

Corridors of Opportunity 2012

Local Implementation Capacity

Grant Application

SECTION I		PROJECT IDENTIFICATION (See LCA- TOD Section I)
1. Project name	Hiawatha Corridor High Voltage Powerline Study	
2. Applicant – a city, county or local development authority, rail authority, private or not-for-profit developer, not-for-profit organization supporting TOD, entrepreneurs and small business development	City of Minneapolis	
Application contact	Paul Mogush	
Title	Principal City Planner	
Phone	612-673-2074	
Email	paul.mogush@minneapolismn.gov	
Authorized contract signatory:	Name: Jason Wittenberg	
	Title: Interim Planning Director	
3. Application prepared by	Name Paul Mogush	
Name	Title Principal City Planner	
Title	Organization City of Minneapolis	
Organization	Phone 612-673-2074	
Phone	Email paul.mogush@minneapolismn.gov	
Email		
4. Voluntary information - completed for informational purposes only - for projects that applied for LCA TOD funds		
TOD Area name and location."		
TOD Area Name	38th and 46th Street Station Areas	
Will this application pertain to the entire Named TOD Area or a part of the Named TOD Area?	<input type="checkbox"/> Entire Named TOD Area <input checked="" type="checkbox"/> Part of the Named TOD Area	
If this application pertains to a part of the TOD Area, provide the boundary streets or landmarks	Powerline and railroad corridor east of Hiawatha Avenue from 40th Street to Godfrey Parkway	
5. Project location	City	Minneapolis
	Address / intersection	Powerline and railroad corridor east of Hiawatha Avenue from 40th Street to Godfrey Pkwy
	PINs (enter as many as apply, one PIN per line, in no particular order)	1. 2. 3. 4. 5. 6.

	7.	
6. Amount requested	General Predevelopment	\$25,000
	Site- specific Predevelopment	\$
7. Name partners in the project	(Name) (role) – list all that apply Hennepin County Community Works Ongoing City- County collaboration in the corridor	

SECTION II FOR ALL GENERAL AND SITE SPECIFIC PREDEVELOPMENT PROPOSALS		
A. Proximity to transitway and transit service		
Describe the existing and future transitway and transit lines including express bus and frequency of service.		
1.	Location of Project Area	Existing Future
2.	Within ¼ mile of project area	Hiawatha LRT, 8-10 minute headways Snelling Ave Rapid Bus, 10-minute headways
3.	Within ½ mile of project area	Hiawatha LRT, 8-10 minute headways Snelling Ave Rapid Bus, 10-minute headways
B. Project focus Will the Project named in Section I focus on housing or jobs or both:		
1.	Housing <input type="checkbox"/> Jobs <input type="checkbox"/> Both <input checked="" type="checkbox"/>	
C. Outcomes of the future project for jobs and affordable housing (check and provide brief explanation):		
1.	<input checked="" type="checkbox"/> the development of or preservation of affordable housing 1,400 new housing units expected in 46th St station area including affordable housing	
2.	<input checked="" type="checkbox"/> quality jobs being retained or created Approximately 600 retail jobs and 300 office jobs are expected in 46th station area buildout	
3.	<input checked="" type="checkbox"/> quality jobs being made more accessible to low income and underserved populations U of M research shows that Hiawatha LRT increased job accessibility for underserved populations.	
4.	<input type="checkbox"/> opportunities for entrepreneurship for low income and underserved opportunities	
D. Public Outreach and Engagement		
1.	What citizen/community outreach and engagement has been done on the project to date? Several years of community planning: Station area plan, TOD strategy, rezoning study, Hennepin County Community Works project	
E. THRESHOLD CRITERIA For All General and Site Specific Predevelopment Proposals Describe how the project does not conflict with any and actively supports one or more of the following eight (8) TOD principles.		
1.	Encourages development that adds transit ridership and use of alternatives transportation modes, while reducing auto-dependency. The subject area is within two Transit Station Areas as designated by The Minneapolis Plan for Sustainable Growth, the City's Comprehensive Plan. Transit Station areas are 1/2-mile radii around LRT stations, in this case 38th Street and 46th Street. Within these areas, the Comprehensive Plan calls for high-density housing development that increases transit ridership, retail that serves nearby residents and reduces auto trips, and the addition of high-	

<p>quality pedestrian and bicycle infrastructure. Each of the station areas has been the subject of small area planning, implementation planning (City and County) and TOD-supportive zoning changes. The powerline study is one piece of implementing these plans, actively supporting development that adds transit ridership by removing a significant barrier to development, especially in the 46th Street station area where a substantial portion of the developable land is directly affected by high-voltage transmission lines on large trellis towers.</p>
<p>2. Contributes to a mix of one or more of the following uses within a compact area: housing, jobs, shopping and recreation and green space.</p> <p>Adopted plans for the area encourage a mix of high-density housing, retail that serves nearby residents, and the introduction of new greenspace within individual development projects and at the district level. Job creation will initially be associated with new retail with office jobs expected in the later years of plan implementation. The southern portion of the 46th Street station area is expected to attract some of the highest-value housing in the area, given proximity to Minnehaha Park, a tremendous regional asset. The trellis towers offset this asset, however, in terms of market perception. They also create a wide development setback. The goal is to reduce the width of the undevelopable corridor from 160 feet to 100 feet.</p>
<p>3. Incorporates high-or medium-density development</p> <p>The zoning in the area allows multifamily and mixed-use development with housing densities ranging from 60 to over 100 dwelling units per acre. Modernizing the powerlines is a critical step in realizing this development potential.</p>
<p>4. Encourages walking between different local destinations</p> <p>Along with a long-term phased removal of freight rail tracks, replacing the transmission line steel trellis towers with monopoles will allow the utility corridor to serve as a green amenity fronting new TOD, including walking and biking paths that provide local circulation. Negotiations are underway with the railroad to remove the rails south of 46th Street, opening up a near-term opportunity for creating this linear amenity between 46th Street and Minnehaha Park. This block is referred to as the "Town Square" in planning documents, where mixed-use buildings will line 46th Street and multifamily housing will occupy the remainder of the site. The intent is that this area will be the pedestrian hub of the station area, serving as an origin (housing), destination (retail), and pass-through to other destinations (Minnehaha Park, 46th Street LRT station).</p>
<p>5. Improves the ability of people to get to a station and other destinations within a community</p> <p>In addition to the utility corridor itself serving as a pedestrian route, new development with active land uses fronting public streets will make the station area a more attractive place to walk. As the transit station area evolves, new streets will be built with high-quality pedestrian infrastructure and existing streets will be reconstructed according to new locally-adopted standards for transit- and pedestrian-supportive design. Specifically, the City's capital improvement program includes a new Snelling Avenue through the Town Square site. Modernizing the powerlines is a critical step in the sequencing of redevelopment and street improvements, accelerating the transition from an industrial and auto-oriented corridor to a complete community centered on transit.</p>
<p>6. Supports a variety of travel choices so people can walk, bike and take transit</p> <p>The Hiawatha corridor is already a multimodal transportation corridor with high levels of transit use, walking, and biking. The City of Minneapolis, Hennepin County, Metro Transit, and MN/DOT continue to remove barriers to multimodal transportation and to retrofit existing infrastructure for the benefit of all modes. The powerline modernization project will directly improve connections for cyclists and pedestrians by opening up the utility corridor</p>

for walking and biking, and will lead to new development that supports a lifestyle centered on alternative modes of transportation.

