This project would complete a direct linkage in the pedestrian and bikeway system on the east side of Hiawatha (and east of the Soo Line railroad tracks) between the trails along the Midtown Greenway and the Hi-Lake LRT Station. The East End Revival Plan calls for the use of landlocked areas west of Target as an enhanced pedestrian and bicycle corridor connecting to the Lake Street LRT station and this concept was further endorsed in the Seward Longfellow Greenway Area Land Use and Pre-Development Study. This connection could be the northern gateway of a future diagonal greenway that links the Midtown Greenway to Minnehaha Park/Grand Rounds. The ultimate location of the proposed Xcel Energy substation may impact the location and design of this trail connection and landscaping. The concept employs phytoremediation (biological remediation of environmental problems using plants) to aid in reclaiming contaminated soils and creates a unique amenity and public space on a landlocked site. At the same time, a convenient and direct pedestrian and bike connection is made for commuting and recreation purposes. There is potential in this space to make a community garden.

Key tasks include developing the detailed design and feasibility plans and negotiating easements with property owners (Soo Line and shopping center owners).

**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
- Partner with railroad ROW owners to improve pedestrian crossings of freight railroad tracks – Project #32
- Finish building the bikeway expansions identified in the Minneapolis Bikeways Master Plan – Project #1

**Timing:** Long term  
May require longer time period to negotiate easements for trail corridor.

**Costs:** $$-$$$  

**Coordination/Roles of Organizations:**  
- Hennepin County Housing Community Works & Transit—support, planning and coordination  
- City of Minneapolis CPED—support, planning and coordination  
- Soo Line/Canadian Pacific Railway (CPR)—Easement  
- Minneapolis Public Works—Lead Agency, funding  
- Transit for Livable Communities—funding

**Potential Funding Sources:**  
- Mn DNR Local Trail Connections Grant  
- City of Minneapolis CIP  
- Hennepin County CIP

**Key Metric(s) (Top 5):**  
A10, A17, A28, A46, B39
The above concept from the East End Revival Plan illustrates a trail providing a more direct connection from the Mid-Town Greenway to the LRT station using landlocked and essentially undeveloped lands and creating an enhancement out of a useless parcel. This linkage becomes a much more pedestrian friendly connection which is currently provided on sidewalks or through the adjacent auto oriented shopping center.
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. The challenges of filling this gap are related to the separated grade interchange where Hiawatha Avenue and the LRT line both bridge over Lake Street, which leaves little space for the trail, most likely requires a future trail crossing under the bridges. The existing trail connection between 28th St and 32nd St is sandwiched between the Hiawatha Avenue (MN 55) access roads and the elevated LRT line and portions of it have the character of a narrow sidewalk. Since there are three (3) prime redevelopment sites 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

Timing: Short term
May require longer time period to negotiate easements for trail corridor on private property.

Costs: $$-$$$  

Coordination/Roles of Organizations:
- City of Minneapolis Public Works—Lead Agency, funding
- City of Minneapolis CPED—coordination of planning and design with redevelopment sites
- Mn DOT—planning and design of Hiawatha Avenue (Hwy 55) right-of-way, including trail and Lake Street entrance/exit ramps, funding
- Hennepin County Public Works—planning and design of Lake Street trail crossings
- Hennepin County Housing Community Works & Transit—planning and funding support
- Midtown Greenway Community Works—collaborate on connection with Midtown Greenway
- Midtown Greenway Coalition—collaborate on connection with Midtown Greenway
- Corcoran and East Phillips neighborhoods—public input and communication

Potential Funding Sources:
- Mn DNR Local Trail Connections Grant
- City of Minneapolis CIP
- Hennepin County CIP
- Transit for Livable Communities — Non Motorized Transportation Pilot Program

Key Metric(s) (Top 5): A10, A17, A28, A46, B39
The aerial photos above left and right show the trail gap along the west side of Hiawatha Avenue, which extends from 28th Street and the Midtown Greenway at the north end across Lake Street and to 32nd Street at the south end.

