The Minneapolis Plan for Sustainable Growth
North Loop Small Area Plan
Update to the Downtown East/North Loop Master Plan

Prepared by:
City of Minneapolis
Department of Community Planning & Economic Development

Approved by the Minneapolis City Council
April 16, 2010
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Report Layout and Production

July 2001
Rail Projects
Street Right-of-Way Width

- >200 ft ROW
  - Olson Memorial Hwy
  - Hiawatha Ave

- 120 ft ROW
  - University Ave (east of Oak St)

- 100 ft ROW
  - Lyndale Ave S
  - Park/Portland Ave S
  - Minnehaha Ave S
  - Central Ave N (north of 18th)
  - Washington Ave
  - Hennepin Ave (downtown)
  - Lake Street E (east of Minnehaha)

- 80ft ROW
  - Nicollet Ave S
  - Central Ave S (south of 18th)
  - Chicago Ave S
  - Lake Street (west of Minnehaha)
Olson Memorial ~230ft / 70m ROW

Includes width of frontage roads
Hiawatha Ave ~200ft / 60m ROW
University Ave 120 ft / 36m ROW
Central Ave N 100ft / 30m ROW

There are a handful of other Mpls streets with 100ft ROW: Lyndale Ave S, Park/Portland Avs, Minnehaha Ave S, 50th Street E, Lake St E, Hennepin Ave S (dwt), and Washington Ave.
Most transit and commercial corridors in Mpls have ~80ft ROW: Lake St W, Chicago Ave S, West Broadway, Hennepin.
Right of Way Improvements
Hiawatha & Franklin Infrastructure Improvements
Hiawatha Ave (TH 55) at E 45th & 46th Street

Notes:

1. Median improvements will require a design variance. (Design standards for a facility of this type are met - 12 ft turn lane with 2 ft shoulder).

2. Mid-crossing pedestrian push button is currently in place.

3. Proposed improvement projects - support in order of desirability:
   - Discourage the crossing of Hiawatha Avenue at 45th Street by erecting a median barrier.
   - Do nothing and allow pedestrian traffic flow as is.
   - Promote crossing by providing pedestrian crossing features and a coordinated pedestrian signal.
   - Promote crossing by constructing a bridge or tunnel and median barrier.

4. Address ADA compliance:
   - APS
   - Truncated domes / grading
Public Meets Private
Figure 2, Conceptual Track and Platform Configuration for The Interchange, Full Build-out
Pursue Land Acquisition
Figure 6.2 Illustrates the “Loop” Route as well as the Farmers Market area with new streets for improved circulation.
Funding
Hennepin County has established the boundaries of ownership in the Washington Avenue right of way through the project area. The City, County, and the University of Minnesota control the land within the blocks that formerly structured the area. As shown in the graphic, ownership of the former street grid has yet to be confirmed. A concerted effort by the City or County is required to collect remaining information about ownership, and move forward a process of assembling parcels suitable for redevelopment.
Property Owner / Developer Work
- “Matchmaking”
Target Field and The Interchange
Creating A New Transportation Interchange
Building on our assets, creating connections

Next Steps
Alternate forms of transportation are no longer a luxury but a necessity. The transit infrastructure recommended here is vital to our future—it will support a vibrant regional economy, reduce greenhouse gas emissions, and increase mobility.

To create a transportation interchange, strategic elements need to be built and local amenities need to be connected. The interchange will be one of two new regional urban centers spawned by transit investment and will:

- Serve as a gateway to the city
- Orient commuters and visitors
- Support the vital links between modes of transportation on multiple levels
- Connect to destinations adjacent to the interchange and surrounding neighborhoods
- Stimulate economic development around the center, into adjacent neighborhoods and beyond

Through creative planning, engineering, architecture and urban design, a unique place can be created that attracts a diversity of people and activities 365 days a year. The interchange can serve as a model of environmentally responsible development, incorporating established best practices and innovative strategies for energy efficiency. It will represent the best of the community spirit and innovation of Minnesota, now and into the future.

Partnership
The combined energy, advocacy and resources of many partners are being mobilized to realize the full potential that this opportunity presents. To date, public and private partners—including the MN Ballpark Authority, MN Twins, Target, Federal stimulus funding, Hennepin County, City of Minneapolis and MN-DOT—have invested over $52 million in public realm improvements in and around the interchange to begin making it a reality.

Hennepin County is requesting $5 million in state bonding funds in 2010 and a $130 million federal authorization. Rep. Keith Ellison secured a $500,000 federal appropriation for the interchange in the House Transportation Appropriations bill, now pending. Funding would support preliminary planning, design, demolition and environmental cleanup for the interchange.

The proposal is also consistent with the new federal Interagency Partnership for Sustainable Communities which aligns the policies and resources of HUD, EPA and US-DOT.

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Picture of the day –

Density goes along the line