7. Works toward minimum and maximum parking requirements
The City of Minneapolis zoning code has both minimum and maximum parking requirements citywide, with reductions for both in transit station areas. The code also requires bicycle parking.

8. Describe how the proposed project will lead to the development of affordable housing or projects that will result in jobs retained or created and/or made more accessible to low-income and underserved populations including opportunities for entrepreneurship.
The City of Minneapolis takes a leadership role in providing affordable housing throughout the city, with an emphasis on transit corridors. The policies of the Minneapolis Plan for Sustainable Growth, the City's comprehensive plan, reinforce this commitment.

F. For all General Predevelopment Proposals

Please check the boxes that apply and provide narrative answers for 5 and 6.

1. Does the project create or promote regulations that are compatible with adopted city comprehensive plans and areas studies that are consistent with the development of high density residential and commercial centers that will maximize the use of transit?

2. Does the project support and improve the capacity of local governments to form relationships with development partners to build models of TOD development that others would replicate?

3. Does the project provide technical and financial support for a variety of pre-development activities in order to attract future private development investment?

4. Please check the box(es) that specifically apply to the general predevelopment proposal being submitted.

development of new zoning districts (e.g., form-based zoning or incentives zoning) or zoning overlay districts

strategies for engaging the public to define community benefits from TOD and build community buy-in

corridor-wide or area-wide plans or design guidelines for storm water, energy-efficiency or affordable housing

development of business plans for creation of new transit-oriented development financing

planning for land assembly and land banking strategies and financing sources

planning associated with the creation of a corridor development authority

strategies and design assistance for public realm development

planning related to the formation of a technical assistance team

technical assistance prior to site selection

transit value capture studies

TOD educational events including development site tours

planning related to policies, programs and design-guidelines that support low-income entrepreneurs and small business development at or near transit stations

other (describe in number 5 below)

5. Describe the project and how it meets the boxes checked above.

City and County planning to date in the Hiawatha corridor has identified several infrastructure barriers to achieving high-quality transit-oriented development, including the freight rail corridor that parallels Hiawatha Avenue and the overhead high voltage power lines that run alongside the railroad corridor. These and other infrastructure deficiencies limit the pace and character of transit-oriented development near Hiawatha LRT stations.

This grant request focuses on developing a strategy for mitigating the impact of the high voltage power lines. The 115-KV transmission line is owned, operated, and maintained by Xcel Energy. The segment of the utility corridor extending between the 39th Street substation and Minnehaha Park is the only segment of the line that was not modernized from steel trellis towers to monopoles when Hiawatha Avenue was reconstructed in the 1990s. The towers straddle both sides of the rail corridor, creating a much wider impact zone than the taller, double circuit steel tubular monopoles. The direct impact of the existing towers is a wide development setback, with the aesthetics of the aging towers negatively affecting market perception.

Combined with other improvements including a removal of freight tracks, modernizing the high-voltage transmission lines will create an opportunity to transform the freight corridor into a green and sustainable linear amenity that serve as frontage for new development and an asset to the surrounding area.

6. Provide a description of the requested grant funded activities. Specifically what activities is the funding be used for?

The City of Minneapolis proposes to conduct a technical study to inform a strategy for modernizing the high-voltage transmission lines east of Hiawatha Avenue. The City will be seeking consultant guidance on the following:

- An assessment of the remaining life of the existing trellis towers, with a goal of identifying the public cost of accelerating the modernization of the towers ahead of Xcel's regular replacement schedule.
- Identification of a new powerline alignment within each block segment of the railroad corridor from the 39th Street substation to Minnehaha Park.
- An assessment of any phasing issues or re-alignment questions associated with railroad operations.
- A high-level assessment of broader alternatives to be considered, such as different alignments or burial.
- Guidance on timelines, funding options, jurisdictional roles and approval process for the various scenarios.

7. What will be the deliverable on the project? The deliverable will be a written report based on the outline above.

8. What is the timeline for the project? Expected end date? June 2012 start, December 2012 completion

G. For all Site Specific Predevelopment Proposals (See LCA TOD – Section IV- page 6)

<p>1. Please check the box(es), if any, that specifically apply to the site specific predevelopment proposal</p> <ul style="list-style-type: none"> <input type="checkbox"/> site surveys <input type="checkbox"/> appraisals <input type="checkbox"/> market studies and financial analysis <input type="checkbox"/> environmental impact studies (including Alternative Urban Areawide Review (AUAR), traffic studies, noise analysis, etc.) <input type="checkbox"/> feasibility studies including risk assessments and pro forma modeling <input type="checkbox"/> storm water designs <input type="checkbox"/> architectural and engineering designs <input type="checkbox"/> energy-efficiency studies <input type="checkbox"/> site-specific technical assistance including project planning, community engagement and consulting and development of community capacity to support entrepreneurs and small business start ups <input type="checkbox"/> TOD educational events including development site tours <input type="checkbox"/> Other (describe in number 2 below)
<p>2. Describe the project.</p>
<p>3. Describe the qualities of this TOD Project that make it a good demonstration that can be replicated in other TOD Areas. These qualities include the TOD Project's design, its compactness, mix of uses, the anticipated FAR, the functions it provides, how it connects with other functions inside and outside the Named TOD Area, its financing partnerships, etc.</p>
<p>4. Provide a description of the requested grant funded activities: i.e., for what purposes does the applicant specifically plan to use the LIC funds?</p>

Section III FOR SITE SPECIFIC PREDEVELOPMENT PROPOSALS

1. List the applicable existing and/or planned uses for the site specific grant proposal Be as specific as possible. (See LCA-TOD Section III p. 4)

Type of Use	# Existing Uses (not acres)	Acreage of existing uses	Acreage to be retained from existing uses	# Planned Uses (not acres)	Acreage designated for planned uses
Residential					
Commercial					
Retail					
Restaurant					
Office					
Government/ Civic					
Arts/Cultural					
Entertainment					
Open / Public Space					
Describe mixed-use acreage, if necessary:					
Other (list below):					

2. Property ownership within the project area, identify ownership, PID, address, lot size and current property taxes.

Current owner	PID	Parcel Address	Acres	Taxes Payable in 2012

3. Land use vision and controls

- a. Is the project consistent with the city's 2030 Comprehensive Plan? Yes No
- b. Has the city formalized TOD guidelines for the site? Yes No
- c. Is the zoning on the site consistent with the project plan? Yes No

4. Please check the box(es), if any, that connect jobs and housing and areas of interest, and describe below:

- Sidewalks
- Paths / trails
- Bike racks
- Street
- Transit shelters
- Pedestrian waiting facilities
- Transit

Describe.

