

**Ryan Companies US., Inc**  
**Position Summary**  
**Re:“Access Minneapolis Plan”**  
**6/19/07**

**Collin Barr - President of Minnesota Region**  
**Ryan Companies US, Inc.**

- Ryan proud to be strong supporter of City of Minneapolis. Downtown Minneapolis is our national headquarters. We have developed over 5,000,000sf in downtown. We want downtown to work well for all of us!
- Own, manage and develop commercial real estate throughout City and want to ensure continued vibrancy.
- Fully support certain aspects of proposed plan (Hennepin Avenue, First Avenue and reduction of buses on Nicollet) However, Ryan strongly objects to the proposed change to Marquette Avenue and 8<sup>th</sup> Street.
- Ryan, with our partner Ralph Burnet, are currently redeveloping the Foshay Tower on Marquette into a new W Hotel.
- Also own and manage the TCF Bank building and TCF Tower, bounded by Marquette, 8<sup>th</sup> Street and 2<sup>nd</sup> Avenue.
- This block is at the epicenter of the proposed changes.
- Voicing our concerns with the proposed plan for some time:
  - Impact on providing passenger loading and unloading at the main hotel entrance (near middle of block). No change possible due to National Historic Landmark status. Midwest Plaza ramp entrance and exits on other side of Marquette.
  - If we can not accommodate adequate, convenient and safe passenger loading and unloading for W's high-end travelers, we very likely could lose the W brand as this condition will not meet the W Hotel brand requirements.

- We have been assessing the redevelopment of the TCF Bank site for a large scale, mixed use, high rise project. This proposed transportation plan so negatively impacts the future of this redevelopment concept we may elect not to proceed on this project.
- From a business operating viewpoint, little to no understanding of impact of expanded bus shelters, security, special assessments costs and operational impacts during construction have been provided.
- Firmly believe other north/south street corridors need to be assessed (Third and Fourth Avenues must be explored as viable bus route options to get the buses off Nicollet and Marquette) as the city CBD growth will be east of Marquette.
  - o Keeping significant bus traffic on Nicollet and Marquette will devalue the office buildings with these addresses. The City should seek to preserve the prestige of a Nicollet Mall and Marquette Ave address by moving the bus traffic to the east of these streets.
- Any new plan must recognize the current stakeholders. This plan does not. Change at the cost of harming these investments is not progress but detrimental.
- We would recommend that the City prioritize the decisions around implementing this plan as follows in descending order:
  1. What will increase safety and reduce crime.
  2. What will enhance economic vibrancy of existing and proposed projects.
  3. Efficient flow of vehicular traffic.
  4. Efficient flow of buses and rapid transit.
- To us it feels like the priorities have been set by this planning team as follows:
  1. Efficient flow of buses and rapid transit.
  2. Efficient flow of vehicular traffic.
  3. What will increase safety and reduce crime.
  4. What will enhance economic vibrancy of existing and proposed projects.
- We wholeheartedly support the amendment to this plan proposed here today by Committee Chair Colvin-Roy. However, we feel it is important to go even further with additional changes to this plan that will further enhance the vibrancy of downtown Minneapolis. This is our one time to get it right.
- We would respectfully request you not support or approve the plan as proposed and send your planners back to find a way to get the busses off of Nicollet Mall and Marquette Ave