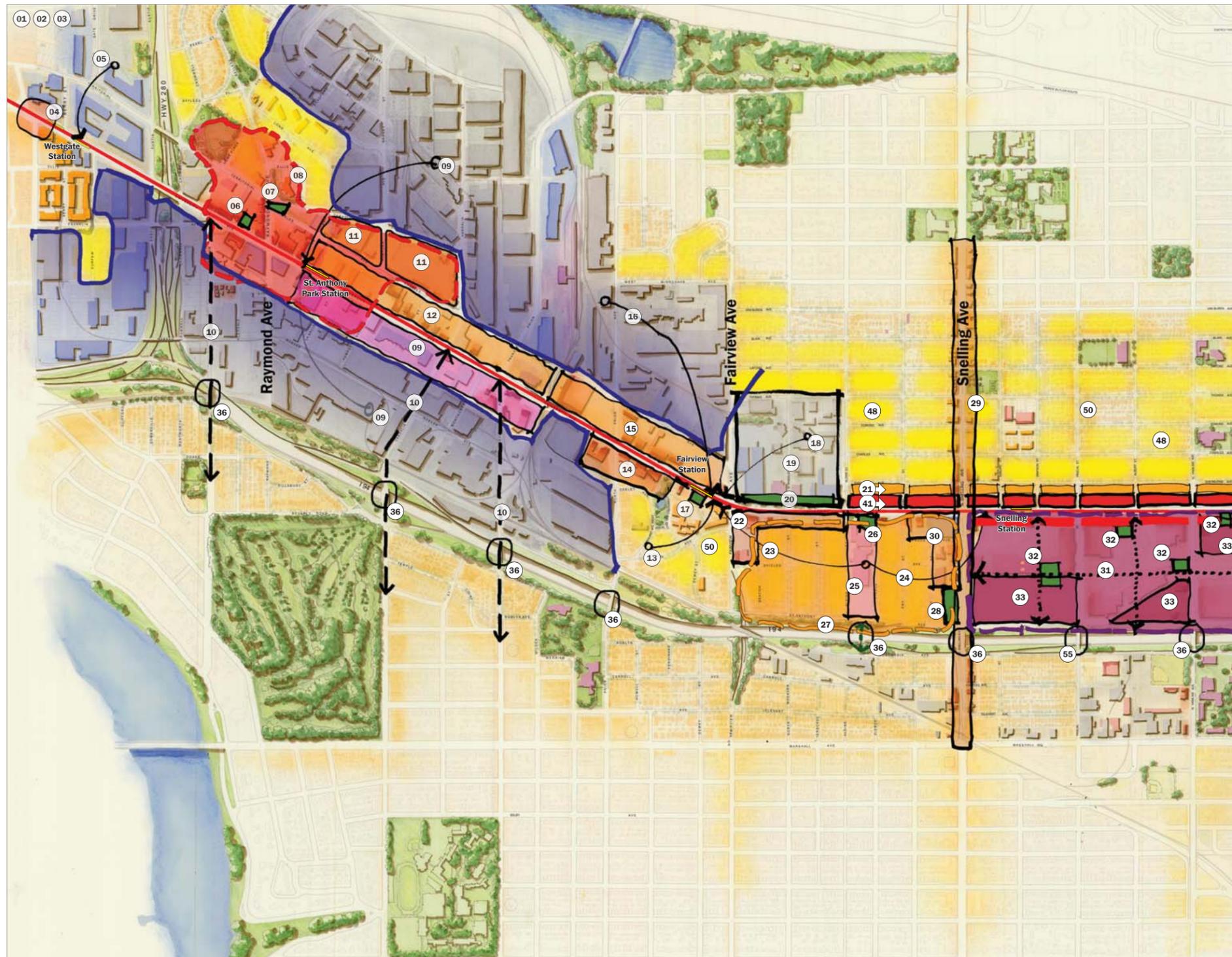


90 Initiatives for the Corridor

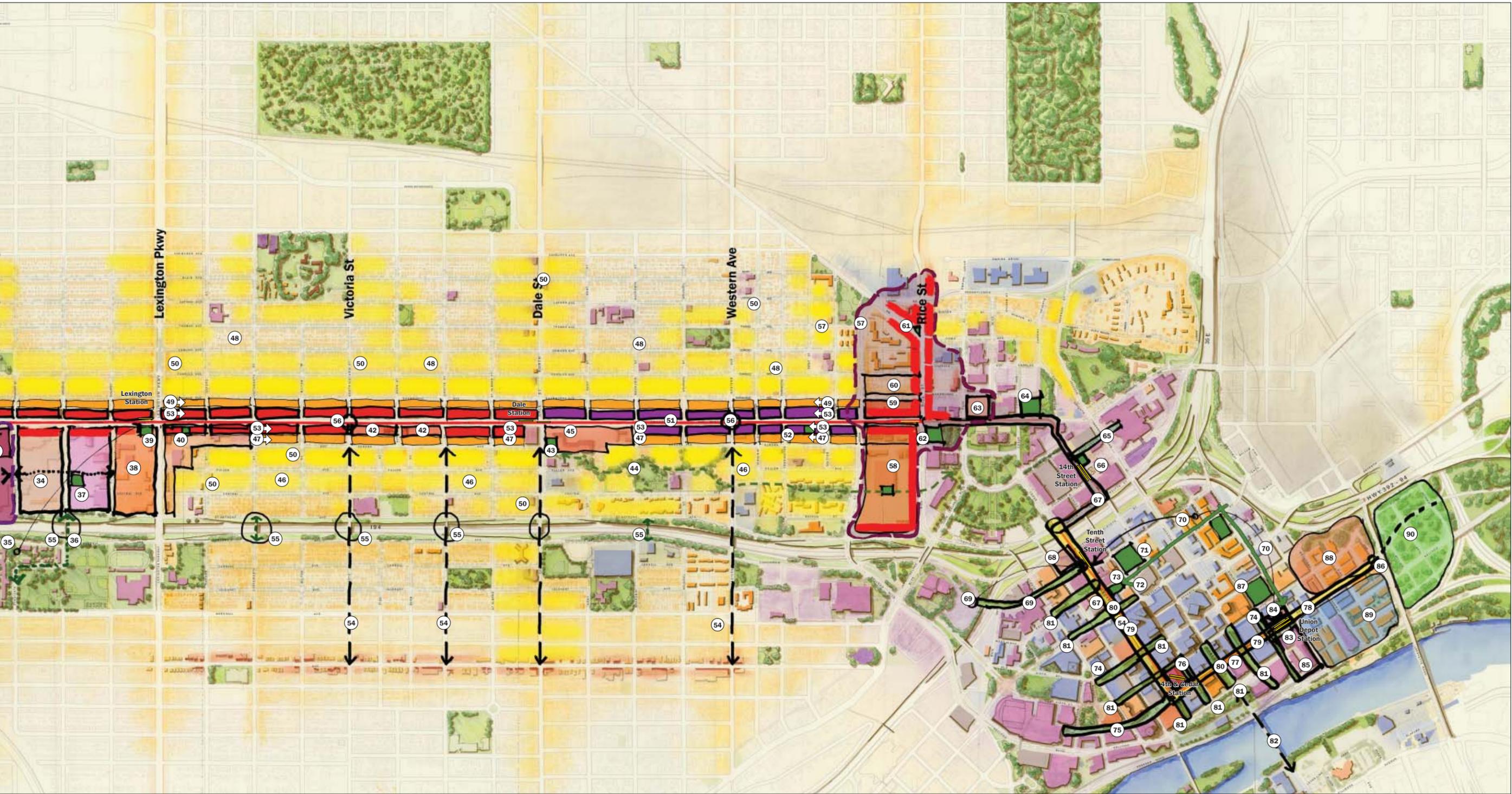
The following pages present 90 Initiatives that build on the Objectives and Strategies, and are aimed at attaching the LRT to the city in very tangible ways.

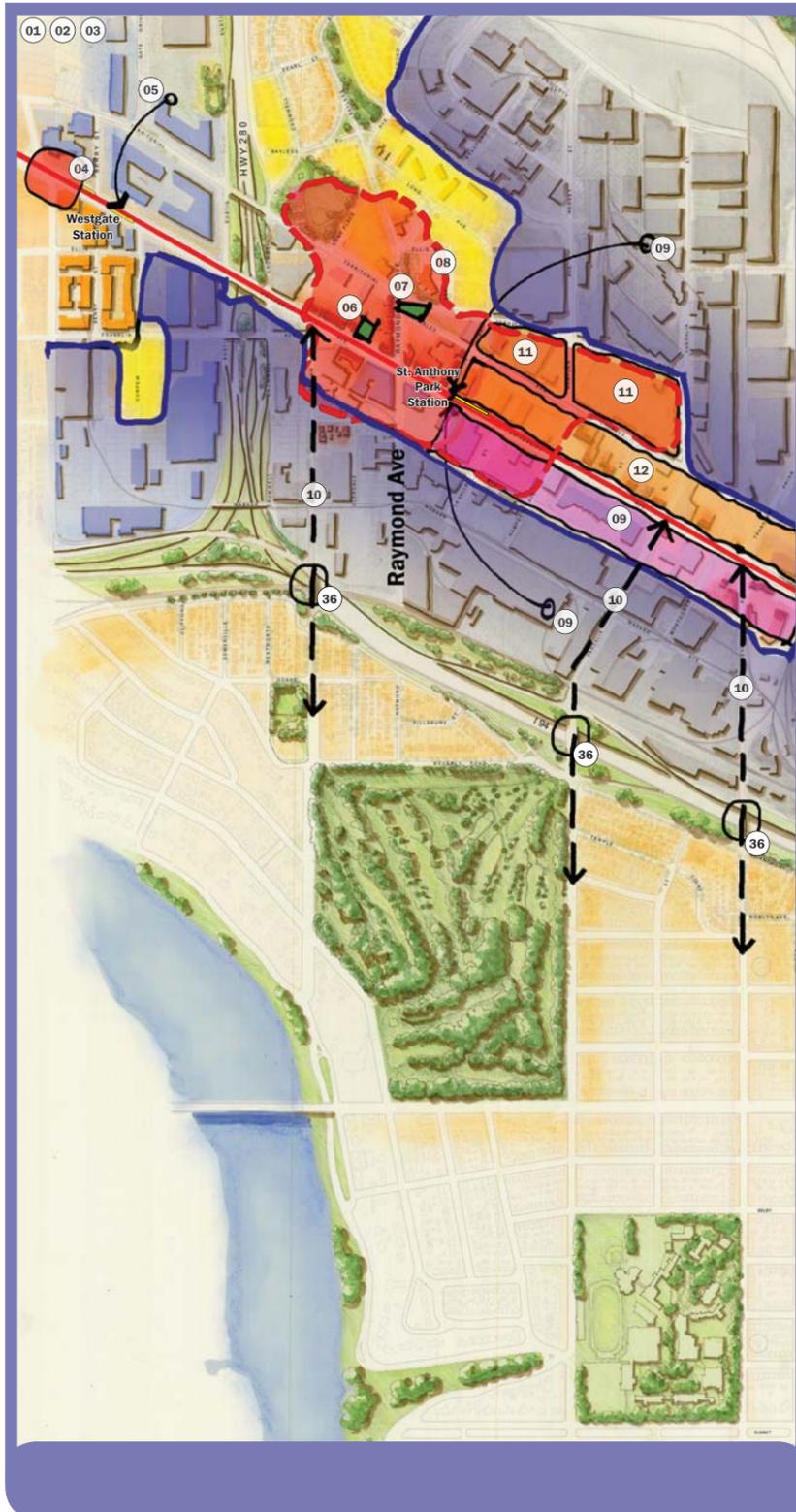
Over the course of the last few months, the Project Team has had the benefit of talking with and hearing from a great number of individuals who collectively represent a broad range of perspectives along the Corridor. These people include area residents, community leaders, business owners, and various public agencies and departments.

