

Lake Street *Midtown Greenway* Corridor Framework Plan



October 1999

City of Minneapolis

LAKE STREET MIDTOWN GREENWAY CORRIDOR FRAMEWORK PLAN



U.S. Department
of Transportation



Prepared for:
Hennepin County and the Midtown Community Works Partnership

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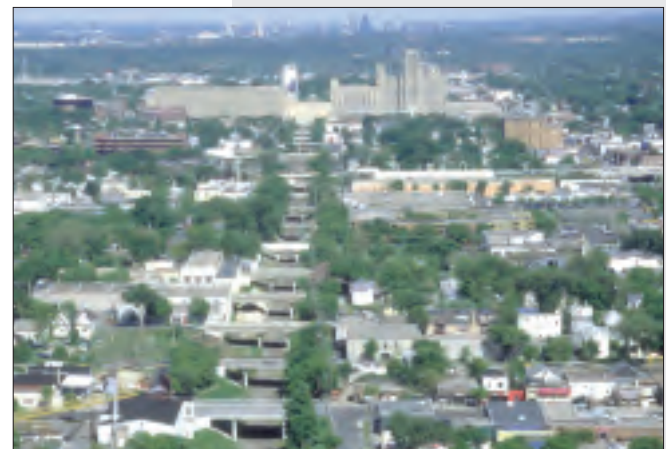
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The purpose of this Framework Plan is twofold: First, to bring forward an exciting and engaging vision resulting from the broad-based commitment of the many stakeholders in this corridor; and second, to identify the specific steps needed to realize this vision.

This document is organized into the following chapters:

Chapter One introduces the corridor and defines the key elements of this redevelopment strategy.

Chapter Two describes the local and regional significance of Lake Street and the Midtown Greenway.

Chapter Three provides an overview of urban planning principles and a detailed description of corridor design guidelines.

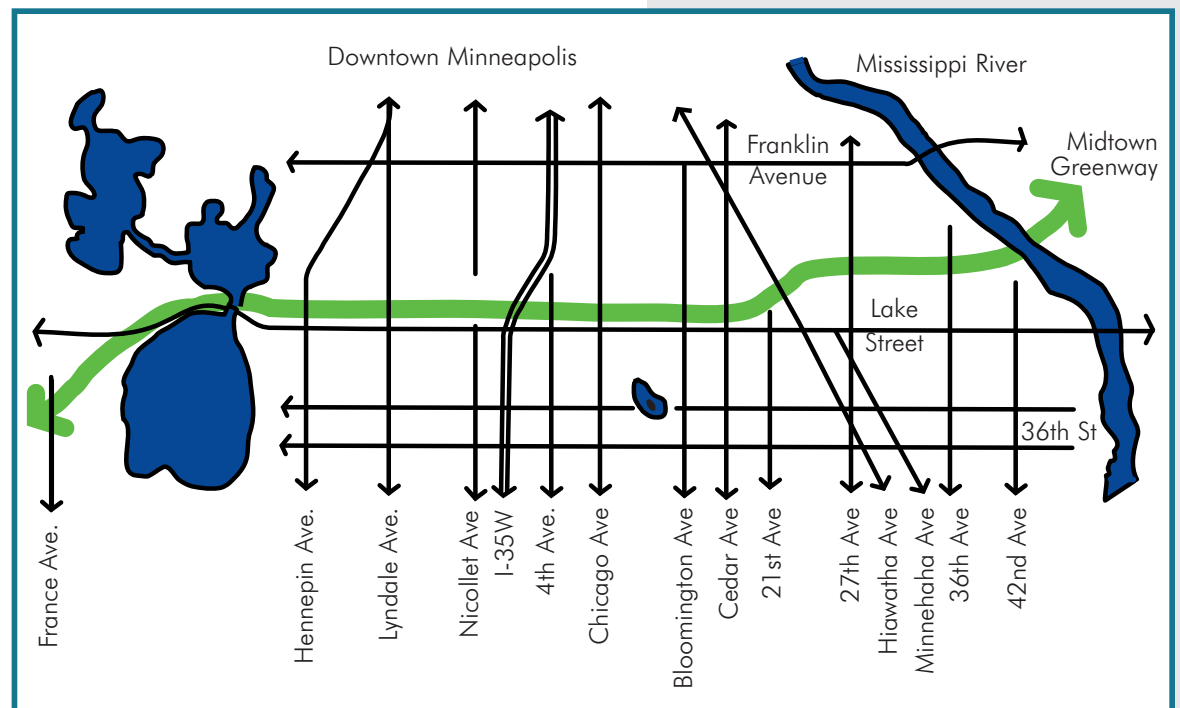
Chapter Four identifies the location and type of project activities, describes neighborhood opportunities/challenges and outlines a checklist for next steps, roles and responsibilities.

Chapter Five describes the key connections that link together corridor amenities, commercial centers, neighborhoods and the region.

Chapter Six provides a summary of corridor priorities and other project implementation issues.

And finally, the Appendix includes a series of inventory maps and a complete bibliography of related studies and source material for this document.

This Framework Plan has been prepared for an audience of both public and private sector groups and individuals. It is already being used as an ‘implementation tool’ to heighten the discussion and strengthen the resolve of corridor stakeholders, working together to create a unique, memorable, safe and sustainable model from which to build a stable, mixed income community that works for everyone for decades to come.



frame•work \ˈfram-,werk\ n(1644) **1** a: a basic conceptual structure (as of ideas) <the ~ of the constitution> **b**: a skeletal, openwork, or structural frame **2**:FRAME OF REFERENCE **3**: the larger branches of a tree that determine its shape

Chapter 1

The Lake Street Midtown Greenway Corridor

Introduction

The vision for the Lake Street Midtown Greenway Corridor articulated in this Framework is one of opportunity and reinvestment - revitalizing this once thriving commercial/business center into a major neighborhood and regional amenity.

At the core of this revitalization effort is the significance of 'place.' Most people recognize the beauty and value of the Chain of Lakes and the Mississippi River as places of inspiration, recreation and celebration. But many are unaware of the rich history of Lake Street and the abandoned rail corridor that runs parallel to it. People may visit Uptown or the shops and restaurants at Lyndale and Lake, but the huge potential and unique character of the rest of the corridor have gone largely unnoticed . . . until recently!

This Framework serves to vocalize and catalyze a shared vision for development within and around this corridor. Building on the efforts of political and business leadership along with numerous neighborhood groups and organizations who are pursuing a variety of ongoing project initiatives, **this opportunity is too great to miss.** With the newly formed Midtown Community Works Partnership (initiated in January 1998), composed of elected officials from City and County government joined by CEO's from many major corporations and institutions, a clarity of purpose and a plan for action is emerging. But the challenge is in how to tell this story, how to reach a wide and very mixed audience - how to capture the imagination, energy and commitment needed to turn plans into projects and dreams into reality.

This Framework Plan recognizes and incorporates the conclusions and recommendations contained in the many existing planning studies already completed as the foundation for the work ahead. From an urban design perspective, we can look back into the past to understand what made cities great and then reach into the future to embrace new technologies and the creative partnerships needed to get things done. By applying what we learn, we can build safe communities in which to raise families, find a living wage job and develop places for recreation and recharge.

The focus of this work is on 'placemaking and connections' . . . to provide an environment for both existing neighborhoods and new development opportunities that attaches a high value on the public realm. It is about creating places that are unique, identifiable and memorable - places that are worthy of our affection - encouraging a strong sense of community, a pride of ownership and responsibility to be carried forward for future generations.





Placemaking and Connections

The Significance of Place

The revitalization of the Lake Street Midtown Greenway Corridor will fill a gap in a much larger network of neighborhoods, business districts and recreational systems. It is a key piece of a metropolitan-scaled puzzle, providing a highly desirable east-west link across the city, eventually connecting Saint Paul to the western suburbs. It also provides excellent access to north-south streets and bikeways, creating a new urban movement network.

The success of the Lake Street Midtown Greenway corridor is important for reasons that extend far beyond its immediate borders. While this regeneration will stimulate local growth and initiatives, it will also serve as a model for a new way of thinking about the metropolitan area - underscoring the fact that successes in one portion of the community support successes elsewhere.

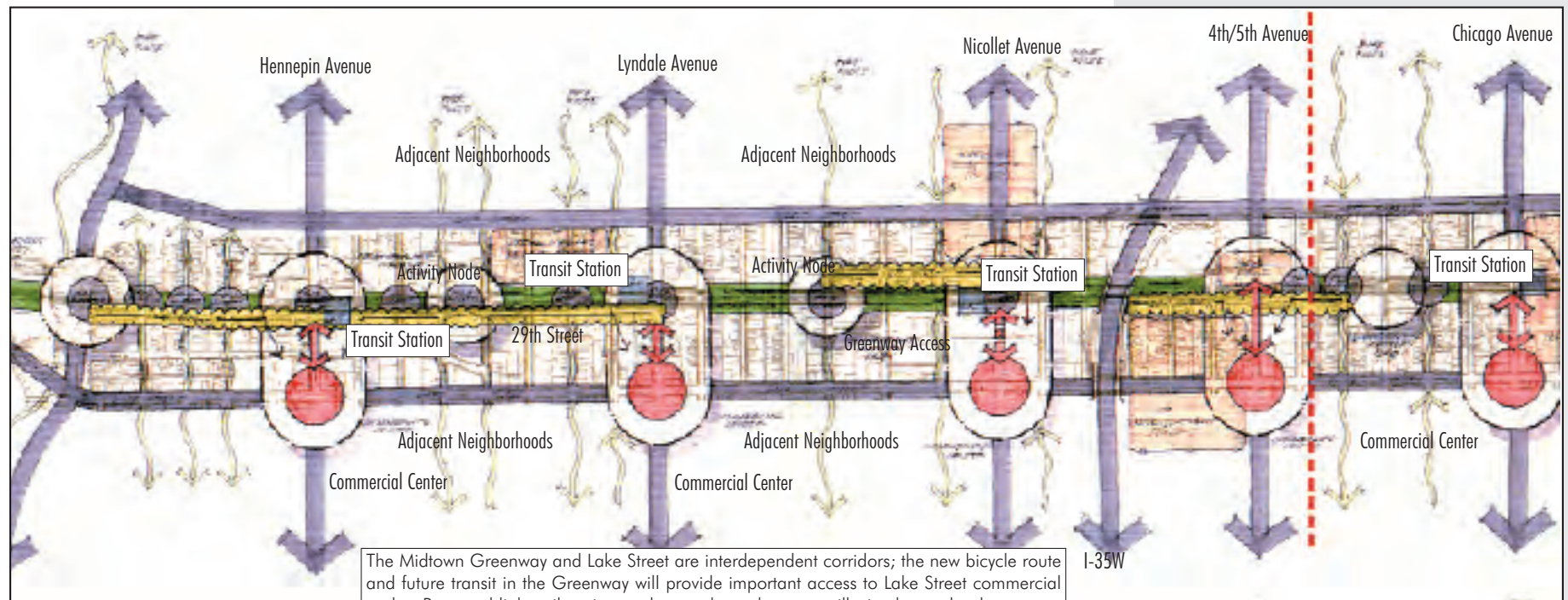
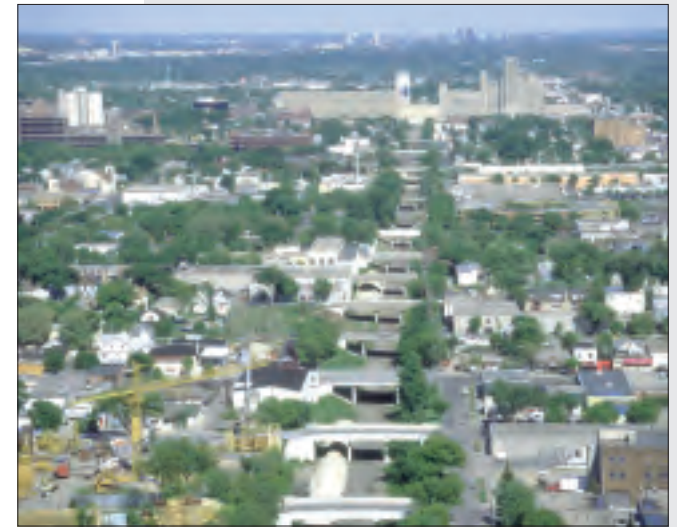
To neighborhoods like those along the Greenway and Lake Street, the goals are simple: keep businesses and residents who already live and work here, and attract new businesses and residents to the area. This can succeed only if the neighborhoods are safe and well maintained, and if the conveniences and amenities of high quality urban living are present.

This Framework is intended to help "guide the market" in the corridor, by identifying new opportunities and uniting all interests - public and private, business and neighborhood resident - behind a shared vision for a revitalized Midtown community. If we do nothing, change will still occur, but it will typically be developer-driven and site specific. This document focuses on the two critical qualities that will "raise the standards" for revitalization: **creating meaningful places and linking them together with a high quality public realm.**

Key Connections - Linking it Together

While Lake Street and the Midtown Greenway corridors - running parallel and a block apart - cut a significant east-west swath through much of south Minneapolis, it is their relationship to adjacent neighborhoods on the north and south that is especially important. Historically, the success and decline of the neighborhoods could be measured against the vitality of Lake Street, especially as one moved further east from the Lakes District. The railroad corridor, servicing business and manufacturing facilities, was accepted as a necessary compromise that kept important jobs in the community.

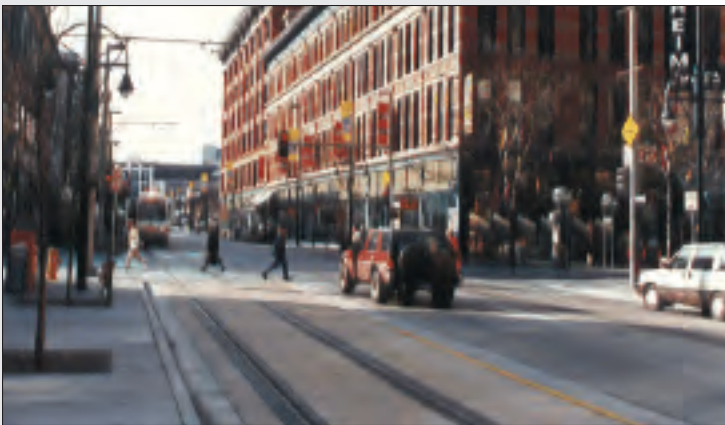
The departure of the railroad (by 2008) and the development of a recreational and commuter bicycle trail in the trench offer a tremendous opportunity to re-think the physical form and character of this entire part of the city. Together, the Greenway and Lake Street act as a joined pair, a redefined armature through the neighborhoods. The accompanying diagram shows the inseparable relationship that exists between the two, especially at the commercial centers, such as Lyndale and Lake, Nicollet and Lake, 4th and Lake, Chicago and Lake, Bloomington and Lake, Hiawatha and Lake and other key nodes from the Chain of Lakes to the Mississippi River.



The Midtown Greenway and Lake Street are interdependent corridors; the new bicycle route and future transit in the Greenway will provide important access to Lake Street commercial nodes. Proposed light rail stations at key north-south streets will stimulate redevelopment at those intersections, further strengthening their commercial viability.



Selby Avenue, 1948. Courtesy MHS



Transit, Mixed Use and the Livable City

Transportation systems have historically determined the form of cities. The streetcar system was the prime generator of form on Lake Street during its maturation in south Minneapolis. The parallel rail corridor, while not a public space, also shaped development by creating a new edge between the neighborhoods to the north and the mixed commercial and industrial uses between Lake Street and 29th Street. While commercial uses always tended to cluster at the major north-south crossroads, there was a remarkable consistency to the retail character of Lake Street from Hiawatha to Hennepin Avenue. Without the streetcar, and with the increased use of the automobile, the character of Lake Street was destined to change.

Purchased by Hennepin County Regional Rail Authority for use as a light rail corridor, the Greenway will once again effect change in land use patterns along Lake Street and adjacent to the Greenway itself. Based on observations of similar light rail "new-starts" in other cities, the areas around proposed stations will see a significant increase in commercial and residential development characterized by a more compact land use pattern at these important nodes. The rail corridor, long a negative space dividing the neighborhood, will become a positive space, attracting significant new investment.

This increase in residential density and commercial activity will certainly bring more people to the Midtown area. Both the Minneapolis Plan and the Metropolitan Council regional Blueprint suggest significant gain in population for these south Minneapolis neighborhoods. This pattern of growth and re-investment cannot be fully realized without improved transit to support it. The potential conflicts caused by increased traffic, business growth and new housing, as described in the Midtown Transportation Composite prepared by SRF Consulting Group for Hennepin County, supports the need for a long-term vision and implementation strategy. Land use, street capacity, infrastructure replacement, access, funding and other issues must match with overall objectives for transit and transportation improvements in the corridor.

Balanced and Integrated Solutions

Strong urban form, an inviting pedestrian realm, availability of living wage jobs and a perception of safety and security are key characteristics of healthy neighborhoods - a shared vision and prized outcome for communities throughout the country. Tree-lined residential streets, life-cycle housing, a variety of nearby goods and services, entertainment and arts attractions, access to local parks and regional open space systems, and good transit connections and traffic circulation will all contribute to the stability and vitality of the Midtown Corridor. The potential is here for the 24-Hour City.

But this also creates new challenges. These positive attributes give rise to a variety of critical issues related to livability and the continuing evolution of our core cities. These issues include traffic conflicts, parking needs, tensions between incompatible land uses, the creep of commercial development into residential neighborhoods and aesthetic concerns including noise, trash and other by-products of all this activity.

So what does this mean? In short, things change and these changes must be addressed through sound strategic thinking joined with decisive action. The goal is to direct implementation activities based on a clear set of desired outcomes and not be forced into a reactionary response to the changes going on around us.

Directed growth and increased density are positive objectives, but can only succeed if the necessary infrastructure is there to support it. The kinds of conflicts and tensions described above will always exist, but better management of these conflicts through quality design, realistic operations/enforcement and balanced land use policy will ensure that the overall vision for the corridor is successful.

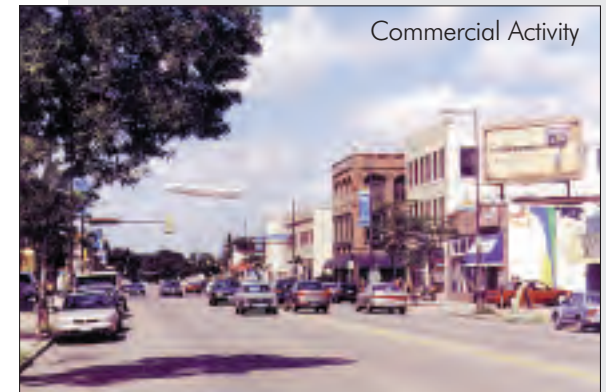
This Framework Plan seeks to balance and integrate solutions for transit and mixed use development throughout the corridor with a focus on:

- Rethinking policy issues - zoning alternatives, site plan requirements, funding for capital projects
- Development strategies that promote transit options as key components
- Development strategies that promote compact development at specific locations more easily facilitated by transit connections
- Regional/neighborhood parking strategies linked to transit at multi-modal stations
- Improvements to public infrastructure and the public realm to enhance existing and attract new business, residential and recreational uses.

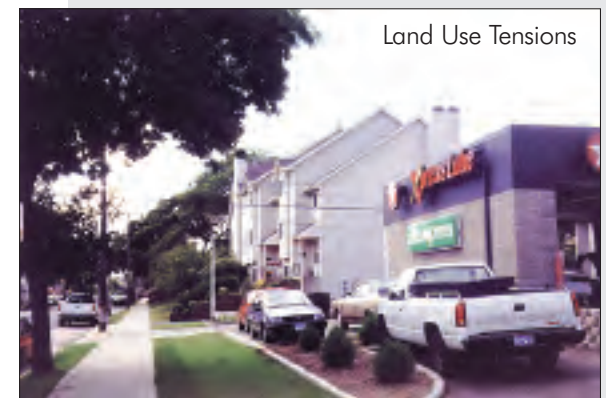
This is all about “Urban Stewardship.” The way in which cities grow is a contextual issue, not forced or predetermined but an evolution that needs to be directed, nurtured and maintained. The Framework Plan serves to identify the key pieces in this puzzle and also defines a clear set of objectives to describe what success might look like. The challenge is to use these and other planning tools to implement projects that serve to catalyze adjacent development, then adjust as we go along to reach the desired outcome.



Parking Conflicts



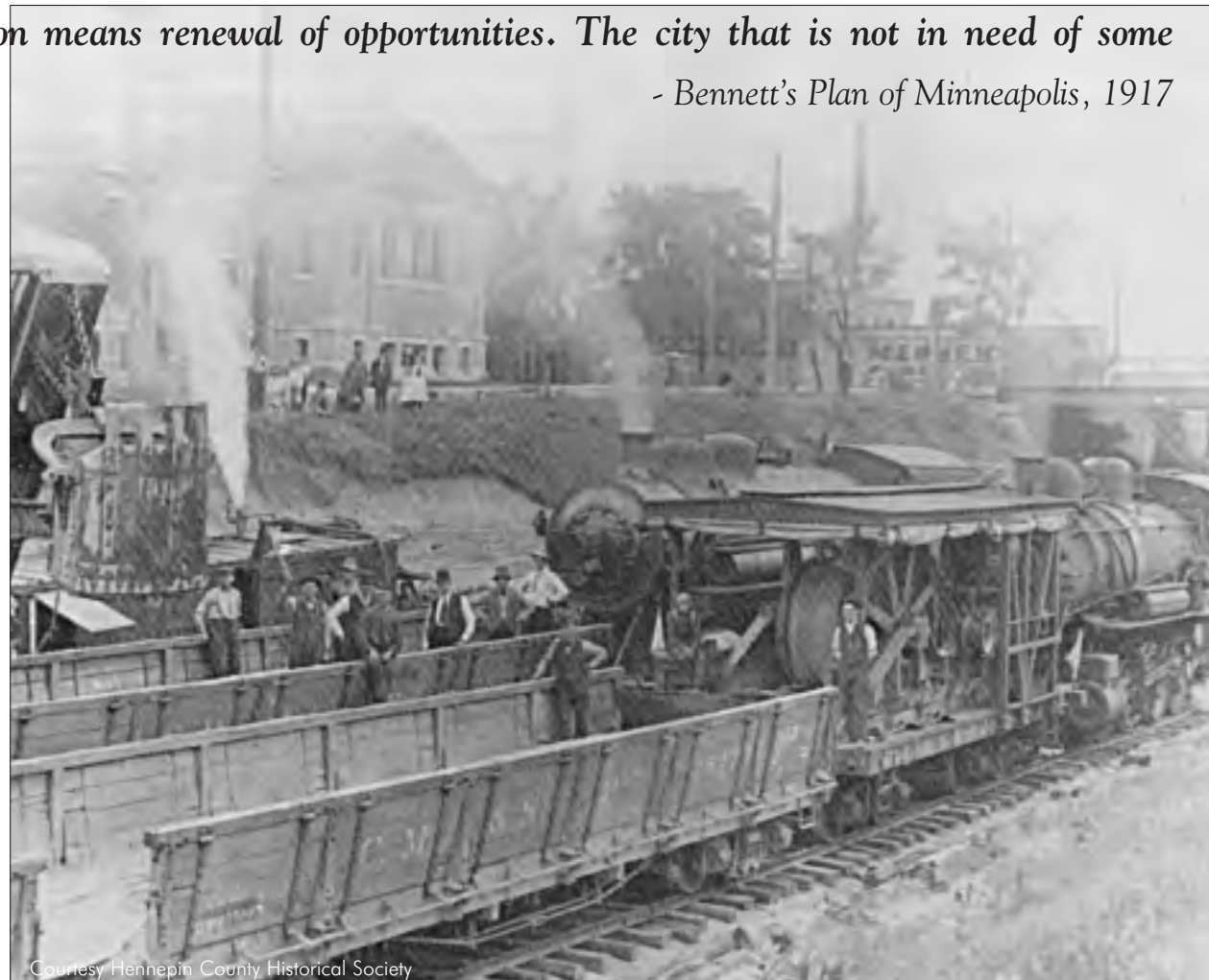
Commercial Activity



Land Use Tensions

“Necessary reconstruction of a city involves necessarily the relocation of its railroads. Reconstruction will always be necessary as long as the city grows. This is a cause for congratulation, because reconstruction means renewal of opportunities. The city that is not in need of some rebuilding is dead.”

- Bennett’s Plan of Minneapolis, 1917



Courtesy Hennepin County Historical Society

Excavation of the “Lake Street Depression” (1912-1917), probably near Hennepin Avenue with the Walker Library in the background

Chapter 2

A Bridge to Marketplaces, Neighborhoods and Nature

Introduction

The magic of the Lake Street Midtown Greenway lies in its transformation from a utilitarian linear service district and railroad line into an active public space and recreational amenity. This remarkable change creates new marketplaces, enhanced central city neighborhoods and enriched natural systems while bridging across two critical scales of community:

- Locally, the Greenway will stimulate neighborhood economic, social and environmental revitalization.
- On the metropolitan scale, this rejuvenated section of the city will provide a new regional marketplace, as well as residential options and amenities.

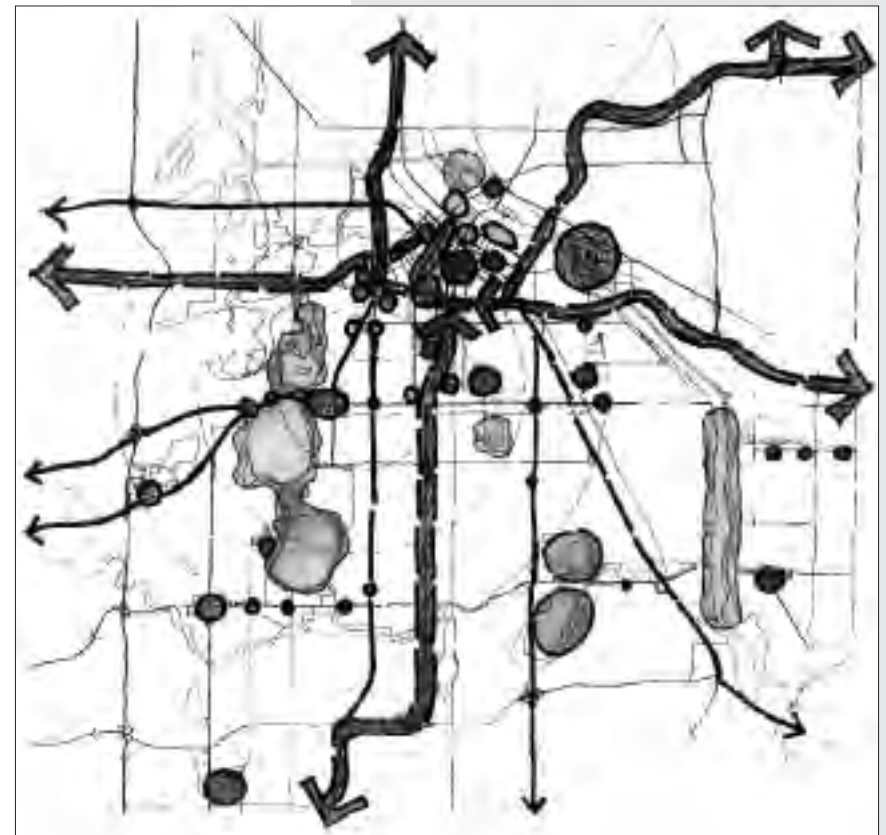
The Traditional Metropolitan View:

Isolated Islands of Activities

To many city and metropolitan residents, the Lake Street and 29th Street corridor or Greenway are barely acknowledged in their list of destinations. In fact, many see the rich list of cultural, entertainment and neighborhood assets along the Greenway as unrelated points of interest and islands of activity. For most, it is known as an island of activity called Uptown. Briefly glimpsing the 29th Street/Greenway Corridor while crossing over it, people's image of the Greenway is one of an abandoned railroad line in a ditch, that divides and segments the community.

