

# SECTION 3- GENERAL RECOMMENDATIONS

## 3.1 General Development Guidelines

In addition to the precinct specific recommendations found in the planning framework (Section 2), these development guidelines apply to the entire study area as follows.

### 3.1.1 TRANSIT ORIENTED DEVELOPMENT (TOD)

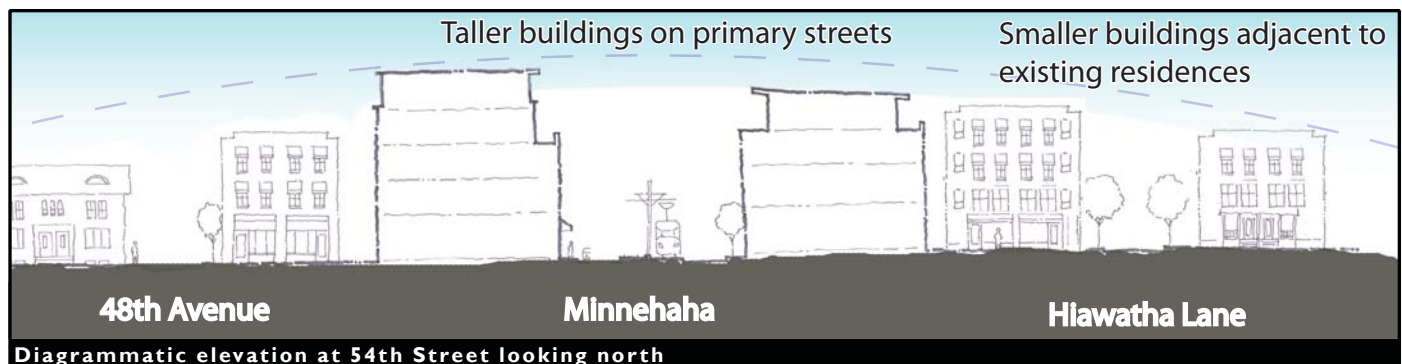
Access to transit is the catalyst for future development and investment in the study area. In general, the area should be “urban” in scale with increased densities and a mix of uses, and these use types should support and transition into the existing neighborhood. Upgrades and improvements to existing building facades and development of streetscape should also re-enforce the walkability and livability of the area.

### 3.1.2 REDEVELOPMENT

This plan outlines a long term framework for investment and redevelopment. Redevelopment can take on many forms, including building remodeling and/reuse, selected building razing and site clearing, infill projects on existing underutilized land, and clean-up of polluted “brownfield” sites.

### 3.1.3 SCALE

The recommended scale of development varies between the study area precincts. Refer to the individual precinct land-use recommendations in order to identify the maximum recommended height. These recommendations are not to suggest that the volume of new construction should use the maximum allowable envelope. Instead, future development should follow the general strategy of the land use recommendations and be designed with the goal of physically clarifying relationships between the centers and edges of the specific study area nodes. This can be achieved through the careful articulation of the building facades and building heights relative to the context and neighboring structures. Particular attention should be paid to transitions in scale that blend new development into the existing neighborhood.



*New development should transition in scale to blend into the existing neighborhood.*

### 3.1.4 DEVELOPER ENGAGEMENT AND TOD PRINCIPLES

Current and future developers, owners and tenants should actively participate in the plan implementation. Therefore, it is recommended that:

- This document be readily available to all parties as a means of describing the desired course of development within the neighborhood.
- Developers be engaged in an active discussion and dialogue regarding the goals of the plan and implementation of its ideas.
- Developers actively integrate TOD design principles/ideas into their projects with respect to the recommendations provided in this document.

The City of Minneapolis actively participates with and alongside private parties in a similar fashion.

### 3.1.5 IMPLEMENTATION ACTIVITIES

In addition to private sector development activity, the plan points to a number of implementation scenarios that would require government involvement and which warrant further exploration. They include the following:

- **50th Street Station Redevelopment and Pedestrian Plaza**

The City and neighborhood should explore a specific redevelopment scenario involving Caps Grill seeks to incorporate Caps as a primary tenant or property owner. This project should seek to create a pedestrian plaza connection with Old Hiawatha/44th Avenue South. This scenario should explore the possibility of removing the retaining wall adjacent to the station, better opening up the station into the neighborhood and creating a more active use fronting the station, such as a restaurant or café use (with parking behind, within or beneath the building rather than next to the station). The redevelopment scenario should also consider incorporating the adjacent properties on the south side of 50th Street.

- **Old Hiawatha Promenade**

The plan envisions a promenade or greenway being created along Old Hiawatha from north of the 50th Street Station to where the LRT enters Minnehaha at 52nd Street. Amenities might include wider sidewalks, boulevards, street trees and ornamental lighting. Such a scenario might include a narrowing of the street to provide space for the promenade and/or redevelopment alongside the promenade. This should be studied to determine potential funding sources and if this idea might leverage and/or be contingent upon redevelopment.

- **Minnehaha Avenue**

Exploration of signalization and/or changes in access/flow at 54th Street.

- **Streetscape design and implementation**

Develop consistent streetscapes on the primary roadways with emphasis on the 50th and 54th Street nodes.

- **Mn/DOT Land Disposition / Yardville ROW**

In its consideration of future development in the Yardville precinct, the City should develop more explicit guidelines for the potential transfer of the Mn/DOT property and Yardville ROW which preserve the spirit of the historic Yardville name and shared nature of the open space.

