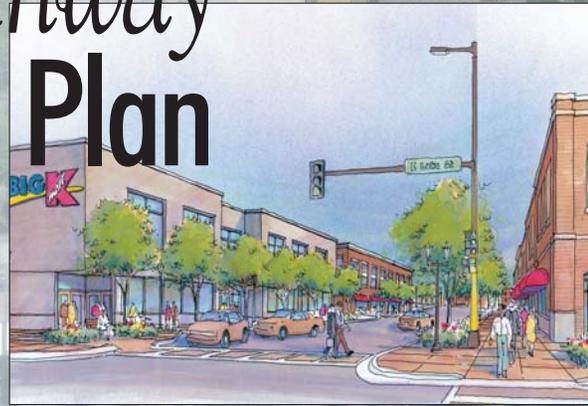


# Lake Street *Midtown Greenway* Corridor Framework Plan





October 1999

City of Minneapolis

# LAKE STREET MIDTOWN GREENWAY CORRIDOR FRAMEWORK PLAN



U.S. Department  
of Transportation



Prepared for:  
Hennepin County and the Midtown Community Works Partnership

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Design Center for American Urban Landscape  
Urban Strategies  
McComb Group, Ltd.



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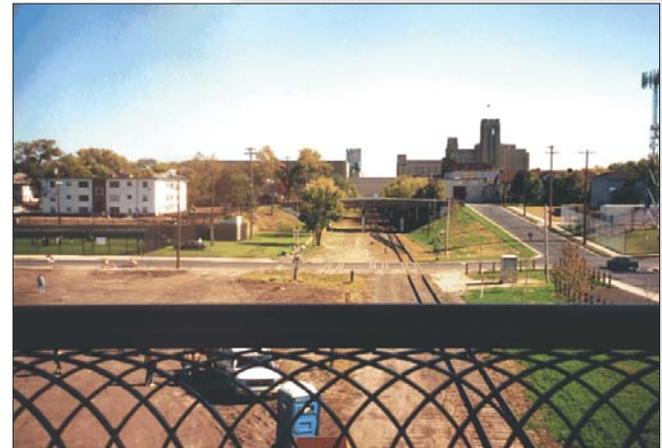
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The purpose of this Framework Plan is twofold: First, to bring forward an exciting and engaging vision resulting from the broad-based commitment of the many stakeholders in this corridor; and second, to identify the specific steps needed to realize this vision.

This document is organized into the following chapters:

**Chapter One** introduces the corridor and defines the key elements of this redevelopment strategy.

**Chapter Two** describes the local and regional significance of Lake Street and the Midtown Greenway.

**Chapter Three** provides an overview of urban planning principles and a detailed description of corridor design guidelines.

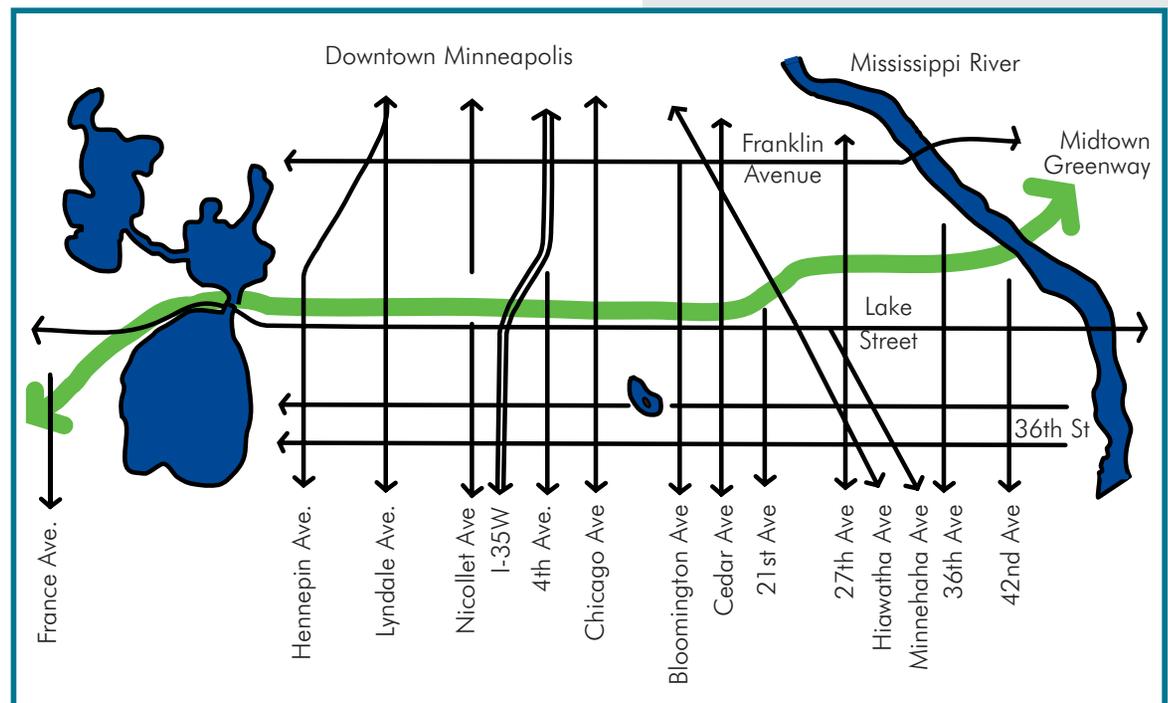
**Chapter Four** identifies the location and type of project activities, describes neighborhood opportunities/challenges and outlines a checklist for next steps, roles and responsibilities.

**Chapter Five** describes the key connections that link together corridor amenities, commercial centers, neighborhoods and the region.

**Chapter Six** provides a summary of corridor priorities and other project implementation issues.

And finally, the Appendix includes a series of inventory maps and a complete bibliography of related studies and source material for this document.

**This Framework Plan** has been prepared for an audience of both public and private sector groups and individuals. It is already being used as an ‘implementation tool’ to heighten the discussion and strengthen the resolve of corridor stakeholders, working together to create a unique, memorable, safe and sustainable model from which to build a stable, mixed income community that works for everyone for decades to come.



**frame•work** \ˈfram-ɪ-werk\ *n*(1644) **1** a: a basic conceptual structure (as of ideas) <the ~ of the constitution> **b**: a skeletal, openwork, or structural frame **2**: FRAME OF REFERENCE **3**: the larger branches of a tree that determine its shape

# Chapter 1

## The Lake Street Midtown Greenway Corridor

### *Introduction*

The vision for the Lake Street Midtown Greenway Corridor articulated in this Framework is one of opportunity and reinvestment - revitalizing this once thriving commercial/business center into a major neighborhood and regional amenity.

**At the core of this revitalization effort is the significance of 'place.'** Most people recognize the beauty and value of the Chain of Lakes and the Mississippi River as places of inspiration, recreation and celebration. But many are unaware of the rich history of Lake Street and the abandoned rail corridor that runs parallel to it. People may visit Uptown or the shops and restaurants at Lyndale and Lake, but the huge potential and unique character of the rest of the corridor have gone largely unnoticed . . . until recently!

**This Framework serves to vocalize and catalyze a shared vision for development within and around this corridor.** Building on the efforts of political and business leadership along with numerous neighborhood groups and organizations who are pursuing a variety of ongoing project initiatives, **this opportunity is too great to miss.** With the newly formed Midtown Community Works Partnership (initiated in January 1998), composed of elected officials from City and County government joined by CEO's from many major corporations and institutions, a clarity of purpose and a plan for action is emerging. But the challenge is in how to tell this story, how to reach a wide and very mixed audience - how to capture the imagination, energy and commitment needed to turn plans into projects and dreams into reality.