This fragmented picture is about to be changed by a public and private partnership that will coordinate actions and developments, both proposed and presently underway. The critical questions facing the city and the county are:

- How do these individual acts add up to a cohesive network of local and regional activities and places, both on and connecting to the Greenway?
- How do we change metropolitan residents' cognitive view of this new regional amenity and market place?



Map A



Early History

The first idea of building cultural and environmental connections across the city from the Mississippi River to the Chain of Lakes grew from the city's historical response to its topography.

Map B

Map A shows how the Mississippi River has shaped the city's form and structure. The river is carving a beautiful canyon surrounded by highland bluffs to the east. On the western boundary lie the sprawling area of drift hills, the Chain of Lakes and Minnehaha Creek. Between the hills and the canyon, the once meandering Mississippi River has left behind a broad flat sandy loam plain of prairie grassland.

Native American and early settlers approached this broad sandy loam plain with the same response. They created a network of connections uniting the resources on the eastern and western edges of the city with elements located in the middle of the plain. The Trygg map of 1853 (Map B) illustrates a diagram of early trails crossing the triangular shaped grassland prairie marked on the map.



In 1917, the 'Bennett Plan' for Minneapolis would formalize this pattern into a system of interlacing parkways, avenues and boulevards. (Map C) This system formed the basis for uniting the many neighborhoods and parks of the interior section of Minneapolis with the resources on the edge. Though this plan was never fully implemented, this concept became the guide for creating development along the riverfront and our world-renowned system of community parkways, known as The Grand Rounds. Conceived by landscape architect Horace Cleveland in the 1880's, this signature linear network has become the cornerstone of the Minneapolis park system.

Map C

Emerging Metropolitan Views

A Regional Network of Recreation Activity and Natural Habitat

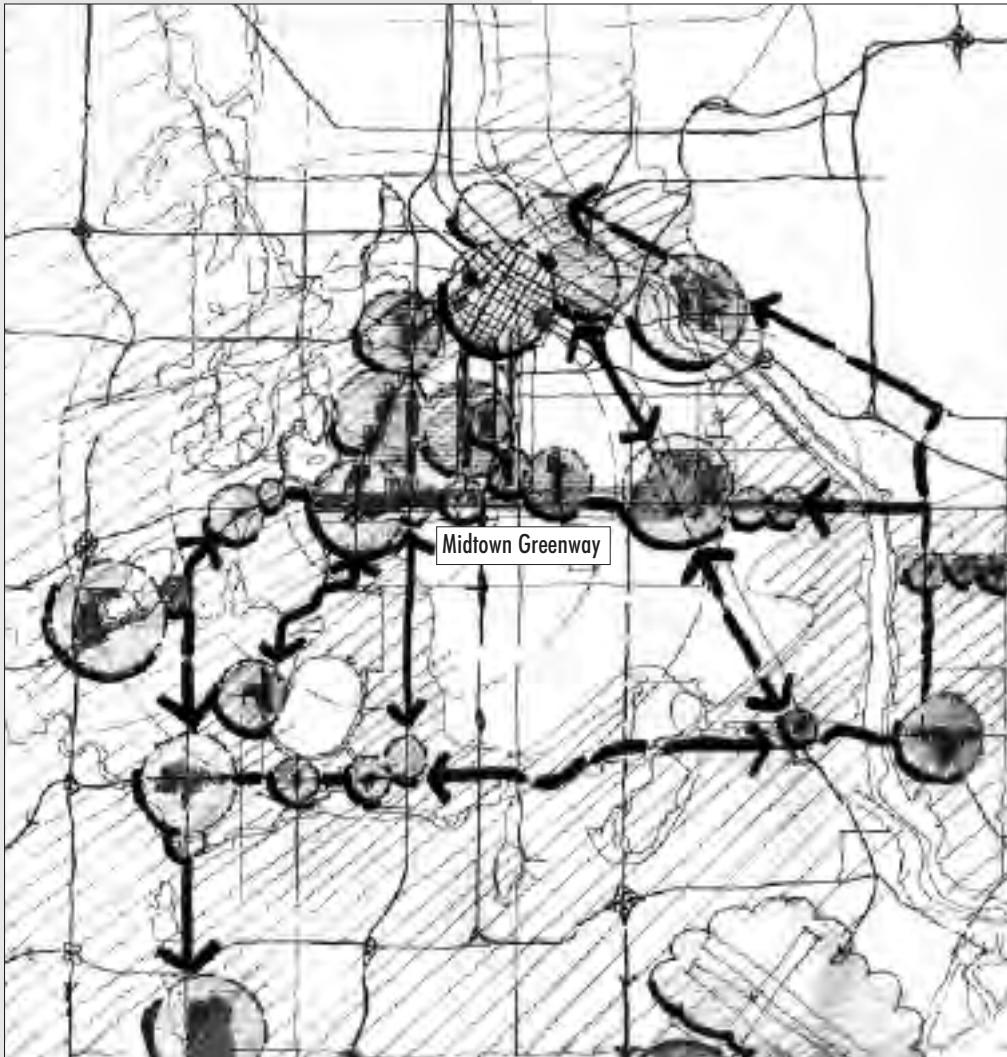
In recent years Neighborhood Revitalization Program plans generated by neighborhoods and revitalization strategies by the City and County have reconstituted these ideas and concepts. In this sketch, a number of proposed east to west and north to south connections are shown. They are a representation of the many detailed proposals to complete this network of connections. The center piece of this system is the completion of the Midtown Greenway Corridor. The Greenway creates both a critical cultural and environmental amenity across the broadest section of this historic flat plain. Not only does the Greenway help unite the city's diverse neighborhoods, it creates a major regional asset. It adds recreational opportunities and open space to the crowded Chain of Lakes system and direct connections to and from the Mississippi National River and Recreation Area.



Expanding Mixed-use Marketplace Thresholds

The second idea builds upon the prosperous growth of neighborhoods and the expansion of the City's cultural, entertainment and recreational centers. There are few American cities that can present a picture of growing cultural centers, a network of neighborhood commercial/entertainment centers, the development of a major greenway and open spaces tied to a growing diversified residential market within a two mile radius of a vital central business district. The combination of expanding institutions and marketplaces is creating a rich network of activities, uniting neighborhoods and in-filling the historical sandy loam plain. **Instead of a set of isolated islands of activity, these centers are becoming a network of regional destinations.** They are destinations which can be explored, providing for the discovery of multiple sets of tastes, activities and places.





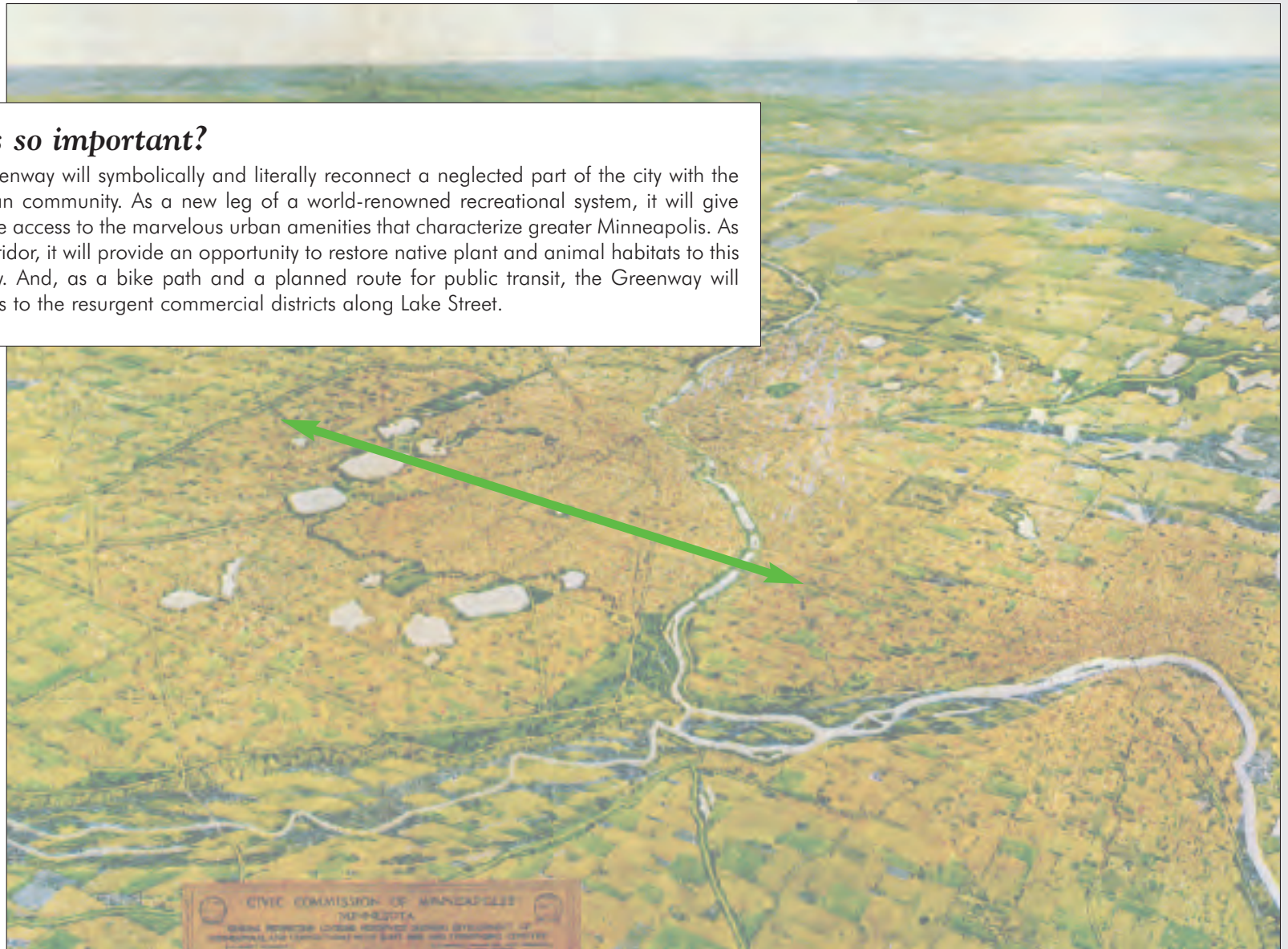
A Regional Necklace of Activities and Neighborhoods

Combining the idea of connections with the concept of creating a “regional necklace” of diverse activities and places, this sketch illustrates how the Midtown Greenway provides a key link in this regional system. It has three functions:

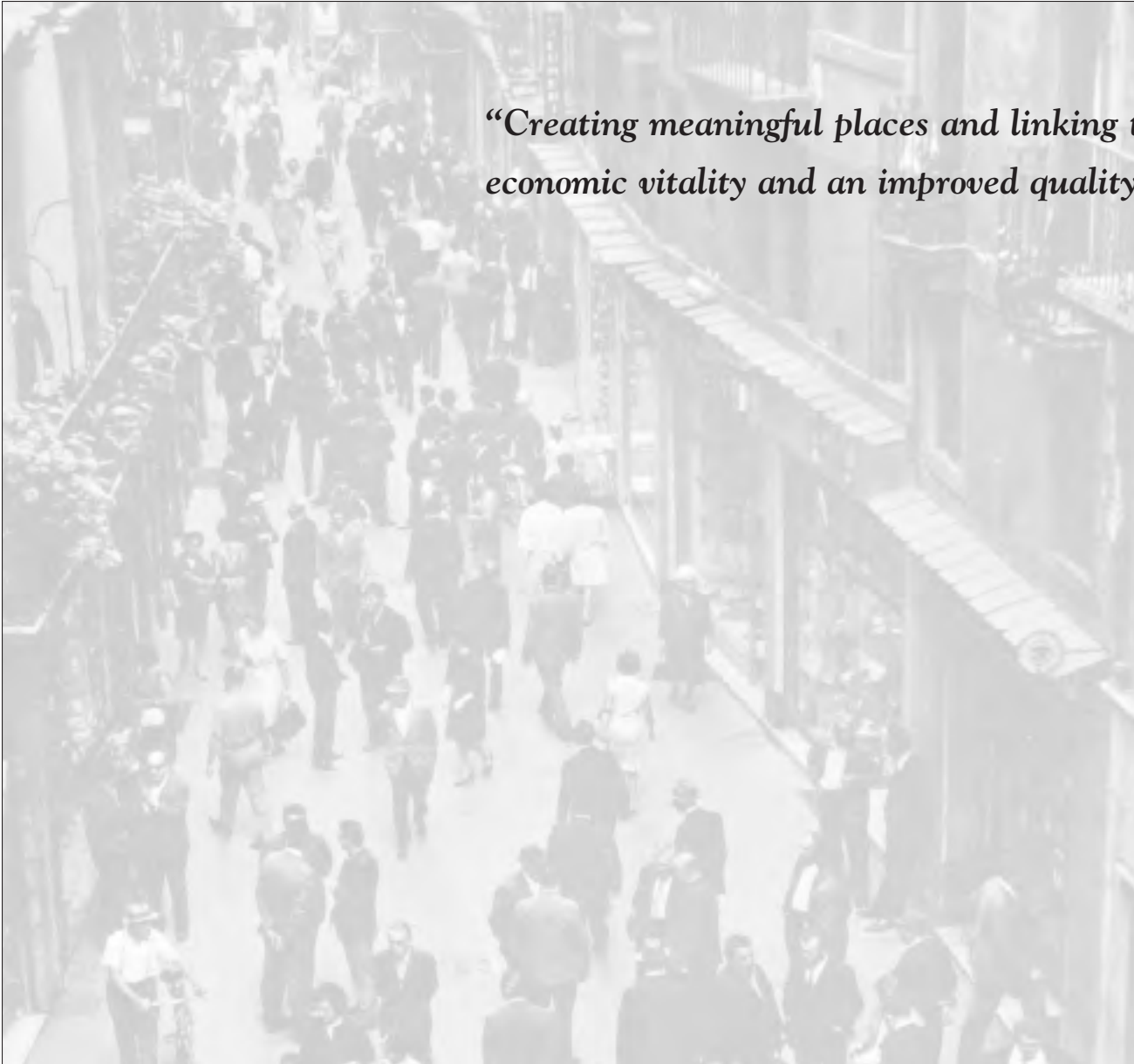
- It provides a strong connection between the prospering and diversified river neighborhoods of St. Paul/Minneapolis to the east with the rich matrix of neighborhoods in the western part of the city, interlaced with Edina, Bloomington and St. Louis Park residents.
- It forms a central spoke in an emerging activity network uniting the city’s central business district, cultural centers, and growing neighborhood commercial and entertainment nodes.
- It is a unique space and place in the region. The transformation of this once industrial service corridor into a mixed use commercial, employment, open space and residential linear space provides the metropolitan area with a “one of a kind” development opportunity for new types of market place products and the revitalization of existing adjacent communities.

Why is this so important?

The Midtown Greenway will symbolically and literally reconnect a neglected part of the city with the larger metropolitan community. As a new leg of a world-renowned recreational system, it will give many more people access to the marvelous urban amenities that characterize greater Minneapolis. As a landscaped corridor, it will provide an opportunity to restore native plant and animal habitats to this portion of the city. And, as a bike path and a planned route for public transit, the Greenway will permit easy access to the resurgent commercial districts along Lake Street.



from Bennett's *Plan of Minneapolis*, 1917



“Creating meaningful places and linking them together promotes economic vitality and an improved quality of life.”

Chapter 3

Planning Principles and Design Guidelines

Introduction - The Framework Plan

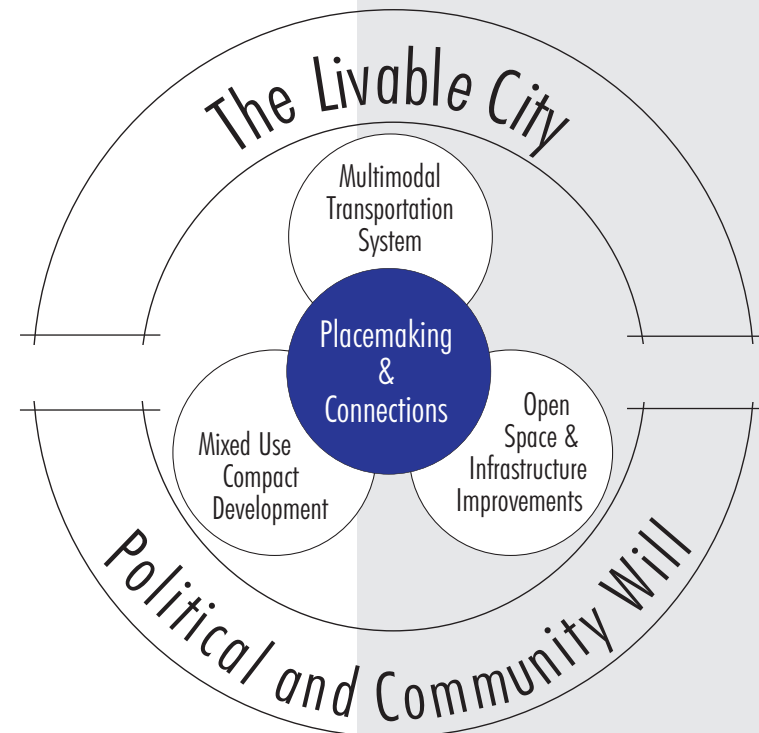
Planning is a process, not a product. A "master plan" is a snapshot in time, and if too prescriptive, it quickly finds its way to the bookshelf. This document is intended to be a flexible "framework" to help civic and political leaders, developers and stakeholders form educated, appropriate decisions about how this urban corridor can and should be enhanced and redeveloped.

The Framework Plan is intended to educate and inform people about the qualities that contribute to good urban places. It seeks to bring focus to the unique opportunities that exist throughout the Lake Street Midtown Greenway Corridor. It also identifies the primary obstacles to successful redevelopment and sets forth a series of guidelines specific to these linked south-side neighborhoods. Above all, it stresses the importance of connecting individual projects together with a high quality public realm to expand the impact of each investment and to strengthen the quality and livability of the entire community.

Building the Livable City - The Foundation and The Structure

Successful revitalization of the Midtown Corridor is dependent upon three essential and interdependent components: a multimodal transportation system; open space and infrastructure improvements; and mixed-use compact development - all supported and energized by the political and community will to succeed. To some degree, each of the three components depends on the other two. For example, while Uptown has experienced significant commercial success, congestion and parking have become more of a problem. Enhanced transit and other open space/infrastructure improvements are certainly part of the solution.

Placemaking and connections relies on the unified vision and shared voices of government agencies, developers, business owners and community residents. Redevelopment of the Midtown Corridor provides a unique opportunity to bring together key stakeholders, forge a common long-view strategy and move forward to implement change.



Urban Planning Principles - Economic Vitality and Quality of Life

For several decades portions of the Midtown Corridor have been perceived as places in decline, suffering from disconnection and disinvestment. This reputation lowered land values, which eventually lured new pioneers to invest in the community and brought new - if modest - stability to the area. As is common with the evolution of urban neighborhoods, those areas experiencing the greatest crisis are often the same areas where dramatic change can occur. It is sometimes as simple as changing perceptions.

The following guiding principles were developed early in this planning process, providing a foundation for the Framework Plan:

Reinforce safe environments

Providing an engaging and safe place for people to live, work, shop and play is essential to this entire effort and requires the transformation of real and perceived negatives - physical, economic and social - into positives.

Be transit, pedestrian and bicycle friendly

The dominance of the automobile in American culture has had a profound impact on the urban landscape. There has recently been a re-awakening to the value of creating places that balance automobile use and other modes of transportation. Creation of this new commuter bike route has tremendous potential to set the tone for new urban redevelopment patterns in south Minneapolis.

Establish links to transit and support transit-oriented development

Lake Street and the Midtown Greenway will, in all likelihood, eventually carry public transit (local service on Lake, longer-range service in the Greenway). There must be frequent connections to transit throughout the corridor, including safe, well designed transit stations, weather protection and many other amenities. Transit-oriented development needs to be anticipated around future transit stations. These hubs will become significant activity areas as transit transforms the city.

Foster a sense of place and community

Community means much more than a physical place; it suggests pride of ownership and interaction between people. It suggests shops that support the immediate area as well as the larger community. It suggests safe and comfortable streets and access to recreation. Private reinvestment has already re-energized Uptown, and the Lyn-Lake and 4th Avenue/Lake nodes are coming alive as well. These areas have become identifiable meeting places with a unique character that draws people back again and again. The Midtown Greenway is a major public investment that will connect these new places, with separate but complementary qualities.

Support compact, mixed use development patterns

The Lake Street Midtown Corridor has always been characterized by a mix of land uses in close proximity to one another. These patterns are still clearly evident in the neighborhoods. Now, with the



Balancing automobile use with other modes of transportation



A mix of uses intensifies activity on the street

consolidation of commercial uses at the major nodes and the promotion of 29th Street and the Greenway as a front door rather than a service door, the patterns of use will change. Still, the mix of uses should be strengthened and, over time, intensified. This should be most apparent with new compact development, including mixed income and multi-family housing and business growth between Lake Street and the Greenway.

Respect architectural form, scale and context

Many traditional architectural forms remain along Lake Street and in the neighborhoods. Two to three story commercial buildings give Lake Street its sense of containment and character. Old, three story walk-up apartments and turn of the century housing reflect the familiar Minneapolis patterns. While it need not replicate older models, new architecture should echo the scale and character of the traditional neighborhoods.

Incorporate environmentally sustainable practices

All matters of sustainability, from stormwater management to the use of recycled materials and the development of "healthy homes" and "green architecture," should be practiced in the corridor to further the area as a model for appropriate contemporary urban revitalization.

Support 'greening' as a key component of corridor development projects

All development and infrastructure improvements should incorporate a strong greening/public realm component. A linked network of open space and dedicated public parks will contribute immeasurably to the quality of life for residents, businesses and visitors in adjacent neighborhoods. The revitalization of this corridor must also provide improved access and connections to the Greenway, to existing parks and to regional recreational systems throughout the Twin Cities.

Balance economic vitality with quality of life

Successful urban environments consist of a mix of land uses, housing options, job opportunities and transit. Economic vitality must be reinforced throughout the corridor by promoting a balance of life-cycle housing, business development and recreational and "greening" opportunities, co-existing in close proximity to create thriving, safe and stable neighborhoods.

Target strategic public improvements to leverage private investment

Significant public investment has been targeted toward this corridor including infrastructure and streetscape improvements, environmental clean-up, and land assembly activities. Private development often follows the lead of these public improvement projects. It is crucial that the City and County continue to join forces with private investors to more effectively identify key development sites and other opportunities to maximize investment decisions in support of the development strategies outlined in this framework plan.



View of a public space between busway lanes on the 16th Street Mall in Denver, Colorado. The 'low floor' buses are accessible, quiet and clean.



This narrowed street in Boulder, Colorado, successfully accommodates bicycles and a pedestrian crossing, while calming traffic.



Corridor Design Guidelines - Promoting Placemaking and Connections

The guidelines that follow were developed in response to the specific issues that face these urban neighborhoods as redevelopment occurs. They call for a new vision for the corridor and adjacent areas, but reflect an understanding of the deeply ingrained development patterns that exist adjacent to the Greenway. First and foremost, they support the concepts of placemaking and connection, which are the building blocks for successful revitalization of the corridor.

The Guidelines:

- 1 Promote an integrated relationship between new development and the Greenway edge. Make the corridor "Greenway friendly."
- 2 Promote opportunities for additional public green space, dedicated parks and trail connections along the Greenway edge.
- 3 Develop a premier public edge along both sides of the greenway, including 29th Street on the south side and a public promenade on the north.
- 4 Promote development that reinforces and relates to adjacent land uses and appropriate architectural scale, particularly along Lake and Lagoon Streets and at commercial nodes.
- 5 Locate front doors on the street, (including 29th Street and the Greenway) and relocate service doors, away from the public realm.
- 6 Promote safe, calmed streets with widened sidewalks. Focus investments toward developing an enlivened pedestrian environment and an improved public realm.
- 7 Integrate transit with all redevelopment projects, including safe and visually appealing transit stops for future light rail or busways.
- 8 Support compact development and promote mixed use in the corridor. Create a more vibrant and diverse urban environment.
- 9 Locate parking either on the street or behind/between buildings along the block. Consolidate parking in structures or municipal lots.
- 10 Promote opportunities for art in public places.

1 Promote an integrated relationship between new development and the Greenway edge. Make the corridor “Greenway friendly.”

Based on its history as a railroad service corridor the Greenway trench has been perceived as a necessary compromise in the community. Land values of residential properties near the area have declined in recent years. All the clutter and noise that accompany heavy rail use (open storage, noise, unlighted areas and an untended landscape) combine to create a feeling of abandonment and avoidance. It does not feel safe!

Reversing the negative perception of the corridor - to "turn it inside out" - requires several key moves:

- Make the Greenway a pleasant and inviting experience with the addition of lighting, signage, landscaping and other trail amenities.
- Promote transit use and transit connections as key public amenities in the corridor.
- Require that new development projects front onto the Greenway and along 29th street.
- Re-orient existing businesses and residences to the Greenway by developing new entries and relocating service access and storage areas to internal sites on the block.
- Where relocating entrances onto the greenway is unfeasible, develop pedestrian-friendly facilities along the rim, such as terraces for employees, improved landscaping and additional windows and awnings to improve visual connections to the corridor.
- Coordinate new development with the upgrading of 29th Street and the installation of the north rim public promenade, including a variety of ramp and stair connections to improve access, visibility and activity along the Greenway edge.



The proposed “Urban Village” will face onto a new “Public Promenade” along the north rim of the greenway.



Ramps and stairway connections will strengthen ties between the greenway and surface streets.



2 Promote opportunities for additional public green space, dedicated parks and trail connections along the Greenway edge.



Seek opportunities for a variety of small parks and public spaces.



Identify opportunities for additional public parks and squares as key neighborhood gathering/celebration nodes. (Bryant Park, NYC, by Olin Partnership. Photo by Felice Frankel. Courtesy of Olin Partnership.)

In addition to being an important recreational and commuter bicycle corridor and future transitway, the Midtown Greenway provides a unique opportunity to add valuable open space to an under served sector of the city. Small parks, public squares and gardens and informal green spaces will all contribute to a more sustainable and livable urban environment. Identifying key spaces along the Greenway for the development of new public open space is an essential step in the planning process. A number of guidelines apply:

- Identify opportunities for a wide range of recreational activities to serve people of all ages along the corridor, including playlots, public gardens, strolling paths of varying character and places for resting.
- Establish a variety of landscape types in response to the diverse conditions along the Greenway both in the trench and at the rim. More natural areas, containing native plant communities, will contrast with and augment more structured landscapes such as the 'landscape gallery' at the Urban Village.
- Identify and develop key linkages between the Greenway and nearby parks and open space, on 'green streets.' These connecting streets should focus on calming traffic, emphasizing pedestrian and bicycle access. They should include pedestrian scale lighting, broad sidewalks, well-designed landscaping, and safe crossings of major streets.
- Create new public parks at key locations along the corridor to provide additional public space while supporting and strengthening the impact of existing and proposed private development. Numerous links between the rim and the below-grade corridor are essential to facilitate movement between spaces in and along the Greenway.
- New development must integrate public green space as a key component in their site planning and detailed design work, particularly along the Greenway edge.

3 Develop a premier public edge along both sides of the Greenway, including 29th Street on the south side and a public promenade on the north.

