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# Appendix A

## Steering Committee Meeting Summaries

# Appendix A

## Steering Committee Meeting Summaries

### Steering Committee Meeting Summary: August 2005

Date of Event: Thursday August 18<sup>th</sup>, 2005, 6:00 – 8:00pm

Location: Urban Ventures  
3041 4th Avenue South

#### *Introductions*

- The consultants introduced themselves to the Steering Committee and gave a brief overview of what is to be accomplished in the meeting. This primarily consisted of preparing for the upcoming community workshops.
- Each participant introduced him/herself and their affiliation.

#### *Review of July Open House*

- Mark Nolan of SEH reviewed the content and results of the July 18<sup>th</sup> Open House and passed out a document summarizing the meeting. He also commented that this document is/will be available on CPED's project website.
- Mark reviewed the results of the dot voting for the design guidelines and noted that these will evolve into the "Greenway-Supportive Development Principles" that will guide the rest of the project. Items highlighted by participant preference included the public realm, transit, safety, greenspace, public art, mixed-use development and a respect for adjacent land use and architecture.
- Mark briefly reviewed survey results and commented that there was a very high rate of return (80%) and said that these results were included in the summary document on line. It was also noted that most of the participants came from areas near the meeting site at Intermedia Arts (28<sup>th</sup> & Lyndale), and that e-mail and word of mouth were the most effective manners for outreach.

#### *Greenway Coalition Greenspace Study*

- Jeff Liljegren, a grad student at the University of Minnesota, presented a greenspace study he is preparing for the Midtown Greenway Coalition to the Steering Committee. Jeff discussed the project and its process, and highlighted several (15) sites that are recommended for open space development within the Greenway.
- Concern was expressed that work not be duplicated between the MGLUDP and the Coalition's study. Mark stated that this presentation was for informational purposes only and to assure that efforts are not duplicated. It was stated that the Greenspace study is not being funded by the City and will not be presented to the public as part of the MGLUDP.

#### *Format and Content of Upcoming Public Workshops*

- Mark Nolan and Dave Sumnicht of QSA briefly presented to the Committee the proposed material that will be presented to the public at next week's workshops. This included the Open House review, a discussion and presentation of existing and proposed development density, a presentation of how development projects work from a market/financial standpoint, and a review of Opportunity Sites.
- Beth Elliott noted that Tom Leighton of CPED will also be discussing City of Minneapolis policy regarding development intensity as an introduction to the consultant's density presentation.
- Mark passed out a document that Cuningham Group had prepared summarizing the density of the Greenway, some of which will be presented next week.

- A question was asked how the opportunity sites were chosen. Mark stated that several factors went into this, including the consultant team's analysis, land valuation, underutilization of/vacant property, public and committee input, etc. This will be explained at the workshops next week.
- Mark and Beth stated that the overall consultant/staff presentation portion of the workshops should be up to one hour maximum to leave plenty of time for small group discussion.
- A discussion was generated regarding the type of feedback that is needed at the small group discussions. It was decided that the development principles may need refining based on public input, as well as the opportunity sites. Clear descriptions of desired feedback must be provided to the public and to table facilitators.
- Members of the Steering Committee were recruited by Beth to facilitate small group discussions at both workshops next week. Approximately 4-5 members signed up for each of Wednesday and Thursday night's meeting. Mark will provide to Beth a "cheat sheet" to be used by facilitators to guide discussion.

### ***Upcoming Steering Committee Meetings***

- The next two Steering Committee meetings were scheduled for Thursday Sept. 15<sup>th</sup> and for Thursday October 13<sup>th</sup> from 6:00pm to 8:00pm.
- Mark stated that at the September meeting there will most likely be a developer round table held with the Steering Committee members and 3-4 local developers to get feedback on the plans and principles. The October meeting will be held to review the charrettes to be held one week later.

# Steering Committee Meeting and Developer Focus Group Summary: September 2005

Date of Event: Thursday September 15<sup>th</sup>, 2005, 6:00 – 8:00pm

Location: Urban Ventures  
3041 4th Avenue South

This document summarizes notes taken at the Developer Focus Group and Steering Committee meeting for the Midtown Greenway Land Use and Development Plan (MGLUDP). The event was held concurrently with the regular Steering Committee meeting on Thursday September 15, 2005 from 6pm to 8pm at Urban Ventures in Minneapolis.

## ***Present***

- Ralph Bruins, Steering Committee member
- Jeff Rosenburg, Steering Committee member
- Meg Forney, Steering Committee member
- Kerry Rauschendorfer, Steering Committee member
- Micheal Nelson, Steering Committee member
- Liz McLemore, Steering Committee member
- Tim Springer, Steering Committee member
- Spencer Gerberding, Master Development
- Sarah Huss, CCHT
- Wayne Olson, Cornerstone Group
- Beth Elliott, Minneapolis CPED
- Tom Leighton, Minneapolis CPED
- Mark Nolan, SEH
- Mike Lamb, Cuningham Group
- Steve Quam, Quam Sumnicht Associates
- Dave Sumnicht, Quam Sumnicht Associates

## ***Developer Introductions***

### **Spencer Gerberding, Director of Real Estate Finance – Master Development**

- Master is a “boutique” developer – typically develops small, polluted infill urban sites
- Example: Franklin and Nicollet, 26<sup>th</sup> and Nicollet (Whittier neighborhood)
- They also serve as general contractors

### **Wayne Olson – Cornerstone Group**

- Cornerstone is a mixed use developer, with current projects in Hopkins and Richfield
- They are the owner of “Machinery Lofts” on the Greenway
- Also a real estate development consultant

### **Sarah Huss, Senior Project Manager – Central Community Housing Trust (CCHT)**

- CCHT is a nonprofit provider affordable housing – 1200 units so far
- Most projects in central urban neighborhoods, 90 scattered site units in Phillips
- Expanding to inner suburbs
- Developers for Franklin/Portland gateway (mixed use)

## **Discussion**

- If building on the Greenway, you must consider built form issues
  - Where is the front door in relation to the Greenway?
- Differing interests in the area result in differing values (layered development strategies)
  - This can result in a positive competitive experience
- Opportunity to be creative with “smart urban design”
- If you can achieve the right densities (not there yet), then you can have service retail on Greenway level
- Streets along the Greenway (i.e. 29<sup>th</sup> St.) are an issue; the public realm on either side of the Greenway is key
- A wonderful opportunity to tie Chain of Lakes with Hiawatha LRT and Mississippi
- Long term challenges = shadow studies
- Are you (developers) developing with current conditions, or are you considering future transit?
  - Sara commented that putting transit in the Greenway could pull demand for transit away from Lake Street
- Cornerstone marketed transit in their Machinery Lofts sales
  - Included Greenway illustrations in materials
  - Offered bike parking to owners/renters
  - Parking ratio/requirements (1.3) didn’t change even though project was on the Greenway
- Lenders sometimes require more parking than needed (especially for market rate housing)
  - Can’t lease these extra spaces because most tenants usually don’t have two cars (they are very transit oriented)
- Regarding Greenway-level shops, retail, and amenities:
  - These are dictated by the market – we are not there yet
  - West of Lyndale could support it
- Units opening onto Greenway – security is an issue (Machinery Lofts had 10 units on the Greenway, sold right away)
- There is some office interest on Greenway
- “Destination amenities” are more effective if concentrated at nodes such as Greenway access points, transit stops, etc.
- Greenway needs more eyes on the Greenway for security and comfort
- The Corridor Framework Plan (1999) calls for public realm components on both sides of the Greenway. Is this sustainable? (look at Midtown Lofts: public promenade on private property)
- If looking at it from a community perspective, developers should set aside land now for public access

- More density, parking credits
- More incentive for developers to provide this (open space or public promenade = density bonus, etc.) – this can be a breaking point
- Difference between public dollars and private
- Is access to Greenway needed for successful development? Yes – or at least more is better.
- Promenade maintenance: maintenance by city? Strike a deal?
- Ramp/access point to greenway adds to value (if project on the Greenway is located 5 blocks away from a ramp, then it may as well be 5 blocks north)
- Who will own and maintain public realm? Is there a demand to have open space in development?
  - This is very marketable
  - Condo association co-runs with city? Do they (private owners) want their private land with public access to/through it?
- What kinds of incentives for green space work?
  - Money/funding
  - Higher densities, ability to move it around site, can provide more amenities (density credit/bonus)
  - Must be substantial (get to next zoning level)
- CCHT tries to design density out of the equation (so density doesn't look or "feel" dense)
- Neighborhoods need to place responsibility with City/County to drive maintenance of open space areas (need answers to "how it is going to be maintained?")
  - This is within the scope of work for this project
  - Does it (responsibility) change from neighborhood to neighborhood?
- What about a special service district/assessment?
  - Some developers may not like it, but the goals/purpose are generally understood
- What about reduced parking requirements (to save money on development)?
  - Must be minimum 1:1 minimum parking ratio. There is not enough flexibility
- Consider a minimum FAR, or maximum parking (i.e. minimum 2 stories, max 1.5 parking ratio) in a pedestrian overlay district?
- Might developers consider a streamlined approval process as incentive
  - Tough: 86 neighborhoods in Minneapolis makes this difficult
- How do the developers in attendance here feel about building height (i.e. Ackerberg Lagoon experience)?
  - CCHT tries to create density without the look and feel of density
  - Workforce/affordable housing is an issue in some settings
  - Master Development
  - Location driven - but city needs to allow more density
  - Never have done over 4 stories
  - Certain places along Greenway (near heavy commercial/transit nodes) call for more height/density

- Stepped back height a good idea
- Engage people and work at it
- What about requirements to work with a solar envelope? (i.e. south side of Greenway)?
  - Cornerstone:
    - Don't devalue land on south side with density/height caps (makes north side more valuable)
    - Density is good (keeps people from moving to suburbs)
- Does taking half of bridges out over the Greenway devalue adjacent property, or add more land to tax rolls?
  - This can be good if you get Greenway access to developments
  - Keep the street grid across the Greenway to ensure vitality, but from a development standpoint losing some bridges could be easier (especially with building close to bridges)
- What about acquiring land on the Greenway?
  - City policy is to avoid acquiring land
  - Market is “finding the Greenway”, so eminent domain/land acquisition is not much of an issue
  - Don't interfere with private land rights (especially industrial)
    - May not want to locate/develop adjacent to industrial

### **Brief Steering Committee Meeting**

- Mark Nolan briefly reviewed the two (2) community workshops held in August. This included:
  - Density discussion/presentation
  - Opportunity sites
  - Small group discussions

\* A summary of these meetings are on the City's project website.

- Mark then updated the group on the next steps for the project/consulting team. These included revision of the development principles, the development of a future land use plan and selection of Opportunity Sites for further development by the project team and eventually the public at the upcoming October charrettes. We will also begin outlining and preparing development guidelines to be presented to the Steering Committee at its next meeting.
- The next Steering Committee meeting will be held on October 13<sup>th</sup>, and the Public Charrettes to be held on the evenings of October 19<sup>th</sup> and 20<sup>th</sup>.

## **Steering Committee Meeting Summary: October 2005**

Date of Event: Thursday October 13th, 2005, 6:00 – 8:00pm

Location: Urban Ventures  
3041 4th Avenue South

### **Present**

- Tim Springer
- Ralph Bruins

- John DeWitt
- Jeff Rosenberg
- Meg Forney
- Kerry Rauschendorfer
- Michael Nelson
- Liz McLemore
- Steve Gove
- Larry Blackstad
- Beth Elliott, CPED
- Tom Leighton, CPED
- Mark Nolan, SEH
- Dave Sumnicht, QSA

### ***Introductions***

- Each participant introduced him/herself and their affiliation.
- The consultants introduced themselves to the Steering Committee and gave a brief overview of what is to be accomplished in the meeting. This primarily consisted of preparing for the upcoming community workshops.

### ***Revision/Extension of Project Calendar***

- Tom Leighton introduced a proposal to extend the project by one month into January 2006. This would involve one additional public meeting and commitment from the Steering Committee. Reasons for this extension include accommodating the need to address each item in the work plan thoroughly and getting the necessary education/feedback from the community to result in a successful product.
- The Steering Committee and project team acknowledged that the original timeline was ambitious, and that the project would benefit from this extension. The Committee agreed to an additional Steering Committee meeting and public meeting.
- The final presentation to the public will be held in January 2006, and the public meeting scheduled for the week of November 14<sup>th</sup>, 2006 will most likely cover the development guidelines and open space ownership/management strategies.
- The next Steering Committee meeting will be held as scheduled, on November 10<sup>th</sup> at Urban Ventures.

### ***Review of Revised Greenway-Friendly Development Principles***

- Mark Nolan of SEH reviewed the Development Principles with revisions incorporated from the August community workshops, Developer Focus Group and Steering Committee.
- Of the original ten principles, eight were revised, two were combined, and two were added for a total of twelve. There was an extended discussion regarding the principles; Mark stated that he would make revisions to the principles based on the discussion and would distribute them to the Steering Committee by e-mail.
- It was suggested that principles may need to address other topics such as affordable housing and sustainable/green design. Feedback regarding these specific topics may need to be obtained from the public. Further discussion among the project team and committee will result.

## ***Format and Content of Upcoming Public Workshops***

- A proposed agenda/outline for next week's public workshops was handed out and discussed. After an introduction by City staff, the consultant will give a 15-minute presentation on background and analysis before introducing the four Case Studies and the small group exercise.
- Mark stated that each evening's participants will discuss development alternatives for two Case Studies – two west of I-35W (Oct. 19) and two east of I-35W (Oct. 20). These sites are not meant to be specific to their location; they are meant to be used as tools to investigate the application of development principles to varying conditions that exist throughout the Greenway.
- Mark stated that each table will have 30 minutes to discuss each Case Study before briefing the entire group on their discussion.
- Members of the Committee thought that this format matched the method/type of feedback desired from the community.

## ***Review Case Studies***

- Mark Nolan presented the case studies to the Steering Committee for review. Tom Leighton and Beth Elliott assisted in this exercise. The following was discussed:
  - Case Study #1: Lake St. & Calhoun (low and high intensity mixed-use concepts presented and discussed)
  - Case Study #2: Lyndale Ave. & 29<sup>th</sup> Street (specific conditions will be presented)
  - Case Study #3: North of Greenway, east of Midtown Exchange (low and high intensity residential concepts presented and discussed)
  - Case Study #4: Industrial Land near 28<sup>th</sup> Street & Hiawatha
- Comments on the Case Studies and presentation format were obtained and will be incorporated into the concepts for next week.
- It was reiterated that emphasis must be placed on these Case Studies representing corridor-wide conditions and not specific development concepts for these sites.

## **Steering Committee Meeting Summary: November 2005**

Date of Event: Thursday November 10<sup>th</sup>, 2005, 6:00 – 8:00pm

Location: Urban Ventures  
3041 4th Avenue South

### ***Present***

- Larry Blackstad
- Ralph Bruins
- Jeff Lillemoe
- Tim Springer
- Steve Gove
- Michael Nelson
- Steve Benson
- Tiffany Green
- John DeWitt
- Beth Elliott, CPED
- Tom Leighton, CPED
- Mark Nolan, SEH
- Steve Quam, QSA
- Mike Lamb, Cuningham Group

### ***Introductions***

- Each participant introduced him/herself and their affiliation.
- The consultants introduced themselves to the Steering Committee and gave a brief overview of what is to be accomplished in the meeting. This primarily consisted of introducing materials and preparing for the upcoming community meeting. This primarily consisted of introducing materials and preparing for the upcoming community meeting.

### ***General Feedback on Project and Process***

- Tom Leighton of CPED relayed some feedback on the project and project area that he obtained from several sources, including members of the City Council as well as other staff and the public. Tom stated that some observers are beginning to feel a sense of urgency regarding development in the Greenway, and that some of these people are concerned that the consultants/project team are listening to developers too much.
- It was stated that the output of this project must be sensitive to single-family neighborhoods surrounding any new development and to monitor development intensity.
- Consensus must be built around a variety of viewpoints, and grass-roots outreach will be needed, especially when the draft product is complete.

### ***Strategic Financing/Ownership Strategies for Open Space***

- Steve Quam of QSA led the discussion for this topic. The following issues/strategies were discussed:

- Sidewalks and Promenades
  - Privately Owned
    - Approvals—Zoning, conditional use, etc. for redevelopment
    - Condition for public funding or land swap for redevelopment
    - Market enhancement—yields more revenue than it costs
- Publicly Owned
  - Tax dollars to acquire, build and maintain—special district, or general real estate taxes
  - Public land sale revenues
  - Greenspace set aside requirement for adjacent development
- Community Gardens
  - Non-profit acquisition, charitable contributions/grants
  - Public park programmed for garden use—eminent domain and tax funding
  - Private enterprise—rental & produce sales sufficient to acquire and maintain
- Park Space
  - Public tax dollars to acquire and maintain—County, City, Park Board
  - Charitable dollars to enhance space
- Transit Station Areas and Right of Way
  - Public tax dollars—Federal, State, County, Local
  - Transit revenues
  - Charitable dollars to enhance space
- Transit Plazas (outside the station area)
  - Approvals—Zoning, conditional use, etc.
  - Condition for Public Funding
  - Market enhancement—yields more revenue than it costs
  - Charitable dollars to enhance space
- Greenspace Improvements to Private Adjacent Property or Yards
  - Approvals (for new uses or improvements)—Zoning, conditional use, etc.
  - Conditions for Public Funding (for new uses or improvements)
  - Market enhancement—yields more revenue than it costs
- Entire Greenway
  - Dedicated Revenue and disbursement fund?—public land sales/swaps, maintenance reductions
- This framework was viewed as constructive; however, this topic needs to be more than an academic exercise. We should keep asking the questions: Why are we paying special attention to green space? What is its important – particularly where there is likelihood of intensification of development?

- It was suggested that some illustrations of the various kinds of open spaces would help communicate the concepts.
- Next steps for strategic open space recommendations were discussed. The end goal must be stated; perhaps this is a recommended strategy or strategies for how to obtain open spaces as long-term assets for the Greenway area.

### **Preliminary Development Guidelines**

- Mike Lamb of Cuningham presented a slide show and discussion of the structure and content of the preliminary development/design guidelines for the Midtown Greenway. This included the guideline “areas,” (west, central and east) and “sub-areas,” including: 1. Transit (most intense), 2. Urban (less intense), and 3. Neighborhood (least intense).
- The primary organizational component of the guidelines was presented, which included a matrix of guideline sub-areas and building types. This matrix indicated which type of buildings (illustrated in separate plates) are allowed in each sub-area (transit, urban and neighborhood).
- A public-realm diagram/map was presented with a matrix of open space/public realm elements to be included in each sub-area.
- It was suggested that care be taken with the terminology of the guidelines (i.e. zone vs. zoning, district, area, etc.), and that the subarea boundaries may have to be shifted based on existing zoning and character.
- Transition areas between existing and proposed, as well as between subareas, will need to be focused on.
- It was stated that the project team should consider a “public promenade” on both sides of the Greenway rim, not just on the north side, as the diagram appeared to show. Additionally, some suggested that the building types and the public realm concepts should not preclude development of buildings down to the Greenway level, particularly on the north side.

### **Format and Content of Upcoming Public Meeting**

- A brief discussion was held on the format of the public meeting/workshop to be held on Tuesday November 15<sup>th</sup>. It was agreed that a presentation of the above materials (open space strategies and development guidelines), with modifications, would take place using a slide show at the beginning of the meeting.
- Four (4) breakout groups would take place after the presentation for small group discussions/feedback. Each table would be facilitated by a consultant or CPED staff, with note takers.

## Steering Committee Meeting Summary: January 2006

Date of Event: Thursday January 13th, 2006, 6:00 – 8:00pm

Location: Urban Ventures  
3041 4th Avenue South

### ***Present***

- Liz McLemore
- Ralph Bruins
- Tim Springer
- Michael Nelson
- Steve Benson
- Art Higenbotham
- Kerry Rauschendorfer
- Jeff Rosenberg
- Tiffany Green
- John DeWitt
- Beth Elliott, CPED
- Tom Leighton, CPED
- Mark Nolan, SEH
- Mike Lamb, Cuningham Group

### ***Introductions***

- Each participant introduced him/herself and their affiliation.
- The consultants introduced themselves to the Steering Committee and gave a brief overview of what is to be accomplished in the meeting.
- Beth Elliott of CPED stated that the next and final public meeting has been scheduled for the evening of February 28<sup>th</sup> at Intermedia Arts at 28<sup>th</sup> Street and Lyndale Avenue. It was agreed by member of the Steering Committee that it was not necessary to schedule an additional Steering Committee meeting before then.