5. Jobs - Describe the jobs that will be created as a result of this TOD Project.

Type	# FT	# PT
Office		
Skilled		
Retail		
Professional		
Service		
Manufacturing		
Construction		
None		
Jobs of unknown type		
TOTAL JOBS		

6. Housing

a. Housing density/acre	Current/existing	per acre
	Planned	per acre

b. Current housing:

Housing Type	Quantity	Owner	Rental Units by Rent Level		% AMI
			Market Rate	Affordable (<60%AMI)	% AMI
Multi family					% AMI
SFD detached					% AMI
Townhome					% AMI
Duplex					% AMI
Condo					% AMI
Triplex					% AMI
None					% AMI

c. Describe the proposal's role in producing or preserving affordable housing within the project.

SECTION III FOR SITE SPECIFIC PREDEVELOPMENT PROPOSALS (cont.)
(see LCA TOD Section IV p. 7)

d. Indicate the type(s) of housing planned for the Project.

<input type="checkbox"/>	1)	Planned multi-family rental housing	# market rate units			
			# affordable units		% AMI	
			# affordable units		% AMI	
<input type="checkbox"/>	2)	Planned multi-family ownership housing	# market rate units			
			# affordable units		% AMI	
			# affordable units		% AMI	
<input type="checkbox"/>	3)	Planned townhouse or rowhouse	# market rate units			
			# affordable units		% AMI	
			# affordable units		% AMI	
<input type="checkbox"/>	4)	Planned single family homes	# market rate units			
			# affordable units		% AMI	
			# affordable units		% AMI	
<input type="checkbox"/>	5)	Planned senior housing	# market rate units			
			# affordable units		% AMI	
			# affordable units		% AMI	

e. Affordability mechanisms to be employed:

(Questions 7 and 8 are not in LCA TOD Application)

7. Describe other TOD benefits beyond housing, jobs, increased transit ridership that will result from this project

8. How will the project be a model for future TOD?

SECTION III FOR SITE SPECIFIC PREDEVELOPMENT PROPOSALS (CONT.)

(See LCA TOD Section IV p. 8)

9. Will the TOD Project Area be visible from the station area or platform? No Yes

10. Is the Project area within the boundaries of or subject to a TOD area, neighborhood, corridor or other similar plan adopted by the municipality in which the project is located? No Yes

If yes, name of plan:

Type of plan:

Is this Project consistent with the plan? No Yes

If no, explain:

11. Status of site control

Check the applicable box:
 Full site control achieved
 Under contract
 Purchase Agreement signed
 Other (Describe)

Status of property ownership - Check the applicable box:

Privately owned
 City owned
 County owned
 Other public ownership (explain)
 Non-profit owned
 Other (explain)

What is the expected closing date?

(month/year)

12. Status of the site plan

Check the applicable box:
 No site plan at this time
 Concept plan
 City approval pending
 Preliminary plan approved
 Final plan approved
 Other

Explain

13. Describe the TOD Project's ability to be catalytic in attracting private sector investment.

SECTION IV

ACTIVITY STATUS FOR SITE SPECIFIC DEVELOPMENT PROPOSALS
 (see LCA TOD Section IV p. 9)

TOD Project status: Check the boxes below to indicate all COMPLETED TOD Project milestones:

Pre-Development activities	Activity	Done	N/A	Expected completion date
	Development area fully identified	<input type="checkbox"/>	<input type="checkbox"/>	
	Current conditions in the development area have been assessed	<input type="checkbox"/>	<input type="checkbox"/>	
	Visioning process completed	<input type="checkbox"/>	<input type="checkbox"/>	
	Concept planning completed	<input type="checkbox"/>	<input type="checkbox"/>	
	Specific development TOD Project has been identified	<input type="checkbox"/>	<input type="checkbox"/>	
	TOD Project feasibility studies completed	<input type="checkbox"/>	<input type="checkbox"/>	
	Alternatives analysis completed	<input type="checkbox"/>	<input type="checkbox"/>	
	Detailed design plans completed	<input type="checkbox"/>	<input type="checkbox"/>	
	Financing options identified	<input type="checkbox"/>	<input type="checkbox"/>	
	TOD Project phasing approved	<input type="checkbox"/>	<input type="checkbox"/>	
	Contaminated Soil clean up	<input type="checkbox"/>	<input type="checkbox"/>	

Required Appendices to the Application

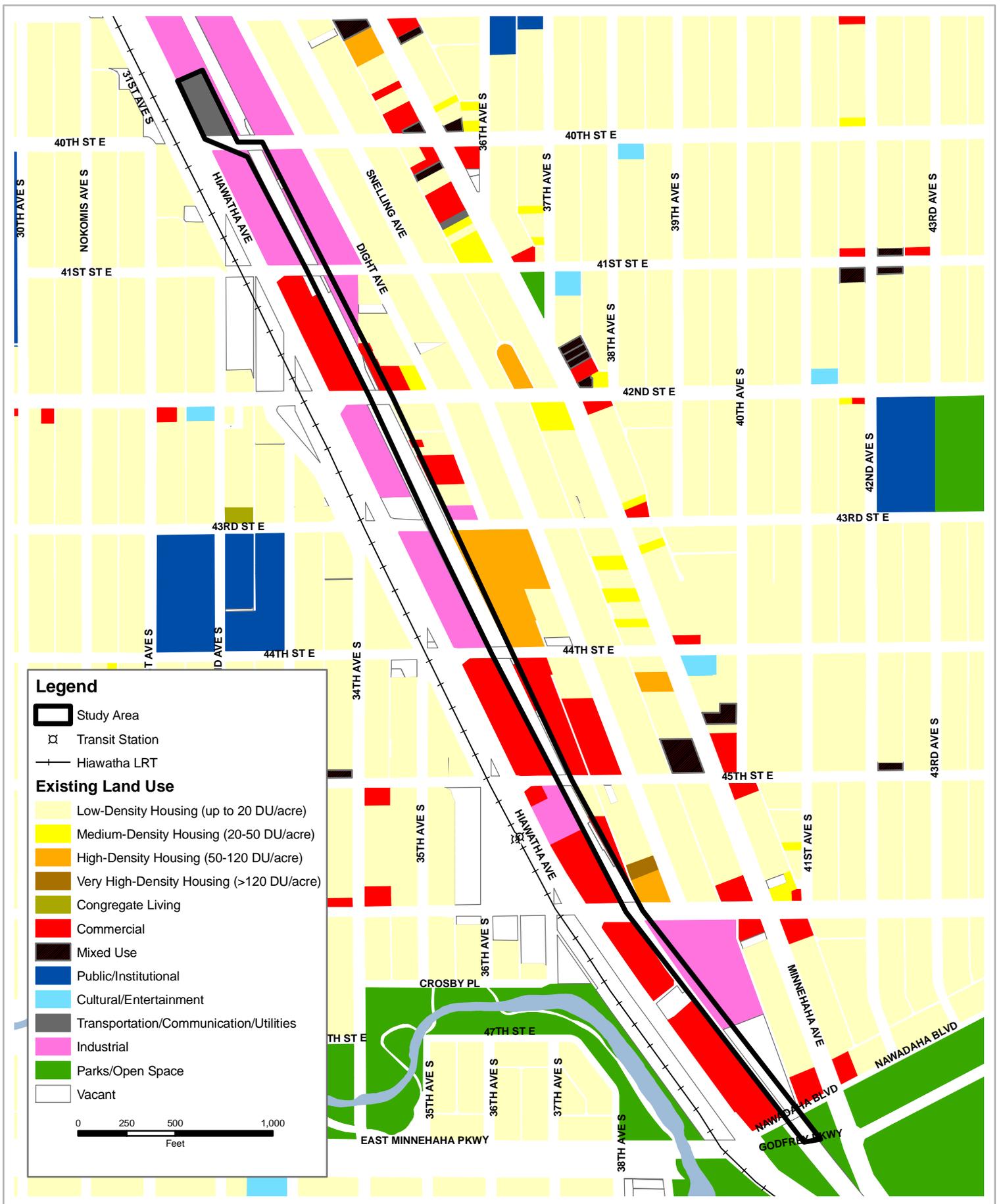
- Maps and plans electronic copies in PDF format.
 - An aerial map, with project site boundaries clearly marked.
 - An existing land use map, with existing and planned project parcels clearly marked.
 - A future land use map (2030 Comprehensive Plan) with existing and planned project parcels clearly marked.
 - Transit route map including 10 minute walking distance from transit stations or stops and areas of interest such as commercial areas, employment centers, recreational or open space and other amenities.
 - For site-specific projects, include maps (at ¼ mile and ½ mile radii) showing:
 - adjacent land uses and connections (roads, sidewalks, etc.);
 - location and identification of existing and planned buildings (if known);
 - existing and planned streets;
 - transit stops within or adjacent to the development;
 - sidewalks and trail routes;
 - open and/or public spaces; and
 - proposed phases, if applicable.
- Photos of current conditions within project area and relevant context around project area
- Sources and Uses (Excel[®] format) [For site-specific funding proposals only]
- Letter of support for the proposal from the city in which the project will be located



