

9. Implementation

The following chapter outlines an implementation methodology for the Cedar Riverside Small Area Plan and offers tools to assist the public and private sectors in the realization of the community vision for the neighborhood. After adoption by the City Council, the Plan will become a part of the City’s comprehensive plan. While many implementation strategies will be the responsibility of the City, most of the directives will take a cooperative effort over time to achieve from community organizations, the neighborhood institutions, and private developers and property owners.

The tables on the following pages outline initial ideas for how the recommendations in this Plan can begin to be realized. The table defines responsible parties and timeframe for implementation (Near Term: 0-5 years; Mid Term: 5-10 years; Long Term: 10-20 years).

Land Use and Design Plan

The recommendations for land use and design improvements will be implemented over the long-term incrementally as sites redevelop or property owners make improvements to structures and their surroundings. The City’s main tool for implementation will be the development review process, which provides community members and policymakers the opportunity to weigh in on specific land use and development changes in accordance with zoning regulations and existing policy direction. This plan will be the main policy tool used by city staff and policymakers in that decision-making process.

Recommendation	Responsibilities	Time Frame
Maintain land use largely as is with incremental change and infill consistent with surrounding character.	CPED, neighborhood organizations, institutions	0-5 years
Designate Cedar/Washington and Riverside Avenues as Commercial Corridors, and encourage the development of buildings with active, pedestrian-oriented uses on the ground floor along both avenues.	CPED	0-5 years
Infill redevelopment along Commercial Corridors should include a mix of uses to provide a range of activities and eyes on the street, particularly near transit stations and on City-owned sites such as Dania Hall.	CPED, neighborhood organizations, institutions, property owners	0-5 years
The future issuance for a Request for Proposals (RFP) for development on the City-owned Dania Hall site should be limited to that specific parcel. Any development should be consistent with this plan and benefit the public.	CPED	0-5 years
If large parking facilities are redeveloped, ensure that current levels of public parking will be maintained on site.	CPED	0-5 years
Maintain the designated Activity Center in the commercial area along Washington/Cedar Avenue, which supports activity throughout the day and evening, higher density housing, and pedestrian and transit orientation. Provide a boundary that generally follows the current C3A Activity Center zoning.	CPED	0-5 years
Wait to redevelop Lot A until there are stronger market conditions and more direction regarding the final design of the Central Corridor station. Future development should further the need to diversify neighborhood housing options, particularly ownership if feasible.	CPED	0-5 years
Focus the most intensive development near future transit stops and existing commercial areas and encourage the provision of open space and active stormwater management in new developments.	CPED, neighborhood organizations, institutions	0-5 years
Any future development along the Washington Avenue trench should be transit-oriented and create a presence along the trench with	CPED, neighborhood organizations	0-5 years

creative design solutions for both station access and visibility.		
Infill housing within the interior of the neighborhood should be complementary in bulk and height to adjacent uses.	CPED, neighborhood organizations	0-5 years
Work with the institutions to create incentive programs for employees to live in or near the neighborhood.	CPED, neighborhood organizations, institutions	0-5 years
Improve the residential mix in the neighborhood with an emphasis on ownership opportunities.	CPED, neighborhood organizations	5-10 years
Encourage the development of safe public and private spaces using principles of Crime Prevention Through Environmental Design (CPTED).	CPED, neighborhood organizations, institutions	0-5 years
Existing public connections throughout the neighborhood should remain intact for all modes of transportation to maintain visibility and efficiency.	CPED, Public Works, neighborhood organizations, institutions	0-5 years
Promote design along Cedar and Washington Avenues that is compatible with the historic design and commercial qualities of the corridors. Any historically-designated buildings should be preserved.	CPED, neighborhood organizations	0-5 years
Promote design along Riverside Avenue that more seamlessly incorporates institutional buildings into the surrounding neighborhood.	CPED, neighborhood organizations, institutions	0-5 years
Enhance the safety, quality, and quantity of public gathering spaces, both indoors and outdoors.	CPED, neighborhood organizations, institutions, MPRB	0-5 years
Continue to improve accessibility to and comfort in park properties and other open spaces.	CPED, neighborhood organizations, institutions, MPRB	0-5 years
Support increased indoor community activity space, particularly for youth in the neighborhood.	CPED, neighborhood organizations	5-10 years
Increase green space along the Commercial Corridors when reconstruction projects occur.	CPED, Public Works, institutions	5-10 years
Access and parking for new developments should be from the alley or a private driveway when possible, to minimize curb cuts.	CPED	0-5 years
Parking is discouraged between the primary building façade and the street; surface parking should be adjacent to or in the rear of buildings. Structured parking is encouraged for new developments.	CPED, neighborhood organizations, institutions	0-5 years
Dead-end and/or cul-de-sac public streets should be avoided. The abandonment of rights-of-way to support development is discouraged.	CPED, Public Works, institutions	0-5 years
Promote sustainable building practices and site design through the use of energy efficiency, sustainable materials, ecological landscaping and on-site stormwater management.	CPED, neighborhood organizations, institutions	0-5 years