### ***Public Realm Features Diagram***

- Mark Nolan of SEH presented diagrams/boards depicting open space, pedestrian/bicycle routes and public realm. The diagrams showed both existing and proposed parks, Greenway access points, public institutions, transit stations, public promenade (north side) and 29<sup>th</sup> Street extensions (south side).
- Concern was expressed about the proposed extension of 29<sup>th</sup> on the south side of the Greenway at several points/blocks where 29<sup>th</sup> Street is interrupted. It was questioned whether vehicular circulation is needed here, and if this would be combined with pedestrian circulation. Might 29<sup>th</sup> Street be vacated for pedestrians?

- A committee member questioned if there will be adequate space at the Greenway level for transit stations/plazas given the proposed location of pedestrian/other amenities along the “rims” of the Greenway.
- Concern was also expressed that the public “promenade” on the north side of the Greenway, as proposed, may preclude the development of buildings that come directly down to the Greenway level. It was stated that this is a conceptual idea and perhaps the public way may shift to the south side at such locations, or be incorporated into development on the north side.

### ***Draft Development Guidelines***

- Mark Nolan presented the revised project and development guideline subarea boundaries for the west, central and east subareas of the Greenway. Beth Elliott explained why the overall project boundaries have changed slightly, citing a need to focus on a one-block area on either side of the Greenway.
- It was stated that funding for the project was at least in part based upon extending the project study area to a quarter-mile radius around each future Greenway transit station, and concern was expressed over leaving these additional areas off. Beth stated that the project team will look into this issue.
- Mike Lamb of Cuningham Group presented the final draft Development Guidelines documents. He passed out a booklet that contained graphics of the subarea boundaries, case studies, matrices and building type plates and explained each, including the differences between the Transit, Urban and Neighborhood-oriented subareas.
- Beth Elliott stated that these guidelines generally speak to development and intensity, not necessarily land use – this will be addressed by the future land use map (see below)
- One building type in the Development Guidelines – the “Greenway Building” (Type VIII) – was discussed. This building type would provide direct access and at least partial frontage on the Greenway. It was stated that there are three current proposals by developers to build this type of building on the north side of the Greenway.

### ***Preliminary Development Guidelines***

- Mike Lamb of Cuningham presented a slide show and discussion of the structure and content of the preliminary development/design guidelines for the Midtown Greenway. This included the guideline “areas,” (west, central and east) and “subareas,” including: 1. Transit (most intense), 2. Urban (less intense), and 3. Neighborhood (least intense).
- The primary organizational component of the guidelines was presented, which included a matrix of guideline subareas and building types. This matrix indicated which type of buildings (illustrated in separate plates) are allowed in each subarea (transit, urban and neighborhood).
- A public-realm diagram/map was presented with a matrix of open space/public realm elements to be included in each subarea.
- It was suggested that care be taken with the terminology of the guidelines (i.e. zone vs. zoning, district, area, etc.), and that the subarea boundaries may have to be shifted based on existing zoning and character.
- Transition areas between existing and proposed, as well as between subareas, will need to be focused on.
- It was stated that the project team should consider a “public promenade” on both sides of the Greenway rim, not just on the north side, as the diagram appeared to show. Additionally, some suggested that the building types and the public realm concepts should not preclude development of buildings down to the Greenway level, particularly on the north side.

- It was stated that some areas in Lowry Hill East neighborhood may be in conflict with some of the sub-area designations in the Guidelines. Two areas designated as “Transit-Oriented” (most intense) are adjacent to single-family neighborhoods. These areas will be re-visited by the project team.
- The northeast quadrant of Lake Street and Dean Parkway is designated “Urban-Oriented” where the Calhoun Beach Club and proposed Lander development exists. It was stated that the existing building heights are more in line with the “Transit-Oriented” subarea; Tom Leighton of CPED said that this represents a policy change to lower the intensity of this area in the future.
- It was suggested to change the area just east of the Midtown Exchange development from Urban-Oriented to Transit-Oriented to reflect development intensity of the Midtown Exchange.
- It was also suggested to designate all areas directly adjacent to the Midtown Greenway at least a “Urban-Oriented” area.

### ***Draft Future Land Use Plan***

- Mark Nolan, Beth Elliott and Tom Leighton presented the draft Future Land Use Plan to the Committee. Mark reviewed the land use categories (commercial, residential, etc.) and the functional relationship between the land use plan and the development guidelines. It was stated that while the land use plan illustrated future land uses and the groundwork for potential rezoning recommendations, the development guidelines allows a range of building heights.
- A Steering Committee member stated his concern that enough population density be built into the plan to reflect City policy to focus residential densities in commercial/community corridors and transit routes.
- Mark stated that it would be possible to calculate a range of potential future population from the land use map based on residential densities and projected household size.
- It was stated that parking is a concern (too many surface lots, etc.), and a discussion emerged regarding how zoning may address this issues. This may be possible with a Zoning Overlay District, similar to the City’s Pedestrian Overlay in other parts of the City.
- Tom Leighton and Mark Nolan reviewed the rationale for focusing future industrial uses in the Greenway near Hiawatha Avenue, as opposed to current scattered locations along the Greenway. Reasons cited included access to truck routes, parcel size, land use compatibility, rising property values, etc. Perhaps lighter industrial uses would be acceptable, according to several Committee members, in order to provide diverse employment opportunities for neighborhood residents.

# **Appendix B**

## **Public Meeting Summaries**

## Appendix B

### Public Meeting #1 Summary: July 2005

Date of Event: Monday July 18<sup>th</sup>, 2005, 6:00 – 8:30pm

Location: Intermedia Arts Auditorium  
2822 Lyndale Avenue South

Participants: 89 citizens signed in  
2 City of Minneapolis CPED staff  
6 members of the consultant team

#### *Purpose of the Meeting*

The purpose of the meeting was to have stakeholders participate in an informative open house to learn about the planning process and provide input to the project team. While participants were told that they may come and go as they please, they were invited to listen to a brief presentation about the land use planning process and to see some past work in the corridor and tell the project team what is important to them.

Several of exhibits were available to provide information to participants and to solicit input and feedback into their primary issues, concerns and goals for the project. The following is a list of these exhibits:

- Southwest Corridor Transit Study
- Lake Street/Midtown Greenway Corridor Framework Plan
- Midtown Greenway Market Conditions/Factors (see below)
- Existing Greenway density/development analysis
- Zoning/land use analysis
- Preliminary Corridor Design Guidelines (see below)
- Midtown Greenway Area Assets Input (see below)
- Midtown Greenway Areas of Change and Opportunity (see below)

#### *Midtown Greenway Market Conditions/Factors*

A baseline market analysis was conducted by the consultant team. The following are the major findings that were presented to the Open House participants:

##### **West Lake Area**

- Market Conditions
  - Strong housing and retail market base;
  - Additional high-end condominium developments planned;
  - Limited in-fill and redevelopment sites;
- Key Factors
  - Strong housing/services demand;
  - Lakes area highly desirable residential location

- Strong connection to the Greenway-pedestrians and bikers

### **Lyndale Area**

- Market Conditions
  - Evolving specialty retail base;
  - Older industrial and office sites are being redeveloped with housing;
  - New housing in the area has absorbed rapidly;
- Key Factors
  - Emerging markets – housing and retail;
  - Increasing market demand
  - Need better connections to the Greenway

### **Nicollet to Midtown Exchange**

- Market Conditions
  - Diverse mix of industrial, housing and retail uses
  - Conversion from industrial to housing (Machinery Lofts) and commercial
  - Redevelopment sites are being considered for a variety of uses
- Key Factors
  - Diverse population needs
  - Ethnic and cultural focus for some development
  - Transitional areas
  - Influence of Large Scale Employers (Abbott Northwestern/Honeywell)
  - Need better connections to the Greenway at key intersections

### **Mid-Central Greenway**

- Market Conditions
  - Mix of industrial and residential uses on the Greenway;
  - Retail focused on Lake Street;
  - Increasing interest in additional retail and housing in the area;
- Key Factors
  - Increasingly diverse household base;
  - Housing stock is primarily older and affordable, in mixed condition with a few new in-fill developments;
  - Larger commercial concentrations at either end of this section, Midtown Exchange and Hiawatha Corridor

### **Hiawatha Corridor Intersection**

- Market Conditions
  - Strong core commercial retail district

- Newer industrial area
- Diverse mix of single-family and multifamily housing (minimal redevelopment)
- Interest in Transit-Oriented Development
- Key Factors
  - Potentially more daily use of the Greenway and the need for more connections between businesses and residences.

### **Corridor Design Guidelines: Voting Results**

Participants were asked to vote for their top three (3) Guidelines from the 1999 *Corridor Framework Plan*. Below are the voting results, which are meant to prioritize key issues for those who participated. Number of votes for each guideline is in parentheses.

1. Promote safe, calmed streets with widened sidewalks. Focus investments toward developing an enlivened pedestrian environment and an improved public realm. **(18)**
2. Integrate transit with all redevelopment projects, including safe and visually appealing transit stops for future light rail or busways. **(16)**
3. Promote opportunities for additional public green space, dedicated paths and trail connections along the Greenway edge. **(14)**
4. Promote opportunities for art in public spaces. **(14)**
5. Support compact development and promote mixed use in the corridor. Create a more vibrant and diverse urban environment. **(13)**
6. Promote development that reinforces and relates to adjacent land uses and appropriate architectural scale, particularly along Lake and Lagoon Streets and at commercial nodes. **(7)**
7. Promote an integrated relationship between new development and the Greenway edge. Make the corridor “Greenway friendly.” **(6)**
8. Develop a premier public edge along both sides of the Greenway, including 29<sup>th</sup> Street on the south side and a public promenade on the north. **(4)**
9. Locate parking either on the street or behind/between buildings along the block. Consolidate parking in structures or municipal lots. **(3)**
10. Locate front doors on the street, (including 29<sup>th</sup> Street and the Greenway) and relocate service doors, away from the public realm. **(1)**

### **Open House Survey Results**

The following is a summary of the survey forms received at the July 18<sup>th</sup> Public Open House. Of the approximately 100 participants, we received 71 completed forms – many with their back sides filled with comments. These are the results of the first five questions asked, with the sixth being tabulated under separate cover:

1. **What neighborhood do you live in (please circle one)?**

<b>Neighborhoods:</b>	<b>Participant Responses:</b>	<b>Percentage of Responses:</b>
Lowry Hill East	14	20.0%
Whittier	11	15.7%
CARAG	8	11.4%
Powderhorn Park	7	10.0%
Phillips	7	10.0%
Lyndale	5	7.1%
East Isles	4	5.7%
West Calhoun	3	4.3%
Longfellow	2	2.9%
Central	2	2.9%
Cedar Isles-Dean	1	1.4%
The Wedge	1	1.4%
ECCO	0	0.0%
Corcoran	0	0.0%
Other/don't know	5	7.1%

2. **Do you work at a business located in the Midtown Greenway area?**

NO:	52 responses	73.2%
YES:	14 responses	20.0%
No Answer:	4 responses	5.7%

**If so, where?**

Louisiana & Greenway; 28<sup>th</sup> & Garfield S.; *Fire on the Greenway* on Harriet; Lake & 17<sup>th</sup>; *CB Burnet*; E.26<sup>th</sup> St. & Stevens; *Metro Connections* Tour Guide; 26<sup>th</sup> & Hennepin; *The Green Institute*; *Phillips Eco-Enterprise Center*; *HOBT*; *Vera's Garden* Volunteer; rental property along Greenway; rental property along 2900's; and two home-based businesses.

3. **How many times per week do you use the Greenway (please circle one)?**

1-4:	30 responses	42.8%
5-10:	25 responses	35.7%
Over 10:	10 responses	14.2%
Never:	4 responses	5.7%
2 times/mo:	1 responses	1.4%

4. **How do you use the Greenway (circle all that apply)?**

Recreation:	56 responses
Travel to shopping/entertainment:	32 responses
Commute to/From work:	22 responses
Other*:	14 responses

No Answer: 4 responses

**\* Items listed under “Other” include:**

Visiting Gardens: 8 responses  
Exercise (biking/walking): 7 responses  
Basic travel route: 7 responses  
Task Force duties: 1 response

**5. How did you hear about this Open House?**

Word of Mouth: 39 responses  
Other\*: 17 responses  
Flyer: 16 responses  
Newspaper/Journal: 5 responses  
Newsletter: 3 responses

**\* Items listed under “Other” include:**

Email: 14 responses  
On Steering Committee: 3 responses  
Neighborhood Groups: 3 responses  
Phone: 1 response  
Work for Elected Official: 1 response

### **Area Assets**

Each Open House participant was asked to indicate the location of the three (3) greatest assets of the Midtown Greenway, according to their personal feelings/interests. The areas that received the most votes are:

1. Soo Line Gardens/Vera’s Garden
2. Soccer/playing fields at 4<sup>th</sup> Avenue
3. Lake of the Isles Off-Leash Recreation Area
4. The Mall open space west of Hennepin Ave.
5. Dean Boulevard & the Greenway (bridge, open space)
6. Weisman Enterprises site
7. Hennepin Avenue & the Greenway
8. Bennett Lumber
9. Greenway access/connection with Kenilworth Trail
10. Grain elevator development site
11. Old Sears Building redevelopment

### **Areas of Change and Opportunity**

Each Open House participant was asked to indicate the location of the three (3) greatest areas of change or opportunity the Midtown Greenway, according to their personal feelings/interests. The areas that received the most votes are:

1. K-Mart/Nicollet Avenue closure
2. Elroy property (Pleasant/Pillsbury & the Greenway)
3. Lagoon development site
4. Vacant/industrial land at E. 28<sup>th</sup> St. & the Greenway (east end of Phase two)
5. Soccer/playing fields at 4<sup>th</sup> Avenue

6. Grain elevator development site
7. E. 28<sup>th</sup> Street & Hiawatha Ave. intersection
8. Urban Village/Midtown Lofts site (Colfax & the Greenway)

## **Public Meetings #2 and 3 Summary: August 2005**

### **Western Half (west of I-35W)**

Date of Event: Wednesday August 24<sup>th</sup>, 2005, 6:30 – 8:30pm

Location: Salem Lutheran Church  
28th Street & Lyndale Ave. S.

Participants: 33 participants signed in  
2 City of Minneapolis CPED staff  
3 members of the consultant team

### **Eastern Half (east of I-35W)**

Date of Event: Thursday August 25<sup>th</sup>, 2005, 6:30 – 8:30pm

Location: Midtown YWCA  
2121 East Lake St.

Participants: 15 participants signed in  
2 City of Minneapolis CPED staff  
3 members of the consultant team

### **Review of July Open House**

For a summary of the results of the Open House, please see the document titled “Midtown Greenway Meeting #1 Summary”, available on the CPED project website.

- Mark Nolan of Short Elliott Hendrickson (SEH) stated the primary purpose and format of the July Open House and reviewed the results of the dot voting for the design guidelines and noted that these will evolve into the “Greenway-Supportive Development Principles” that will guide the rest of the project.
- Mark reviewed the Open House results of dot-voting for Midtown Greenway area assets and areas of change and opportunity.

### **Density and Development Intensity**

- CPED planner Tom Leighton facilitated a brief discussion about the workshop participants’ views regarding density and development intensity. A list of pros, cons and mitigation strategies was developed.
- Tom then presented a summary of City of Minneapolis policies regarding development intensity. This included policy statements taken directly from the City’s Comprehensive Plan and also statements supporting these policies.
- Mike Lamb of the Cunningham Group then presented a density and building type analysis, which illustrated and described residential densities of existing properties in the Greenway and also recent and planned Greenway-area development projects. Both Tom’s and Mike’s presentations resulted in a discussion about density and its overall affects on residents, developer’s plans and the urban environment.

### **Development Market/Cost Analysis Strategies**

- At the Wednesday evening workshop (August 24<sup>th</sup>), Dave Sumnicht of Quam Sumnicht Associates gave a brief presentation of how developers approach residential and mixed-use development from a financial standpoint. Dave presented a development model used to calculate relative profit.

- Dave then reviewed a development market summary and then reviewed the current and future market for industrial property.

### **Opportunity Sites**

- Mark Nolan briefly presented the preliminary Opportunity Sites selected by the consultant team and City staff. Mark explained why sites were chosen and what their purpose was, including opportunities to be prepared for likely development interests in these sites and to apply the development principles to each site.
- Mark then presented the opportunity sites graphically and explained that these sites, along with the development principles, would be discussed in small groups for the remainder of the workshop.

### **Small Group Feedback**

- Mark discussed the purpose and format of the small group feedback sessions, including topics of discussion (Greenway-Supportive Development Principles and Opportunity Sites) and the “rules of the game.” Small groups of 6 to 8 participants would be facilitated by a Steering Committee member and perhaps a member of the consultant team or City staff.
- The following is a summary of the Greenway-Supportive Development Principles discussion from each of the seven (7) total groups:

### **Development Principles for Commercial Development**

- Desire mixed use (residential, industrial, community green space).
- Diversity commercial uses: don't want too many coffee shops, etc.
- Concerned about class issues: need things like grocery stores, Bennett Lumber, small camera shop on Lake Street. (development economics - retain mixture, more smaller-owned and fewer “Gaps”, etc.) We need to preserve diversity of amenities for a diverse population.
- Enhance existing commercial development in a thoughtful way.
- Keep mixed use along the Greenway, but do so in an intentional, thoughtful way.
- Think of Greenway as public and commercial- places for folks to stop. (occasional stops, mostly green space).
- Don't want to detract from other vibrant commercial areas (i.e. Lake Street). Want Greenway to be mostly green with commercial nearby.
- Preserve skyline views
- Lake St. main commercial corridor – do not compete
- Not as a shopping location (too linear).
- More passive rather than active commercial on Greenway.
- No garbage dumpsters on Greenway (placement of doors) - reinforces #10.
- Transit-oriented development -Energize old commercial intersections with traditional neighborhood- serving retail
- Where should commercial development be along the corridor?
- On Greenway- mixed use to create activity. Concerned that if focused on Lake Street then back door is on Greenway. Ultimately should be on both.

- Types of businesses - sustainability of community depends on variety of businesses. Concerned about chains, price affordability, etc.
- Commercial along Greenway should be thought out to minimize impacts.
- Greenway should be more than just a transit way.
- If either Greenway or Lake Street to be commercial, then it should be Lake Street.
- As for immediate borders/edges: no need to ban building right next to, but do not encourage.
- Concerns over private property to access.
- Corridor model and light rail.
- Affordable grocery store, and mix commercial development
- Keep successful development in the Greenway
- Minimize heavy commercial traffic & keep noise level down
- Is market for transit truly there?
  - Car vs. transit, Present Market vs. Future Market

### ***Development Principles for Industrial Development***

- Where should industrial be located?
  - Locate near affordable housing – but how close?
  - Jobs closer to transit.
  - But how close?
  - Environmental sustainable for neighborhood.
- Foundry site (2903 14th Ave. S.)
  - Major effort to keep R2B- heaviest use possible
  - Vibrations from pounds/trucks
  - Maintaining bus. and jobs, but not relocate
- Should industrial should be included at all?
- Size should be mitigated.
  - Avoid walling off.
  - Design to benefit greenway.
- Consider what is existing: could interrupt that area – little interruption as possible
- Develop Industrial where is.
- Keep area as mixed use.
- Do not create the city as an island: shipping in/shipping out.
- Incorporate as part of urban living
- What is realistic long-term?
- Landscaping and buffering.