- **VA Medical Center engagement**

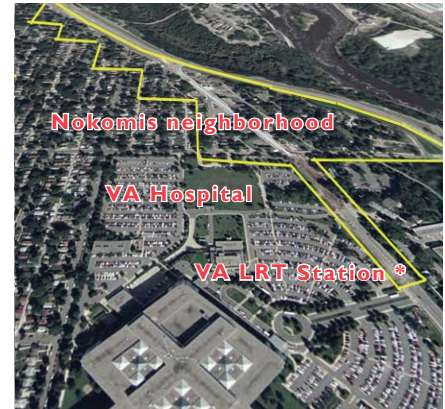
The City should seek to work closely with the VA to help promote the goals of this plan on the federal/VA property.

- **Rezoning (40-Acre) Study**

The City should incorporate this plan into the city comprehensive plan and should undertake a “40 acre study” as required for rezoning in support of this plan.

- **Pedestrian Lighting**

Decorative pedestrian lighting should be considered a priority for all precincts. Pedestrian lighting would increase safety throughout the plan area, and should be part of any redevelopment plans. It may also be initiated as a separate project independent of new development.



*Partnerships between the City and VA should be pursued to improve connections between the hospital and surrounding community*



*Study area within the larger neighborhood context*



*Pedestrian lighting can help create a sense of place while improving safety*

## 3.2 Streets, Parking and Infrastructure

*Underutilized space can be used as small pocket parks, including public art and seating to create casual neighborhood meeting places.*



*Illustrative view of the land between Old Hiawatha Avenue and Minnebaha Avenue transformed into a pocket park for community use and activities. Minnebaha Place is visible in the distance with potential new development being shown surrounding this public open space.*

### 3.2.1 TRAFFIC AND PARKING COMPONENTS

With respect to parking and traffic, overall impact and opportunity is comprised of two components: the transit station/facility and the land uses surrounding the station/facility. Each type of land use will have its own parking and traffic generation characteristics. The characteristics of the overall area vary by location and type of station as well as by the frequency of service and range of the overall transit system. Urban LRT stations often have limited parking, but still generate traffic demand as passengers are dropped off or picked up. On-street parking may also increase due to the absence of park and ride facilities.

Presently, the 50th Street Station generates traffic and parking associated with travel to work in downtown Minneapolis as well as sporting events in downtown. It is currently neither desirable nor practical to provide large volumes of off-street parking to alleviate the use of nearby streets being used for parking. The desired character of the station area is compact and neighborhood-like. Large parking areas or structures may diminish this character and are discouraged at this time. Long-term this may change and it should be evaluated over the next decade. Regulation of on-street parking may be used to discourage long-term parking near stations. This approach is consistent with creating an environment where walking and bicycling is encouraged.

### 3.2.2 A COOPERATIVE APPROACH TO MINIMIZING PARKING AND TRAFFIC

TOD best practices combine urban design, transit and transportation planning, context-sensitive street and infrastructure design, and architecture. A successful strategy requires an interdisciplinary approach including all of these areas; because in order to encourage people to walk, use transit, and realize the fundamental economic and opportunity cost savings of the internalization of trips, TOD planners must encourage the growth of well designed communities. This includes considering how light rail impacts daily commutes. To date, there has been no comprehensive research on the Hiawatha LRT line regarding how light rail ridership has impacted automobile trip generation/reduction, or on-street parking. As more data is collected and as the area evolves, cooperative efforts to minimize parking and traffic impacts should be pursued by all parties.

### 3.2.3 TRIP REDUCTION AND STREET DESIGN

It is important that TOD and the networks of roadways and streets that support it remain pedestrian-oriented while still accommodating service and passenger vehicles. The following overall strategies and guidelines can help foster more livable TOD neighborhoods:

- 1) Closer is better. Effective TOD places residential and office uses as close to transit as possible. 500 to 1000 feet is optimal; approximately two to three blocks.
- 2) The grid works. A dense grid of streets shortens overall walking distances and provides opportunities for more variety.
- 3) Make broader connections. Provide connections to local and regional routes, paths and trails that encourage longer walking and biking trips while improving greater community and regional access.
- 4) Create multimodal street designs. Developing a hierarchy of street designs that vary in modal emphasis provides a balanced transportation and access system.
- 5) Revise LOS (Level of Service) Standards. Local and regional agencies establish LOS requirements to maintain traffic flow at “acceptable” levels. Widening streets often alleviates congestion, but only temporarily while also discouraging walking and biking.
- 6) Balance local and regional travel needs. Local and regional routes and streets should look and function differently.
- 7) Integrate transportation demand management (TDM). TDM is a broad range of strategies and incentives that result in more efficient use of transportation resources. Combining land use, TDM, transit and infrastructure strategies together offers the greatest potential to reduce single-occupant vehicle travel.

### 3.2.4 PARKING

In addition to charging for parking, which is one of the most effective ways to change travel behavior, there are several other strategies that can be employed within the study area.

- 1) Configure parking so that it does not dominate. This includes four techniques: “Move it”, “Share it”, “Deck it” and “Wrap it”.
- 2) Reduce off-street parking requirements for development.
- 3) Protect the surrounding neighborhood(s). Institute neighborhood parking permits and time limits.
- 4) Utilize on-street parking.
- 5) Create parking districts. Larger areas near but not directly adjacent to the TOD can be used.

A comprehensive approach to examining how new development will impact existing parking conditions will be required in order to create an effective means of mitigating the impact of parking on residents and pedestrians.