The success of the Greenway is dependent upon the strength of its relationship with adjacent neighborhoods. Considered an unsightly "no-man's land," there is now the opportunity to transform this forgotten trench into a wonderful neighborhood amenity. The bike trail, new lighting and proposed landscaping will help transform the perception of the corridor. Redevelopment of the public edge along the rim is critical to this effort and several key changes should occur:

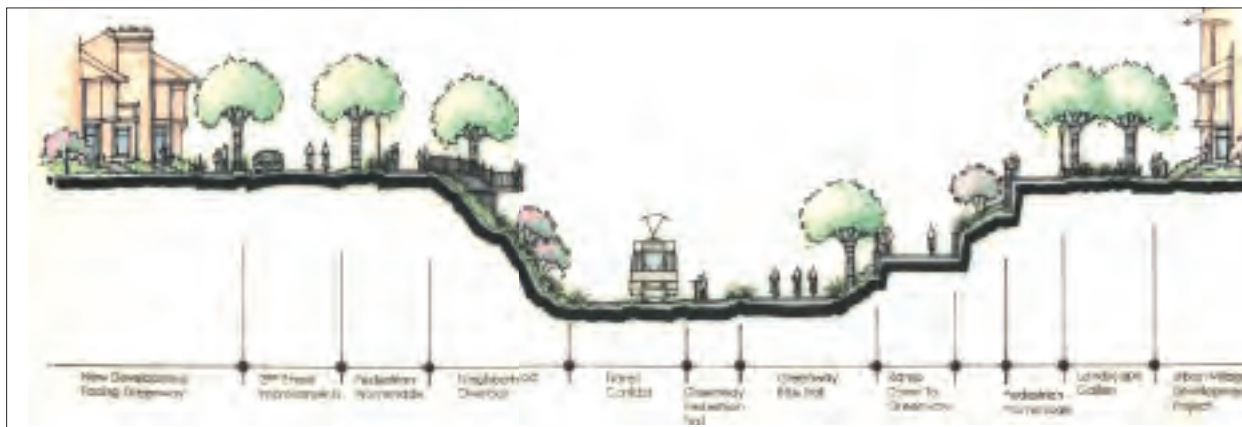
- Develop a network of public walks above, adjacent to and connecting with the Greenway trail, linked together to create a series of loops for strolling, watching and interacting with neighbors and Greenway users.
- Develop strong visual links between the Greenway and the surface walkway network to provide eyes on the corridor and increase casual surveillance. Incorporate overlooks and rest areas along the pathway system and on bridges.
- Redevelop 29th Street as a premier public way, accommodating but controlling the automobile, minimizing use by service vehicles, and adding decorative lighting, landscaping and pedestrian amenities such as benches and site furnishings. Explore opportunities to narrow road width in favor of expanded park/open space along the edge.
- Develop landscape galleries - outdoor rooms that act as mini-parks - at the landings where ramps and stairs meet the surface streets. These are important sites for development of unique and inviting public spaces, including seating areas, lighting and landscaping.



A well designed public promenade will transform the character of the greenway edge.



29th Street, as it looks today, is still a local service-oriented street, but provides opportunities for visual and physical ties to the Greenway along the edge.



This drawing of the greenway corridor shows a revitalized 29th Street, with front doors facing onto it, and the pedestrian promenade and 'landscape gallery' across the way.

4 Promote development that reinforces and relates to adjacent land uses and appropriate architectural scale, particularly along Lake and Lagoon Streets and at commercial nodes.

Portions of the corridor, such as Hennepin Avenue in Uptown, have a good mix of uses and a strong architectural presence along the street. Other areas, such as east of Hennepin along Lagoon and Nicollet/Lake, have a less distinct street edge/pedestrian realm where buildings are often set back from the street, fronted with parking. Surface parking lots have a major impact on the quality of the public realm in the corridor, creating a hostile pedestrian environment. Policies must be put into place that require a much more pedestrian-friendly, urban character for development.

Guidelines include the following:

- Contain parking between buildings, edged with appropriate urban elements such as ornamental fencing, lighting and landscaping.
- Wherever feasible, develop parking behind buildings. Develop structured parking serving multiple users as densities increase.
- Promote parallel and angled parking on the streets and encourage dedicated bike lanes where space allows.
- Encourage and provide incentives for infill development, promoting compact development patterns and mix of uses.
- Allow no additional surface parking fronting onto intersections or corners. Allow only minimal parking lot frontage along the street and strive to locate new buildings directly adjacent to the sidewalk, strengthening the urban character of the public realm.
- Require active uses at grade, with multiple entries along the length of a block and numerous windows to link interior and exterior spaces.
- Require new architecture to be at least two stories in height: do not accept one-story, stand alone, big-box structures. Integrate larger commercial buildings with "finer-grained" structures to create a more appropriate mix, scale and sense of place.
- Create a gracious and interesting pedestrian realm to encourage and support activities such as transit use, outdoor eating, sitting, observing and buying a paper from the newspaper box.



Buildings fronting on the street strengthen the edge.



Discourage parking lots in front of commercial buildings.



Attention to detail - iron fencing and brick columns - can help screen parking and bring a more urban flavor to the street.

5 Locate front doors on the street (including 29th Street and the Greenway) and relocate service doors away from the public realm.

The traditional urban pattern in Minneapolis, both in residential and commercial areas, included an alley system to handle service and deliveries. The front door was for people, inviting and free of cars (except parking on the street). Public transit was - and remains - an important part of this street environment. This pattern remains very apparent in residential areas, but commercial areas have changed dramatically. Attention to "front door - back door" issues suggests the following guidelines:

- Design new development to handle service needs in re-created alleys or interior service courts. Reserve the front door for pedestrian use, including transit-related activities. Do not separate the front door from the public sidewalk by parking lots.
- Adapt existing structures, where possible, to reinforce the traditional Minneapolis pattern.
- Address 29th Street with new public entrances and relocate service away from the street. 29th Street will become a new front door to the Greenway instead of the service-oriented corridor that it is today.
- Where possible, adapt existing structures to face onto the Greenway with the addition of doors, windows and related exterior spaces to put eyes on the street and toward the Greenway.



Alleys are traditional service and back door environments.



Front doors invite people into businesses and residences.

6 Promote safe, calmed streets with widened sidewalks. Focus investments toward developing an enlivened pedestrian environment and an improved public realm.

Boulder, Colorado



Landscaping can add tremendous value to pedestrian environments.



Aspen, Colorado

Charleston, S.C.



The use of quality materials can make a walkway more inviting.

Successful urban neighborhoods are characterized by an extensive network of sidewalks, parks and, in many areas of the city, an active pedestrian presence along the street. The automobile has had an enormous impact on urban neighborhoods, compromising the safety and comfort of people in commercial and residential areas alike. To balance these impacts, it is the sidewalk, as noted decades ago by urbanist Jane Jacobs, that visitors remember about cities; it is the sidewalk that makes a city more livable for its residents. An improved public realm will encourage private investment and help stabilize or raise property values along the corridor. It is the cornerstone of successful urban placemaking. The following guidelines address these issues:

- Integrate changes in the physical character of the street as streetscape and public infrastructure projects are funded. Narrow traffic lanes to promote more gracious sidewalks. Provide "bulb-outs," reducing street widths at crossings while calming traffic. Implement creative crosswalk design to promote pedestrian safety, neighborhood identity and sharing of the street.
- Reconsider the sidewalk as more than conveyors of pedestrian traffic. Develop them as public gathering places, providing space for uses such as transit stops, outdoor eating and resting places.
- Accommodate and encourage the elements that invite people to use the sidewalk such as trees, flowers and other landscape elements. Ensure that plantings flourish not simply survive.
- Implement maintenance programs, perhaps through special service districts, along the entire length of the corridor, including Lake Street, the Greenway, and connecting streets.
- Use only quality materials that contribute to the overall character of the street and sidewalk, such as brick paving instead of concrete, iron fencing instead of chain link.

Note: Sketch plans and project lists for each focus area (contained in chapter 4) identify the many key streets recommended for the public realm improvements described above. This includes the primary commercial "crossroad" streets, Lake Street, Lagoon, Excelsior and other pedestrian destinations.

7 Integrate transit with all redevelopment projects, including safe and visually - appealing transit stops for future light rail or busways.

As stated by the Midtown Community Works Transportation Committee, discussion of transit and transportation in the Midtown Corridor must include the following overall vision and key goals:

The Midtown Corridor shall be served by a multi-modal transportation system that supports social and economic enhancements to the area. This balanced, integrated transportation system will provide local and regional connections and will promote the corridor as an attractive, vibrant and desirable place to live, work, shop, play, and invest.

A balanced transportation system will help achieve the following goals:

1. Provide a transportation system that accommodates vehicles, pedestrians, bicyclists, and mass transit, including buses and light rail.
2. Enhance regional and neighborhood marketplace roles through new development and redevelopment.
3. Enhance the livability of the neighborhood by creating a pleasant atmosphere; promoting activity, movement and a sense of place.

The advent of light rail in Minneapolis signals the first system-wide change in public transit in over forty years. Minneapolis was shaped by the streetcar and boasted one of the best systems in the world. There is justified excitement about the return of rail transit, in part because it will start to balance a system too long tilted toward the automobile, but also because of its potential to spur significant urban revitalization. The Greenway corridor was purchased by Hennepin County to accommodate light rail transit. Development needs to respond to this potential by adhering to these principles:

- Anticipate transit in the Greenway, accommodating planned stations along the corridor and providing inviting spaces at the surface, related to ramp/stair access.
- Provide improved bus stops along Lake Street with lighted (and potentially heated) shelters, furnishings and design that integrates into the surrounding streetscape.
- Provide state-of-the-art accommodations for intermodal transportation use (such as bike lockers and park and ride systems) in all design initiatives. Federal financing of intermodal projects will likely be an ongoing resource in the corridor.
- Develop safe and attractive transit connections from the Greenway to the surrounding community.



Light rail transit not only moves people, but is also an important public amenity, adding visual interest and activity to the street.



photo by Greg McDonald

8 Support compact development and promote mixed use in the corridor. Create a more vibrant and diverse urban environment.



Higher density, mixed use and active street life are qualities of many vibrant, successful cities

A standard tenet of the new paradigm for urban revitalization recognizes the inherent value that mixed-use development brings to a community. The separation of land uses into discreet places to work, shop, recreate and reside evolved for a variety of reasons over many years, but the benefits of creating 24-hour communities, where land uses and activities mix, is once again being recognized as a major contributor to urban vitality. Ironically, this corridor was an excellent example of a successful mixed-use district before the interstate highway system and the loss of the streetcar began to disassemble and denigrate the community. Several guidelines should be followed for redevelopment:

- Density is not a four-letter word! Create incentives for neighborhoods and developers alike to allow and accept higher densities, through a more compact development pattern in both residential and commercial areas. An educational component is an essential part of this process.
- Modify existing policies using such approaches as an overlay zoning district to allow and encourage mixed-use development along and near the corridor.
- Concentrate commercial uses at the nodes (Lyndale and Lake, Nicollet and Lake, 4th and Lake), developing complementary uses such as mixed-use infill between the commercial nodes.
- Support and accommodate a mix of uses, mixed incomes and increased densities on the north-south streets, with an emphasis on residential use (mostly multi-family) on all but the arterial streets.

Increased density in both commercial and residential uses should be promoted in those areas of the Corridor most able to support it. The diagram on page 13 illustrates this idea that compact development must be supported by improved transit and public infrastructure to be successful.

9 Locate parking either on the street or behind and between buildings along the block. Consolidate parking in structures or municipal lots.

Parking continues to be a primary issue and a key component in any redevelopment strategy for this corridor. The intent is to find balance between the quantity of spaces required to support the existing and proposed land use mix while at the same time addressing the visual character of necessary facilities. There is also a direct relationship among expanding transit systems, transit users and the availability of parking that together support increased density, job growth and other corridor activities and events. Actions to improve parking include:

- Promote strategies for shared parking, such as commercial uses during the day and residential at night.
- Support changes in zoning regulations that would allow fewer spaces per square foot of development based on transit projections for ridership and other key factors.
- Encourage innovative concepts for 'district parking,' including the development of ramps and decks to reduce the negative visual impact of surface parking and the size of footprint required for housing cars.
- Design parking structures to integrate with the character of the surrounding neighborhood, using quality materials and the design elements of nearby structures.
- Provide as much on-street parking as possible, reducing the area required for off-street lots or ramps.
- Where absolutely necessary, locate surface lots away from the street, to ameliorate the impact of parking on the character and urban vitality of commercial nodes.



Street parking and small lots between buildings support this commercial center.



The parking ramp (building on the right) takes direct cues from surrounding architecture.



Public art functions at many scales and is intriguing, engaging and sometimes humorous.



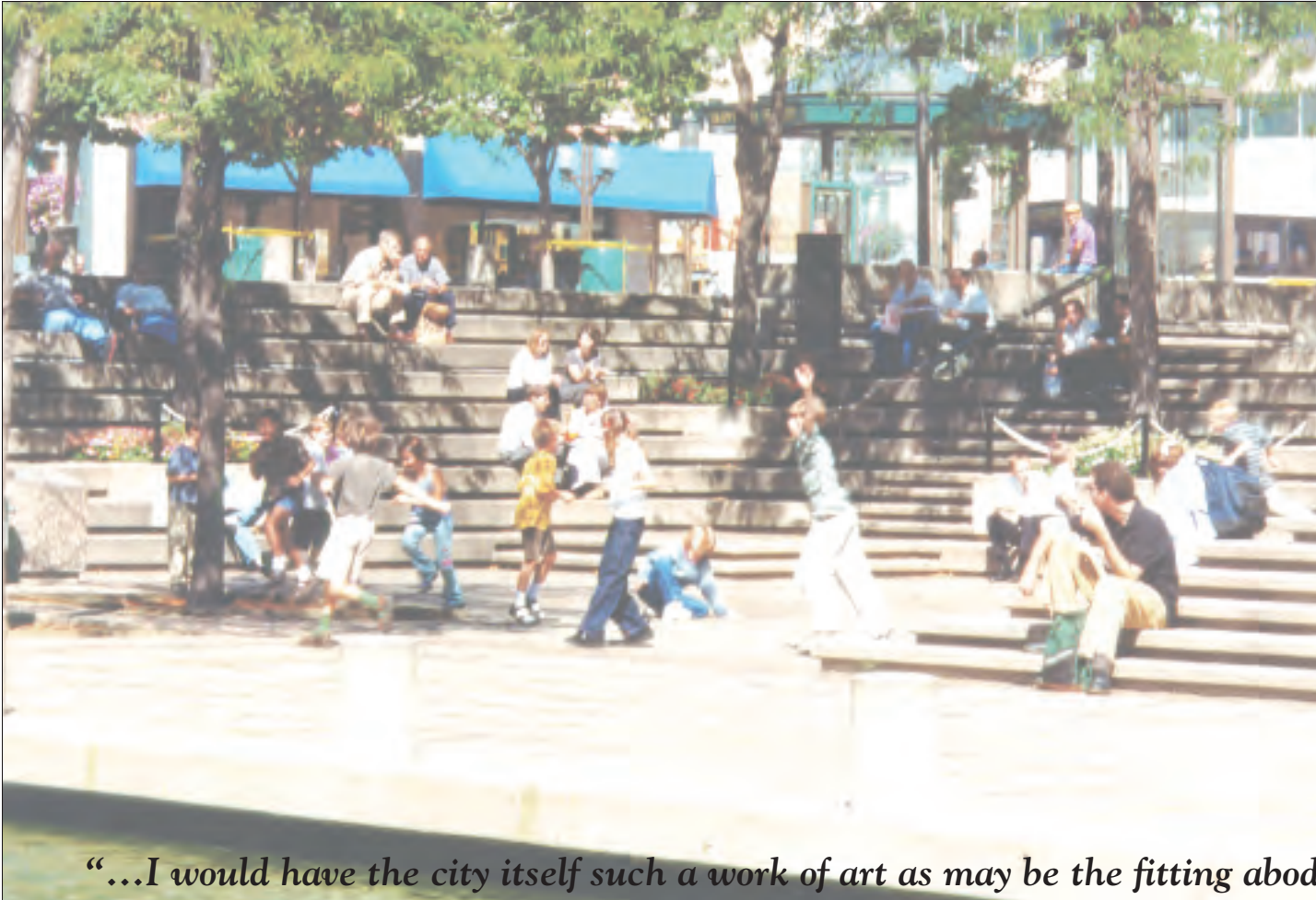
Public art can be both functional and aesthetic.



10 Promote opportunities for art in public places.

Public art has long been recognized as a major contributor to the urban environment. It has traditionally set great cities apart from average ones. There are innumerable opportunities for public art to take a significant role in the character and function of the area. Specifically, public art should be applied as follows:

- Use art as a vehicle for placemaking at transit stations or bus stops, and along the Greenway corridor itself, including bridges, at commercial nodes on Lake Street and as neighborhood identifiers.
- Use public art to bring whimsy and delight to the corridor, linking neighborhoods together while acknowledging their diversity.
- Use public art to celebrate the cultural diversity of the neighborhoods along the corridor.
- Create locations for performance art and ephemeral works as key components of the Public Art and Public Greenspace Master Plan.
- Integrate art with infrastructure improvement projects.



“...I would have the city itself such a work of art as may be the fitting abode of a race of men and women whose lives are devoted to a nobler end than money-getting, and whose efforts shall be inspired and sustained by the grandeur and beauty in which their lives are passed.”

*-H.W.S. Cleveland, 1888
Address to the Minneapolis Society of Fine Arts*

Placemaking and...



Urban Village Landscape Gallery/Pedestrian Promenade

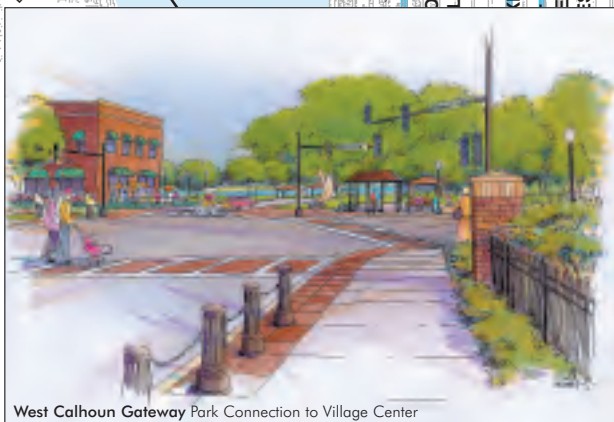
Placemaking is about creating places that are unique, identifiable and memorable - places that are worthy of our affection - encouraging a strong sense of community, a pride of ownership and responsibility to be carried forward for future generations.



4th & Lake Street 29th Street Public Edge



Hiawatha & Lake Street Transit-Oriented Development



West Calhoun Gateway Park Connection to Village Center



Great Lake Center Mixed Use Development

Image courtesy of Ray Harris and K&E

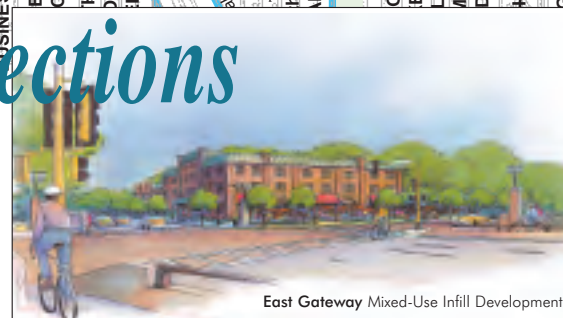
Connections

Creating a network of connecting links including:

Infrastructure Connections - network of streets and bridges.

Transit Connections - bus, future LRT, trolley and other 'people movers.'

Parks, Trails and Open Space Connections - unique mix of existing and new public green space.



East Gateway Mixed-Use Infill Development

Chapter 4

Placemaking: Focus Area Recommendations

Introduction

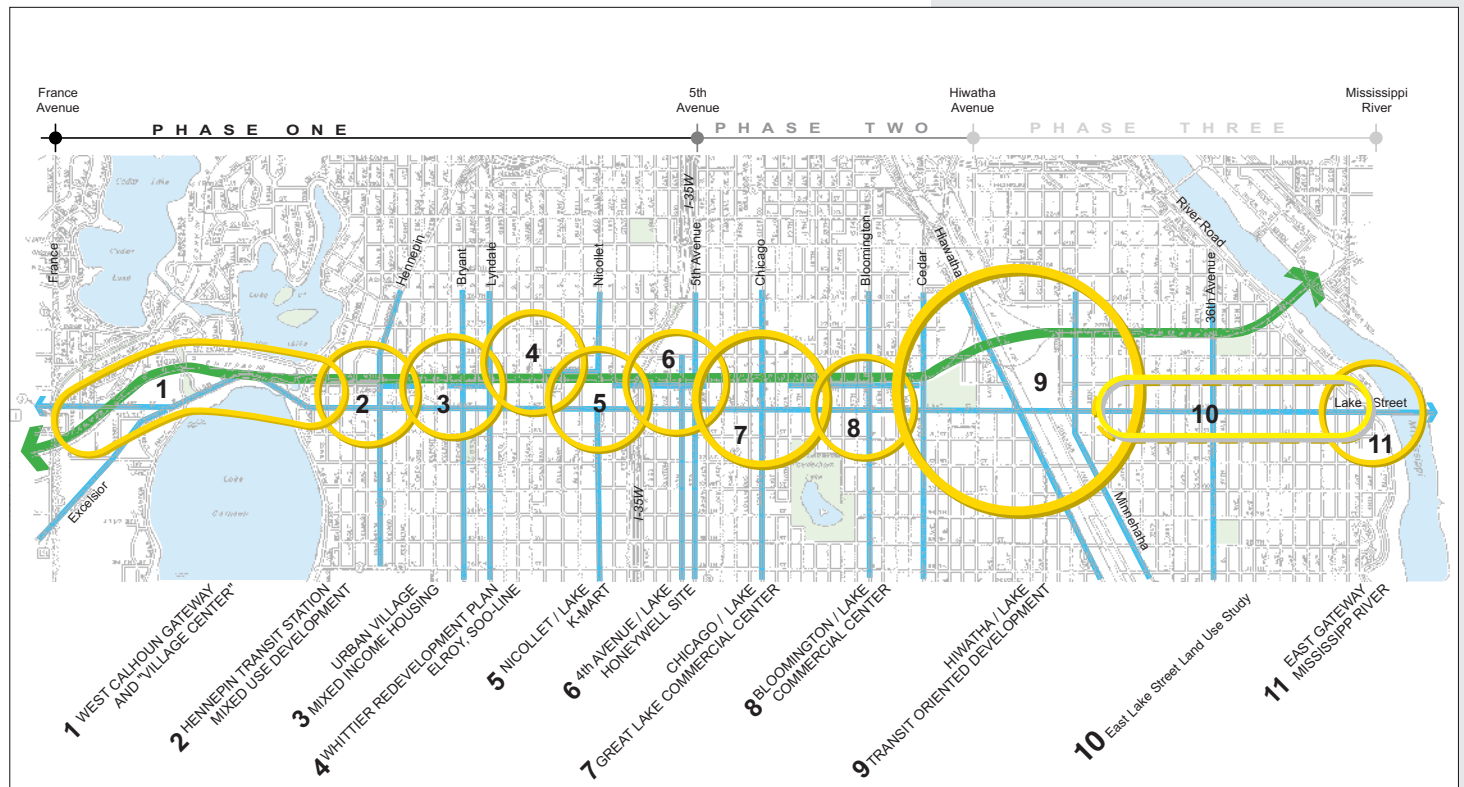
The idea of placemaking and connections described in earlier chapters can now be applied in more detail to what we've learned about each of the focus areas mapped below. In shared discussion with neighborhood groups, elected officials and business representatives it is clear that the goal for creating and sustaining memorable places is twofold:

First, is to understand and define the desired character or identity of place-based cultural, market and aesthetic objectives.

And second, to promote specific projects as catalysts for other initiatives throughout the corridor.

Recommendations for each focus area are based on one or more key projects (indicated by the circles on each focus area sketch plan)

These projects and the variety of adjacent initiatives related to them work together to provide the basic community building blocks - housing, jobs, transit and recreational amenities - that create active and stable neighborhoods and a strong sense of identity.



West Calhoun Gateway: Creating a "Village Center" on the Lake



This photo shows the view looking west from the Uptown area towards the West Calhoun and Cedar-Lake-Isles neighborhoods. The Midtown Greenway corridor can be seen at the center of the photograph, with Lake Calhoun and the "lagoon" to the left. Landscaping improvements along Lake Street at Lake Calhoun and the development of a new "Village Center" along Excelsior Boulevard (seen in the background), will strengthen the corridor as a neighborhood street and a gathering place for people.

West Calhoun Gateway: Creating a “Village Center” on the Lake

Opportunities and Challenges

After years of minimal re-investment, the West Calhoun neighborhood has embarked on an ambitious program of redevelopment. The Calhoun Commons development is the first critical step in creating a new village center, a place envisioned by the community where pedestrians and bicycles are welcomed, where traffic is calmed, where park land and open space link to Lake Calhoun and to the Midtown Greenway.

Key to this resurrection is the transformation of Excelsior Boulevard from a commuter's speedway into a street that serves the neighborhood - a "Main Street" with shops and pleasant sidewalks containing amenities that encourage pedestrian use. Calhoun Commons, includes new buildings along Excelsior Boulevard that strengthen the streetwall and add community-focused uses such as restaurants and coffee shops to the street.

Overhead power lines have been buried through much of the new commercial district and improved transit stops and landscaping will be added in the future. With ongoing support from the community, the private sector and public agencies, this is a success story with great potential to create an active neighborhood hub and a signature stopping place along Lake Calhoun.



Calhoun Commons site plan courtesy of Robert Muir Company and KKE.



Along Excelsior Boulevard, outdoor seating areas and streetscape improvements initiated by the developer and the neighborhood have strengthened the pedestrian environment.

Focus Area

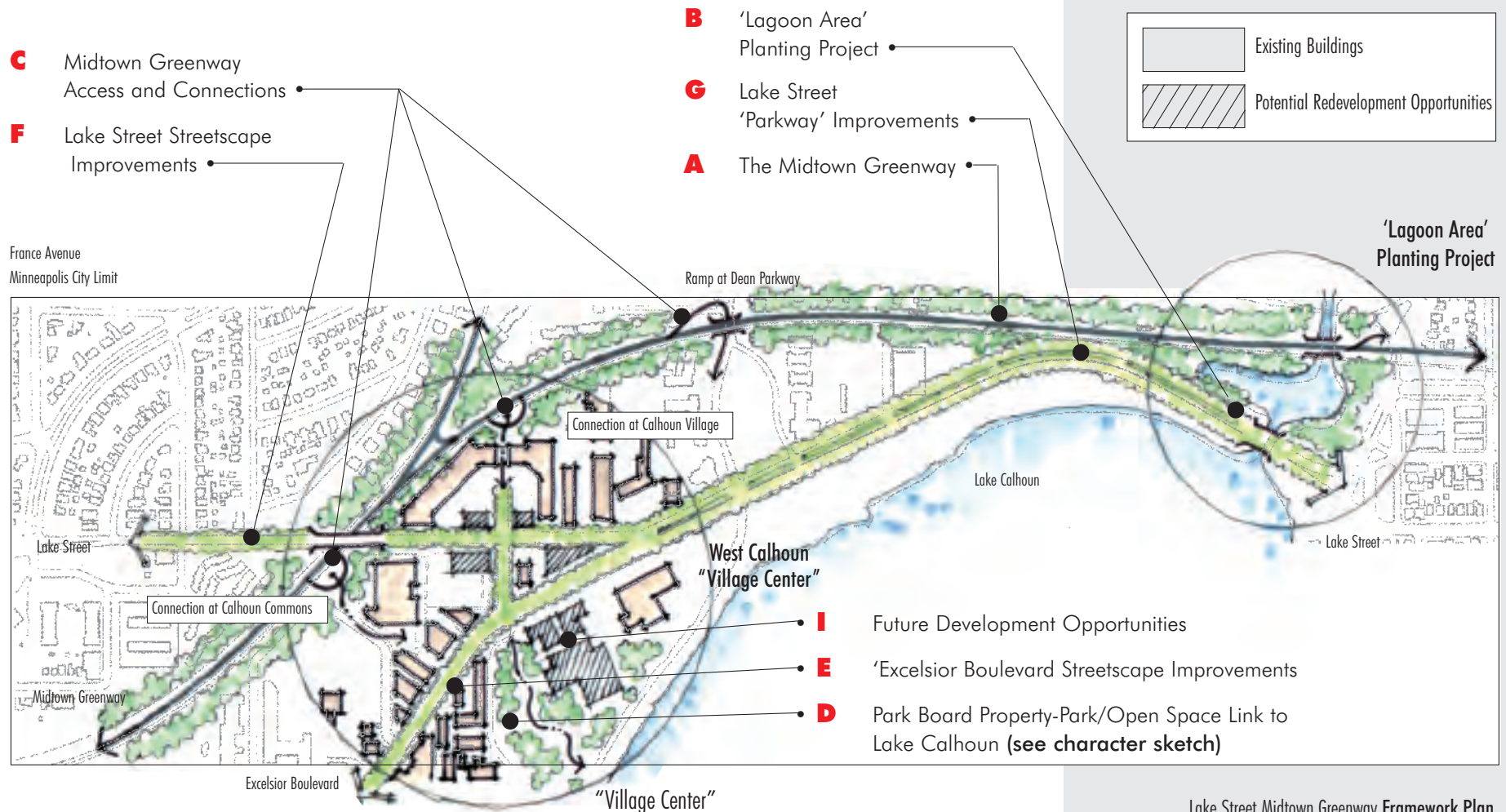
West Calhoun Gateway: Creating a "Village Center" on the Lake



Mixed use infill development, structured parking and a much stronger public park connection to Lake Calhoun would further enhance this emerging "Village Center".