- City enforcement to keep up.
- Locate near affordable housing.
- Close to transit stations/potential transit.
- Must be sustainable for the neighborhood (environmentally sustainable and “clean”)
- Search for balance - don’t want too much of industrial, and not too large.
- Windows - eyes on the Greenway.
- Would like to keep these so they don’t “wall off” the Greenway. Bicycle, or pedestrian
- E-Phillips: Asphalt Plant should not be maintained, but city has not other place for it.
  - Rezoning to residential/industrial?
- Health concerns of asphalt and bituminous uses
- Arsenic/asphalt plant: not enough room for access to these
- Don’t like industrial concentrated in one place.
- Need light industrial to keep working class families in city.
  - Plus access to freeway
  - Negative impact on residential
- Who will use?
- Preserve community.
- Jobs
  - Product it provides
  - Develop with better design
  - Not polluting
  - Need for jobs in community
  - Local need to produce for self-sustaining

### ***Development Principles for Development Intensity***

- Need green space factored into the development.
- Green space should be preserved.
- Near transit, but good mix of public, green.
- Very dense - must allow for green space to make it livable.
- Water quality - water treatment?
- We need a height limit for South Side of Greenway, so it doesn’t cast a shadow.
  - Shouldn’t block the sky all along the Greenway- need height limits
  - Concerned about height, especially on South
  - Stepping back from Greenway

- Design is so important.
- Concentrate on Hennepin, Lyndale, Nicollet, Midtown Exchange.
- Don't want intense development to override the rights of existing single family homes.
  - Spread out intensity
- Density doesn't necessarily mean height.
  - Developers can build to allowable density (distribution)
  - Set back from Greenway can reduce shadow, shading- make it a green space, not parking.
- Negotiate green space for Arsenic Triangle- Ryan Companies.
- Like walkable communities.
- Safety
- Attract population.
- Walkable vs. house/cars/parking.
- Opportunity for transit.
- Don't provide parking.
- Encourage mass transit.
- Too much density already: protect historical
- Density = noise, cars, trash, human behavior issues.
- Need density to support transit.
- Where to put it?
  - Transit stations
  - Have green space with high density
  - Residential development should be required to provide green space - especially workable green space; amenities
- Residential density
  - Not next to single family housing
  - Spread out intensity

### ***Comments on Development Opportunity Sites***

- Consider Open Space as an opportunity
- Residential/commercial
- Don't forget what works on Lake Street.
- Promenade.
- Residential should feed into existing commercial to strengthen pedestrian connection.
- Circulation off Lake Street, but businesses on Lake.
- Have homes on 29th face the Greenway (3-4 stories)

- Rainbow could be a mixed use site
- Lagoon – Ackerberg - ship crow shape building to reduce shadows

### **Comments on General Development Principles**

- Promote safe, calmed streets with “site appropriate width in” sidewalks. Focus investments toward developing an enlivened environment and an improved public realm.” –Wordage slightly altered from SEH Principle 1.
- Principle 2: Reestablish neighborhood transit. Removed transit due to LRT.
  - 60-80 percent carless people in Phillips neighborhood
- Additional public green space near high intensity developments. Promote opportunities for additional public green space, dedicated parks/parks and trail connections along the Greenway edge.
  - Cepro Grain site- keep open, or max 2 story
- In context of assuring additional amenities do not affect property tax structure of residents:
  - Strength of Phillips has been diversity and ability to accommodate lower income families.
- Midtown Phillips - Lake Street Initiatives (Powderhorn Website)
- Interest to keep buildings 4 stories or lower from 10<sup>th</sup> St to 15<sup>th</sup> St.
- Lake Street cannot be 8 stories and protect neighborhood interests
- 10th Ave. Block- remain residential (present owners).
- Promote development that reinforces and relates to adjacent land uses and appropriate architectural scale, particularly along Lake and Lagoon Streets and at commercial nodes. Question: Should the last phrase be deleted?
- Parking: 14th and 29th (Foundry) 2903- opp site. Accessed block by block. Move parking behind Ave.
- Promote safe, calmed streets with widened sidewalks. Focus investments toward developing an enlivened pedestrian environment and an improved public realm.

REPLACE <widened sidewalks> with - {site appropriate widths of sidewalks}

- Integrate transit with all redevelopment projects, including safe and visually appealing transit stops for future light rail or bus ways.
- Promote opportunities for additional public green space, dedicated parks and trail connections along the Greenway edge.

REFINE {The effect of changes should not adversely affect a neighborhoods ability to maintain and attract a wide range of residence with varied financial means.}

- Promote opportunities for art in public spaces.
- Support compact development and promote mixed use in the corridor. Create a more vibrant and diverse urban environment.
- Promote development the reinforces and relates to adjacent land uses and appropriate architectural scale, particularly along Lake and Lagoon Streets and at commercial nodes.

- Promote and integrated relationship between new development and Greenway edge. Fostering a sense of place and community.
- Develop a premier public edge along both sides of the Greenway, including 29th Street on the south side and a public promenade on the north.
- Locate parking either on the street or behind / between buildings along the block. Consolidate parking in structures or municipal lots.

ADD {Needs to be assessed block by block, may be appropriate on intersection of the Community Corridors - not on residential Avenues.}

- Locate front doors on the street, (including 29th Street and the Greenway) and relocate service doors, away from the public realm.

### ***Other Development Principles***

- Parking
- Environment
- Would prefer green space, promenades, pedestrian/bike access along the Greenway.
- All parking underground.
- Residential should require green space close by.
  - Workable garden space
  - The more intense the space, the more green and open space that should be required.
- Consider “green zoning”: zoning for green spaces, gardens
- Storm water management is critical in all cases, but especially in dense areas.
- Open space - need a ratio.
  - Closest around each transit node
  - Visual queue: open space to indicate that you have arrived
- Historical Preservation should be honored.
- Infrastructure impacts of density
  - Ecological
  - Add landscaping to enhance wildlife
- Impervious surfaces.
  - Water shed on your own property
  - Manage on site
- Profit-based development vs. Market-based development.
  - Housing is most attractive market
- Mixed use should drive the development
- Quality of Environment and density should drive the market

- Interest in Macro development of green spaces.
- Consolidate smaller and larger sites.
- Developers taking over green spaces - need to give back to the community
- Future development on south side of greenway needs to protect and ensure that sunshine/light is protected.
- More neighborhood input.
- Transit on front end of any development on the greenway.
- Mandatory contribution from future developers with regard to green spaces, and light rail.
- Respect historical sites along greenway, and take into account historical makeup of Minneapolis (like Theodore Worth Parkway) in future vision of greenway.
- Contributions from developers for art space areas along greenway.
- Would like gathering places with planned light rail entrances.
- The greenway should be complimentary to the Lake Street commercial areas.
- Sight lines need to be taken into account, and also income levels.

## Public Meetings #4 and 5 Summary: October 2005

### Western Half (west of I-35W)

Date of Event: Wednesday October 19<sup>th</sup>, 2005, 6:30 – 8:30pm

Location: Salem Lutheran Church  
28th Street & Lyndale Ave. S.

Participants: Approximately 35 participants signed in  
2 City of Minneapolis CPEDESTRIAN staff  
4 members of the consultant team

### Eastern Half (east of I-35W)

Date of Event: Thursday October 20<sup>th</sup>, 2005, 6:30 – 8:30pm

Location: Midtown YWCA  
2121 East Lake St.

Participants: Approximately 20 participants signed in  
2 City of Minneapolis CPEDESTRIAN staff  
3 members of the consultant team

## Review of Study Area Context, Inventory and Analysis

Much of the information included here, including the slide show presentation, will be included in more detail in documents posted on the project website at: [www.ci.minneapolis.mn.us/planning/midtown-greenway.asp](http://www.ci.minneapolis.mn.us/planning/midtown-greenway.asp)

- Mark Nolan of Short Elliott Hendrickson (SEH) reviewed the geographic context of the Midtown Greenway, from a regional/transit corridor perspective to a local and neighborhood perspective, stating that the corridor connects water features, open space, people, neighborhoods and the region together.
- Mark reviewed the following zoning and land use characteristics of the study area:
  - Higher proportion of land in Greenway zoned commercial and industrial
  - Less land zoned SF, much more zoned MF (330%)
  - Industrial land:
    - Less land used as industrial (4%) than zoned industrial (10%)
    - From 1990 to 2000, Greenway area lost 32% of industrial land (City lost 18%)
    - Equal increase (20 acres) in commercial and residential uses
    - Industrial land in Greenway valued 30% higher than rest of City
- The following demographic characteristics of the study area were discussed:
  - Population density
    - Greenway area 60% more dense than the City
    - Central subarea most dense, western subarea least
  - Median age
    - Greenway area same as City (about 31 years old)

- Western subarea 35 yrs, central 27 yrs
- Average household size
  - Greenway area 8% larger than City (2.43 to 2.25 persons per HH)
  - Western subarea 1.79 persons, eastern 3.07 persons
- Owner vs. Renter
  - Greenway area 38% owner-occupied, City 51%
  - Central subarea 22% owner-occupied
- Median Family Income
  - Greenway area 10% higher than the City (\$53,488 to \$48,602)
  - Central & eastern subareas both about \$33,000
  - Western subarea \$94,255 (283% of rest of Greenway area)
- The following initial market findings for the study area were reviewed:
- Residential
  - Lack of new senior housing in study area (price below \$400k)
  - Housing near/adjacent to the Greenway gets highest pricing near amenities
  - Lyn-Lake renaissance should continue
  - Condo conversions
- Commercial/Retail
  - Little/no office or retail proposed in recent development
  - High commercial occupancy (90%+) that serves local market
  - Increase in commercial rehabs on Lake Street
- Industrial uses
  - Many structures obsolete, parcels too small

### **Midtown Greenway Case Studies**

- Mark Nolan then reviewed the four (4) Case Studies that the project team chose to develop conceptual redevelopment scenarios for. It was stated that these sites were chosen because they individually represented conditions that exists throughout the corridor and thus can be applied to several locations. They are not meant to represent the most desirable or imminent development opportunities; rather, they are opportunities to explore ways that the greenway-friendly development principles might be applied to real sites.
- The Case Studies include two west of I-35W, which will be discussed on October 19<sup>th</sup>, and two east of I-35W, which are to be discussed the following evening. They include:
- West Lake Street/Calhoun (bounded by Lake Street to the south, the Greenway to the northwest and Tryg's restaurant to the east). Characteristics include:
  - Commercial frontage
  - Only site west of Hennepin

- Surface parking
- Recent adjacent development
- Potential connections to future transit
- Lyndale Ave. and 29<sup>th</sup> Street (bounded by Lake Street to the south, Lyndale Ave. to the east, the Greenway to the north and Bryant Ave. S. to the west). Characteristics include:
  - South side of Greenway
  - Adjacent to 29th St.
  - Direct connection to future transit stop
  - Located along community corridor
  - Near major commercial node
- North Side of Greenway, Near Midtown (bounded by the Greenway to the south, 14<sup>th</sup> Ave. to the east, roughly 28<sup>th</sup> Street to the north and 12<sup>th</sup> Ave. to the west). Characteristics include:
  - North side of Greenway
  - Absent of 29th St. (pedestrian connection)
  - Current industrial uses
  - Single-family home context
  - Near Midtown Exchange redevelopment
- Industrial at 28<sup>th</sup> Street and Hiawatha (bounded by 28<sup>th</sup> Street to the south, the Greenway to the east, 26<sup>th</sup> Street to the north and Longfellow Ave. to the west). Characteristics include:
  - Existing industrial context
  - Maintain industrial presence
  - Proximity to Hiawatha LRT
  - Improve edge conditions
  - East end site

### **Case Study Discussion Groups**

- Mark Nolan then discussed the purpose and format of the upcoming small group discussions, which will be facilitated by a consultant team or CPEDESTRIAN staff member. The same two case studies will be discussed at each table, totaling 30 minutes each.
- The following is a summary of the four Case Studies discussion from each of the eight (8) total groups:

### **Case Study #1: Lake Street and Calhoun**

- If housing, it would be good to maintain trail access and pedestrian connection along Greenway to future transit station.
- The roadways in the area are not pedestrian friendly, should improve connections from site to Lake Calhoun.
  - Solutions: widen sidewalks, greater visibility of crosswalks, and human scale rail transit in the Greenway.

- Traffic calming through visual cues (public art, color, shading).
- Residential may generate less traffic than other uses.
- This site lends itself to density more than other sites along Greenway.
- Consider additional streetcar stop(s) for local circulation.
- Offer better pedestrian circulation from site to future transit stop, both on Lake Street and via Greenway.
- Anything taller than 4 stories is too tall
- There is a trade-off, shorter buildings would likely mean less open space at street level.
- Pursue green roofs and green design of ground levels.
- Eyes, doors, balconies facing Greenway are good.
- Concerns shared about housing on Greenway level, and also how close.
  - Solutions: step back and/or no housing on floor 1 and maybe 2, or appropriate design for sound, etc.
- Like creating urban feel at street level, wide sidewalks, the greenspace in median is not usable.
- Currently higher intensity is more feasible financially, what makes the project feasible? Enough needs to be build to offset land costs.
- Can grass roots efforts be make to make the space more interesting to developers?
- Increased green space is good along the Greenway.
- What are the possibilities for creating emphasis on native plants, and will this help to integrate the greenway to adjacent green space?
- Mixed use buildings are better than single use. Give people more options.
- Green building practices can diminish impact of evolutionary changes of the space.
- Can enough parking be created to allow for higher density building?
- Places where there are fewer pedestrians allow for taller buildings.
- Q: Consider shadowing on Greenway? (set back for high-density).
- Q: Congestion on Greenway: at what point do we “chew it up” with development? Bikes meeting pedestrians: safety issues are already emerging
- Underground parking is ideal, but costs are sometimes prohibitive.
- Q: Transit in the future on the Greenway: how does this affect allocations for parking? (Some banks are requiring two lots/unit, even though they admit they’ll often use only one. The city requires one.)
- Placement of residential opportunities close to Greenway- consider how close it will be to the housing.
  - So we need to consider transit relative to it, how close and also proximity to other development.
- Timing of transit should be discussed and considered with respect to development
- What about circulation of pedestrians? We need to consider making pedestrian access much easier before people will move here. Better design of crosswalks and inclusion of bumpouts- this is critical in areas near lakes.
- Should this be mixed use development? People seem to like it, with retail on bottom and residential on top.

- Back to shadowing: step building back. Potentially no more than 4-5 stories
- Q: Greenway Overlay District Plan- does it specify no shadowing? We seem to no shadowing.
- How do you design traffic flow on perimeter, so you don't trap exhaust? We can consider parking maximums. Comment: We can have two sets of policies for densities (now and later, once transit comes in).
- Big issue: height of buildings – do need green space there!
- We like the idea of pulling buildings away from Greenway.
- What about Greenway shading?
- What about Greenway capacity?
- Amount of parking – neighborhood is concerned about parking.
- With transit you need less parking.
- Really shouldn't talk about transit if it's 30-40 years out.
- Mixed use is way to go.
- Maintaining pedestrian priority can be a really problem.
- Height – numbers have to work for it and happen.

### **Case Study #2: Lyndale Ave. and 29<sup>th</sup> Street**

- 29th St. takes pressure of Lake St. and 28th St.
- 29th can serve bikes and pedestrians, not highly used by cars, need it to get to Bryant Ave entrance.
- If it is made one-way, must also do traffic calming.
- Building scales at 8-10 stories is too high for area.
- Other- maybe scale is okay.
- Repeat historic pattern of commercial at street level, all 2 stories and up from there to 5
- Height:
  - 8-10 stories okay, but not so close to Greenway so it shades Greenway.
  - 8-10, but stepping, not big blocks.
  - Taller okay, can help support area, especially if mixed use and pays attention to Greenway.
  - Like limits, 8-10 is too high, shaded space not so much of an amenity.
  - Should be a study focusing on larger area than just Greenway.
  - When pressed 4-6 stories okay.
- Need to do a better job of embracing Greenway, elevation, open plaza at trail if can be successfully active and safe, play with elevation differences and space to blend street level and below-grade Greenway, perhaps mid-level plaza, perhaps grand cascading stairways, etc.
- Can pedestrian crossing be achieved from the 29<sup>th</sup> Street side any other way than up and over?
- Access should take into consideration the long term LRT etc. development to prevent the need for future redevelopment.

- 29<sup>th</sup> needs to remain wide enough to accommodate traffic, to help congestion.
- 29<sup>th</sup> should be bicycle and pedestrian friendly, to allow access between the Greenway and the street.
- Look at setbacks on connecting streets to give people room as they approach the Greenway.
- Do taller buildings allow for more open space between?
- Consider the trench and its relation to Lyndale development. Development here has to be on 29th Street. The trench makes it difficult for development.
- Q: Parking is already a problem on Aldrich, Bryant, and Colfax. We need to look at congestion. (Make sure they have enough onsite parking.)
- What should be along 29<sup>th</sup>? 2-4 stories on Greenway, more height on Lyndale? Keep 29<sup>th</sup> and consider making it a one-way and add a sidewalk on the Greenway side. We like the idea of a stairway.
- What about getting development along the Greenway? In winter, there aren't a lot of people there, but shading could make it a sheet of ice. (We were reminded that they do salt and clear it.)
- One person didn't like the idea of re-routing 29<sup>th</sup>. We agree that we want the street to remain, want it more pedestrian friendly and want a sidewalk on Greenway side ("eyes on Greenway"), above the Greenway, but all along 29<sup>th</sup>. Sidewalks along Greenway would help ease congestion (access to Greenway).
- Density "bonuses"- trade-offs for open space.
- Issue: Maintaining green space- land trusts?
- Make 29<sup>th</sup> a one-way.
- Widen 29<sup>th</sup>.
- Make 29<sup>th</sup> Street a bridge.
- Open up to Greenway.
- Should be sidewalk on Greenway.
- Sidewalks all around the Greenway, or at least plan for sidewalks.

### **Case Study #3: North Side of Greenway, Near Midtown Exchange**

- Small structures, small-town feel.
- Owner-occupied is important.
- Not good place to keep industrial.
- Like turning it over to residential.
- Retail isn't necessary because so close to lake, may detract from lake.
- Higher density is good
  - Should include parks/green space.
- Important to make Greenway as accessible as possible.
- #1 is better transition from Midtown Exchange.
  - East-west transition is important, not just north-south.
- Public promenade desirable but expensive.

- Parking/congestion shouldn't be a problem if kept on-site.
- Balconies should be on Greenway side.
- Not an accessible except by car.
  - Pedestrian/bike- address/embrace
- Parking for light rail/park & ride
- Live-work units good
- Employment-oriented
- Light manufacturing – access
- New rules: Solar energy- more sustainable and lasting.
- Transition- more green space.
- Modular design- future use.
  - Build on top
  - Convertible
- Mixed use – accommodate services.
- Lake Street accessibility – walkable.
- Cultural- use/embrace.
- Not a hi-rise site.
- “Real community” is not planned- organic grown.
- Higher density (dislikes)
  - Storm Water Management
  - Greenway isn't embraced
  - Not blocked off
  - Need green space
  - Services
    - Coffee shop
    - Video
  - Green roofs
- Lower density: transition to residents (likes)
- Entrance- welcoming
  - Facades that block
  - Create entrances
  - Gateway entrance
- Plazas and squares- with security, creating a sense of place.

- Connection to green space.
- Re-use of existing buildings for roof gardens!
- Make it unique.
- Parking accommodations.
- Retain services.
- Community shouldn't need to commute.
- Density to Corridor.
- Accessible for all abilities – not just the able.
- Redevelop what's already here.
- Live/work.
- Building face to Greenway.
  - Change
  - Switch tunnel/can you affect?
- Grocery- Phillips' needs. Mixed use. Services.
- More green space.
  - Greenway not accessible
- Use more views
  - 180 degree turn- variety of visual access
- Not cheap town houses.
  - Not viable- age quickly
  - Quality construction
  - Mixed business uses
  - Viable- self sufficient
  - Protect our housing
    - Height an issue
    - Parking an issue
- No parking at street level
- Residential use
  - Single family value decrease
  - Density?
  - Should be affordable
  - Owned or rented
  - Parking?