Economic Development Plan

As described in Chapter 7, economic revitalization in Cedar Riverside will require a coordinated implementation strategy. These recommendations provide the essential foundation for public and private partners to begin work on the next steps. While a coordinated effort will be required for large-scale economic revitalization, the implementation of recommendations from other parts of the plan will be beneficial for incremental positive changes - a healthy economy also depends on a good land use mix, housing choices, perceptions of personal safety, effective and safe physical infrastructure, and a well-designed environment.

Economic Development Services proposed strategic implementation strategies to guide key stakeholders - property and business owners, area institutions, the city and county, arts organizations, and area residents – to work toward the ultimate vision. The consultant recommends a sequential priority list for implementation as an ideal scenario, while

also understanding that opportunities may arise that can be taken advantage of to the overall benefit of the implementation strategy. The strategies in sequential order are:

1. **Initiation by business community:** Coordinated focus from the business community, including commercial property owners, on commercial corridor revitalization in the Cedar Riverside neighborhood with committed partners in the public and private sector.
2. **Crime and safety:** Bring together institutional, business, public and private resources to aggressively address crime and safety issues in the commercial areas.
3. **Clear economic vision:** Engage property owners and business owners in refining the market niche for the four sub-areas of Cedar Riverside as a foundation for shaping the business mix through more strategic leasing, guiding the design and appearance of public realm improvements, facades and other features, as well as focusing marketing and promotional efforts. Continue to support small business owners.
4. **Design and appearance:** Strengthen connections between the commercial districts and the institutions, light rail transit, housing, downtown, freeways, and parking. Create an environment that inspires people to walk, bike, shop and visit the area.
5. **Marketing and promotion:** Implement marketing and promotional strategies to enable the sub-areas to attract businesses, developers and/or customers consistent with the sub-area market niches.
6. **Opportunity sites:** Stimulate commercial district revitalization by supporting redevelopment and/or renovation at key locations. (While this is a 6th element, it should not be considered 6th in sequential order. Market conditions, property owners and developer interest will substantially impact the time frame for redevelopment of opportunity sites.)

The recommendations and implementation strategies listed below all contribute to the priorities listed above. Before implementation can begin, however, more work is required to fill in the gaps between the recommendations and the priorities.

Recommendation	Responsibilities	Time Frame
General		
Make it easier for visitors (auto, bike, pedestrian) to find their way throughout the neighborhood through improved wayfinding signage to major destinations.	CPED, Public Works, neighborhood organizations, institutions	5-10 years
Maintain the current level of public parking wherever possible, particularly on sites identified for parking on the Future Land Use Map.	CPED, Public Works, institutions, private developers/property owners	0-5 years
Provide wayfinding signage to public parking facilities.	CPED, Public Works, institutions	0-5 years
Improve the validation system to include more area businesses, understandable directions, better marketing, and prominent signs in participating storefronts.	CPED, Public Works, neighborhood organizations, businesses	0-5 years
Encourage the presence of parking attendants, particularly in publicly-owned lots, as needed to ensure adequate safety and surveillance.	CPED, neighborhood organizations	0-5 years
Promote the use of shared parking among area businesses by better utilizing parking lots that sit empty during certain parts of the day.	CPED, neighborhood organizations, businesses, property owners	0-5 years