These Initiatives respond to the diverse issues that we have heard. They cover a range of opportunities from community improvement and neighborhood preservation, to intensification, streetscaping, open space and connections.



The facing diagram is not a land use map, but a graphic representation of the full range of Initiatives identified for the Corridor. The following pages describe each in detail from west to east, grouped into the seven colored subsections shown at right.





1. Taking the Bus to LRT

Along University Avenue, there are a number of opportunities for existing and future bus routes to connect with LRT. This will help LRT reach into the surrounding neighborhoods, and offer improved transit service for both local and regional commuters. The system will need to be designed so that LRT is easy to get to by bus.

2. Riding a Bike to LRT

There are currently very poor bicycle connections running along the Corridor, and few facilities for bicyclists who wish to cycle to and through the area. An opportunity exists to develop a network of bicycle lanes and facilities along the Corridor that connect in all directions to surrounding neighborhoods.

3. Greening the Corridor

There are a number of opportunities to green the Corridor, transforming it into a more natural, pedestrian-friendly and sustainable environment. Through a program of streetscaping, re-forestation and ongoing stewardship, an opportunity exists to transform the Corridor from an asphalt strip to a green ribbon.

4. The Saint Paul Gateway

As the Central Corridor LRT passes into Saint Paul, there is an opportunity for the creation of a gateway or sense of entry into the city at the Westgate Station.

5. Jobs – The Walk to Westgate Station

The Westgate Business Park is an important employment area for the city and an emerging high-tech cluster. Though designed primarily for drivers, much of this area is located within a five-minute walk of the proposed Westgate LRT station and can be made accessible for pedestrians with some strategic improvements.

6. University Avenue Park at Raymond

A new park close to the intersection of Raymond and University can create a focal point for new development, venue for public art and much-needed open space along the Avenue.

7. Raymond Village Park

A new park at the intersection of Raymond and Charles creates an opportunity for a central place within the village. Located on a parcel of land that is currently being used as a parking lot, the park could act as a focus for new buildings that face onto Charles, provide a place for public art and act as an outdoor meeting place for the neighborhood.

8. Raymond Village Community Plan

Raymond Village is a unique place characterized by its older industrial loft style buildings and an emerging main street of shops and restaurants. A Raymond Village Community Plan will help to shape and direct new change as the area continues to evolve into a unique destination along the Corridor.

9. Jobs – The Walk to St. Anthony Park Station

The Midway Industrial area to the north and south of University Avenue provides an important source of jobs for the community. Making it safe and convenient for pedestrians (especially employees) who wish to travel between these areas and the St. Anthony Park Station will be important. An added bonus may be reduced demand for surface parking, freeing land for new or expanded businesses.

10. The Walk to and from the Desnoyer and Merriam Park Neighborhoods

The established residential neighborhoods of Desnoyer and Merriam Park located just south of I-94 contain a number of schools and institutions. It should be safe and convenient for residents and visitors to walk north to University to access LRT, services and facilities.

11. Midway Industrial Service Area

The southern side of University Avenue between Highway 280 and North Cleveland Avenue/Transfer Road is an important strip of businesses and services running through the center of the Midway Industrial District. This area is home to a number of smaller companies and provides much needed services for the local areas businesses and employees. Streetscape improvements within this area should be planned to make the area more pedestrian-friendly.

12. St. Anthony Park Mixed-Use Development

The northern side of University between Highway 280 and Cleveland Avenue/Transfer Road is changing. Through new development such as the Carleton Lofts, the area has the potential to become a mixed-use community that supports both walking and transit. This provides an opportunity to extend the hours of activity along this section of the Corridor and establish a population of both residents and employees.



13. Iris Park and Beyond– The Walk to Fairview Station

Iris Park is an established residential neighborhood located within a five-minute walking distance of Fairview Station. By improving connections south along Prior, the walk to Fairview Station through Iris Park can be improved to service residents south of I-94.

14. Infill, Intensification and Integration of Commercial Uses with Iris Park

To the north and west of Iris Park lies a stretch of shops and businesses. The relationship between the neighborhood and the commercial area, how the areas meet and how new development might fit into the area are important to both residents and businesses of the community.

15. Fairview Mixed-Use Development

The strip of land south of Charles Avenue between the railway tracks and Fairview presents an opportunity for a new mixed-use development within walking distance to Fairview Station. New residents and businesses in this area would be close to both the Midway Industrial District and the shops and services along University Avenue to the west.

16. Jobs – The Walk to Fairview Station

The Midway Industrial District north of University Avenue is an important source of jobs for the community. Making it safe and convenient for pedestrians (especially employees) who wish to travel between this area and the Fairview Station will be important. An added bonus may be reduced demand for surface parking, freeing land for new or expanded businesses.

