



A GUIDE TO

Land Use Features

from *The Minneapolis Plan for Sustainable Growth*

This guide offers an introduction to the categories of types of places, or Land Use Features, as described by the City's Comprehensive Plan.

Community Corridor



Hennepin Ave. at W 34th St.

Primarily residential thoroughfare with intermittent commercial uses clustered at intersections. Commercial uses, generally small-scale retail sales and services, serve the immediate neighborhood.

Neighborhood Commercial Node



13th & University Aves. NE

Generally provide retail or service uses on at least three corners of a single intersection. Buildings are typically mixed-use and serve the surrounding neighborhood, with a limited number of businesses serving a larger area.

Commercial Corridor

Serve as neighborhood boundaries and focal points for activity, accommodating all types of commercial uses, along with some light industrial or high-density residential uses (mixed-use development is encouraged). High through-traffic capacities are supported but must be balanced with automobile and pedestrian access to the commercial properties.



Lake St. E at Bloomington Ave. S

Major Retail Center

Can accommodate large-scale retail uses due to their direct connections to regional road networks. Although they may be more automobile-oriented, they can be designed for pedestrians and other modes of transportation to increase compatibility and accessibility. Traditional urban design for new buildings should be implemented where feasible.



Hiawatha-Lake Retail

Activity Center

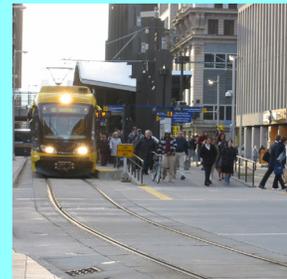


Cedar-Riverside

Recognized destinations within the city that support a wide range of commercial, office, and residential uses. Offering both local and regional draws, they typically have a busy street life throughout the day and into the evening. Heavily oriented towards pedestrians and transit, they maintain a traditional urban form and scale.

Transit Station Area

Located within an approximate 1/2-mile radius of stations on regional express transitways. Each TSA's established plan identifies goals for redevelopment and preservation, density, and design. TSAs strengthen their neighborhoods, maximizing transit's community benefits. Small-scale, neighborhood-based retail and services are designed for the pedestrian, bicyclist, and/or transit user.



Government Station

Growth Center

Well-developed places busy throughout the day and into the evening, characterized by concentrated businesses, employment, and a wide range of complementary uses (such as residential, office, retail, and entertainment). Transit service to each of these four centers in the city is among the best in the metropolitan area.



Downtown

Industrial Employment District

Includes areas suited for industrial development and limited supporting commercial uses. Transitional industrial areas may be converted to another use over time, while industrial employment districts are preserved for long-term industrial use.



SEMI Industrial Area



FOR MORE INFORMATION

Consult the Land Use Chapter of *The Minneapolis Plan for Sustainable Growth* online at: http://www.minneapolismn.gov/CPED/comp_plan_2030.asp