

Measuring Progress - Building Capacity - Realizing Potential

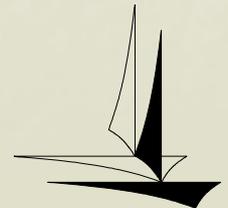
Revitalization along the Hiawatha Corridor

January 29, 2009

Central Corridor Funders
Collaborative and Learning Network

Mike Christenson, Director

Department of
Community Planning
and Economic Development
(CPED)
City of Minneapolis



Measuring Progress: LRT Ridership

- December 2004, Hiawatha LRT is completed.
- In 2007, Hiawatha LRT attracted 9.1 million riders, exceeding 2020 ridership projections.
- 50% of riders are new to transit



Measuring Progress: Planning Vision

- Minneapolis Plan for Sustainable Growth
- Access Minneapolis Multi-modal Transportation Plans and Design Guidelines
- Rezoning Studies and Zoning Overlay Districts
- Increasing alignment of State, Regional, County and City plans, policies and programs for transit-supportive development



Station Area TOD Visions

Neighborhoods of Choice, Character and Connections!

Walkable and sustainable urbanism connected to transit!

- Enhanced Multimodal Transportation
- Complete Neighborhood Centers
- Sustainable Environments

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Measuring Progress: Planning Vision

Small Area Master Plans



Prepared for:
Corcoran Neighborhood Organization
City of Minneapolis, Minnesota
May 2002

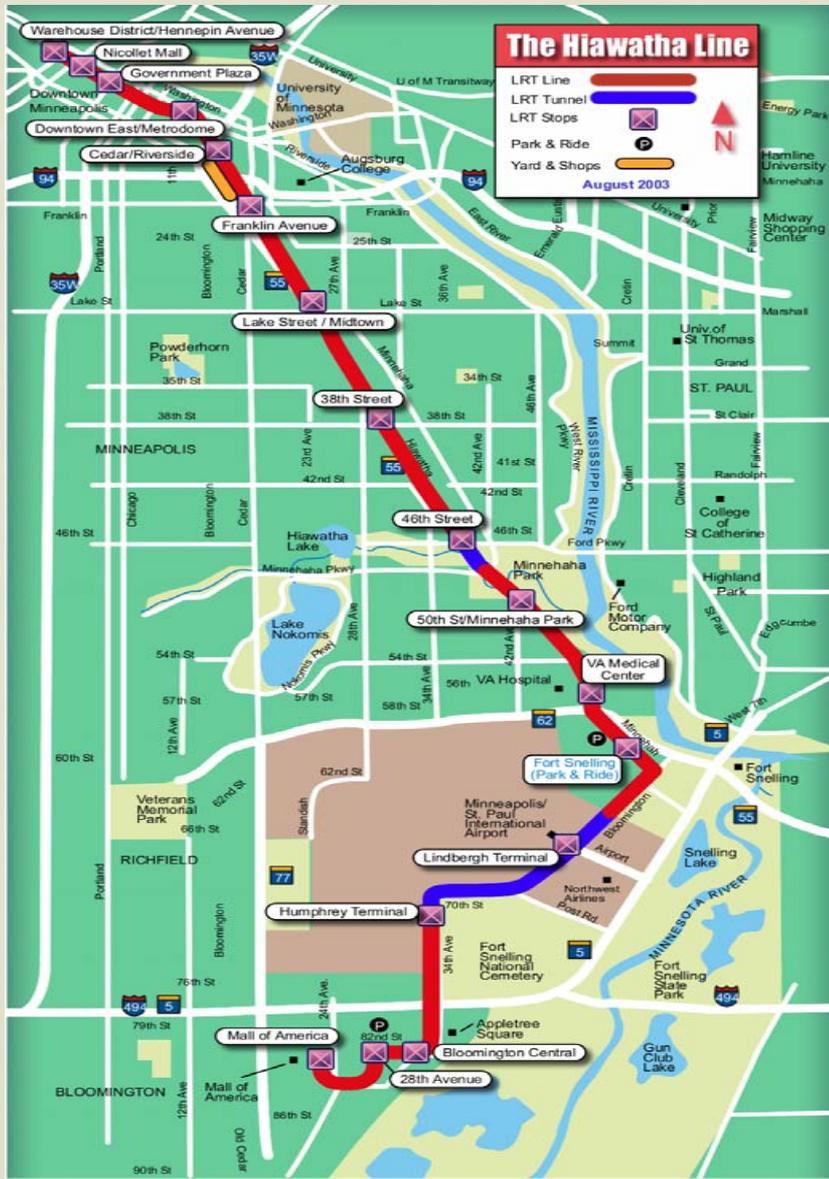
Prepared by:
Housington Kaefer Group Inc.
IBI Group
Booz/REA