West Calhoun Gateway: Creating a "Village Center" on the Lake

Sketch Plan



Focus Area

West Calhoun Gateway: Creating a “Village Center” on the Lake

Action Steps/Roles and Responsibilities

Project	Action	Agency	Corridor Guidelines
A The Midtown Greenway <ul style="list-style-type: none"> Greenway Construction ‘Greening the Greenway’ Planting Projects Greenway Lighting and Security 	Complete Phase I Construction	Hennepin County/ Mpls. Public Works	#1 - page 17 #2 - page 18 #3 - page 19
	Secure public agency lead; secure implementation funding; establish maintenance program	Hennepin County/ Mpls. Public Works/MCW	#7 - page 23 #10 - page 26
	Establish plan; secure implementation funding	Hennepin County/ Mpls. Public Works	
B ‘Lagoon Area’ Planting Project Between Lake of the Isles and Lake Calhoun	Implement Metro Greenways Grant	MCW/Mpls Park Board	#2 - page 18
C Midtown Greenway Access and Connections - At Calhoun Commons, Calhoun Village and Dean Parkway	Secure public agency partner; secure funding and approvals; implement plan	West Calhoun Neighborhood NRP/ Mpls Public Works	#1 - page 17 #2 - page 18
D Park/Open Space Link to Lake Calhoun	Secure public agency partner to explore feasibility; secure funding	West Calhoun Neighborhood NRP/ Mpls Public Works	All pages 16-26
E Excelsior Boulevard Streetscape Improvements	Secure public agency partner; secure funding and implement plan	West Calhoun Neighborhood NRP/ Mpls Public Works	#2 - page 18 #7 - page 23
F Lake Street Streetscape Improvements	Secure public agency partner; secure funding; implement plan	West Calhoun Neighborhood NRP/ Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23

West Calhoun Gateway: Creating a “Village Center” on the Lake

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
G Lake Street ‘Parkway’ improvements	Secure funding; implement Chain of Lakes Master Plan	Mpls. Park Board	#5 - page 21 #7 - page 23
H Future development opportunities • Building infill along Excelsior and Lake Street taking advantage of existing surface parking lots	Secure lead entity		All pages 16-26
I Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

Bold Type: Agency Commitment

Focus Area 2

Hennepin Avenue & Lake Street: The Continuing Uptown Revival



This photo (although somewhat dated) shows the view looking west at the Uptown commercial district with Lake Calhoun in the background. The Greenway will be bordered by a public promenade with trail connections via ramps and stairs. The large expanse of parking in the foreground (described by the rectangle) will contain the future uptown transit station, potential structured parking and a mix of new development opportunities. The Lagoon Theater and Bar Abeline Restaurant have been built since this photograph was taken.

Hennepin Avenue & Lake Street: The Continuing Uptown Revival

Opportunities and Challenges

Acknowledged as one of the premier mixed-use neighborhoods in the Twin Cities, the Uptown neighborhood still suffers from some of the most common urban maladies: large parking lots and congested streets that favor the car over the pedestrian. The new Midtown Greenway, a 24 hour multi-use public trail, will help bring balance to this issue by providing recreational and commuter connections from the Lakes District to the Mississippi River.

The Greenway Corridor, with future busway or light rail system, has the potential to spur significant additional re-investment along and near the Greenway edge. New development opportunities in the Uptown neighborhood will be more transit-and recreationally-focused. Success ultimately relies on the marriage of public and private reinvestment, including the creation of a well designed "public promenade" along both sides of the greenway rim, and a richly detailed 29th Street along the south edge. With appropriate attention to design and quality, these public ways will become signature addresses in the neighborhood.

The need to re-structure the soft district between Hennepin and Lyndale Avenues is another issue that must be addressed if the area is to become a model of urban redevelopment. It is here that the street becomes less inviting with parking lots along the street and buildings pushed way back on the lot. This paradigm must be reversed by bringing buildings to the street edge, concealing parking behind and between buildings, and providing a much-enhanced pedestrian realm with wide, landscaped sidewalks, good lighting, places to sit and talk with friends, places to buy a newspaper. In short, the pleasant urbanity of Hennepin and Lake must be carried to the east.



Recent redevelopment along Lagoon



Preliminary concept drawings of transit station - provided by LSA Design Inc.

Focus Area

2

Hennepin Avenue & Lake Street: The Continuing Uptown Revival



Potential infill and redevelopment opportunities throughout the Lake/Lagoon node bring buildings to the street and strengthen the pedestrian realm.





Before

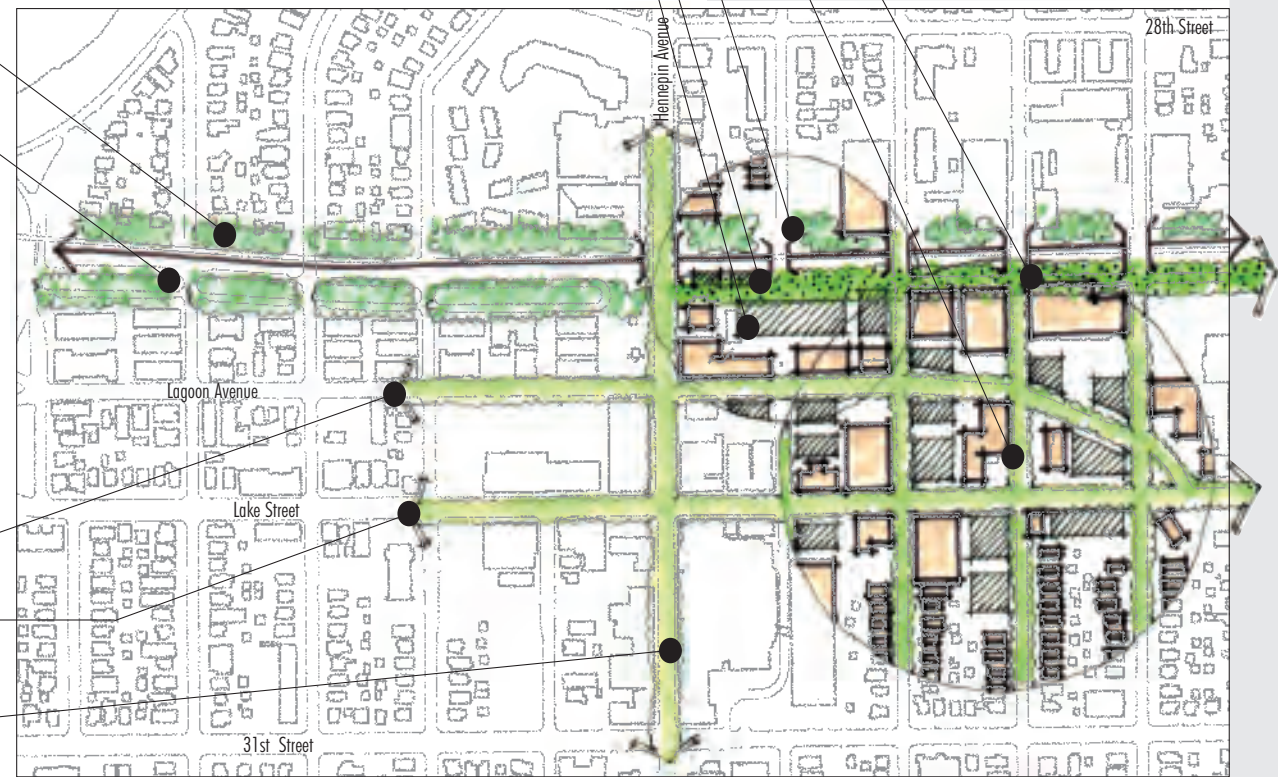
Hennepin Avenue & Lake Street: The Continuing Uptown Revival

Sketch Plan

- B** 29th Street Pedestrian Promenade Connection
- J** Lagoon and Lake Street Development Area (see character sketch)
- H** Girard Avenue Pedestrian Bridge
- G** Hennepin Avenue Transit Station
- I** Mixed-use Development Adjacent to Transit Station

	Existing Buildings
	Potential Redevelopment Opportunities

- A** The Midtown Greenway
- C** 'The Mall' Park Improvements
- D** Lagoon Avenue Streetscape Improvements
- E** Lake Street Streetscape Improvements
- F** Hennepin Avenue Streetscape Improvements



Focus Area 2

Hennepin Avenue & Lake Street: The Continuing Uptown Revival

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway <ul style="list-style-type: none"> • Greenway Construction • ‘Greening the Greenway’ Planting Projects • Greenway Lighting and Security 	Complete Phase I Construction	Hennepin County/ Mpls. Public Works	#1 - page 17 #2 - page 18 #3 - page 19
	Secure public agency lead; secure implementation funding; establish maintenance program	Hennepin County/ Mpls. Public Works/ MCW	#7 - page 23 #10 - page 26
	Establish plan; secure implementation funding	Hennepin County/ Mpls. Public Works	
B 29th Street Pedestrian Promenade	Secure public agency lead; secure funding, secure the public right of way	Mpls. Public Works/ Hennepin County	#1 - page 17 #2 - page 18 #3 - page 19 #10 - page 26
C ‘The Mall’ Park Improvements between Hennepin and James Avenue	Secure public agency lead; secure funding	Mpls Park Board	#2 - page 18
D Lagoon Avenue Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
E Lake Street Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
F Hennepin Avenue Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23

Hennepin Avenue & Lake Street: The Continuing Uptown Revival

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
G Hennepin Avenue Transit Station	Implement the construction	Metro Transit	All Pages 17-26
H Girard Avenue Pedestrian Bridge	Secure public agency lead; secure funding	Mpls Public Works	#1 - page 17 #2 - page 18
I Mixed-use Development adjacent to transit station	Secure lead entity to establish proactive business development strategy and provide marketing/technical assistance		All pages 17-26
J Lagoon and Lake Street development area	Secure public agency lead to determine feasibility of designated 'Development Area;' recruit investor/developer interest		All pages 17-26
K Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

Bold Type: Agency Commitment

Focus Area **3** *Urban Village: Innovative Mixed Income Housing*



This photo shows the view looking west along the Greenway corridor: Lyndale Avenue crosses in the foreground, and the Urban Village site occupies the three contiguous blocks along the north rim of the greenway indicated by the rectangle. 29th Street, in the past a service-focused street, can be seen adjacent to the south rim of the greenway. It's transformation into a premier urban street is key to the success of the Greenway.

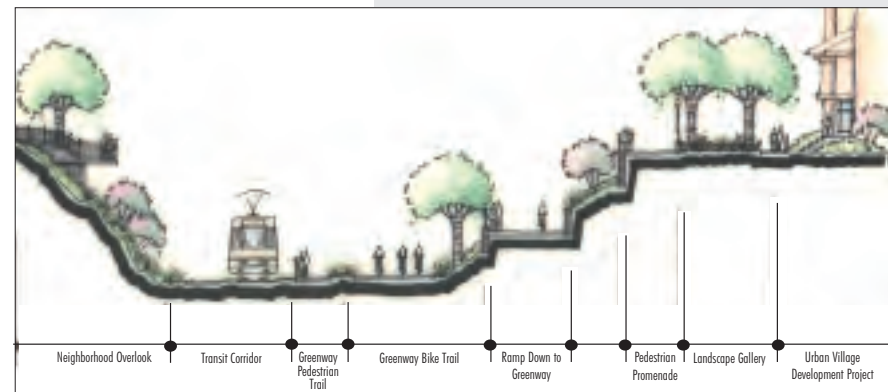
Urban Village: Innovative Mixed Income Housing

Opportunities and Challenges

Ideally located between the commercial nodes at Hennepin/Lake and Lyndale/Lake, the Urban Village is a key demonstration project that will serve as a model for additional housing development along the entire corridor. This project is based on the principles of building transit-oriented development and supporting higher density housing while responding to a mix of incomes. The Urban Village orients new housing to the greenway while reinforcing the north-south streets; it brings the talents of several design/development teams to a concerted effort; it receives key Greenway access ramps with a gracious landscape gallery along the rim; and it engages the Greenway from the surface with significant landscaping and a well detailed public promenade along the Greenway edge.

Walking, bicycling and community-related uses are emphasized in the project, which strives for a comfortable relationship between this small, pedestrian-friendly segment of the neighborhood and the regional trail at its doorstep. This project is an example of true place-making, in that it invites neighborhood residents to use the Greenway Corridor for active recreation or passive observance, to stroll along the promenade or walk to the lakes.

The development of the Urban Village also points to the importance of creating safe and engaging connections to other places - those routes we call the public realm. The rim of the Greenway itself has already been cited as a key public improvement, and it needs to be of the highest quality to send the message that this is an important place to live, work, shop and recreate. In addition, the north/south connections to Lake Street and the commercial nodes must also be redeveloped over time, with clean, gracious walks, the familiar canopy trees that comprise Minneapolis' famed urban forest, and other amenities that make a street successful.



Section through the Greenway at the Urban Village



Concept plan of proposed housing mix

Focus Area 3

Urban Village: Innovative Mixed Income Housing



New mixed-income housing fronting on the Greenway between Aldrich and Dupont Avenues.



The landscape gallery pedestrian promenade along Greenway rim

Urban Village: Innovative Mixed Income Housing

- H** Aldrich/Lyndale Block
- C** Bryant Avenue Ramp Greenway Access
- G** Urban Village Mixed Income Residential Development
(see character sketch)
- B** 29th Street Pedestrian Promenade Connection
(see character sketch)
- A** The Midtown Greenway
- F** Shared Municipal Parking Program
- I** Mixed Use Development Adjacent to Parking

- D** Bryant Avenue Streetscape Improvements/
Connection to Bryant Square Park
- E** Lake Street Streetscape Improvements



Sketch Plan

	Existing Buildings
	Potential Redevelopment Opportunities

Focus Area **3** *Urban Village: Innovative Mixed Income Housing*

Action Steps/Roles and Responsibilities

Project	Action Policy	Lead Agency	Corridor Guidelines
A The Midtown Greenway <ul style="list-style-type: none"> • Greenway Construction • ‘Greening the Greenway’ Planting Projects • Greenway Lighting and Security 	Complete Phase I Construction	Hennepin County/ Mpls. Public Works	#1 - page 17 #2 - page 18 #3 - page 19
	Secure public agency lead; secure implementation funding; establish maintenance program	Hennepin County/ Mpls. Public Works/MCW	#7 - page 23 #10 - page 26
	Establish plan; secure implementation funding	Hennepin County/ Mpls. Public Works	
B 29th Street Pedestrian Promenade Connection	Secure public agency lead; secure funding, secure the public right of way	Mpls. Public Works	#1 - page 17 #2 - page 18 #3 - page 19 #10 - page 26
C Bryant Avenue Greenway Access - Enhance planned ramp/bridgehead improvements	Secure public agency lead; secure funding	MCW/ Mpls Public Works	#1 - page 17 #2 - page 18
D Bryant Avenue Streetscape Improvements/ Connection to Bryant Park Square	Secure public agency lead; secure funding	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
E Lake Street Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
F Shared Municipal Parking Program	Secure funding	Mpls Public Works	#4 - page 20 #9 - page 25

Urban Village: Innovative Mixed Income Housing

Action Steps/Roles and Responsibilities

Project	Action Policy	Lead Agency	Corridor Guidelines
G Urban Village Mixed Income Residential Development	Identify lead entity; secure funding; complete land assembly, site acquisition, relocation, demolitions, clean up/ remediation, infrastructure improvements	MCW/MCDA	All pages 17-26
H Aldrich/Lyndale Block	Integrate redevelopment w/Urban Village; address parking needs	Lyndale Businesses/MCW	All pages 17-26
I Mixed Use Development Adjacent to Parking	Secure lead entity to establish proactive business development strategy and provide marketing/technical assistance		All pages 17-26
J Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

Bold Type: Agency Commitment

South Whittier Redevelopment Plan: Growing Jobs and Building Community



This view looking west along the Greenway shows the variety of land uses, mixed densities, and available development sites in South Whittier which together create a unique urban character for this neighborhood. The Elroy Property (MCDA owned), outlined in the center of the photograph, provides a premier development opportunity directly adjacent to the Greenway. Note 29th Street on the north side of the corridor, with the back yards of houses facing the Greenway Corridor; this is the only place along the Greenway where this occurs.

South Whittier Redevelopment Plan: Growing Jobs and Building Community

Opportunities and Challenges

The Whittier neighborhood is sensitive to the important and delicate balance that exists in healthy neighborhoods, including the availability of good jobs, mix of housing and safe, convenient transportation. Lake Street was built on that foundation and it flourished as a successful commercial trolley street with industry and manufacturing immediately next door along the 29th Street rail corridor.

Working with the South Whittier Redevelopment Task Force and the Whittier Alliance has led to several approaches to development. These strategies should concentrate on taking full advantage of premier sites to develop demonstration projects that inspire the community, catalyze additional reinvestment, establish strong links to the new Greenway, and shift thinking away from single-use function to a mixed-use village that integrates with the scale and character of the neighborhood. Because of land use and building orientation, continuous access along the Greenway rim is a difficult challenge in this neighborhood.

There are numerous opportunities for adaptive re-use and infill development at a finer-grained scale that historically characterized Lake Street. Filling in the missing pieces and focusing attention at key intersections will strengthen the sense of place and reinforce the business presence along Lake Street. Other important sites, such as the Soo Line Gardens property, lie directly alongside the Greenway, providing outstanding redevelopment opportunities and the unique potential for integrating neighborhood open space with private development and the more public Greenway.

A neighborhood redevelopment strategy needs to take advantage of the numerous vacant/underutilized properties while providing an overall approach that creates strong connections to activities at Lyndale/Lake to the west and Nicollet/Lake to the east.



The Elroy Property primary development site adjacent to the Greenway with key visual and physical connections to adjacent properties.

Redevelopment opportunities along the north edge of the Greenway



Focus Area

4

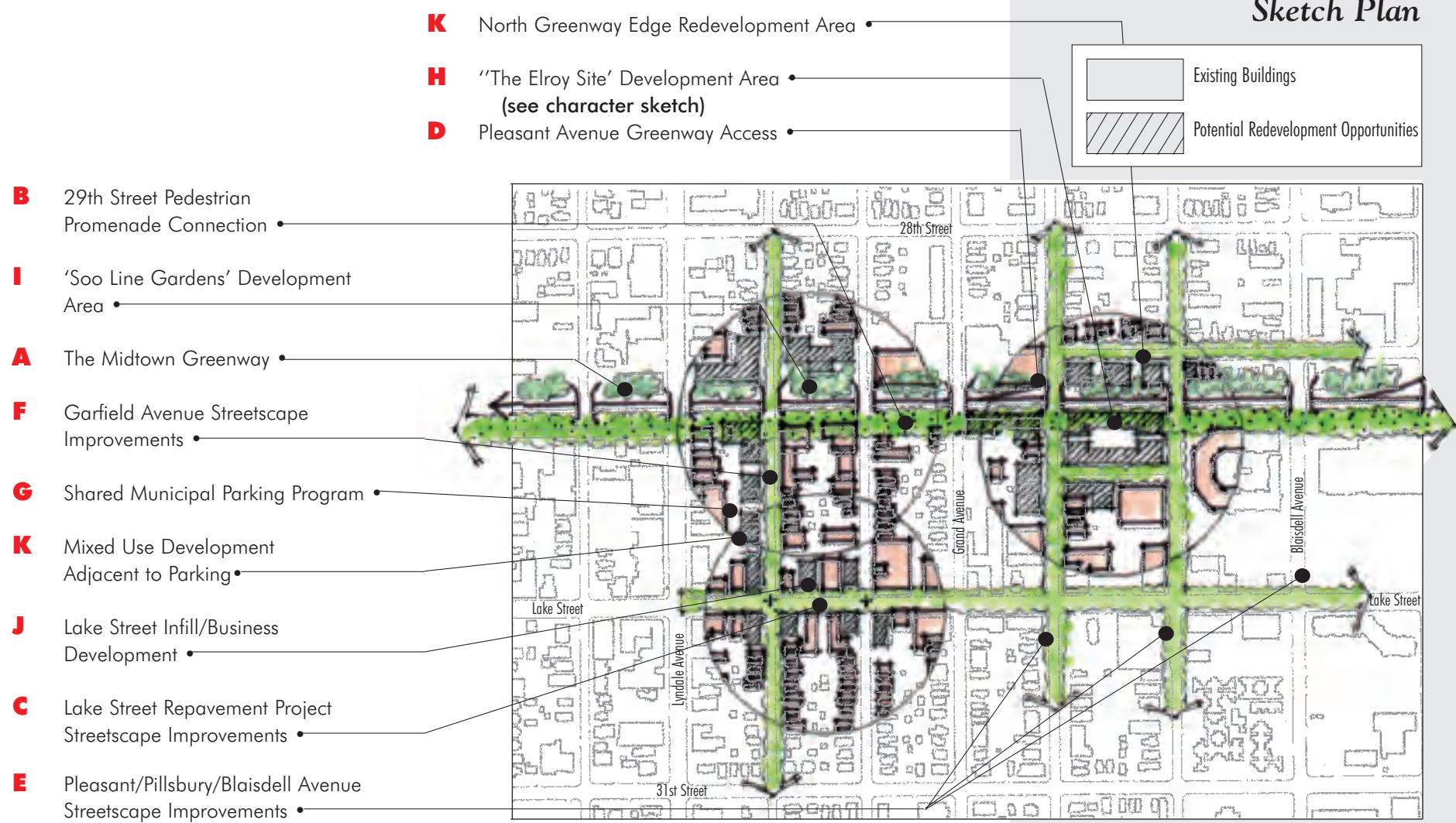
South Whittier Redevelopment Plan: Growing Jobs and Building Community



The Elroy Site and adjacent development opportunities

South Whittier Redevelopment Plan: Growing Jobs and Building Community

Sketch Plan



Focus Area

4

South Whittier Redevelopment Plan: Growing Jobs and Building Community

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway <ul style="list-style-type: none"> • Greenway Construction • ‘Greening the Greenway’ Planting Projects • Greenway Lighting and Security 	Complete Phase I Construction	Hennepin County/ Mpls. Public Works	#1 - page 17 #2 - page 18 #3 - page 19
	Secure public agency lead; secure implementation funding; establish maintenance program	Hennepin County/ Mpls. Public Works/MCW	#7 - page 23 #10 - page 26
	Establish plan; secure implementation funding	Hennepin County/ Mpls. Public Works	
B 29th Street Pedestrian Promenade Connection	Secure public agency lead; secure funding, secure the public right of way	Mpls. Public Works	#1 - page 17 #2 - page 18 #3 - page 19 #10 - page 26
C Lake Street Repavement Project Streetscape Improvements	Establish plan; secure funding; create special service district	Hennepin County/ Mpls Public Works/MCW	#2 - page 18 #6 - page 22 #7 - page 23
D Pleasant Avenue Greenway Access - Enhance planned Ramp/Bridgehead Improvements	Secure public agency lead; secure funding	Mpls Public Works/ Hennepin County	#2 - page 18 #6 - page 22 #7 - page 23
E Pleasant/Pillsbury/Blaisdell Avenue Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#1 - page 17 #2 - page 18 #3 - page 19 #10 - page 26
F Garfield Avenue Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#1 - page 17 #2 - page 18 #3 - page 19 #10 - page 26

South Whittier Redevelopment Plan: Growing Jobs and Building Community

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
G Shared Municipal Parking Program	Secure funding	Mpls Public Works	#9 - page 25
H 'The Elroy Site' Development Area	Establish proactive strategy to recruit mixed-use investor/developer interest	MCDA	All pages 17-26
I 'Soo Line Gardens' Development Area	Establish proactive strategy to resolve land use issues	Hennepin County	All pages 17-26
J Lake Street Infill/Business Development	Secure lead entity to establish proactive business development strategy; provide marketing and technical assistance		All pages 17-26
K Mixed Use Development adjacent to municipal parking	Secure lead entity to establish proactive business development strategy; provide marketing and technical assistance		All pages 17-26
L Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

Bold Type: Agency Commitment

Focus Area 5

Nicollet Avenue Re-opening: Reconnecting Minneapolis' "Main Street"



Fans leaving Nicollet Park at Nicollet Avenue and 32nd Street (1923). Note the mixed-use buildings, transit, and highly urban character of the surrounding neighborhood. Nicollet Park was demolished in 1955.

Photographs (left and below) show the impact of our urban design decisions over the past several decades: Nicollet Avenue - Minneapolis' "Main Street" - ends abruptly at K-Mart, an inappropriately sited, suburban-style "big-box" retail facility. Redevelopment of this and other similar sites is essential to the success of the Greenway.



Nicollet Avenue Re-opening: Reconnecting Minneapolis' "Main Street"

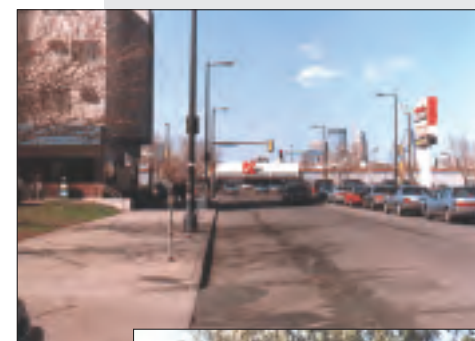
Opportunities and Challenges

There are numerous issues and specific challenges to overcome in order to re-open Nicollet Avenue and re-create a more humane and public environment for the residents and visitors at this important commercial node. Formerly home to a minor league ballpark (the Minneapolis Millers) and small commercial storefronts lining the streets (just those qualities urbanists are trying to re-create in cities across North America!), the Lake Street and Nicollet intersection once contained a rich mix of uses and a truly civic character.

Key components to the rebirth of this focus area include re-orientation of the K-Mart store, strong links to the Greenway, more attention to transit and transit stops, redevelopment along the north edge of the Greenway and on the reconstituted blocks that re-opening the street would provide, and the creation of a more gracious public realm with wide sidewalks, landscaping and other amenities.

The Zimmerman-Volk market study (prepared for Hennepin Community Works) described numerous residential development opportunities in this area, particularly along the north edge of the Greenway. The challenge is not only to re-open the street but also to create strong links to Nicollet Avenue "Eat Street" and the mix of uses to the north. It is a crucial connection in order to provide a safe and interesting pedestrian street environment and to redevelop the big-box retail shopping district into a more urban scale at the Nicollet/Lake crossroads.

The construction of I-35W just east of Nicollet Avenue has certainly left its mark on adjacent neighborhoods, but it also provides some interesting opportunities for better access to the Lake Street commercial centers. (See Chapter 5 - Lake Street and I 35W for more information related to access and connections.)



Looking north along Nicollet Avenue to the K-Mart store entrance.



View of north side/loading area behind K-Mart along the Greenway edge.