**This Framework Plan recognizes and incorporates the conclusions and recommendations contained in the many existing planning studies already completed as the foundation for the work ahead.** From an urban design perspective, we can look back into the past to understand what made cities great and then reach into the future to embrace new technologies and the creative partnerships needed to get things done. By applying what we learn, we can build safe communities in which to raise families, find a living wage job and develop places for recreation and recharge.

**The focus of this work is on 'placemaking and connections'** . . . to provide an environment for both existing neighborhoods and new development opportunities that attaches a high value on the public realm. It is about creating places that are unique, identifiable and memorable - places that are worthy of our affection - encouraging a strong sense of community, a pride of ownership and responsibility to be carried forward for future generations.





# Placemaking and Connections

## *The Significance of Place*

The revitalization of the Lake Street Midtown Greenway Corridor will fill a gap in a much larger network of neighborhoods, business districts and recreational systems. It is a key piece of a metropolitan-scaled puzzle, providing a highly desirable east-west link across the city, eventually connecting Saint Paul to the western suburbs. It also provides excellent access to north-south streets and bikeways, creating a new urban movement network.

The success of the Lake Street Midtown Greenway corridor is important for reasons that extend far beyond its immediate borders. While this regeneration will stimulate local growth and initiatives, it will also serve as a model for a new way of thinking about the metropolitan area - underscoring the fact that successes in one portion of the community support successes elsewhere.

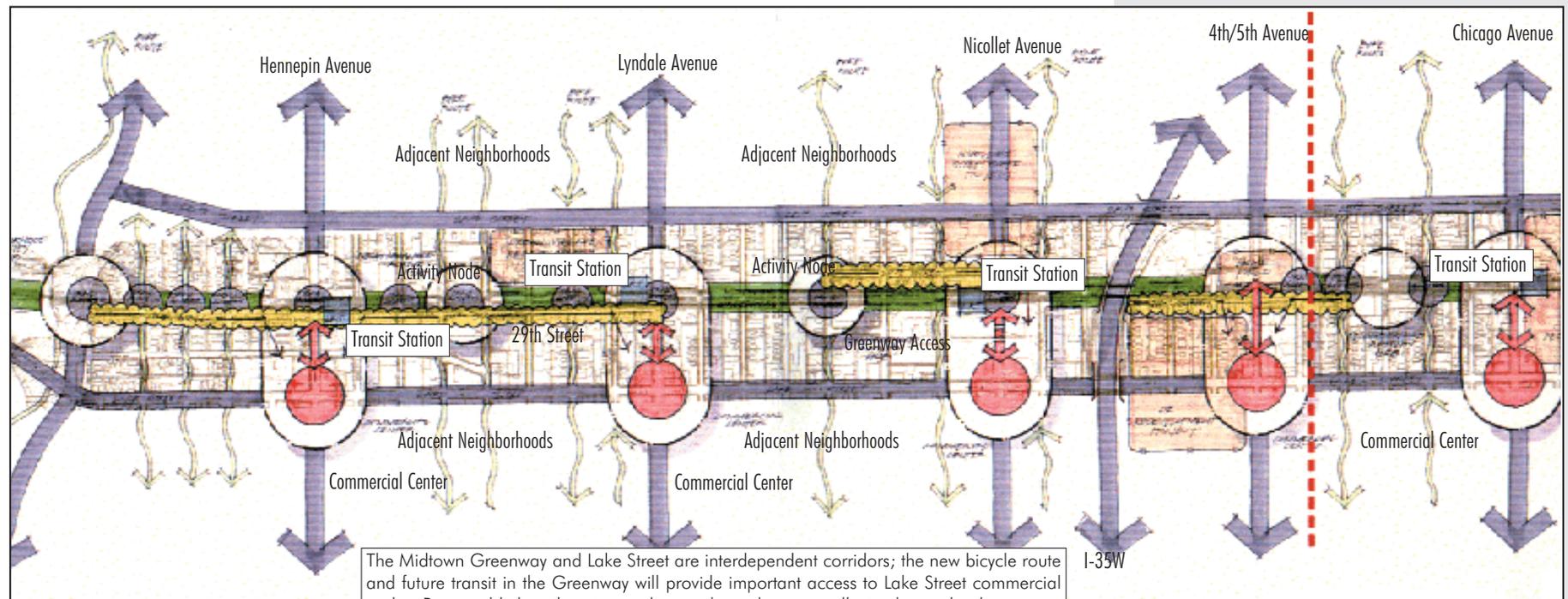
To neighborhoods like those along the Greenway and Lake Street, the goals are simple: keep businesses and residents who already live and work here, and attract new businesses and residents to the area. This can succeed only if the neighborhoods are safe and well maintained, and if the conveniences and amenities of high quality urban living are present.

This Framework is intended to help "guide the market" in the corridor, by identifying new opportunities and uniting all interests - public and private, business and neighborhood resident - behind a shared vision for a revitalized Midtown community. If we do nothing, change will still occur, but it will typically be developer-driven and site specific. This document focuses on the two critical qualities that will "raise the standards" for revitalization: **creating meaningful places and linking them together with a high quality public realm.**

## Key Connections - Linking it Together

While Lake Street and the Midtown Greenway corridors - running parallel and a block apart - cut a significant east-west swath through much of south Minneapolis, it is their relationship to adjacent neighborhoods on the north and south that is especially important. Historically, the success and decline of the neighborhoods could be measured against the vitality of Lake Street, especially as one moved further east from the Lakes District. The railroad corridor, servicing business and manufacturing facilities, was accepted as a necessary compromise that kept important jobs in the community.

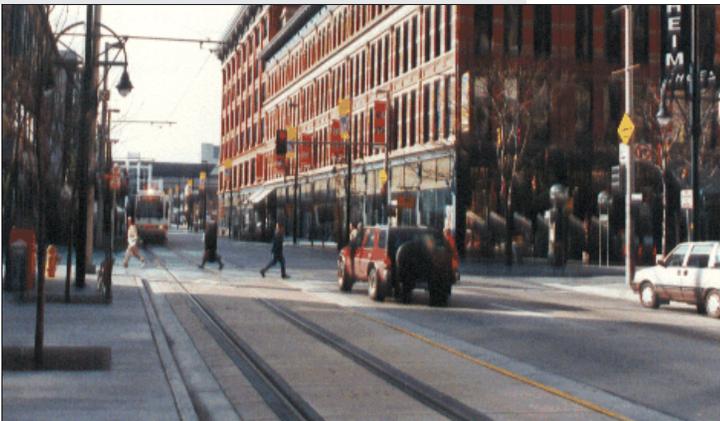
The departure of the railroad (by 2008) and the development of a recreational and commuter bicycle trail in the trench offer a tremendous opportunity to re-think the physical form and character of this entire part of the city. Together, the Greenway and Lake Street act as a joined pair, a redefined armature through the neighborhoods. The accompanying diagram shows the inseparable relationship that exists between the two, especially at the commercial centers, such as Lyndale and Lake, Nicollet and Lake, 4th and Lake, Chicago and Lake, Bloomington and Lake, Hiawatha and Lake and other key nodes from the Chain of Lakes to the Mississippi River.



The Midtown Greenway and Lake Street are interdependent corridors; the new bicycle route and future transit in the Greenway will provide important access to Lake Street commercial nodes. Proposed light rail stations at key north-south streets will stimulate redevelopment at those intersections, further strengthening their commercial viability.



Selby Avenue, 1948. Courtesy MHS



## *Transit, Mixed Use and the Livable City*

**Transportation systems have historically determined the form of cities.** The streetcar system was the prime generator of form on Lake Street during its maturation in south Minneapolis. The parallel rail corridor, while not a public space, also shaped development by creating a new edge between the neighborhoods to the north and the mixed commercial and industrial uses between Lake Street and 29th Street. While commercial uses always tended to cluster at the major north-south crossroads, there was a remarkable consistency to the retail character of Lake Street from Hiawatha to Hennepin Avenue. Without the streetcar, and with the increased use of the automobile, the character of Lake Street was destined to change.