The trail connecting Lake Street to 32nd Street along the LRT line is little more than a sidewalk.
The City’s Comprehensive Plan land use map designates the area generally between the east side of Hiawatha Ave and Snelling Ave from 31st St and 35th St for industrial land uses long-term as the Hiawatha Industrial Employment District. This designation is intended to protect this industrial district as prime industrial space, support targeted industries and business clusters, and provide opportunities for redevelopment of underutilized sites for economic development purposes. Since this industrial district is adjacent to existing residential uses to the east and has high visibility from Hiawatha Ave, it should be designed to be compatible with and visually attractive to surrounding uses. Of most importance is the transition area along Snelling Ave between the industrial district and the residential block along Minnehaha Ave. Although not designated by the City as a long-term industrial district, the grain mills/elevators from 35th St to 38th St are also anticipated to remain a functioning industrial area for some time.

This project focuses on public agencies providing design and technical assistance for improving the character of the corridor’s industrial districts. This assistance could be in various forms, such as professional design services, district design guidelines, and technical analysis/evaluations, addressing site design, building expansion, parking, landscaping, stormwater management, building facades, walking/biking amenities, etc. For example, the City’s Neighborhood Guide for Developing Planning Documents identifies design guidelines as a type of plan to provide a design framework for new development or renovation for a specific area. Design guidelines can be produced by neighborhoods to achieve consensus on priorities and assist in discussions with developers. The City does not typically adopt design guidelines because it has design standards as part of the Comprehensive Plan and site plan review process. Examples of industrial district design guidelines in Minneapolis include: Seward Place Industrial Business Center Design Guidelines and Northside Jobs Park Design Guidelines.

Coordinated Projects:
- Develop “sustainable corridor” identity and strategies including green businesses and jobs - Project #12
- Strengthen capacity of neighborhood and business organizations to meet their constituencies’ changing needs and opportunities - Project #18
- Provide and coordinate business improvement financing tools and public infrastructure improvements that encourage private sector reinvestments in commercial nodes and activity centers - Project #19
- Identify and address impacts of regulatory codes on reinvestment in existing businesses - Project #21

Timing: Short term

Costs: $

Coordination/Roles of Organizations:
- City of Minneapolis CPED—Lead Agency
- Longfellow Community Council—public input and communication, funding
- Longfellow Business Association & Lake Street Council —planning and collaboration
- Hennepin County Housing, Community Works & Transit—planning support, funding
- Minnesota Commercial Railway—planning support and input

Potential Funding Sources:
- Longfellow Community Council – Neighborhood Revitalization Program (NRP) funding
- City of Minneapolis CIP

Key Metric(s) (Top 5): D1, D2, B45, B51, B52
Plan - Neighborhood design guidelines for industrial district between rail line and residential

- Make alleys ‘green’ by replacing concrete with permeable pavers.
- Add buffer green space to unusable areas in industrial zone.
- Add lighting to building walls along alley for safety and security.
- Add green roofs to industrial buildings where feasible.

Use open space to infiltrate storm water.
Redevelop industrial campuses with inner courtyards, reduced driveways and landscape buffers.
Use photovoltaics and solar panels on large industrial roofs to generate power.
Add green space to unusable space in redevelopment areas.

Section - Industrial use > Alley > Single Family

Section - Industrial use > Street > Single Family

Section - Railway > Industrial use > Snelling Ave
The vast areas of parking associated with the large retailers northeast of the Lake Street LRT station along Lake Street and Minnehaha Avenue/26th Avenue are often empty of cars on even the busiest shopping times, which suggests an underutilization of land near an important transit amenity. The infill development of these surface parking lots with more intensive uses fronting Lake Street and Minnehaha Avenue/26th Avenue will take advantage of the underutilized land and help restore the urban fabric of the neighborhood node around the Lake Street LRT station. It will be important to maintain visibility to the existing businesses and provide adequate signage for businesses and traffic. In conjunction with this infill development, circulation within the large commercial block should be improved to align with the surrounding street network, e.g. extension of Snelling Avenue from Lake Street north to Minnehaha Avenue (whether it is public or private) and align with streets east of the site. In addition, the public or private streets should include pedestrian and bike features to help make the area more oriented to walking, biking and transit.

**Coordinated Projects:**
- Provide design and technical assistance for improving the character of activity centers and commercial nodes to meet City and neighborhood design goals - Project#14
- Develop parking improvement strategies and technical resources for key commercial and employment districts - Project #15
- Build a bike/pedestrian connection between Lake St LRT station and Midtown Greenway on east side of Hiawatha Avenue - Project #33
- Make strategic land acquisitions - Project #20

**Timing:** Long term
- The current ownership and long-term lease agreements provide barriers to this project in the near term; however steps should be taken in the near term to begin discussions with the property owners and the tenants regarding an overall circulation, parking and business signage strategy.