Focus Area 5

Nicollet Avenue Re-opening: Reconnecting Minneapolis' "Main Street"

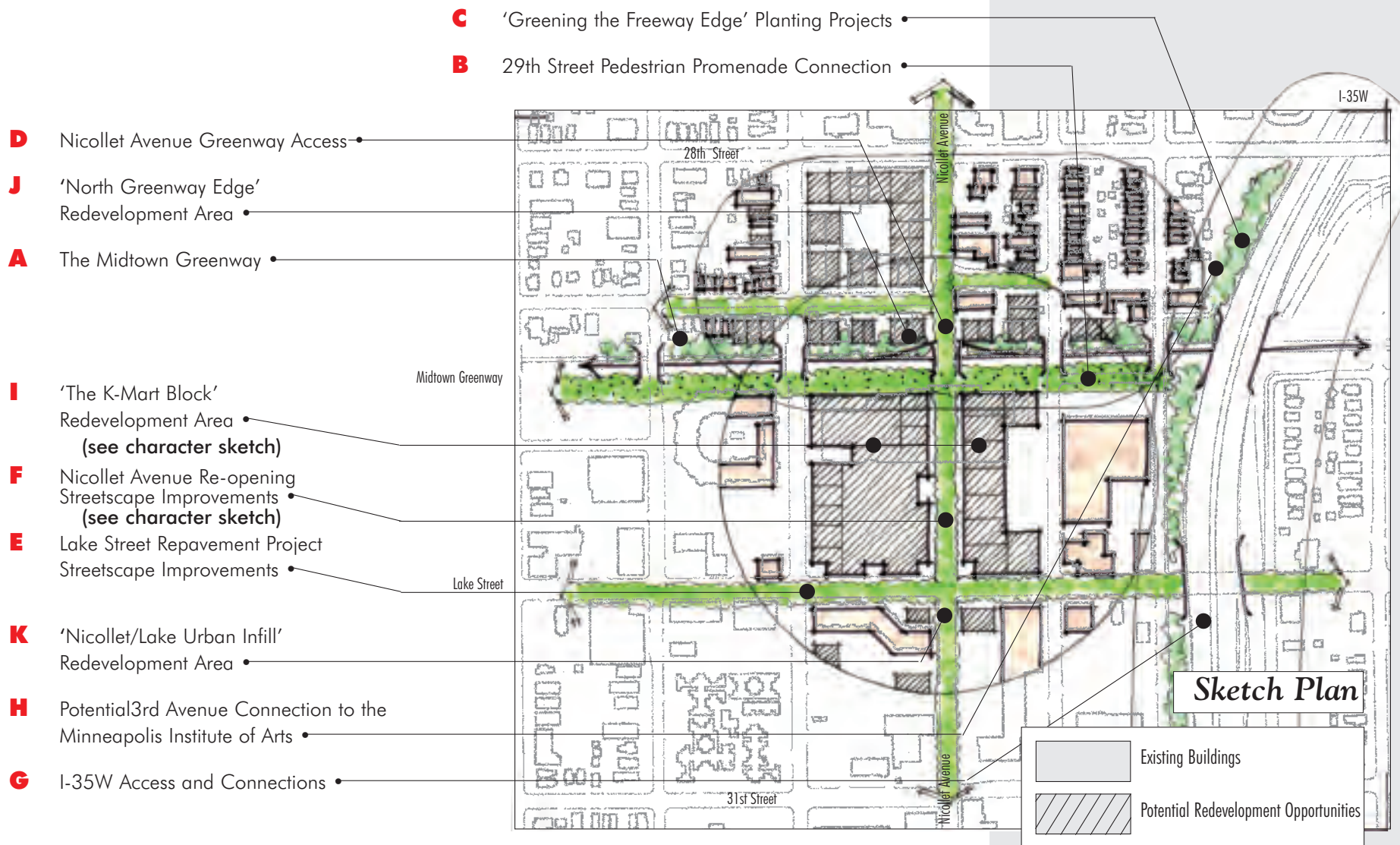


Before

The challenge is not only to re-open the street but also to create strong links to Nicollet Avenue "Eat Street" and the mix of uses both north and south of Lake Street.



Nicollet Avenue Re-opening: Reconnecting Minneapolis' "Main Street"



Focus Area 5

Nicollet Avenue Re-opening: Reconnecting Minneapolis' "Main Street"

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway <ul style="list-style-type: none"> • Greenway Construction • 'Greening the Greenway' Planting Projects • Greenway Lighting and Security 	<p>Complete Phase I Construction</p> <p>Secure public agency lead; secure implementation funding; establish maintenance program</p> <p>Establish plan; secure implementation funding</p>	<p>Hennepin County/ Mpls. Public Works</p> <p>Hennepin County/ Mpls. Public Works/ MCW</p> <p>Hennepin County/ Mpls. Public Works</p>	<p>#1 - page 17</p> <p>#2 - page 18</p> <p>#3 - page 19</p> <p>#7 - page 23</p> <p>#10 - page 26</p>
B 29th Street Pedestrian Promenade	<p>Secure public agency lead; secure funding, secure the public right of way</p>	<p>Mpls. Public Works</p>	<p>#1 - page 17</p> <p>#2 - page 18</p> <p>#3 - page 19</p> <p>#10 - page 26</p>
C 'Greening the Freeway Edge' Planting Projects	<p>Secure public agency lead; secure implementation funding; establish maintenance program; secure agency support</p>	<p>Mpls Public Works/ Hennepin County/ MnDOT</p>	<p>#1 - page 17</p> <p>#2 - page 18</p>
D Nicollet Avenue Greenway Access - Enhance planned Ramp/Bridgehead Improvements	<p>Secure public agency lead; secure funding</p>	<p>Mpls Public Works/ Hennepin County</p>	<p>#2 - page 18</p> <p>#6 - page 22</p> <p>#7 - page 23</p>
E Lake Street Repavement Project Streetscape Improvements	<p>Establish plan; secure funding; create special service district</p>	<p>Hennepin County/Mpls Public Works/MCW</p>	<p>#2 - page 18</p> <p>#6 - page 22</p> <p>#7 - page 23</p>

Nicollet Avenue Re-opening: Reconnecting Minneapolis' "Main Street"

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
F Nicollet Avenue Re-opening Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works/MCDA	All pages 17-26
G I-35W Access and Connections	Select preferred alternatives; integrate land use plan and streetscape improvements with proposed ramps	Hennepin County/Phillips Partnership	All pages 17-26
H 3rd Avenue Connection linking Minneapolis Institute of Arts to Lake Street	Establish plan	Mpls Public Works	All pages 17-26
I 'The K-Mart Block' Redevelopment Area	Negotiate an agreement with K-Mart; secure road right-of-way; secure funding; recruit mixed-use investor/developer interest	MCDA/MCW	All pages 17-26
J North Greenway Edge Redevelopment Area	Secure lead entity; establish as redevelopment district; recruit mixed-use investor/developer interest; secure funding; land assembly		All pages 17-26
K 'Nicollet/Lake Urban Infill' Redevelopment Area - South of Lake Street	Secure lead entity; establish proactive business development strategy; provide marketing and technical assistance		All pages 17-26
L Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

Bold Type: Agency Commitment

Focus Area 6

4th & Lake Street Development Plan: Linking Opportunities to Strengthen Community



This photo, looking east along Lake Street with Fourth Avenue in the middle foreground, shows the varied patterns of land use that characterize significant lengths of the road. Commercial buildings range from older, unimproved structures to renovated buildings and newer, fast food restaurants. Expanding commercial uses and parking lots have steadily encroached on residential areas, as is evidenced by the sparseness of the tree canopy. The Greenway corridor can be seen at the left side of the image, with the Great Lake Center (formerly Sears) in the background.

4th & Lake Street Development Plan: Linking Opportunities to Strengthen Community

Opportunities and Challenges

The impact of the interstate highway system on inner-city America is fully apparent around this and the Nicollet Avenue node where the freeway creates a physical and visual barrier. Undesirable conditions below the highway overpass impede commerce between the nodes because of safety, maintenance, and aesthetic concerns for those traveling by foot, bicycle, and public transit. Further, loss of southbound highway traffic access at Lake Street in the 1960's devastated one of the City's most vital commercial districts that is only now recovering.

A new renaissance has begun at this node in the form of private and nonprofit development, business incubation, and residential revitalization. Very much in keeping with the City Comprehensive Plan designation as a growth center, the variety of emerging small businesses have made a very positive impact in the area and have generated significant additional private investment. Building on this development activity by exploring opportunities for business/job growth and increased residential density would further strengthen this growth center. Based on the node's economic development history, efforts should be made to ensure that non-profit activities supplement rather than displace private investment. The node has a unique and vibrant multicultural spirit where many ethnic groups mingle and enjoy shopping, dining, theater and public art.

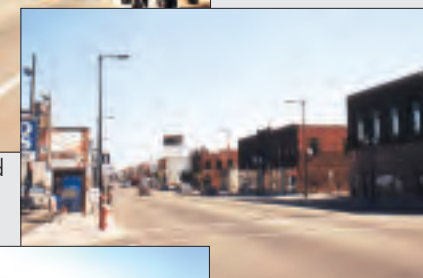
Urban Ventures, a nonprofit developer and social service provider in the area, hopes to develop several recreational facilities for its youth programs adjacent to the Greenway. Surrounding neighborhoods and other stakeholders have expressed appropriate concerns about the privateness of these facilities; venues are enclosed or turn their backs on the public Greenway. The unique at-grade conditions at the crossing of 5th Avenue and the Greenway result in a significant widening of the Greenway corridor and suggest that a more public recreational development would be an appropriate addition. A small but well defined and developed public park would fill a void in this area.

Finally, housing and quality of life remain a high priority for this community. The need to continue the burgeoning housing reinvestment while looking at affordable mixed live/work opportunities requires a concurrent commitment to improve the public realm and craft visionary solutions to land use incompatibilities and negative freeway impact.



Support and enhance existing businesses while attracting new infill/adaptive reuse opportunities along Lake Street ▼

▲ Strengthen neighborhood 'Gateway' connection under the I-35W bridge.



◀ Create a public park/pedestrian promenade along 29th Street overlooking the Greenway

Create park/open space master plan to identify current and future amenities and uses at this important greenway crossroads ▶



Focus Area



4th & Lake Street Development Plan: Linking Opportunities to Strengthen Community

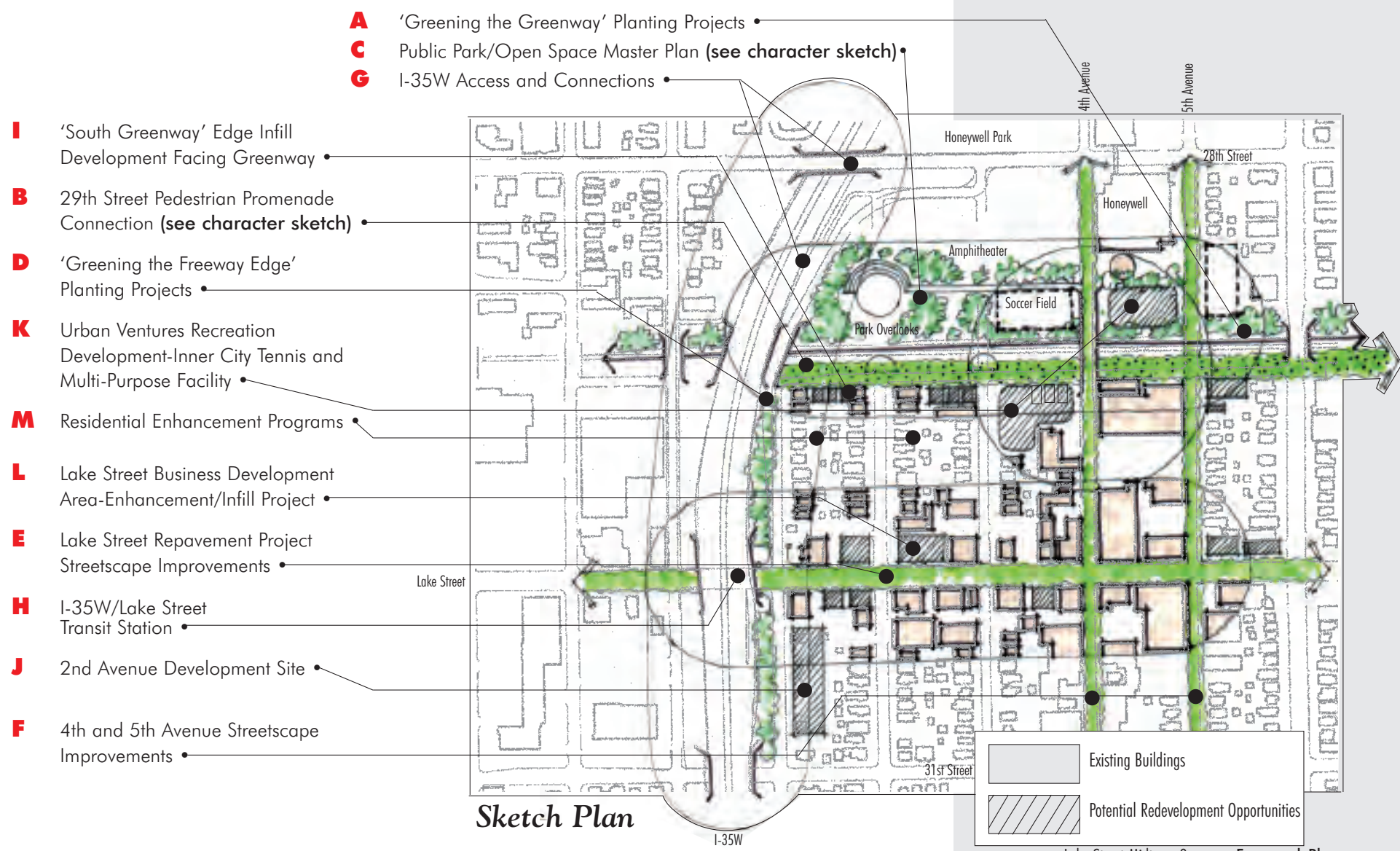


29th Street Public Edge

Opportunity for "Crossroads Park" at 5th Avenue and the Greenway.



4th & Lake Street Development Plan: Linking Opportunities to Strengthen Community



Sketch Plan

Focus Area 6

4th & Lake Street Development Plan: Linking Opportunities to Strengthen Community

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway <ul style="list-style-type: none"> • Greenway Construction • ‘Greening the Greenway’ Planting Projects • Greenway Lighting and Security 	<p>Complete Phase I Construction</p> <p>Secure public agency lead; secure implementation funding; establish maintenance program</p> <p>Establish plan; secure implementation funding</p>	<p>Hennepin County/ Mpls. Public Works</p> <p>Hennepin County/ Mpls. Public Works/MCW</p> <p>Hennepin County/ Mpls. Public Works</p>	<p>#1 - page 17</p> <p>#2 - page 18</p> <p>#3 - page 19</p> <p>#7 - page 23</p> <p>#10 - page 26</p>
B 29th Street Pedestrian Promenade	<p>Secure public agency lead; secure funding, secure the public right of way</p>	<p>Mpls. Public Works</p>	<p>#1 - page 17</p> <p>#2 - page 18</p> <p>#3 - page 19</p> <p>#10 - page 26</p>
C Neighborhood Park/Open Space Master Plan - public park at 5th and Greenway ‘crossroads’	<p>Determine feasibility of public park space at this location</p>	<p>Mpls Park Board/Mpls Public Works/Hennepin County/Honeywell</p>	<p>All pages 17-26</p>
D ‘Greening the Freeway Edge’ Planting Project	<p>Secure public agency lead; secure implementation funding; establish maintenance program; secure agency support</p>	<p>Mpls Public Works/ Hennepin County/ MnDOT</p>	<p>#1 - page 17</p> <p>#2 - page 18</p>
E Lake Street Repavement Project Streetscape Improvements	<p>Establish plan; secure funding; create special service district</p>	<p>Hennepin County/Mpls PublicWorks/MCW</p>	<p>#2 - page 18</p> <p>#6 - page 22</p> <p>#7 - page 23</p>

4th & Lake Street Development Plan: Linking Opportunities to Strengthen Community

Action Steps/Roles and Responsibilities, cont.

Project	Action	Lead Agency	Corridor Guidelines
F 4th and 5th Avenue Streetscape Improvements	Secure public agency lead; Secure funding	CNIA Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
G I-35W Access and Connections	Select preferred alternatives; integrate land use plan and streetscape improvements with proposed ramps	Hennepin County/ Phillips Partnership	All pages 17-26
H I-35W/Lake Street Transit Stations	Implement plans	Metro Transit	#7 - page 23
I 'South Greenway' Edge Infill Development	Secure lead entity; determine land ownership; establish plan	CNIA/Phillips Neighborhood	All pages 17-26
J 2nd Avenue Development Site	Complete artspace feasibility study; secure lead entity	CNIA	All pages 17-26
K Urban Ventures Recreation Development Inner City Tennis and Multi-Purpose Facility	Develop consensus for recreation and land use objectives	Urban Ventures	All pages 17-26
L Lake Street Infill/Business Development	Secure lead entity; establish proactive business development strategy; provide marketing and technical assistance		All pages 17-26
M Residential Enhancement Programs	Secure funding for home improvement programs	CNIA/Phillips Neighborhood	All pages 17-26
N Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Bold Type: Agency Commitment

Focus Area 7

Chicago Avenue & Lake Street: Revitalizing the Commercial Core



The historic Sears Building, soon to become the Great Lake Center, dominates the commercial intersection at Chicago Avenue and Lake Street. This mixed-use commercial, office and entertainment center will include an 18-screen theater complex, restaurants, child-care facilities, retail shops and office uses. Planned parking structures, connections to the Greenway and streetscape improvements are key infrastructure components needed to support this ambitious redevelopment project.

Chicago Avenue & Lake Street: Revitalizing the Commercial Core

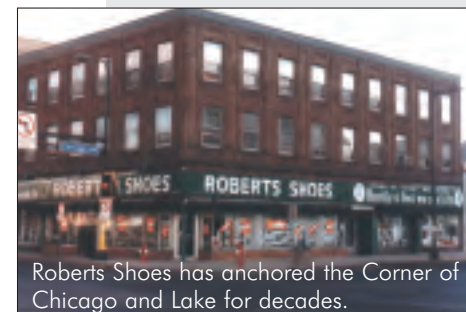
Opportunities and Challenges

The intersection of Chicago Avenue and Lake Street has historically played an important role in the Lake Street Midtown Corridor. Anchored by the Sears Building since its construction in the 1920's, commercial activity at this hub was consistently strong for decades, providing employment and attracting shoppers from well beyond the local neighborhood area.

In keeping with this rich history, the Great Lake Center, an exciting adaptive re-use of the Sears Building and surrounding properties, promises to bring new vitality to the area. The proposed mix of uses will include commercial, entertainment and office space supported by a regional transit hub, structured and surface parking facilities and direct connections to the Greenway trail. It is projected that 5,000 people will work at the Great Lake Center.

Chicago Avenue and Lake Street are both scheduled for reconstruction, setting the stage for improving the public realm with widened sidewalks, ample space for street trees and other plantings, and more gracious pedestrian and bicycle amenities. Connections to the Greenway will be accomplished via ramps, stairways, transit stations, all integrated with Greenway level amenities. These amenities related to transit and trail use could include coffee shop, bike repair shop or other service or convenience businesses.

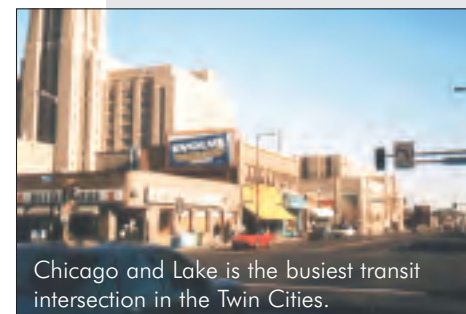
Additional infill development can be anticipated in the area as it is re-energized by planned public and private initiatives. Improved access and connections to existing neighborhood parks will further support reinvestment at this node. For example, Powderhorn Park recently underwent extensive site and building improvements, solidifying its role as a premier neighborhood gathering place.



Roberts Shoes has anchored the Corner of Chicago and Lake for decades.



Lake Street and Elliot Avenue (1929).



Chicago and Lake is the busiest transit intersection in the Twin Cities.

Focus Area 7

Chicago Avenue & Lake Street: Revitalizing the Commercial Core



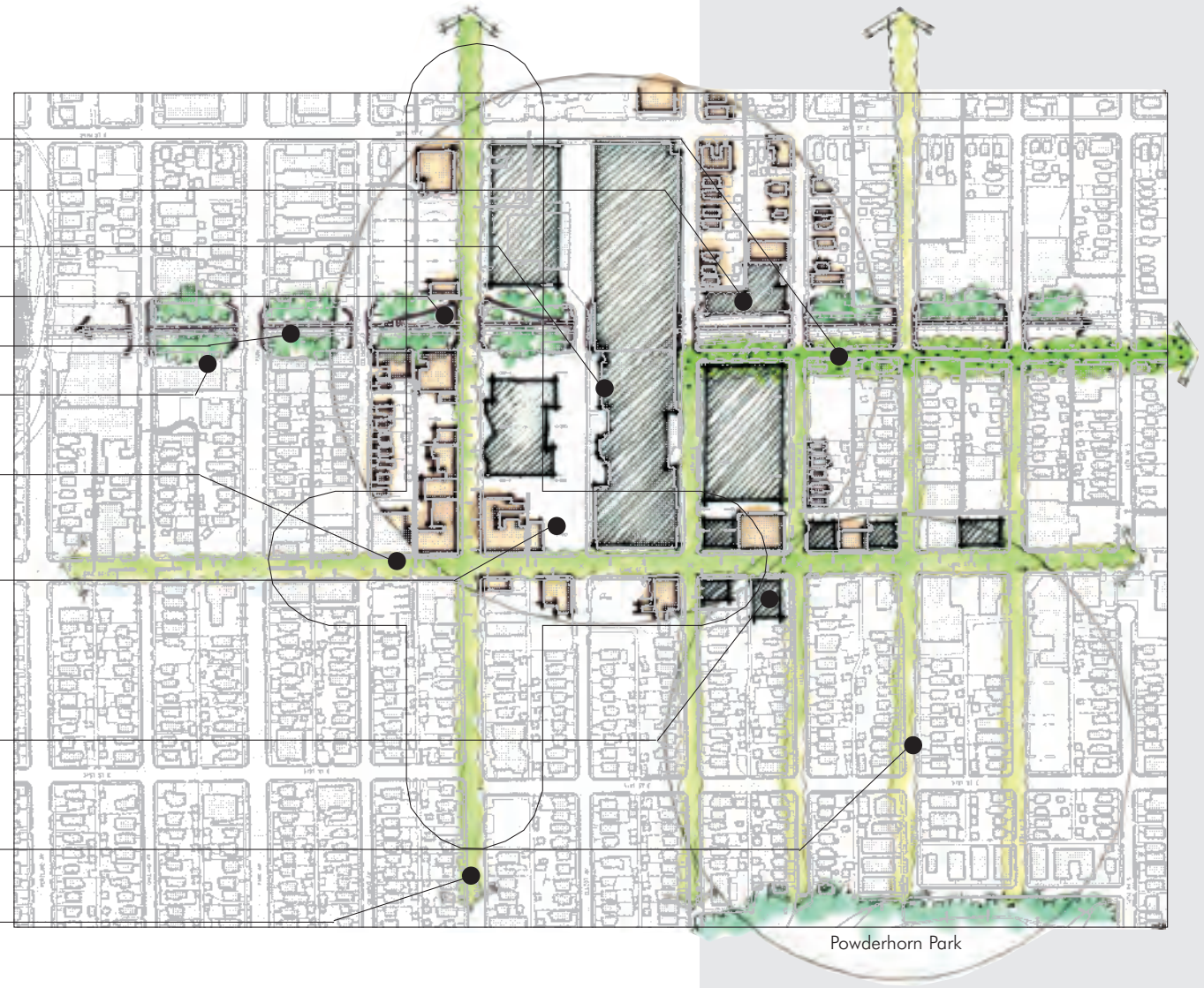
Great Lake Center Transit Station at Greenway level.

The Great Lake Center surrounds an exciting public plaza with a mix of office, retail and entertainment uses, linking local and regional transit at both street level and in the Greenway

Illustrations courtesy of Ray Harris and KKE

Chicago Avenue & Lake Street: Revitalizing the Commercial Core

- B** 29th Street Pedestrian Promenade Connection •
- A** Grain Elevator Development Site •
- I** The Great Lake Center •
- G** Chicago Avenue Greenway Access •
- A** The Midtown Greenway •
- K** Infill Housing along the Greenway •
- C** Chicago/Lake Street Public Improvements Plan •
- H** Chicago/Lake Transit Hub •
- F** Lake Street Repavement Project Streetscape Improvements •
- J** Lake Street Infill Business Development •
- D** 12th Avenue Streetscape Improvements Connection to Powderhorn Park •
- E** Chicago Avenue Streetscape Improvements •



Powderhorn Park

Focus Area 7

Chicago Avenue & Lake Street: Revitalizing the Commercial Core

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway Greenway Construction 'Greening the Greenway' Planting Projects Greenway Lighting and Security	Purchase grain elevator; complete construction Secure Agency lead; Secure implementation funding; Establish maintenance program Establish plan; Secure implementation funding	Hennepin County/Mpls Public Works Hennepin County/Mpls Public Works/MCW Hennepin County/Mpls Public Works	#1 - page 17 #2 - page 18 #3 - page 19 #7 - page 23 #10 - page 26
B 29th Street Pedestrian Promenade	Secure agency lead; secure funding; secure the public right-of-way	Mpls Public Works	#1 - page 17 #2 - page 18 #3 - page 19 #10 - page 26
C Chicago/Lake Street Public Improvements Plan	Complete plan; secure funding; implement plan	MCW/Hennepin County/Metro Transit/Mpls Public Works/STA/Allina ChildrensHospital/ Norwest Bank	#2- page 18 #6 - page 22 #7 - page 23
D 12th Avenue Streetscape Improvements Connection to Powderhorn Park	Secure public agency lead; secure funding	Mpls Public Works	#2- page 18 #6 - page 22 #7 - page 23
E Chicago Avenue Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
F Lake Street Repavement Project Streetscape Improvement	Establish plan; secure funding; create special services district	Hennepin County/Mpls Public Works/MCW	#2 - page 18 #6 - page 22 #7 - page 23

Chicago Avenue & Lake Street: Revitalizing the Commercial Core

Project	Action	Lead Agency	Corridor Guidelines
G Chicago Avenue Greenway Access - Enhance Planned Ramp/Bridgehead Improvements	Secure public agency lead; secure funding	Mpls Public Works/Hennepin County	#2 - page 18 #6 - page 22 #7 - page 23
H Chicago/Lake Transit Hub	Establish plan; secure funding; implement the construction	Metro Transit/Mpls Public Works	All pages 17-26
I Great Lake Center	Coordinate transit, structured parking, development components	STA	All pages 17-26
J Lake Street Infill/Business Development	Secure lead entity to establish proactive business development strategy; provide marketing and technical assistance		All pages 17-26
K Infill housing along the greenway	Secure lead entity		All pages 17-26
L Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

Focus Area 8

Bloomington Avenue & Lake Street: Embracing New Opportunities



This aerial photograph, looking east along Lake Street, shows a concentrated massing of commercial structures within a block of Bloomington in each direction. The marquee of the Heart of the Beast Theater, a longtime neighborhood institution, is visible in the foreground. Parking at this intersection is generally placed behind the buildings, strengthening the street edge, but as you move east or west along Lake Street, surface parking lots once again begin to dominate. The Greenway, at the left of the image, is barely visible within the 'urban forest' of trees that characterize the surrounding neighborhood.

Bloomington Avenue & Lake Street: Embracing New Opportunities

Opportunities and Challenges

Lake Street, with its history as a vibrant commercial corridor, grew up along an active streetcar line, supported by rail service adjacent to 29th Street. The more intense development and mix of uses at the major north/south intersections along this corridor is reminiscent of old streetcar crossroads, and is a pattern we still see today.

The crossroads at Bloomington and Lake, with its more intimate and finer-grained scale of existing buildings, is a wonderful example of these significant neighborhood gathering places. A tremendous amount of time, energy and dollars have been invested in this small commercial district, with the fruits of this effort very evident in the success of the new Mercado, Ingebretsen's, Heart of the Beast Theater and many other attractions. The scheduled repavement project along Lake Street and future improvements to Bloomington Avenue will provide an excellent opportunity for further enhancement of the area for pedestrians and bicycles, strengthening the identity and quality of life for the entire district.