- Existing housing
- Stock- fix up/tear down
- Housing vacancy- rental- concerned/dislike.
- Small businesses to employee
  - Community into community
- Re-use of existing stock.
  - Mixed use better.
- Recyclable asset.
- Preserve green space.
- Preserve/add community gardens
  - Ease transition
  - Amphitheatre
  - Ease up grade
- Development at grade.
- Historical structure needs retaining.
- Dislikes:
  - Traffic
  - No jobs
  - Too dense
  - Less density
  - Integrate with greenway
  - Makes a canyon effect
  - Architectural style to reflect history- Milwaukee Ave.
- Likes:
  - Neighborhood concept
  - Working class
  - Keep people here
  - Promenade on Greenway
  - Pep connect
  - Angle for views
  - Mixed use
  - Open space
  - Owner occupied- not rental

- Continuous public realm opportunities
- North of Greenway- no space between site and Greenway.
- Possibility for bringing development into trench.
- Single family homes.
- Close to Midtown Exchange makes more attractive to developers.
- Like smaller structures, small town-feel.
- Home ownership is important – market will probably dictate that.
- Residential good idea.
- Don't think retail here is necessary- Lake St. is all retail – don't want to compete
- Might even detract from Greenway.
- Coffee shop, maybe.
- Need higher density, economically, environmentally- but need parks and open space.
- Trade density for parks?
- Between 28<sup>th</sup>, Lake St., Chicago & Hiawatha there are no parks!
- Open to Greenway- access from buildings good idea.
- Hospital planning to build park, close off 10<sup>th</sup>?
- Like transitions.
- 4-5 stories too much?? one person
- Wouldn't mind getting rid of airplane junkyard!
- Back of Sears, 3/4 stories, then transition as you go east.
- Don't want canyon.
- East-west transition as well as north-south.
- What is attraction to Greenway if there's no access? Why heavy development?
- More access points difficult.
- Maybe developers can create access.
- Doesn't create park.
- What about stairway?
- B: Opportunity to walk above Greenway? Absolutely.
- Maybe not if streetcar- don't know why that should go in- seems very frivolous.
- Only thing about promenade: seems very expensive- doesn't sound feasible.
- Underground parking takes congestion off street.
- Streets clogged all day long on 13<sup>th</sup> (Wentworth Air).
- Consider parking for Mosque (this was addressed when new Mosque site purchased)

- 29<sup>th</sup>/Bloom- north side of Greenway plans was a boardwalk that might be gated- tons of windows- people wouldn't want to do something on that spot.
  - Balconies.
  - Come down a little bit- doesn't have to be all the way.
  - Like your front yard is the Greenway.
  - Greenway at street? don't know of anyone who thinks of it as an alley.
  - Back away from Greenway- if you don't do that, losing amenity.
  - Don't know if you need a door, but windows/balconies.
  - Needed multiple entrances.
  - Are we putting the cart before the horse?
    - Traffic and parking are concerns, how are we going to support all of the traffic from the cumulative effect of development??
  - Step back development from Greenway.
  - Need a proportionate “park space” to support the density.
  - Need a public space.
  - Need affordable rental units.
  - Need a place for poor people to live.
  - Provide 50% affordable housing.
  - Grandfather-in property tax rates for existing residents.
  - Need more space.
  - Make space that is livable.
  - Shading on Greenway is a concern.
  - Economic viability – we need to be denser.
  - Site could be used as a productive industrial space. That would allow people to drive to work.
  - Put “flats” along Greenway.
  - Put “row homes” along 13<sup>th</sup> Ave. S.
  - People want to walk to work.
  - Industrial is not a problem if mixed with residential.
  - Employers should hire in-area, so people can live and work in the same neighborhood.
- Case Study #4: Industrial at 28<sup>th</sup> Street & Hiawatha**
- Try to do something more interesting along Greenway.
    - Example: green roof.
  - Take advantage of bridge.
  - Intersection at 26<sup>th</sup> and Hiawatha is very dangerous.

- People from NW of site won't have easy access to Greenway bridge, so they'll just cross busy street.
- Public works site could include landscaped sidewalk through site to bridge, can also serve as buffer for SF homes.
- Lots of lighting is needed.
- Roof depot parking lot needs landscaping with a better fence.
- Need jobs: important in this area (jobs with opportunity for advancement)
- Mix of uses is good for having people around all the time.
- Good to have residential above industrial.
- Needs to be interesting because adjacent to Hiawatha and bridge.
- If redeveloping, have to think of edge conditions within site as well.
- "Edge treatment" – if industrial stays
- Industrial, how to improve for residential?
- Industrial is changing- high-tech, low intensity.
- Site where we may want to keep industrial – back of direct access.
- Don't want Public Works facility- office showroom being built on 28<sup>th</sup>/Hiawatha.
- Something more interesting should be on Greenway.
- Street through middle of site.
- Important to take advantage of bridge – should be a major transit – development should take advantage.
- Wish the ramp had pedestrian access to 26<sup>th</sup> – now is at Greenway and it's a dangerous intersection.
- If city redeveloped Public Works, would want easement for pedestrian access.
- Better than having to walk on Hiawatha.
- Buffer residential from industrial.
- 1,200 people in 4 blocks area at Little Earth, and shops on other side of Greenway.
- How to make industrial better neighbors?
  - Berms so you don't have to see
  - Wall/fence
  - On Greenway side, want to be able to see in – windows.
  - Lighting – lots
- It would be easy for them to have an aesthetically appealing wall.
- Fence is now ugly.
- Employment Center?
- Jobs are big issue- need for jobs.
- Has a lot to do with what kind of job. Want jobs with advancement opportunities.

- What about vertical mixed-use? They do it in other cities.
- People around all the time.
- B: No good regulations for live-work units, parking, or number of cars.
- Factory, along Greenway, could go up a few stories – Warehouse District-style residential – 4 stories above.
- Height more appropriate- not lots of single-family right across from it.
- Green space between ramp and building.
- Not sure about townhomes – maybe just green space between housing and industrial.
- Don't take trucks/trailers through live-work streets.
- Way to go behind/underneath Greenway?
- Buffering within mixed-use, not just between it and neighbors.
- Trucks – get rid of small building to the east? But if you add residential, would be a problem?
- Housing should be buffered.
- Light industrial wanted in neighborhood.
- Widen 26<sup>th</sup> Street on north and south side of street and put in turn lanes.
- Carve out a park space or at least put in a retention pond to pick up rainwater from roofs.
- No asphalt or concrete plant desired in the neighborhood.
- Eliminate parking right next to Greenway and put in shrubs and landscaping or possible café along the Greenway.
- Like the mix of the development.
- No tax increments for new developments.
- Mix use that uses mass-transit is a great idea.
- Rain gardens, green roofs, sustainable building wanted.
- Affordable housing- also means providing affordable places when it comes to utilities.

## Public Meeting #6 Summary: November 2005

Date of Event: Tuesday November 15<sup>th</sup>, 2005, 6:30 – 8:30pm

Location: Midtown YWCA  
2121 East Lake St.

Participants: 17 participants signed in  
2 City of Minneapolis CPED staff  
3 members of the consultant team

### *Review of Planning Process and Schedule*

- Mike Lamb of Cuningham Group briefly reviewed the study purpose, goals, development principles and community workshop process thus far.
- Mike then reviewed the goals and visions for the Midtown Community Works and the Midtown Greenway Coalition, as well as development trends in the corridor (see notes for October Community Workshops)
- Streets and sidewalk widths and conditions throughout the Greenway were presented, as well as the varying block patterns (irregular, end-grain and street face), types (pedestrian promenade, public right-of-way, private lot and urban) and conditions. Greenway conditions and images were also shared.

### *Greenspace Implementation and Ownership Strategies*

- Steve Quam of Quam Sumnicht Associates then presented preliminary research and analysis of green/open space financing, ownership and implementation strategies. The following items were discussed:
- Greenspace Types
  - Sidewalks, Promenades, Improvements to Private Adjacent Property
  - Community Gardens
  - Park Space
  - Transit Station Areas and Right of Way
  - Transit Plazas (outside the station area)
- Greenspace Owners
  - Private
    - Sidewalks, Promenades
    - Improvements to Adjacent Property
    - Transit Plazas (outside the station area)
  - Quasi-Public
    - Community Gardens
  - Public
    - Sidewalks, Promenades
    - Community Gardens
    - Park Space

- Transit Station Areas and Right of Way
- Transit Plazas (outside the station area)
- Greenspace Tools for Private Development
  - Private enterprise—rental & sales sufficient to acquire and maintain
  - Market enhancement—an investment yields more revenue than it costs
  - Approvals—Zoning, conditional use, etc. for redevelopment
  - Condition for public funding or land for redevelopment
  - Bonuses—density for green space
  - Greenspace or Park set aside requirement for adjacent development
- Greenspace Tools for Quasi-Public Development
  - Non-profit acquisition, charitable contributions/grants
  - Charitable dollars to enhance space
- Greenspace Tools for Public Development
  - Tax dollars to acquire, build and maintain
  - Public land sale revenues
  - Transit revenues
  - Creation of a park programmed for garden use
  - Charitable dollars to enhance space
  - Dedicated Revenue and disbursement fund?—public land sales/swaps, maintenance reductions

### **Midtown Greenway Design/Development Guidelines**

- Mike Lamb then presented the preliminary development guidelines to the meeting attendees. He reviewed the following structure of the guidelines as a way to guide development in the corridor:
  - Form based approach
  - West, Central and East Subareas
  - Development Districts: Transit-oriented, Urban-oriented and Neighborhood-oriented
  - Building Types
  - Public Realm
- Development districts were then discussed within the context of three geographic Greenway subareas (West – France Ave. to Lake of the Isles Pkwy, Center – Lake of the Isles Pkwy. To I-35W, and East – I-35W to Hiawatha Ave.):
  - **Transit-oriented:** more intense development associated with transit station areas; includes more dense and mixed-use building types.
  - **Urban-oriented:** typical urban development that includes attached dwelling units up to 5 stories; intensity is usually located at street corners or adjacent to parks/open space.

- **Neighborhood-oriented:** development that occurs at the scale and variety of an existing neighborhood; mostly single and two-family density.
- Allowable building types for each development district were also reviewed. These building types include the following:
  - Type I – Single and Two Family
  - Type II – Rowhouse and Townhouse
  - Type III – Small Apartment (up to 12 units)
  - Type IV – Apartment (up to 5 stories)
  - Type V – Tall Apartment (over 5 stories)
  - Type VI – Mixed-use/residential
  - Type VII – Mixed-use/office
  - Type VIII – Greenway Building
  - Type IX – Accessory Unit
  - Type X – Large plate (maximum 20,000sf)
- Building height, discussed in the development principles and building types, is an important factor for Greenway-friendly development. The following building height concepts were presented:
  - General range specified in Building Type plates
  - Development districts generally relate to existing zoning
  - Height at the greenway should not exceed 4 stories
  - Blocks that include tall buildings may include other building types as well
  - Blocks that include tall buildings should provide additional open space within the development block
  - Building height can step down near the greenway
  - Shadowing of greenway is minimized; solar access should be maintained
  - Where shadowing of greenway occurs, building configuration
    - allows sunlight to reach greenway at various times of the day [Example, angled walls at Lagoon development]
  - Building types guide height to allow a transition to occur from taller to shorter within the neighborhood
- Neighborhood transitions are also addressed by the development guidelines and include the following:
  - Neighborhood Development District is designated to maintain/preserve existing use and character
  - Building types allowed:
    - Type I - Single family/two family
    - Type II - Rowhouse/Townhouse
    - Type III - Small apartment (up to 12 units) End-grain block types can accommodate change in building scale and height
  - Development massing can become finer grain near low density edge (smaller buildings)

- Multiple front doors can be established along street
- Elements of traditional architectural style can be utilized
- The following public realm features and issues, as addressed by the guidelines, were then presented:
  - Guidelines require more open/green space as intensity increases
  - Vision is to accommodate public realm (all modes of movement) along both edges of the greenway
  - Primarily a pedestrian promenade along the north edge
  - Accommodate re-establishing 29th along the south edge as possible
  - Encourage connection of greenspace, parks and open space to the greenway
  - Encourage development of a variety of greenspaces and plazas within the greenway
  - Plan for transit plazas at greenway and street-grade at transit station areas
- Case studies for development on the south side of the Greenway (Case Study #2) and north side (Case Study #3) were presented, with images showing how they would be addressed by these development guidelines and building types.
- Next steps were discussed, including a preview of the discussion groups (see below) and a review of the geographic/regional context of the Midtown Greenway and some photographs of key areas of the Greenway.

### **Discussion Groups**

- The following is a summary of the discussions held at each of three (3) tables regarding open/greenspace and design/development guidelines:

#### **Table A**

- Open/Green Space
  - Some think it's an urban corridor so there shouldn't be a great deal of parks
  - Connections to other nearby parks is important
  - Landscaping needs to be appealing but also useful for wildlife
  - Need to be sustainable, function greenspace like green roofs
  - Need large canopy trees
  - Diversity in plantings is important
  - Private greenspace along with new development is just as useful as public greenspace
  - Setbacks are an essential component for multi-unit buildings as well as single-family homes, especially facing the greenway
  - Promenade/sidewalk is a nice idea
    - Public eyes would be good
    - 15 feet of sidewalk would be nice
    - Midtown Lofts was patio wall which doesn't create comfortable feeling on the promenade – example of what not to do
  - Every street crossing the greenway is public space – need more access down to greenway

- Development Guidelines
  - North side – need to provide for higher density because it won't shade
    - Just along the very edge without impeding on single-family homes
    - May require buffered area long greenway and next to single-family
  - Would like to encourage development of entire blocks so more cost-effective to developers but can get more public benefits and variety of housing
  - How do we get to a minimum density?
    - Maybe minimum FAR, maximum parking, etc.
  - Besides shading of the greenway, it is important to consider the solar access of adjacent single-family homes
  - Building types can help with new buildings adhering to existing character of areas
  - Building types could possibly be more specific
    - Maybe height limit in the Urban development district?
  - Want to see more mixing of development districts directly on the greenway
    - Maybe there should be more Urban development districts directly on the greenway

#### Table B

- Open/Green Space
  - Should have hierarchy of green space ownership
  - Should have better defined ownership scenario, and one that keeps green space in hands of park-oriented and not transit-oriented governing bodies
  - Should strive for public green space ownership to guarantee access and use by future users
  - Midtown Greenway Coalition favors "Open Space on Greenway" visioning process and has verbal support of all park board members-elect
  - Midtown Greenway Coalition favors higher density along corridor
- Development Guidelines
  - Guidelines should include employment and industrial building types to address and anticipate employment needs in the community
  - Realign East subarea development district 2 along Bloomington Ave: move boundaries ½ block toward Bloomington from 15th and 16th Avenues so that they follow alleys instead of streets
  - Importance of Greenway features (average vote):
    - Expanded transit station areas: 4
    - Community gardens: 2
    - Park space: 3.5
    - Sidewalks between streets and greenway edge: 4

- Open space within developments: 3 (if they are adjacent to Greenway \*less important if they are not)

### Table C

- Open/Green Space

- These open space/public realm features were thought to be important:

- 5 votes: Expanded transit station areas
- 5 votes: Community gardens
- 5 votes: Park space
- 5 votes: Open space within developments
- 5 votes: Sidewalks between streets and the greenway edge
- 4 votes: Promenades between private development and the greenway edge
- 4 votes: Green streets linking the greenway with Anderson School and Powderhorn Park

- Development Guidelines

- Why would you put a large plate building in development district 1? It's either not intensive enough for the transit development district, or it's a big box mall--neither of which are a good fit for these districts.
- In the east subarea, development district 2 should include the "apartment" building type. Folks wanted the option of more intensive development along Bloomington Ave.
- Zones should generally break at alleys instead of streets.
- The four story restriction along the greenway isn't necessary on the north side of the greenway.
- People liked the model in general--with development districts and a range of specified building types that worked in that district--and thought it was clear.
- People liked the menu of options approach to guiding developers on the height issue.
- One person felt strongly that we should be consciously fostering new industrial development for jobs.

## Public Meeting #7 Summary: February 2006

Date of Event: Tuesday February 28<sup>th</sup>, 2006, 6:00 – 8:30pm

Location: Intermedia Arts Auditorium  
2822 Lyndale Avenue South

Participants: 70 citizens signed in  
2 City of Minneapolis CPED staff  
5 members of the consultant team

### **Purpose of the Meeting**

The purpose of the meeting was for the consultant team and staff to present preliminary elements of the Midtown Greenway Land Use and Development Plan. It was stated that the Plan is not yet in draft stage, so input was still welcome from participants and will be incorporated into future iterations of the plan.

In addition to the presentation, participants were asked to participate in an informative open house to look at graphic representations of the land use plan, development guidelines and open space features in their current form and invited to comment in written format on these elements. Several exhibits were available to provide information to participants and to solicit input and feedback into their primary issues and concerns for the project as it nears its completion. The following is a list of these exhibits:

- Preliminary Development Guidelines
- Preliminary Future Land Use Plan
- Existing Public Realm Features
- Proposed Future Public Realm Features

### **Presentation**

After introductions of the consultant team and City staff were made by Beth Elliott (Minneapolis Community Planning and Economic Development department) and Mark Nolan (Short Elliott Hendrickson, Inc.), and the goals and purpose for the meeting reviewed, the following information was shared with the participants.

### **Study Area Context, Process and Background**

Mark reviewed the regional, local, urban and neighborhood significance of the Midtown Greenway. He then reviewed the extensive public engagement process for the Midtown Greenway Land Use and Development Plan. This final meeting is the seventh public meeting held throughout the process. The date, place, content and format of each prior meeting were reviewed.

The project Vision Statement and Principles of Greenway-Friendly Development were briefly presented for participants. These principles had originated with prior studies and were modified to reflect input and feedback from the public and the Steering Committee. The Vision Statement is as follows:

*“The greenway area is distinctive in its proximity to exciting and convenient commercial districts, in the availability of outstanding transportation options, and in the presence of the Midtown Greenway amenity itself. Over time it will grow as a place where the natural and built environments work together, where mixed-use development patterns of varying intensity are complemented by open space and traditional urban neighborhoods. New private development, and enhancement of the public landscape, will add to its commercial, residential and recreational assets, and strengthen its sustainability and connectedness.”*

The following are the Principles of Greenway-Supportive Development as presented to the participants:

1. Promote a safe, vibrant and active environment with calmed streets and widened sidewalks. Focus investments toward developing an enlivened, pedestrian-friendly public realm.
2. Integrate and encourage transit with all redevelopment projects, including safe, accessible and visually appealing transit stops for existing and future rail and bus transit.
3. Promote opportunities for additional public green space, dedicated parks and trail connections and public art along the Greenway edge, especially near transit stops and higher intensity developments.
4. Support compact development and promote mixed use in the corridor. Create a more lively and diverse urban environment.
5. Focus the most intense development near future transit stops and existing commercial nodes and encourage the provision of open space and active stormwater management in new developments. Step back building mass to minimize shadows in the Greenway.
6. Promote development that reinforces and relates to adjacent land uses and appropriate architectural scale, particularly along Lake Street and Lagoon Avenue and at commercial nodes.
7. Integrate commercial development both vertically and horizontally with other uses at key commercial nodes and future transit while complementing vibrant activities on Lake Street.
8. Utilize new development, the pedestrian environment and open space to promote an integrated relationship between the Greenway floor and the Greenway edge/rim, fostering a sense of place and community.
9. Develop a premier public edge along both sides of the Greenway, including a more pedestrian and bicycle-friendly 29th Street and public promenades.
10. Promote parking either on the street or behind/between buildings along the block. Consolidate parking in structures or surface lots with direct access from primary traffic routes.
11. Promote Greenway safety and comfort through environmental design features such as doors located on the street or Greenway as appropriate, windows facing public space and the relocation of service doors away from the public realm.
12. Promote an improved relationship between industrial uses, residential areas and the Greenway through landscaping and urban design.

### ***Future Land Use Plan***

Mark Nolan gave a brief presentation of the draft Future Land Use Plan for the Midtown Greenway project area. Mark stated that participants were encouraged to take a closer look at the maps on display during the open house portion of the meeting and to ask questions. Major policy-related factors were then presented to illustrate the rationale behind the placement of residential, commercial/mixed use, industrial and open space uses. These were:

#### *Residential:*

- Established residential neighborhoods
- Increased housing can complement commercial/ retail on Lake Street
- Relative density of residential uses correspond to Development Districts
- Most intense category – Very High-Density (over 120 DU/acre) – is not included

### *Commercial/Mixed Use:*

- Integrate commercial development at key nodes along Lake St. and Lagoon
- Concentrate commercial uses at the Greenway at existing nodes to complement Lake Street
- Vertical mixed use and a variety of activities are desirable at these locations

### *Industrial:*

- Locate near highways & truck routes for good access
- Limit occurrence of isolated industrial uses in residential neighborhoods
- Obsolete buildings, outdoor storage
- Land values are rising, return on investment is higher for residential uses
- Accommodate artists who work with industrial media

### *Open Space:*

- Please refer to “Public Realm Improvements/Strategies,” below

Mark then presented images of the Future Land Use Plan for the western, central and eastern subareas of the project area, along with brief explanations of key components of each.

## **Development Guidelines**

Mike Lamb from the Cuningham Group then presented the Development Guidelines to the group. These are revised from those presented to the public at the November, 2005 meeting based on feedback obtained from the public, City staff and the Steering Committee.

Mike briefly discussed the boundaries and characteristics of the west, central and east subareas and gave an explanation of the three Development Districts, which are applied to different areas of the project and describe relative density, bulk and arrangement of development. These are as follows:

### **Transit-Oriented**

This development district is intended to accommodate development that will support existing and future transit use at key station areas. The district is identified with planned transit areas at West Calhoun, Hennepin, Lyndale, Nicollet, Chicago and Bloomington Avenues.

### **Urban-Oriented**

This development district accommodates higher density development that is less intensive than that supported in the transit-oriented district. It is generally called for in locations that are neither anticipated transit stations nor adjacent to areas of single-family housing.

### **Neighborhood-Oriented**

This development district supports development that is compatible with the existing, established residential neighborhood pattern and use. Building types are respectful of the general height and scale of existing structures.

