Chapter 3 identifies the recommended priority projects for the Minnehaha-Hiawatha Community Works (MHCW); eight catalyst projects followed by ten springboard projects. These projects are intended to leverage private reinvestment from property owners, businesses and developers, and attract redevelopment to all three diagonal districts. In general, MHCW is focused on public infrastructure improvement projects.

**Eight (8) Catalyst Projects**

A catalyst project is one that will provoke or accelerate significant change or action in the corridor. These projects are considered the most important projects as they can make transformative changes in the corridor into the future. For the purposes of the Corridor Framework, a catalyst project is defined as having the following characteristics:

- **Big Move (Momentous)** – large scale and significant public investment
- **Transformative** – ability to significantly change the look and character of a street or site (not necessarily the function)
- **Unique** – ability to serve as a precedent, pilot or demonstration project
- **Representative** – addresses an expressed or obvious need, addresses a desired outcome
- **Enduring** – is a lasting improvement and not something that is easily undone
- **Stimulative** – ability to jump start or bring about other private or public investment
- **Measurable** – can be easily measured in quantifiable and qualitative terms
- **Phased Implementation** – may be done in phases or increments

Based on a preliminary ranking of projects, the following group of catalyst projects are recommended as having the greatest potential for accelerating revitalization and improving livability in the corridor. These projects also represent major improvements and investments in each of the major diagonals and districts. At this point, the catalyst projects are not ranked and are simply listed in sequence based on project number.

- Coordinate with Hennepin County Transportation on reconstructing Minnehaha Avenue / CSAH 48 as a Complete Street, Green Street and Active Living project – Project #26
- Study and implement Hiawatha Avenue / MN 55 traffic signal improvements - Project #27
- Improve pedestrian crossing safety and experience of Hiawatha Avenue / MN 55 signalized intersections – Project #28
- Plan and build a diagonal greenway connecting the Midtown Greenway and Minnehaha Park / Grand Rounds – Project #31
- Redvelop the SW quadrant of Lake and Hiawatha site (2225 East Lake Street) as a transit-oriented development with public realm amenities – Project #37
- Reconstruct 38th Street between the LRT station and Minnehaha Avenue as a Complete Street and neighborhood gateway – Project #39
- Design and build Snelling Ave extension south of 46th Street to Hiawatha Ave – Project #42
- Reconstruct 46th St / CSAH 46 as a Complete Street, Green Street, and neighborhood gateway - Project #44

Redevelopment of the SW quadrant of Lake and Hiawatha site (2225 East Lake Street), which is one of the recommended catalyst projects, should capitalize on its location directly next to the Lake Street/Midtown LRT Station (shown above).
Project #26: Coordinate with Hennepin County Transportation on reconstructing Minnehaha Avenue/CSAH 48 as a Complete Street, Green Street and Active Living project

The reconstruction of Minnehaha Avenue (CSAH 48) is identified on the County’s five-year CIP for reconstruction in years 2013-2014. The City’s funding for this street project comes from its CSAH Paving Program in its CIP, which provides funding for Hennepin County Cooperative Roadway Projects. To optimize the reconstruction of this major street in the corridor will require the coordination of several related projects, including potential reconstruction of cross-streets (38th Street and 46th Street), potential redesign/redevelopment concepts along Minnehaha Avenue, desired transit service improvements, and stormwater management improvements. With the County’s adoption of its Complete Streets policy and Active Living program in 2009, the design and reconstruction of Minnehaha Avenue will be treated as a Complete Street and an Active Living project. In addition, this reconstruction project presents a timely opportunity to transform Minnehaha Avenue into a Green Street that would improve the corridor’s natural environment.

Sequencing of Coordinated Projects:
Prior:
1. Create potential redesign concepts for existing commercial nodes along Minnehaha Avenue/CSAH 48 - Project #23
2. Create an urban design vision and implementation plan for enhancing Minnehaha Avenue’s unique triangular blocks - Project #24
3. Create alternative land use, building form and urban design plan for 38th Street as an east-west activity center - Project #40

In conjunction:
Provide design and technical assistance for improving the character of Minnehaha Avenue/CSAH 48 as a high quality walking street (#25); Identify and implement stormwater management improvements with street reconstruction projects (#8); Improve transit services consistent with Minneapolis’s PTN goals (#22); Reconstruct 38th Street (#39); Reconstruct 46th Street/CSAH 46 (#44)

Project Work Plan Components:
1. Assemble and review existing data (substantially completed in 2010)
2. Preliminary Design
3. Environmental Review (Phase i of two phases completed)
4. Public Engagement/Involvement (many meetings as groups and with individuals will occur throughout the course of the project)
5. Permitting
6. Detailed Design
7. Municipal Consent and Cooperative Agreement
8. Construction
9. Maintenance

Agency Coordination:
Hennepin County Transportation (lead agency), Minneapolis Public Works, HCWT, Metro Transit, Minneapolis CPED, Longfellow Community Council, Longfellow Business Association

Project Costs:
$10.8 - $14 million

Potential Project Funding Sources:
Hennepin County CIP (CSAH program funding), Minneapolis CIP, Complete Streets “Pilot Project” State Bonding (potential special funding)

Project Timing (planning/construction):
short term (2013 - 2014)
Project #27: Study and implement Hiawatha Avenue/MN 55 traffic signal improvements

The task force for this study began meeting in April 2010. Any improvements to the traffic signals are intended to improve traffic flow for vehicles (autos and buses), pedestrians and bicyclists. In addition to the operation of the traffic signals, the study is also considering street geometric improvements that could improve the operation of the intersections. Consequently, sequencing and coordinating this project with street reconstruction and pedestrian improvement projects is critical.

Planning and implementation of improvements to traffic signals on Hiawatha Avenue (MN 55) also affects the cross-streets at these six intersections, which are 32nd St, 35th St, 38th St, 42nd St, and 46th St. Some of these streets are the jurisdiction of the County (42nd and 46th) and some of the City (32nd, 35th, 38th), so it is important that both the County and City are involved in this project to manage impacts on these cross-streets. The Metro Council has a stake in this project as well, since it operates both the Hiawatha LRT line and bus routes that cross through these intersections (38th and 46th).