Aerial Map Hiawatha Corridor High-Voltage Powerline Study

City of Minneapolis
Community Planning and Economic Development - Planning Division
March 6, 2012





Existing Land Use

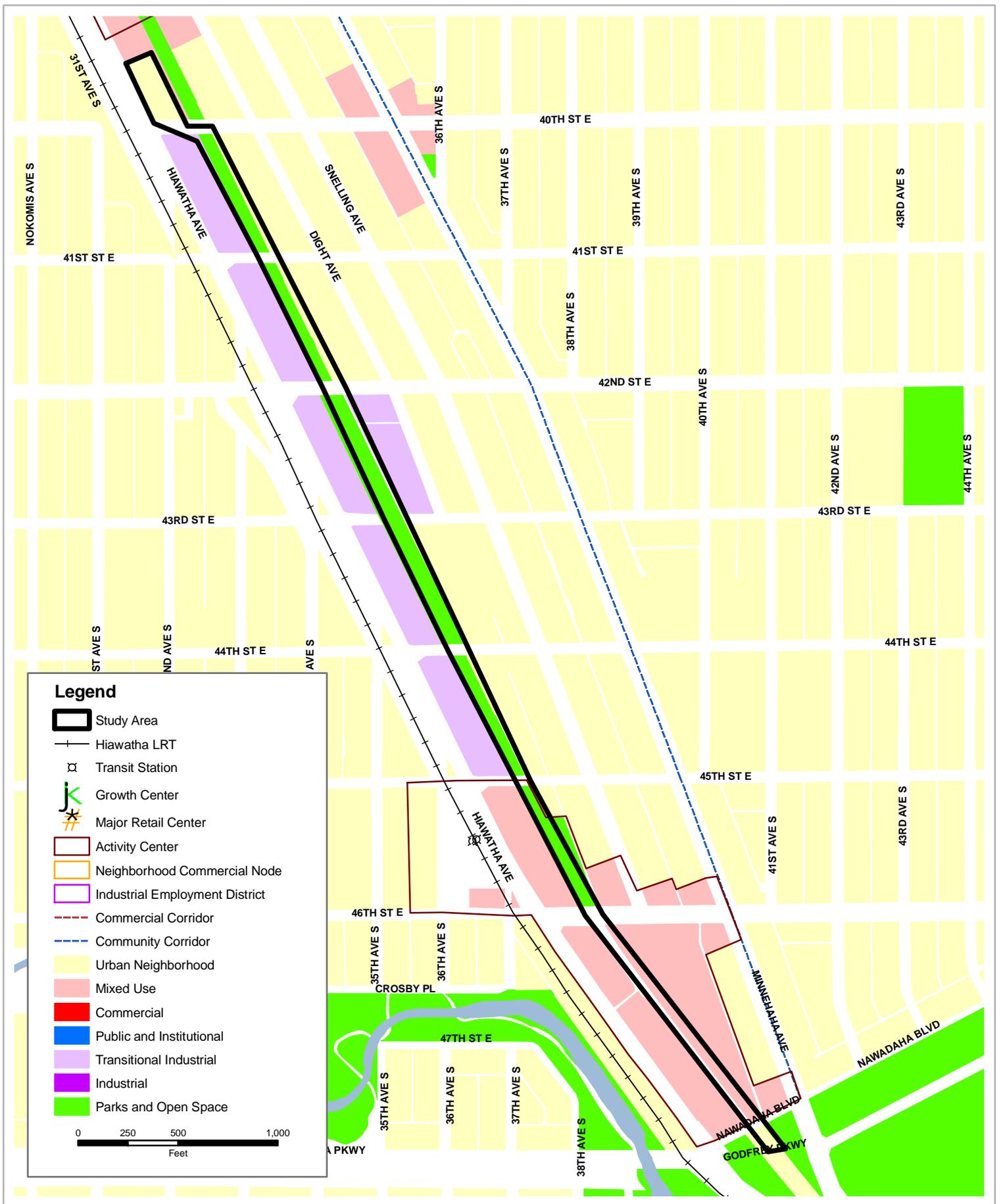
Hiawatha Corridor High-Voltage Powerline Study

