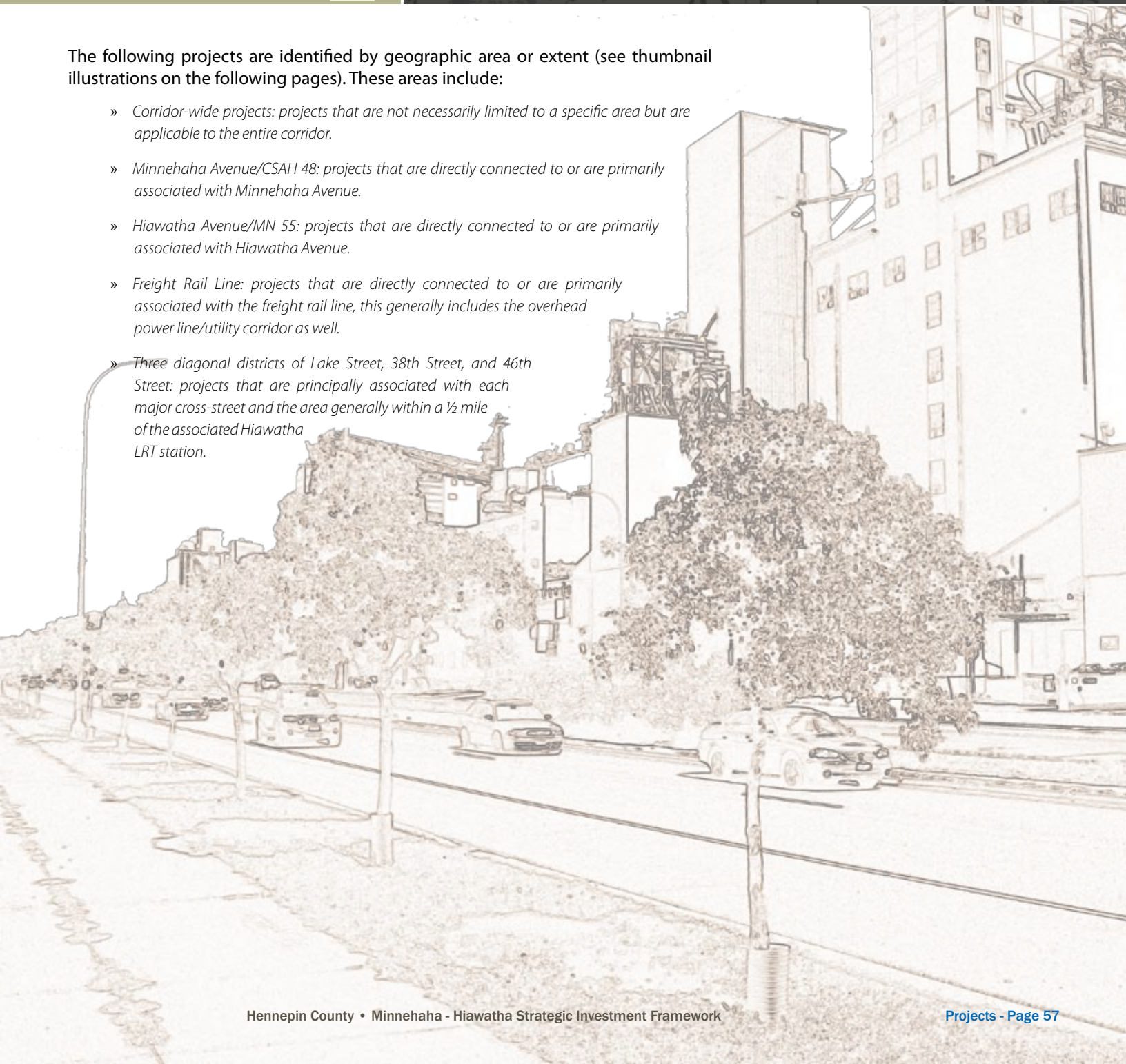


4 Projects

The following projects are identified by geographic area or extent (see thumbnail illustrations on the following pages). These areas include:

- » *Corridor-wide projects: projects that are not necessarily limited to a specific area but are applicable to the entire corridor.*
- » *Minnehaha Avenue/CSAH 48: projects that are directly connected to or are primarily associated with Minnehaha Avenue.*
- » *Hiawatha Avenue/MN 55: projects that are directly connected to or are primarily associated with Hiawatha Avenue.*
- » *Freight Rail Line: projects that are directly connected to or are primarily associated with the freight rail line, this generally includes the overhead power line/utility corridor as well.*
- » *Three diagonal districts of Lake Street, 38th Street, and 46th Street: projects that are principally associated with each major cross-street and the area generally within a ½ mile of the associated Hiawatha LRT station.*