Sequencing of Coordinated Projects:

Prior:
1. Conduct a detailed conditions/needs analysis of the corridor's existing pedestrian environment - Project #3

In conjunction:
1. Establish a new roadway functional classification for Hiawatha Avenue/MN 55 within the state and regional roadway system (#30);
2. Improve pedestrian crossing safety and experience of Hiawatha Avenue/MN 55 signalized intersections (#28);
3. Implement the Minneapolis Pedestrian Master Plan objectives and strategies (#4);
4. Reconstruct 38th Street (#39);
5. Reconstruct 46th Street/CSAH 46 (#44)

Project Work Plan Components:
1. Assemble and review existing data
2. Stakeholder meeting and field inspection
3. Preliminary evaluation and qualitative assessment
4. Project team conference
5. Produce final recommendations report
6. Define improvement projects
7. Garner funding for projects
8. Design improvements
9. Implement improvements

Agency Coordination:
Minneapolis Public Works (lead agency) with a Blue Ribbon task force, including FHA, Mn DOT, Metro Council Transit Office of Rail Operations, Hennepin County Transportation, and two top national consultants in the field of traffic signals and railroad operations

Project Costs:
$35,000 - Cost of study (currently underway)
T.B.D. - Cost of construction

Potential Project Funding Sources:
Minneapolis CIP, Mn DOT, SAFETEA-LU, Hennepin County, Metro Council

Project Timing (planning/construction):
short term for study - implementation of improvements are dependent on the outcome/recommendations of the study.
The above diagram shows the five (5) at-grade Intersections along Hiawatha Ave/MN 55 that are in need of pedestrian crossing improvements:

- **First Priority**
- **Second Priority**
- **Third Priority**

### Project #28: Improve pedestrian crossing safety and experience of Hiawatha Avenue/MN 55 signalized intersections

Potential physical improvements to Hiawatha Avenue’s pedestrian crossings would need to be coordinated with the Hiawatha Ave traffic signal improvements study and implementation. This study is being conducted in 2010, however, the feasibility and financing of any traffic signal improvements cannot be determined until after the study has been completed. Any improvements to Hiawatha Ave’s signalized intersections should address the pedestrian environment and issues from crossing Hiawatha Ave all the way to Minnehaha Ave. Intersection improvements will also need to align with potential physical improvements to the cross-streets, including the reconstruction of 38th St and 46th St, planned cross-street bikeways (32nd, 38th, 42nd, 46th), and potential walk/bike crossings of Hiawatha Ave (45th, 37th). In addition, the project (#30) to explore establishing a new state roadway functional classification for multi-modal highways like Hiawatha Ave may open up new opportunities for refining the physical design of Hiawatha Ave to improve the pedestrian crossing environment.

### Sequencing of Coordinated Projects:

**Prior:**
1. Conduct a detailed conditions/needs analysis of the corridor’s existing pedestrian environment - Project #3
2. Study and implement Hiawatha Ave/MN 55 traffic signal improvements - Project #27
3. Establish a new roadway functional classification for Hiawatha Avenue/MN 55 within the state and regional roadway system - Project #30
4. Add walk/bike crossings of Hiawatha Ave/MN 55 and bikeway connections to Minnehaha Ave at 45th and 37th Streets - Project #43

**In conjunction:**
- Reconstruct 38th Street (conceptual design phase) - Project #39; Reconstruct 46th Street/CSAH 46 (conceptual design phase) - Project #44; Build planned bikeways that will cross Hiawatha Ave/MN 55 - Project #1; Implement Mpls Pedestrian Master Plan - Project #4

### Project Work Plan Components:

1. Assemble and review existing data and site observations (completed)
2. Gather community input on pedestrian crossing issues (completed)
3. Research existing studies/best practices for pedestrian crossings and intersection designs (completed)
4. Develop alternative design concepts
5. Conduct evaluation of alternative concepts
6. Gain agreement on preferred design alternative
7. Develop detailed design, cost estimates, and bid package
8. Identify funding source(s)
9. Bid letting and construction of improvements

### Agency Coordination:

- Mn DOT (jurisdiction), Minneapolis Public Works (lead agency), Hennepin County Transportation, Hennepin HCWT, Metro Transit, neighborhood organizations

### Project Costs:

- $10,000 to $30,000 per intersection; overall project cost ranging from $50,000 to $100,000 including design, public involvement and construction.

### Potential Project Funding Sources:

- CIP (County, City), MnDOT, Transit for Livable Communities (Non-Motorized Transportation Program), SHIP, Federal-Aid Highway Programs (includes National Highway System (NHS) program, Surface Transportation Program (STP) including Transportation Enhancement Activities (TEAs) and Hazard Elimination & Railway-Highway Crossing programs, Congestion Mitigation and Air Quality Improvement Program), Federal Transit Program [includes Urbanized Area Formula Grants, Capital Investment Grants & Loans, Transit Enhancement Activity programs]

### Project Timing (planning/construction):

- short term
Projects #31: Plan and build a diagonal greenway connecting the Midtown Greenway and Minnehaha Park/Grand Rounds

Building upon the completion of the Midtown Greenway to the Mississippi River in 2006, the Minnehaha-Hiawatha diagonal greenway would create a strong recreational and open space connection between the Midtown Greenway and Minnehaha Park/Grand Rounds within the corridor. Since the Minneapolis Park & Recreation Board (MPRB) has identified the Hiawatha LRT Corridor as a Project Growth Area Study area in its recently updated Comprehensive Plan, the Minnehaha-Hiawatha diagonal greenway concept has the potential to be the centerpiece of this growth area’s future parks and recreation system. Like the Midtown Greenway, the diagonal greenway would serve as a recreational and commuter link for the neighborhoods, city, and region, therefore, this project should involve regional partners, including Hennepin County, City of Minneapolis, Metropolitan Council, MnDOT, and the railroad companies. In addition, the diagonal greenway could provide more convenient and desirable connection options to the Hiawatha LRT stations. Since construction of a diagonal greenway will depend upon its ultimate location (railroad corridor, Dight Ave, Minnehaha Ave, Hiawatha Ave, etc.), a phasing strategy is necessary to determine the first portion to pursue.