17. Episcopal Homes Park

An opportunity exists to reconsider the stormwater management pond and related open space on the Episcopal Homes site. If the open space were opened up so that it could be accessed from University Avenue, it would create an entrance feature for the development and provide much-needed open space along the corridor.

18. Jobs – Walking to and from Fairview

The employment area north of Dickerman Park is a dynamic cluster of businesses located within a five-minute walk from Fairview Station. Making it safe and convenient for employees to walk to and from the station will help promote the area as a cluster and improve pedestrian access for transit users.

19. Jobs

Existing businesses and working relationships within this employment cluster should be reinforced by strengthening the area's identity, creating a focus for the business community and improving open space for area employees.

20. Reconstruction of Dickerman Park

The collaborative efforts of local artists, residents, design professionals and City staff in the reconstruction of Dickerman Park is an important opportunity to secure a significant open space along the Corridor. An improved open space will help establish an identity for the area; create a focus for local area residents and workers; and afford an excellent precedent for partnerships in the creation of improved meeting places.

21. Neighborhood Residential Improvement & Diversification North of University Avenue – Central

Between the businesses along University Avenue and the stable residential neighborhoods to the north is an area that serves a unique purpose along the Corridor. Development of this area should help to complete the missing “gaps” along the south side of Sherburne Street and reinforce the residential neighborhood to the north.

22. Infill, Intensification and Integration of Commercial Uses Along University to Howard Park

Between the Howard Park neighborhood and University Avenue, there is a stretch of shops and businesses that serve both the local community and transit users along the Corridor. The relationship between the neighborhood and this strip of commercial, how the two areas meet and how new development might fit into the area are important to both residents and businesses.

23. Walking from HealthEast Midway to Fairview Station

The HealthEast Midway facility provides important outpatient care to the community. The walk from HealthEast to Fairview station should be easy to understand, safe and comfortable for not only pedestrians but patients and employees of the facility.

24. Walking from HealthEast Midway to Snelling Station

The walk from HealthEast to Snelling station should be easy to understand, safe and comfortable for not only pedestrians but patients and employees of the facility.

25. The HealthEast Midway Facility

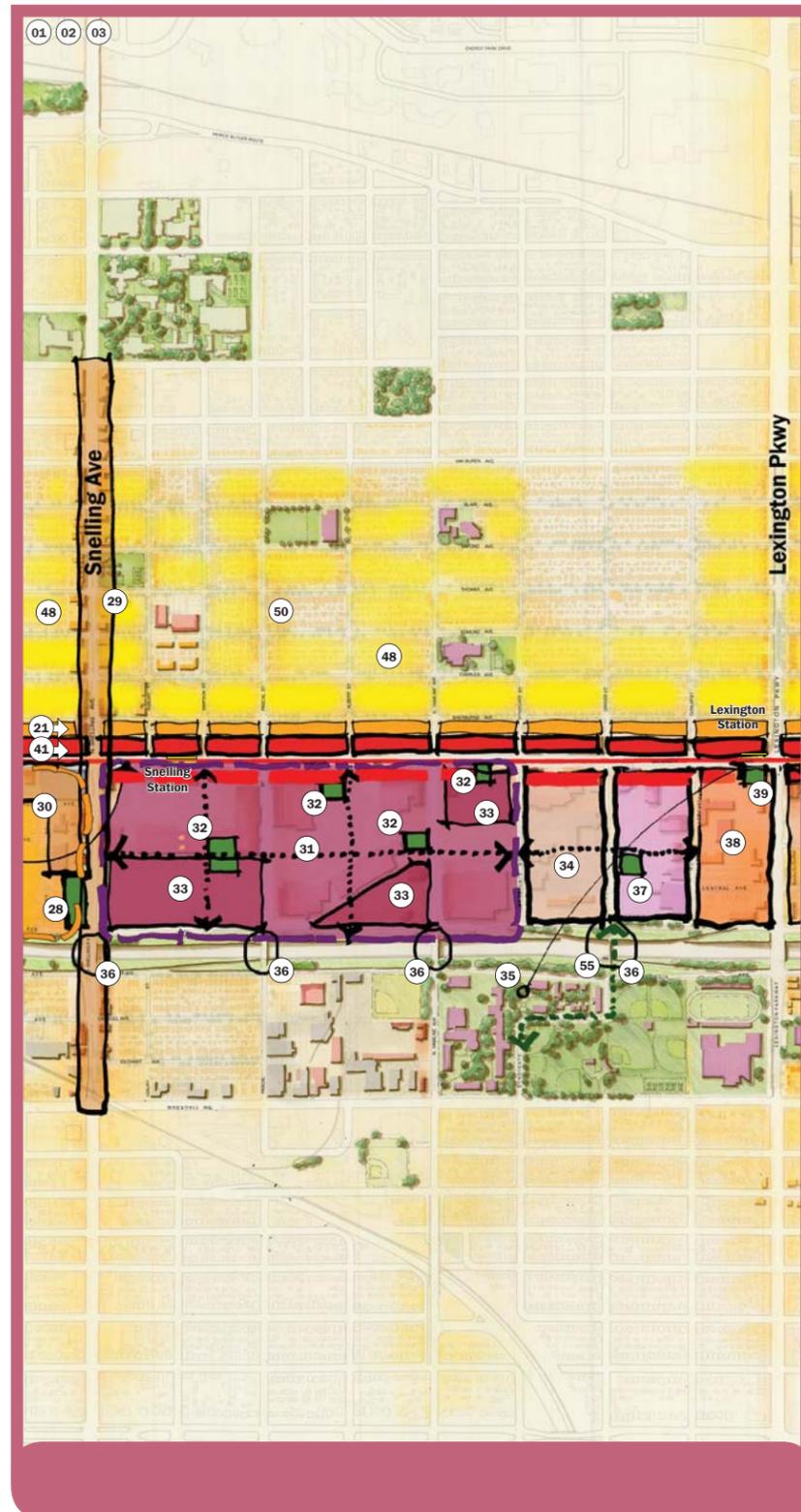
The HealthEast Midway facility occupies several blocks in the Howard Park neighborhood south of University. By carefully considering the way the facility fits with the surrounding community, how it handles its parking and manages growth, it will act not only as an important community facility but as a good neighbor.