Mike also presented the various building types to be used in the above development districts. Accompanying the brief definitions were images depicting each building type. Types presented included:

- Type I - Single Family / Two Family
- Type II - Rowhouse / Townhouse
- Type III - Small Apartment
- Type IV – Apartment
- Type V - Tall Apartment
- Type VI - Greenway Building
- Type VII - Accessory Unit

Mike discussed how urban design principles and techniques can be used to mitigate the effects of higher-density developments. These included a connected network of multi-modal streets, a prominent public realm and open space system, and using architecture and landscape standards that clearly define street frontages and a pedestrian-friendly environment. Mike also discussed the importance of preserving existing single-family neighborhoods and transition to these within and adjacent to the Neighborhood-Oriented development district. Case studies on both the north and south sides of the Greenway were then presented to demonstrate how the guidelines may be applied in three dimensions.

### **Public Realm Improvements/Strategies**

Steve Quam of Quam Sunmicht Associates presented and discussed the Public Realm Features and proposed future improvements to the open space system in the western, central and eastern subareas of the Greenway project area. Participants were encouraged to observe and comment on the graphic presentation boards on display after the presentation. Public realm features discussed included:

- Future pedestrian promenades and sidewalks
- Greenway access points (at-grade, stairs, ramps)
- Public institutions
- Existing green/open space system
- 29<sup>th</sup> Street extensions
- Existing and proposed transit station areas

The following matrix was then presented to outline improvements and enhancements to these public realm features as well as recommended strategies for ownership, management and maintenance of each:

<b>Public Space Type</b>	<b>Definition</b>	<b>Ownership</b>	<b>Management/Maintenance</b>
Streets & Sidewalks	Hard surface vehicular routes and pedestrian walkways along property or streets	City of Minneapolis	Maintenance by City. Snow removal from sidewalks by adjacent landowner, except where Special Services District or Housing Improvement Area provides maintenance
Promenades	Hard surface pedestrian walkways north of Greenway, abutting private property	Private with public use easement	By agreement with landowners under Special Services District or Housing Improvement Area

Community Gardens	Property owned and maintained for the purpose of community gardening	Non-profit entity or Park and Recreation Board	By Non-Profit Organization
Parks	Property owned and maintained for public recreational or passive use	Minneapolis Park and Recreation Board	By Minneapolis Park and Recreation Board
Greenway Access Points	Property containing an access way to transit stations or Greenway path	Hennepin County (Rail Authority)	By Hennepin County (Rail Authority) or by Special Services District or Housing Improvement Area
Transit Station Areas	Property containing a transit station or adjacent plaza	Hennepin County (Rail Authority)	By Hennepin County (Rail Authority) or by Special Services District or Housing Improvement Area

Beth Elliot then presented the next steps for the project, which included:

- Once plan document is finalized, 45-day review period will begin.
- Planning Commission will hold public hearing and either recommend approval of document or ask that revisions be made.
- City Council votes on final approval.
- Once plan is approved, it becomes official City policy for the designated study area.
- Plan will be used by city staff, Planning Commissioners, Council Members, developers, and neighborhoods to direct future land uses and development.

Next, Mark Nolan discussed the content and format of the open house portion of the meeting, and presented contact information for the City, which included Beth Elliott’s contact information as well as the project web site address.

### Survey Results

Participants were asked to complete a one-page survey so that the project team may learn more about the meeting attendees and so that they may compare the results with those of the initial Open House survey. The results are as follows:

1. Relationship the 42 participants have to neighborhoods:	2. Neighborhoods participants live/work in:	3. Participants heard about meeting in the following ways:	4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)
Live: 40	CARAG: 11	Email: 26	No: 14
Work: 12	Lowery Hill East: 8	Word of Mouth: 16	Unsure: 13

Live & Work: 10	Whittier: 7	Other: 10	Yes: 9
Work Only: 2	East Phillips: 3	Newspaper/Journal: 6	No Answer: 6
	East Isles: 3	Newletter: 2	
	Cedar-Isles-Dean: 3	Flyer: 0	
	West Calhoun: 2		
	Powerhorn Park: 2		
	Other/Don't know: 2		
	Phillips West: 1		
	Midtown Phillips: 1		
	Lyndale: 1		
	Longfellow: 1		
	ECCO: 1		
	Corcoran: 1		
	Central: 0		

### Participant Comments

The following written comments were received from meeting participants:

## From Surveys

4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)	5. What is the most important issue affecting land use and development in the Midtown Greenway?	6. How well has this issue been addressed by this study thus far?	Additional Comments.
Yes	Architectural design on a case by case basis. This policy as presented is well considered. Extending the street grid. Let's not fear height.	I like extending 29th Street at Dupont.	
Yes	We need to creat and maintain greenspaces along the Greenway to make it as pleasant as possibly a place to be.	Some issues, like public purchase of land, do not seem to have been addressed enough- it's good that a fee paid by private land owners was brought up at this meeting (for the purchase of open space). I hope the land that is now owned by public holders will be used for greenspace.	I appreciate the effort to increase the density at transit nodes and steer overcrowding like Bloomington.
Yes	Density (this is an ongoing urban dilemma), Urban Design, Transit (too many cars),	An issued/topic that has not been discussed to date is looking for opportunities for District Energy and sustainable Energy Efficiency for buildings.	
Yes	Keeping the "Green" in Greenway.	We'll see at the end of March.	
Yes	The need for greenspace that provides beauty for humans and food/cover for wildlife- the Greenway corridor connects with the Mississippi River, the Lakes and the Cedar Lake Nature Trail- this is a regional connection that needs to be ecologically designed.	Not very well- Not at all beyond the words "greenspace" which could be, but shouldn't be "lawn"- in most people's idea of greenspace.	
Yes	We need to greatly increase density along the greenway.	Has been addressed well.	

4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)	5. What is the most important issue affecting land use and development in the Midtown Greenway?	6. How well has this issue been addressed by this study thus far?	Additional Comments.
Yes	Strong insentives to public greenspace and higher densities, and/or insentivesfor the opposite	N/A	
Yes- up to a point	Affordable housing (mixed income) and transportation.	It feels like it's starting to get addressed.	I would like to see a DIVERSE mix along the Greenway of residential, commercial, light industrial, and plenty of GREEN. The housing, etc. should be mixed aesthetically as well as income-wise.
Yes- But the "so-called" policies have already been adopted.	Developers creating their own character and inflicting it upon the neighborhoods instead of fitting into the character already there. If we keep allowing tall buildings then the greenway will just be a 8(+) story copy of Maple Grove.	Excellent. To me it is obvious that the city council, planning commission, etc...have steered their policy into place and all subsequent comments will be molded to fit that policy.	
No	That this is a public policy tool to write the rezoning of the area up to 28th Street, without call it a "formal rezoning". Zoning follows policy which follows the comprehensive plan.	NOT AT ALL. The future commitment has not been addressed. It continues to get pushed aside as a future discussion point. Be honest about the study- it is setting Development Policy for intensive residential redevelopment without addressing the transit, open space, pedestrian systems and impacts to the neighborhoods. Why is this not an AUAR, one which has to formally evaluate the proposed land use?	

4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)	5. What is the most important issue affecting land use and development in the Midtown Greenway?	6. How well has this issue been addressed by this study thus far?	Additional Comments.
No	Lack of greenspace- Overdevelopment- Increase of traffic and pollution. No protection for existing/family dwellings. Crime increase. Affordable housing.	Not well. Not enough input from individual home owners in the Plan area.	With increased density of population, park space needs to be increased at the same rate! If population doubles, public greenspace needs to double, regardless of private greenspace! In research by the Universities of Wisconsin, Illinois, Virginia, and Washington, as greenspace decreased per capita, crime increased and health decreased. The "banks" of the Greenway trench are too steep for making them useful park space.
No	Too many people, lage change of characer of neighborhood, builds too high, traffic and noise.	We feel powerless to save our neighborhood!	
No	City and Corporate GREED!!! Developers profits are more important than long-time residents! We need to limit building heights to preserve solar and wind access! We need to maximize greenspace and keep this a neighborhood. We MUST have transit in place before we build thousands of residential units and create more gridlock and air pollution (not to mention crime!).	N/A	
No	Relation to Lake Street	No	
No	Height and Transit.	Not at all.	

4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)	5. What is the most important issue affecting land use and development in the Midtown Greenway?	6. How well has this issue been addressed by this study thus far?	Additional Comments.
No	State law regulates that zoning is to be consistent with the Comp Plan. If this is a small area study to be a policy statement to be incorporated into the Comp Plan, then why would the zoning not follow? You have not been honest as to where this study is eventually going.	N/A	
No	Traffic!! Consideration for established residential areas. No destruction of parks and lakes. Poor planning. No infrastructure or parking.	In several buildings 3 stories high.	
No	The potential for developers to come in and create an environment for new people to come in- that's okay, but NOT at the expense of current residents who are likely to be driven out.	The current plan works against that concern. Specifically, land value depends not solely on what is currently on it, it depends on what COULD be built. Approval of this plan could increase some land values overnight- but without benefitting those who want to stay and not sell their old single family homes for instance. In many cases the desired density is much higher than existing, and could not be achieved without tearing down existing structures. Also, we need to maintain some industrial.	
No	Addressing racial disparity and cultural respect, which also includes environmental concerns such as chemical pollutants that will be conglomerated in the industrial area that just happens to be in Phillips.	Not at all. This is what is properly known as GENTRIFICATION.	
No	1) Transportation Planning should have happened before this planning; 2) We discuss jobs yet we take out all industrial zoning (Bennett as example); 3) MOST IMPORTANTLY- Maximum building heights are not addressed.	No- Not addressed in this study. We have already seen low density with extreme height (Lagoon, Lander).	

4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)	5. What is the most important issue affecting land use and development in the Midtown Greenway?	6. How well has this issue been addressed by this study thus far?	Additional Comments.
No	The true needs of the residents of the adjoining neighborhoods.	Too top down like everything these days. It's insulting to be consulted knowing that most decisions have already been made. We've seen too much of this in decisions that deeply affect our lives.	
No	The desire of city government for tax revenue/density; and "LRT".	N/A	
No- see additional comments	see additional comments	see additional comments	My comments and concerns have not been listened to- because in one of the greenway meetings I attended, in both mine and other's groups, we wanted to maintain light industrial. This has been disregarded. Also, the manner the breakout discussion groups were facilitated concerned me- i.e. not proper notetaking and attempts by the facilitators to steer the decisions made by the group: 1) Extremely important to fit into the existing height and scale and to be compatible with the character of adjacent neighborhoods. 2) Please do not develop guidelines for developers to add greenspace by allowing them to build at a height or scale/assing which is NOT compatible with the existing neighborhood! 3) Density does not need to lead to height. 4) How about some height limits to keep within the scale of existing neighborhoods?
Unsure	Need for more desity near transit stations- 12ot du/au. (??)	Fallen short.	

4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)	5. What is the most important issue affecting land use and development in the Midtown Greenway?	6. How well has this issue been addressed by this study thus far?	Additional Comments.
Unsure	Enough truly PUBLIC green space.	Pretty well. I'm concerned that at least one area is privately owned (and so labelled), but colored the same color as public greenspace, this giving the impression that there more greenspace is allotted than is the case.	
Unsure	Transit, scale, transitions into neighborhood, density vs height.	Fair.	
Unsure	Good looking urban environment.	Better with this study than without it. It's the (??) that count.	
Unsure	N/A	N/A	
Unsure	Lack of greenspace; lack of development clarity and accountability (Machinery Lofts?!); property taxes and "density" recommendations effects on neighborhoods/home-owners.	I don't think this study addresses the existing neighborhoods AT ALL. I think we are expected to give up our homes and lives for the greed of developers.	
Unsure	The big picture. If the city, the county and the Park Board do not drive the grand vision, it will not happen, because every developer thinks someone else is going to do it! Transit-oriented development with transit!	I greatly appreciate the effort dedicated to date. I am hopeful when it all comes together that it will incorporate the tools necessary to encourage the creation of a green connection with mixed development, transit oriented development. Thank you!	
Unsure	Transit and limiting automobile use.	Poor.	

4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)	5. What is the most important issue affecting land use and development in the Midtown Greenway?	6. How well has this issue been addressed by this study thus far?	Additional Comments.
Unsure	That this proposal kills the current eclectic mix (single family-industrial) that exists between Henn-Lyn and from 28th-Lagoon. Al the current developers (i.e. GRECO) have no interest in keeping single family or Industrial space.	In the afore mentioned area-poorly.	
Unsure- first mtng	The importance of incorporating greenspace/nature/natural beauty into this plan. Incorporate trees, gardens, etc. throughout the entire Greenway- is this possible to plant a corridor of trees along the Greenway?	Not sure. I think people will need to continue to focus on this and advocate for it as the process continues.	
Unsure- heard but not heeded.	Creating Greenway-oriented design, both residential and commercial	N/A	
Unsure- somewhat, but not incorporated.	Transit; limiting height of new development.	Not very well.	
Unsure- wait and see.	Preserving or providing sufficient greenspace. Keeping development from encroaching onto Greenway-keep open feel.	Much better than I had expected.	
N/A	Consistency with each neighborhood's land use plans and goals. Priorities: a) Adaptive re-use of buildings, b) Greenspace- connected, c) Minimize shading on Greenway.	Uncertain/tbd?	
N/A	Transit access/traffic; WICC recommendation by SW area alternatives by this summer (LRT on Greenway or not?) affect this plan, parking in particular?	Depends on coordination with SW LRT analysis.	

4. Do you feel that your comments & concerns have been listened to during this process? (Yes, No, Unsure)	5. What is the most important issue affecting land use and development in the Midtown Greenway?	6. How well has this issue been addressed by this study thus far?	Additional Comments.
N/A	Public transportation. Connect EN to NS light rail. Anything to help TRAFFIC CONGESTION in Uptown- and POLLUTION!- SO BAD!! Plus safety in Greenway-transit (trolley) will greatly help this- so desolate now- afraid to access day or night.	N/A	
N/A	Most important: Keeping ALL motor vehicles off (no buses)- Is that beyond the scope? Then, preserve access through greenspaces like Soo Line and Vera's.	I've only recently become involved. I think greenspaces issue has been addressed.	
N/A	The Greenway is not a neighborhood, but incorporates pieces of many neighborhoods so this place should NOT seek to unify linear strips of land just because they border the Greenway. The plan should encourage industrial uses regardless of whether or not trends are currently biased towards residential. The plan should FORBID building heights over four stories. Let's put height limits here!	N/A	
N/A	Public money for public amenities (parks, plazas and boulevards) will stimulate private investment in core urban neighborhoods. Establish a public promenade at the rim of the Greenway trench using public/and or private land if necessary. Land Bank all public land for public use.	Not in total yet. The promenade should utilize public land (29th St.) on the south rim of the trench if necessary to connect all along the Greenway. Build density/intensity to stimulate the need to streetcar transit.	

### From Open House Comment Cards

#### Public Realm Features/Implementation

- Please use a different color for private green spaces and fenced areas. These are NOT open to the public and should be clear on the map so the public can see the lack of greenspace in the Phillips community along the Greenway.
1. Greenspace areas have to be identified on the Land Use Plan and specified. This needs to be a part of the development plan. Graphically show green open space area.

2. Industrial/business need to be in the Land Use. These are numerous business ventures that DO NOT NEED 24' clear ceiling and semi-truck traffic.
  3. No transit, limit the development.
  4. Impact of this area- number of units proposed and the traffic to the neighborhood, traffic calamity outside of study area.
  5. What about 2-way on 28<sup>th</sup> Street- what are the impacts.
- I do NOT support an impact fee for open space/parks. This is not a Greenfield where open space is being consumed. I would support incentives for open space.
  - It is fabulous to see proposed promenade on north side between Elliot/Chicago and Portland Avenues because 1. there are not "Greenway" buildings here (that is a conflict with prom goal); 2. there is no 29th Street on south side of Greenway here making block-to-block mobility along Greenway rim most realistically implemented only with north-side promenade; 3. the space actually exists to accomplish this without moving any buildings! YES. The blanket call for the north-side prom must be more flexible and site-specific otherwise we will preclude the Greenway building type- that is a huge problem.
  - Since we haven't seen implementation steps for greenspace yet, here are some comments to consider including: 1. consider funding mechanism a fee for a selected set of open spaces along Greenway that taps into new level all along Greenway, or perhaps all props adjacent to Greenway; 2. all public props currently adjacent to Greenway should be kept in public ownership- "land-banked" or something; 3. all buildings on north-side should be set back whether at street level or Greenway building, for pedestrian prom or patios/distance from future transit, respectively.
  - If we want developers to give up public realm space, we need to accommodate greater intensity on rest of site.

Assessment of additional car traffic- a huge drawback.

More greenspace on the Greenway.

Property taxes- good timing on the removal of limited market value to destabilize the neighborhoods!

### *Future Land Use Plan*

Not dense enough at major transit hubs.

Distance of density around major hubs should be increased.

- We could handle highest density at Hennepin/Lake.
- No industrial uses in the Greenway such as Bennett Lumber should be incorporated into the plan.

### *Development Guidelines*

- Over five stories is not "tall". Please consider revising upwards.
- You can have density without height and I do not want to see anything over three stories next to residential. Traffic! Traffic! Traffic! It is out of control!! Infrastructure- it's not there.
- Type I development districts too small- Lagoon at Emerson/Fremont should be I not II.
- And density improves livability/business.

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# Appendix C

## Previous Planning Studies

## Appendix C: Previous Planning Studies

Numerous planning and transportation studies have addressed and are addressing the Midtown Greenway and its study area. These studies have been conducted by the City, County, neighborhoods, business communities and other groups, and provide a foundation of goals and objectives to be carried into the Midtown Greenway Land Use and Development Plan.

While this Plan recognizes the value of these previous efforts, it is not the purpose to duplicate these efforts but to build upon them to help the City and neighborhoods guide the future of development in the corridor. Previous planning studies include the following:

### ***Midtown Minneapolis Land Use and Development Plan (2006)***

This plan was adopted by the City Council in December, 2005. It offers three sets of key findings—key findings from the Review of Previous Studies, key findings from the Urban Forensic Analysis and key findings from the Market Analysis.

The Key Findings from the Review of Previous Studies is a summary of items from the document, *Draft Technical Report 1: Review of Previous Studies and Plans*. Items indicated as Key Findings include:

- Lake Street is appropriately identified as a Commercial Corridor.
- Lake Street has both positive and negative characteristics associated with its identity as a regional transportation facility.
- Lake Street’s location, alignment and adjacent uses define it as a “strip”.
- The Midtown Greenway is recognized as an organizing element.
- Re-opening Nicollet Avenue is broadly supported.
- Successfully linking development activities is the most cost-effective approach to project implementation.
- Benefits from redevelopment should be widespread.

Key Findings from the Urban Forensic Analysis are summarized from the document *An Urban Forensic Analysis of Midtown Minneapolis: Technical Memorandum 5*. The highlights include:

- The study area is a distinct district whose characteristics suggest that it should be called Midtown Minneapolis.
- Midtown Minneapolis is a natural crossroads within the City and the region.
- Recent transportation and land use decisions in Minneapolis have severed physical connections between downtown and Midtown.
- The shift in transportation from multiple modes to the use of automobiles caused a shift in land use for commercial parcels in the area.
- Who drives on Lake Street? Historically, traffic moved through the area; now, the number of local trips is high.

- Variations in block dimensions and street width in the study area have created unique development conditions with potential for special urban places.
- The existing structure of Midtown Minneapolis presents an opportunity to revitalize a sustainable district.

Finally, Key Findings from the Market Analysis is taken from Lake Street Market Research Findings. The list of important points follows:

- Midtown Minneapolis experienced significant shifts in population and households during the 1990s.
- Young people in their early to mid-20s are returning to the City (urban dwellers).
- Household type trends in the project area revealed strong growth in married couple families with children.
- There is a need for a greater diversity of housing styles and products to meet demand from larger families, and smaller units to meet the demand from young singles who prefer to live alone.
- Home values have steadily risen from 1999 through 2003 for single-family dwellings. Multifamily home values have also risen, but have fluctuated somewhat during the period due to limited product.
- At the eastern end of the project area, Lake Street supports a diverse mix of office and retail uses.
- Since 2000, commercial real estate activity on Lake Street has increased with more buildings bought and sold.
- There has been increased interest from some soft goods retailers who are considering locating on Lake Street in new space.
- There is market pressure to convert industrial buildings/property within the analysis area to alternate uses.
- Improved transportation access from I-35W will enhance the desirability of parcels close to the freeway for use as retail and/or high-density office development.

### ***Southwest and Midtown Corridor Inventory of Studies (2004)***

This report compiled materials related to the Midtown Corridor as a “separate transitway.” The distinction is important because the report states that the Midtown Corridor has been discussed as an alignment option for accessing downtown since the mid 1980s.