Sequencing of Coordinated Projects:

Prior:
1. Develop a parks, plazas and open spaces plan - Project #17
2. Create alternative land use, building form and urban design plan for 38th Street as an east-west activity center - Project #40
3. Create alternative land use, building form and urban design plan for Dight Avenue - Project #41

In conjunction:
1. Conduct a public input process
2. Estimate future population growth, locations, and household types (completed)
3. Determine existing and future park & open space needs
4. Engage landowners of potential future park lands, e.g. freight rail right-of-way owners, public agencies
5. Engage landowners of potential future park lands, e.g. freight rail right-of-way owners, neighborhood organizations, Metro Transit
6. Develop alternative park & open space concepts
7. Conduct feasibility study of alternative concepts
8. Gain agreement on preferred design alternative
9. Develop implementation plan, e.g. public acquisition, easements, coordination with private redevelopment, etc.
10. Construct diagonal greenway and park system elements

Project Work Plan Components:
1. Inventory and evaluate existing parks, open spaces and trails and corridor access to the system (completed)
2. Estimate future population growth, locations, and household types (completed)
3. Conduct a public input process
4. Determine existing and future park & open space needs
5. Engage landowners of potential future park lands, e.g. freight rail right-of-way owners, public agencies
6. Develop alternative park & open space concepts
7. Conduct feasibility study of alternative concepts
8. Gain agreement on preferred design alternative
9. Develop implementation plan, e.g. public acquisition, easements, coordination with private redevelopment, etc.
10. Construct diagonal greenway and park system elements

Agency Coordination:
Hennepin HCWT (lead agency), Minneapolis CPED, MPRB, Minneapolis Public Works, freight rail right-of-way owners, neighborhood organizations, Metro Transit

Project Costs:
$50,000 - $100,000 - Planning and Design
Acquisition and development costs TBD through detailed planning and design

Potential Project Funding Sources:
Hennepin HCWT, MPRB, Minneapolis CIP, LCC NRP, Minneapolis Parks Foundation, other foundations

Project Timing (planning/construction):
long term
**Project #37: Redevelop the SW quadrant of Lake and Hiawatha site (2225 East Lake Street) as a Transit-Oriented Development with public realm amenities**

This site directly adjacent to the Lake Street LRT station (SW quadrant of Lake & Hiawatha) is a large site that is significantly underutilized with just one building, which is vacant. Due to this site's large size and location next to an LRT station, it is a prime site for a high quality transit-oriented development. The City's Comprehensive Plan includes this site within the Lake & Hiawatha Activity Center which calls for a "mix of uses with citywide and regional draw. High intensity of uses, including employment, commercial, office, and residential uses." The Hiawatha / Lake Station Area Master Plan guides this site for a "transit village" redevelopment with retail, office, residential and open space integrated with the adjacent transit station.

This strategically located site is currently owned by the Minneapolis Public Schools (MPS) district. MPS is currently collaborating with the City of Minneapolis on marketing this site for sale as a redevelopment site. Redevelopment of this large site within the Lake & Hiawatha station area should integrate and complement a number of related public realm amenities that have been identified for the area around the Lake St/Midtown LRT station, including convenient access to the transit station, a public transit plaza, completion of the Hiawatha LRT Trail gap, bike facilities, and space for the Midtown Farmers Market. Redevelopment of this site also presents an invaluable opportunity to improve connections and wayfinding within the station area.

**Sequencing of Coordinated Projects:**

Prior:
1. Identify the design for the Hiawatha LRT Trail gap - Project #34
2. Develop a Lake Street diagonal district wayfinding theme and system - Project #5

In conjunction:
- Develop parking improvement strategies and technical resources for this commercial node (#15);
- Construct a pedestrian & bike connection between Midtown Greenway and LRT station on east side of Hiawatha Avenue/MN 55 (#33);
- Add biking facilities in key activity areas (#2);
- Develop a parks & open space system (#17);
- Create theme-related heritage walks (#16);
- Improve pedestrian crossings of Hiawatha Avenue/MN 55 signalized intersections (#28)

**Project Work Plan Components:**

1. Agree on desired public elements of future redevelopment of TOD site (completed)
2. Coordinate a process for attracting collaborative public-private redevelopment proposals (completed)
3. Coordinate sale and assembly of land for redevelopment
4. Develop/evaluate alternative redevelopment concepts
5. Agree on preferred redevelopment plan
6. Coordinate public site improvements with private redevelopment

**Agency Coordination:**

Minneapolis Public School District (current property owner), Minneapolis CPED (lead agency), Corcoran Neighborhood Association, Lake Street Council, Metro Transit, Minneapolis YWCA Midtown, Hennepin HCWT, Hennepin County Transportation

**Project Costs:**

$250,000 - $400,000 for public realm enhancements (Plaza, Trail connection, Enhanced access to the LRT Station)

Additional cost of $500,000-$600,000 for indoor, year round public market component

**Potential Project Funding Sources:**

Hennepin County TOD funding program, Community Development Block Grant program, State Bonding, American Recovery & Reinvestment Act (ARRA) funding program

**Project Timing (planning/construction):**

short term
The two images above show the narrow sidewalk along 38th Street. Addition of a boulevard and wider sidewalks would improve the street for pedestrians.

**Project #39: Reconstruct 38th Street as a Complete Street and neighborhood gateway**

As one of only three major “rung” streets in the Minnehaha-Hiawatha corridor, 38th Street is a primary multi-modal crossing of Hiawatha Avenue (MN 55). Positioned as the primary transit street for the 38th Street LRT station and a major east-west bus connection through south Minneapolis (Rte #23), it is designated as part of the City’s Primary Transit Network (PTN). 38th Street is also designated as a future bikeway in the City’s Bikeways Master Plan. It is critical that 38th Street be reconstructed between Hiawatha Ave and Minnehaha Ave to adequately accommodate complex vehicle movement needs, bus service, bikes, and a high-quality pedestrian zone for transit riders. Since this 3-4 block segment of 38th Street is also the street that anchors the existing 38th & Minnehaha Neighborhood Commercial Node and a future 38th & Hiawatha Activity Center and functions as a key link to other 38th Street commercial destinations to the east and west, street reconstruction needs to be informed by anticipated land use changes and redevelopment plans for 38th Street as well as the “diagonal greenway” concept.