**Costs:** $$$
- New utility and street or alley infrastructure will be needed to facilitate infill development and circulation improvements.

**Coordination/Roles of Organizations:**
- Hennepin County Housing Community Works & Transit—TOD planning support
- Longfellow Community Council—public input and communication
- City of Minneapolis CPED—Lead Agency
- City of Minneapolis Public Works—planning support for street improvements
- Metro Transit—coordination of improved transit services and facilities

**Potential Funding Sources:**
- Metropolitan Council — Livable Communities funding program
- Hennepin County CIP — TOD grant program, Housing, Community Works and Transit

**Key Metric(s) (Top 5):**
B-32, B-33, B-34, B-35, B-36, B-39, B-43, B-44
The urban design diagram to the left generally shows how redevelopment in the NE quadrant of Hiawatha & Lake should be guided toward infill buildings along Lake Street and Minnehaha Ave/26th Ave and the existing surface parking lots redesigned to provide increased and convenient circulation routes through this super block (e.g. a roadway connection to Lake Street that aligns with Snelling Avenue south of Lake Street).

This cross-section shows the relationship of building heights between new infill and existing big box retail.
The six and one half acre site at 2225 East Lake Street is directly adjacent to the Lake Street LRT station, is currently owned by the Minneapolis Public School (MPS) district and is a vacant three-story office building surrounded by surface parking lots. MPS allows the Midtown Farmers Market to operate on the site at no rent during the farmers market season. For several years, this site has been the subject of numerous redevelopment explorations primarily due to its suburban character in an urban setting, proximity to the Lake Street LRT station and the parcel’s significant size. The following is a summary of the ideas that have been presented to varying degrees over the years on this site.

2000: Hi-Lake Station Area Master Plan—envisioned a redevelopment scenario with a mix of uses including retail and commercial fronting on Lake Street, multi-family residential along the perimeter of the site and an open space component.

2002: Corcoran Midtown Revival Plan—set the seed for a public market. The idea was for a public market that integrates open space, plaza space and 10,000+ square feet of commercial with 215-220 housing units.

2006: Hi-Lake Implementation Plan—A group of experts led by the Center for Transit Oriented Development explored a series of concepts ranging from 200 to 250+ housing units, 10K to 40K square feet of retail and 10K to 50K square feet of office. A development proforma was prepared that demonstrated the project’s feasibility, concluding that significant gap financing would be necessary to make the project work given the market conditions.

2009: In Response to an RFP from the MPS seeking concepts for district facilities reuse, a proposal was received integrating multi-family housing and structured parking. (BKV Group and PPL)

June 2009: CURA Report—Envisioning a Permanent Home for the Midtown Farmers Market, recapping a research study by the University of Minnesota’s Center for Urban and Regional Affairs (CURA) which examined farmers markets within transit-oriented, mixed-use developments. The Fruitvale project in Oakland, CA is one notable precedent the work examined.

2010: Preserving the Midtown Farmers Market webpage (www.corcoranneighborhood.org/market) by the Corcoran Neighborhood Organization summarizes the community’s effort to preserve the Midtown Farmers Market at 2225 East Lake including project program brief and other background and resources for designers and public officials.

A preferred redevelopment concept for this site at 2225 East Lake Street would include the following components:

- Six stories of housing next to the Midtown Station and 4 stories west of 22nd Avenue will offer condominium and apartment dwellers balcony views of downtown Minneapolis, while medium-density townhomes, rowhouses, and condos step down as they approach existing single-family houses.
- Structured or below-grade parking will afford inviting, higher density retail along Lake Street, and allow patrons to arrive by transit or car.
- Limited setbacks, articulated and active Lake Street storefronts, and traditional features and building materials will invite pedestrians.
- Unique lighting, signage, landscaping, and street furniture will enhance both pedestrian and parking spaces.
- Distinctive open space such as a structured public market will draw customers from surrounding communities.
- Plaza street will balance the comfort of drivers and walkers and link commercial corridors to residential streets.