**Purchased by Hennepin County Regional Rail Authority for use as a light rail corridor, the Greenway will once again effect change in land use patterns along Lake Street and adjacent to the Greenway itself.** Based on observations of similar light rail "new-starts" in other cities, the areas around proposed stations will see a significant increase in commercial and residential development characterized by a more compact land use pattern at these important nodes. The rail corridor, long a negative space dividing the neighborhood, will become a positive space, attracting significant new investment.

**This increase in residential density and commercial activity will certainly bring more people to the Midtown area.** Both the Minneapolis Plan and the Metropolitan Council regional Blueprint suggest significant gain in population for these south Minneapolis neighborhoods. This pattern of growth and re-investment cannot be fully realized without improved transit to support it. The potential conflicts caused by increased traffic, business growth and new housing, as described in the Midtown Transportation Composite prepared by SRF Consulting Group for Hennepin County, supports the need for a long-term vision and implementation strategy. Land use, street capacity, infrastructure replacement, access, funding and other issues must match with overall objectives for transit and transportation improvements in the corridor.

## Balanced and Integrated Solutions

Strong urban form, an inviting pedestrian realm, availability of living wage jobs and a perception of safety and security are key characteristics of healthy neighborhoods - a shared vision and prized outcome for communities throughout the country. Tree-lined residential streets, life-cycle housing, a variety of nearby goods and services, entertainment and arts attractions, access to local parks and regional open space systems, and good transit connections and traffic circulation will all contribute to the stability and vitality of the Midtown Corridor. The potential is here for the 24-Hour City.

But this also creates new challenges. These positive attributes give rise to a variety of critical issues related to livability and the continuing evolution of our core cities. These issues include traffic conflicts, parking needs, tensions between incompatible land uses, the creep of commercial development into residential neighborhoods and aesthetic concerns including noise, trash and other by-products of all this activity.

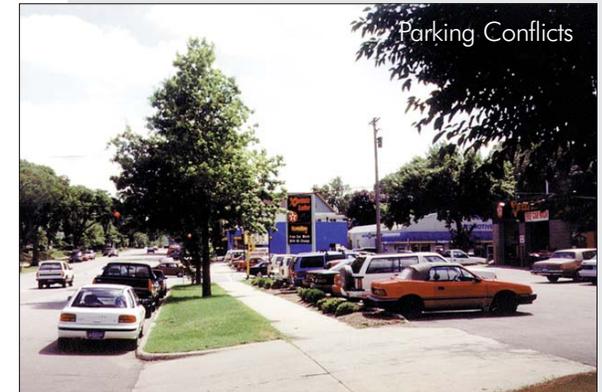
So what does this mean? In short, things change and these changes must be addressed through sound strategic thinking joined with decisive action. The goal is to direct implementation activities based on a clear set of desired outcomes and not be forced into a reactionary response to the changes going on around us.

Directed growth and increased density are positive objectives, but can only succeed if the necessary infrastructure is there to support it. The kinds of conflicts and tensions described above will always exist, but better management of these conflicts through quality design, realistic operations/enforcement and balanced land use policy will ensure that the overall vision for the corridor is successful.

This Framework Plan seeks to balance and integrate solutions for transit and mixed use development throughout the corridor with a focus on:

- Rethinking policy issues - zoning alternatives, site plan requirements, funding for capital projects
- Development strategies that promote transit options as key components
- Development strategies that promote compact development at specific locations more easily facilitated by transit connections
- Regional/neighborhood parking strategies linked to transit at multi-modal stations
- Improvements to public infrastructure and the public realm to enhance existing and attract new business, residential and recreational uses.

This is all about "Urban Stewardship." The way in which cities grow is a contextual issue, not forced or predetermined but an evolution that needs to be directed, nurtured and maintained. The Framework Plan serves to identify the key pieces in this puzzle and also defines a clear set of objectives to describe what success might look like. The challenge is to use these and other planning tools to implement projects that serve to catalyze adjacent development, then adjust as we go along to reach the desired outcome.



Parking Conflicts



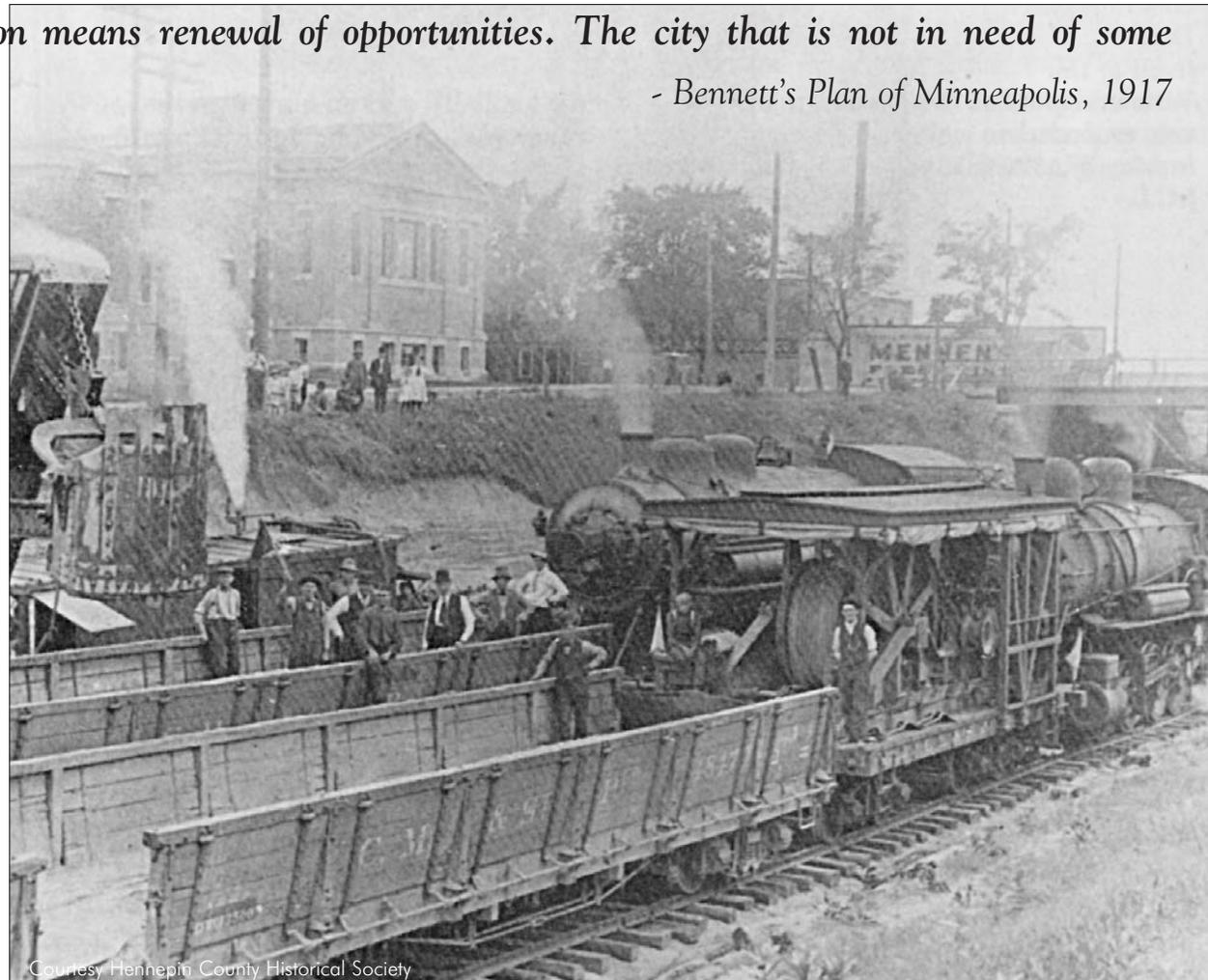
Commercial Activity



Land Use Tensions

*“Necessary reconstruction of a city involves necessarily the relocation of its railroads. Reconstruction will always be necessary as long as the city grows. This is a cause for congratulation, because reconstruction means renewal of opportunities. The city that is not in need of some rebuilding is dead.”*