**Coordinated Projects:**

Prior:
1. Create urban design concepts for 38th Street (Project #40)
2. Develop a stormwater quality model for the corridor (Project #6)

In conjunction:
- Identify PTN transit service improvements (#22); Identify street-related stormwater management improvement needs (#8); Plan and build a diagonal greenway connecting the Midtown Greenway to Minnehaha Park/Grand Rounds (Project #31);
- Other 38th Street projects (#41); Improve pedestrian crossings of Hiawatha Avenue/MN 55 signalized intersections (#28); Reconstruction of Minnehaha Avenue/CSAH 48 (#26); Create potential redesign concepts for existing commercial nodes along Minnehaha Avenue/CSAH 48 (#23); Finish building the bikeways network (#1);
- Conduct a detailed conditions/needs analysis of existing pedestrian environment (#3); Implement the Minneapolis Pedestrian Master Plan objectives and strategies (#4); Develop a district identity and wayfinding system (#5); Create theme-related heritage walks (#16); Make strategic land acquisitions (#20)

**Project Work Plan Components:**

1. Project Scoping
2. Data Acquisition
3. Data Analysis
4. Preliminary Design
5. Environmental Review
6. Public Engagement/Involvement Process (Many meetings as groups and with individuals throughout entire course of project)
7. Permitting
8. Detail Design
9. Municipal Consent and Cooperative Agreement
10. Construction
11. Maintenance

**Agency Coordination:**
- Minneapolis Public Works (lead agency), Minneapolis CPED, Hennepin HCWT, Hennepin County Transportation, Mn DOT, Metro Transit, Soo Line/CP Rail, Longfellow Community Council, Longfellow Business Association, SENA

**Project Costs:**
$950,000 - $1.3 million

**Potential Project Funding Sources:**
- Municipal State Aid (MSA) program funding, Minneapolis CIP, Transit for Livable Communities (Non-Motorized Transportation Program), Hennepin HCWT, Metro Transit, freight rail right-of-way owners

**Project Timing (planning/construction):**
long term
Project #42: Design and build Snelling Avenue extension south of 46th Street to Hiawatha Avenue

The street network along 46th Street east of Hiawatha Ave is limited due mainly to the presence of the freight rail corridor and narrowing of the east-west distance between Minnehaha Ave and Hiawatha Ave, which creates a large superblock south of 46th St. This segment of 46th St is characterized by numerous driveways accessing directly onto 46th St which causes traffic flow and turning challenges. The rail corridor is no longer used by trains south of 46th St and this segment of the corridor has been acquired by the City.

Extending Snelling Ave south of 46th St as planned in the 46th St Station Area Plan is intended to improve street connectivity and traffic flow between Hiawatha Ave and Minnehaha Ave, enable transportation improvements to 46th St (such as reduction of curb cuts), and provide a major incentive for redevelopment of the area south of 46th St. The design of this project could have impacts on design and reconstruction of Minnehaha Ave. The County's involvement is critical due to the relationship between this new street and 46th St and Minnehaha Ave, which are both County streets. The County could also assist with this project to attract private redevelopment south of 46th St, which is a major opportunity for TOD. This project also needs to be coordinated with a potential “diagonal greenway” and future stormwater management.

Coordinated Projects:

Prior:
1. Develop a parks & open space system for the corridor including a diagonal greenway (Projects #31 and #17)
2. Develop a stormwater quality model for the corridor (Project #6)

In conjunction:
Identify street-related stormwater management improvement needs (#8)
Reconstruction of 46th Street/CSAH 46 as a Complete Street (#44); Make strategic land acquisitions (#20); Plan and build a diagonal greenway connecting the Midtown Greenway and Minnehaha Park/Grand Rounds (#31); Create potential redesign concepts for existing commercial nodes along Minnehaha Avenue/CSAH 48 (#23); Develop parking improvement strategies and technical resources for this activity center (#15)

Project Work Plan Components:

1. Facilitate acquisition of industrial property needed for construction of street extension
2. Preliminary Design
3. Environmental Review
4. Public Engagement/Involvement Process
5. Final Design
6. Construction
7. Maintenance

Agency Coordination:
Minneapolis CPED (lead agency), Minneapolis Public Works, Hennepin HCWT, Hennepin County Transportation, Mn DOT, Minneapolis Park & Recreation Board, Minnehaha Creek Watershed District, Mississippi Watershed Management Organization

Project Costs:
$550,000 - $700,000 (includes new signalized intersection at Snelling & 46th Street, does not include land acquisition costs)

*An additional $800,000 for 46th Street improvements from Hiawatha Avenue to Minnehaha Avenue depending on final scope of Minnehaha Ave. Reconstruction project.

Potential Project Funding Sources:
Municipal State Aid (MSA) program funding, Minneapolis CIP, Transit for Livable Communities (Non-Motorized Transportation Program), Hennepin County CIP (CSAH program funding), Hennepin HCWT

Project Timing (planning/construction):
long term
Project #44: Reconstruct 46th Street/CSAH 46 as a Complete Street, Green Street, and neighborhood gateway

Reconstruction of 46th St between Minnehaha Ave and Hiawatha Ave would serve as a major catalyst to improve mobility and development character within the 46th Street diagonal district. As one of three major cross-streets of Hiawatha Ave and a poorly functioning street today, enhancements should focus on making the street work better for pedestrians, bicyclists, transit riders, and drivers, regardless of age or ability. The following project components are critical for transforming 46th St into a Complete Street, Green Street and neighborhood gateway: improve pedestrian zones and street crossings, consolidate property access along both sides of street, add “green street” stormwater management features, continue to improve quality of transit services, and add on-street parking. Stormwater management design could include features such as permeable pavement in parking lanes, linear tree pits with amended soils to enable capturing of stormwater runoff by street trees, landscaped/permeable paver median with street trees, and routing of building runoff to linear tree pits via rain leaders.

Design of this project could have impacts on design and reconstruction of Minnehaha Ave. Since 46th St is the County’s jurisdiction and there is major redevelopment potential on the south side of 46th St, Hennepin HCWT could provide assistance in moving this project forward and attracting private redevelopment to this area.