In 1996, the 29th Street Midtown Greenway Master Plan was completed. The report described the planning process and guided development of the corridor as a fast, safe, barrier-free bicycling, skating and walking trail. The document also recommended maintaining space within the corridor for LRT but focused primarily on trail design. The corridor, as described in this report, would connect the Chain of Lakes to the Mississippi River while incorporating existing commuter trails in both the east and west.

A draft plan of the *29th Street Greenway Corridor Research Project* was released in 1997. In this document, researchers from the State and Local Policy Program at the Humphrey Institute at the University of Minnesota analyzed the impact of the corridor on the surrounding neighborhoods with input from local residents. The research indicated that with incentives and safety considerations, the Greenway could expand multimodal transportation opportunities in South Minneapolis. Corridor users may include commuters and leisure travelers.

The Hennepin County Regional Railroad Authority (HCRRA) completed the *Midtown Transportation Composite* in 1998. The report defined the Midtown Greenway Corridor as the 29th Street rail corridor and Lake Street. The purpose of the transportation composite was to:

- Identify and inventory current transportation initiatives, either planned or anticipated.
- Determine trends, issues and opportunities associated with these initiatives.
- Prepare general recommendation to improve planning, delivery and corridor management.

HCRRA listed transit as an opportunity for the Midtown Greenway and listed the at-grade crossing of Hiawatha Avenue as a conflict area. The report also identified 36 transportation initiatives in the inventory process.

The bus way feasibility study was commissioned by Hennepin County and Metro Transit in 2000. The resulting report, *29th Street and Southwest Corridors Bus way Feasibility Study: Final Report*, defined feasibility in terms of ridership forecasts and cost assumptions. Key findings include:

- A market for a bus way does exist, based on surveying
- Modest preference for LRT
- Bus way still seen as positive precursor to LRT
- Connections to other systems viewed as critical to the corridor's success
- Substantial number of riders would be attracted to rapid transit service
- Bus way construction, operations and maintenance are within a reasonable range
- Space exists in both corridors to accommodate both transit and a pedestrian/bicycle trail

Unresolved issues that were outside the scope of the study but still recognized as important to the topic were noted as:

- Transit service (rapid transit or collector service using trolleys or other vehicle types)
- Existing freight service
- Physical design
- Environment

In 2000, Hennepin County sponsored the report *Marketing Transit Service Within Major Employment Institutions*, which surveyed institutions along the two corridors to measure interest in existing or proposed transit services. Rapid transit was supported for service in the two corridors. Due to the relative success of the marketing program, it was recommended to continue this effort in other corridors where ridership potential is available.

An addendum to the February 2000 *29th Street and Southwest Busway Feasibility Study* was completed in October 2000. The *29th Street and Southwest Vintage Rail Study* was initiated by HCRRA and the Metropolitan Council. The study sought to determine feasibility (related to ridership forecasts and costs) of constructing and operating a vintage trolley. Researchers compared the costs of the vintage trolley to the bus way and LRT. The trolley was calculated to fall between bus way and LRT in capital costs, while operating and maintenance costs fluctuated depending on the corridor section. For example, in the 29th Street Corridor, the vintage trolley option fell in the middle, but in the Hopkins to downtown section the costs were the highest. Unresolved issues in this study include:

- Intermodal connectivity
- Compatibility with other transportation modes
- Physical design
- Potential social, economic and environmental impacts

The Metropolitan Council completed the Transportation Policy Plan in 2001. Goals of the plan included:

- Sharpening the region's economic competitiveness
- Enhancing community and neighborhood livability
- Expanding mobility options
- Improving environmental quality
- Promoting savings

According to the report, the Metropolitan Council cites Smart Growth as an important strategy in mitigating the problems associated with growth, and bus will remain the future of Metropolitan Transit Services. By 2025, the Council plans the addition of five dedicated busways, two new LRT lines and four new commuter rail lines.

In 2001, the Greenway Coalition completed *The Feasibility of a Single-Track Vintage Trolley in the Midtown Greenway*. The report sought to investigate the feasibility of using vintage replica streetcars on a one-track line. Double tracks were part of the system for part of the route to guarantee 10-minute headways. The report concluded that streetcars would provide minimum impacts to the surrounding neighborhood and trail users, and have estimated capital costs of \$53 million (with an assumed ridership of 7,300 per day and purchase of rehabilitated streamlined streetcars). Issues not addressed in this report include:

- Engineering issues
- Comparative Environmental Assessments of various transit choices
- Issues beyond basic system configuration and cost estimates

*Phases I and II of the Architectural History Investigation for the Proposed Midtown Greenway* was completed in 2002. The study extended from France Avenue to Hiawatha Avenue and had to comply with Section 106 of the National Historic Preservation Act of 1966 because the project would receive federal and state funding. Phase I identified potential historical resources in the area. The study identified 112 properties over 50 years old. Phase II defined district boundaries; areas and period of

significance; significance criteria; and contributing buildings, structures and objects with the CM&StP Grade Separation Historic District.

### ***Seward Longfellow Greenway Area: Land Use and Predevelopment Study (2004)***

This study will be seeking City Council approval on a similar time frame to this Midtown Greenway Land Use and Development Plan. It was developed with the understanding that extending the Midtown Greenway through the Seward and Longfellow neighborhoods would create new investment and redevelopment in the area. A steering committee, interactive workshops and an Open House integrated community input into the study outcome.

The study considered two components:

- Identifying land use patterns, market potential and the impact of transit infrastructure
- Exploring likely development scenarios for specific sites identified during the course of the study

The land use plan recommended the retention of existing land uses for a majority of the parcels, and overall sought to balance residential and industrial uses. Green space and enhancement of the area's urban forest is a "universally supported component" according to the report. Opportunities have also been identified to link the Greenway to other parts of the neighborhoods through pedestrian bicycle paths. Incentives for integrating private green space in new development within the Greenway are also recommended. This study also recommends a thorough list of elements that Seward Redesign should consider when creating a Development Implementation Plan.

### ***Corcoran Midtown Revival – 2002***

This plan was adopted by the City Council. The Corcoran Midtown Revival Plan evolved from a series of workshops that "confirmed, rationalized, justified and modified previous planning efforts." Ultimately, the plan is about connecting the neighborhood to the amenities and opportunities of Minneapolis.

Goals of this Plan included:

- Using a consensus-building process to address implications and concerns raised by previous community planning efforts.
- Creating specific project and design guidelines that describe Corcoran's desired development pattern along Lake Street and adjacent neighborhoods
- Creating a document that will be used as a tool to attract and guide new development and redevelopment, assisting the Corcoran Neighborhood in passing on informed recommendations to the Minneapolis City Council and other regional governments
- Building a support mechanism that helps prospective developers assemble projects that recognize the needs of the development while responding to a greater need of the Midtown area.

Plan organization includes annotated and illustrative descriptions of the design concepts developed through community workshops and previous plans. Policies were also developed to assist in implementation.

## ***Phillips/Central/Powderhorn Park Small Area Plan – 1997***

This plan was adopted by the City Council. This document divides the area into five zones: Honeywell Anchor, Hospital/Sears Site Anchor, Southern Link, Northern Gateway and Mixed Use Core. Each zone is described in terms of assets, obstacles, a vision statement and building blocks.

### **Zone 1 – Honeywell Anchor**

Honeywell (property now serves as a Wells Fargo corporate campus) could serve as an entrepreneurial growth and employment center in the City. This can be enhanced by making a visual and physical investment in developing a presence on Lake Street and by developing underused land to house job-creating businesses that will spur employment opportunities.

### **Zone 2 – Hospital/Sears Site Anchor**

This zone can provide critical mass of employment opportunities, mixed land use and transit connections and a transit hub/employment center at the vacant Sears site/building. Personal safety at the intersection of Chicago and Lake should be ensured with an urban, pedestrian friendly and well-connected redevelopment of the site.

### **Zone 3 – Southern Link**

The Southern Link can act as a gateway area and transition zone for the neighborhood while maintaining minimal impacts from commercial uses on surrounding residential uses. Consideration should be given to “creative reuse” of some commercial space on Lake Street, and the area should remain solidly single-family residential with occasional variations for home-office and home-based businesses.

### **Zone 4 – Northern Gateway**

A balance between institutional and office uses should be maintained here, along with the relatively low-density residential profile of the community. Housing revitalization along Portland and re-use of old mansions along Park to construct a range of “housing ownership units” is also important.

### **Zone 5 – Mixed Use Core**

The institutional/residential core will act as the “center of a vital and active” employment center, to provide moderate housing density linked to transit and amenities. Emphasis should be given to linking the core to the edges in the development of the Midtown Greenway, which should be planned for semi-public uses on land abutting the Greenway.

## ***Whittier South Land Use Report and Redevelopment Plan – 1992***

The Whittier South Land Use Committee was established in 1992 to implement two goals of the Whittier Neighborhood Revitalization Plan. A primary task for this document is to work towards these two goals:

- Retaining and/or expanding neighborhood businesses
- Developing light manufacturing as a means of creating more job opportunities for area residents

The *Whittier South Land Use Report and Redevelopment Plan* outlines a series of issues for land use in the Whittier neighborhood, and then lists objectives for the redevelopment plan. The study area boundary is defined as “generally bounded by properties adjacent to the railroad corridor on the north, Pillsbury Avenue on the east, West Lake Street on the south and Lyndale Avenue on the west.”

Issues for land use in the area include:

- Providing parking on the west side of 29th and Garfield to support Lyn-Lake businesses
- Stabilizing low density residential on Harriet and Grand south of the railroad tracks
- Creating new employment by retaining and expanding existing businesses and attracting new businesses; establishing the South Whittier Redevelopment to acquire property for business expansion and location.
- Supporting development of green space, parks and community gardens.
- Developing a land use program to implement the goals and objectives of the Whittier South Plan
- Conducting traffic circulation studies

Each of the above issues is followed by a brief “discussion” paragraph and a note on “Resources and Action Required.”

Objectives of the Redevelopment Plan are listed and supported by objective sub-goals. The objectives include:

- Identifying and carrying out residential, commercial and industrial redevelopment to revitalize the area between Lyndale and Pillsbury Avenue South just north of Lake Street.
- Encouraging commercial and industrial businesses to locate and expand in the Whittier South area
- Redeveloping Garfield Avenue north of Lake Street to support a healthy, cohesive and vibrant shopping, restaurant and business area at Lyndale and Lake
- Supporting the retention and stabilization of existing commercial and low-density residential on Harriet and Grand Avenues north of Lake Street
- Redeveloping Pleasant Avenue, Pillsbury Avenue and Elroy Street north of Lake Street to support a healthy, cohesive, safe, visually attractive and economically viable industrial business district.

### ***Lake Street/Midtown Greenway Corridor Framework Plan – 1999***

This Framework Plan has two purposes, to outline a vision for the area and to identify the steps necessary to realize this vision. A series of “Guiding Principles” were developed to give the Framework Plan structure. The principles include:

- Reinforcing safe environments
- Being transit, pedestrian and bicycle friendly
- Establishing links to transit and support transit-oriented development
- Fostering a sense of place and community
- Supporting compact, mixed-use development patterns
- Respecting architectural form, scale and context

- Incorporating environmentally sustainable practices
- Supporting ‘greening’ as a key component of corridor development projects
- Balancing economic vitality with quality of life
- Targeting strategic public improvements to leverage private investment

Eleven focus areas were also identified based on one or more key projects in each area. The focus areas each include graphic and written information about opportunities, challenges, design visioning, action steps, and roles and responsibilities.

Major transit nodes are also a part of the Framework Plan. The five major transit connections listed in the plan are: The Midtown Greenway Corridor, Lake Street, The Hiawatha Avenue LRT Corridor, the I-35W transit station and Other Transit Connections

The Infrastructure Connections portion of the plan details seven key infrastructure initiatives and implementation projects currently underway. The seven connections are:

1. Lake Street Repavement Project
2. Bridge Repair and Replacement
3. I-35W Access and Connections
4. 29th Street Improvements
5. Hiawatha Avenue/Lake Street
6. Nicollet Avenue Re-opening
7. Other Key Streets

The final chapter in the plan recommends actions for implementation. It is recommended that the Midtown Community Works Partnership (MCW) focus on three goals:

- Enhancing economic vitality within the Corridor
- Supporting a balanced transportation system and improve the integration of the Corridor within the City and the region
- Enhancing public safety and community vitality within the Corridor

### ***Public Art Master Plan: Midtown Greenway Corridor – 2001***

This project was contracted by Midtown Community Works Partnership and includes the following recommendations:

- Public art can increase community awareness and involvement, create value for adjacent property development, articulate history and meaning, as well as the local character of the Greenway within Minneapolis.
- The theme, “Museum of Urban Life” should bring together past, present and future meaning through permanent and temporary artwork

- Bridges are the “single most significant” public art and design opportunity, and are a priority for immediate funding and the longest duration project type.
- Each focus area identified in the Lake Street/Midtown Greenway Corridor Framework Plan has opportunities for public art.
- Centralized administration would help in sustaining the vision and quality of projects on the Greenway.

### ***Mitigation & Enhancements: I-35W Access Project – 2002***

The report documents the findings of the Mitigation and Enhancement Subcommittee on the I-35W Access Project Advisory Committee. Greenway-related recommendations resulting from the two-year project include:

- Improving pedestrian safety and amenities throughout the project area.
- Improving transit operations throughout the project area.
- Identifying appropriate land uses for remnant parcels created as a result of the I-35W Access Project that enhance community identity, cohesion and safety.
- Developing conceptual plans for creating a safe link between the 29th Street Greenway and transit facilities on Lake Street.
- Developing requirements for landscaping and maintenance that enhance and maintain an attractive appearance reflective of the urban character of the corridor and expectations of neighbors.
- Developing recommendations that integrate public art and community values into the development of new infrastructure during preliminary and final design.

### ***Proposed Midtown Greenway Zoning Overlay District***

An overlay zoning district for the Midtown Greenway was proposed by the Midtown Greenway Coalition as a set of regulations to guide and shape development along the edge of the Greenway and to reinforce and enhance the character and purpose of the Greenway space. The following is a summary of this document.

#### **Purpose of Proposed Zoning Overlay District**

The Midtown Greenway Zoning Overlay District (MGZOD) is proposed to protect health, safety and environmental quality for persons and property within and adjacent to the Midtown Greenway corridor.

#### **Boundaries**

There were two alternatives used for boundaries of the Overlay District. Alternative A includes all land parcels that are wholly or partially within 200 feet from the edge of the Greenway right-of-way. Any publicly owned open space contiguous to the Greenway would be considered part of the Greenway for the purpose of defining the MGZOD boundary. Any commercial building with more than one million square feet would be excluded from the MGZOD.

Alternative B is the same as Alternative A, except that commercial buildings with more than one million square feet may be included in the MGZOD.

## Uses

The following uses are proposed to be prohibited in the Overlay District:

- Vehicle salvage yards
- Outdoor storage of industrial machinery
- Motor vehicle sales or storage
- Dry-cleaning plants
- Self-service storage not located in an existing building
- Automobile services
- Rock crushing facilities

The MGZOD considers these uses significantly incompatible with the desired character of the Greenway corridor due to their orientation toward motor vehicles, heavy equipment and/or truck traffic, lack of pedestrian orientation, or potential off-site environmental impacts.

## Conditional Uses

Where permitted in the primary zoning district, the following uses would be considered as conditional uses in the Overlay District:

- High-impact industrial uses as listed in Section 550.30(f)(3) of the Minneapolis Zoning Code
- Off-street parking facilities, including parking structures and surface lots
- Transportation uses
- Self-service storage if located in an existing building
- Walls, ramps and other accessory structures visible from the Greenway
- Establishments where liquor is sold
- Industrial machinery sales, service or rental (not including outdoor storage)
- Uses that involve outdoor storage of material or merchandise
- Establishment conducting outdoor entertainment or instruction, provided that a sound attenuation plan is provided and all applicable sound and noise regulations are satisfied
- Community correctional facilities
- Drive-through facilities
- Off-sale liquor stores

The conditional uses would be evaluated on the extent to which they meet the intent and goals of the Overlay District, the appearance of any façade visible from the Greenway or adjacent streets, the extent to which any off-site impacts such as noise or odors may be perceptible within the Greenway, and the adequacy of buffering and screening of outdoor storage or parking.

A conditional use will be required to undergo the conditional use permit process, including neighborhood review and comment. These uses are placed in this category because poor design or operation of these uses could create nuisances or hazards for Greenway users or neighbors.

## **Design Requirements**

### ***Façade Transparency***

Parcels abutting the Greenway boundary or any street that abuts the Greenway, any new building wall (except for those of one- and two-family dwellings) that is located within 75 feet of the Greenway boundary, faces the Greenway and is visible from the Greenway shall contain windows at the ground floor level to increase visual interest and increase security of the adjacent outdoor space. This requirement applies to the floor of the building that is closest in elevation to the Greenway trail elevation (this may not be the first floor or ground level at the street).

Residential uses – at least 20 percent of the first floor façade facing the Greenway shall consist of windows or doors.

Nonresidential uses – at least 30 percent of the first floor that faces the Greenway shall consist of windows or doors of clear or lightly tinted glass that allow views into and out of the building at eye level.

These standards would apply to new buildings, not to existing ones.

### ***Entrances***

Where new occupiable space is added in a location abutting the Greenway on the north side between Humboldt Avenue and Longfellow Avenue, and with a façade facing the Greenway at an elevation of 6 feet or more below the level of the surrounding streets, at least one building entrance facing the Greenway shall be provided. The entrance can open onto a useable outdoor area such as a terrace, deck or patio.

The purpose of this section is to encourage entrances to the Greenway from adjacent buildings or, where this is impractical, to a terrace or platform overlooking the Greenway.

### ***Buffering and Screening***

The following site activities should, wherever possible, be located in yards that do not abut the Greenway. Where this is infeasible, such activities shall be screened if located within 50 feet of the Greenway boundary and visible from the Greenway. Screening requirements shall apply to properties when they undergo site plan review unless the change requiring site plan review is not visible from the Greenway. The following activities shall be screened as necessary:

- Parking areas and driveways
- Outdoor storage of material or merchandise
- Exterior docks and bays for loading and unloading
- Trash disposal facilities
- Mechanical equipment (such as air handling units)

Screening is not intended to block all views of site activity, but rather to make the view more attractive through landscaping or decorative fencing. Screening of parking areas and driveways is lower because it is intended to soften the view of parked cars, but not to block views into the site.

### ***Placement of fences, hedges and walls***

Fences, hedges or walls within yards abutting the Greenway should not impede visibility of the Greenway from the site except as necessary to screen site activities listed above under “buffering and screening”. Shade trees, low shrubs and other ornamental plantings that do not impede visibility are encouraged within yards abutting the Greenway.

### ***Signs***

No freestanding identification sign on any abutting site shall be placed in a yard abutting the Greenway. Identification signs and building addresses shall be placed on walls facing onto the Greenway. In such cases, wall and projecting signs are permitted on the same basis as on walls facing public streets in the applicable primary zone district. No off-premise signs shall be placed in yards or on walls or roofs visible from the Greenway. Auxiliary signs shall be limited to those indicating a building’s entrance.

### ***Drainage***

Adjacent sites and buildings shall be designated and constructed so that stormwater drains away from the Greenway. Where a site is modified to create outdoor space adjacent to, or extending into, the Greenway, a rainwater garden or other effective vegetated filter strip shall be installed in accordance with Best Management Practices, the policies of the governing watershed district, and the Hennepin County Regional Railroad Authority (HCRRA). Drainage patterns in place prior to City of Minneapolis’s adoption of this Midtown Greenway Zoning Overlay District shall be allowed to remain unchanged as nonconforming uses until the site use changes.

### **Neighborhood and Agency Review**

When a site abutting the Greenway right-of-way is proposed for any development regulated under Section 525.150, the designated neighborhood citizen participation body shall have the opportunity to consider the proposed design before an application is filed with the Planning Commission. According to the document, the Midtown Greenway Coalition shall also receive notice, and the relevant neighborhood organization and the Midtown Greenway Coalition shall be invited to submit relevant motions or comments to both the Planning Commission and the applicant at least 14 days prior to consideration by the Planning Commission.

### **Hennepin County Regional Railroad Authority Review**

If Greenway right-of-way is proposed for any development regulated under Section 525.150, the HCRRA shall be notified and invited to submit relevant motions or comments to both the Planning Commission and the applicant at least 14 days prior to consideration by the Planning Commission. In cases where direct access to the Greenway is proposed, this access is required as stated in Section 551.1462.

### **Building Height**

The maximum height of any structure on the south side of the Greenway shall be consistent with the tables shown as an attachment to the Midtown Greenway Zoning Overlay Report. Portions of a building may extend above the height limit provided that such portions occupy no more than 15 percent of the total frontage of the structure abutting the greenway.