There are numerous opportunities for infill housing and other uses along the south side of 29th Street and along the Greenway. Additional housing development, accommodating a mix of incomes and housing types, supports the general objectives for increased activity and diversity within the corridor. Mixed-use development (both adaptive re-use and new infill projects), with commercial uses on the ground floor and office or residential space above, should be encouraged along Lake Street. Development opportunities where Bloomington Avenue crosses the Greenway should also be explored as part of a long-term plan that includes a future LRT route, transit station and potential public green space.



Bloom-Lake is a vibrant district of small neighborhood businesses and restaurants (above), cultural institutions and landmarks (left), and continuing re-investment (below).



Focus Area

Bloomington Avenue & Lake Street: Embracing New Opportunities

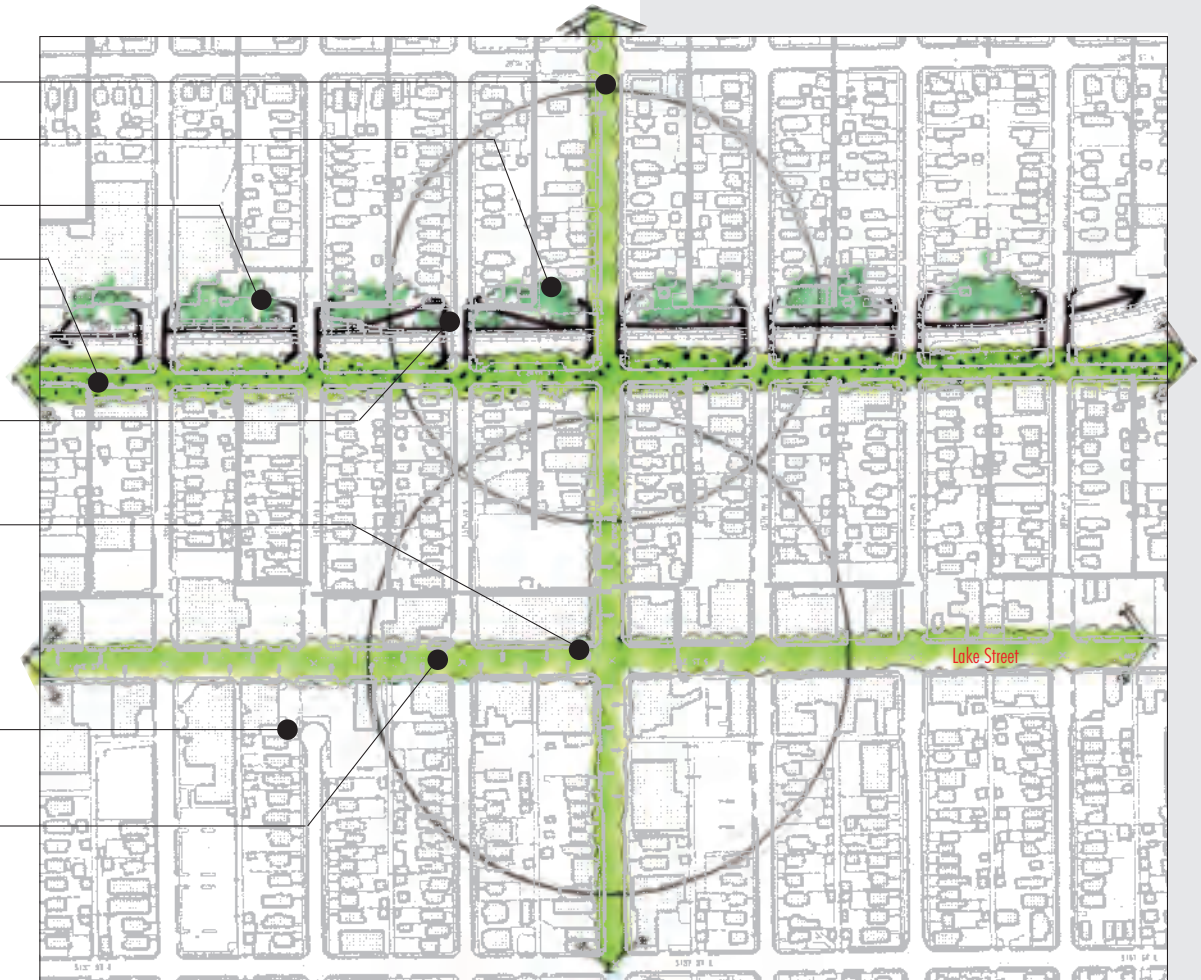


Streetscape enhancements strengthen the pedestrian realm, support business development and promote neighborhood identity.



Bloomington Avenue & Lake Street: Embracing New Opportunities

- F** Bloomington Avenue Streetscape Improvements •
- H** Infill housing along the Greenway •
- A** The Midtown Greenway •
- B** 29th Street Pedestrian Promenade •
- D** 15th Avenue Greenway access •
- G** Bloomington/Lake 'Commercial Center' business development •
- C** Traffic patterns/cul-de-sacs •
- E** Lake Street repavement project streetscape improvements •



Focus Area 8

Bloomington Avenue & Lake Street: Embracing New Opportunities

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway Greenway Construction 'Greening the Greenway' Planting Projects Greenway Lighting and Security	Purchase grain elevator; complete construction Secure agency lead; secure implementation funding; establish maintenance program Establish plan; secure implementation funding	Hennepin County/Mpls Public Works Hennepin County/Mpls Public Works/MCW Hennepin County/Mpls Public Works	#1 - page 17 #2 - page 18 \$3 - page 19 #7 - page 23 #10 - page 26
B 29th Street Pedestrian Promenade	Secure agency lead; secure funding; secure the public right-of-way	Mpls Public Works	#1 - page 17 #2 - page 18 #3 - page 19
C Traffic Patterns and the Street Grid Calming and Cul-de-Sacs	Conduct corridor-wide traffic study; establish plan	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
D 15th Avenue Greenway Access Enhance Planned Ramp/Bridgehead Improvements	Secure public agency lead; secure funding	Mpls Public Works/Hennepin County	#2 - page 18 #6 - page 22 #7 - page 23
E Lake Street Repavement Project Streetscape Improvements	Establish plan; secure funding; create special services district	Hennepin County/Mpls Public Works/MCW	#2 - page 18 #6 - page 22 #7 - page 23

Bloomington Avenue & Lake Street: Embracing New Opportunities

Project	Action	Lead Agency	Corridor Guidelines
F Bloomington Avenue Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
G Bloomington/Lake 'Commercial Center' Business Development	Secure lead agency to establish proactive business development strategy; provide marketing and technical assistance		All pages 17-26
H Infill Housing Along the Greenway	Secure lead entity		All pages 17-26
I Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

Focus Area 9

Hiawatha Avenue & Lake Street: Introducing Transit-oriented Development



This photograph, looking east along Lake Street toward the new Hiawatha Bridge, shows the broad mix of land uses that exists at this key intersection. Two public schools (South High and Edison Charter School), a cemetery, older commercial storefronts, two shopping centers -one on either side of Hiawatha - and the new YWCA (under construction in the center of the photograph) are surrounded by established residential neighborhoods. The Twin Cities' first light rail line will parallel Hiawatha Avenue as it crosses over Lake Street.

Hiawatha Avenue & Lake Street: Introducing Transit-oriented Development

Opportunities and Challenges

The area surrounding the intersection of Lake Street and Hiawatha Avenue and the districts immediately to the east and west will experience dramatic change over the next several decades. The Twin Cities' first light rail transit line - the Hiawatha Corridor - will link downtown Minneapolis with the International Airport and the Mall of America. The Lake Street station (at Lake and Hiawatha) will become a major bus/LRT transfer point along the route. Significant volumes of vehicular traffic will continue to use both Lake Street and Hiawatha Avenue as key connecting routes.

This district is characterized by an interesting mix of land uses, ranging from large floorplate industrial and commercial structures to older, smaller commercial buildings, fast food restaurants and residential areas. This district lacks the cohesiveness and familiar elements of a walkable, bicycle-friendly urban neighborhood. The intersection at Lake Street and Hiawatha Avenue offers a unique challenge to reconnecting this neighborhood. Studies currently underway are exploring alternative approaches for mixed use development with much stronger links between neighborhoods on either side of Hiawatha Avenue. This emerging transit-oriented development pattern must anticipate and then guide future design and implementation decisions for the transformation of this important corridor crossroads.

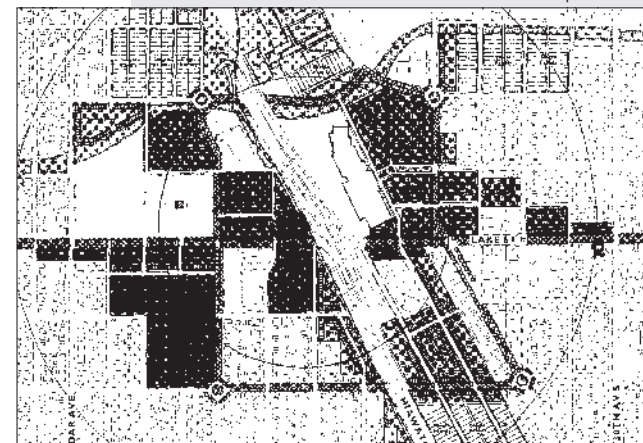
This transformation has already begun with the YWCA opening a new facility on the south side of Lake Street between 21st and 22nd Avenues. This building has a strong presence on the street with a number of planned pedestrian realm improvements. The Green Institute has recently completed a new building one block north of Lake Street on 21st Avenue dedicated to the promotion 'green' construction practices, sustainability and recycling of building materials (among many important programs). The Midtown Greenway will pass by and connect with the north side of the Green Institute property.

A proposed LRT Station will be sited just north of Lake Street, while a flyover ramp will carry the rail line over Hiawatha Avenue and continue into the downtown area. The convergence of the Greenway, light rail and the major arterial roadways present both a significant opportunity and a design challenge.

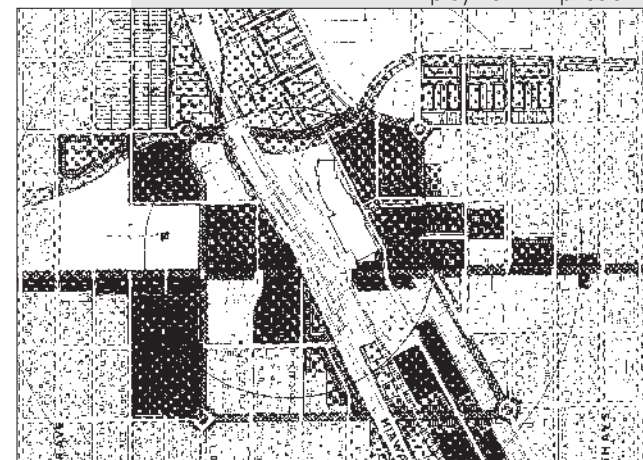
Creating a well designed transit-oriented development plan at Lake and Hiawatha that incorporates land uses west to Cedar Avenue and east to 27th Avenue is the highest priority for this district. A wide range of issues must be addressed, including:

- Parking to support existing uses and proposed development
- Location, scale and character of new and revitalized commercial development
- Interface between residential, commercial and industrial uses
- Links between light rail and bus transit, pedestrian and bicycle use
- Pedestrian and bicycle connections under Hiawatha Avenue and across the Greenway

Residential Emphasis ▼



Employment Emphasis ▼



Two alternate land use maps for Hiawatha/Lake Street Station Area Plan
 Courtesy of Calthorpe Associates, IBI Group and Coen & Stumpf Associates

Focus Area 9

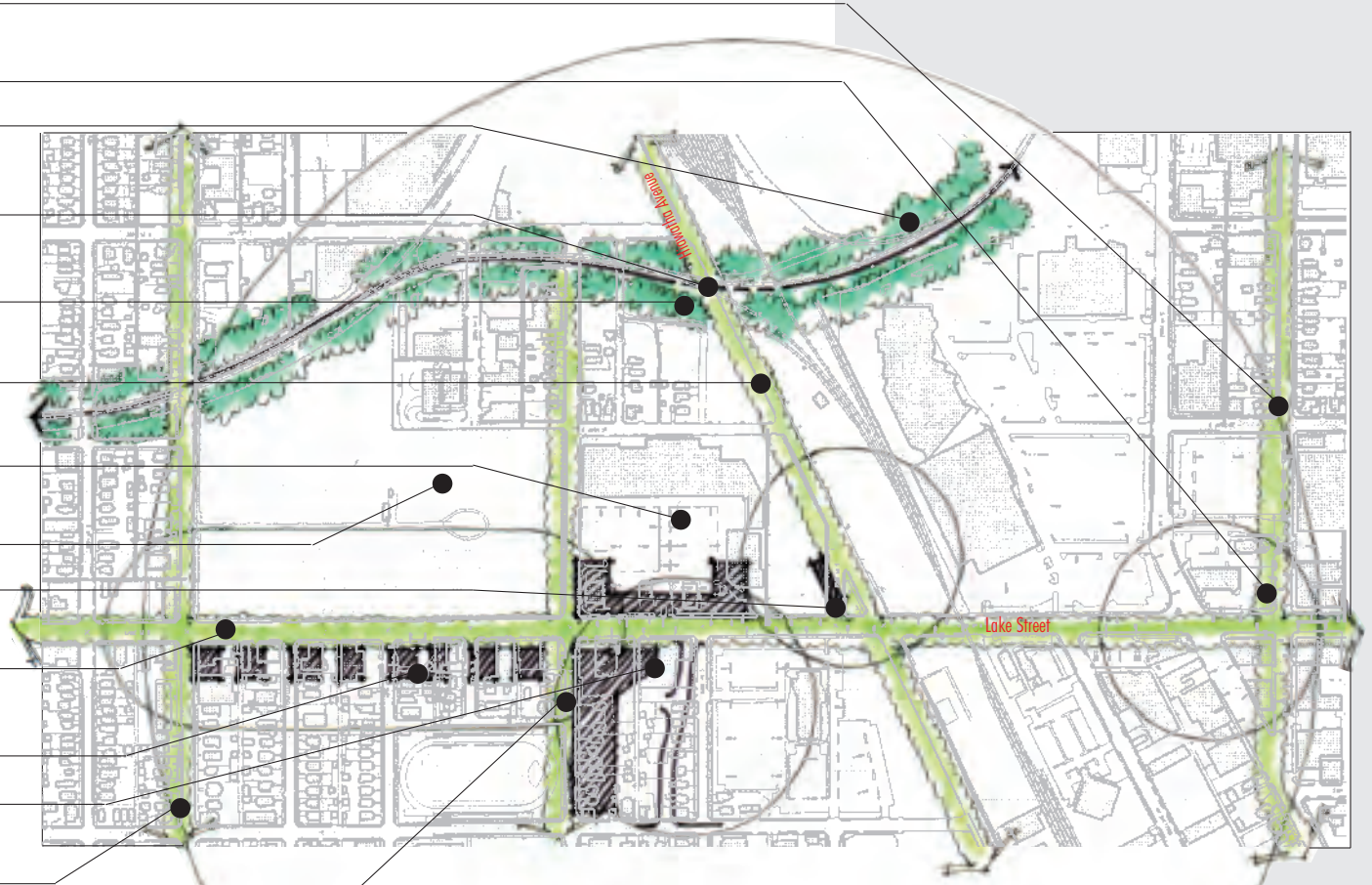
Hiawatha Avenue & Lake Street: Introducing Transit-oriented Development



The intersection of transit routes, vehicular corridors and the Greenway present unique challenges and opportunities at this important regional crossroads.

Hiawatha Avenue & Lake Street: Introducing Transit-oriented Development

- N** 27th Avenue Streetscape Improvements •
- O** 27th Avenue Redevelopment Opportunities •
- A** The Midtown Greenway •
- I** Midtown Greenway/Hiawatha crossing •
- B** Neighborhood park/open space at Hiawatha and the Greenway •
- D** 'Greening Hiawatha' planting project •
- J** Hiawatha/Lake Shopping Center - Transit oriented development opportunities •
- C** Cemetery public access •
- H** Hiawatha LRT and transit station •
- E** Lake Street repavement project •
- L** Mixed use development along Lake Street •
- K** YWCA Mpls •
- G** Cedar Avenue Streetscape improvements •
- F** 21st Avenue Streetscape improvements •



Focus Area 9

Hiawatha Avenue & Lake Street: Introducing Transit-oriented Development

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway Greenway Construction	Purchase grain elevator; complete construction	Hennepin County/Mpls Public Works	#1 - page 17 #2 - page 18 #3 - page 19 #7 - page 23 #10 - page 26
	'Greening the Greenway' Planting Projects	Hennepin County/Mpls Public Works/MCW	
	Greenway Lighting and Security	Hennepin County/Mpls Public Works	
B Neighborhood Park/Open Space Master Plan Public Park at Hiawatha and the Greenway	Secure public agency lead; determine feasibility of public park at this location	Mpls Park Board/Mpls Public Works/Hennepin County	All pages 17-26
C Cemetery public access	Secure public agency lead; Determine feasibility; establish plan; implement		
D "Greening Hiawatha" Planting Project	Secure public agency lead; establish plan; secure funding	Mpls Public Works/Hennepin County/MnDOT	#1 - page 17 #2 - page 18
E Lake Street Repavement Project Streetscape Improvements	Complete construction	MnDOT/Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
F 21st Avenue Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
G Cedar Avenue streetscape improvements	Secure public agency lead; secure funding; construct	Mpls Public Works	#7 - page 23
H Hiawatha LRT & Transit Station	Complete design; secure funding; construct	MnDOT/MetroTransit/Hennepin County	#7 - page 23

Hiawatha Avenue & Lake Street: Introducing Transit-oriented Development

Project	Action	Lead Agency	Corridor Guidelines
I Midtown Greenway/Hiawatha Crossing Pedestrian Connections	Establish plan; secure funding, construct	Hennepin County/Mpls Public Works/MnDOT/MCW	#1 - page 17 #2 - page 18 #7 - page 23
J Hiawatha/Lake Shopping Center Transit Oriented Development Opportunities	Secure public agency lead	MCDA; MCW	All pages 17-26
K YWCA Mpls	Complete construction	YWCA Mpls	All pages 17-26
L Commercial Blocks Along Lake St. - Mixed Use Development across from Pioneer Cemetery	Secure public agency lead to redevelop	MCDA; MCW	All pages 17-26
M Corcoran/Longfellow LRT Station Area Planning	Complete Plan	Corcoran/Longfellow	All pages 17-26
N 27th Avenue Streetscape Improvements	Secure public agency lead; secure funding; construct	Mpls Public Works	#2 - page 18 #6 - page 22 #7 - page 23
O 27th Avenue Redevelopment Opportunities	Secure public agency lead to redevelop	MCDA	all pages 17-26
P Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

Focus Area **10** *East Lake Street: Promoting Neighborhood Identity and Re-energizing the Street*



Looking east along Lake Street, commercial development becomes less concentrated and smaller in scale. The number of parking lots, auto-related uses and vacant storefronts provide many opportunities for redevelopment and public-realm improvements. A number of established neighborhood businesses, including restaurants with sidewalk seating, convenience stores and a hardware store provide a strong foundation for future development efforts along this segment of Lake Street.

East Lake Street: Promoting Neighborhood Identity and Re-energizing the Street

Opportunities and Challenges

A mix of commercial, institutional and residential land uses characterize the east end of Lake Street from 27th Avenue to the Mississippi River. Newer commercial facilities with parking lots fronting the street tend to dominate the visual character of this segment of the corridor. Numerous surface parking lots at street intersections interspersed with older buildings and missing pieces in the building wall break up the continuity of the street edge and weaken the pedestrian environment. Increased interest and activity at 27th and Lake Street illustrate the potential for re-use and infill redevelopment at several key cross-roads throughout the neighborhood. There are a number of local services and institutions along this section of Lake Street, including banks, a post office and library. Their relationship to the street should be strengthened and celebrated as important neighborhood amenities.

The relationship between Lake Street and the Greenway corridor changes significantly through this neighborhood. Rather than paralleling Lake Street, the Greenway curves several blocks to the north and is elevated above a mix of industrial, residential and park uses along its edge. Opportunities to strengthen both visual and physical connections between the Greenway, Lake Street, adjacent neighborhoods and local attractions should be explored. Brackett Park, recently renovated with a new community center, remains an important gathering place and recreational facility in the area.

The Longfellow Community Council is undertaking a planning study and neighborhood process for East Lake Street from 27th Avenue to the Mississippi river. They recognize that this segment of the Midtown Corridor has a much different character than areas to the west and lack neighborhood identity or gathering places except at individual buildings. They are implementing a process to identify key crossroads where they can focus investment strategies to foster placemaking and build on neighborhood based market opportunities.



There are many neighborhood businesses fronting east Lake Street, including several restaurants with outdoor seating.



The Greenway Corridor heads north, away from Lake Street as you travel east along Brackett Park.

Focus Area 10

East Lake Street: Promoting Neighborhood Identity and Re-energizing the Street



Existing



Infill development opportunities strengthen the street edge, providing a mix of uses while enhancing neighborhood character with new lighting, planting, furniture, crosswalks and other amenities.

East Lake Street: Promoting Neighborhood Identity and Re-energizing the Street



Focus Area **10** *East Lake Street: Promoting Neighborhood Identity and Re-energizing the Street*

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway Greenway Construction ‘Greening the Greenway’ Planting Projects Greenway Lighting and Security	Purchase grain elevator; complete design and construction documents, construct. Secure agency lead; secure implementation funding; establish maintenance program Establish plan; secure implementation funding	Hennepin County/Mpls Public Works Hennepin County/Mpls Public Works/MCW Hennepin County/Mpls Public Works	#1 - page 17 #2 - page 18 #7 - page 23 #10 - page 26
B Midtown Greenway Access and Connections to Brackett Park	Secure public agency lead; secure funding	Mpls Public Works/Hennepin County/MPRB	#1 - page 17 #2 - page 18
C 36th Avenue Streetscape Improvements	Secure public agency lead; secure funding	Mpls Public Works	#6 - page 22 #7 - page 23
D Lake Street Repavement Project Streetscape Improvements	Establish plan; secure funding; create special services district	Hennepin County/Mpls Public Works/MCW	#6 - page 22 #7 - page 23
E 27th/Lake Street Mixed-use Development	Determine feasibility of commercial/mixed use development; secure lead entity to establish proactive business development strategy	Longfellow NRP	All pages 17-26
F 36th/Lake Street Transit Improvements	Establish plan; secure funding	Hennepin County/MCW	#7 - page 23

East Lake Street: Promoting Neighborhood Identity and Re-energizing the Street

Project	Action	Lead Agency	Corridor Guidelines
G Lake Street Mixed-use Infill Development Commercial Center/Node Study	Determine feasibility of commercial/mixed use development; secure lead entity to establish proactive business development strategy	Longfellow NRP	All pages 17-26
H Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

East Gateway/River Road: Celebrating Natural Resources



This view north from Lake Street shows a confluence of systems at the east end of the corridor where Lake Street and West River Road meet the Lake Street Bridge to St Paul. Among many opportunities is the redevelopment site at the corner of Lake Street and West River Road that could serve as a gateway to both the City of Minneapolis and the surrounding neighborhoods. At the upper left of this image, the eastern terminus of the Greenway will provide links from Brackett Park to East River Road and to the recently improved Mississippi River Gorge accesses. Protection and enhancement of this unique river resource is a primary objective.

East Gateway/River Road: Celebrating Natural Resources

Opportunities and Challenges

The Lake Street Bridge across the Mississippi River is the east gateway to Minneapolis. The river lies in a relatively narrow, deep gorge at this point, a unique geological condition found nowhere else along the entire length of the river. In response to environmental degradation, the Longfellow neighborhood, which borders the valley’s west rim, recently commissioned and adopted a Master Plan that calls for aggressive preservation and restoration of natural systems along the River while allowing controlled recreational use. The first phases of the plan are currently being constructed. The Minneapolis Rowing Club has completed design work for their new building in the gorge below the Lake Street bridge.

The Midtown Greenway will connect with the existing trails along the Mississippi River at River Road; with potential future links to St. Paul via the existing railroad bridge. This provides an opportunity to create a trail gateway amenity to announce the Greenway and an important open space connection through south Minneapolis. River Road itself is an important recreational link along a beautiful corridor of national significance. The boulevard is part of the nationally designated Great River Parkway that runs along the Mississippi from Minnesota to the Gulf of Mexico. River Road connects north to downtown and south to Minnehaha Park and Creek as part of the Minneapolis’ Grand Rounds Park system.

Residential neighborhoods at the east end of the corridor are well maintained and have retained their value over the years. Housing consists primarily of single family residences, although there are duplexes and multi-family apartments as well. Commercial and institutional land uses are less concentrated at this end of Lake Street, but convenience stores and surface parking continue to fragment the street edge. The former Union 76 gas station site, located at the bridgehead, provides a tremendous opportunity for an innovative, architecturally significant mixed-use development incorporating commercial, office or residential use.

As in focus areas to the west, the repaving of Lake Street will provide excellent opportunities to improve the quality of the public realm, providing safer crossings of the street and better amenities for transit users, bicyclists and pedestrians.



Eventually the Greenway will cross the Mississippi River to St Paul.



The Lake Street bridge serves as a gateway to the Midtown Corridor.

Focus Area

East Gateway/River Road: Celebrating Natural Resources



Midtown Corridor gateway redevelopment opportunity at the bridgehead with potential for retail/restaurant, and office/residential uses. Outdoor seating area would promote strong visual and physical connections to River Road trail and parkway system with additional streetscape improvements including new lighting, plantings, and crosswalks to strengthen the public realm.

Existing



East Gateway/River Road: Celebrating Natural Resources

- A** 'Greening the Greenway' Planting Projects •
- B** Midtown Greenway Access and Connections - Eastern Trail Terminus •
- C** Railroad Bridge - Greenway Connection to St. Paul •
- D** Mississippi River Gorge Project •
- E** Lake Street Bridehead and Gateway Improvements •
- G** "76" Gas Station/Lake Street Development Site •
- F** Lake Street Repavement Project Streetscape Improvements •



Sketch Plan

Focus Area

1 East Gateway/River Road: Celebrating Natural Resources

Action Steps/Roles and Responsibilities

Project	Action	Lead Agency	Corridor Guidelines
A The Midtown Greenway Greenway Construction 'Greening the Greenway' Planting Projects Greenway Lighting and Security	Purchase grain elevator; complete design and construction documents; construct. Secure agency lead; secure implementation funding; establish maintenance program Establish plan; secure implementation funding	Hennepin County/Mpls Public Works Hennepin County/Mpls Public Works/MCW Hennepin County/Mpls Public Works	#1 - page 17 #2 - page 18 #7 - page 23 #10 - page 26
B Midtown Greenway Access and Connections Eastern Trail Terminus	Secure public agency lead; establish plan; secure funding	Mpls Public Works/Hennepin County	#1 - page 17 #2 - page 18
C Railroad Bridge - Greenway Connection to St. Paul	Secure agency lead; determine feasibility	Mpls Public Works	#1 - page 17 #2 - page 18
D Mississippi River Gorge Project	Secure public agency partner; secure funding; implement the plan	Longfellow NRP /Mpls Park Board	#2 - page 18 #6 - page 22
E Lake Street Bridgehead and Gateway Improvements	Secure public agency lead; establish plan; secure funding	Mpls Public Works/Hennepin County	#2 - page 18 #6 - page 22 #7 - page 23
F Lake Street Repavement Project Streetscape Improvements	Establish plan; secure funding; create special services district	Hennepin County /Mpls Public Works/MCW	#2 - page 18 #6 - page 22 #7 - page 23

East Gateway/River Road: Celebrating Natural Resources

Project	Action	Lead Agency	Corridor Guidelines
G '76' Gas Station/Lake Street Development Site	Secure lead entity to establish proactive business development strategy; determine feasibility of commercial/mixed use development; recruit investors		All pages 17-26
H Public Art	Coordinate Master Plan process	MCW	#10 - page 26

Notes:

“A Network of Connecting Links”

The multi-layered connectedness that characterizes many successful, stable urban neighborhoods has evolved, and is strengthened by, an overlapping pattern of transit, infrastructure and open space systems.

