



Former Kmart & New Nicollet Project

Project Expectations

What's happening at the former Kmart site and with the new Nicollet Ave?

The Site

The City of Minneapolis owns approximately 10 acres of land between the Midtown Greenway, Lake St, 1st Ave, and Blaisdell Ave. This property is referred to as the "Former Kmart site." The site has served the daily needs of residents for decades. Now the City is ready to reconnect this commercial and cultural crossroads.

The City of Minneapolis plans to do the following:

1. Reconstruct Nicollet Ave between 29th St and Lake St
2. Develop a high-density, mixed-use, walkable district on the rest of the City-owned site



Draft City Project Goals

1. Reconnect people and places

- Rebuild the Nicollet Ave right-of-way (ROW)
- Connect the Lake St and Nicollet Ave commercial corridors

2. Build safe, equitable, and sustainable transportation networks

- Prioritize fast, frequent, and reliable transit service
- Prioritize and create pedestrian safety, access, and comfort
- Prioritize and create safe and comfortable bike connections

3. Build for who is there

- Serve existing residents
- Build affordable housing
- Provide new opportunities for community businesses
- Design to reflect the community

4. Live, work, shop, and play here

- Create more housing
- Re-establish the shopping district
- Create public space

5. Safe and healthy communities

- Incorporate sustainable practices
- Mitigate climate change
- Design, build, and maintain safe, healthy public spaces

What is this document?

There is still much to be decided about the project. How will it serve the community and reflect the area's cultures? How will the street, buildings, and public spaces look, feel, and function? Some aspects of the project are already in place, guided by existing City policy. Others will require input from many different stakeholders, including the public. Still other decisions will be made by elected officials, including the amount of City financial resources to direct to the project. This document gets everyone started on the same page by clearly laying out what we already know and providing examples of what still needs to be decided.

What will inform decisions

1. Stakeholder Input

The City will conduct multiple phases of public engagement for the former Kmart & New Nicollet project. Engagement with diverse stakeholders, specifically those who live and work in the area, will help City leadership and staff understand how community needs and solutions can be incorporated into the project. Engagement will seek input on many topics, including the following examples:

- Current travel patterns and modes
- Street design and function
- Opportunities for public realm enhancements in the right-of-way
- Shopping needs and preferences
- Outdoor gathering space needs and preferences
- Walking and biking route locations and design preferences
- Percentage mix of affordable housing and market-rate housing preferences
- Benefits and challenges of owning a business in the area
- Benefits and challenges of living in the area

See the *Public Engagement Framework* for more comprehensive information.

Public Engagement Framework

This document was developed as a companion document to the project's *Public Engagement Framework*. The process of stakeholder engagement briefly described here is detailed in the Framework. Please refer to that document for more information.

2. City policy documents

The following documents contain policies that will guide City priorities, strategies, and actions.

- [Affordable Housing Trust Fund Program, Equitable Development Criteria \(2021\)](#)
- [Americans with Disabilities Act Transition Plan for Public Works \(2020\)](#)
- [Anti-displacement policy network \(Receive & File\) \(2019\)](#)
- [Complete Streets Policy \(2016\)](#)
- [Cultural Districts Ordinance \(2020\)](#)
- [Lake and Nicollet Redevelopment Plan \(2014\)](#)
- [Midtown Greenway Land Use and Development Plan \(2007\)](#)
- [Midtown Minneapolis Land Use & Development Plan \(2005\)](#)
- [Minneapolis Climate Action Plan \(2013\)](#)
- [Minneapolis 2040 \(2019\)](#) -- the City's comprehensive plan
- [Minneapolis Code of Ordinances](#)
- [Strategic & Racial Equity Action Plan \(SREAP\) \(2020\)](#)
- [Transportation Action Plan \(2020\)](#)
- [Unified Housing Policy \(2020\)](#)
- [Vision Zero Initiative \(2017\)](#)

3. Technical Analysis

The City will also conduct studies to find solutions, explore options, and inform decisions. Consultants will provide specialized technical analyses. Examples of possible analysis include:

- Transit studies
- Circulation studies
- Market studies
- Stormwater studies
- Public realm design options
- Displacement prevention strategies
- Black, Indigenous, and people of color (BIPOC) wealth creation strategies
- Financial feasibility analysis
- Shared private parking studies

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Nicollet Avenue

What we know:

1. The City will reconnect Nicollet Ave by reconstructing the street between 29th St and Lake St.
2. The City will approach the street design in a way that prioritizes people as they walk, take transit, and bicycle over those driving.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis 2040 Policy 10 \(Street Grid\)](#), [Transportation Action Plan \(Street Operations Action 6.5\)](#), [Lake and Nicollet Redevelopment Plan](#)

Sources: [Complete Streets Policy](#), [Transportation Action Plan](#), [Vision Zero Initiative](#), [Minneapolis 2040 Policy 16 \(Environmental Impacts of Transportation\)](#), [Minneapolis Climate Action Plan](#)

What still needs to be decided:

- Street design and function
- Streetscape design

Transit Connections

What we know:

1. Nicollet Ave, including the new block of Nicollet Ave between 29th St and Lake St, is a future transit priority corridor.
2. Transit on the Nicollet Ave corridor will be high capacity and neighborhood based.
3. Funds from the City's value capture district along the Nicollet-Central corridor will help fund transit investments on Nicollet Ave.
4. A METRO Transit B Line station will be located on Lake St, between Blaisdell Ave S and 1st Ave S.

Sources: [Transportation Action Plan \(Transit Priority Projects map\)](#)

Sources: [Transportation Action Plan \(Transit Action 4.1\)](#), [Minneapolis 2040 Policy 20 \(Transit\)](#)

Source: [Enabling State legislation](#)

Source: [METRO Transit B Line Project](#)

What still needs to be decided:

- How a new transit line on Nicollet Ave S will be funded and maintained
- Nicollet Ave transit stops locations and designs

Public Spaces

What we know:

1. A public space network, made up of interconnected outdoor gathering spaces and pedestrian connections, will provide the framework for the development of the site.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis 2040 Policy 7 \(Public Realm\)](#), [Transportation Action Plan \(Design Strategy 2\)](#)

2. New outdoor gathering places will reflect the values of the nearby cultural communities.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis 2040 Policy 78 \(Park Design and Programming\)](#), [Minneapolis 2040 Policy 58 \(Business Districts and Corridors\)](#)

3. New outdoor gathering places will provide public space for socializing, entertainment, exercise, shopping, and/or cultural events.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis 2040 Policy 9 \(Open Spaces in New Development\)](#), [Minneapolis 2040 Policy 76 \(New Parks\)](#), [Minneapolis 2040 Policy 78 \(Park Design and Programming\)](#)

4. Crime Prevention Through Environmental Design (CPTED) policies will be used in the design of public spaces and buildings to ensure a safe and welcoming environment for everyone.

Sources: [Minneapolis 2040 Policy 8 \(Public Safety Through Environmental Design\)](#), [Midtown Minneapolis Land Use & Development Plan](#)

What still needs to be decided:

- Outdoor gathering space uses, types, locations, and designs
- How these spaces relate to future building uses and designs
- How these spaces are funded and maintained
- How these spaces will be designed to reflect cultural communities

Walking & Biking Connections

What we know:

1. The project will support a high-quality pedestrian environment.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis 2040 Policy 18 \(Pedestrians\)](#), [Minneapolis 2040 Policy 7 \(Public Realm\)](#), [Transportation Action Plan](#)

2. The project will improve and expand bike facilities in order to encourage biking as a mode of transportation.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis 2040 Policy 19 \(Bicycling\)](#), [Transportation Action Plan](#), [Minneapolis 2040 Policy 16 \(Environmental Impacts of Transportation\)](#)

3. The City will collaborate with Hennepin County and Metro Transit to improve walking and biking connections between public spaces, the Midtown Greenway, and existing/planned transit stations.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Midtown Greenway Land Use and Development Plan](#), [Minneapolis 2040 Policy 9 \(Open Spaces in New Development\)](#), [Transportation Action Plan \(Transit Strategy 5\)](#)

4. Connections to the Midtown Greenway will be ADA accessible.

Sources: [Minneapolis 2040 Policy 83 \(People with Disabilities\)](#), [ADA Transition Plan for Public Works](#)

5. The design of public spaces will include space for mobility hubs (such as bike-sharing) near transit facilities.

Sources: [Minneapolis 2040 Policy 80 \(Development Near METRO Stations\)](#), [Midtown Minneapolis Land Use & Development Plan](#), [Transportation Action Plan \(Technology Action 3.1\)](#)

What still needs to be decided:

- Pedestrian network locations, types, and designs
- Biking network locations, types, and designs within the site
- Pedestrian and biking connections to the Midtown Greenway
- How these spaces are funded and maintained

Development

What we know:

