

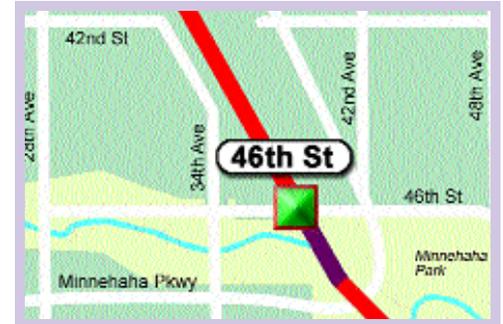
Hiawatha/ 46th Street Station Area Plan



Newsletter #4, May 2001

About The Project

The 46th & Hiawatha Station Area Plan is part of a series of long-range plans being completed for transit-oriented development (TOD) around station sites along the 11.5-mile Hiawatha Light Rail Transit (LRT) corridor. The Light Rail service is scheduled to open in 2003. The study area (shown at right) includes the land within a ten-minute walking distance (half-mile radius) of the light rail station being built at the northwest corner of 46th Street and Hiawatha Avenue. The purpose of this study is to develop a plan for future development of the area with extensive public input, capitalizing on local strengths. The redevelopment area involved can roughly be defined as most of the commercial areas east of Hiawatha within a half-mile of the 46th and Hiawatha light rail station, as well as the station site itself.



Workshop 4

On Tuesday March 27th, 2001, approximately 80 people attended the fourth and final public workshop of the 46th & Hiawatha station area planning process in the Ericsson Elementary School gymnasium. Residents, business owners, City and County staff, and elected officials attended the workshop. The purpose of the meeting was to present the final consensus plan, and survey preferences on implementation policies. The final plan was created based on input from the previous three workshops.

In an effort to balance competing interests, the resulting plan shows increased density in a manner acceptable to the neighbors. A new mixed-use district anchored by a town square and a mid-sized grocery store is proposed as the centerpiece to the plan. The plan calls for approximately 150,000 SF of new retail, 220,000 SF of office space, and

roughly 550 housing units in the form of apartments/condos, townhomes, single-family homes, and senior housing units. Pedestrian-friendly improvements to the 46th and Hiawatha intersection include narrowed lanes, median extensions, a ped/bike underpass, grooved pavement, and crosswalks. High-quality greening strategies throughout the redevelopment area include vegetated bioswales for stormwater run-off, "green" roofs, and aggressive tree planting throughout parking areas, medians, and sidewalks. Alternative transportation features of the plan include reduced parking ratios, shared parking scenarios, car sharing, bicycle sharing, off-street bike lanes, indoor bike storage, and transit incentives for employees.

After the plan was presented, the consultants arrayed a list of recommendations they would like to make for the implementation policies that will put the plan into effect.

These recommendations ranged from setting a maximum building height to requiring environmentally sound building practices.

Group Work

The workshop attendees were organized in seven groups of six to 10 people, each with a facilitator. The teams worked independently at different tables to discuss the final scheme and to vote on what level of policy should be enacted to implement the plan. Each group was charged with evaluating 17 different recommendations and choosing one of three policies for each recommendation. Typically they chose whether the recommended action be mandatory under zoning, whether building owners would receive incentives, or if there should be no policy dealing with the recommendation.

This group activity lasted about an hour, at which point, the votes were tallied on a master ballot at the front of the room. Participants were quickly able to see the results of the group work. The following table highlights some of the key results from the group work.

After the results had been tallied and it was clear which policies had wide support and which did not, the key players in implementation took the microphone to assume responsibilities for the next steps. City Council Member Sandy Colvin-Roy and City Planner Mike Larson spoke about the process involved in creating an overlay zoning designation that could codify the supported recommendations. Each step would involve public hearings and input will be gathered from residents along the way. They estimated that a new zoning overlay could be adopted within 9 months to a year.

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Next Steps

The City of Minneapolis Planning Department will take the lead in moving the 46th Street Station Area Master Plan forward. The final plan report will be available for public review and comment. City Planning will coordinate review of the plan by neighborhood groups, City departments, other agencies, and the general public. Information about the process and time line for adopting the plan, including additional opportunities for public participation, are forthcoming. Exact time lines are uncertain at time of publication, but will depend on the nature and extent of comments. Official opportunities for comment will include a public hearing before the City Planning Commission. The Department will continue to work with the Community Steering Committee and maintain communication with neighborhood and business groups. For further information and updates, please check the City's LRT web site at <http://www.ci.minneapolis.mn.us/citywork/light-rail>. You may also e-mail comments and questions to Mike Larson, City Planner, at michael.larson@ci.minneapolis.mn.us. A copy of the full 46th Street Station Area Masterplan report will be available in late June at the Standish Erickson, Longfellow, and Nokomis East neighborhood offices.

Project Team

The planning process is jointly sponsored by Hennepin County and the City of Minneapolis.

The consultant team consists of Farr and Associates, Parsons Transportation Group, and ZHA, Inc.

Please direct you questions or comments regarding this process to Hennepin Community Works 612-348-2997 or the City of Minneapolis 612-673-2423.

Public Infrastructure Action Steps

- **Extend street grid into redevelopment area south of 46th, including the extension of Snelling and signalization of its intersection with 46th?**
6 groups agreed and one could not come to consensus.
- **Construct an underpass or overpass beneath/over Hiawatha Avenue immediately north of 46th Street?**
All 7 groups agreed.

Zoning Action Steps

- **Should zoning set a building height minimum for non-residential buildings in the redevelopment area?**
4 groups preferred a 2-story minimum, 2 preferred no minimum, and one group specified 3-stories next to the town square and 2 stories elsewhere.
- **Should zoning set a building height maximum for the redevelopment area?**
1 group preferred a 5-story maximum, 4 preferred a 4-story maximum, and 1 preferred a 3-story maximum.
- **Can senior housing be an exception to a height maximum if economically necessary?**
6 groups said yes, but set a new limit, typically noted at 5-6 stories.
- **Should zoning prohibit the construction of new of addition to existing auto-oriented building types in the redevelopment area?**
4 groups favor prohibiting this type of construction, and 3 want to limit location and amount of auto-oriented building types.
- **Should new zoning allow for the development of coach houses/granny flats above garages throughout the entire half-mile radius?**
All groups wanted to allow residents to build coach houses over their garages, and 2 groups wanted to give incentives to do this.