City of Minneapolis

Community Planning and Economic Development - Planning Division

March 6, 2012



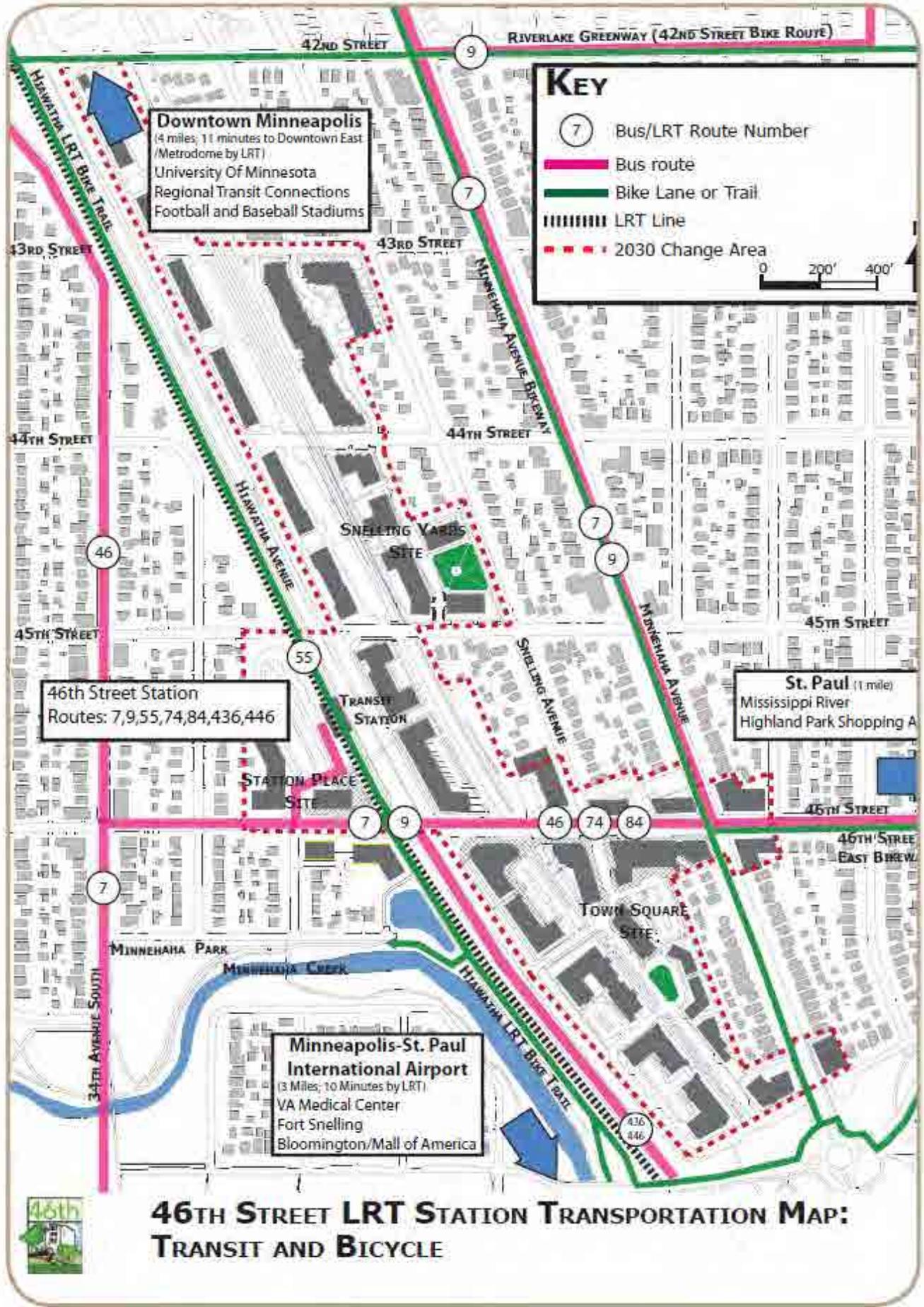


Future Land Use

Hiawatha Corridor High-Voltage Powerline Study

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 March 6, 2012





Downtown Minneapolis
 (4 miles, 11 minutes to Downtown East /Metrodome by LRT)
 University Of Minnesota
 Regional Transit Connections
 Football and Baseball Stadiums

KEY

- 7 Bus/LRT Route Number
- Bus route
- Bike Lane or Trail
- LRT Line
- 2030 Change Area

0 200' 400'

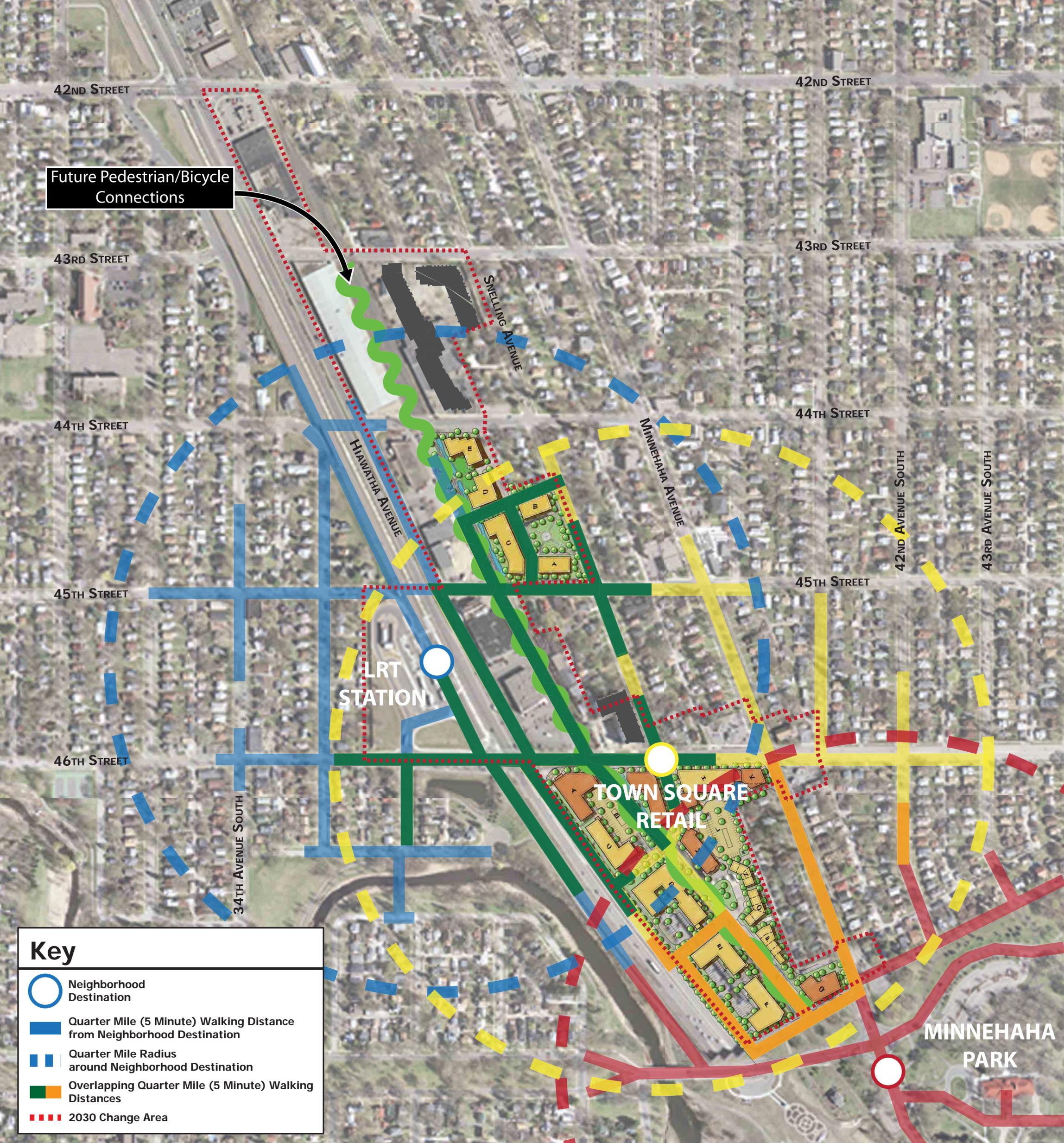
46th Street Station
 Routes: 7,9,55,74,84,436,446