1. The site will be developed as a dense, walkable district for living, working, shopping, and recreating.

Sources: [Minneapolis 2040 Policy 80 \(Development Near METRO Stations\)](#), [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis Climate Action Plan](#), [Lake and Nicollet Redevelopment Plan](#)

2. Development on the site will include both buildings and public spaces.

Sources: [Minneapolis 2040 Policy 80 \(Development Near METRO Stations\)](#), [Midtown Minneapolis Land Use & Development Plan](#)

3. New buildings will provide a mix of uses, including housing, employment, and commercial goods and services.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis 2040 \(Land Use and Built Form\)](#), [Minneapolis 2040 Policy 4 \(Access to Commercial Goods and Services\)](#), [Minneapolis 2040 Policy 80 \(Development Near METRO Stations\)](#), [Lake and Nicollet Redevelopment Plan](#)

4. The Nicollet & Lake intersection will be developed as a significant commercial intersection (similar to Lyndale/Lake to the west and Chicago/Lake to the east).

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Minneapolis 2040 \(Land Use and Built Form\)](#)

5. Public art, created in partnership with nearby communities, will likely be integrated into the site.

Sources: [Minneapolis 2040 Policy 32 \(Arts and Culture in Community Development\)](#)

What still needs to be decided:

- Development parcel sizes
- Location and size of uses (for example, commercial, housing, etc)
- Phasing plan for development
- Land and building ownership
- Source(s) of funding for public art

Housing

What we know:

1. Development on the site will increase the area's housing supply, diversity, and affordability.

Sources: [Minneapolis 2040 Policy 1 \(Access to Housing\)](#), [Minneapolis 2040 Policy 33 \(Affordable Housing Production and Preservation\)](#), [Minneapolis 2040 Policy 38 \(Affordable Housing near Transit and Job Centers\)](#), [Minneapolis 2040 Policy 80 \(Development near METRO Stations\)](#)

2. The site will include affordable housing:

- For rental housing, a minimum of 20% of the units must be affordable to and occupied by households earning 60% or less of the Area Median Income (AMI) for at least 30 years.*
- For ownership housing, a minimum of 10% of the units shall be affordable to and occupied by households earning 80% or less of AMI for 30 years. In addition, sales prices must be set at a price affordable to a household at 70% AMI.

**If projects are funded in part through participation in City financing programs, there may be deeper affordability and longer affordability terms.*

Sources: [Unified Housing Policy](#), [Minneapolis 2040 Policy 37 \(Mixed Income Housing\)](#)

3. Developers applying to the City's Affordable Housing Trust Fund for affordable housing that demonstrate that representatives from communities most impacted by housing disparities are significantly involved in the project will be more likely to receive funding.

Source: [Affordable Housing Trust Fund Program 2021 NOFA \(Equitable Development criteria, pages 11-12\)](#)

What still needs to be decided:

- The overall percentage of affordable units, affordability levels, and market-rate units across the development site
- Need for specialized affordable housing (for example: family size units, youth housing, senior housing, formerly homeless housing, ownership options, etc)
- Financial feasibility and availability of public subsidy resources for the site

Retail

What we know:

1. Commercial uses (stores, restaurants, etc.) will be required on the first floors of new development facing Nicollet Ave and Lake St. Entrances must be directly from sidewalks.

Sources: [Midtown Minneapolis Land Use & Development Plan, Minneapolis 2040 \(Land Use and Build Form\)](#)

2. Development will prioritize attracting culturally diverse businesses that create positive community impacts and reconnect Eat Street with Nicollet Ave south of 29th St.

Sources: [Minneapolis 2040 Policy 55 \(Business Innovation & Expansion\), Minneapolis 2040 Policy 63 \(Food Access\)](#)

3. Development teams will prioritize including strategic partners who are experienced in recruiting and supporting local businesses that reflect the surrounding area.

Sources: [Minneapolis 2040 Policy 56 \(Supporting Small Businesses\), SREAP Economic Development Policy Priority, Anti-displacement policy network \(Receive & File\)](#)

4. Development will prioritize serving the needs of residents by increasing the diversity of available goods and services, while protecting the cultural assets already in the area.

Sources: [Minneapolis 2040 Policy 58 \(Business Districts & Corridors\), Minneapolis 2040 Policy 34 \(Cultural Districts\)](#)

What still needs to be decided:

- Types of goods and services sold by businesses
- Size and placement of business locations
- Overall amount of commercial space
- What wealth-building strategies for low-wealth communities are best suited for and able to be implemented in the project

Anti-Displacement

What we know:

1. New development will implement strategies to prevent the involuntary displacement of existing businesses and residents, especially vulnerable populations, such as residents living below the poverty level, the elderly, and people with disabilities from nearby communities.