Planning Lessons Learned

- Community expectations increase faster than Capacity.
- Plan and achieve consensus for growth and appropriate density in station areas with comprehensive plan policies, small area plans, zoning, increased allowable Floor Area Ratios (FAR), design guidelines, and community visions.
- Mobilize planning, regulations, designers, policymakers and community champions to support design excellence.
- Utilize Public Inter-Governmental partnerships to expand and align policies, tool-kits, resources and priorities.

Measuring Progress: Hiawatha LRT is a corridor of Destinations

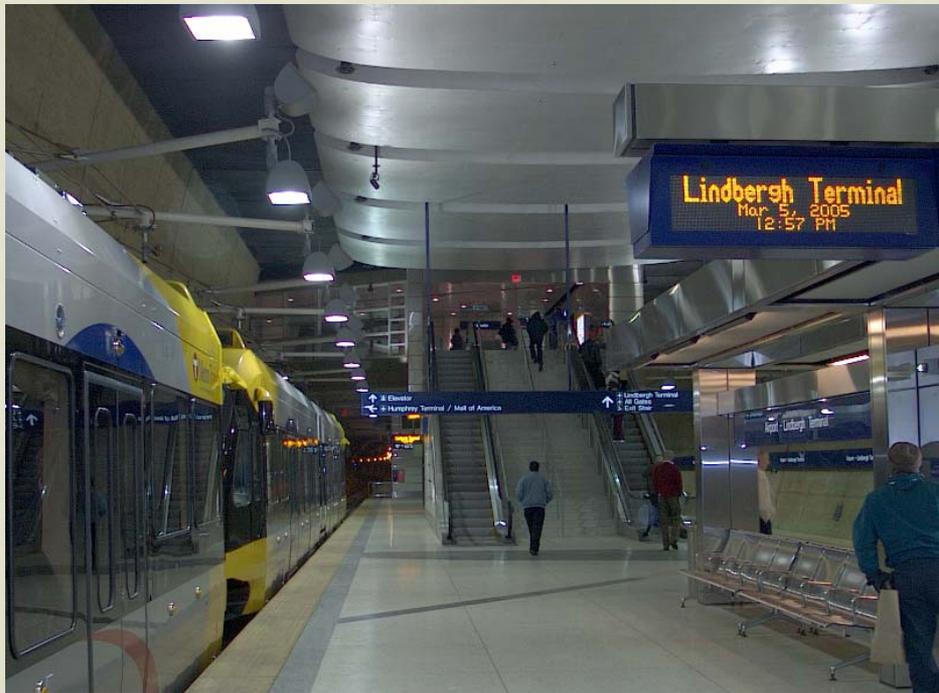


Downtown
Minneapolis



Measuring Progress: Economic Development

Airport



Mall of America



Measuring Progress: Economic Development

Downtown Minneapolis

