



Hennepin County Department of Housing, Community Works & Transit

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June 5, 2007

Mr Mark Garner
Senior Project Coordinator
City of Minneapolis Community Planning and Development
105 5th Avenue South
Suite 200
Minneapolis, MN 55401-2534

RE: Hiawatha-Minnehaha Community Works Corridor Project

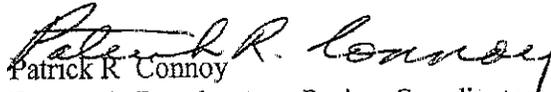
Dear Mr Garner:

Hennepin County has established a Community Works Project for the Hiawatha-Minnehaha Corridor in south Minneapolis. The project involves the completion of a "Corridor Vision" based upon the Hennepin County Community Works principles for improving physical areas through focused infrastructure investments. The study area boundaries generally include the Midtown Greenway on the North, the Hiawatha LRT line on the west, Minnehaha Parkway on the south and Minnehaha Avenue on the east.

Hennepin County wishes to continue its partnership with the City of Minneapolis and develop a long-term vision and a coordinated approach to plan for future private and public investments in the Hiawatha-Minnehaha Corridor.

I am asking that the City of Minneapolis adopt a resolution under Minnesota Statutes Section 383B.77, Subd. 3 and Minnesota Statutes Section 383B.79 supporting Hennepin County and the Hennepin County Housing and Redevelopment Authority's efforts to develop the Hiawatha-Minnehaha Community Works Corridor Project.

Sincerely,


Patrick R. Conroy
Economic Development Project Coordinator

cc Jay Arneson, Hennepin County
Phil Eckhart, Hennepin County



Hennepin County Memo

Housing, Community Works & Transit
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Date: January 3, 2007

To: Board of County Commissioners

From: Phil Eckhert, Director, Housing, Community Works and Transit Department 

Subject: Minnehaha-Hiawatha Community Works Project Over and Work Plan

The 2007 Hennepin County Capital Budget established the Minnehaha-Hiawatha Community Works Project (Number 0031742). Funding approved for 2007 is \$1,000,000. The perimeter of the Minnehaha-Hiawatha Community Works Project is formed by Hiawatha Avenue and Minnehaha Avenue (Co. Rd. 48) from 26th Street to the Minnehaha Parkway. The project goal is to study and make infrastructure and related improvements to the area consistent with the following Community Works principles for improving physical areas through focused infrastructure investments:

- Stimulate Employment Development;
- Build Bridges for Effective Planning and Implementation;
- Maintain and Improve Natural Systems;
- Strengthen Communities through Connections; and,
- Enhance the Tax Base.

Neighborhood and stakeholder involvement will take place at the start of this process and develop more intensely during the land use compilation and analysis sections. The initial planning studies for the Minnehaha Hiawatha Community Works Project will take place in three phases, some concurrently. A project investment plan for public support of Hiawatha corridor redevelopment will be prepared in cooperation with public and private partners following completion of the planning program described below.

Work plan elements include:

Phase I Infrastructure Investigation and Analysis

- Examine current and maximum capacity of Hiawatha Avenue, Minnehaha Avenue, and the Hiawatha LRT Line
- Examine storm water capacity, demands and projected future needs.
- Conduct a market evaluation and identify current rail users on the Canadian Pacific Rail Line. Estimate costs of acquiring and removing the rail line.
- Conduct Phase 1 environmental analysis of the corridor.
- Conduct an inventory of corridor utilities and land ownership.

Phase II Compilation of existing land use plans

- Compile land use studies and station area plans along Hiawatha and Minnehaha Avenues
- Identify consistencies and inconsistencies across plans

Phase III Analysis of Phase I and II Results

- Develop and examine land use scenarios.
- Define site restrictions.
- Define infrastructure, transportation and utility requirements.
- Prepare preliminary proposals for infrastructure and other improvements for review by the County Board and other stakeholders, leading to development of detailed capital improvement proposals and implementation plans.