Create strong visual and physical connections for pedestrians and bicyclists to existing and future LRT stations.	CPED, Public Works, institutions, Met Council	0-5 years
Improve the pedestrian environment through enhanced streetscape, lighting, and active ground-floor uses, with attention paid to safety and security.	CPED, Public Works, institutions, private developers/property owners	5-10 years
Improve the cohesiveness, both visually and physically, of the commercial areas through a shared style emblematic of Cedar Riverside.	CPED, businesses	5-10 years
Seven Corners		
Ensure that the implementation efforts of the City's "Washington Boulevard" initiative include Seven Corners.	CPED, Public Works, Hennepin County, neighborhood organizations	0-5 years
Support business and arts growth that preserves a harmonious relationship with the existing diverse community of theaters, restaurants, retail, and residential.	CPED, neighborhood organizations, institutions, private developers/property owners	0-5 years
Install wayfinding signage from I-35W to cultural amenities both east and west of the freeway.	CPED, Public Works	5-10 years
Improve the pedestrian environment on the Washington Ave bridge over I-35W.	CPED, Public Works, Hennepin County	5-10 years
Any new development along the Washington Ave trench should have a transit-oriented design.	CPED, neighborhood organizations, institutions, private developers/property owners	0-5 years
Install a gateway feature at Cedar Avenue bridge over the trench.	Met Council	0-5 years
Encourage good pedestrian and bicycle connections between the LRT station and surrounding development.	CPED, neighborhood organizations, institutions, private developers/property owners	0-5 years
Rebuild connections between Seven Corners and the Cedar-Riverside intersection over the Washington Avenue trench via pedestrian and bicycle improvements to Cedar Avenue.	CPED, Public Works, Hennepin County, Met Council	0-5 years
Cedar-Riverside		
Continue to support a successful collection of destination businesses through strategic leasing and marketing efforts.	CPED, neighborhood organizations, businesses, property owners	5-10 years
Improve business storefronts, especially visibility into and out of stores, to encourage safety and cleanliness.	CPED, neighborhood organizations, businesses, property owners	0-5 years
Improve aesthetics and pedestrian safety at the intersection of Cedar and Riverside.	CPED, Public Works, businesses, property owners	0-5 years
South Cedar		
Visually and functionally create an identity as an ethnic marketplace with goods and services from diverse communities.	CPED, neighborhood organizations, businesses, property owners	5-10 years
Maintain the current music and entertainment scene while minimizing negative impacts on surrounding areas.	CPED, neighborhood organizations, businesses,	5-10 years

	property owners	
Enhance the physical appearance of businesses and structures in a manner that perpetuates the historical character of the corridor.	CPED, neighborhood organizations, businesses, property owners	0-5 years
Work with MPHA and other partners to evaluate the feasibility of commercial development along the vacant piece of their property.	CPED, MPHA	5-10 years
Riverside Avenue		
Place active uses on the ground floor at the street.	CPED, institutions, property owners	0-5 years
Provide entrances at the street and ample ground floor windows.	CPED, institutions, property owners	0-5 years
Encourage uses that meet the needs of both institutional users and area residents, including restaurants, coffee shops, and convenience goods and services.	CPED, neighborhood organizations, property owners, institutions	0-5 years

Transportation Plan

Many public entities have authority over transportation elements in Cedar Riverside. Roads are either owned by Hennepin County or the City of Minneapolis, the Metropolitan Council and Metro Transit are responsible for the bus and LRT lines and the University of Minnesota has authority over roads, bicycle paths, and sidewalks within its campus. Because of this complicated system of ownership and management, all parties will need to work in partnership to implement the transportation recommendations. From the public side, the primary implementation tool for infrastructure improvements are capital improvement plans. Federal, state, and local grants may also be a possibility should an opportunity for funding become available.

As with any transportation improvement projects citywide, a goal is not only to improve connectivity within the neighborhood but to improve connections to other parts of the city. This will be a primary consideration as transportation infrastructure projects are designed and implemented throughout the life of this plan.

While recommendations are listed individually, this does not imply that they must be implemented that way. As discussed in the Transportation chapter, several of these could be grouped together as part of larger projects. Prime examples of this are general road and streetscape improvement efforts along Cedar Ave or Riverside Ave. This will not only result in greater benefits for the area, but has the potential to reduce long-term costs and minimize disruption from construction.

Implementation of this plan will include identifying these projects and seeking appropriate funding, either through the capital improvements process, public/private partnerships, general City funds, grant programs, or other sources.