Each project described within this chapter includes the following information:

1. *A project title: A brief statement identifying the project idea.*
2. *A descriptive narrative with illustrations: This section describes the project including its purpose or justification and where the idea originated.*
3. *Identification of connected actions: Connected actions are those projects that are linked either by timing or coordination needs.*
4. *An identification of timing for implementation: This includes the notion of prioritization. Immediate means it could start any time. Short term is 1 to 5 years and long term is more than 5 years out.*
5. *A general discussion on project cost implications: In some cases we know enough to estimate general implementation costs. Other projects have wide ranging variables that are difficult to pin down without more detailed planning and design. To address costs we have used a relative range of \$ for low costs to \$\$\$\$\$ for high costs.*
6. *Identification of project coordination/ roles: Key organizations that would lead the projects implementation are identified while other organizations are noted with a supporting role in the project.*
7. *Identification of potential funding sources: In most cases, there is a logical and most suitable funding source for the projects while in other cases there maybe a number of different sources that could be utilized.*
8. *Identification of key metrics: During the course of the project, an exhaustive list of metrics were identified as a means to measure project implementation success. This list can be found in Chapter 2 of this document, starting on page 26.*

List of Minnehaha-Hiawatha Projects:



PROJECT #	TITLE	PAGE
<i>Corridor Wide</i>		
Project #1	Finish building the bikeway expansions identified in the Minneapolis Bikeways Master Plan	66
Project #2	Add biking facilities and amenities in key activity areas	68
Project #3	Conduct a detailed conditions/needs analysis of the corridor's existing pedestrian environment	70
Project #4	Implement the Minneapolis Pedestrian Master Plan objectives and strategies	72
Project #5	Develop wayfinding systems for each of the diagonal districts	74
Project #6	Develop a hydrologic, hydraulic and water quality model of the corridor area to understand storm water improvement needs	76
Project #7	Expand and enhance open spaces for ecological stormwater management	78
Project #8	Identify and implement stormwater management improvements with street reconstruction projects	80
Project #9	Provide technical assistance/resources for redevelopment projects to achieve LEED certification	82
Project #10	Explore opportunities for increasing use and production of local renewable energy; eg, solar panels, wind turbines, district heating/cooling, Xcel Energy's Windsource program	84
Project #11	Provide assistance/resources for residences and businesses to reduce their energy use	86

Project #12	Develop “sustainable corridor” identity and strategies including green businesses and jobs	88
Project #13	Establish viable maintenance programs for public green spaces—trees and landscaping	90
Project #14	Provide design and technical assistance for improving the character of activity centers and commercial nodes to meet City and neighborhood design goals	92
Project #15	Develop parking improvement strategies and technical resources for key commercial and employment districts	94
Project #16	Create and promote theme-related heritage walks	96
Project #17	Develop a parks, plazas and open spaces plan for the corridor	98
Project #18	Strengthen capacity of neighborhood and business organizations to meet their constituencies’ changing needs and opportunities	100
Project #19	Provide and coordinate business improvement financing tools and public infrastructure improvements that encourage private sector reinvestments in commercial nodes and activity centers	102
Project #20	Make strategic land acquisitions	104
Project #21	Identify and evaluate impacts of regulatory codes on reinvestment in existing businesses	106
Project #22	Improve transit services consistent with Minneapolis’s Primary Transit Network goals	108

Minnehaha Avenue

Project #23	Create potential redesign concepts for existing commercial nodes along Minnehaha Avenue/CSAH 48 (This project should be combined with Project #14)	110
Project #24	Create an urban design vision and implementation plan for enhancing Minnehaha Avenue’s unique triangular blocks	112
Project #25	Provide design and technical assistance for improving the character of Minnehaha Avenue/CSAH 48 as a high quality walking street	114
Project #26	Coordinate with Hennepin County Transportation on reconstructing Minnehaha Avenue/CSAH 48 as a Complete Street, Green Street and Active Living project	116



Hiawatha Avenue

Project #27	Study and implement Hiawatha Avenue/MN 55 traffic signal improvements	122
Project #28	Improve pedestrian crossing safety and experience of Hiawatha Avenue/MN 55 signalized intersections	124
Project #29	Create an urban design vision and implementation plan for the Hiawatha Avenue/MN 55 east and west frontages	126
Project #30	Establish a new roadway functional classification for Hiawatha Avenue/MN 55 within the state and regional roadway system	128



Freight Rail Corridor



Project #31	Plan and build a diagonal greenway connecting the Midtown Greenway and Minnehaha Park/Grand Rounds	130
Project #32	Partner with railroad ROW owners to improve pedestrian crossings of freight railroad tracks	132