Transit Connections include bus, future LRT, trolley and other ‘people movers,’ which serve both the local neighborhoods and also connect with regional transit systems.

Infrastructure Connections include the existing network of streets and bridges that provide a variety of travel paths for vehicles, bicycles and pedestrians throughout the Corridor.

Parks, Trails and Open Space Connections include a unique mix of existing and potentially new public green space linking neighborhood amenities with our nationally recognized signature park system.



Chapter 5

Connections: Transit, Infrastructure and Open Space

Introduction

The Lake Street Midtown Greenway provides a critical link - a central spoke- in a regional pattern of connections. These connections must function simultaneously at several levels:

- **Regional** - providing easy access to streets, highways, transit systems; parks, trails and open space.
- **Sub-Regional/Neighborhood** - providing a variety of connections to area goods and services, employment centers, recreational amenities and attractions.
- **Local/Block to Block** - providing the frame for daily activities close to home.

The combination of business growth and new housing is energizing neighborhoods while creating a rich network of regional destinations instead of isolated islands of activity. The traditional pattern of city streets allows tremendous freedom of movement, for pedestrians and bicycles as well as motorized vehicles. Sidewalks provide safe travel paths for children and a place for the private edge to meet the public street. Trails connect local and regional open space and also provide a non-street option for travel through the neighborhood.

Public infrastructure improvements and links to area open space systems are obviously important components, but the significance of improved transit connections cannot be overstated. The existing pattern of business, institutions and housing, together with the proposed redevelopment strategies described in this document, will only survive and thrive with the support of a broad based, multi-modal system of transit options. Connections to this system must be accomplished through a variety of highly visible, fully accessible transit stops and transit stations, ramps, stairs, elevators that are fully integrated with adjacent land use.

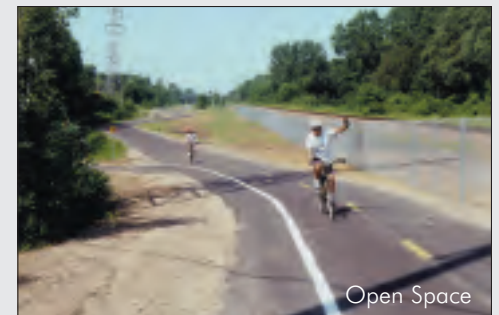
As this corridor continues to develop and evolve over time, transportation and land use must always be integrated. The creative interaction of multiple uses must address current challenges while maintaining the flexibility to adapt to future needs.



Transit



Infrastructure

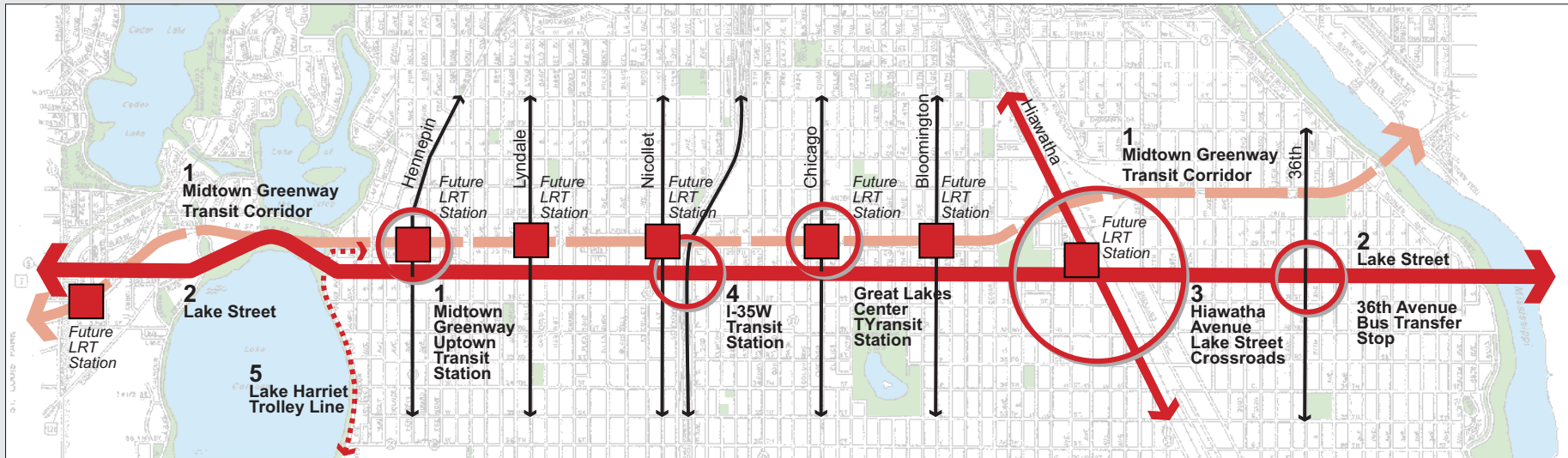


Open Space

Transit Connections

The Lake Street Midtown Greenway Corridor includes multiple transit components as part of a local and regional transit system. These components include:

- 1** The Midtown Greenway Corridor
- 2** Lake Street
- 3** The Hiawatha Avenue LRT Corridor
- 4** I - 35W transit station
- 5** Other Transit Connections



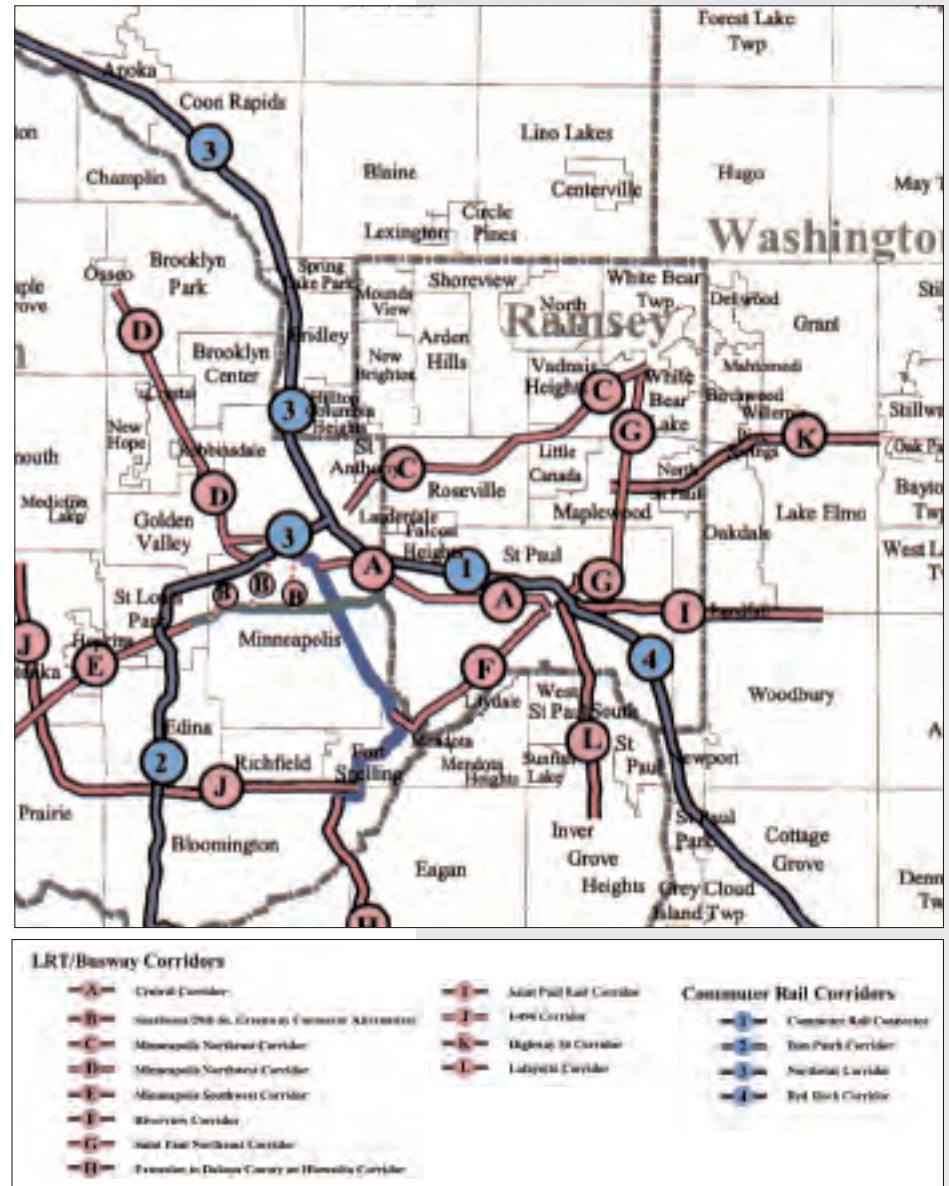
1 The Midtown Greenway Corridor

As previously discussed, the old railroad right-of-way was purchased by Hennepin County Regional Rail Authority for use as a future light rail transit corridor. With prospects for rail transit within the trench still some time away, much attention has been placed on the importance of completing the bike trail and related improvements to make the corridor a safe and pleasant place for both recreational and commuter traffic.

Phase One construction of this commuter bike trail, to be completed Summer 2000, provides the much-needed foundation for a series of bicycle and pedestrian connections that will link area destinations including job centers, commercial/shopping districts, restaurants, institutions, transit hubs, green space and arts/entertainment attractions. In the absence of light rail in the corridor, this critical first step serves as an important demonstration of the enormous potential to link adjacent neighborhoods to this transit corridor and to the surrounding area.

Concurrent with construction of the trail, a number of options for future public transit use are being actively pursued. The corridor is a key component of the Metropolitan Councils' transportation plan (see map) and feasibility for either rail or express bus systems in the corridor is a major priority and a current study initiative supported by the County and Metropolitan Council. The express busway feasibility study currently underway, will link Hopkins and St. Louis Park to Downtown Minneapolis and the Hiawatha Avenue LRT Corridor. A community-based process will integrate neighborhood input with urban planning criteria and transit design guidelines to ensure that busway improvements support and strengthen the Corridor Framework Plan Vision. Express bus options being explored include clean, quiet state-of-the-art vehicles.

Detailed plans and illustrations have been completed for the Hennepin Avenue/Uptown transit station to be located at the edge of the Greenway. Opportunities for additional ramp, stair and elevator connections between street level uses and the bottom of the trench are also being studied.



2 Lake Street

Once containing an active trolley line and still home to a bus system with very high ridership, Lake Street was profoundly impacted by a series of changes that began with the dismantling of the streetcar system in the fifties and the construction of the interstate highway system a decade later. Formerly a very successful commercial corridor, Lake Street businesses now find themselves in competition with a number of regional shopping destinations in surrounding suburbs and other parts of the metropolitan area.

As was typical in so many American cities, Lake Street fell into a period of disinvestment and decline. The departure of several anchoring stores, such as Sears, contributed to further economic downturn and the subsequent visual symptoms of poverty and blight. The history of Lake Street (through periods of activity, decline, and now regeneration) is still being written. The demand for transit improvements along Lake Street is heightened by the combination of many existing successful businesses, key redevelopment projects now underway and the enormous potential for new investment throughout the corridor.

Much work has been done to explore this important issue and additional studies related to a comprehensive system of bus, trolley, train and other transit options are currently being explored. The objective is to integrate and improve transit and transportation systems as a major component, development catalyst and public service for Lake Street businesses, residents and visitors. Improvements to curbside transit stops are being planned as part of the Lake Street repavement project. Transit hubs or stations are included as integral components of the Great Lake Center development at Chicago Avenue, the Hiawatha Avenue development strategy, the new transit station at Hennepin Avenue and the proposed redevelopment at 27th Avenue.



Lake Street and 26th Avenue, 1926. Courtesy MHS.



Bus connections along the corridor

3. The Hiawatha Avenue/Lake Street Crossroads

With approval of the Hiawatha Avenue corridor as the first segment of the Twin Cities Light Rail Transit Plan, this important crossroads of Lake Street, the Midtown Greenway and Hiawatha Avenue has added significance for the region because:

- It will provide a regional link between downtown and the airport.
- Minneapolis' first Transit Oriented Development (TOD) will be created at this location.
- It will integrate light rail and other modes of transportation to support a mix of new and existing uses.

Transit solutions related to this important node must provide highly visible, accessible and safe connections to transit stops/stations, green systems, new development and surrounding neighborhoods. The new Hiawatha Avenue bridge presents a visual and physical challenge for east/west pedestrian, bicycle and vehicular traffic. The City and County are currently exploring options for rail alignment; grade separated crossings for rail transit and the Greenway corridor; and transit station location and design.



Partial plan of Hiawatha LRT line (right) and views of typical Vancouver, BC, LRT stations (courtesy of IBI).





Existing transit stop at I 35W and Lake Street



4 I-35W Transit Station

Overview

Metro Transit commissioned a study to evaluate and recommend options relative to ADA compliance and associated improvements to the existing transit stops located at the intersection of I 35W and Lake Street. This study delineated several options based on the project goals and project opportunities described below. Further study including a comparative analysis of costs and programmatic components led to preliminary recommendations for station floor plans and general character.

Project Goals

The primary functional goal of this project is to successfully link the two levels of the Lake Street and I 35W intersection with an ADA compliant vertical circulation system integrated into the transit facility which affords maximum user convenience and safety, ease of maintenance, durability of materials and reasonable cost.

Project Opportunities

Significant opportunities exist for Metro Transit to become the impetus for the redevelopment and revitalization of the Lake Street corridor and to provide a defining element or gateway for both local and greater metropolitan communities.

Given Metro Transit's goal of doubling ridership within the next 20 years, (combined with the significant presence of this location), there is tremendous opportunity for Metro Transit to reinforce this goal with a defining image that takes the concept of transit well into the next century.

5 Other Transit Connections

In addition to the grid system of streets that provide multiple routes for cars, bicycles and pedestrians, a number of other transit options are being proposed. These include the extension of the Lake Harriet Trolley into Uptown and a variety of neighborhood circulators/'small bus' routes throughout the corridor.

While some of these systems may be years away, it is very likely that they will be integrated with new development projects connecting to and departing from area transit stations. Transit friendly street design, with ample room for curb-side stops and inter-modal capability with bike lockers and storage facilities nearby are important considerations. Planning and detailed design of transit systems in this corridor must:

- Anticipate the future of transit in the Twin Cities and the powerful impact of LRT in the Greenway by providing the space and appropriate sites for transit facilities to support the development objectives outlined in this document;
- Bring together neighborhood institutions and businesses to identify common goals and establish local transit systems that serve the immediate community and link to city and regional transit systems;
- Support the development of the proposed trolley route through Uptown, exploring opportunities to extend it further east along Lake Street and the Greenway. Linkages between the popular Lakes District and the variety of commercial nodes and other amenities will strengthen the unique and attractive qualities of the west end of the corridor.

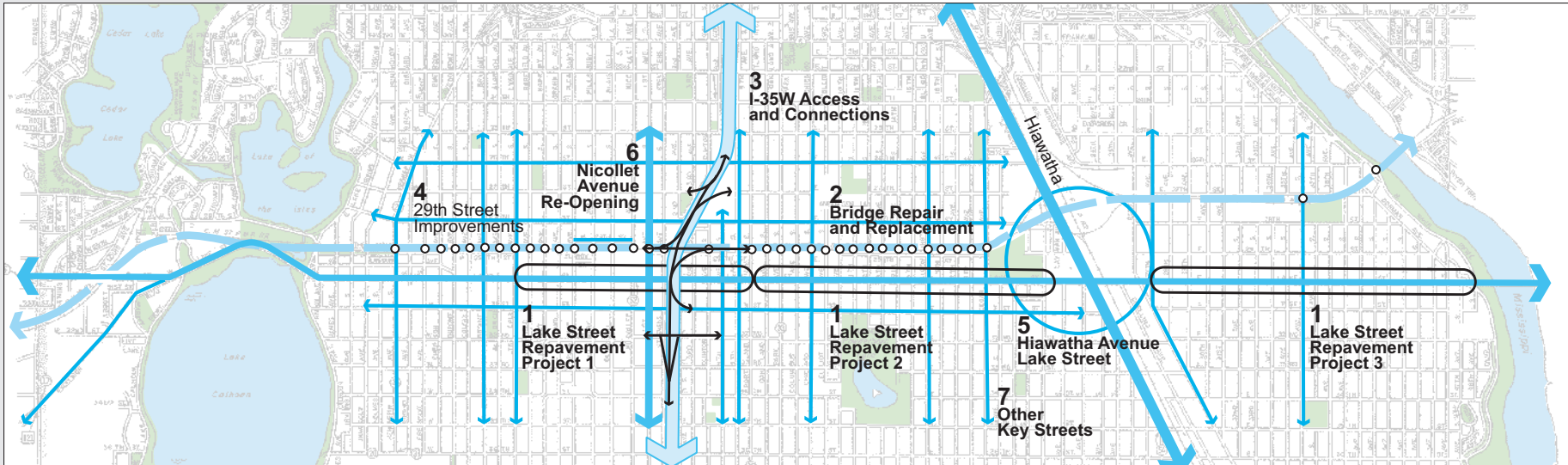


Lake Harriet trolley, courtesy Minnesota Transit Museum.

Infrastructure Connections

A number of key infrastructure initiatives and implementation projects are currently underway throughout the corridor including:

- 1** Lake Street Repavement Project
- 2** Bridge Repair and Replacement
- 3** I-35W Access and Connections
- 4** 29th Street Improvements
- 5** Hiawatha Avenue/Lake Street
- 6** Nicollet Avenue Re-opening
- 7** Other Key Streets



1 Lake Street Repavement

The process of revitalization and regeneration along Lake Street has already begun. Lake Street is on the rebound and at the same time is redefining its role in the Corridor. With this increased interest and activity, there is greater pressure for the City and County to respond with a variety of infrastructure and public realm improvements to support development, promote safety and catalyze private investment. The following strategies are key to the ongoing success of Lake Street initiatives:

- Piggyback streetscape improvements with already funded infrastructure projects such as the county repavement project scheduled to begin in the year 2001.
- It is crucial that the guidelines for streetscape improvements described in this and other city/neighborhood documents be included early in the program and design discussions continue through the implementation phases.
- In addition to the already funded projects, neighborhoods must work closely with the City and County to effect changes in street design, including wider sidewalks, improved lighting, transit stops and site furnishings, ample areas for trees and plantings, state-of-the-art/safe street crossings and other streetscape improvements.
- Secure funding to insure excellent streetscape improvements including specific allocations for ongoing maintenance and repair programs. Creating places that people care about is essential and providing the means to take care of them needs to be included in every project budget.
- Establish a Special Services District to insure the continuity of quality maintenance, garbage collection and other business needs for the length of Lake Street.

It is important to note that the proposed County repavement project generally covers improvements from curb-to-curb, basically the width of the street. The potential for streetscape enhancements from “back of curb” to building wall is also being pursued by the City and County as a separate but integrated project through application for TEA-21 Grant monies.



The detail and variety of the pedestrian environment at 50th & France



Transit shelter, lighting, and paving improvements in St Louis Park

2 Bridge Repair and Replacement

The visual quality, traffic carrying capacity and structural stability of the many bridges spanning the Greenway corridor have rapidly become significant issues for discussion, additional study and action.

Original construction of these bridges occurred in the early 1900's as excavation for the railroad trench was completed. Unfortunately, because they were all built at nearly the same time, they will all need to be repaired or replaced at the same time.

While bridge repair or replacement represents a large sum of money, financial impacts may not be the only reason for concern. These bridges have provided the opportunity for the grade separated transit line below and the continuation of the street grid pattern above. This street grid is a key element in the flow of vehicle, bicycle and pedestrian movement throughout the corridor. Interruption of the pattern of streets and sidewalks, as we've learned from the past, produces a number of negative effects related to safety, security and neighborhood livability. There may be some location-specific reasons to remove a bridge, but generally the bridges are a wonderful asset and should remain as much as possible in keeping with the history of the area.

A comprehensive analysis of bridge condition and recommended next steps should be completed in conjunction with the corridor-wide traffic and parking study currently being pursued by the City and County.



Examples of the many bridges that cross this corridor



3 I-35W

This Framework Plan has already described the relationship between freeway systems and the existing patterns of core city neighborhoods. While there is no easy solution to the impacts created along these margins, extensive landscaping, visible/accessible transit stations and appropriate ramp connections may all contribute to significant improvements for adjacent communities.

A design and feasibility study currently underway (entitled 'Phillips Partnership Transportation Initiative I-35W Access Project') explores a variety of options to more directly link I-35W with Lake, 26th and 28th Streets.

The following issues must be addressed as key components related to I 35W:

- Provide easily accessible and visually attractive on and off ramps from Lake Street to I 35W. While this reconnection to the regional freeway system will make Lake Street an easy destination and help revitalize its commercial viability, it also impacts land use (both existing and proposed) adjacent to these access locations. A balance between convenience, accessibility and the quality of the public realm must be established to ensure neighborhood vitality and livability.
- Improve the functional and aesthetic quality of the surface streets in and around the freeway ramps to guide visitors to their commercial, institutional, business and residential destinations along a safe and inviting network of streets. Well designed local streets, encourage people to visit local shops and restaurants.
- Balance local and regional uses of Lake Street and other major surface streets in the district. Recognize the corridor's role in a larger transportation network. As with many urban streets, a variety of uses must be accommodated. This should be done gracefully, with attention paid to balancing the uses of the street - shared between vehicles, pedestrians and bicycles.
- Improve signage and orientation systems throughout, using a coordinated, well-designed system that allows for flexibility and individuality. It is important to consider the experience of the pedestrian and car alike. Systems designed to capture only the driver's attention are overscaled and inappropriate for urban neighborhoods with significant pedestrian traffic.



The impact of freeways on urban neighborhoods.



The interstate highway is a daunting barrier, yet provides opportunities for access and connections to area destinations.

4 29th Street



View of 29th Street as it runs along the edge of the Greenway Corridor.

Much of the discussion related to 29th Street has focused on streetscape improvements and the visual character of the street itself. In the context of this chapter - Connections - it is important to emphasize the key role 29th Street plays both as a neighborhood street and also as a connection/interface between the Greenway and the commercial centers along Lake Street. Its unique location along the Greenway edge provides opportunities for active and passive interaction and surveillance of trail users while at the same time providing an important street level, east/west link between amenities and attractions at each commercial node.

Its history as a back door street has resulted in a physical pattern that is expensive and challenging to change, yet that is precisely what must happen to support the Greenway and transform the perception of the corridor. 29th Street should become an exemplary city street - a strolling street - where pedestrians, bikes, cars and perhaps eventually the Lake Harriet trolley extension can commingle in an engaging urban environment. The vision for this narrow road includes front doors to homes, businesses and perhaps some smaller commercial establishments, a full canopy of trees, good lighting, new iron fencing and well-designed overlooks to the greenway with benches and landscaping.

While not a continuous right of way the length of the corridor, there is a key opportunity to enhance the connection where the street does exist. The following issues must be addressed as key components for the reinvention of 29th Street:

- Reconstruct 29th Street as a quiet local street, providing parallel parking on at least one side and including sidewalks on both sides of the street.
- Develop overlooks along the sidewalks to encourage interaction between the street level, and the Greenway, and increase casual surveillance of the corridor.
- Provide additional links between the Greenway and 29th Street (ramps and stairs) to create and enhance walking and bicycling connections to public transit, centers of activity, attractions on Lake Street and neighborhood parks and other amenities. A key component of this connection between the Greenway and Lake Street should include visual cues and identifiers (columns, arches, sculpture) that invite people to the Greenway, especially where access ramps and stairs are provided.
- In areas where 29th Street disappears, continue a gracious public pedestrian walkway along the south rim. Secure funding to purchase easements as required. This walkway promenade provides a continuous pedestrian/bicycle link through the corridor, even where automobiles can't travel.
- Develop a continuous public promenade on the north rim, promoting the concept of interconnected walking loops from the neighborhood to Lake Street and around the Greenway. Secure funding to purchase easements as required. This further promotes the idea of choices for both active and passive recreational use - an equally wonderful experience to walk around the block, around the neighborhood or into the surrounding communities.

5 Hiawatha/Lake Street

Much like I-35W to the west, the Hiawatha Avenue corridor presents a significant challenge to reconnect adjacent neighborhoods and area amenities. Particularly at the crossroads at Lake Street, soon to be a major hub of activity, housing and jobs, these primary travel routes must be both visually pleasing and functional for a mix of vehicles, pedestrians and bicycles. Streetscape enhancements such as lighting, plantings, signage, furniture and other improvements will provide the backdrop for additional development opportunities in the area.



6 Nicollet Avenue Reopening

A Task Force has been established for the purpose of making redevelopment, roadway, transportation and streetscape design recommendations for Nicollet Avenue from 28th Street to 62nd Street. By resolution, the City of Minneapolis recognizes that Nicollet Avenue is a major corridor serving southwest Minneapolis as a gateway, thoroughfare and destination with opportunities that include housing, shopping, services, dining, recreation, worship, education, and employment. It is critically important that issues related to redevelopment, transportation, streetscape and land use be explored and resolved as part of the overall corridor plan.



7 Other Key Streets

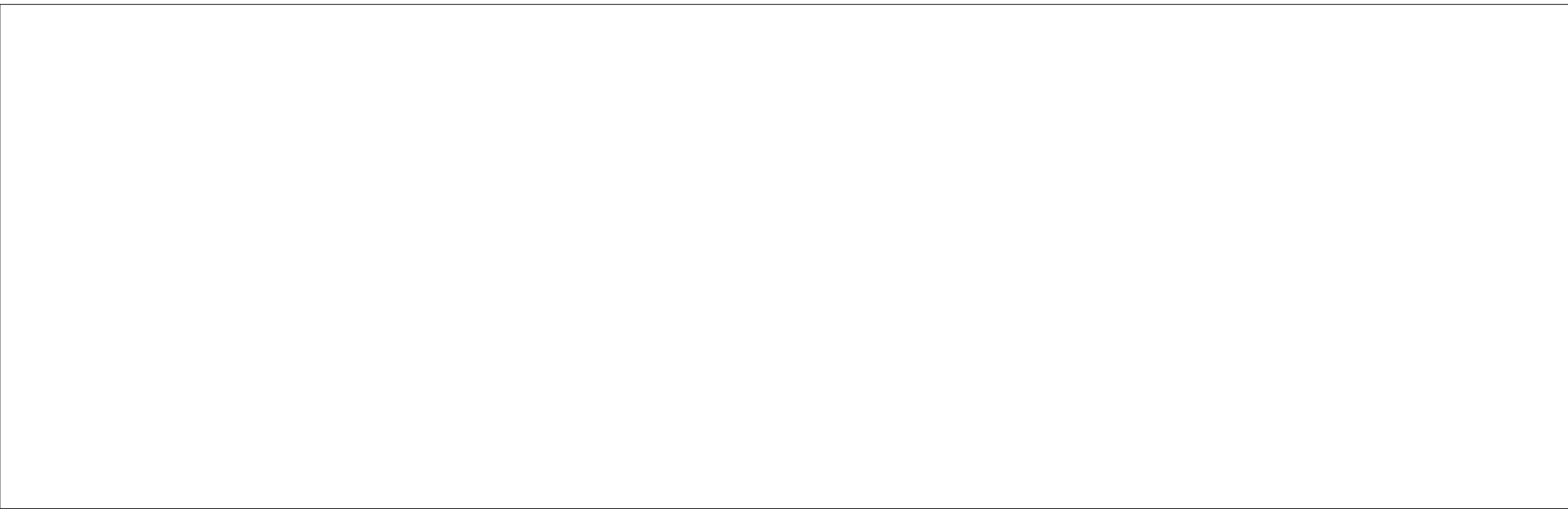
As described and mapped in chapter 4, there are many important streets that provide key connections within and between neighborhoods throughout the corridor. Each of the focus areas along the corridor have identified several key streets requiring streetscape improvements in support of future development opportunities. In addition, a corridor-wide study of traffic patterns, parking needs and bridge repair/replacement has been proposed.