*- Bennett’s Plan of Minneapolis, 1917*



Courtesy Hennepin County Historical Society

Excavation of the “Lake Street Depression” (1912-1917), probably near Hennepin Avenue with the Walker Library in the background

# Chapter 2

## A Bridge to Marketplaces, Neighborhoods and Nature

### *Introduction*

The magic of the Lake Street Midtown Greenway lies in its transformation from a utilitarian linear service district and railroad line into an active public space and recreational amenity. This remarkable change creates new marketplaces, enhanced central city neighborhoods and enriched natural systems while bridging across two critical scales of community:

- Locally, the Greenway will stimulate neighborhood economic, social and environmental revitalization.
- On the metropolitan scale, this rejuvenated section of the city will provide a new regional marketplace, as well as residential options and amenities.

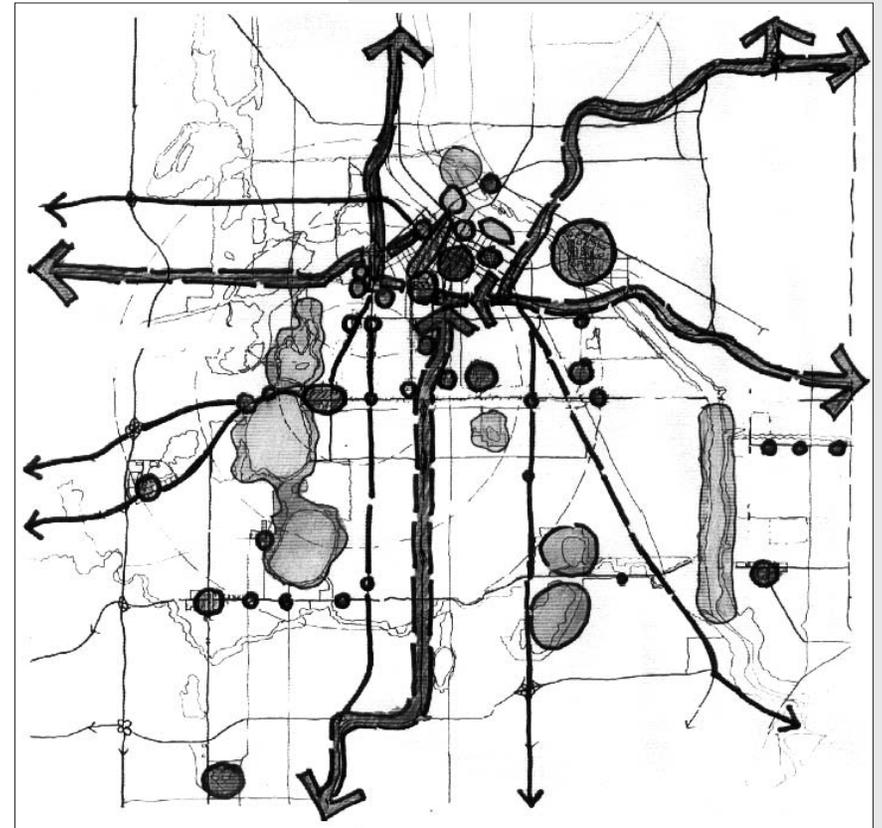
### *The Traditional Metropolitan View:*

#### **Isolated Islands of Activities**

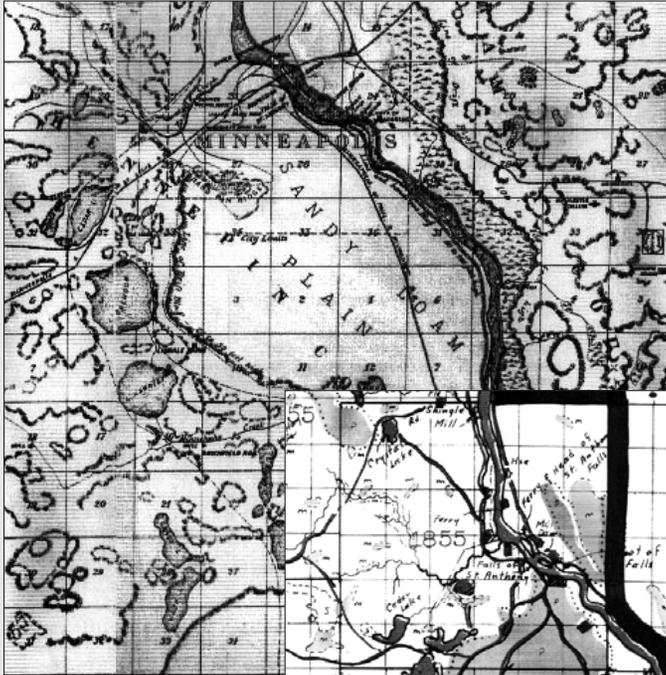
To many city and metropolitan residents, the Lake Street and 29th Street corridor or Greenway are barely acknowledged in their list of destinations. In fact, many see the rich list of cultural, entertainment and neighborhood assets along the Greenway as unrelated points of interest and islands of activity. For most, it is known as an island of activity called Uptown. Briefly glimpsing the 29th Street/Greenway Corridor while crossing over it, people's image of the Greenway is one of an abandoned railroad line in a ditch, that divides and segments the community.

This fragmented picture is about to be changed by a public and private partnership that will coordinate actions and developments, both proposed and presently underway. The critical questions facing the city and the county are:

- How do these individual acts add up to a cohesive network of local and regional activities and places, both on and connecting to the Greenway?
- How do we change metropolitan residents' cognitive view of this new regional amenity and market place?



Map A



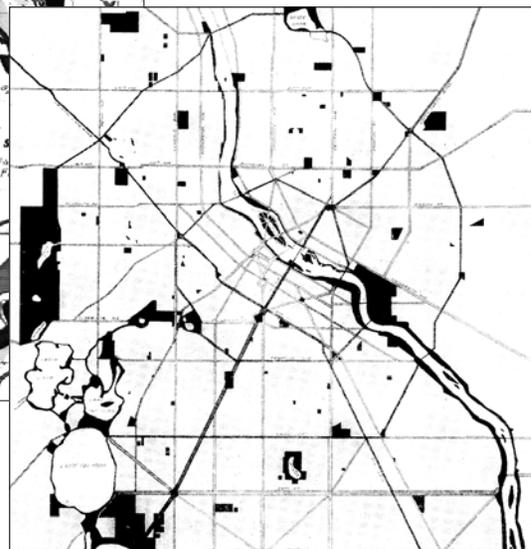
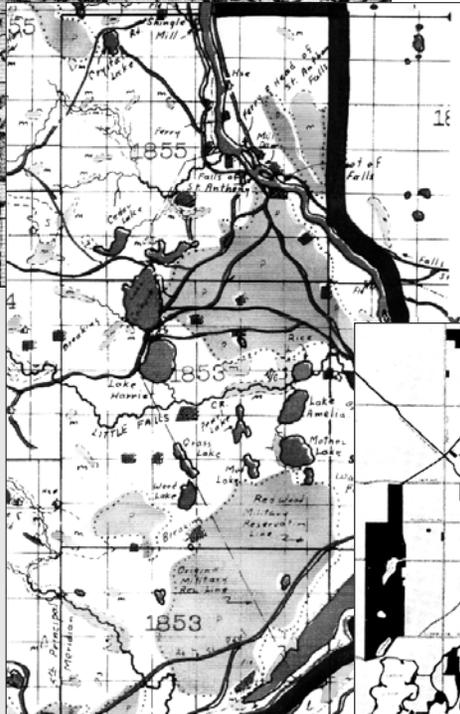
## Early History

The first idea of building cultural and environmental connections across the city from the Mississippi River to the Chain of Lakes grew from the city's historical response to its topography.