Lake Street Diagonal District



Project #33	Build a bike/pedestrian connection between Lake St LRT station and Midtown Greenway on east side of Hiawatha Avenue	134
Project #34	Construct the Hiawatha LRT Trail gap from 28th Street to 32nd Street	136
Project #35	Provide design and technical assistance for improving the character of industrial districts to meet City and neighborhood design goals	138
Project #36	Pursue infill development of surface parking lots along Minnehaha Avenue/26th Avenue and Lake Street	140
Project #37	Redevelop the SW quadrant of Lake and Hiawatha site (2225 East Lake Street) as a Transit-Oriented Development with public realm amenities	142
Project #38	Explore the potential for establishing a 27th Avenue "festival street"	146

38th Street Diagonal District



Project #39	Reconstruct 38th Street between the LRT Station and Minnehaha Avenue as a Complete Street and neighborhood gateway	148
Project #40	Create alternative land use, building form and urban design plan for 38th Street as an east-west activity center	152
Project #41	Create alternative land use, building form and urban design plan for Dight Avenue	154

46th Street Diagonal District

Project #42	Design and build Snelling Avenue extension south of 46th Street to Hiawatha Avenue	158
Project #43	Add walk/bike crossings of Hiawatha Avenue/MN 55 and bikeway connections to Minnehaha Ave at 45th Street and 37th Street	160
Project #44	Reconstruct 46th Street/CSAH 46 as a Complete Street and neighborhood gateway	162
Project #45	Redevelop the City-owned Snelling Yards public works site to include a park space	166
Project #46	Pursue infill mixed-use development of site adjacent to the 46th Street LRT station	168
Project #47	Pursue infill residential development of site SW of Hiawatha & 46th Street intersection	170





Minnehaha Avenue/CSAH 48, which is the heart of the Minnehaha-Hiawatha corridor, is planned for reconstruction from Lake St to 46th St.



The freight rail line has significant impacts on the entire corridor and presents opportunities for revitalization as its use changes or halts in some segments and continues in others.

Identifying, Prioritizing and Coordinating Corridor Reinvestment Projects

This chapter describes a comprehensive list of recommended corridor improvement projects to be undertaken in order to achieve the corridor's vision and desired outcomes. These 47 projects can be categorized into essentially three (3) types:

- » *Public infrastructure or spaces*
- » *Redevelopment opportunities*
- » *Planning / best practices*

These projects represent short-, medium-, and long-term corridor improvement initiatives. As described in the Summary of Issues report, an extensive amount of public input was gathered as a part of the process to create the Minnehaha-Hiawatha Strategic Investment Framework. The recommended projects are intended to respond to desired outcomes expressed through the public input process. The recommended projects also represent needs identified in previous planning efforts and capital improvement programs. Many of the projects relate to broader corridor-wide desired outcomes while many others are related to specific places within the corridor, including Minnehaha Ave/CSAH 48, Hiawatha Ave/MN 55, freight rail line, and the three diagonal districts.

These recommended projects will need to compete for funding at neighborhood, city, county, region, and state levels. Since funding needs will continue to exceed available funding resources at all levels, it is necessary to effectively prioritize, sequence, and phase the recommended corridor projects. To assist with this effort, the Strategic Investment Framework establishes evaluation criteria that enable projects to be evaluated against the priority issues and desired outcomes expressed through the public input process. The evaluation criteria are organized around the five (5) corridor livability elements: Mobility, Land Use & Physical Resources, Environment & Natural Resources, Economic Development, and Social, Cultural & Heritage. This organizational framework effectively links the recommended projects and evaluation criteria to what was learned through the public input process and previous corridor planning efforts.

Corridor Project Evaluator (CPE) Criteria

The Strategic Investment Framework establishes two sets of project evaluation: one is based on the level of need for the project and the other is based on the project's readiness for implementation.

Livability needs-based criteria include (organized around the five livability elements):

- > *project is in direct response to an expressed need that has been vetted by the community*
- > *project is in response to a documented trend that negatively impacts quality of life (accidents, crime, neighborhood decline, vacancies, etc...)*
- > *project addresses deteriorating or missing public infrastructure*
- > *project advances public policy or goals (e.g. create new housing opportunities or job opportunities)*

Readiness-based criteria include:

- > project is funded;
- > project is identified in a capital improvement plan (CIP);
- > project is under public ownership;
- > project has support from governing agencies and elected officials at the appropriate levels (supported in adopted policy plan)
- > project has neighborhood support (addressed by neighborhood plan or resolution)
- > project feasibility study is underway or completed