Sequencing of Coordinated Projects:

Prior:
1. Conduct conditions analysis of pedestrian environment - Project #3
2. Design extension of Snelling Avenue south of 46th Street - Project #42

In conjunction:
Reconstruct Minnehaha Ave/CSAH 48 as a Complete Street, Green Street & Active Living project (#26); Implement Hiawatha Ave/MN 55 traffic signal improvements (#27); Improve pedestrian crossing safety and experience of Hiawatha Ave/MN 55 signalized intersections (#28); Add a walk/bike crossing of Hiawatha Ave/MN 55 and bikeway connections to Minnehaha Avenue at 45th St (#43); Finish building bikeway expansions in Mpls Bikeways Master Plan (#1); Implement Mpls Pedestrian Master Plan objectives & strategies (#4); Improve transit services consistent with Minneapolis PTN goals (#22); Plan and build a diagonal greenway connecting the Midtown Greenway to Minnehaha Park/Grand Rounds (#31); Identify and implement stormwater management improvements with street projects (#8); Make strategic land acquisitions (#20)

Project Work Plan Components:
1. Project Scoping
2. Data Acquisition
3. Data Analysis
4. Preliminary Design
5. Environmental Review
6. Public Engagement/Involvement Process
7. Permitting
8. Detail Design
9. Municipal Consent and Cooperative Agreement
10. Construction
11. Maintenance

Agency Coordination:
Hennepin County Public Works, City of Minneapolis Public Works, Hennepin HCWT, City of Minneapolis CPED, MnDOT, Metro Transit

Project Costs:
$800,000 to $1,000,000 - Design and Construction

Potential Project Funding Sources:
Hennepin County CIP, CSAH Funds, Minneapolis CIP, Transit for Livable Communities (Non-Motorized Transportation Program), Hennepin HCWT

Project Timing (planning/construction): short term
Eight (8) Springboard Projects

Springboard projects are relatively small-scale and contained projects that enable larger initiatives to achieve short-term and incremental improvements. These projects demonstrate the potential for positive change in the corridor, thereby serving as a "springboard" for more significant, bigger-scale improvements that are more complex and require a longer time period to implement. Also, to address the significant slowdown in the economy and private development market, these springboard projects are intended to be more realistic for short-term implementation. These projects can lay the groundwork for long-term change and future private reinvestment initiatives when the private market strengthens.

For the purposes of the Corridor Framework, a springboard project is defined as having the following characteristics:

- Small scale – focused on an intersection, a single property, or a narrow scope
- Representative - addresses an expressed or obvious need and a desired outcome
- Affordable – relatively low cost, existing/available funding
- Noticeable – a built project in a visible place
- Simple – may or may not be connected to or part of a bigger project, ability to be controlled by single agency
- Measurable – can be easily measured in quantifiable and qualitative terms
- Phased Implementation – may be done in phases or increments

Recommended springboard projects include the following projects applied to an initial specific site to be determined by the Projects Coordination Team. At this point, the springboard projects have not been ranked and are simply listed in sequence based on their project number.

- Conduct a pedestrian conditions analysis and implement the Minneapolis Pedestrian Master Plan strategies and objectives - Projects #3 and #4
- Develop a parks, plazas and open spaces plan for the corridor - Project #17
- Provide and coordinate business improvement financing tools and public infrastructure improvements that encourage private sector reinvestments in commercial nodes and activity centers - Project #19
- Improve pedestrian crossing safety and experience of pilot Hiawatha Avenue/MN 55 signalized intersections - Project #28
- Construct the Hiawatha LRT Trail gap from 28th St to 32nd St - Project #34
- Create alternative land use, building form and urban design plan for 38th Street as an east-west activity center – Project #40
- Add a walk/bike crossing of Hiawatha Avenue/MN 55 and bikeway connection to Minnehaha Ave at one intersection, beginning with 45th St – Project #43
- Redevelop the City-owned Snelling Yards public works site to include a park space - Project #45

Current highway-oriented commercial development at the southern end of Hiawatha Avenue/MN 55.
**Project #3 and #4: Conduct detailed conditions analysis of pedestrian environment and implement the Minneapolis Pedestrian Master Plan objectives and strategies**

Projects #3 and #4 both involve improving the pedestrian environment within the corridor. Project #3 is completing the assessment of sidewalk conditions and is a precursor to implementing the strategies and objectives of the Minneapolis Pedestrian Master Plan. Since most of the corridor’s streets lie within Hiawatha LRT station areas, which are guided to have a strong pedestrian environment, the City, County, Metro Transit and MnDOT should work together to conduct a more detailed analysis of the conditions/needs of the pedestrian environment than is provided in the city-wide Pedestrian Master Plan. The County’s Active Living Program and Complete Streets Policy, as well as the City’s Design Guidelines for Streets & Sidewalks, provide additional guidance for this more detailed analysis. Active Living Hennepin Communities “walkability audit” process could be used to help complete the inventory in a cost effective and community participatory way. The result of this project would first be a map and database that identifies needed improvements and aligns those improvements with the objectives and strategies of the City’s Pedestrian Master Plan. Ultimately, the identified improvement needs will be constructed.

**Coordinated Projects:**
- Reconstruct Minnehaha Avenue/CSAH 48 as a Complete Street, Green Street and Active Living project - Project #26; Reconstruct 38th Street as a Complete Street and neighborhood gateway - Project #39; Reconstruct 46th Street/CSAH 46 as a Complete Street, Green Street and neighborhood gateway - Project #44; Improve pedestrian crossing safety and experience of Hiawatha Ave/MN 55 signalized intersections - Project #28; Conduct a detailed conditions analysis of pedestrian environment - Project #3; Study and implement Hiawatha Ave/MN 55 traffic signal improvements - Project #27

**Project Work Plan Components:**
1. Coordinate and conduct walkability audit.
2. Document and quantify conditions and improvement needs.
3. Prepare cost estimates and financing plan.
4. Facilitate public process/coordination
5. Construct improvements

**Agency Coordination:**
City of Minneapolis Public Works, Neighborhood Organizations

**Project Costs:**
$5,000 to $10,000 for conditions assessment coordination and documentation. Construction costs TBD based on outcome of assessment.

**Potential Project Funding Sources:**
Property Assessments, Minneapolis CIP, Transit Improvement District or other creative financing mechanism.

**Project Timing (planning/construction):**
short term
Project #17: Develop a parks, plazas and open spaces plan for the corridor

The City’s Comprehensive Plan and Hiawatha LRT station area plans designate a linear park & open space within the freight railroad corridor. In addition, since the Hiawatha LRT station areas are guided for redevelopment to higher residential densities, the Minneapolis Park & Recreation Board (MPRB) has identified the Hiawatha LRT Corridor as a Project Growth Area Study Area in its 2007 Comprehensive Plan update. In support of the corridor’s continued evolution toward becoming more livable neighborhoods, including transit-oriented mixed-use neighborhoods, commercial districts, and industrial employment districts, it is recommended that the corridor’s needs for recreational and green spaces be addressed up front. The diagonal greenway could provide the primary recreational and green space connection between community gathering places, future parks, plazas, and open spaces in each of the diagonal districts, including active parks, passive open spaces, pocket parks, stormwater management areas, and unique heritage sites such as the existing Minnehaha Avenue triangle parks. This project should be a collaborative effort between MPRB, Hennepin County, Minneapolis CPED & PW, and the neighborhood organizations.