Sources: [Minneapolis 2040 Policy 43 \(Housing Displacement\), Anti-displacement policy network \(Receive & File\), Unified Housing Policy](#)

2. New buildings will include commercial space opportunities for small businesses.

Source: [Minneapolis 2040 Policy 56 \(Supporting Small Businesses\)](#)

3. To protect the character of the area, new development will implement strategies to prevent nearby business displacement and benefit existing businesses.

Sources: [Minneapolis 2040 Policy 58 \(Business Districts and Corridors\), Anti-displacement policy network \(Receive & File\)](#)

What still needs to be decided:

- Understanding who lives in the nearby community and the housing pressures they face
- Understanding what businesses operate in the area and what they need to continue to succeed
- What displacement prevention strategies are best suited and able to be implemented through the project

Sustainability & Green Infrastructure

What we know:

1. The site will be designed in a way that naturally encourages alternatives to driving in order to help achieve the City's goals related to greenhouse gas reduction, equity, and health.

Sources: [Minneapolis 2040 Policy 6 \(Pedestrian-Oriented Building and Site Design\)](#), [Minneapolis 2040 Policy 16 \(Environmental Impacts of Transportation\)](#), [Minneapolis 2040 Policy 15 \(Transportation and Equity\)](#), [Minneapolis 2040 Policy 17 \(Complete Streets\)](#), [Transportation Action Plan](#)

2. Trees and other greening elements will be included as part of the design of new public spaces and streetscapes.

Sources: [Minneapolis 2040 Policy 14 \(Tree Canopy and Urban Forest\)](#), [Transportation Action Plan \(Design Strategy 4\)](#)

3. Green infrastructure, stormwater best management practices, and the reduction of impervious surfaces will be integrated into the design of the site's developments and public spaces.

Sources: [Minneapolis 2040 Policy 73 \(Stormwater Management\)](#), [City of Minneapolis Code of Ordinances \(Stormwater management\)](#), [Minneapolis 2040 Policy 71 \(Soil Health\)](#)

4. New development at Nicollet Ave and Lake St will comply with any City Sustainable Building Policy.

Sources: [Council Resolution](#)

5. Developers that receive Affordable Housing Trust Fund dollars for affordable housing projects will be required to incorporate green/sustainable elements consistent with the "Minnesota Overlay and Guide to the Green Communities Criteria".

Source: [City Housing Programs](#)

What still needs to be decided:

- Stormwater management plan

Building Design

What we know:

1. Buildings will be multi-story. They must be at least four (4) stories tall. The zoning code allows buildings up to fifteen (15) stories, but taller buildings may be considered if certain requirements are met.

Sources: [Minneapolis 2040 \(Land Use & Built Form\)](#), [City of Minneapolis Code of Ordinances \(Zoning\)](#)

2. Buildings will be designed in a way that prioritizes pedestrians. For example, building entrances will be along the sidewalk; there will be plenty of storefront windows; and protective features, such as awnings, will be encouraged.

Sources: [Minneapolis 2040 policy 6 \(Pedestrian-Oriented Building and Site Design\)](#), [Midtown Minneapolis Land Use & Development Plan](#), [Midtown Greenway Land Use and Development Plan](#)

3. Building massing will minimize shadowing on the Greenway.

Sources: [Midtown Minneapolis Land Use & Development Plan](#), [Midtown Greenway Land Use and Development Plan](#), [City of Minneapolis Code of Ordinances \(Zoning table 530\)](#)

What still needs to be decided:

- How building height and design relates to public space

Parking & Vehicular Access

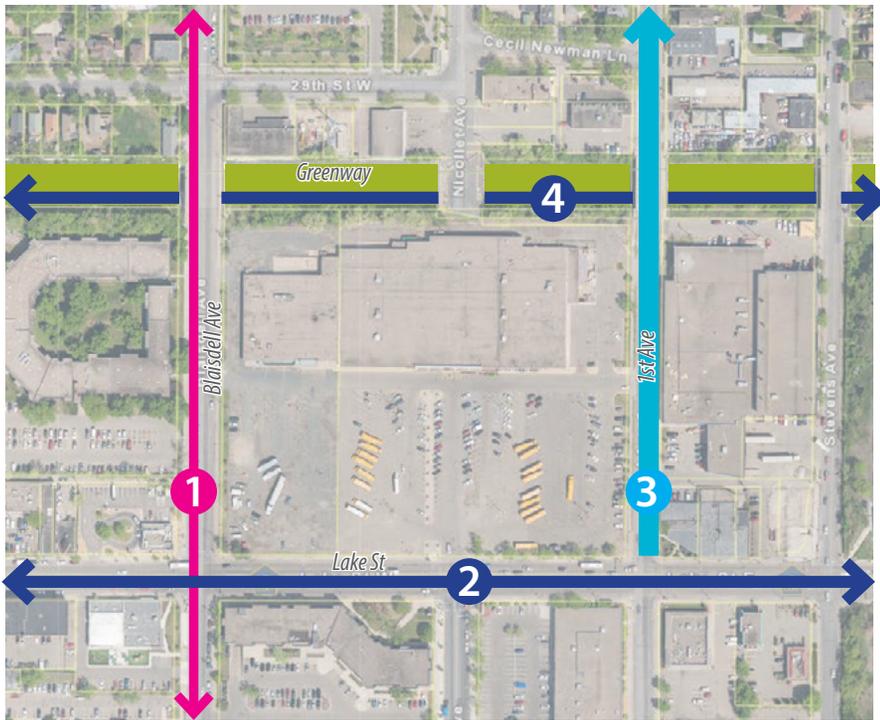
What we know:

1. New development on the site will not be required to provide off-street parking and will be subject to maximum off-street parking regulations.
Source: [City of Minneapolis Code of Ordinances \(Off-street parking, loading, & mobility zoning text amendment\)](#)
2. Any parking on the site will be structured and wrapped with pedestrian-oriented development or located underground.
Sources: [Minneapolis 2040 Policy 6 \(Pedestrian-Oriented Building and Site Design\)](#), [City of Minneapolis Code of Ordinances \(Zoning chapter 530\)](#), [Midtown Minneapolis Land Use & Development Plan](#)
3. Because development on Lake St and Nicollet Ave will prioritize pedestrians, vehicular access to parking and loading will be focused on Blaisdell Ave and 1st Ave.
Sources: [Minneapolis 2040 policy 6 \(Pedestrian-Oriented Building and Site Design\)](#), [Minneapolis 2040 Policy 18 \(Pedestrians\)](#), [City of Minneapolis Code of Ordinances \(Off-street parking, loading, & mobility zoning text amendment\)](#), [Midtown Minneapolis Land Use & Development Plan](#)
4. New development will be required to provide bike parking and electric vehicle charging stations.
Source: [City of Minneapolis Code of Ordinances \(Off-street parking, loading, & mobility zoning text amendment\)](#)
5. New development will be required to strategize how their project will make it easier for people to make transportation decisions that help achieve City goals.
Sources: [Minneapolis 2040 Policy 16 \(Environmental Impacts of Transportation\)](#), [City of Minneapolis Code of Ordinances \(Travel Demand Management\)](#)

What still needs to be decided:

- The quantity of parking needed to finance the projects and accommodate future resident and business needs
- The best methods for encouraging walking, biking, and taking transit to and from the site
- Potential additional changes to the adjacent street grid

Other Nearby Infrastructure Projects



1. [Bikeway on Blaisdell and 1st Aves](#) (City of Minneapolis)

- Protected, 2-way bikeway
- Will run up Blaisdell Ave, east on 28th St, and then north up 1st Ave to connect South Minneapolis neighborhoods to downtown
- Currently under construction (to be completed 2022)
- Engagement already completed

2. [B Line BRT on Lake St](#) (Metro Transit)

- Bus rapid transit
- Will connect West Lake Street transit station (currently under construction) to St. Paul
- Currently in design phase
- To be constructed 2023-2024
- [Engagement currently underway](#)

3. [1st Avenue Reconstruction](#) (City of Minneapolis)

- Full reconstruction of street, curbs, bikeway, landscaping, and sidewalk
- Includes reconstruction of bridge over Greenway
- Currently in early planning stages
- To be constructed in two phases: 1) Lake to Franklin in 2024, and 2) Franklin to 15th in 2025
- Engagement will begin fall of 2021

4. [Double/single track rail in the Greenway](#) (Metro Transit and Hennepin County)

- Will connect West Lake Street transit station (currently under construction) to Lake St transit station
- In long-range plan; currently not designed or funded
- Station considered near Nicollet Ave bridge