Parks, Trails & Open Space Connections

A number of key parks, trails and open space initiatives and implementation projects are currently underway throughout the corridor including:

- 1** The Midtown Greenway
- 2** Proposed Dedicated Park Opportunities
- 3** Proposed Public Green Space Integrated with Development
- 4** Green Streets - Links to Existing Parks



1 The Midtown Greenway Corridor

Perhaps the greatest potential to transform the Midtown Corridor lies with the Greenway itself. There is strong community interest and public commitment to develop the Greenway as a signature green space - a pleasant environment where people can enjoy a more natural setting in the heart of the city. This idea is the fundamental underpinning for all other improvements in the area. This Greenway renaissance provides a broad range of opportunities for development and, equally important, an excellent mix of recreational activities and regional connections. A tremendous amount of effort and resources have already been expended to make this happen - yet there is so much more to be done!

The following issues must be addressed as key components of the Greenway development:

- Promote the Greenway as an inviting, safe and fun place to be.
- Promote Greening the Greenway as a key initiative in this corridor, providing a wonderful opportunity for partnerships and participation through a variety of planting programs. Several examples of recent successes in this Greening effort include the DNR Metro Greenways grant for the Lake of the Isles area, the donation of trees to the city from the University of Minnesota and numerous neighborhood based planting plans, clean-up activities and the Midtown Greenway Coalitions' Adopt a Greenway Program.
- Explore, define and implement numerous public art projects throughout the corridor. This not only adds to the richness and variety of corridor amenities but also celebrates cultural diversity, neighborhood individuality/identity and our connection to the environment.
- Safety and security must be primary considerations in and around the Greenway. Allow maximum opportunity for observation when developing the Greenway edge. Policing must be regular and highly visible, with easily identifiable access points.
- Provide a variety of amenities at Greenway bridges and other locations from which to observe activity in the Greenway (for example, overlooks, sitting areas and other bridgehead improvements). Secure funding for bridge maintenance to enhance pedestrian/bicycle use.



Concept plan of DNR Metro Greenways Lake of the Isles lagoon area planting project.



photo courtesy of Great River Greening



2 Proposed Dedicated Park Opportunities

One of the most exciting, yet challenging opportunities in the overall strategy for park and open space in this corridor is the addition of public park space directly adjacent to the Greenway. There are several key locations along the corridor that should be explored and promoted for this use including:

2a

Park connection between Lake Calhoun and the Calhoun Commons Village Center along Excelsior Boulevard: This piece of Park Board property could be improved to include a system of walkways linking the just completed recreational trails around the Lake with the proposed streetscape/sidewalk improvements along Excelsior Boulevard. This new park connection could also feature wetland ponds, walls and bridges (similar to the newly constructed wetlands west of Lake Calhoun), picnic shelters, bike racks and storage, new lighting and landscape improvements.

2b

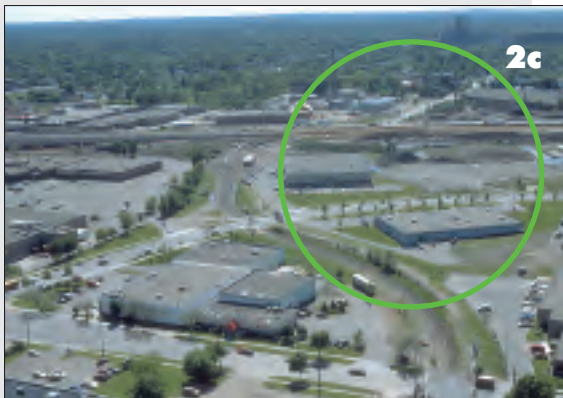
Public park at the 5th Avenue / Greenway crossroads: This new park opportunity is located at the mid-point between the Chain of Lakes and Hiawatha Avenue. At this location, it offers a perfect opportunity for destination park, rest stop and also a key at-grade connecting link to surface streets and to attractions along Lake Street and the rest of the corridor.

2c

Park space along either side of Hiawatha Avenue as part of the future Greenway overpass: This new park not only announces the Greenway as a key east/west link, but also provides a more gracious connection to the Hiawatha Avenue Transit Station and bikeway corridor. This potential trail head should include a number of rest stop amenities such as rest rooms, drinking fountain, bike racks and bike storage, lighting and landscape improvements.

2d

There are numerous vacant, underutilized or remnant (small, abandoned) properties along the Greenway edge that should be examined for potential park use.



3 Proposed Public Green Space Integrated with New Development

The potential to integrate a variety of public green space with new and existing development is also an important opportunity throughout this corridor. These pocket parks, public squares, sitting areas and other types of public spaces provide the richness, variety (and to some extent) the unique neighborhood identity that characterizes memorable placemaking. These public spaces also provide important visual and physical connections between the built edge and the street, reinforcing the idea of casual surveillance as a part of everyone's daily routine. Several new development projects have already integrated public space as a key component in their site planning and detailed design work, including the Urban Village Pedestrian Promenade and the Great Lake Center plaza area.



4 Green Streets - Links to Existing Parks & Neighborhood Assets

There are numerous existing City parks and other public spaces within the corridor that play an important role in the community. The idea of green street connections emerged as a means to tie together many of these already recognized and heavily used park spaces. The character of these 'green streets' will be much enhanced by additional lighting, benches and other street furniture, crosswalk markings, traffic calming where possible, traffic signing/signals and landscape improvements.

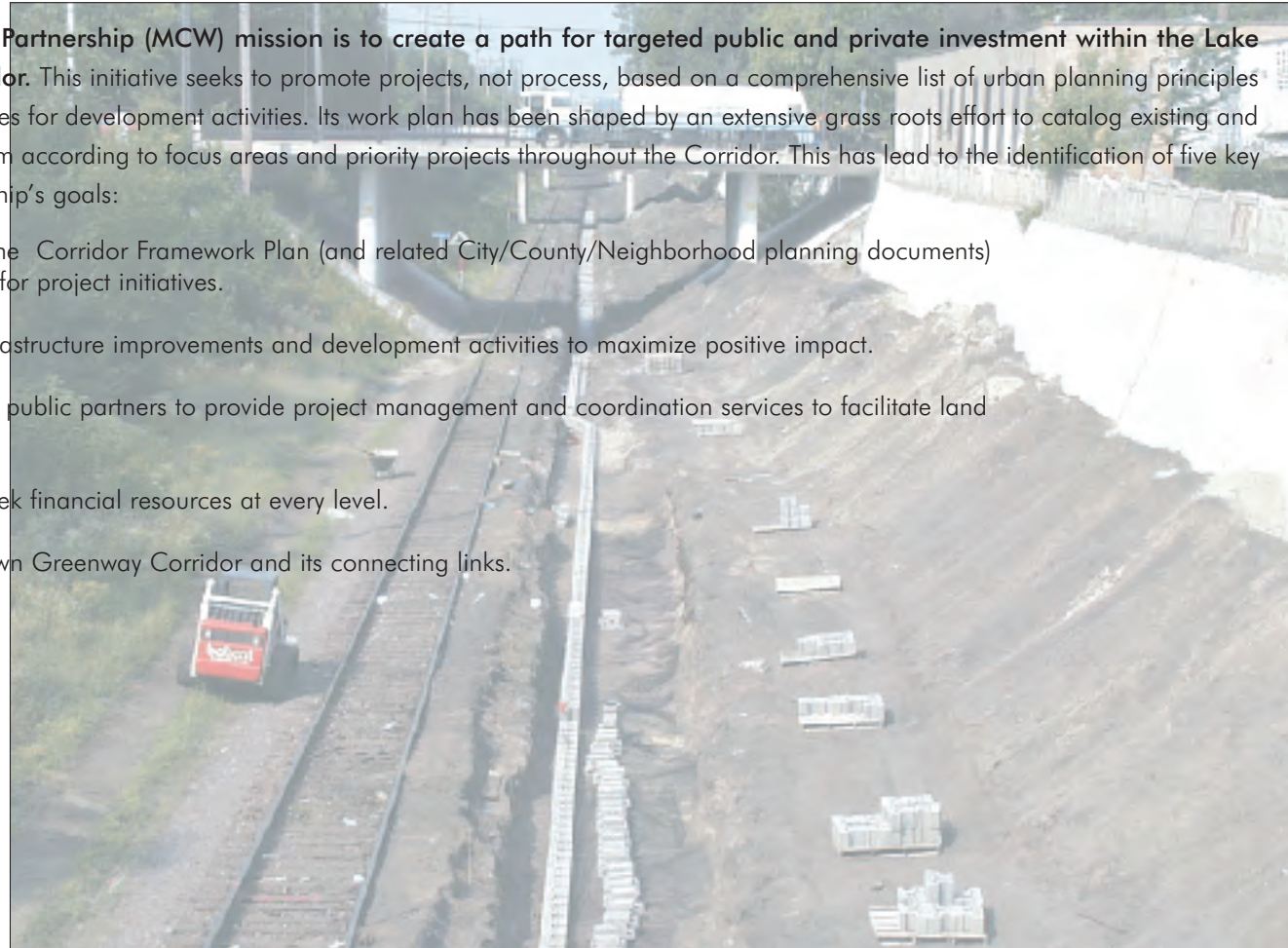
These key connector streets will provide a network of suggested routes for residents, workers and visitors to follow that takes best advantage of neighborhood assets. A creative, community-wide system of pedestrian level signage and other way-finding techniques (maps, paving patterns) should be pursued.



MCW Implementation Strategies

The Midtown Community Works Partnership (MCW) mission is to create a path for targeted public and private investment within the Lake Street Midtown Greenway Corridor. This initiative seeks to promote projects, not process, based on a comprehensive list of urban planning principles and a set of specific design guidelines for development activities. Its work plan has been shaped by an extensive grass roots effort to catalog existing and planned initiatives and organize them according to focus areas and priority projects throughout the Corridor. This has led to the identification of five key strategies to implement the Partnership's goals:

- Guide development, utilizing the Corridor Framework Plan (and related City/County/Neighborhood planning documents) building broad-based support for project initiatives.
- Facilitate the integration of infrastructure improvements and development activities to maximize positive impact.
- Work in cooperation with area public partners to provide project management and coordination services to facilitate land assembly activities.
- Creatively and energetically seek financial resources at every level.
- Promote the Lake Street Midtown Greenway Corridor and its connecting links.



Midtown Greenway under construction, Fall 1999.

Chapter 6

Implementation: Getting Things Done

Introduction

This Framework Plan is intended to effect change by guiding decision-making, helping to shape policy and directing physical development. With or without planning, cities inevitably change. Lake Street and adjacent neighborhoods have experienced a number of these changes in the past forty years. It is a unique set of circumstances that now places this corridor on the threshold of yet another transformation, one that promises to bring South Minneapolis much closer to its roots as a true mixed-use neighborhood, closely aligned with public transit and a strong commercial and housing base.

A key component of this unique opportunity is the creation of the Midtown Community Works Partnership (MCW) with membership including local corporate/institutional executives, the Mayor of Minneapolis, Metropolitan Council Chair, Minneapolis City Council members, and Hennepin County Board of Commissioners. Formed in early 1998, MCW is committed to unifying public policy around a common vision for the Lake Street Midtown Greenway Corridor and to mobilize public and private investment to implement this vision.

Goals of the Partnership are threefold;

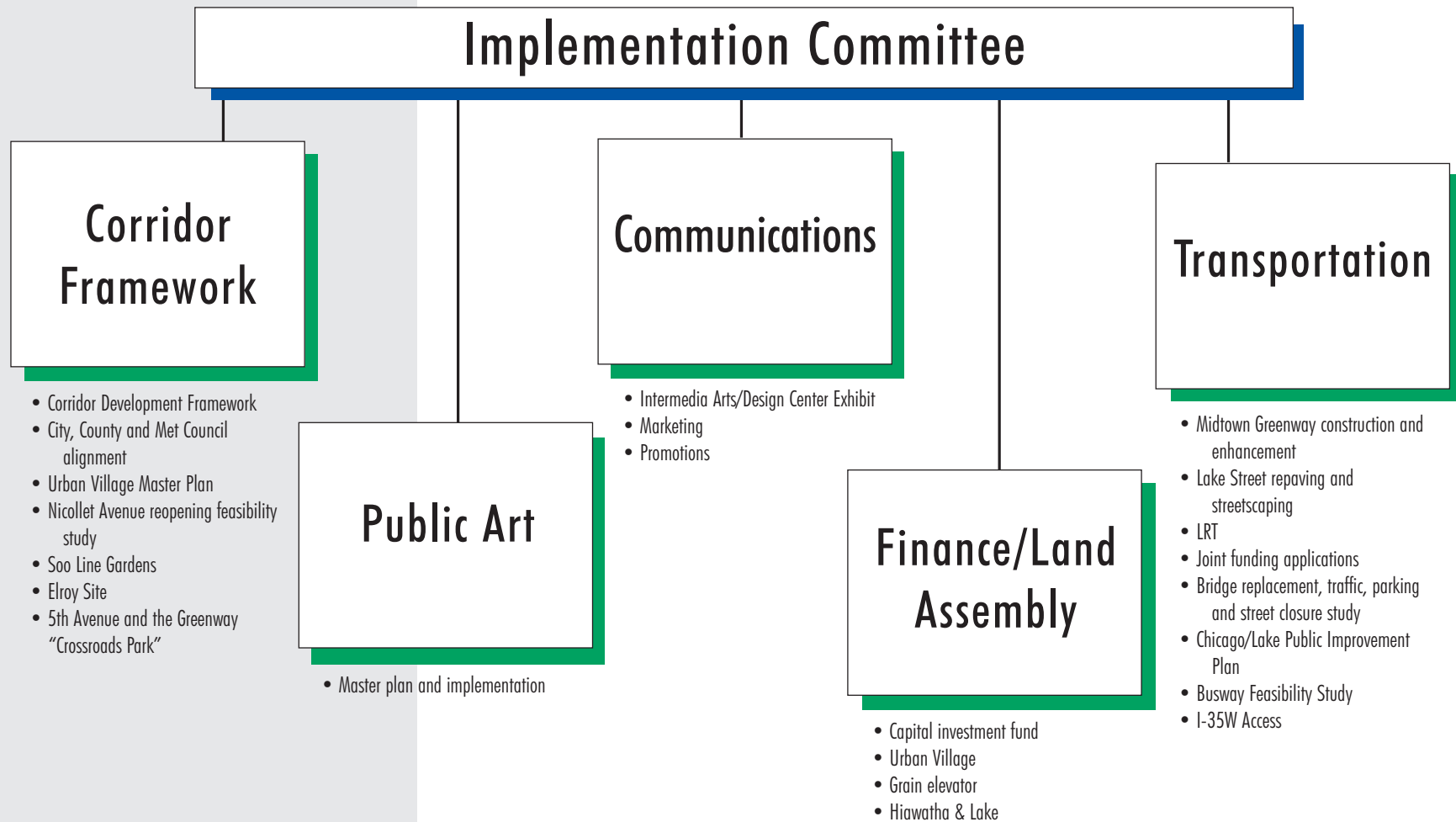
- 1** Enhance economic vitality within the Corridor,
- 2** Support a balanced transportation system and improve the integration of the Corridor within the City and the region,
- 3** Enhance public safety and community vitality within the Corridor.

The primary focus of MCW is to facilitate specific projects with tangible effects. Identification of these projects and setting an agenda for Corridor priorities is the centerpiece of this Framework Plan and the core of the MCW Partnership's role in this effort. Implementation of recommended projects will be coordinated through the newly formed **Implementation Committee** whose specific charge is to carry out the priorities described in the following: **MCW 2000 Corridor Priorities**.

New projects in the Midtown Corridor



MCW Partnership



The MCW Implementation Committee

Overview

The Implementation Committee was formed to carry out the priorities of the MCW Partnership. Its members include key staff from each public agency and representatives of the private partners. It meets monthly to coordinate public/private project implementation, share information and problem solve. It is guided by the MCW 2000-Corridor Priorities Chart which identifies each project, its cost, funding source, funding submission deadlines and projected implementation schedule. In addition, the progress of each subcommittee is reviewed and items are acted on as needed. Subcommittees include:

Corridor Framework

This Corridor Framework Plan was developed to foster a unified vision and implementation strategy for the Lake Street Midtown Greenway Corridor. The Framework was shaped through an extensive community process, has the buy-in of our public partners and is market-based. It identifies overall corridor planning principles and design guidelines and is focused on building economically vital, livable places and strong connections to the surrounding community and the region. It will be adopted by the City of Minneapolis and Hennepin County and will direct development, policy and capital improvements.

Several projects are underway that are being guided by the Framework principles including:

- Design and construction of the Midtown Greenway
- Lake Street Improvements
- Feasibility study for reopening Nicollet Avenue
- Variety of development projects

Public Art Committee

MCW was awarded a grant from the Bush Foundation to develop a master plan and implementation strategy for public art in the Midtown Greenway. The Freeman/Whitehurst Group was selected as the project consultants with work beginning in early 2000.

Communications Committee

A strong communications strategy is essential to promote the Midtown Corridor Vision. MCW's Communications Committee is working to develop communication materials, events and partnerships to promote the corridor vision and the many projects and initiatives already underway. In addition, Intermedia Arts and the Design Center are planning an exhibit that will showcase artists' vision for the Corridor. A stunning photo essay by artist Wing Young Huie featuring photos all along Lake Street will be implemented in the spring, 2000.

The Framework Plan, monthly updates and the MCW brochure are intended to inform and educate corridor stakeholders. A comprehensive 5 year marketing and public relations plan is also being developed. Marketing includes everything you do, say or visually communicate to obtain the desired results. This strategic plan will recommend specific strategies and tactics to achieve these results.

Finance/Land Assembly Committee

The MCW Partnership established a Finance and Land Assembly Committee to assist new projects with 'bridge' financing, making funds available for up-front development costs ultimately repaid through tax increment financing. Representatives from Norwest Bank, Fannie Mae, Hennepin County, the Metropolitan Council, the City Finance Director and the Executive Director of the Minneapolis Community Development Agency have developed a new model to provide this bridge financing through an investment fund approach.

The MCW Investment Fund initially envisions ten initial investors providing \$1 million each. This fund will establish a working model, using the proposed Urban Village development as a demonstration, with hopes that this process can be replicated for subsequent projects. Investors could be repaid within 3-4 years when the City's bonds are sold, or they could allow their investment to be utilized again for another project offering. The success of the fund will depend in large measure on the success of the individual development projects. Thus the MCW Finance Committee will pay careful attention to the real market potential of individual projects.

The initial offering for the MCW Investment Fund is planned for early 2000, and funds will be available by April, 2000.

Transportation Task Force

The Transportation Task Force's purpose is to monitor the construction of the Midtown Greenway, assist with the Lake Street Repaving and Streetscaping Project, support construction of the Hiawatha LRT, facilitate joint funding applications, oversee the bridge replacement, traffic, parking and street closure study and align transportation capital improvement projects.

MCW 2000 Corridor Priorities

The matrix of policy and project priorities outlined on the following pages represents the synthesis of intense study and focused discussion related to the revitalization of the Lake Street Midtown Greenway Corridor. These priorities are not just about new development, but also suggest an awareness of corridor strengths, wonderful diversity and overall neighborhood character. The intent is to support and enhance existing business, institution and housing as key components of the redevelopment strategy, while at the same time actively seeking new projects that will serve to ignite reinvestment throughout the corridor.

Information in the matrix is organized under three headings:

- 1 Policy Issues**
- 2 Infrastructure and Open Space**
- 3 Development Opportunities**

The matrix also highlights two key pieces of information according to the following symbols:

Funding Status



Not Funded



Partially Funded



Fully Funded

Project Status



Planning Phase



In Progress



Completed

Policy Issues	Responsibility	\$\$	Funding Source	Submit	Decision Date	Implement
1. Adopt Corridor Framework as a policy document to guide Implementation of the City's Comprehensive Plan and identify near-term strategies to encourage development priorities.	City of Mpls	n/a	n/a	n/a	n/a	12/01/99
2. Adopt Corridor Framework as a Hennepin Community Works Policy Guide.	Hennepin Cty	n/a	n/a	n/a	n/a	12/01/99
3. Adopt Corridor Framework as a demonstration model to Implement the Regional Blueprint	Met Council	n/a	n/a	n/a	n/a	12/01/99
4. Align Capital Improvement Budgets.	City of Mpls Hennepin Cty	n/a n/a	CLIC County Budget	08/01/99 08/01/99	12/15/99 12/15/99	2000-2004 2000-2004
5. Submit joint TEA-21 application	City of Mpls Hennepin Cty	n/a	TEA-21	09/20/00	01/31/00	2000-2004
6. Integrate Corridor Framework with corridor-wide traffic, parking, bridge replacement, and street closure.	City of Mpls Hennepin Cty	n/a	n/a	n/a	n/a	12/01/99

Infrastructure and Open Space		Responsibility	\$\$	Funding Source	Submit	Decision Date	Implement
1. Midtown Greenway							
a. Phase 1 design, construction and safety improvements (France Avenue - 5th Avenue)	●	City of Mpls	1.071 m. 1.162 m. 350,000 170,000 668,000	ISTEA HCW HCRRRA MnDOT City of Mpls	secured	n/a	11/30/99
b. Expand landscaping in Phase 1 (32 blocks) Isles/Calhoun Lagoon Project (<i>adopt a block: implementation and maintenance</i>) Greening Project	◐	Mpls Pk Brd Hennepin Cty/ City of Mpls	50,000 450,000 inkind	Metro Greenway public/private U of M	secured TBD n/a	n/a TBD n/a	1999-2000 2000 1999-2000
c. Purchase grain elevator; relocate Rahr Malting	◐	Hennepin Cty	6 m. 1m.	TEA-21 Hennepin Cty	09/20/00 secured	01/31/00	1999-2000
d. Phase II design and construction (5th Ave - Hiawatha Ave)	●	Hennepin Cty City of Mpls	1.185 m. 638,000	TEA-21 City of Mpls	secured secured	n/a n/a	2001-2002
e. Phase III design and construction (Hiawatha Ave - Mississippi River)	●	Hennepin Cty/ City of Mpls	890,000 479,000	TEA-21 City of Mpls	secured secured	n/a n/a	2003-2004
f. Phase II/III safety and landscaping (48 blocks) landscaping security: blue phones and security cameras lighting: fixtures and bridges	○	Hennepin Cty City of Mpls	750,000 770,000 346,000	public/private TEA-21 public/private	TBD 09/20/99 TBD	TBD 1/31/00 TBD	2002
g. Complete express bus feasibility study	●	Hennepin Cty	152,850	Hennepin Cty	secured	n/a	10/01/99
h. Secure express bus implementation funding	○	Metro Transit	TBD	State Bonding	01/01/00	05/01/00	2003
i. Establish plan and budget to integrate safe Greenway crossing, LRT station, Lake Street east/west pedestrian connection and express bus function at Hiawatha Ave and Lake Street	○	Hennepin Cty/ City of Mpls	TBD	TEA-21	2001	2002	2003
j. Establish plan and budget to bridge over the Mississippi River	○	Hennepin Cty/ City of Mpls	TBD	TBD			
k. Select consultant team to establish and implement public art master plan	●	MCW	100,000	Bush Fnd	07/01/99	11/03/99	2000

Infrastructure and Open Space (cont.)		Responsibility	\$\$	Funding Source	Submit	Decision Date	Implement
2. Lake Street							
a. Establish repaving plan/budget (Lyndale - River) Lyndale - I 35W I 35W - 21st Avenue 21st Avenue - 27th Avenue 27th Avenue - River	●	HennepinCty/ City of Mpls Hennepin Cty/ City of Mpls MnDOT Hennepin Cty/ City of Mpls	2.7 m. 300,000 6.585 m. 415,000 1.4 m. 3.6 m 400,000	Hennepin County TEA-21/asesmnt Hennepin County TEA-21/asesmnt MnDOT Hennepin County TEA-21/asesmnt	secured 2001 secured 2001 secured secured 2001	n/a 2002 n/a 2002 2002	2001-2002 2002 1999 2003
b. Establish streetscape plan/budget: Lyndale - the River (50 blocks @ 150k/block)* Lyndale - Calhoun Pkwy (13 blocks @ 200k/block) Calhoun Parkway - Excelsior (VanValkenberg Plan) Excelsior - France (3 blocks @ 10k/block) Abbott - France on Excelsior	○	Hennepin Cty/ City of Mpls Mpls Pk Bd Hennepin Cty	7.5 m. 2.6 m. TBD 450,000 675,000	TEA-21 public/private public/private public/private public/private	09/20/99	01/31/00	2001-2002 2001
c. Establish special service district	○	City of Mpls	TBD	public/private			2001
3. 29th Street Promenade							
a. Implement Urban Village demonstration project between Lyndale and Dupont	○	City of Mpls MCDA	400,000 600,000	TEA-21/LCA City of Mpls	09/20/99	01/31/00	2001
4. I 35W Access							
a. Ramp design	●	Hennepin Cty	2.2 m.	FHA/MN DOT/	secured	n/a	n/a
b. Determine feasibility of converting 26th/28th one-ways to two-way streets	●	Phillips Partnership		Hennepin County City of Mpls			08/01/99
c. Determine preferred alternatives	●						01/01/00
d. Integrate ramps and surrounding land uses	●						01/01/99
e. Secure construction funding	○		TBD	MnDOT	05/01/00		06/01/01
f. Establish plan and budget to green freeway edge	○	MnDOT	42,000	TEA-21	2001	2002	2002
g. Lake/I 35W Transit Station	●	Met Transit	1.6 m.	FTA	secured		1999-2000
h. I 35W Service Improvement	○	Met Transit	7.0 m.	TEA-21	09/20/99	01/31/0	2001
5. Hiawatha Light Rail Transit							
a. Support LRT implementation	●	MNDOT	170 m.	FTA/County/MN	1999-2000	2000	2003
b. Support LRT implementation	○		380 m.	FTA unsecured			
6. Parks and Open Space							
	○						
			Total Not Funded	409.3 m.			
			Total Funded	195.9 m.			

Development Opportunities		Responsibility	\$\$	Funding Source	Submit	Decision Date	Implement
1. Land Assembly							
a. Establish public/private funding/financing tools		MCW	n/a	public/private			2000
b. Marshall resources	◐	MCW	TBD	public/private			2000
2. Urban Village							
a. Secure funding, e.g. TIF, Hennepin County, Met Council, DTED, NRP, PHA, credit enhancement to complete land assembly, relocation, demolition and site improvement activities	◐	MCW/MCDA	13 m.	public/private	various	12/31/99	01/01/00
3. Elroy Site							
a. Articulate Elroy site development guidelines based on Corridor Framework; issue RFP to solicit developers	●	MCDA	?	secured	n/a	n/a	1999
4. Soo Line Gardens							
a. Resolve land use issues	●	Hennepin Cty	Tax Forfeiture	secured	n/a	n/a	1999
5. Nicollet Avenue Re-opening							
a. Complete feasibility analysis	●	MCDA	n/a	secured	n/a	n/a	12/01/99
6. Honeywell Campus							
a. Determine Honeywell Campus redevelopment plan	n/a	Phillips Partnership	n/a	n/a	n/a	n/a	12/31/99
7. Great Lake Center							
a. Establish integrated public improvement plan	◐	STA	TBD	public/private			2001
8. Hiawatha Avenue and Lake Street							
a. Complete market analysis	◐	MCDA	50,000	secured	n/a	n/a	10/01/99
b. Complete land use plan	◐	Hennepin Cty	200,000	secured	n/a	n/a	2000
c. Assemble development parcels	◐	MCDA	TBD	public/private	2000	2000	2000-2001
9. East Lake Street							
a. Identify development opportunities	◐	MCDA/Planning	n/a	secured	n/a	n/a	12/01/99

The Lake Street Midtown Greenway Corridor is an exciting, dynamic place - with neighborhoods characterized by increasing demands and rapid change. To meet those needs, this Framework Plan represents a beginning, not an end, casting a strong image and direction with the flexibility to be updated as projects are completed and new priorities are identified in response to changing needs in the Corridor. Input from various neighborhood associations, business groups, elected officials and other stakeholders is key to understanding these specific needs and future demands while addressing the more general objectives defined in this Framework Plan. Both private and public sector initiatives must support each other to ensure success.



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