The tables in Attachment 1 of the Report calculate maximum height and setbacks based on the elevation of the south trail edge compared to the elevation of adjacent properties, depending on whether the Greenway is at grade, below grade or above grade relative to its surroundings. The height limit on the south side is imposed to allow daylight to reach the pedestrian side of the Greenway, and

to allow sunlight to melt winter snow and ice on the bike and pedestrian trails. The enhancement of visibility, year-round use, and therefore safety afforded by this solar access are proper zoning concerns. This section would require that building facades “step back” from the right-of-way to maintain a path for daylight to reach the pedestrian side of the Greenway. No additional building setbacks are required, since the presence of activities close to the Greenway can increase its use and enhance security.

## **Land Dedication**

### ***Land dedication for public open space***

Owners of land parcels that abut the Greenway may (by easement or fee title) dedicate land adjacent to the Greenway for additional public open space use in return for a density credit for the use located on the remaining land, as specified in Section IX of the Report. The City shall have the authority to accept or reject the dedication depending on whether it will provide functional public open space, increase visibility or daylight on the Greenway, or meet the other goals of the Article, as specified in Section I of the Report.

### ***Street-level pedestrian promenade***

Adjacent to the below-street grade sections of the Greenway between Humboldt Avenue and Longfellow Avenue, a property owner may dedicate to the City an easement not less than 12 feet in width for a public pedestrian way that is adjacent to the Greenway and connected at the boundaries of the site to adjacent segments of that pedestrian promenade or to a Greenway access point. Such space dedication must be approved by the City of Minneapolis and reviewed by the HCRRA. Once approved, such space dedication shall entitle the property owner to a density credit as outlined in section 551.1470 of the Report.

### ***Private pedestrian connections***

Pedestrian connections providing public access into the Greenway are encouraged from adjacent sites that are on the same side of the corridor as the cycling and walking paths, subject to all applicable design requirements and HCRRA approval. Any at-grade connection shall be designed and constructed so as to prevent access by private motor vehicles.

## **Density and Parking Credits**

### ***Density Credit***

Owners of land parcels that abut the Greenway who dedicate land for public open space or for pedestrian access to the Greenway, or who provide a private pedestrian connection into the Greenway as specified in Section VIII of the Report, shall be entitled to a density credit for the use on the remaining land.

The purpose of this provision is to encourage adjacent landowners to add to the Greenway’s public open space by allowing about twice the building space that would normally be achievable from the same area of land in private development. Density credits are taken from the primary zone restrictions, not from the overlay zone.

### ***Parking credits***

Any parcel with a commercial or industrial use that provides bicycle or pedestrian access from its site to the Greenway pursuant to Section 551.1462 of the Report shall be entitled to a 20 percent credit toward its parking requirement, as specified in Section 541.170. If the use provides bicycle parking racks, an approved travel demand management (TDM) plan for employee ridesharing, and is within

300 feet of a transit stop, it shall be entitled to a further reduction of up to 20 percent in the number of parking stalls normally required by the ordinance for such use.

The above is a much stronger credit than allowed by the present ordinance and represents a serious orientation to mass- and human-powered transit; however, it will need to be well documented before the full credit can be granted

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# Appendix D

## Demographics and Market Findings

## **Appendix D:**

### **Demographics and Market Findings**

#### ***Methodology***

For planning and demographic analysis purposes, the Midtown Greenway analysis area was split into three subareas, the first consists of areas west of Hennepin Avenue, the second between Hennepin Avenue and Chicago Avenue and the third between Chicago Avenue and Hiawatha Avenue. Dividing the Midtown Greenway into three separate subareas was based on both the demographic and physical characteristics of the Greenway. Census tracts that fall within or cross the study area boundaries were included in the analysis.

The following paragraphs for each area review population, median age, race, households, percent family households, percent non-family households, average household size, average family size, owner occupied units and renter occupied units. Land area of each census tract and the population density of those tracts is also provided. A Summary Table is included and offers a concise comparison of these variables for each subarea of the Greenway.

#### ***Western Subarea (France Avenue to Hennepin Avenue)***

##### **Demographics**

The census tracts west of Hennepin Avenue used for this study are as follows: 1065, 1066, 1080 and 1091.

The population density in this area is less than the other two subareas of the study area. The population density of this area is 7,993 persons per square mile, which is nearly half the density of the central subarea and approximately 18% lower than the eastern subarea. The population density of the western subarea however, is 13% higher than the City as a whole (6,970 persons per square mile).

This area is also less racially diverse than the rest of the study area. Approximately 94.3 percent of the population is white in this area. In Minneapolis as a whole, approximately 75.1 percent of all persons are White, 12.3 percent are Black or African American, 12.5 percent are Hispanic or Latino and 3.6 percent are Asian. Additionally, the median age in this section of the study area is 34.9 years of age and is higher than the central and eastern subareas as well as the City (31.2 years of age).

Approximately 32 % of households in the western subarea are family-households, which is lower than the rest of the study area as well as the City (45.5%). The average household size is closely related to the household type. Family households typically have a higher number of people per household than non-family households. The average household size in the Western subarea is 1.79 and the average family size is 2.66 persons, which, not surprisingly, is lower than the overall study area and the City as a whole.

Owner occupied housing units versus renter occupied housing units is also an important statistic in analyzing the study area. In the western subarea, approximately 42.7 percent of the housing units are owner occupied and 57.3 percent of the units are renter occupied. Owner occupancy rates in the western subarea are significantly higher than those in the central subarea, and slightly lower than eastern subarea owner occupancy rates. The entire City has 51.4 percent of the units as owner occupied and 48.6 percent as renter occupied.

The average median family income for the Western subarea is \$94,255. This is nearly triple the median family income of the central and eastern subareas.

## Summary Table

Area	Population Density (persons per sq. mi)	Median Age	% family household	% non-family households	Average Household Size	Average Family Size	% owner occupied	% renter occupied	Median family income
Western	7,993	34.9	32	68	1.79	2.66	42.7	57.3	\$94,255
Central	15,470	27.3	40.2	59.8	2.44	3.39	21.6	78.4	\$33,205
Eastern	9,961	31.2	59	41	3.07	3.84	48.6	51.4	\$33,005
Study Area	11,141	31.1	43.7	56.3	2.43	3.3	37.6	62.4	\$53,488
Entire City	6,970	31.2	45.5	54.5	2.25	3.15	51.4	48.6	\$48,602

Although there was some new housing built in the area during the 1990s, new household growth came primarily from in-fill development, redevelopment and from conversion of single-family homes to multiple dwelling units. In general, single-family to multifamily conversions are expected to decline in number as there has generally been opposition to the creation of additional multiple dwelling units in areas where there is primarily owner-occupied single-family housing. We are likely to continue to see some conversion of older single-family dwellings for for-sale condominiums as land is expensive and development sites are generally scarce and present challenges. The Uptown and Lakes areas remain highly desirable as residential locations and any new housing developed will be, de facto, medium- to high-density.

Developers continue to look for opportunities around Lake Calhoun and in Uptown for significant new development and several projects are either under construction or in the planning stages. This will result in a net gain in households along the western end of the Greenway over the next five years. Future growth is expected to occur during the 2010s as other sites are redeveloped to higher intensity.

We believe that the Uptown area will continue to evolve, but will become somewhat less edgy and more mainstream as national and regional retailers continue to stratify the market potential that can be captured in this area. Most recently, we believe that some of the retail shifts taking place in the Uptown area are a result of this repositioning as one that will appeal more to broader specialty markets that will be drawn from across the Metro Area rather than just the immediate neighborhood.

New development that will occur in this area will be de facto, positioned toward the high end of the market because 1) there is limited land available for new development and land costs have risen dramatically and 2) this area has a very high amenity value and households are willing to pay higher housing costs to live there. This is expected to result in an increase in the proportion of older empty-nester households in the area immediately west and east of Hennepin Avenue.

### Summary of Demographic Trends

The demographic analysis identified a slightly older household base in the area immediately west of Hennepin Avenue and a higher portion of owner households. There are a considerable number of mid-age householders living in the area who are renting their housing. Additional for-sale housing development in this area is expected to boost the proportion of owner households in, but up to now

there has been little new product in the neighborhood to attract these older householders, many of which would prefer to own their housing.

New projects are being proposed near to Lake Calhoun that will attract this group. In addition, most of the small in-fill projects have been priced beyond a level where they would attract young and mid-age households to purchase. Young people are attracted to this area because of its high amenity and entertainment value. Most new construction housing units in the area are priced beyond the reach of many young households. Conversion condominiums have already attracted a significant number of young people to buy. Most of this product has already been absorbed. New units priced under \$300,000 would attract a higher proportion of young households to purchase in the area.

### **Existing New Residential Construction**

The following are current new developments under construction in the area West of Hennepin Avenue.

- Loop Calhoun – 122 condominium units - \$220,000 to \$700,000
- Edgewater – 23 condominium units - \$503,000 to \$1,800,000

The following are pending new construction developments:

- Mozaic – 130 condominium units - \$280,000 to \$1,500,000
- Lumen on Lagoon – 42 condominium units - \$170,000 to \$400,000
- Calhoun Square – 120 condominium units – \$200,000 to \$700,000
- Village Green Properties – 100 rental units - \$1.80 to \$2.00 per square foot
- 2626 West Lake Street – 46 condominium units/limited retail – Pricing not available
- The Sons of Norway – 50 to 70 units (for-sale or rental) – In discussion

### **Condominium Conversions**

There have been a substantial number of smaller rental buildings in the areas either side of the Midtown Greenway and west of Hennepin Avenue that have recently been converted to for-sale condominiums. Community advocates have voiced their concerns to the City Council regarding the reduction in the number of affordable apartment units and the lack of inspection and control over the conversions. Advocates claim that prospective buyers are not being clearly informed regarding the condition of major mechanical systems and building exteriors, which may result in financial hardship for these buyers in the future and foreclosures by lenders.

Financial Freedom Realty has, over the past two years, converted a number of older 1960s buildings from rental to condominiums. In addition to Financial Freedom, there are a number of other owners and developers that have converted apartment units in the Uptown, Linden Hills, Kenwood and Wedge neighborhoods, also within the past two years. Many of these buildings are small, with fewer than 20 units. We believe that conversions will wane over the next 12 months as fewer properties are available and the market is expected to slow somewhat.

### **Summary of Housing Market Conditions**

Demand for popular Calhoun locations continues and buyers are responding to the availability of new construction as well as conversions. Loop Calhoun, on the former Waco Variant site, is a moderately

priced condominium building that will not offer its residents views of Lake Calhoun. This has made the property more affordable for this same reason and as such, absorption has been strong. Absorption of units at Loop Calhoun has averaged 20 units per month, relatively high in this market. Despite a lack of views, buyers have responded to the lower price points and the convenience of this location to a variety of amenities, recreational, entertainment and shopping. Loop Calhoun, 2626 West Lake Street and the pending Village Green rental development all back up to the Midtown Greenway. Embracing the Greenway on the northern boundary of these properties has enhanced absorption.

## ***Central Subarea (Hennepin Avenue to Chicago Avenue)***

### **Demographics**

The census tracts in the central subarea used for this study are as follows: 77, 78.01, 78.02, 81, 82, 83, 84, 1067 and 1070.

The population density in this area is higher than the other areas of the study area. The population density of this area is 15,470 persons per square mile, which is nearly double the density of the western subarea and 60% higher than the eastern subarea. Moreover, the population density of the central subarea is significantly higher (222%) than the City as a whole.

This area is also more racially diverse than the western subarea of the study area but not as racially diverse as the eastern subarea. Approximately 54.5% of the population is white and 26.2% is black or African American. There are other races located in the area but the above listed races are the most prevalent. In Minneapolis as a whole approximately 75.1% of all persons are white, 12.3% are black or African American, 12.5% are Hispanic or Latino and 3.6% are Asian.

The median age in this section of the study area is 27.3 years of age, the lowest of the three areas of the Greenway as well as lower than the overall City median age.

Approximately 40.2% of households in the central subarea are family-households, which is higher than the western subarea and significantly lower than the eastern subarea. The family-household rate in the central subarea is slightly lower than the overall City average of 45.5%. The average household size in the central subarea is 2.44 and the average family size is 3.39 persons, which is higher than the average household size of the western subarea and lower than the eastern subarea. In the City as a whole, the average household size is 2.25 persons and the average family size is 3.15 persons.

In the central subarea 21.6% of the housing units are owner occupied and 78.4% of the units are renter occupied. This owner occupancy rate is significantly lower (approximately half) than both the western and eastern subareas as well as the City as a whole.

The median family income of the central subarea is \$33,205. This is less than a one percent difference from the eastern subarea but is almost three times less than the western subarea.

### **Summary of Demographic Trends**

The demographic analysis identified a young household base in the central subarea of the Greenway, with a median age of only 27.3 years. A more moderately priced housing stock has attracted a significant number of young people, both renters and owners to the mid-section of the Greenway.

Redevelopment at the Midtown Exchange and other proposed projects are expected to impact the area's demographic profile. This area is expected to continue to attract a variety of immigrant households as well as sustain a sizeable base of white and black households. New housing developments in this subarea of the Greenway and in the immediate vicinity are primarily attracting younger households, looking for moderate pricing and an eclectic neighborhood.

Redevelopment is pushing to the east along the Greenway which is considered to be a catalyst for new development. The redevelopment of Lake Street and the Midtown Greenway from Nicollet Avenue to the Midtown Exchange was recently assessed through a planning analysis which considered primarily residential reuses along the Greenway and focusing on commercial retail uses on Lake Street. Industrial and commercial office uses are considered to be the most challenging due to limited sites, high land prices and difficult access.

### Summary Table

Area	Population Density (persons per sq. mi)	Median Age	% family household	% non-family households	Average Household Size	Average Family Size	% owner occupied	% renter occupied	Median family income
Western	7,993	34.9	32	68	1.79	2.66	42.7	57.3	\$94,255
Central	15,470	27.3	40.2	59.8	2.44	3.39	21.6	78.4	\$33,205
Eastern	9,961	31.2	59	41	3.07	3.84	48.6	51.4	\$33,005
Study Area	11,141	31.1	43.7	56.3	2.43	3.3	37.6	62.4	\$53,488
Entire City	6,970	31.2	45.5	54.5	2.25	3.15	51.4	48.6	\$48,602

### Existing New Residential Construction

The following are current new developments marketing, under construction or recently completed in or in the vicinity of the Central subarea.

- Portland Place – 52 units of condominiums and townhomes – affordable and market rate
- Many Rivers East – 50 rental units-affordable
- Franklin Gateway – 71 rental units - affordable
- Midtown Lofts – 72 condominium units - \$160,000 to \$550,000
- Track 29 – 54 townhomes - \$360,000 to \$430,000
- Chicago Lofts – 89 condominiums - \$210,000 to \$600,000
- Midtown Exchange – 219 rental units - \$650 to \$1,075 per month
- Midtown Exchange Condos – 53 units – Average price \$175,000
- 2401 Chicago Lofts – 81 condominiums - \$160,000 to \$250,000

The following are pending new construction/renovation developments:

- Aarcee Site – 250 condominiums - proposed
- Machinery Lofts – 53 condominium units – on hold; developer is seeking alternate reuse

- Track 29 – Phase II – 60 loft condominiums – Pricing not available
- Bennett Lumber site – Emerson and the Greenway - residential reuse – proposed
- Many Rivers West – 26 rental units – affordable- planned
- The Wellstone – 54 affordable rental units and 13 owned units – planned

### **Summary of Market Conditions**

Most of the new residential development has been focused in the Lyn-Lake area near the intersection of Lake Street and Lyndale Avenue. New restaurants and other service and retail businesses have renovated spaces in the area and are drawing locally and regionally. The Jungle Theater’s new venue serves as a landmark for this intersection. At the opposite end of the Central subarea is the Midtown Exchange, a significant mixed-use project that will combine residential, hospitality, office and other commercial retail within its compound, when complete. The renaissance of the Lyn-Lake and Midtown Exchange areas serve as bookends to further redevelopment along the Central subarea of the Greenway.

Although there has been limited interest on the part of private developers for sites in the Central subarea, key nodes such as Lyndale-Lake, Nicollet-Lake, and Chicago-Lake are expanding their impacts to the surrounding area. We continue to see strong interest primarily from prospective residents about locating near the Greenway and the amenity value of the Greenway in relation to housing. We believe that as more developments are proposed near the Greenway, this impact will continue to increase.

Conversions are interspersed throughout the Wedge neighborhood near to the core of the Central district. Most of the buildings are small with a heavy proportion of one-bedroom units having been converted to condominiums. Most of these properties have had units sell well to first-time buyers who want to live near Uptown’s core, at Lake and Hennepin. Most of the buildings that could be likely to convert in the future are those located in or very near the Wedge district between Lyndale and Hennepin Avenues or those along the Greenway. If the housing market remains strong and redevelopment of areas along the Greenway continue, there may be other conversion opportunities in the future. Appropriate conversions could help to stabilize some of the neighborhoods in the east of this area that currently have very high proportions of rental housing relative to owner-occupied housing. Initially though conversions may be somewhat difficult to complete if projected price points are too low. A lower price structure could work if the property has been owned for a number of years by the same person with a modest amount of renovation.

Machinery Lofts may convert to a commercial use. This idea is being considered by the developer and by the neighborhood. The building appears appropriate for commercial use with modest reconfigurations. Retail uses are also being considered for the space but we believe are somewhat unlikely given the location of the building off of primary travel routes, other than the Greenway, which still does not have the level of traffic necessary to support most retail users.

## **Eastern Subarea (Chicago Avenue to Hiawatha Avenue)**

### **Demographics**

The census tracts in the eastern subarea used for this study are as follows: 73.02, 79, 85, 1086 and 1087.

The population density of this area is 9,691 persons per square mile, which is 18% higher than the western subarea and 63% lower than the relatively dense central subarea. The eastern subarea population density is also lower than the City as a whole.

The eastern subarea is more racially diverse than the rest of the study area as well as the City as a whole. Approximately 47.5% of the population is white, approximately 26% is Hispanic or Latino and 24.1% is black or African American. There are other races located in the area but the above listed races are the most prevalent. The median age in this section of the study area is 28 years of age as compared to 34.9 years of age in the western subarea and 27.3 years of age in the Central subarea. The median age of the entire City is 31.2.

Approximately 59% of households in the eastern subarea are family-households, which is higher than the rest of the Greenway study area as well as the City as a whole. The average household size in the eastern subarea is 3.07 and the average family size is 3.84 persons, which is also higher than the household size of the western and central subareas as well as the entire City.

In the eastern subarea, 48.6% of the housing units are owner occupied and 51.4% of the units are renter occupied. This owner occupancy rate is the highest in the study area and is slightly lower than the City rate of 51.4%.

The median family income in the eastern subarea is \$33,005, which is less than a one percent difference from the central subarea and about 3 times less than the western subarea.

### **Summary Table**

Area	Population Density (persons per sq. mi)	Median Age	% family household	% non-family households	Average Household Size	Average Family Size	% owner occupied	% renter occupied	Median family income
Western	7,993	34.9	32	68	1.79	2.66	42.7	57.3	\$94,255
Central	15,470	27.3	40.2	59.8	2.44	3.39	21.6	78.4	\$33,205
Eastern	9,961	31.2	59	41	3.07	3.84	48.6	51.4	\$33,005
Study Area	11,141	31.1	43.7	56.3	2.43	3.3	37.6	62.4	\$53,488
Entire City	6,970	31.2	45.5	54.5	2.25	3.15	51.4	48.6	\$48,602

### **Existing New Construction Residential Development**

The following are recently completed new construction projects in the Eastern subarea.

- 21st Avenue Lofts – 5 townhomes – mid to upper \$200,000s (Seward neighborhood)

- Bloomington Avenue and Greenway – 34 rental units-market rate and affordable rental housing

### **Pending Residential Developments**

None at this time.

### ***Summary of Housing Market Conditions***

There has been little new residential construction in the eastern subarea of the Midtown Greenway. The most recent has been the Sherman Associates development with 34 units of market rate and rental housing between 29<sup>th</sup> Street and Lake Street on Bloomington Avenue.

New investment in the Phillips neighborhood has occurred primarily in areas within the Central subarea of the Greenway, along Franklin Avenue between Portland Avenue and 11<sup>th</sup> Avenue South and along Portland Avenue between 26<sup>th</sup> and 28<sup>th</sup> Streets, but less in the Eastern subarea of the Greenway, east of Chicago Avenue. The development of new housing is needed, but funding for large scale redevelopments and the pricing structures necessary to support market demand for housing in the Eastern section of the Greenway is challenging.

Housing values for single-family homes in the area have risen substantially over the past few years and people moving into the area have been attracted by the have purchased housing that is affordable compared to many other areas of the City. Home values however, remain relatively low.