26. A New Face for HealthEast Midway on University

The under-used private open space at the front of the HealthEast Midway facility presents an opportunity to improve the face of the facility along the Avenue, re-invigorate the image of the facility within the community and create much-needed open space along the Corridor. The location at the entrance creates a perfect opportunity for a public art installation or other local feature.

27. Howard Park Community Plan

The Howard Park neighborhood a small community nestled between Snelling Avenue and Iris Park. A community plan for the Howard Park Neighborhood will provide the neighborhood with a strategy to deal with issues of change and intensification around its edges, protect the low-density housing in the core of the area, and determine how best to integrate with the HealthEast Midway facility.



28. Park at Snelling and St. Anthony Avenue

A new open space at the northwest corner of Snelling and St. Anthony Avenue provides an opportunity to establish a gateway to the area, make use of an otherwise underutilized strip of land and act as a focus for development to the north.

29. Snelling/Hamline Infill and Intensification

The intersection of Snelling and University is unique in that it is one of the few places along the Corridor where stores and businesses run north and south off of University. An opportunity exists to fill in the spaces and transform this auto-dominated stretch into a more pedestrian-friendly environment.

30. South of Spruce Tree Infill and intensification

At the southwest corner of Snelling and University, just south of Spruce Tree, there is an opportunity to fill in the gaps between the existing stores and businesses. The goal would be to create a more pedestrian-friendly environment that fits better with the adjacent community. Here, opportunities for shared parking facilities could be examined as a way to accommodate parking while limiting traffic on local roads.

31. Midway Shopping District

This area is currently functioning as a large retail marketplace. Every indication is that this is both valuable to the Corridor and likely to continue to evolve in the future. The site is also key in its location relative to LRT, I-94 and the region. Its role as a marketplace should continue through an expanded market mix and offerings of the retail, food and entertainment sectors; improvement in conditions for pedestrians; extension of streets into the site to organize local and inter-site movement away from University; creation of an east/west bicycle route; and development of a strategy to maximize the value of the land through intensification of use.

32. New Public Spaces in the Marketplace

There is a prime opportunity to add much-needed public space to the area, both internal to the block and along the Corridor. This space would also provide a focus for new development and activity.

33. New Developments in the Marketplace (Urban Villages)

Several sites exist where both uses and intensity can be added to the Marketplace. These include the site of the former Metro Transit Bus Barn and the former parking lot of the Target big-box store. This is where the new Western District police station will be built this spring/summer.

34. West of Griggs Development Site

An opportunity exists to fill in the gaps on the block to the west of Griggs Street to create a more pedestrian-friendly, mixed use area of residential, employment and retail uses.

35. Walk to Concordia University & Dunning Recreation Center

The walk to Concordia University and the Dunning Recreation Center from Lexington/University takes between 10 and 15 minutes. There are a number of opportunities to improve the walk by making the routes safe and convenient for students and visitors, and improving connections south across the highway.

36. Crossing the Highway

Opportunities exist to improve north/south pedestrian and bicycle connections across I-94. These improvements will help extend the benefit of the LRT investment, and connect residents on both sides of the Interstate with the amenities and facilities that exist on either side. In addition, the aesthetic appearance of these bridges and all bridges in the city should be improved with architectural design features as they are rebuilt or improved as a matter of city policy.

37. East of Griggs Development Site

The block to the east of Griggs Street creates an opportunity for a new-transit oriented development focused on an open space. Development here would benefit both from its proximity to Lexington Station and to Concordia University.

38. Lexington University Development Block

The large block located at the southwest corner of University Avenue and Lexington Parkway will be undergoing extensive changes over the next few years with new retail, the relocation of the Wilder Foundation and planned new residential. An opportunity exists to coordinate development within the block, improve connections with adjacent neighborhoods and preserve the existing residential street to the south.

39. Lexington Park

An opportunity exists to create a new open space at the intersection of Lexington and University. The new park would act as a focus for new development and mark an important place where the Parkway meets the Avenue.



40. Lexington – Chatsworth Block - Filling the Gaps

South of University, the block between Lexington and Chatsworth provides an opportunity for new infill development that will help “fill the gaps” in the street face, tie together the existing cluster of cultural and institutional uses and improve the block’s “fit” with adjacent housing. A new open space here would provide a focus for development and give identity to the cluster of cultural uses.

41. University Avenue Small-Scale Business Infill Area - Central

Along University Avenue there is an opportunity to fill in the vacant lots along the Corridor and transform it into a pedestrian-friendly “Main Street” of small-scale shops and businesses. This will help change the Corridor from a place to “pass through” into a destination for people across the Twin Cities.

42. Houses Along University – Seeding an Art Gallery Strip

The strip of detached houses along University Avenue between Victoria and Grotto is a unique attribute of the Avenue that speaks to the varying character and intensity of uses along its length. The houses present an opportunity to create a gallery district that takes advantage of the unique interior spaces the houses offer.