Coordinated Projects:

- Plan and build a diagonal greenway connecting the Midtown Greenway and Minnehaha Park/Grand Rounds - Project #31; Create an urban design vision and implementation plan for enhancing Minnehaha Avenue’s unique triangular blocks - Project #24;
- Redevelop the City-owned Snelling Yards public works site to include a park space - Project #45;
- Build a bike/pedestrian connection between Lake St LRT station and Midtown Greenway on east side of Hiawatha Avenue - Project #33;
- Create alternative land use, building form and urban design plan for Dight Avenue - Project #41;
- Develop wayfinding systems for each of the diagonal districts - Project #5;
- Create and promote theme-related heritage walks - Project #16;
- Make strategic land acquisitions - Project #20

Project Work Plan Components:

1. Conduct growth area park study to determine park space demand based on growth projections.
2. Identify opportunity site(s).
3. Prepare conceptual program elements.
4. Identify acquisition costs and capital improvement costs.
5. Determine implementation strategy.
6. Facilitate community process.

Agency Coordination:

- Minneapolis Park & Recreation Board (MPRB), Hennepin County HCWT, Minneapolis CPED, Minneapolis Public Works, neighborhood/business organizations

Project Costs:

$60,000 - $100,000

Potential Project Funding Sources:

- Minnehaha-Hiawatha Community Works, MPRB, Minneapolis CPED, private foundations (e.g. Minneapolis Parks Foundation)

Project Timing (planning/construction):

short term
Project #19: Coordinate and provide business finance options and infrastructure improvements to leverage private sector investments and support economic development strategies

Businesses wanting to make improvements in their property need information and access to business loan and grant programs. It is in the best interest of both the greater community and private business entities to coordinate private improvements with improvements to the public realm: streets, boulevards, landscaping, bike amenities, and sidewalks. Access to business loan and grant programs can help close the financial gap created by market conditions, timing or level of public infrastructure investment needed. This project is an effort to complement the City of Minneapolis’s Great Streets Neighborhood Business District Program that is designed to help small and large businesses thrive in the City of Minneapolis. The Great Streets program is targeted toward commercial corridors and nodes, LRT Station Areas and activity centers identified in the Minneapolis Comprehensive Plan.

**Coordinated Projects:**
None

**Project Work Plan Components:**
1. Publicize loan and grant opportunities to business/property owners
2. Establish a pilot financing program
3. Provide technical assistance on energy efficiency improvements to business/property owners
4. Establish a “pooled” financing tool
5. Form partnerships to leverage investments and support business development

**Agency Coordination:**
City of Minneapolis CPED; Hennepin County, Housing, Community Works and Transit; City of Minneapolis Public Works; Community Development Corporations; Neighborhood Organizations

**Project Costs:**
Costs vary depending on demand and program.

**Potential Project Funding Sources:**
Hennepin County, Housing, Community Works & Transit; Minnesota Department of Employment and Economic Development (DEED); City of Minneapolis Great Streets Program; Community Development Block Grant funds; Energy Efficiency Conservation Block Grant funds

**Project Timing (planning/construction):**
short term & ongoing
Project # 28: Improve pedestrian crossing safety and experience of pilot Hiawatha Avenue/MN 55 signalized intersections

Implement physical improvements at one or two signalized intersections along Hiawatha Avenue that improve pedestrian safety, convenience, comfort, and experience. This springboard project would be used to demonstrate the feasibility and effectiveness of applying these improvements and best management practices (BMPs) to all signalized intersections, which is one of the eight (8) Catalyst Projects. Potential improvements might include:

- Stripping or pavement markings that emphasize pedestrian crosswalk areas
- Landscape enhancements at landing areas
- Reconfiguration of center median islands to provide refuge
- Snow removal strategies
- Add bollards to pork chop islands

**Coordinated Projects:**
- Study and implement Hiawatha Avenue/MN 55 traffic signal improvements - Project #27; Establish a new roadway functional classification for Hiawatha Avenue/MN 55 within the state and regional roadway system - Project #30; 38th Street reconstruction - Project #39; 46th Street/CSAH 46 reconstruction - Project #44

**Project Work Plan Components:**
1. Assemble and review existing data and site observations (completed)
2. Gather community input on pedestrian crossing issues (completed)
3. Research existing studies/best practices for pedestrian crossings and intersection designs (completed)
4. Develop alternative design concepts
5. Conduct evaluation of alternative concepts
6. Gain agreement on preferred design alternative
7. Develop detailed design, cost estimates, and bid package
8. Identify funding source(s)
9. Bid letting and construction of improvements

**Agency Coordination:**
- Mn DOT (jurisdiction), Minneapolis Public Works (lead agency), Hennepin County Transportation, Hennepin HCWT, Metro Transit

**Project Costs:**
- $10,000 - 15,000 per intersection ($50,000 to 100,000 total corridor improvements)

**Potential Project Funding Sources:**
- CIP (County, City), MnDOT, Transit for Livable Communities (Non-Motorized Transportation Program), SHIP, Federal-Aid Highway Programs [includes National Highway System (NHS) program, Surface Transportation Program (STP) including Transportation Enhancement Activities (TEAs) and Hazard Elimination & Railway-Highway Crossing programs, Congestion Mitigation and Air Quality Improvement Program], Federal Transit Program [includes Urbanized Area Formula Grants, Capital Investment Grants & Loans, Transit Enhancement Activity programs]

**Project Timing (planning/construction):**
- short term
**Project #34: Construct the Hiawatha LRT Trail gap from 28th Street to 32nd Street**

This project would complete an important gap in the pedestrian and bikeway system on the west side of Hiawatha between 28th Street and 32nd Street, which would include access to the Lake Street LRT Station. Filling this trail gap would complete a direct connection between the Minnehaha-Hiawatha corridor and downtown Minneapolis. The Minneapolis Pedestrian Master Plan identifies this gap as having a pedestrian improvement need level of high but a readiness level of low. Three (3) prime redevelopment sites are located along the west side of the elevated LRT tracks, the potential for replacing the existing sidewalk with a wider multi-use trail west of the LRT tracks should be considered as these sites undergo redevelopment. This shift of the trail would significantly improve bike and pedestrian access to the LRT station and future transit-oriented development that is anticipated on the west side of the station/elevated LRT tracks. Land dedication, acquisition, or easements could be used to create this important public trail connection.

