in Energy & Environmental Design (“LEED”) which emphasize sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality.
- Utilize alternative energy sources, including wind, solar, and ground source heat.
- Encourage creative design innovation.
- Install lighting with less energy consumption and light pollution consistent with public safety.
- Incorporate bicycle parking within all new developments.
- Maintain, enhance, & accentuate neighborhood green space.
- Reduce impervious paving.
- Mitigate storm water runoff on site.

## **Movement and Connectivity**

### **Automobile Planning**

- Car sharing as a service in new developments.
- Careful integration with multiple transportation modes, including pedestrian ways, the bus system, and bicycling.
- Cooperation in exploring possible future uses of the space over I-94.
- Automobile-oriented uses in the project area shall include automobile service and maintenance uses.

### **Pedestrian Planning**

- Pedestrian-automobile conflicts should be avoided or minimized.

- Existing alleys should be reconfigured as pedestrian passageways.

## **Bicycle Planning**

- Bicycle racks and other bicycle infrastructure elements are to be provided along Lake Street.

## **Parking infrastructure**

- Cooperation with CLPC and City of Minneapolis in working on a comprehensive parking solution for the Nicollet Avenue corridor, including coordination of parking for all three development sites.
- On-street parking should be provided along Lake Street and adjacent avenues in the project area.
- Off-street parking is to be provided behind, below, or above buildings.
- Pedestrian connections should be provided from parking areas to building entries on Lake Street or along pedestrian paths. These can be provided on vacated alleyways.
- Parking lot edges should be buffered by plantings, railings, or low walls.

## **Neighborhood history and character**

- High quality, interesting architecture.
- A pedestrian-friendly ground level with multiple entrances and windows on the street will establish connections between pedestrians and activity within buildings.
- Building massing should have a 4-story base / datum line to relate to the surrounding residential area. Taller portions should be set back from the street line.
- Sustainable building design and LEED certification is encouraged.

## **Open space**

- Minimum 5% of ground level devoted to active urban open space.
- Architecture and open space at 15th St. and Nicollet Ave. that establishes identity for the neighborhood.
- Underground utility lines.
- Street trees and ornamental street lighting as outlined in neighborhood policies.

## **Coordinated site planning**

- Cooperative partnering between developers is encouraged to achieve the objectives of these guidelines.

## **Planning and design process**

- Formation of a solid partnership between CLPC, developers, and the City of Minneapolis to achieve the best results for all concerned.
- Commitment to a community planning process that is amenable to all parties, beginning at the programming stage of the project.