Map B

Map A shows how the Mississippi River has shaped the city's form and structure. The river is carving a beautiful canyon surrounded by highland bluffs to the east. On the western boundary lie the sprawling area of drift hills, the Chain of Lakes and Minnehaha Creek. Between the hills and the canyon, the once meandering Mississippi River has left behind a broad flat sandy loam plain of prairie grassland.

**Native American and early settlers approached this broad sandy loam plain with the same response.** They created a network of connections uniting the resources on the eastern and western edges of the city with elements located in the middle of the plain. The Trygg map of 1853 (Map B) illustrates a diagram of early trails crossing the triangular shaped grassland prairie marked on the map.



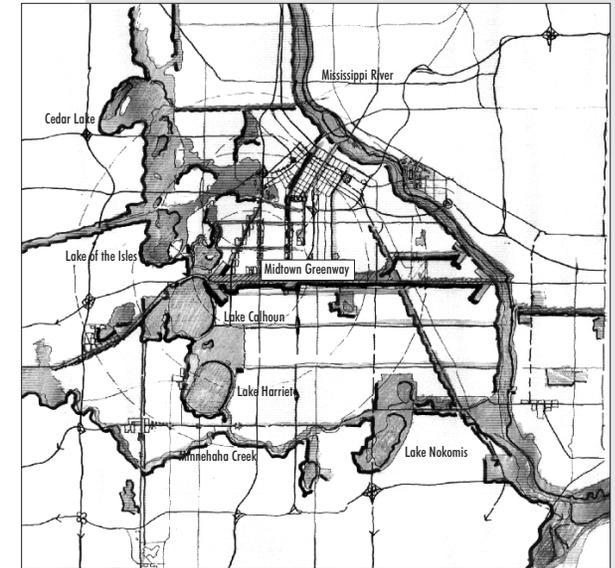
In 1917, the 'Bennett Plan' for Minneapolis would formalize this pattern into a system of interlacing parkways, avenues and boulevards. (Map C) This system formed the basis for uniting the many neighborhoods and parks of the interior section of Minneapolis with the resources on the edge. Though this plan was never fully implemented, this concept became the guide for creating development along the riverfront and our world-renowned system of community parkways, known as The Grand Rounds. Conceived by landscape architect Horace Cleveland in the 1880's, this signature linear network has become the cornerstone of the Minneapolis park system.

Map C

## Emerging Metropolitan Views

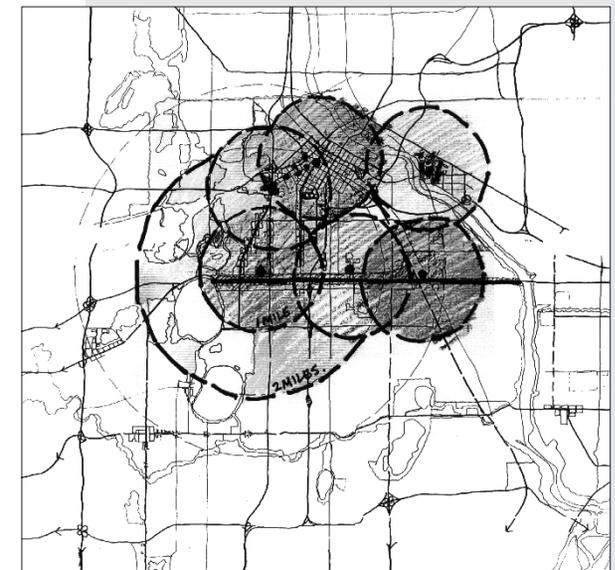
### A Regional Network of Recreation Activity and Natural Habitat

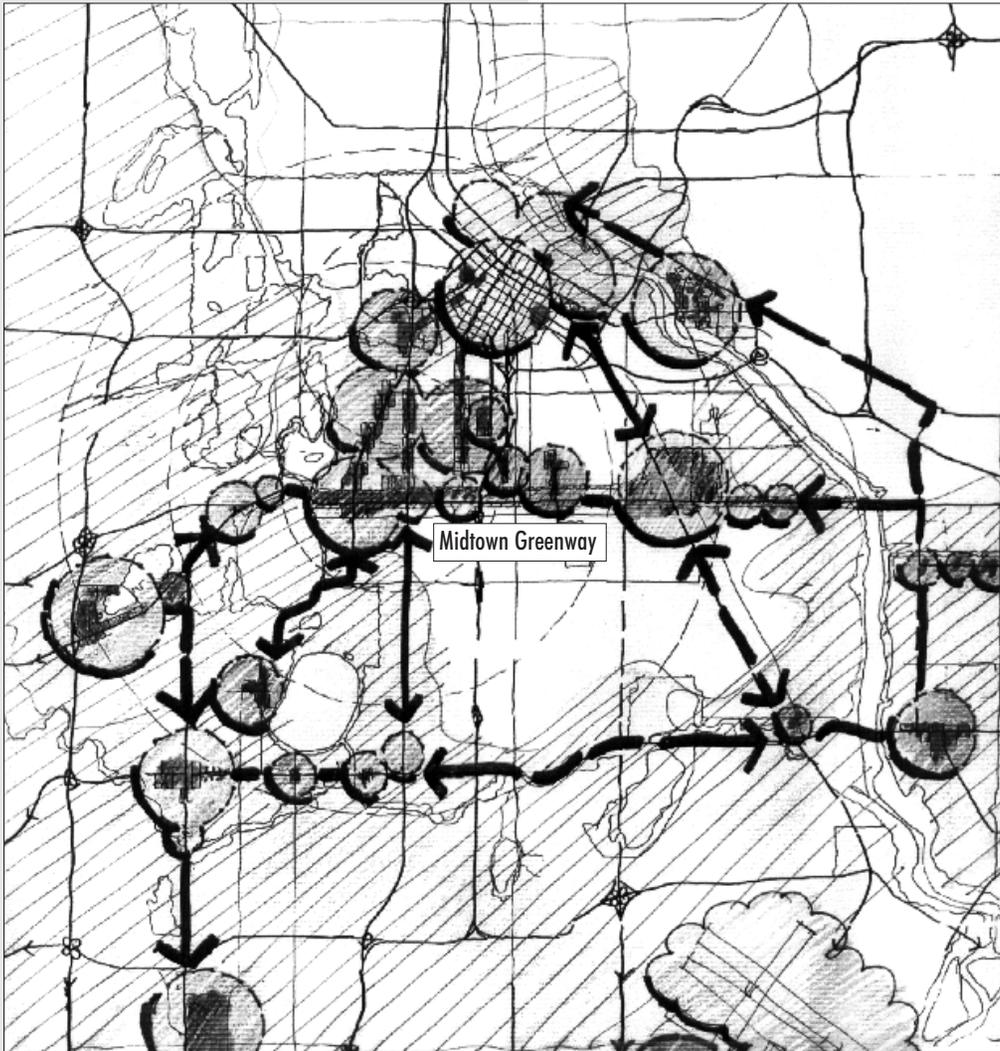
In recent years Neighborhood Revitalization Program plans generated by neighborhoods and revitalization strategies by the City and County have reconstituted these ideas and concepts. In this sketch, a number of proposed east to west and north to south connections are shown. They are a representation of the many detailed proposals to complete this network of connections. The center piece of this system is the completion of the Midtown Greenway Corridor. The Greenway creates both a critical cultural and environmental amenity across the broadest section of this historic flat plain. Not only does the Greenway help unite the city's diverse neighborhoods, it creates a major regional asset. It adds recreational opportunities and open space to the crowded Chain of Lakes system and direct connections to and from the Mississippi National River and Recreation Area.