Parking recommendations, while an important part of the transportation network, are combined with those in the Economic Development chapter, to minimize duplication.

Recommendation	Responsibilities	Time Frame
General		
Explore opportunities to reconnect the street grid in connection with redevelopment projects	CPED, Public Works, institutions	0-5 years
Investigate ways to rebuild road connections across the surrounding freeways to reconnect with surrounding local streets, particularly when connections improve traffic flow, create bicycle and pedestrian linkages, and/or open up land for development.	CPED, Public Works, MnDOT	0-5 years
Consider reconnection of 15th Ave S across the Washington Ave S,	CPED, Public Works,	0-5 years

to provide a more connected street grid and better accessibility for adjacent properties	MnDOT	
Maintain existing transportation connections of all types whenever possible, except in the case of compelling public interest.	CPED, Public Works, MnDOT	0-5 years
Improve the condition, quality, accessibility, and safety of existing pedestrian and bicycles routes when possible.	CPED, Public Works	0-5 years
Identify pedestrian routes and corridors through the neighborhood between the major streets, including east/west connections along 4 th , 5 th , and 6 th Streets.	CPED, Public Works, neighborhood organizations, institutions	0-5 years
Construct additional bicycle and pedestrian facilities where needed to create a more complete and connected network.	Public Works	5-10 years
Explore options to connect public bicycle and pedestrian paths to internal bicycle and pedestrian systems within large development and institutional campuses (e.g. University of Minnesota, Fairview Hospital, Augsburg College, Riverside Plaza).	Public Works, institutions	5-10 years
Develop safe and accessible bicycle and pedestrian linkages to parks, open spaces, LRT stations, and other public places, including places for people to gather and children to play.	Public Works, institutions	5-10 years
Develop accessible bicycle and pedestrian connections between the neighborhood and the river.	Public Works, institutions	5-10 years
Incorporate good design features, including public art and streetscape amenities, into public paths and corridors.	CPED, Public Works, institutions	0-5 years
Ensure that bicycle and pedestrian corridors are well lit, properly maintained, and clearly signed.	CPED, Public Works, institutions	0-5 years
Support a public safety approach that creates a safe and comfortable environment for bicyclists and pedestrians throughout the day and evening.	CPED, Public Works, Police, institutions	0-5 years
Improve wayfinding to and from transit stops within the neighborhood, including between stops where transfers may occur.	CPED, Public Works, Metro Transit	0-5 years
Improve signage and amenities at transit stops to make transit ridership easier, safer, more accessible, and more convenient for new and existing riders.	CPED, Public Works, Metro Transit	0-5 years
Support institutions who are investigating strategies for improving transit service within the neighborhood.	CPED, Public Works, Metro Transit	0-5 years
When possible, incorporate improved connections between neighborhood streets and surrounding streets into freeway improvement projects.	CPED, Public Works, MnDOT	10-20 years
Ensure that freeway improvement projects do not decrease neighborhood connectivity or otherwise hinder local traffic flow in and to the neighborhood.	CPED, Public Works, MnDOT	10-20 years
Seek to identify and implement freeway improvements that would reduce cut-through traffic on local streets, including adding freeway movements from northbound I-94 to northbound I-35W.	CPED, Public Works, MnDOT	10-20 years
Support additional studies and projects related to the freeway system, including proposed reconfigurations to ramps at 3 rd , 4 th , and Washington.	CPED, Public Works, MnDOT	5-10 years
<i>Cedar Avenue/Washington Avenue</i>		
Improve and enhance sidewalks and crosswalks with new materials and markings.	CPED, Public Works, Hennepin County	5-10 years
Add streetscape improvements including street trees and other landscaping, street furniture (e.g. benches, trash receptacles, bike racks, and kiosks), and pedestrian scale lighting.	CPED, Public Works, Hennepin County	5-10 years
Look for opportunities to add raised or landscaped medians to enhance street appearance and safety, while still maintaining traffic	CPED, Public Works, Hennepin County	5-10 years