St. Paul (1 mile)
 Mississippi River
 Highland Park Shopping Area

Minneapolis-St. Paul International Airport
 (3 Miles, 10 Minutes by LRT)
 VA Medical Center
 Fort Snelling
 Bloomington/Mall of America

**46th STREET LRT STATION TRANSPORTATION MAP:
 TRANSIT AND BICYCLE**

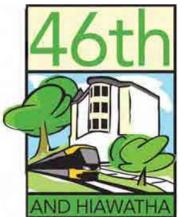




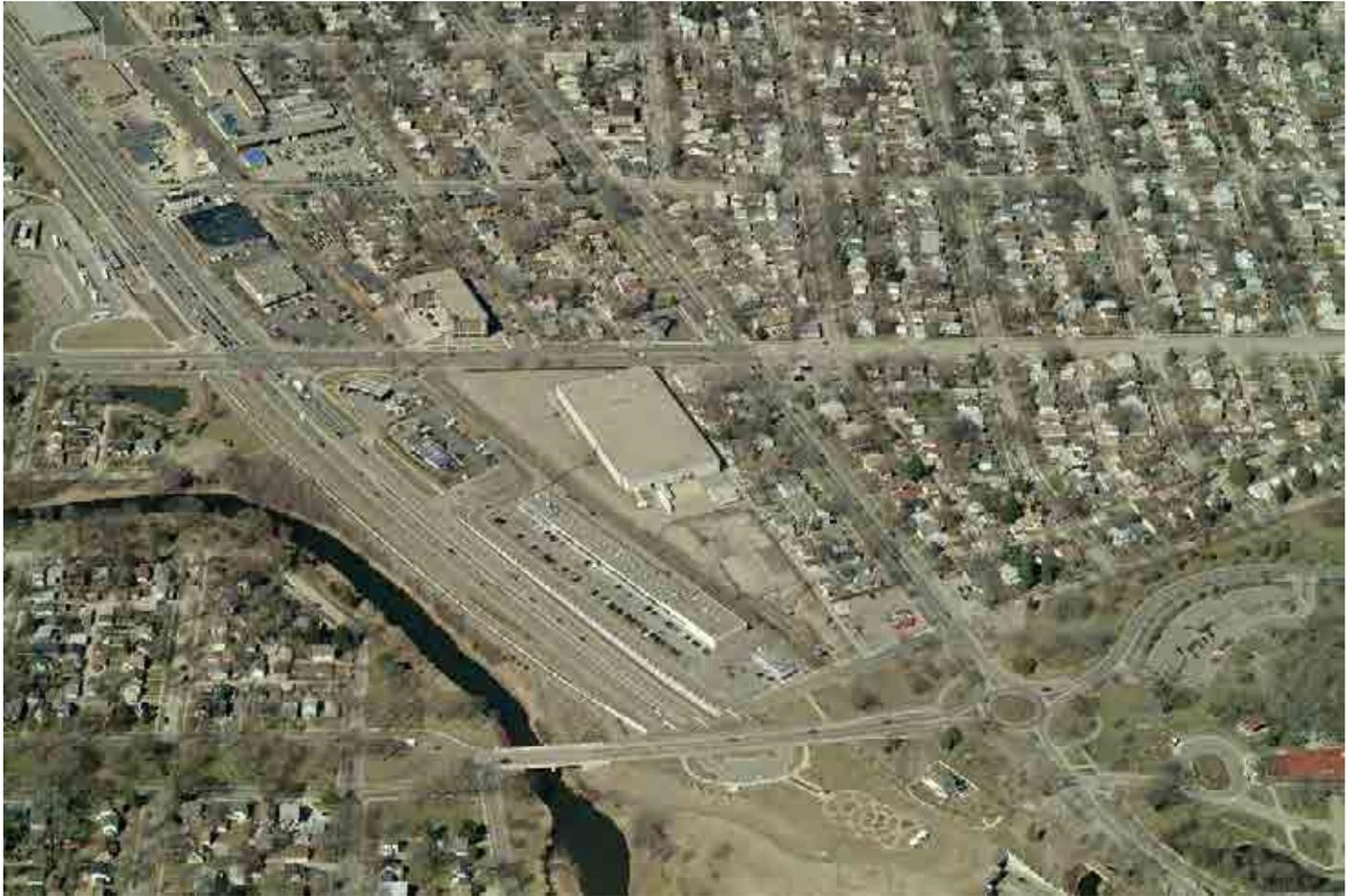
Future Pedestrian/Bicycle Connections

Key

-  Neighborhood Destination
-  Quarter Mile (5 Minute) Walking Distance from Neighborhood Destination
-  Overlapping Quarter Mile (5 Minute) Walking Distances
-  2030 Change Area