### Expanding Mixed-use Marketplace Thresholds

The second idea builds upon the prosperous growth of neighborhoods and the expansion of the City's cultural, entertainment and recreational centers. There are few American cities that can present a picture of growing cultural centers, a network of neighborhood commercial/entertainment centers, the development of a major greenway and open spaces tied to a growing diversified residential market within a two mile radius of a vital central business district. The combination of expanding institutions and marketplaces is creating a rich network of activities, uniting neighborhoods and in-filling the historical sandy loam plain. **Instead of a set of isolated islands of activity, these centers are becoming a network of regional destinations.** They are destinations which can be explored, providing for the discovery of multiple sets of tastes, activities and places.





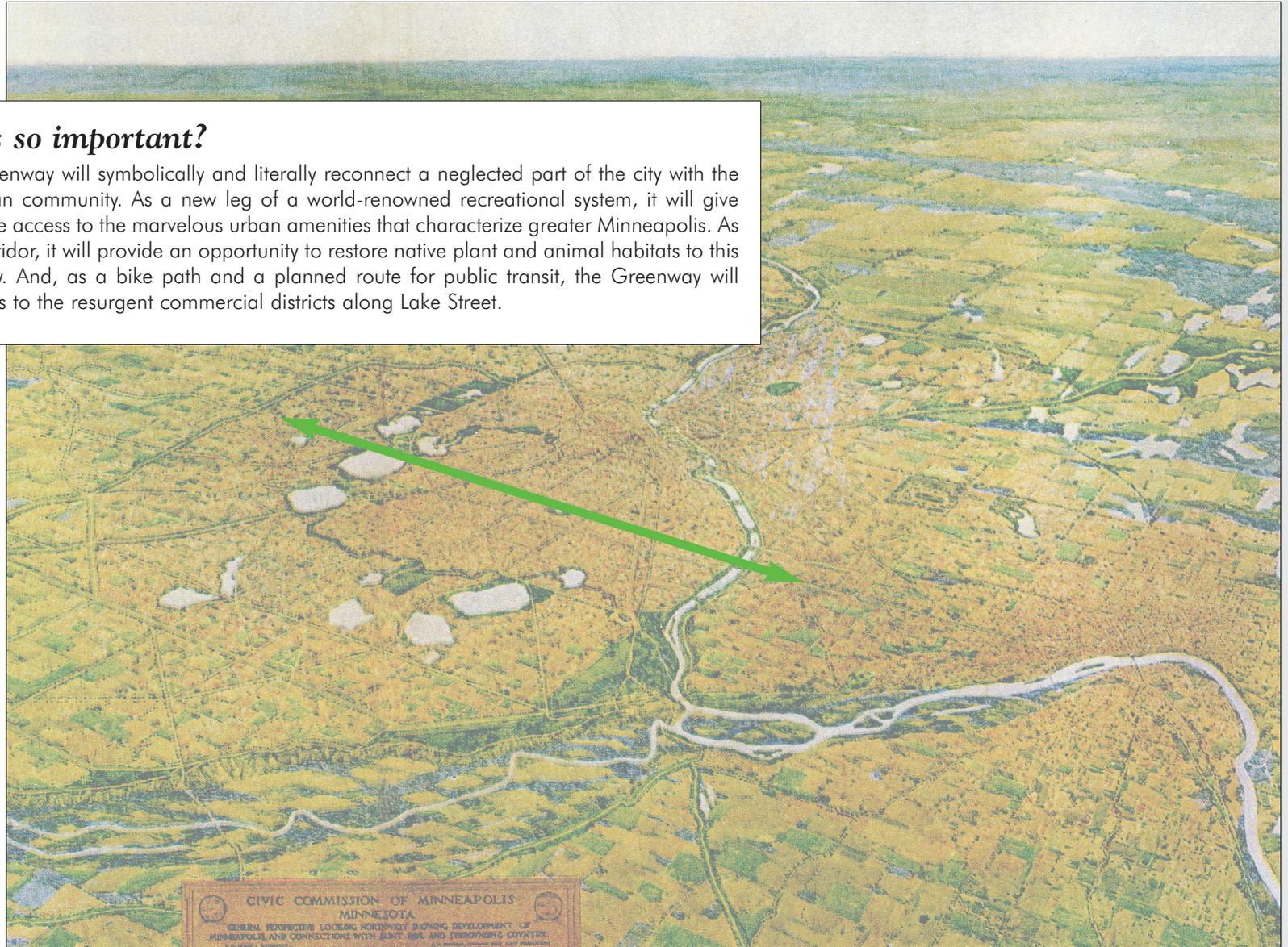
## A Regional Necklace of Activities and Neighborhoods

Combining the idea of connections with the concept of creating a “regional necklace” of diverse activities and places, this sketch illustrates how the Midtown Greenway provides a key link in this regional system. It has three functions:

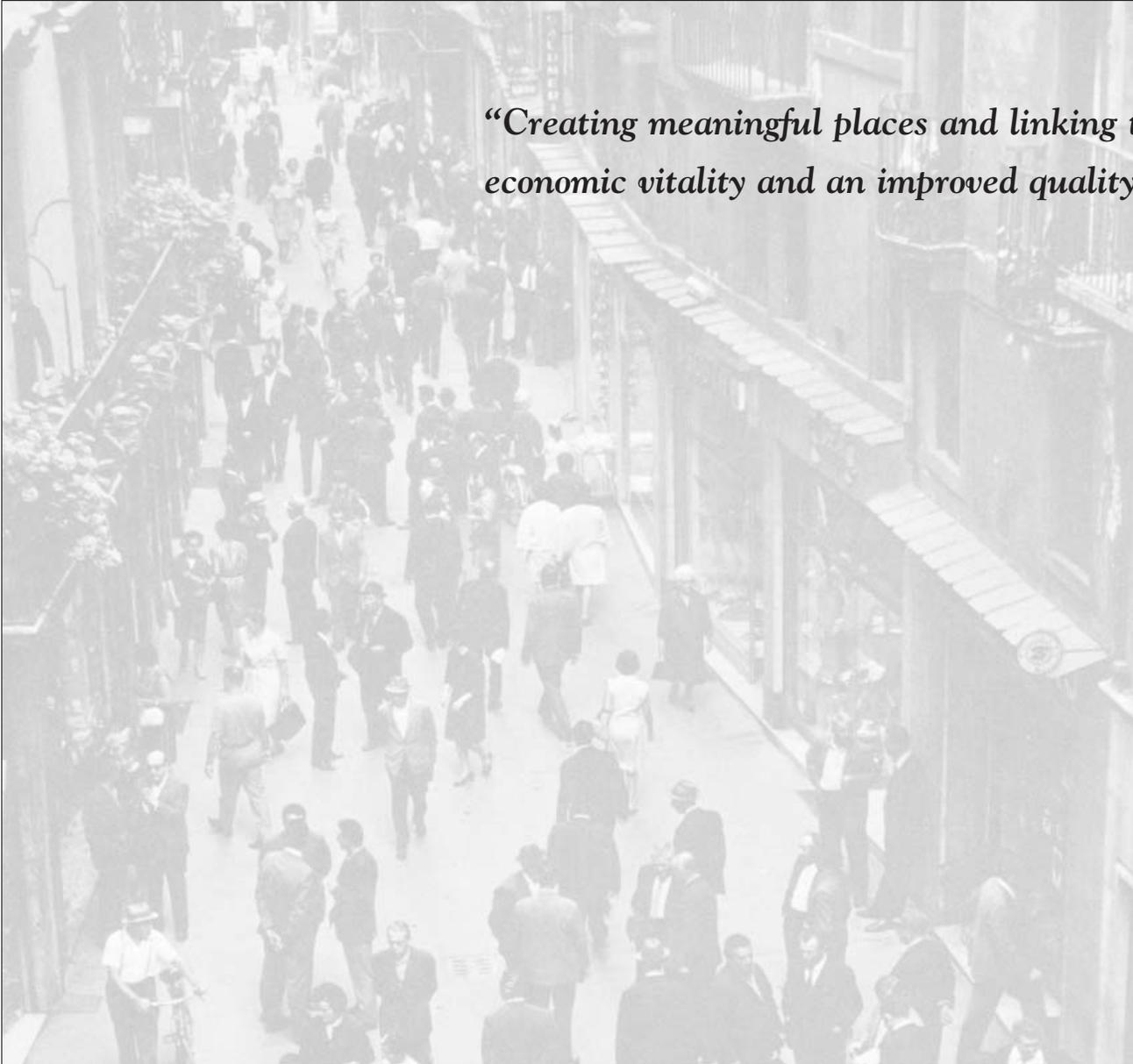
- It provides a strong connection between the prospering and diversified river neighborhoods of St. Paul/Minneapolis to the east with the rich matrix of neighborhoods in the western part of the city, interlaced with Edina, Bloomington and St. Louis Park residents.
- It forms a central spoke in an emerging activity network uniting the city’s central business district, cultural centers, and growing neighborhood commercial and entertainment nodes.
- It is a unique space and place in the region. The transformation of this once industrial service corridor into a mixed use commercial, employment, open space and residential linear space provides the metropolitan area with a “one of a kind” development opportunity for new types of market place products and the revitalization of existing adjacent communities.

