

Hennepin County  
Department of Transit and Community Works  
417 North Fifth Street, Suite 320  
Minneapolis, MN 55401-1362

## Hiawatha/46th Street Station Area Plan

### Workshop #4

**March 27, 2001**

6:00 pm to 9:00 pm

**Location: Ericsson Public School,  
Gymnasium, 4315 31st Ave So.**

**This is the third newsletter for the 46th Street / Hiawatha Station Area Planning Project. We invite you to Workshop #4 for the presentation of the preferred plan.**

### Workshop #4

**March 27, 2001, Tuesday**

6:00 pm to 9:00 pm

**Ericsson Public School, Gymnasium, 4315 31st Ave So.**

Topics: Presentation of Final Concept Plan; Implementation Guidelines and Listing of Funding Resources

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

### Opportunities *(cont'd from front page)*

- The location of the station area and its access to downtown Minneapolis, St. Paul, and the airport by car, LRT, bus and bicycle.
- The proximity to Minnehaha Park and regional recreational trails
- The area's stable neighborhoods
- High traffic volumes projected for Hiawatha give the area high visibility
- Potential redevelopment land is currently organized in several large parcels
- 17% of the people and 26% of the households are over the age of 65, making senior housing a viable form of new development

### Threats

- Increased traffic in the area will cause internal circulation difficulties thus constraining development
- High traffic volumes projected for Hiawatha will attract drive-thrus, gas stations, and other auto-oriented uses

### Supportable Uses

In addition, the market consultant reported on her market assessment of the area in terms of what uses and how much of each is supportable. The following is a list of uses that are projected to be supportable in the station area over the next 25 years:

- Up to 1000 residential units (the three schemes do not propose this many units)
- 40,000 to 200,000 square feet of office/light industrial space
- 40,000 to 150,000 square feet of neighborhood retail

The plan that is ultimately adopted by the City of Minneapolis may not allow the maximum development that is identified as supportable above, depending on community support.

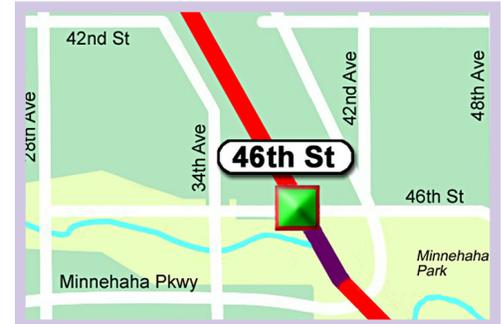
# Hiawatha/ 46th Street Station Area Plan



**Newsletter #3, March 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.



## Community Involvement

On Tuesday January 30th, 2001, approximately 135 people attended the third public workshop of the 46th & Hiawatha station area planning process in the Hiawatha 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 alternative land use schemes for the area that were developed by the consultant team based on input from the previous workshops.

The three schemes developed have some common elements including new single-family homes, new mixed-use development (retail with housing or office above), open space opportunities, and congestion mitigation efforts. Key features of each scheme appear in the boxes to the right.

### Group Work

After the schemes were presented, the workshop attendees were organized in 20 groups, each with a facilitator from the Community Steering Committee, City or County Staff, or the consultant team. The teams worked independently at different tables to discuss and assess the schemes. Each group was charged with evaluating



Community members weigh the pros/cons of land development schemes.

### Scheme A--Limited Change

- Retention of some auto-oriented uses
- Infill of new mixed-use buildings along 46th, 1-2 stories

- New single-family homes
- Open space at LRT station site
- Change of orientation of the strip mall so that it faces the Soo Line

### Scheme B--Main Street

- Retail development focused on 46th Street as a "Main Street"
- Retain Walgreens at its present location
- Extension of Snelling Avenue, elimination of driveway entrances along 46th Street
- Infill of new mixed-use buildings along 46th and along the Soo Line, 2-3 stories
- New housing types including units above shops, senior housing building, townhomes, and single-family detached homes
- New open space opportunities
- Retail and housing at the LRT station site

### Scheme C--Town Square

- Retail development focused around a "Town Square" south of 46th Street
- All auto-oriented uses at 46th and Hiawatha are replaced with pedestrian-oriented uses
- Extension of Snelling Avenue, elimination of driveway entrances along 46th Street
- Infill of new mixed-use buildings along 46th and along the Soo Line, 3-4 stories
- New housing types including units above shops, senior housing building, townhomes, and single-family detached homes
- New open space opportunities
- Mixed-use buildings and housing at the LRT station site

plans for different sub-areas of the schemes and attempting to reach consensus on which scheme they preferred for each sub-area. They voted on each sub-area determining whether it was "preferred," "acceptable," or "unacceptable." Lastly, the groups were able to cut and paste their preferred subareas from each scheme onto a base map to develop their overall preferred plan.

After about 45 minutes, the large group reconvened and one member from each table reported out the results of their exercise. Overall, the sub areas of Scheme C were preferred most often, with those of Scheme B in a close second place. Typically, Scheme B was deemed acceptable while Scheme A was deemed unacceptable by most groups.

The mixing and matching of parts from each scheme that occurred makes the case for the consultant team to refine and consolidate these schemes into a preferred overall scheme. This final scheme will be presented at Workshop 4 on March 27, 2001.

## Market Assessment

Sarah Woodworth the market consultant working on this project gave a brief presentation on the market conditions of the area and then commented on the viability of each land use scheme. She outlined some basic opportunities and threats facing the the redevelopment of this area. *(cont'd back page)*