Ranking of Projects

The Strategic Investment Framework establishes a Corridor Project Evaluator (CPE), which is a formatted spreadsheet that enables corridor project planners to evaluate and rank recommended projects on an ongoing basis. For each project, the CPE allows the user to evaluate it using the needs-based criteria that relate to the corridor's 24 livability criteria and six (6) readiness-based criteria. Each criterion is given a score and then the CPE calculates an individual score for each of the five (5) livability elements and an overall score. The CPE tool is intended to enable the user to apply their own scoring based on specific and relevant preferences. In addition to the evaluation criteria, the CPE also contains the following data for each project:

- » *project type*
 - › *public infrastructure or spaces*
 - › *redevelopment opportunities*
 - › *planning/best practices*
- » *coordinated projects*
- » *lead agency(s)*
- » *project costs*
- » *funding sources*
- » *project timing (short, long)*
- » *key metrics*

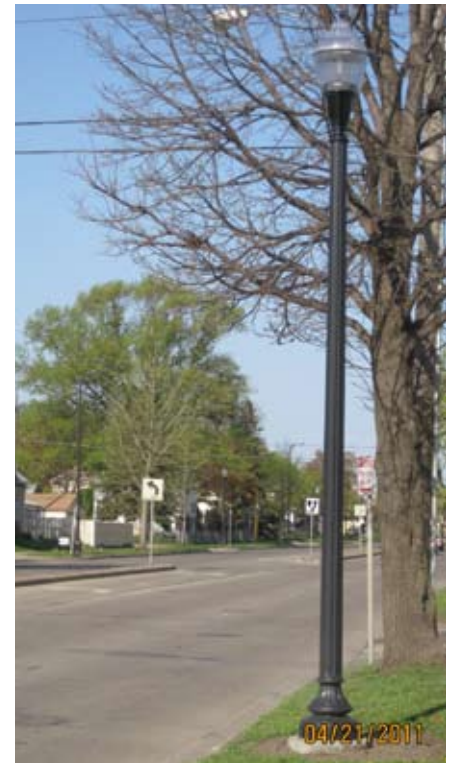
The CPE provides a flexible and dynamic tool for analyzing, comparing and ranking of corridor projects. The CPE scores are based on a quantitative analysis only with ultimate project prioritization intended to incorporate a qualitative discussion of the projects' consistency with the corridor's values and strategies. For example, the ranking below identifies the following projects as being the most important for the corridor to focus on by project type (public infrastructure or space, redevelopment opportunity, planning/best practices). This ranking was used to inform the selection of the priority projects in the Minnehaha-Hiawatha Action Plan, including catalyst and springboard projects.

Public Infrastructure or Spaces Projects (Highest Ranked):

- » *Minnehaha Avenue/CSAH 48 reconstruction as a Complete Street, Green Street & an Active Living project (Project #26)*
- » *38th Street reconstruction as a Complete Street and neighborhood gateway (Project #39)*
- » *46th Street/CSAH 46 reconstruction as a Complete Street, Green Street, and neighborhood gateway (Project #44)*
- » *Develop wayfinding systems for each of the diagonal districts (Project #5)*
- » *Study and implement Hiawatha Avenue/MN 55 traffic signal improvements (Project #27)*
- » *Implement the Minneapolis Pedestrian Master Plan objectives and strategies (Project #4)*
- » *Improve pedestrian crossing safety and experience of Hiawatha Avenue/MN 55 intersections (Project #8)*
- » *Plan and build a diagonal greenway connecting the Midtown Greenway and Minnehaha Park/Grand Rounds (Project #31)*
- » *Expand and enhance green spaces for ecological stormwater management (Project #7)*
- » *Finish building the bikeway expansions identified in the Minneapolis Bikeways Master Plan (Project #1)*



A large empty lot adjacent to the 46th Street LRT station would be a prime location for mixed use redevelopment.



New lighting installed on 46th Street as part of the 46th Street Pilot Lighting Project.