### ***Why is this so important?***

The Midtown Greenway will symbolically and literally reconnect a neglected part of the city with the larger metropolitan community. As a new leg of a world-renowned recreational system, it will give many more people access to the marvelous urban amenities that characterize greater Minneapolis. As a landscaped corridor, it will provide an opportunity to restore native plant and animal habitats to this portion of the city. And, as a bike path and a planned route for public transit, the Greenway will permit easy access to the resurgent commercial districts along Lake Street.



from Bennett's *Plan of Minneapolis*, 1917



*“Creating meaningful places and linking them together promotes economic vitality and an improved quality of life.”*

# Chapter 3

## Planning Principles and Design Guidelines

### *Introduction - The Framework Plan*

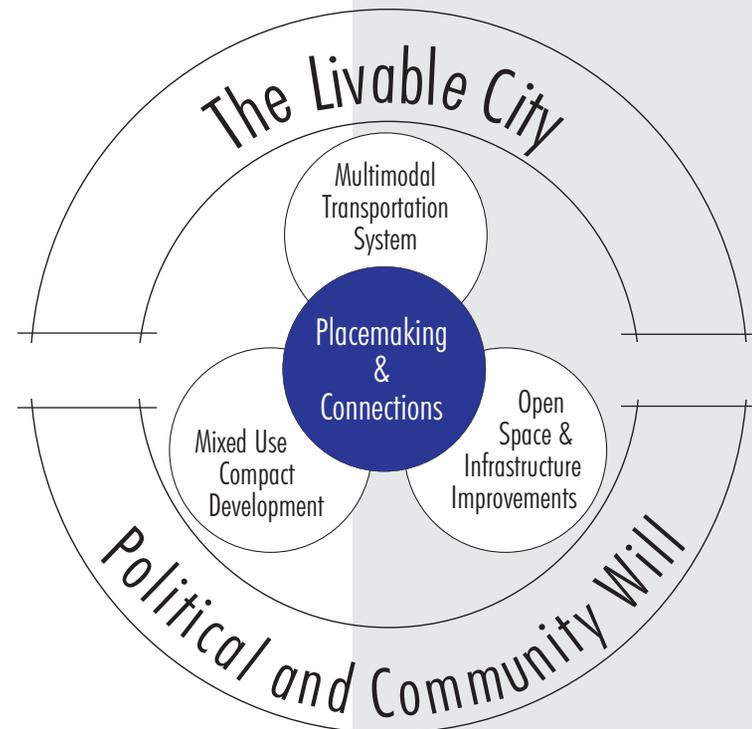
**Planning is a process, not a product.** A "master plan" is a snapshot in time, and if too prescriptive, it quickly finds its way to the bookshelf. This document is intended to be a flexible "framework" to help civic and political leaders, developers and stakeholders form educated, appropriate decisions about how this urban corridor can and should be enhanced and redeveloped.

**The Framework Plan is intended to educate and inform people about the qualities that contribute to good urban places. It seeks to bring focus to the unique opportunities that exist throughout the Lake Street Midtown Greenway Corridor.** It also identifies the primary obstacles to successful redevelopment and sets forth a series of guidelines specific to these linked south-side neighborhoods. Above all, it stresses the importance of connecting individual projects together with a high quality public realm to expand the impact of each investment and to strengthen the quality and livability of the entire community.

### *Building the Livable City - The Foundation and The Structure*

Successful revitalization of the Midtown Corridor is dependent upon three essential and interdependent components: a multimodal transportation system; open space and infrastructure improvements; and mixed-use compact development - all supported and energized by the political and community will to succeed. To some degree, each of the three components depends on the other two. For example, while Uptown has experienced significant commercial success, congestion and parking have become more of a problem. Enhanced transit and other open space/infrastructure improvements are certainly part of the solution.

**Placemaking and connections relies on the unified vision and shared voices of government agencies, developers, business owners and community residents.** Redevelopment of the Midtown Corridor provides a unique opportunity to bring together key stakeholders, forge a common long-view strategy and move forward to implement change.



## *Urban Planning Principles - Economic Vitality and Quality of Life*

For several decades portions of the Midtown Corridor have been perceived as places in decline, suffering from disconnection and disinvestment. This reputation lowered land values, which eventually lured new pioneers to invest in the community and brought new - if modest - stability to the area. As is common with the evolution of urban neighborhoods, those areas experiencing the greatest crisis are often the same areas where dramatic change can occur. It is sometimes as simple as changing perceptions.

The following guiding principles were developed early in this planning process, providing a foundation for the Framework Plan:

### **Reinforce safe environments**

Providing an engaging and safe place for people to live, work, shop and play is essential to this entire effort and requires the transformation of real and perceived negatives - physical, economic and social - into positives.

### **Be transit, pedestrian and bicycle friendly**

The dominance of the automobile in American culture has had a profound impact on the urban landscape. There has recently been a re-awakening to the value of creating places that balance automobile use and other modes of transportation. Creation of this new commuter bike route has tremendous potential to set the tone for new urban redevelopment patterns in south Minneapolis.

### **Establish links to transit and support transit-oriented development**

Lake Street and the Midtown Greenway will, in all likelihood, eventually carry public transit (local service on Lake, longer-range service in the Greenway). There must be frequent connections to transit throughout the corridor, including safe, well designed transit stations, weather protection and many other amenities. Transit-oriented development needs to be anticipated around future transit stations. These hubs will become significant activity areas as transit transforms the city.

### **Foster a sense of place and community**

Community means much more than a physical place; it suggests pride of ownership and interaction between people. It suggests shops that support the immediate area as well as the larger community. It suggests safe and comfortable streets and access to recreation. Private reinvestment has already re-energized Uptown, and the Lyn-Lake and 4th Avenue/Lake nodes are coming alive as well. These areas have become identifiable meeting places with a unique character that draws people back again and again. The Midtown Greenway is a major public investment that will connect these new places, with separate but complementary qualities.