Implementation Steps and Time Frame: All infrastructure work tasks will proceed from the same start date in January. A request for proposals is being prepared for consultant services for much of the phase I – III work described above. Completion of phases I – III of the project is anticipated to take 12-16 months

Please call Patrick Conroy at (612)348-2215 if you have any questions or would like to discuss further.

C: Sandra Vargas
Marthand Nookala
Richard Johnson
Alan Rezac
Patrick Conroy
Kay Mitchell

**HENNEPIN COUNTY
MINNESOTA**

**2007 CAPITAL BUDGET
AND 2007-2011 CAPITAL IMPROVEMENT PROGRAM**

Major Program: Public Works
Department: Housing, Community Works and Transit
Building: Not Applicable

Project Name: Minnehaha-Hiawatha Community Works
Project Number: 0031742
Funding Start: 2007 **Completion:** 2011

Purpose & Justification:

The project goal is to study and make infrastructure and related improvements to the area consistent with the following Community Works principles for improving physical areas through focused infrastructure investments:
 + Stimulate Employment Development;
 + Build Bridges for Effective Planning and Implementation;
 + Maintain and Improve Natural Systems;
 + Strengthen Communities through Connections; and,
 + Enhance the Tax Base.

The perimeter of the Minnehaha-Hiawatha Community Works Project is formed by Hiawatha Avenue and Minnehaha Avenue (Co. Rd. 48) from 28th Street to the Minnehaha Parkway.

The Minnehaha-Hiawatha Community Works Project will take place in three phases, some concurrently. Work plan elements include:
 + Infrastructure investigation and Analysis
 + Compilation of Existing Land Use Plans
 + Analysis of Findings

Neighborhood and stakeholder involvement will take place at the start of this process and develop more intensely during the land use compilation and analysis sections.

Project's Effect On Annual Operating Budget:		Funding Source Notes:				Cost Breakdown		Total
Funding Source	Prior Appropriations	2007 Budget	2008 Estimate	2009 Estimate	2010 Estimate	2011 Estimate	Beyond 2011 Estimate	TOTAL
Property Tax								\$0
Bonding		\$1,000,000	\$2,000,000	\$1,500,000	\$2,000,000	\$2,000,000		\$0
Federal								\$0
State								\$0
Enterprise Income								\$0
Other		\$0	\$2,000,000	\$1,500,000	\$2,000,000	\$2,000,000	\$0	\$0
TOTAL		\$1,000,000	\$2,000,000	\$1,500,000	\$2,000,000	\$2,000,000	\$0	\$8,500,000



**Longfellow
Community
Council**

Serving Longfellow, Cooper, Howe & Hiawatha neighborhoods



August 2, 2006

Chuck Ballentine, Director
Hennepin County Housing, Community Works and Transit
417 North Fifth Street, Suite 320
Minneapolis, MN 55401

Re: Hiawatha LRT Corridor

Dear Mr. Ballentine:

We are writing to request that Hennepin County establish the Hiawatha LRT Corridor as a Community Works Project.

As you know, we have been working intently with your staff, City of Minneapolis staff, members of the community and private developers to advance development along the Hiawatha LRT. While much progress has been made, focus has been on individual sites or LRT station areas. As larger development projects are being proposed, it has become clear that an area-wide approach is needed in order to set priorities and give clear direction to transit oriented development.

By establishing a Community Works Project, in coordination with the neighborhoods along the Corridor and the City, your department can help bring needed focus to a number of critical issues:

1. Working across units of government to create viable ways to cross Hiawatha Avenue from the east side, where most development will occur, to the west side where the stations are located; this is an issue for pedestrians, bicycles and vehicles at 46th Street and 38th Street and the crossings for 32nd Street and 28th Street in the Lake Street Station Area.
2. Assist in obtaining resources to review the market and financial analysis of development that acknowledges the interdependence between station areas; at present, Lake Street is a regional retail destination with significant potential for additional development. Within the same market area, a developer is proposing 150-200,000 square feet of new retail at the 38th Street Station and over 100,000 square feet of new retail is envisioned in the 46th Street Master Plan.
3. Assist in obtaining resources to explore larger scale solutions to storm water management, environmental remediation, energy conservation and other issues that will

contribute to creating a competitive environment for job-creating industrial and economic development in the corridor;

4. Assist in securing resources for the public infrastructure improvements needed to support priority development, including the reconstruction of County Road 48 (Minnehaha Avenue) and critical intersections that provide circulation in the station areas, the acquisition and demolition of blighted and incompatible uses and the construction of affordable housing.
5. Provide resources to support our planning and development implementation efforts, particularly the promotion of development opportunities in the project area to businesses that provide goods and services to the local community and complement existing neighborhood-serving retail and commercial businesses.