Similar interagency / interdepartmental implementation teams include the following:

- » *St. Paul's Central Corridor Development Strategy includes the creation of a multi-disciplinary City TOZ (transit opportunity zone) team consisting of officials from various City departments that will be responsible for "implementing policy directions consistent with the recommendations of the Development Strategy; working with developers on incentives and bonus packages; alternate redevelopment scenarios and financing models that optimize the development potential of strategic sites and secure inclusionary housing; preparing future station area plans; and coordinating consultation and communications with area residents, businesses and stakeholders."*
- » *The implementation chapter of the Access Minneapolis Plan (Citywide Action Plan) calls for interagency and interdepartmental coordination, including establishing an interagency staff team that is charged with implementing initiatives relating to the Primary Transit Network (PTN) corridors, which includes Hiawatha, Minnehaha, Lake, 38th, and 46th.*
- » *The City of Minneapolis, as part of its Minneapolis Sustainability Initiative, has an active interdepartmental Environmental Coordination Team (ECT) that includes members from seven (7) City departments that is focused on implementing and monitoring the City's sustainability initiatives, including Operations & Regulatory Services, CPED, Public Works, Health & Family Support, Fire, MPRB, and the City Attorney's Office.*
- » *The Saint Paul on the Mississippi Design Center is set up as a team that brings an urban design team together with public agency partners at the City of St. Paul, including Planning & Economic Development, Public Works, and Parks & Recreation staff.*

Redevelopment Opportunity Projects (Highest Ranked):

- » *SW quadrant of Lake and Hiawatha - 2225 East Lake Street (Project #37)*
- » *46th Street NW TOD site - NW quadrant of Hiawatha & 46th Street (Project #46)*
- » *46th Street SW TOD site - SW quadrant of Hiawatha & 46th Street (Project #47)*
- » *Snelling Yards public works redevelopment site (Project #45)*
- » *Lake Street surface parking lot infill development - NW quadrant of Minnehaha & Lake (Project #36)*

Planning/Best Practices Projects (Highest Ranked):

- » *Develop a parks, plazas and open spaces plan for the corridor (Project #17)*
- » *Develop "sustainable corridor" identity and strategies including green businesses and jobs (Project #12)*
- » *Create redevelopment concepts for 38th Street as an east-west activity center that includes mill buildings north of 38th Street (Project #40)*
- » *Establish viable maintenance programs for public green spaces - trees and landscaping (Project #13)*
- » *Create potential redesign concepts for existing commercial nodes along Minnehaha Avenue / CSAH 48 (Project #23)*
- » *Create an urban design vision and implementation plan for the Hiawatha Avenue/MN 55 east and west frontages (Project #29)*

Coordinating of Projects

A number of precedent project implementation organizations were identified and analyzed as part of the Corridor Framework planning process. These precedent organizations generally represent existing examples of large-scale project areas, including transit corridors, and redevelopment corridors, neighborhoods, industrial employment districts, and city-wide systems. These organizations can be categorized into essentially four (4) types:

- » *Public-private partnerships*
 - » *Midtown Community Works Partnership, Bottineau Boulevard Partnership, Phillips Partnership, Phalen Corridor Initiative, Payne-Maryland Partnership, North Washington Jobs Park Steering Committee*
- » *Non-profit redevelopment corporations*
 - » *St. Paul Lowertown Redevelopment Corporation, Saint Paul Riverfront Corporation (Saint Paul on the Mississippi Design Center, Central Corridor Design Center), Central Corridor Funders Collaborative, Seward Redesign*
- » *Grassroots coalitions - citizens, neighborhoods, businesses*
 - » *Midtown Greenway Coalition, University United, Central Corridor Partnership*
- » *Public interagency implementation teams*
 - » *Hiawatha Corridor Working Group (City of Minneapolis), Access Minneapolis Interagency Staff Team, Minneapolis Sustainability Environmental Coordinating Team & Citizens Environmental Advisory Committee, Central Corridor LRT City TOZ (Transit Opportunity Zone) Team*

Evaluation of Different Types of Implementation Organizations

Organization Type	Advantages	Disadvantages
Public-private partnerships	Participation of both public & private key stakeholders, collaboration between elected officials and corporate leaders, tend to focus on policy-making and planning, lobbying / advocacy strength, partnership organization funded by members	Less focus on implementation of public improvements, more focus on high level issues, led by elected officials and corporate leaders, less focused responsibility at the staff level
Non-profit redevelopment corporations	Focus on redevelopment site opportunities, private sector funding	Lack of jurisdictional authority for public improvements, less focus on public infrastructure projects, less involvement from public agencies
Grassroots coalitions	Broad grassroots representation, passion & commitment to the organization's mission	Less involvement from public agencies, limited jurisdictional and funding authority for implementing projects
Public interagency implementation teams	Focused on involvement and collaboration at staff level of critical public agencies, team can encompass all jurisdictional authorities needed for public improvement projects	Key private stakeholders not formally included, organization is dependent entirely on public funding



Above photo shows the poor condition of 38th Street, particularly for pedestrians, bicyclists, and transit riders.



Above photo shows one of the Minnehaha Avenue commercial nodes that would benefit from both private and public realm reinvestments.



Longfellow Gardens is a new park built over Hiawatha Avenue/MN 55 when the highway was reconstructed.