43. Rondo Square

A new park at the intersection of Dale and University, across from the Rondo Library, would act as a focus for redevelopment, gathering place for the local community and new venue for the local urban market. The park could also help to identify the western edge of the World Heritage Cultural District, provide a place for public art and act as a gateway south to Selby.

44. The Western Sculpture Park Trail

Western Sculpture Park is a unique attraction along the Corridor containing works of art by North American, Central American and international sculptors. An opportunity exists to link this park through a network of trails and open spaces east towards the Capitol and west through the Central Village Open Space System to the Rondo Library.

45. A New Neighborhood at Unidale

The Unidale Mall, currently under-used as a retail outlet, presents an opportunity for redevelopment as a transit-oriented development. New transit-supportive development here would be able to capitalize on many of the changes happening to the area and create a more pedestrian-friendly environment that fits better with adjacent residential and institutional uses.

46. Housing Rehabilitation South of University Avenue

The residential neighborhoods south of University are an important asset to the community and contribute to the quality of life along the Corridor. While most of the housing stock is in relatively good shape, there are areas where housing may be in need of repair and where an opportunity for new infill housing on vacant sites exists. Neighborhood rehabilitation has been taking place already, and it should be encouraged to continue.

47. Neighborhood Residential Improvement & Diversification South of University Avenue – East

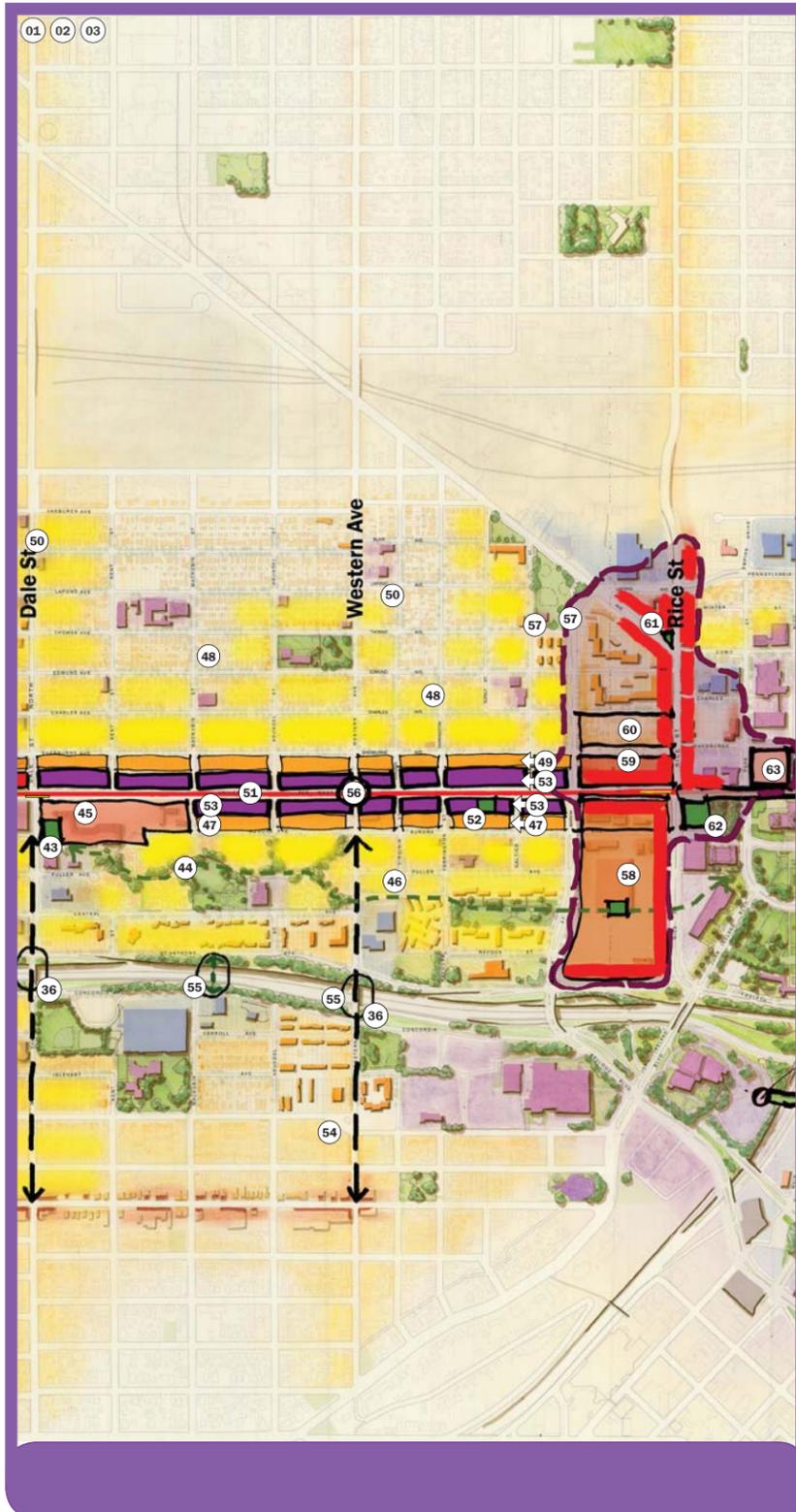
The area between the businesses along University and the stable residential neighborhoods to the south presents a unique opportunity to repair gaps along Aurora Avenue and provide a new mix of housing for the neighborhood. Development of this area should help complete the north side of Aurora by slowly filling in the gaps with townhouses and walk-up apartments in keeping with the scale and character of the neighborhood.

