

Nokomis East LRT Station Area Plan

Guiding Principles and Project Assumptions

Plan Guiding Principles

- A. Encourage development that invokes and builds upon the area's history, culture and open space resources.
- B. Create unique and identifiable districts or precincts that build on the area's strengths.
- C. Integrate new development and green space with the area's park and trail amenities.
- D. Ensure that areas designated for new development are integrated with the scale, design and use of areas that are immediately adjacent.
- E. Create an attractive pedestrian environment through streetscape, public art, and attention to building orientation and design.
- F. Meet a diversity of housing needs by providing a variety of housing types, sizes, prices and styles.
- G. Encourage a mix of residential and neighborhood commercial uses in designated nodes or districts.
- H. Encourage development that supports the use of transit and which meets principles of environmental sustainability, including "green" building design.
- I. Encourage development scenarios that meet the life cycle housing needs of neighborhood residents, particularly seniors and those who do not or cannot drive.

Project Assumptions

- A. City policies support transit-oriented development in appropriate locations near LRT stations. The extent and nature of such development are identified in the small area planning process.
- B. Depending on location, changes in the station area may include housing intensification, mixed-use development, and/or improvements to the pedestrian character of the area.
- C. No particular long-range vision (15-20 years) exists for this area; this planning process will create that vision.
- D. The planning process will strive, whenever possible, for consensus among station area residents, the Nokomis East Neighborhood Association, the City of Minneapolis and Hennepin County. Steering Committee members

will represent their constituents throughout the decision-making process to enable thorough public input.

- E. The plan will include a framework that guides and establishes parameters for redevelopment, also indicating where land use change is not appropriate.
- F. To ensure feasibility, the planning process will include redevelopment scenarios that are largely informed by current and predicted future real estate market conditions.
- G. To ensure feasibility, redevelopment scenarios should not depend upon significant public subsidy. Scenarios with funding gaps should be highly competitive for limited resources.
- H. The alignment of the LRT Line and Hiawatha Avenue are fixed.
- I. There are currently few, if any, public funds available for infrastructure projects or development incentives. However, redevelopment scenarios should not preclude long-term improvements to existing infrastructure, including right-of-way, intersection, and pedestrian realm improvements.
- J. Social policy objectives unrelated to land use and urban design are not within the scope of the plan.
- K. While this plan may result in the recommendation of zoning modifications as implementation tools for development, the execution of these recommendations will be the responsibility of the City.
- L. The specific design/predesign of individual development projects, along with detailed streetscape designs, will be undertaken outside of the scope of this project, as defined by the consultant's agreement with Hennepin County.
- M. The planning process acknowledges overall city goals and policies, and neighborhood participation will guide how these goals and policies relate to the objectives of the plan.