flow and needed turn movements.		
Identify ways to provide a gateway to the neighborhood at northern and southern ends of Cedar/Washington Avenues, including public art, landscaping, signage, and other improvements.	CPED, Public Works, neighborhood organizations	5-10 years
Improve bus stops along Cedar Avenue with improved seating, signage, and other amenities.	Public Works, Metro Transit, Hennepin County	5-10 years
Make improvements at the intersection with Riverside and Seven Corners including more visible intersection crosswalks, upgraded pedestrian signals, reconstruction of the triangle cutout at the Cedar Riverside intersection, new surface materials or patterns, general street repaving, and reconfiguration of turn lanes.	CPED, Public Works, Hennepin County	0-5 years
Ensure that signal timing and turn prohibitions are in place to maximize safe and efficient travel for both pedestrians and vehicles.	Public Works	0-5 years
Investigate use of bollards, planters, or similar barriers to discourage crossing at unsafe points outside of the intersection.	CPED, Public Works, Hennepin County	0-5 years
Continue to monitor traffic collisions, particularly involving pedestrians, to identify recurring problems that could be addressed to improve safety.	Public Works, Hennepin County	0-5 years
Promote enforcement of traffic laws for all travelers, and educate the public on these laws and traffic safety in general.	Police	0-5 years
Upgrade the mid-block crossing at vacated 5 th Street (near Riverside Plaza), and create a public walkway through the corridor to Riverside Avenue, to improve pedestrian connectivity.	CPED, Public Works, Hennepin County	0-5 years
Add signage, lighting and public art improvements which guide pedestrians and bicyclists between Cedar and the LRT stations.	CPED, Public Works, neighborhood organizations	5-10 years
Improve way-finding for people wishing to make a transfer between Cedar Ave buses and the LRT.	Public Works, Metro Transit	0-5 years
Better integrate physical connections to the Hiawatha LRT station into the neighborhood as a whole, and ensure that the same is done with the new Central Corridor LRT.	CPED, Public Works, Metro Transit	5-10 years
Riverside Avenue		
Reconfigure Riverside Avenue within the existing layout to allow for bicycle lanes, connecting over to both 19 th Avenue and the Hiawatha LRT station, while ensuring maintenance of on-street parking and adequate traffic flow.	Public Works	5-10 years
Improve safety and accessibility at pedestrian crossings, particularly at difficult intersections, including 20 th Ave/5 th St intersection.	Public Works	5-10 years
Ensure that signal timing and turn prohibitions are in place to maximize safe and efficient travel for both pedestrians and vehicles.	Public Works	0-5 years
Coordinate potential improvements to the pedestrian realm along the street with new development and with other street improvement projects.	CPED, Public Works, institutions, neighborhood organizations	0-5 years
Work in partnership with nearby institutions to create and maintain an attractive gateway to the neighborhood along Riverside Avenue.	CPED, institutions	5-10 years
Identify opportunities to green the corridor, including street trees, planters, pocket parks, and other landscaping.	CPED, Public Works, institutions, neighborhood organizations	0-5 years
Central Corridor		
Locate the station in an area along the Washington Avenue trench in the neighborhood, convenient to residents, businesses, and institutions.	Met Council	0-5 years
Create a direct connection between Cedar Avenue and the station platform.	Met Council	0-5 years

Develop a station entrance on the Cedar Avenue bridge with strong visual interest and prominence.	Met Council	0-5 years
Expand open areas at the station entrances to create attractive, landscaped pedestrian plaza spaces.	Met Council, U of M	0-5 years
Develop safe, convenient, and accessible connections between the station platform and major bicycle and pedestrian access points.	CPED, Public Works, Met Council	0-5 years
Support the development of wayfinding signage to the station from various points in the neighborhood.	CPED, Public Works, Met Council, neighborhood organizations	0-5 years
Develop bicycle and pedestrian amenities at station entrance points, including bicycle parking, benches, trash receptacles, landscaping, and informational kiosks.	Met Council	0-5 years
Promote station design that is attractive and reflects the unique character of the Cedar Riverside neighborhood.	CPED, Public Works, Met Council, neighborhood organizations	0-5 years
Incorporate enhanced bus stops at station entrances.	Met Council	0-5 years
Work to coordinate bus routes and stops with LRT station access points.	CPED, Public Works, Met Council, neighborhood organizations	0-5 years
Include way-finding signage at bus and LRT stops to ensure good connections between the two modes.	Met Council	0-5 years