**Coordinated Projects:**

Develop parking improvement strategies and technical resources for key commercial and employment districts - Project #15

Construct the Hiawatha LRT Trail gap from 28th Street to 32nd Street - Project #34
Provide technical assistance/resources for redevelopment projects to gain LEED certification - Project #9
Explore opportunities for increasing use and production of local renewable energy - Project #10
Improve transit services consistent with Minneapolis's PTN goals - Project #22
Develop wayfinding systems for each of the diagonal districts - Project #5
Finish building the bikeway expansions identified in the Minneapolis Bikeways Master Plan - Project #1
Make strategic land acquisitions - Project #20

Timing: Short term

Costs: $5-$$$  

Coordination/Roles of Organizations:
Minneapolis Public School District—current property owners who may sell the property and/or be tenants of a redevelopment project
Corcoran Neighborhood—tenant and operator of the Midtown Farmers Market
Metro Transit—integrate transit services and facilities into redevelopment
City of Minneapolis CPED—Lead Agency
YWCA—adjacent user with potential parking needs
Hennepin County Housing, Community Works and Transit—potential involvement in future public space as part of redevelopment, TOD planning and funding
Corcoran Neighborhood Organization—citizen participation organization for the geography of the project, runs the Midtown Farmers Market and has initiated a number of grassroots and professionally-facilitated planning efforts for 2225 East Lake.

Potential Funding Sources:
American Recovery & Reinvestment Act (ARRA) funding program
Community Development Block Grant program
Hennepin County Community Works and/or TOD funds
State bonding

Key Metric(s) (Top 5):  B16, B18, B25, B31, B35, B39, C3, E3, E11

The images above and below are taken from The Corcoran Midtown Revival Plan.
This 2010 site plan by BKV Group Architects, featuring a shared use Market Square directly connected to the light rail transit station, was created through a series of design charrettes with Corcoran neighborhood residents and three other local developers.
The creation of a designated one-block “Festival Street” on 27th Avenue from Lake Street south to Minnehaha Avenue represents a tremendous opportunity for a unique and exciting neighborhood and community gathering space. Building on the recent streetscape improvements along Lake Street and 27th Avenue, the infrastructure and public realm improvements have mostly been completed. The next step is pulling together the community resources and community activities for this public space. Organizing parades, specialty markets and street vending should be coordinated with existing business and neighborhood organizations to promote all the Longfellow neighborhood has to offer. Developing an annual calendar of events, securing proper permits and understanding the parking implications must be worked out in order to facilitate this project.

**Coordinated Projects:**
- Reconstruct Minnehaha Ave as a Complete Street, Green Street and Active Living project – Project #26
- Develop parking improvement strategies and technical resources for key commercial and employment districts – Project #15
- Develop wayfinding systems for each of the diagonal districts – Project #5
- Strengthen capacity of neighborhood and business organizations to meet their constituencies’ changing needs and opportunities – Project #18
- Provide and coordinate business improvement financing tools and public infrastructure improvements that encourage private sector reinvestments in commercial nodes and activity centers – Project #19
- Identify and address impacts of regulatory codes on reinvestment in existing businesses – Project #21
- Add biking facilities and amenities in key activity areas – Project #2
- Create and promote theme-related heritage walks – Project #17

**Timing:** Long term

**Costs:** $$$ - $$$

**Coordination/Roles of Organizations:**
- Longfellow Community Council—Lead Agency
- Lake Street Council—Alternate Lead Agency
- Longfellow Business Association—Alternate Lead Agency
- City of Minneapolis CPED—planning and design support
- City of Minneapolis Public Works—coordinate policies and permits for temporary street activities and closings to traffic

**Potential Funding Sources:**
- Longfellow Community Council – NRP funds
- Lake Street Council
- Longfellow Business Association
- McKnight Foundation
- General Mills Foundation
- EECBG
Key Metric(s) (Top 5):
B-32, B-33, B-34, B-35, B-36, B-39, B-43, B-44

The photos above show the existing condition of 27th Avenue between Lake St and Minnehaha Ave.

- Bump-outs at corners slow traffic and offer room for landscaping.
- Awnings and facade treatments make the street walkable and invite pedestrians to the street.
- Permeable pavers in parking zones.
- Restaurant seating is brought outside in the warm season.
- Tents placed along the curb during market or arts festival.
- Enhanced, decorative paving on sidewalks along festival street and around corners.
- Festival lights hanging from building roofs across street.
- Pedestrian amenities: bollards, benches and trash receptacles.
- Stage at south end of street offers performance space and blocks traffic during festivals.