We recognize that this is a large undertaking. The benefits will be equally large. The Hiawatha LRT Line has exceeded everyone's hopes for ridership. A collaborative, coordinated and concerted approach to development will ensure that the potential created by the investment already made in the LRT Line is realized as new projects are built in the corridor and will ensure that those projects are successfully knit together with the surrounding neighborhoods. We think this can best be accomplished by addressing common issues throughout the Hiawatha LRT Corridor from 28th Street to Minnehaha Parkway, including both sides of County Road 48.

We will continue to mobilize residents and businesses in our community to work on these issues. We will also undertake to contact those organizations representing the neighborhoods on the west side of the corridor to encourage expansion of the project to include that area as well. We recognize that the exact boundaries of a project area will require further discussion and, as a practical matter, may need to include a ¼ mile radius around each of the stations.

Please call with any questions you have. We look forward to continued work with you and your staff and appreciate the visionary and steadfast support that Hennepin County has provided for transit corridor development.

Yours truly,

Katie Hatt, Executive Director
Longfellow Community Council
612-722-4529

Brian H. Miller, Executive Director
Seward Redesign
612-338-8729

C: Commissioner Peter McLaughlin
Mayor R.T. Rybak
Council Member Gary Schiff
Council Member Sandy Colvin Roy
Mike Christenson, Director of Economic Development, Minneapolis CPED
Mark Garner, Senior Project Coordinator, Minneapolis CPED
Amy Arcand, Corcoran Neighborhood Organization
Shirley Yeoman, Standish Ericsson Neighborhood Association
Rita Ulrich, Nokomis East Neighborhood Association



Longfellow Community Council
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Minneapolis MN 55406
Phone: 612.722.4529
Internet: www.longfellow.org

November 13, 2006

Commissioner Peter McLaughlin
Hennepin County Board
A-2400 Government Center
300 South Sixth Street
Minneapolis, MN 55487-2400

Dear Commissioner McLaughlin:

On behalf of Longfellow Community Council, I am writing to reaffirm our strong support for establishing a Community Works Project Area to include the Hiawatha LRT Corridor east to Minnehaha Avenue (County Road 48) from north of Lake Street south to Minnehaha Falls. This designation and attendant technical and financial resources will provide critical support to our efforts realize vibrant redevelopment along and adjacent to the LRT Corridor.

We thank the Hennepin County Board for having the vision and resources to invest in LRT. Today, packed trains carry passengers who reflect the diversity of the population that lives and works in our community. The extraordinary success of the Hiawatha Line offers an exciting opportunity to plan for redevelopment that includes mixed-income, mixed-use projects and considers the inter-relationship between station areas up and down the Hiawatha Line, building on community assets and promoting strong public-private partnerships.

Over the past year, Longfellow Community Council has invested significant volunteer and staff resources to work extensively with the City of Minneapolis and a private developer to identify redevelopment scenarios and community priorities for the 38th Street Station Area. It has been an unprecedented opportunity to galvanize community participation in creating a vision for development and build community capacity to understand development and market dynamics.

Through our efforts, it has become abundantly clear how crucial it is to have strong partnerships among many levels of government and the community to address challenges and opportunities presented by LRT, be they improving safe access from the station areas across Hiawatha into our neighborhoods, fostering opportunities for small businesses to grow and thrive, seeing that developments include diverse housing options to meet the needs of a range of household sizes and incomes, or implementing environmentally-friendly materials and practices into projects.

We urge Hennepin County to be a leader in this effort going forward by approving the Community Works Project designation. Thank you for your consideration of our request.

Sincerely,

Katie Hatt
Executive Director