New regional
attractions

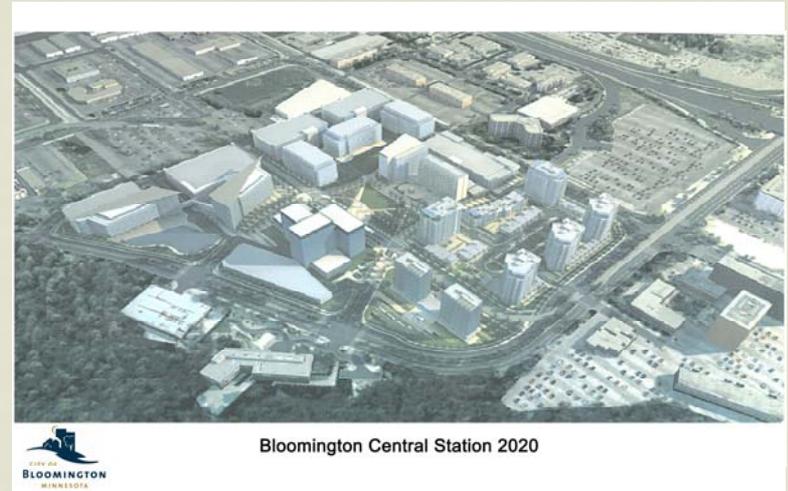


Measuring Progress: Economic Development

Emerging regional center



**Bloomington Central
Station**



Measuring Progress: Economic Development



Small Business Opportunities

Lessons Learned:

Economic Development and Transit:

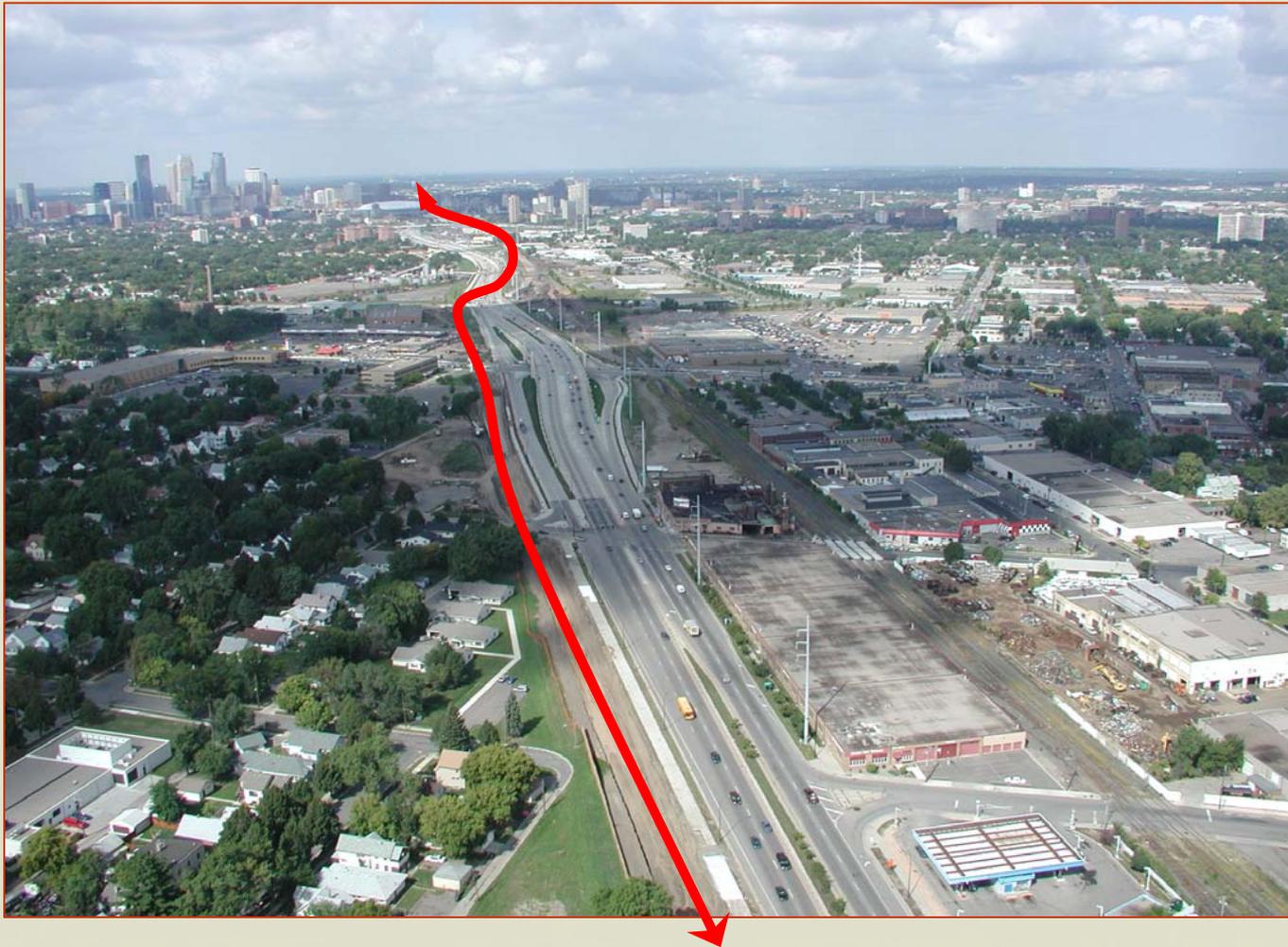
- Grow the regional transit system. Pursue business leadership for transit expansion.
- Support a regional focus on centralizing jobs in walkable employment centers served by transit.
- Create opportunities for small and large businesses. Build upon existing assets.
- Improve labor force access to regional jobs and services with improved neighborhood station area pedestrian and bike facilities and mixed-income, mixed-use housing development close to transit.

