

MIDTOWN GREENWAY COALITION OPEN SPACE PLAN RESOLUTION

Passed by the board on 8/24/06

WHEREAS open spaces along the Midtown Greenway will enhance the livability and character of the surrounding communities as the demand for commercial buildings and diverse housing options increase around the Midtown Greenway,

WHEREAS more open space along the Midtown Greenway will increase the aesthetic appeal of the Greenway and improve access to the Greenway, thereby increasing use and safety of the Greenway,

WHEREAS the Midtown Greenway and connecting greenspaces are part of a larger, regional system of linked greenspaces that provides opportunities to model ecologically sustainable landscaping that: uses native plants that are well-adapted to our climate and are low maintenance once established; conserves or restores biological diversity; protects or improves water, soil, and air quality; provides food and shelter for wildlife, especially birds and butterflies; and achieves on-site storm water management and possibly manages runoff for adjacent developments,

WHEREAS additional open spaces along the Midtown Greenway will generate the opportunity to optimize Greenway usage by providing public space for future rail transit plazas, greater access via additional ramps, increased potential to achieve ADA compliance, and greenspace destinations that serve as community gathering spots; and

WHEREAS open space surrounding future rail transit stations in the Greenway will increase the safety and utility of the transit line by improving access and providing links with the surrounding neighborhoods,

NOW THEREFORE BE IT RESOLVED, in furtherance of the above, the Midtown Greenway Coalition advocates for the following public open spaces adjacent to the Greenway:

Notes:

- The locations in bold print are top priorities for one or both of the following two reasons: (1) significant support from multiple stakeholders has already resulted in the commitment of resources for planning or implementation; (2) imminent plans for the land create a window of opportunity that will be lost without short term action..
- Public Open Space definition—publicly owned and accessible land without buildings. It may be hardscape or planted.
- (*) indicates a need for changing “trench” wall, creating a possible but not certain conflict with historic requirements and associated financial implications for repayment of federal grant dollars.

Future Rail Station and plaza—hardscape plaza adjacent to a future rail transit station to create an active and safer place in the Greenway, may also include some planted areas or other greenery. Note that all of these proposed locations are in Phases I and II of the Greenway where rail transit is anticipated and all are on the south side.

- Bloomington Avenue
- Chicago Avenue
- 5th Avenue
- 35 W
- Nicollet Avenue *
- **Lyndale Avenue ***
- Hennepin Avenue *
- Chowen Avenue

Graceful trail entrance—when sited along the trench segment of the Midtown Greenway, a graceful trail entrance is characterized by a gradual slope out of the trench with long sight lines for safety and integration of the Greenway with the surrounding community, includes a gradual trail access ramp (5% grade or less steep, therefore ADA compliant), minimal use of retaining walls, no tight switchbacks, and expansive planted areas integrated into the design. The following locations are all on the northside of the Greenway.

- **Bloomington to 15th Avenue ***
- **10th to 11th Avenue (Cepro site)***
- Chicago to Elliot Avenue *
- Pleasant to Pillsbury Avenue *

Greenspace—public open space characterized primarily by planted areas. It may also include activity areas such as for gardening, picnicking or play structures. Sites listed above with a primary function of greenspace would be appropriately owned/managed by a parks agency long term.

- 28th to 29th Avenues (North Longfellow Park)
- East of Hiawatha Avenue
- 15th to Bloomington Avenue (this site is also listed above as serving a trail access function)*
- **4th to 5th Avenues (Cross Roads Park)**
- Garfield to Harriet Avenue (Soo Line Garden)

Mixed Use Path Along Trench Rim--A linear public open space along the street-level rim of the Greenway to provide bicycle and pedestrian mobility for greater Greenway access, safety, and local circulation. For the second and fourth segments listed below, there does not currently exist a way to travel along the trench rim and land would have to be purchased or secured through easements. For the other three, public land runs adjacent to the trench rim but installing paths and improvements would be desirable. _

- between Cedar and 10th Avenues
- **between Chicago and Portland Avenues (land needed)**
- between Portland Avenue and I-35W
- between I-35W and Lyndale Avenue (land needed)
- between Lyndale and Hennepin Avenues

BE IT FURTHER RESOLVED that the Coalition will work with the Hennepin County Regional Railroad Authority, the City of Minneapolis, the Minneapolis Park Board and the sixteen Greenway neighborhoods, and all other stakeholders in order to achieve a balance of stakeholder interests while maintaining respect for the integrity of the Midtown Greenway as a critical segment of a regional system of linked greenspaces.