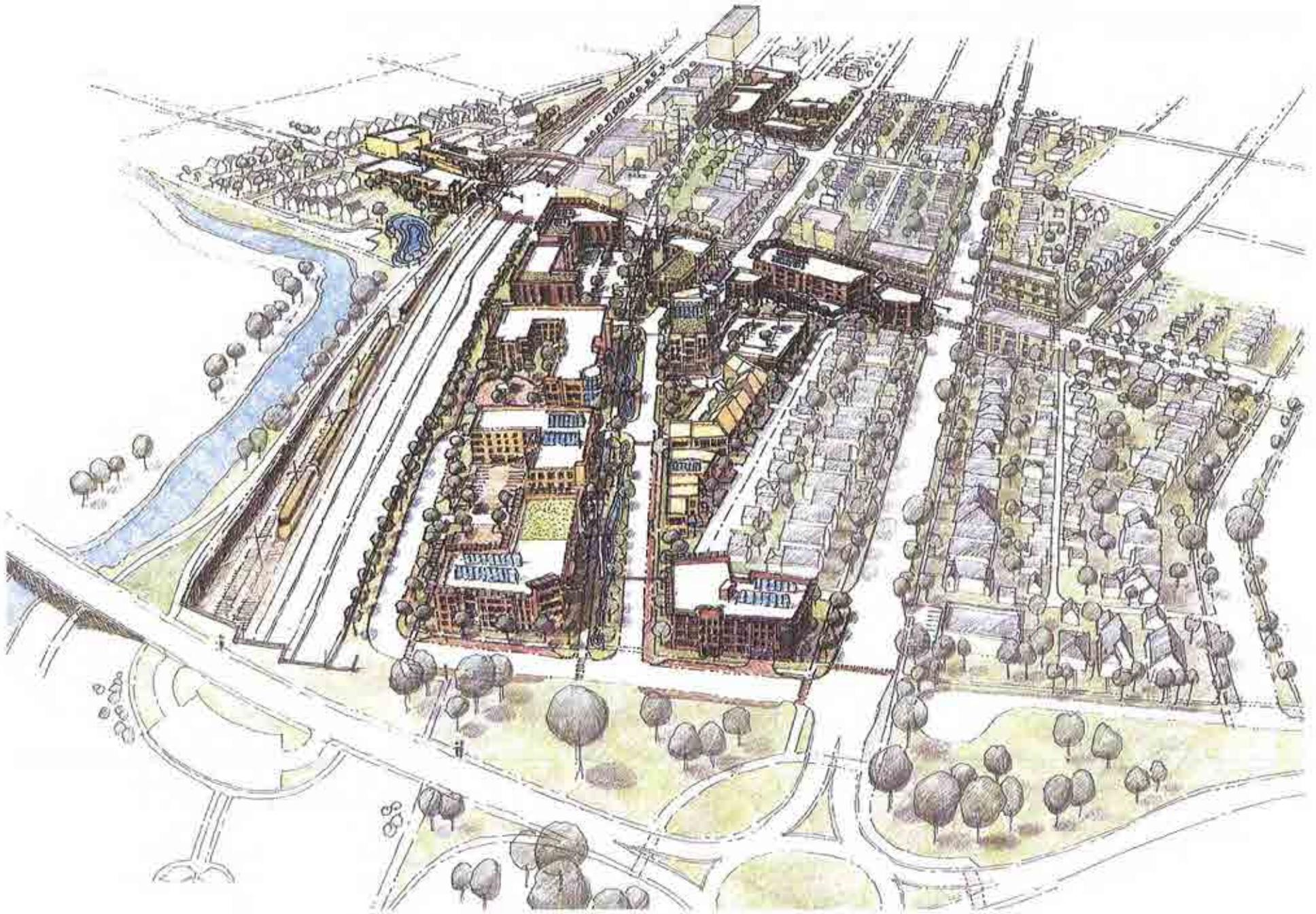
WALKING DISTANCES TO NEIGHBORHOOD DESTINATIONS AFTER REDEVELOPMENT



TOD STRATEGY CONSENSUS PLAN

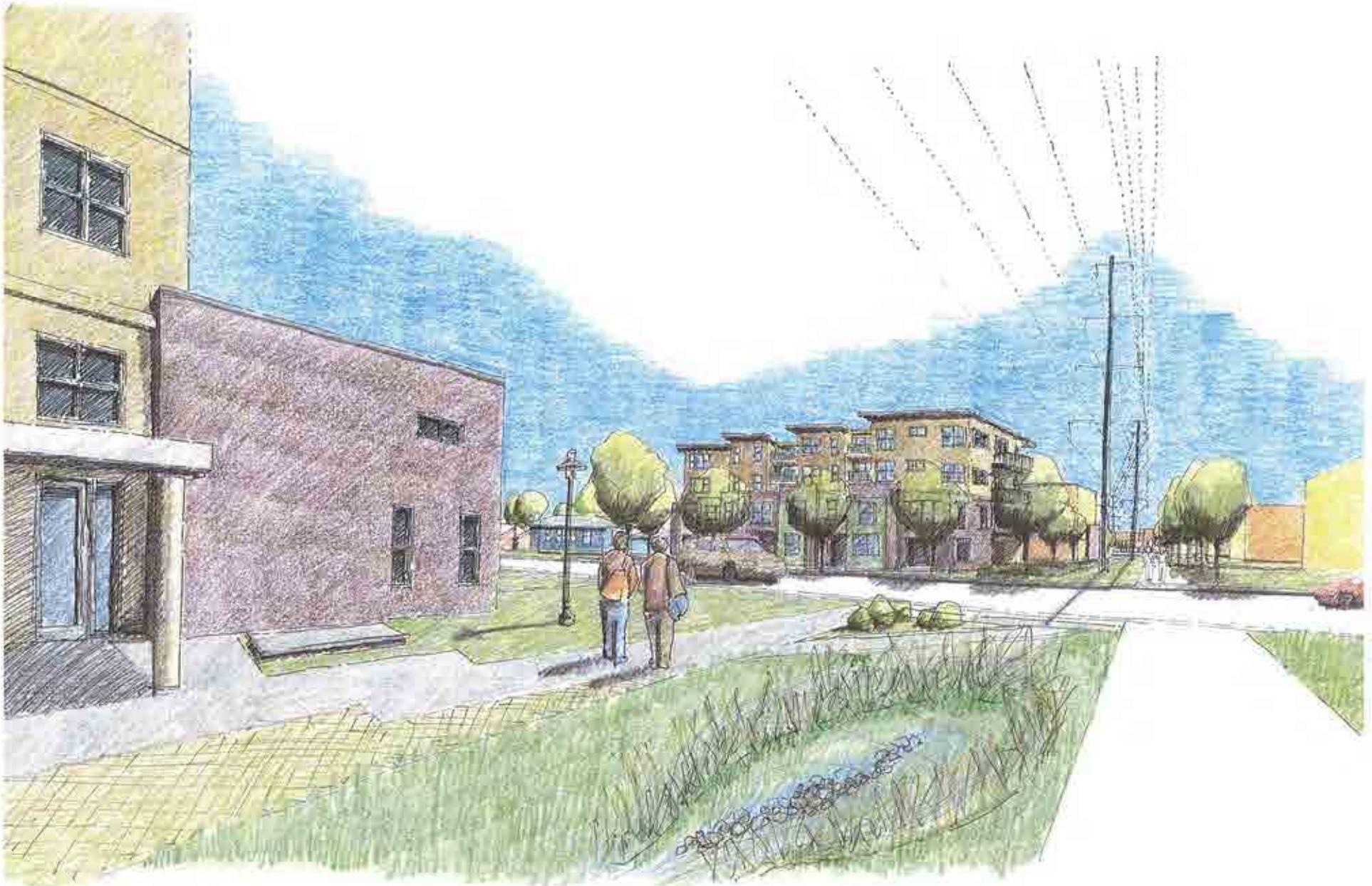
-  EXISTING BUILDING
-  MIXED USE (RESIDENTIAL ABOVE RETAIL)
-  RESIDENTIAL
-  OFFICE OR RESIDENTIAL
-  RECENT DEVELOPMENT PROJECTS
-  OPEN SPACE
-  STRUCTURED PARKING
-  NUMBER OF STORIES
-  2030 CHANGE AREA





Aerial view of 46th & Hiawatha station area looking north

Future redevelopment of the Town Square site (center) addresses and enhances the surrounding residential neighborhood and also takes advantage of its location to the light rail station (upper left) and Minnehaha Park (bottom). Residential development at the Snelling Yards site (center top) blends in seamlessly with new multifamily development to the north and existing single-family homes to the east.