48. Housing Rehabilitation North of University Avenue

The residential neighborhoods north of University are an important asset to the community and contribute to the quality of life along the Corridor. While most of the housing stock is in relatively good shape, there are areas where housing may be in need of repair and where an opportunity for new infill housing on vacant sites exists. Neighborhood rehabilitation has been taking place already, and it should be encouraged to continue.

49. Neighborhood Residential Improvement & Diversification North of University Avenue – East

The area between the businesses along University Avenue and the stable neighborhoods to the north represents a unique opportunity to repair gaps along Sherburne Avenue and provide a new mix of housing. Development of this area should help complete the south side of Sherburne Avenue by filling in the gaps with townhouses and walk-up apartments in keeping with the scale and character of the neighborhood.



50. The Walk to the Corner Store

Providing a mix of uses and services along the Corridor is critical to encouraging people to walk to their destinations. New development should encourage a mix of uses, and effort should be made to preserve and strengthen existing locally-based stores and services along the Corridor.

51. World Cultural Heritage District

The eastern end of University Avenue contains a high concentration of ethnic businesses and neighborhoods that are unique to the city and region. An opportunity exists to celebrate and build upon the unique character of this area through the creation of a World Cultural Heritage District. Use techniques such as special signage, public art, and identified gateways to define the district.

52. Hmong Market Garden

Between Arundel and Marion Street, a new public square would establish a heart for the proposed World Cultural Heritage District, develop a location for a Hmong Community market and create much-needed open space along the Corridor.

53. University Avenue Small-Scale Business Infill Area - East

The stretch of University Avenue between Chatsworth and Rice is characterized by numerous small-scale shops, restaurants and businesses. These businesses provide a range of services to the community, are a source of local employment and help make University Avenue an interesting place. Over the last several years, a number of new shops and businesses have opened, filling vacant storefronts and replacing gaps in the street with new development. This small-scale infill and improvement should continue. It adds to the vibrancy of the street while maintaining the character of the area.

54. The Walk to Selby

Selby Avenue is an important destination running parallel to the Corridor. It should be safe, comfortable and convenient for pedestrians to walk from University to Selby.

55. Celebrate the Freeway Bridges

The bridges over I-94 are unique features along the Corridor, highly visible structures and symbolic connections within the community. Consistent with results from the 2003 Western Avenue Visioning Charette, the Western Avenue bridge, and others, should be celebrated as unique events and important pedestrian conduits. Each are prime candidates for inclusion within a public art program or for redesign through an open competition.

56. Preserving for Future Stations

Western Avenue and Victoria Street are important north/south connections through the Corridor. The design and construction of LRT should preserve the opportunity for future stations at these intersections.

57. Capitol Hill Community Plan

The Capitol Hill Neighborhood is uniquely located along the Corridor at the eastern end of the University Avenue retail strip and at the gateway to both downtown and the Capitol Area. A community plan for the neighborhood will provide a plan of action to deal with issues of intensification, safety, heritage preservation and regeneration.

58. New Urban Village Between Marion and Rice

The Sears site, along with the underutilized block to the north, is a prime opportunity for the creation of an urban village. A new urban village would break up the scale of the block, establish a substantial population at the doorstep of the Capitol and act as a catalyst for the mixed-use regeneration of the Capitol Hill Neighborhood.

59. New Development on the League of Minnesota Cities Block

Development of the block currently occupied by the League of Minnesota Cities would provide an opportunity to create new mixed-use buildings along University Avenue and infill housing on the south side of Sherburne.

60. Restoration of the Heritage Block

The south side of Charles Avenue between Marion and Rice is unique in that it contains a significant stock of heritage housing. A program of gradual restoration would help to refurbish and protect an important cluster of heritage homes in the heart of the Capitol Hill community.

61. Como-Rice Triangle Park

The triangular shaped parcel created by the intersection of Como Avenue and Rice Street presents an opportunity for a new open space. A park in this location will help deal with the awkward parcel, act as a focus for redevelopment and anchor the retail strip running north up Rice Street.

62. Completion of Leif Erickson Park

An opportunity exists to remove the surface parking west of Leif Erickson Park, completing the space and improving pedestrian connections west to the Rice Street and Summit-University Neighborhoods.

63. New Development at Capitol and University

The block of surface parking at the intersection of Capitol Boulevard and University Avenue provides a poor setting for the State Capitol. Development of this parcel of land will help to fill in the gap along University Avenue between Cass Gilbert Park and Rice Street, and improve the setting of the Capitol along its northern face.



64. Restoration of Cass Gilbert Park

An opportunity exists to rethink, restore and reinvigorate Cass Gilbert Park, making it a destination both along the Corridor and within the city.

65. Fourteenth Street Pedestrian Corridor to Regions Hospital

An opportunity exists to improve the connection between Regions Hospital and the Fourteenth Street Station, which should provide an incentive for employees to use transit.

66. Fourteenth Street Park

The surface parking lot to the east of the Fourteenth Street Station provides an opportunity to create a new open space. This could act as a focus for the State buildings along Robert Street and significantly improve the character of the area.

67. Urban Design and Streetscaping through the Capitol Area

An opportunity exists to undertake a comprehensive urban design and streetscaping program throughout the Capitol Area, improving the character of the area and how it is understood by reconnecting the fragmented landscape.

68. New Development at 10th and Cedar

Redevelopment of this site would provide an opportunity to mark the gateway to downtown and fill in the gap that surface parking creates along 10th Street.