Housing Development by Segment, Near Hiawatha LRT Stations, 2000-2008 (July 2008)

Station Area	Open	In Construction	Proposed	Total Units
DOWNTOWN MINNEAPOLIS	4,825	1,074	3,960*	9,859*
MINNEAPOLIS NEIGHBORHOODS	1,919	136	1,465	3,520
BLOOMINGTON	263	0	840	1,103
TOTAL CORRIDOR	7,007	1,210	6,265*	14,482*

* Excludes proposed North Loop Village

View of Minneapolis Neighborhoods along LRT



The Hiawatha Corridor has many physical barriers to development, including local transportation barriers, as well as distinct neighborhood change and preservation areas.

Measuring Progress: Community Development

2000 - 2007



Station Area Plans and Regulations

Increasing Housing Choices

**Strengthening Neighborhood Commercial Corridors
near Stations**

Branding the Hiawatha Corridor

Market Advocacy for "Low Hanging Fruit"

Measuring Progress: Community Development

2008

Increasing mixed-income housing choices

Strengthening Public and Community Partnerships

Creating neighborhood places, achieving design excellence and improving the public realm

Demonstrating market success

Hiawatha Corridor Neighborhood Station Areas Public Infrastructure and Facilities Projects 2000 - 2007



Updated: June 22, 2007

Map shows parcels located within 1/2 mile of LRT alignment.

City of Minneapolis
Community Planning & Economic Development
0 0.1 0.2 0.4 0.6 0.8
Miles

NOTES:
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Measuring Progress: Community Development

2009 -2014

Proposals for catalyst scale projects

Emerging station area walkable districts

Adding retail services and local jobs

Implementing station area access and safety improvements

Manage and Monitor through the Current Recession

Hiawatha Corridor Neighborhood Station Areas Transit-Oriented Development Projects

Summer 2008



Lessons Learned

Transit-Oriented Development

- Prepare, Recruit and Educate Developers. Advocate in the Marketplace.
- Facilitate, Shape and Improve all projects. Design quality matters.
- Identify opportunity sites and develop catalyst projects.
- Align public investments with private investments. Establish priorities. Steer development proactively.