### **Support compact, mixed use development patterns**

The Lake Street Midtown Corridor has always been characterized by a mix of land uses in close proximity to one another. These patterns are still clearly evident in the neighborhoods. Now, with the



Balancing automobile use with other modes of transportation



A mix of uses intensifies activity on the street

consolidation of commercial uses at the major nodes and the promotion of 29th Street and the Greenway as a front door rather than a service door, the patterns of use will change. Still, the mix of uses should be strengthened and, over time, intensified. This should be most apparent with new compact development, including mixed income and multi-family housing and business growth between Lake Street and the Greenway.

**Respect architectural form, scale and context**

Many traditional architectural forms remain along Lake Street and in the neighborhoods. Two to three story commercial buildings give Lake Street its sense of containment and character. Old, three story walk-up apartments and turn of the century housing reflect the familiar Minneapolis patterns. While it need not replicate older models, new architecture should echo the scale and character of the traditional neighborhoods.

**Incorporate environmentally sustainable practices**

All matters of sustainability, from stormwater management to the use of recycled materials and the development of "healthy homes" and "green architecture," should be practiced in the corridor to further the area as a model for appropriate contemporary urban revitalization.

**Support 'greening' as a key component of corridor development projects**

All development and infrastructure improvements should incorporate a strong greening/public realm component. A linked network of open space and dedicated public parks will contribute immeasurably to the quality of life for residents, businesses and visitors in adjacent neighborhoods. The revitalization of this corridor must also provide improved access and connections to the Greenway, to existing parks and to regional recreational systems throughout the Twin Cities.

**Balance economic vitality with quality of life**

Successful urban environments consist of a mix of land uses, housing options, job opportunities and transit. Economic vitality must be reinforced throughout the corridor by promoting a balance of life-cycle housing, business development and recreational and "greening" opportunities, co-existing in close proximity to create thriving, safe and stable neighborhoods.

**Target strategic public improvements to leverage private investment**

Significant public investment has been targeted toward this corridor including infrastructure and streetscape improvements, environmental clean-up, and land assembly activities. Private development often follows the lead of these public improvement projects. It is crucial that the City and County continue to join forces with private investors to more effectively identify key development sites and other opportunities to maximize investment decisions in support of the development strategies outlined in this framework plan.



View of a public space between busway lanes on the 16th Street Mall in Denver, Colorado. The 'low floor' buses are accessible, quiet and clean.



This narrowed street in Boulder, Colorado, successfully accommodates bicycles and a pedestrian crossing, while calming traffic.



## *Corridor Design Guidelines - Promoting Placemaking and Connections*

The guidelines that follow were developed in response to the specific issues that face these urban neighborhoods as redevelopment occurs. They call for a new vision for the corridor and adjacent areas, but reflect an understanding of the deeply ingrained development patterns that exist adjacent to the Greenway. First and foremost, they support the concepts of placemaking and connection, which are the building blocks for successful revitalization of the corridor.

### *The Guidelines:*

- 1 Promote an integrated relationship between new development and the Greenway edge. Make the corridor “Greenway friendly.”
- 2 Promote opportunities for additional public green space, dedicated parks and trail connections along the Greenway edge.
- 3 Develop a premier public edge along both sides of the greenway, including 29th Street on the south side and a public promenade on the north.
- 4 Promote development that reinforces and relates to adjacent land uses and appropriate architectural scale, particularly along Lake and Lagoon Streets and at commercial nodes.
- 5 Locate front doors on the street, (including 29th Street and the Greenway) and relocate service doors, away from the public realm.
- 6 Promote safe, calmed streets with widened sidewalks. Focus investments toward developing an enlivened pedestrian environment and an improved public realm.
- 7 Integrate transit with all redevelopment projects, including safe and visually appealing transit stops for future light rail or busways.
- 8 Support compact development and promote mixed use in the corridor. Create a more vibrant and diverse urban environment.
- 9 Locate parking either on the street or behind/between buildings along the block. Consolidate parking in structures or municipal lots.
- 10 Promote opportunities for art in public places.

# 1 Promote an integrated relationship between new development and the Greenway edge. Make the corridor “Greenway friendly.”

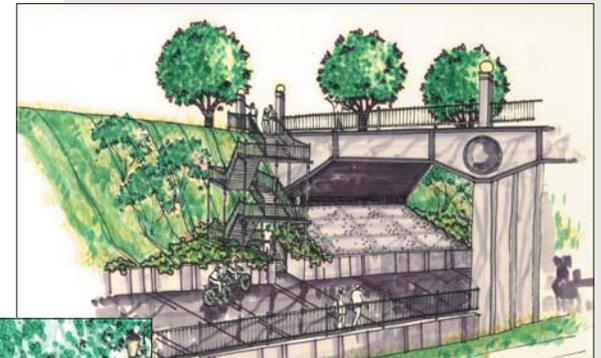
Based on its history as a railroad service corridor the Greenway trench has been perceived as a necessary compromise in the community. Land values of residential properties near the area have declined in recent years. All the clutter and noise that accompany heavy rail use (open storage, noise, unlighted areas and an untended landscape) combine to create a feeling of abandonment and avoidance. It does not feel safe!

Reversing the negative perception of the corridor - to "turn it inside out" - requires several key moves:

- Make the Greenway a pleasant and inviting experience with the addition of lighting, signage, landscaping and other trail amenities.
- Promote transit use and transit connections as key public amenities in the corridor.
- Require that new development projects front onto the Greenway and along 29th street.
- Re-orient existing businesses and residences to the Greenway by developing new entries and relocating service access and storage areas to internal sites on the block.
- Where relocating entrances onto the greenway is unfeasible, develop pedestrian-friendly facilities along the rim, such as terraces for employees, improved landscaping and additional windows and awnings to improve visual connections to the corridor.
- Coordinate new development with the upgrading of 29th Street and the installation of the north rim public promenade, including a variety of ramp and stair connections to improve access, visibility and activity along the Greenway edge.



The proposed “Urban Village” will face onto a new “Public Promenade” along the north rim of the greenway.



Ramps and stairway connections will strengthen ties between the greenway and surface streets.



## 2 Promote opportunities for additional public green space, dedicated parks and trail connections along the Greenway edge.



Seek opportunities for a variety of small parks and public spaces.



Identify opportunities for additional public parks and squares as key neighborhood gathering/celebration nodes. (Bryant Park, NYC, by Olin Partnership. Photo by Felice Frankel. Courtesy of Olin Partnership.)

In addition to being an important recreational and commuter bicycle corridor and future transitway, the Midtown Greenway provides a unique opportunity to add valuable open space to an under served sector of the city. Small parks, public squares and gardens and informal green spaces will all contribute to a more sustainable and livable urban environment. Identifying key spaces along the Greenway for the development of new public open space is an essential step in the planning process. A number of guidelines apply:

- Identify opportunities for a wide range of recreational activities to serve people of all ages along the corridor, including playlots, public gardens, strolling paths of varying character and places for resting.
- Establish a variety of landscape types in response to the diverse conditions along the Greenway both in the trench and at the rim. More natural areas, containing native plant communities, will contrast with and augment more structured landscapes such as the 'landscape gallery' at the Urban Village.
- Identify and develop key linkages between the Greenway and nearby parks and open space, on 'green streets.' These connecting streets should focus on calming traffic, emphasizing pedestrian and bicycle access. They should include pedestrian scale lighting, broad sidewalks, well-designed landscaping, and safe crossings of major streets.
- Create new public parks at key locations along the corridor to provide additional public space while supporting and strengthening the impact of existing and proposed private development. Numerous links between the rim and the below-grade corridor are essential to facilitate movement between spaces in and along the Greenway.
- New development must integrate public green space as a key component in their site planning and detailed design work, particularly along the Greenway edge.