69. The Walk from the LRT to St Joseph's Hospital and Beyond

The walk from St Joseph's Hospital to the 10th Street Station should be easy to understand, safe and comfortable. By extending street improvements further west on 10th, an opportunity exists to also connect the Minnesota History Center with LRT.

70. The Walk from Wacouta Commons to LRT

The Wacouta Commons Urban Village has been a significant success, bringing more people to live in downtown, creating a high-quality pedestrian environment and resulting in a new public open space. In order to encourage use of LRT by its residents, the walk from Wacouta Commons to both Union Depot and the 10th Street Station must be safe, comfortable and attractive. Improvements along these routes will help complete the eastern and northern portions of the downtown pedestrian loop.

71. Fitzgerald Park

A new open space at this location will act as the heart of the emerging Fitzgerald Park neighborhood. The park would help focus development and strengthen neighborhood identity.

72. Linking the Skyway to Fitzgerald Park and the 10th Street Station

The Fitzgerald Park neighborhood is changing from an area of cultural and civic institutions to a place that people call home. It will be important to look for ways to improve its connection with the rest of the downtown. Extending the skyway system into the area, and making clear connections to both the ground and 10th Street station, are important components of this strategy.

73. 9th Street Park

The patch of lawn located to the south of Central Presbyterian Church and western end of 9th Street presents an opportunity for the creation of a new public open space that would help connect Cedar Street east to a new Fitzgerald Park.

74. Walking from the LRT to Rice Park along 6th Street

Rice Park is one of the most successful examples of a revitalized neighborhood in North America. As a result of substantial investment, the area has emerged as a pedestrian-friendly cultural precinct of brick streets and beautiful open spaces. Care should be taken to ensure that the walk along 6th Street is a comfortable, convenient route for pedestrians to access this area.

75. 4th Street Pedestrian Priority Event Zone

The connection west of Wabasha along 4th Street is an important link between LRT and the significant cultural, civic and entertainment venues to the west. An opportunity exists through streetscaping to improve the quality of the street. Aside from improving pedestrian comfort and safety, this would enable the area to be closed to traffic during events in order to allow pedestrians to spill out into the street.

76. New Development at the Corner of 4th and Cedar

The parking lot and vacant bank building on the block bounded by 4th, Cedar, 5th and Minnesota present an opportunity for new development between the 6th and 4th Street stations. If the LRT line is directed through the block, this site would be the only place along the route that allows for direct internal connection between LRT and the skyway system. The Athletic Club Building should be retained.

77. The Kellogg Mural

In areas where buildings offer a blank wall, opportunities should be explored to improve the character of the street. This could be accomplished through the use of art work or large murals.

78. 4th Street "Avenue of the Arts and Sciences"

4th Street is an important connection across downtown, linking the artistic and high-tech community in Lowertown with the cultural and civic cluster to the west. An opportunity exists to celebrate this important link and complete the southern portion of the downtown pedestrian loop by turning 4th Street into the "Avenue of the Arts and Sciences." This Avenue could be identified through special street treatments, a program of artwork or other means.

79. Re-Activating the Ground Floor Along the Route

Throughout downtown, there are a number of areas where buildings turn their backs on the street, creating blank walks and streetscapes that are less than friendly to pedestrians. Opportunities should be explored to "re-activate" the ground floor of buildings with new shops or entrances.

80. Attaching the Skyway to the Stations

Connecting the skyway system to the stations by creating clear, direct connections to the ground is an important strategy towards integrating LRT into the everyday life of downtown.

81. The Steps of the Ladder Along LRT

Throughout downtown, the streets that fan out from LRT create an important opportunity to attach the system into the city. The streets that lead to LRT should spread the benefits of the system by linking surrounding blocks, attractions and the riverfront to the route. This could be achieved in a number of ways, including landscape and streetscape treatments, improved lighting and directional signage.

82. Connections to the West Side and Beyond

There are a number of neighborhoods and attractions across the Mississippi River that could benefit from improved connections to downtown.



83. Union Depot

Over the next decade, Union Depot will be transformed into a regional transit hub and heart of the Lowertown neighborhood. This opportunity includes improvements to Union Depot Plaza, a re-activated concourse level, the introduction of new uses that will extend the hours of use, and better connections to the surrounding neighborhoods and waterfront.

84. New Development Across from Union Depot

An opportunity exists to redevelop the two-story parking ramp north of Union Depot. New development here would help define the northern edge of Union Depot Plaza and animate the area by creating active uses along the street.

85. Union Depot to the River

An opportunity is presented through the revitalization of Union Depot to create better connections between the station and Lambert's Landing.

86. Union Depot to the Bruce Vento Nature Sanctuary

Connecting Union Depot to the Nature Sanctuary along 4th Street will result in a regional trail network that stretches east from Lowertown to Swede Hollow Park and Indian Mounds Park.

87. Mears Park

Continued investment in Mears Park at the heart of Lowertown will provide a green space for this growing neighborhood.

88. Creative Quarter

The Creative Quarter will further the existing arts and creative-related activities in Lowertown by providing within a mix of new and old structures a range of housing, shops, services and amenities.

89. River Garden and New Links to the River

An opportunity exists to strengthen connections between LRT, the riverfront and the River Garden Urban Village, bridging the tracks between the Union Depot and river and providing safe, comfortable connections north to LRT.

90. Recreational Fields East of Lafayette

An opportunity exists to transform the area east of the Lafayette Bridge into a series of recreational fields directly adjacent to the Bruce Vento Nature Sanctuary.

2.4

WHERE WE ARE TODAY | WHAT WE WANT | WHAT IT SHOULD LOOK LIKE | HOW WE GET THERE