2002 Franklin Avenue Development Vision





Many Rivers East, 2004
Many Rivers West, 2006
Ancient Traders Market, Renovation, 2004

2006 Franklin Avenue Development Reality





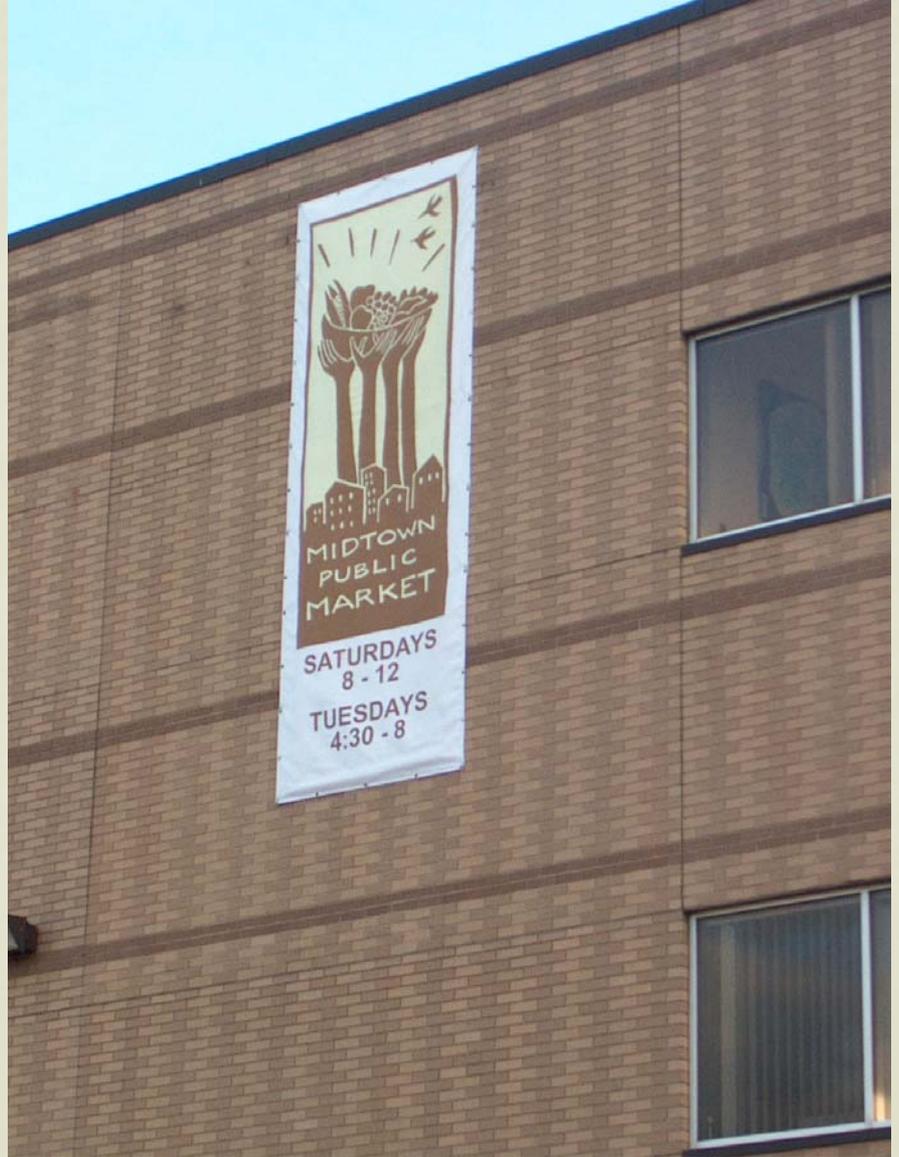
New Franklin Avenue Streetscape
(West of 16th Avenue South)
2002



Opportunities at Hi-Lake



Measuring Progress: Economic Development



Greyfields: Renovation, Repositioning and Phased Redevelopment of Strip Shopping Centers

Hi-Lake Shopping Center



Minnehaha Mall



NEW FLATS AT LAKE STREET STATION

CLOSE TO WORK, SHOPPING, LIGHT RAIL, THE Y
36 NEW HOMES AND RETAIL
STARTING AT THE UPPER 140'S



Hiawatha Commons

Minnehaha Mall



Hi-Lake Shopping Center Corridor Flats



Olin Crossings – VA Station Condominiums



Most of the neighborhood station area development would not have occurred “but-for” Hiawatha LRT

46th Street TOD Projects

Hiawatha Flats Phase 1

Oaks Hiawatha Station





Hiawatha Flats, Phase 2





Use the power of compact multifamily development to promote lifecycle mixed-income housing choices, neighborhood centers and sustainable growth near transit.