**Coordinated Projects:**
- Redevelop the SW quadrant of Lake and Hiawatha site (2225 East Lake Street) as a transit-oriented development with public realm amenities - Project #37; Finish building the bikeway expansions identified in the Minneapolis Bikeways Master Plan - Project #1; Add biking facilities and amenities in key activity areas - Project #2

**Project Work Plan Components:**
1. Coordinate with active redevelopment projects (Corcoran Triangle, Hiawatha Triangle, SW quadrant of Lake & Hiawatha/2225 East Lake Street) to ensure design considers trail connection.
2. Conduct detailed design
3. Secure right of way for trail
4. Construct trail

**Agency Coordination:**
- City of Minneapolis Public Works and CPED, Metro Transit, MnDOT, Hennepin County HCWT

**Project Costs:**
- $100,000 to $125,000

**Potential Project Funding Sources:**
- Minneapolis CIP, Hennepin County TOD funds, Transit Improvement District or other creative financing mechanism.

**Project Timing (planning/construction):**
- short term
Project #40: Create an urban design concept for 38th Street as an east-west activity center that includes mill buildings north of 38th Street

With the industrial uses and active freight rail line remaining along Hiawatha Avenue, significant redevelopment should occur along 38th Street rather than Hiawatha Avenue to create a transit-oriented street with a mix of uses that links the LRT station and the existing neighborhood commercial node at Minnehaha Ave. To support the nearby LRT station, the mix of uses should include higher density residential, neighborhood retail and services, restaurants, entertainment, and park space. This redevelopment will need to incorporate the grain mill buildings north of 38th Street as well as the historic building at Minnehaha Ave and the fire station. Because the blocks in the Minnehaha-Hiawatha Diagonal were originally platted to the diagonal avenues, existing lots do not face 38th Street and redevelopment will require lot assembly to achieve adequate lot depth along 38th Street. As the grain mill buildings are unique and significant landmarks in the city, there is an opportunity to celebrate these structures as iconic elements of the 38th Street diagonal district.

Coordinated Projects:

- Create alternative land use, building form and urban design plan for Dight Avenue - Project #41
- Reconstruct 38th Street as a Complete Street and neighborhood gateway - Project #39
- Finish the bikeway expansions identified in the Minneapolis Bikeways Master Plan - Project #1
- Develop a parks, plazas and open spaces plan for the corridor - Project #17
- Plan and build a diagonal greenway connecting the Midtown Greenway to Minnehaha Park/Grand Rounds - Project #31
- Provide design and technical assistance for improving the character of activity centers and commercial nodes to meet City and neighborhood design goals - Project #14
- Reconstruct Minnehaha Avenue/CSAH 48 as a Complete Street, Green Street and Active Living project - Project #26
- Improve transit concepts consistent with Minneapolis's PTN goals - Project #22
- Create potential redesign concepts for existing commercial nodes along Minnehaha Avenue/CSAH 48 - Project #23
- Develop parking Improvement strategies and technical resources for key commercial and employment districts - Project #15
- Make strategic land acquisitions - Project #20

Project Work Plan Components:

1. Assemble and review existing plans and studies
2. Assemble and facilitate visioning with major stakeholders
3. Explore alternative development concepts
4. Conduct market analysis relating to alternative concepts
5. Create preferred land use and development concepts
6. Gain approval of redevelopment concept

Agency Coordination:

- Minneapolis CPED (lead agency), Hennepin County HCWT, Longfellow Community Council, Longfellow Business Association, Minnesota Railway Company, major property owners

Project Costs:

- $40,000 - $60,000

Potential Project Funding Sources:

- Minneapolis CIP, Minnehaha-Hiawatha Community Works, Longfellow Community Council NRP, General Mills Foundation, University of MN Metropolitan Design Center

Project Timing (planning/construction):

- short term
**Project #43: Add a walk/bike crossing of Hiawatha Avenue and bikeway connection at one intersection, beginning with 45th Street**

45th Street between Minnehaha Avenue and Hiawatha Avenue connects conveniently to the north side of the 46th Street LRT station platform. 45th Street’s intersection with Hiawatha Avenue is not a controlled intersection. Gaps in traffic flow (a result of signal timing) have made this location convenient for pedestrian and bike traffic to cross Hiawatha Avenue to get to and from the LRT station. No accidents have been reported and pedestrian traffic counts show high volumes using this route. Adding 45th Street as a bikeway enhances corridor connectivity by providing a more convenient and safer biking and walking route between the 46th Street station and destinations east of Hiawatha Avenue.

**Coordinated Projects:**
- Study and implement Hiawatha Avenue/MN 55 traffic signal improvements - Project #27; Add a bikeway to 45th Street (also part of Project #43; Implement the Minneapolis Pedestrian Master Plan objectives and strategies - Project #4;

**Project Work Plan Components:**
1. Research existing studies/best practices for walk/bike crossing designs
2. Develop alternative design concepts
3. Conduct evaluation of alternative concepts
4. Gain agreement on preferred design alternative
5. Develop detailed design, cost estimates, and bid package
6. Identify funding source(s)
7. Bid letting and construction of improvements

**Agency Coordination:**
MnDOT (jurisdiction), Minneapolis Public Works (lead agency), Hennepin County Transportation, Metro Transit

**Project Costs:**
$15,000 - $25,000 for design, public involvement and construction

**Potential Project Funding Sources:**
- CIP (County, City), MnDOT, TLC (non-motorized transportation program), SHIP

**Project Timing (planning/construction):**
short term
**Project #45: Redevelop the City-owned Snelling Yards public works site**

This project recommends strategically facilitating the redevelopment of the Snelling Yards site through the implementation of the 46th Street Station Area Plan. Although the Station Area Master Plan shows a public park as part of the redevelopment, this park's location and connectivity to the corridor's future public open space system should be fully explored. For example, there may be benefits to connecting a future park on this site directly to a potential greenway in the current freight rail right-of-way on the west side of the site and a potential bikeway on 45th Street. In addition, since there are currently no parks within the 46th Street diagonal district of the Minnehaha-Hiawatha Diagonal, connecting the park to other public spaces and increasing public access points (e.g. corner location rather than midblock) should also be considered. Furthermore, since most opportunities for adding park space within the Minnehaha-Hiawatha Diagonal are likely to be near the potential diagonal greenway, any potential park sites should be evaluated for their connectivity to a greenway system of parks.