45th Street looking south down new pedestrian/stormwater corridor

Two story townhomes (center) front 45th Street and reflect the scale of Hiawatha Flats (left foreground) along the north side of the Snelling Yards opportunity site. The linear “greenway” with pedestrian trails and infiltration basins serves to connect current and future development along the existing utility corridor and current City Public Works site.



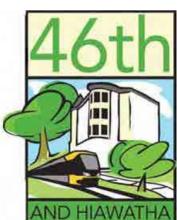
Town Square looking north along “spine” street

At full-buildout, the Town Square site will feature bicycle and pedestrian trails in place of the current railroad tracks as well as modernized and consolidated power lines to allow for more developable land. This future amenity also features connected, linear infiltration basins to treat stormwater on site as development occurs. Also seen here is a mix of residential building types (townhomes and mixed-use) all fronting a triangular greenspace serving as a focal point.

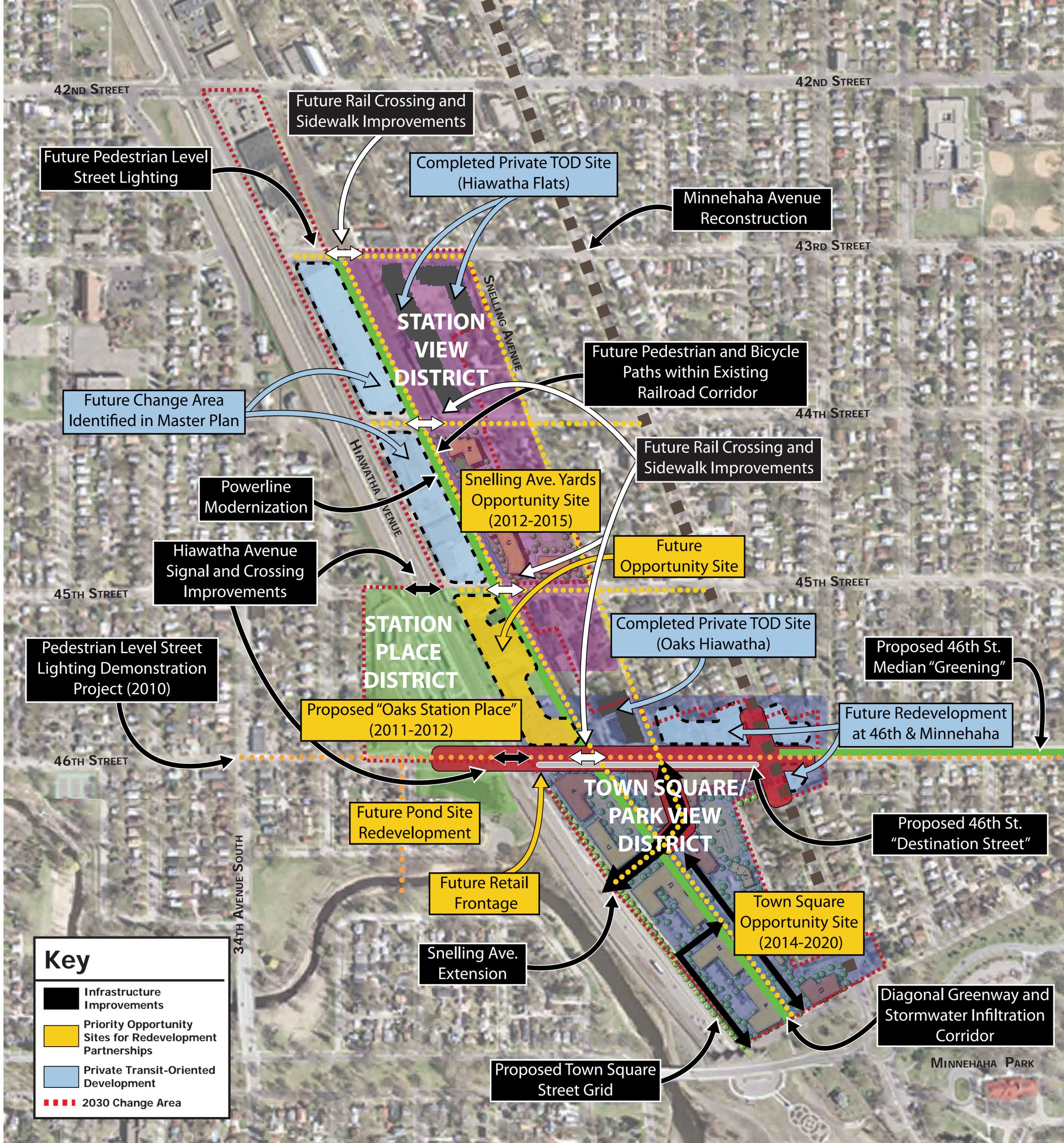


46th Street looking southeast at Town Square site

A new mixed-use node is created at 46th Street and Snelling Avenue (center), which is extended to the south into the Town Square site. A planted median and permeable pavement in parking lanes helps to manage/treat stormwater and helps to create an environment that is amenable to retailers and pedestrians alike. A new grocery store is featured at the intersection in the ground floor of a mixed-use building (center-left), and a new bike path and water feature (right) connects future redevelopment to Minnehaha Park to the south.

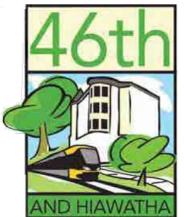


ACHIEVING THE COMMUNITY VISION: EXISTING INFRASTRUCTURE CHALLENGES AND BARRIERS



Key

- Infrastructure Improvements
- Priority Opportunity Sites for Redevelopment Partnerships
- Private Transit-Oriented Development
- 2030 Change Area



STRATEGIC INFRASTRUCTURE AND DEVELOPMENT PROJECTS



Minneapolis
City of Lakes

**Community Planning &
Economic Development**

105 5th Avenue South - Suite 200
Minneapolis MN 55401-2534

Office: 612 673-5095
Fax: 612 673-5100
TTY: 612 673-5154

March 6, 2012

Ms. Susan Hoyt
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

**RE: Corridors of Opportunity Local Implementation Capacity
Grants - Hiawatha Corridor High-Voltage Powerline
Study, Minneapolis**

Dear Ms. Hoyt:

The purpose of this letter is to express support for the Local Implementation Capacity (LIC) grant application submitted by the City of Minneapolis requesting \$25,000 of general predevelopment funds for the Hiawatha Corridor High-Voltage Powerline Study in Minneapolis.

Staff from the City's Department of Community Planning and Economic Development (CPED) have reviewed the application and determined that it is consistent with the City's policies, plans and vision for the area specified in the application.

Please let me know if you have any questions.

Sincerely,

David Frank
Director of Transit Development