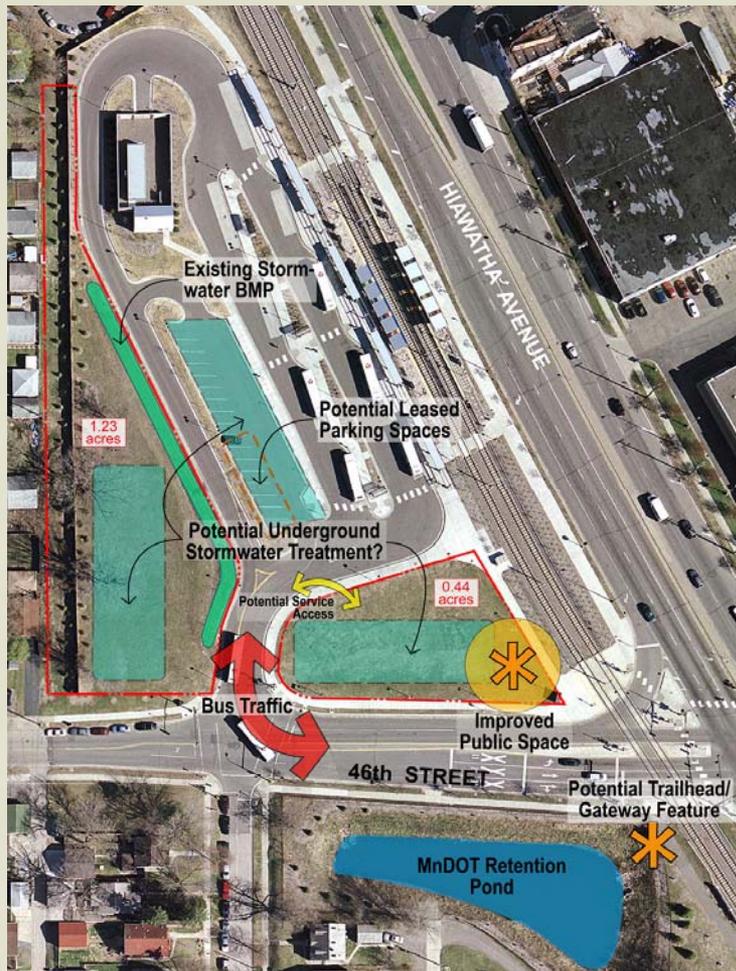


The Housing Footprint of Transit Oriented Development at the 46th Street LRT Station

Sell Excess Public Land for Development: Metropolitan Council Excess R-O-W – 2008

Proposed Oaks Station Place Development

Preliminary drawing presented by Oaks Properties and Koos Wilson Architects at September, 2008 Minneapolis Planning Commission Meeting.



Lessons Learned: Implementing TOD

- Create Public, Private and Community Partnerships. Climb the Collaboration Ladder.
- Develop strategies to balance housing mix and affordability around transit stations.
- Infrastructure matters! Complete the grid, manage traffic and parking, create pedestrian and bicycle facilities, increase LID stormwater management facilities.
- Develop infrastructure to support the emerging TOD neighborhood centers.
- Private Utilities are tough. Railroads and Powerlines.
- Create inter-governmental alignment and funding pipelines for priority projects.

Thank you

Questions?

**Mark Garner, Senior Project Coordinator
Minneapolis Department of Community
Planning and Economic Development
(612) 673-5037**

Mark.Garner@Ci.Minneapolis.Mn.Us