An additional consideration for redevelopment of the Snelling Yards site should be the walkability of future development. The public works site is essentially a city block in size and retains an alley through the block. Although Dight Avenue ends one block to the north at 43rd Street, this alley essentially lines up with Dight Avenue and would retain a public right-of-way that connects directly to a public alley in the block to the south and a private alley to the north and ultimately Dight Avenue. Redevelopment of this site provides a unique opportunity to create an enhanced alley as a public right-of-way that makes the neighborhood more connected and walkable.

**Coordinated Projects:**
- Develop a parks, plazas and open spaces plan for the corridor - Project #17;
- Plan and build a diagonal greenway connecting the Midtown Greenway to Minnehaha Park/Grand Rounds - Project #31;
- Add a signalized walk/bike crossing of Hiawatha Ave and bikeway connections to Minnehaha Avenue at 45th St - Project #43

**Project Work Plan Components:**
1. Prepare and issue an RFP for developers using the 46th Street TOD Strategy as a concept guide.
2. Work with a selected developer to prepare detailed plans and secure project entitlements
3. Transfer ownership of the site
4. Conduct site work, environmental cleanup and project construction

**Agency Coordination:**
- Minneapolis CPED (lead agency), Hennepin HCWT, Longfellow Community Council

**Project Costs:**
- Costs to be born largely by private developer

**Potential Project Funding Sources:**
- Hennepin County Environmental Clean Up Funds - Tax Increment Financing - Tax Abatement

**Project Timing (planning/construction):**
- Short term
Recommended 2011/2012 Action Plan

As a starting point for implementation of the MHCW Strategic Investment Framework, the following action steps are identified by project to occur in 2011/2012. These action steps are intended to guide the work of the Minnehaha-Hiawatha Project Coordination Team (MHPCT). The full MHCW Strategic Investment Framework will be brought to the Hennepin County Board for approval in late 2011. This approval will include the following action steps relating to the corridor’s implementation process, corridor-wide projects, Lake Street District projects, 38th Street District projects, and 46th Street District projects. The action plan should be monitored and updated on an annual basis.

Recommended Process Action Steps

1. Set up the MHCW implementation teams
   » Minnehaha-Hiawatha Projects Coordination Team (MHPCT)
   » Minnehaha-Hiawatha Policy Steering Committee (MHPSC)

2. Identify potential funding programs & application schedules
   » The various funding sources should be defined and a master schedule outlining key dates and agency requests developed. This schedule would identify dates when grant cycles start and are awarded; agency budget cycles; and match projects to available grants.

3. Set up livability indicators program
   » Identify the key measures that will be used for each of the livability indicators
   » Collect data for key measures that do not have readily available data
   » Set targets for each of the key measures

Recommended Corridor-Wide Project Action Steps

1. Minnehaha Ave/CSAH 48 street reconstruction (#26)
   » Assemble and review existing data (substantially completed)
   » Preliminary design
   » Environmental review (Phase I of two phases completed)
   » Public engagement

2. Hiawatha Ave/MN 55 traffic signal improvements (#27)
   » Define improvement projects
   » Garner funding for projects

3. Parks, plazas and open spaces plan (#17)
   » Conduct growth area park study to determine future park space demand
   » Identify opportunity site(s)
   » Prepare conceptual program elements
   » Identify acquisition costs and capital improvement costs
   » Determine implementation strategy
   » Facilitate community process

4. Pedestrian master plan improvements (#3 & #4)
   » Coordinate and conduct walkability audit
   » Document and quantify conditions and improvement needs
   » Prepare cost estimates and financing plan
   » Facilitate public process/coordination
5. **Business improvement financing program (#19)**
   - Publicize loan and grant opportunities to business/property owners
   - Establish a pilot financing program
   - Provide energy efficiency technical assistance to business/property owners

### Recommended Lake St District Project Action Steps

1. **Redevelopment of the SW quadrant of Lake and Hiawatha site /2225 East Lake St (#37)**
   - Participate in and support site redevelopment process
   - Plan and coordinate public site improvements with private redevelopment

2. **Hiawatha Ave & 32nd St signalized intersections bike/walk crossing improvements (#28)**
   - Develop alternative design concepts
   - Conduct evaluation of alternative concepts
   - Gain agreement on preferred design alternative
   - Develop detailed design, cost estimates, and bid package
   - Identify funding sources

3. **Construct Hiawatha LRT Trail gap between 28th St and 32nd St (#34)**
   - Coordinate with active redevelopment projects to ensure designs consider trail

4. **Add bike/walk connection between Lake St LRT Station and Midtown Greenway, east side of Hiawatha Ave/MN Hwy 55 (#33)**
   - Develop alternative design concepts for trail
   - Gain agreement on preferred design alternative
   - Conduct evaluation of alternative concepts
   - Develop detailed design, cost estimates, and bid package
   - Identify funding sources

### Recommended 38th St District Project Action Steps

1. **38th St reconstruction (#39)**
   - Project scoping

2. **Hiawatha Ave & 38th St signalized intersections bike/walk crossing improvements (#28)**
   - Develop alternative design concepts
   - Conduct evaluation of alternative concepts
   - Gain agreement on preferred design alternative
   - Develop detailed design, cost estimates, and bid package
   - Identify funding sources

3. **Urban design concepts for 38th St (#40)**
   - Coordinate with 38th St and Minnehaha Ave reconstruction projects
**Recommended 46th St District Project Action Steps**

1. *46th St/CSAH 46 reconstruction (#44)*
   - Project scoping

2. *Extension of Snelling Ave (#42)*
   - Facilitate acquisition of property needed for construction of street extension

3. *Add a walk/bike crossing at Hiawatha Ave & 45th St (#43)*
   - Research existing studies/best practices for walk/bike crossing designs
   - Develop alternative design concepts
   - Conduct evaluation of alternative concepts
   - Gain agreement on preferred design alternative
   - Develop detailed design, cost estimates, and bid package
   - Identify funding sources

4. *Redevelopment of Snelling Yards site (#45)*
   - Prepare and issue an RFP for potential developers

5. *Plan and build a diagonal greenway (#31)*
   - Complete the removal of rail line easement over land acquired by the City south of 46th St
   - Remove the railroad tracks south of 46th St
   - Plan and design first phase of a diagonal greenway south of 46th St