The area is attracting new immigrant households, many of whom are investing in the neighborhood. Median incomes in the Eastern subarea are similar to those in the Central subarea, but household size is larger as well, indicating there are more people in the household that need to live on the family's income. Household sizes are larger with a greater demand for larger unit sizes. Developing units with more than two bedrooms in an area with moderate income levels also creates additional challenges in being able to produce housing units that are economically and financially feasible.

### ***Commercial Office***

We acknowledge that there may be opportunities to consider studio space or other destination office and retail spaces where customers will seek out the retailer or office user. In these instances, parking would be necessary and access other than pedestrian and bike paths from the Greenway would be required. We view bike, pedestrian and other types of traffic along the Greenway as being a supplement to business locations on Lake Street and other major commercial districts that would be likely to reduce the number of vehicles accessing Lake Street businesses.

Establishing a greater intensity of mass transit on the Greenway including LRT or streetcar would increase the potential to incorporate some small commercial uses at the major stops including Hennepin, Lyndale, Nicollet, Chicago, etc. Mass transit would also facilitate commuter flows to and from businesses that are already located in the Greenway or would relocate to spaces on or near the Greenway. Despite adding mass transit in the Greenway, vehicle parking would also need to be available to accommodate office and retail users.

There may be a concern regarding planning for future commercial users along the Greenway. Given that most retail businesses would not have an environment that would be conducive to a high level of sales until the availability of mass transit, this may result in planning efforts that do not take into account the future potential of this use if mass transit arrives. While the transit horizon is

approximately 20 years out, some thought may be given as to how this type of use would “fit” at major intersections and what connections/linkages may be necessary to facilitate this type of use. It may be that the LRT would simply enhance existing and future commercial uses that would locate in the area at major intersections and would rely on traffic from the Greenway as an additional, but not sole customer base.

### ***Industrial Uses***

The Western subarea has very little land zoned for industrial use. Many of the older uses have been removed to make way for new housing developments. There are some commercial and industrial uses that exist along the Midtown Greenway from Hennepin east past Lyndale and to Nicollet. Many of these uses have been established for many years. Although some uses may remain, a number of parcels that front the Greenway have been rezoned and/or are being considered for rezoning and reuse.

The City is experiencing a dearth of industrial parcels to be made available for businesses that want to relocate to the City and are looking for space. Many of the buildings on these parcels are functionally obsolete for today’s industrial users. This raises the question of the location of these parcels and their viability for industrial use. Regardless of the reuse of the building, are the parcels located in an area that would be suitable and convenient for industrial users? Much of the issue surrounding availability is an issue of land availability for a build-to-suit use, not reuse of the existing facility for another industrial user. Build-to-suit is defined as single-user, new construction versus multi-tenant space that may be built on speculation. As such, in many cases, it would be best to remove the existing structures and reclaim the land for new industrial users. At that point, the aesthetics and requirements of a new building come into play along with additional challenges.

Analysis of industrial land uses along the Midtown Greenway show that there are two clusters of industrially zoned parcels, one between Hennepin and Lyndale Avenues and another between Lyndale and Nicollet Avenues. Most of the parcels are relatively small and according to the City Assessor, are valued at between \$16.00 and \$53.00 per square foot including building. These per square foot rates are generally higher than many of the other industrial areas of the City where there is a much higher proportion of land valued from \$0 to \$16.00 per square foot.

A number of these smaller parcels may be too small to accommodate a modern industrial use. Values are high enough that removing the building would result in a necessity to develop a high-density use, most likely residential to make an economically viable redevelopment. The issue in the Greenway centers on whether the market demand for the industrial parcels is there without the buildings and are these conveniently located to accommodate today’s industrial users. If not, then these properties should be held over for conversion to another market-driven use.

According to our analysis, most of the parcels located between Hennepin and Lyndale Avenues are zoned light and medium industrial with only a couple of heavy industrial parcels.

### ***Commercial Uses***

This section analyzes the existing commercial market including office and retail uses. Information was gathered through a physical inventory as well as interviews with those familiar with the current commercial market in this area, concentrated along Lake Street.

## **Office Space: New Commercial/Office Developments**

The Mozaic development will have 50,000 to 60,000 square feet of office space in a mid-rise building located on Lagoon and Fremont. Lumen on Lagoon will have roughly 5,000 square feet of retail/commercial space on the first floor of their new building on Emerson and Lake Street. Most of the new properties being developed in the core Lake Street area with frontage and access to major thoroughfares are planned to incorporate some commercial space at the street level.

The new corporate headquarters of Allina Hospital will be located at the Midtown Exchange. Allina Commons will occupy 340,000 square feet of office space; Hennepin County will occupy 10,000 square feet of office space; and additional office space available totals 65,000 square feet. Total jobs accommodated by this office space are estimated at 1,800.

Wells Fargo Bank has completed construction on the addition to the Honeywell campus and when fully-occupied, the number of jobs in the area is expected to increase by 6,500.

There is interest in developing additional office space along the length of Lake Street, but primarily at key intersections. Most existing spaces are occupied.

The Midtown Minneapolis Land Use Development Plan identified the potential for a new office tower that would be located adjacent to Interstate 35W at Lake Street. Future plans call for the development of north side on-off ramps at the Lake Street interchange. Improved access in this area would enhance the potential demand for office space and the site's location at the corner of the interchange would provide excellent visibility and access, two key components for upscale office development.

A prior proposal, which envisioned a redevelopment of the Kmart site and reconnecting Nicollet Avenue to Lake Street, is not immediately moving forward. There is a strong potential however, to incorporate some office space within a redevelopment of the Kmart site should that occur in the future. Access and connections to Lake Street and I-35W to the south are good. We envision that office space in this area would provide for growth among small to mid-size businesses, those generally offering services in the area.

## **Retail Space**

Most retail businesses are vocal about their preference for an entrance facing Lake Street to optimize capturing drive-by and pedestrian traffic. This preference underscores the critical nature of drive-by and pedestrian traffic to support soft goods retailers and food retailers that rely heavily on higher traffic levels. We caution that rents needed to support new development require higher lease rates and as such, market conditions for commercial businesses must be appropriate. Despite strong activity on the Greenway, the level of traffic is not likely to support commercial retail enterprise that would rely on a significant number of consumers.

The development of a 71,000 square foot Global Marketplace is underway intended to provide space to established and emerging local ethnic businesses and entrepreneurs. In addition, another 12,000 square feet is targeted to business services for the area. Total number of new jobs estimated at 230.

A full-service Sheraton hotel with 136 rooms has also been constructed at the Midtown Exchange. The hotel is estimated to bring 70 jobs to the area.

Currently, East Lake Street supports a mix of commercial uses including office and retail users. This analysis includes an inventory of all existing commercial uses in the analysis area. All of the commercial uses front East Lake Street, except for a small strip mall anchored by Office Max on Nicollet Avenue. The following are key findings from this analysis.

- The majority (73%) of the businesses located in the Analysis Area are retail businesses.
- The remaining 27% of businesses are either business/personal services or industrial and non-profit uses.
- About 40 businesses (or 24% of the total) rent space in larger indoor market-style buildings; these include the International Bazaar, Lake Plaza and Sabri Commons.
- Assuming that most businesses in the indoor market-style buildings are mainly ethnic-targeted neighborhood retail uses, there are a total of about 60 of these small ethnic businesses in the Analysis Area (36% of the total).
- Not including the indoor markets, (Lake Plaza, International Bazaar and Sabri Commons) most of the existing commercial space (93%) in the Analysis Area is occupied, with only roughly 10 vacant spaces.

<b>TABLE 1 BUSINESSES BY TYPE LAKE STREET CORRIDOR ANALYSIS June 2005</b>					
<b>Business Type</b>	<b>No.</b>	<b>Pct.</b>	<b>Business Type</b>	<b>No.</b>	<b>Pct.</b>
<b>Retail</b>			<b>Services</b>		
Automotive Uses	9	6%	<b><i>Business/Professional Services</i></b>		
Car Sales	3	2%	Accounting	3	2%
Bakery	1	1%	Attorneys	1	1%
Grocery/Convenience	6	4%	Finance	5	3%
Liquor Store	1	1%	Insurance	1	1%
Paint Store	1	1%	Real Estate	2	1%
Restaurants/Bars	19	12%	Miscellaneous	1	1%
Specialty Retail	40	26%	<b><i>Personal Services</i></b>		
<b><i>Other</i></b>			Barber/Beauty Salon	11	7%
Sabri Commons	6	4%	Medical Services	3	2%
International Bazaar	28	18%	Miscellaneous	6	4%
Lake Plaza	7	4%	<b>Subtotal Services</b>	<b>33</b>	<b>21%</b>
U.S. Post Office	1	1%	<b>Vacant</b>		
K-Mart	1	1%	<b>10</b>		
<b>Subtotal Retail</b>	<b>123</b>	<b>79%</b>			
<b>Total Businesses</b>		<b>156</b>			
Source: Maxfield Research Inc.					

Of the total commercial uses in the analysis area, 22 are non-local users or national chains. These businesses are listed below in Table 2.

**TABLE 2**  
**NON-LOCAL COMMERCIAL USES**  
**LAKE STREET CORRIDOR ANALYSIS**  
**June 2005**

Auto Max	Midas
Auto Zone	Office Max
Blockbuster	Payless Shoes
Cost Cutters	Pearl Vision
Family Dollar	Radio Shack
Foot Locker	Supervalu
Good Year	Subway
H & R Block	Taco Bell
Kentucky Fried Chicken	US Bank
K-Mart	Valvoline
Mc Donald's	Wells Fargo
<b>Total = 22</b>	
Source: Maxfield Research Inc.	

- Most of the non-local retail uses are also primarily supported by local households as they are convenience-oriented. The exceptions are Pearl Vision, Radio Shack, Office Max, Footlocker, Payless Shoes and the auto uses.
- The remaining businesses offer neighborhood retail goods or goods that are typically purchased daily or weekly

We believe that the majority of the existing commercial users on Lake Street serve the local market. This means that most of the support for the businesses is generated from local households who live nearby. Some tenants of the large cultural shopping centers like the *International Bazaar*, *Lake Plaza* and *Sabri Commons* draw a small portion of their customers from a larger area as they are small ethnic shops offering specialty items not purchased daily or weekly. According to a tenant at the *Mercado Central* (which is outside of the study area) a small portion of the customer base comes from as far away as Shakopee and Lakeville, where cultural shops are more limited.

These cultural shopping centers provide customers a concentration of shops in one place, in a manner similar to markets in other countries. Customers feel comfortable shopping in these centers, while the conglomeration provides higher customer traffic than the small tenants would be able to capture alone.

### **Commercial Lease Rates**

Based on interviews with leasing agents and available property listings we found that current lease rates for commercial space cover a wide range. In general, per square foot rental rates can even vary substantially within the same retail center, where anchor tenants often pay lower per square foot rents compared to small retailers. Small retailers often benefit from being located close to larger anchor tenants because of the customer traffic they generate. Furthermore, shopping center owners lease large blocks of space to anchor tenants at a lower rental rate, as their presence helps market and generate higher rents for the smaller spaces. Generally, a low rent can be applied to larger anchor tenants, while higher rents are paid by in-line retailers. This is not always true in the Lake Street area, where older and less desirable spaces may have even lower rents in order to attract tenants.

- Net retail lease rates in the area can range from \$8.00 to \$17.00 per square foot (excluding expenses). The low end of the range would typically be an older building with less visibility than the higher end of the range.
- Net office lease rates in the area average about \$12.00 to \$13.00 per square foot (excluding expenses).
- For retail and office space, all rates depend on the condition of the building, location on Lake Street, visibility and access to the commercial space. Also, potential commercial tenants are concerned whether or not the block the building is located on is desirable or will be perceived to be safe by prospective customers and employees. Potential commercial tenants do not want to lease space in the nicest building on the block that is surrounded by unattractive buildings or seemingly unsafe areas.

### **Current Commercial Trends**

From our interviews we gathered anecdotal information on the current commercial market. In East Lake Street's recent history, for the years from 1995 to 2000, few buildings sold. Since 2000 Lake Street has become more viable for businesses and there has been increased real estate activity. This can be seen in the opening of several large indoor markets, like the *International Bazaar* and *Mercado Central*. Also, there has been an increase in buildings being rehabbed along the corridor.

The Lake Street Council is the local business organization for Lake Street, including portions of the corridor not included in this analysis. According to the Lake Street Council, they receive about five phone calls a day for various retail and office users. This activity is an increase since about 2000.

Other evidence of the increase in commercial activity is seen in the newly renovated space located at Chicago Avenue and Lake Street. A portion of this space has been leased by Footlocker, a national shoe retailer. Over half of the remaining space has also been leased (12,000 square feet total). According to the leasing agent, most calls for the space are from local retailers in fashion, food and other retail. The space is leasing for \$16.00 - \$18.00 per square foot, including expenses.

Other renovations and examples of reinvestments are underway or pending along Lake Street. A new Mexican restaurant, called, *Carne Asade*, recently opened across the street from the new Footlocker. An enclosed cultural mall was recently completed on Lake Street near 5<sup>th</sup> Avenue, called *Lake Plaza*. A new retail building was constructed just south of Lake Street at 3149 Nicollet Avenue and contains *Valerie's Meat Market* and *Juanita's Hair Salon*.

### **Summary**

#### **Western Subarea**

Redevelopment in the Western subarea is driven by strong market demand for housing that takes advantage of the amenity value of the Lakes and the entertainment and retail offerings at and near the intersection of Hennepin Avenue and Lake Street. The area has always attracted a predominantly younger group of people that prefer to live in the area because of its hip, trendy environment. With the new developments that are underway, this demographic is shifting toward greater interest from empty-nesters who have higher incomes and are able to afford the premium that is placed on the desirability of the location.

New buildings in this area are taking advantage of the close proximity of the Greenway and are directly embracing it. We believe that this design element has led and will lead to increased absorption of units at these developments.

Locations closer to Hennepin Avenue or fronting on major thoroughfares are also trying to incorporate commercial space on the street level. The size and type of the commercial space contemplated is determined by the properties location at high traffic areas and/or near other commercial concentrations. Retail and entertainment uses are often considered in the western subarea. There has also been a market identified for a modest amount of office space in this area.

### **Central Subarea**

Redevelopment in the Central Subarea is occurring at specific nodes where a critical mass of redevelopment is occurring. These nodes at Lyn-Lake, Portland Avenue and Chicago Avenue are areas where market demand and redevelopment efforts have combined to create a critical mass that is attracting more households and commercial development to the area. Although housing is being developed in the Lyn Lake area, the renaissance first occurred with entertainment and retail offerings, followed by interest in additional housing. At Midtown Exchange (Chicago Avenue), a critical mass of redevelopment including housing, retail, office and hospitality are combining to round out the Abbott Northwestern health care campus as well as tap into the activity along Lake Street.

There is however, limited or no redevelopment occurring between Lyn Lake and the Midtown Exchange. There was a plan to extend Nicollet Avenue through to Lake Street. This proposal depends to some degree on redevelopment of the Kmart site and timing at this point, is uncertain. We believe that as the Lyn-Lake area expands, there will additional interest in parcels near to Lyn Lake and adjacent to the Greenway.

The redevelopment potential however will depend to some degree on the ability to connect not only to the Greenway, but also to other activity and amenities along Lake Street. The Lyn-Lake district is successfully expanding its entertainment and retail offerings. We expect that this will expand both along Lyndale and along Lake Street within a few blocks of the Lyndale and Lake intersection.

The intersection of Nicollet Avenue and Lake Street offers strong potential for a large scale mixed use development. Reconnecting Nicollet Avenue to Lake Street would create stronger connections to the Greenway at this location.

### **Eastern Subarea**

The Eastern Subarea is the area that is experiencing the least amount of redevelopment except for the area immediately adjacent to the Light Rail Transit where there have been some indications of interest in developing housing near the LRT stations.

The Eastern Subarea, while the most likely to benefit from housing in close proximity to public transit connections, it is also the area where the greatest challenges are likely to occur regarding matching housing demand and needs with financial feasibility.

Investment in single-family homes has increased substantially during the recent housing boom. As a result, home values have risen dramatically. Housing values however, have also risen substantially in other areas of the City. Homes still remain relatively affordable in this area of the City.

There are limited sites available along the Greenway in the Eastern subarea and fewer industrial sites for redevelopment.

There is likely to be some expansion of the redevelopment that is occurring at the Midtown Exchange. We believe that additional expansion may be likely to move to the east. This expansion will also likely require some financial support to achieve strong market acceptance of new products.

Opportunities exist in the Eastern Subarea to better connect the Greenway to Lake Street and to take advantage of the strong commercial district that exists adjacent to Hiawatha Avenue. In order to encourage more redevelopment within the Eastern Subarea, it may be necessary to consider specific projects closer to Hiawatha Avenue and then build over toward the west.

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# Appendix E

## Midtown Greenway Building Type Density Inventory

# **Midtown Greenway**

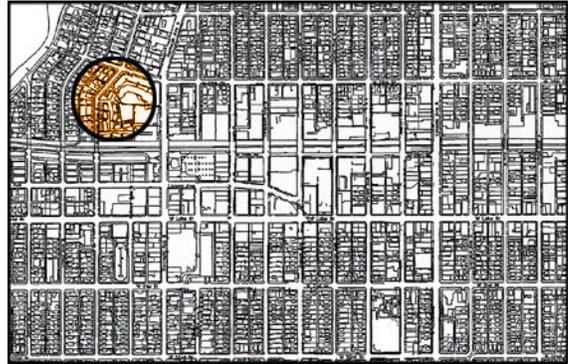
Building Type and Density Inventory  
Existing Properties

SEH Consulting  
Cunningham Group

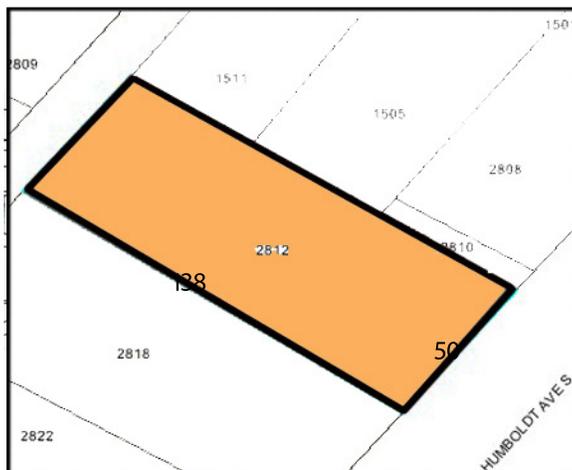
# Midtown Greenway

## Building Type and Density Inventory

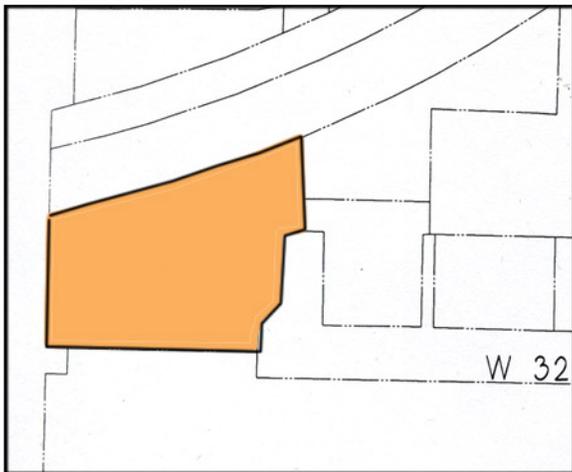
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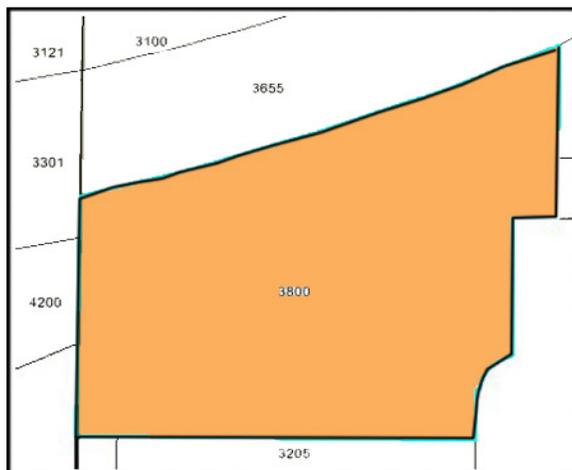
**Address:** 2812 Humboldt Ave S  
**Use:** Residential  
**Building Type:** Single family  
**Total Area:** 6,519 sq. ft.  
**Zoning:** R2B, SH (overlay)  
**Total Units/ SF:** 1 Unit  
**Density/Acre:** 7du/AC



# Midtown Greenway Building Type and Density Inventory



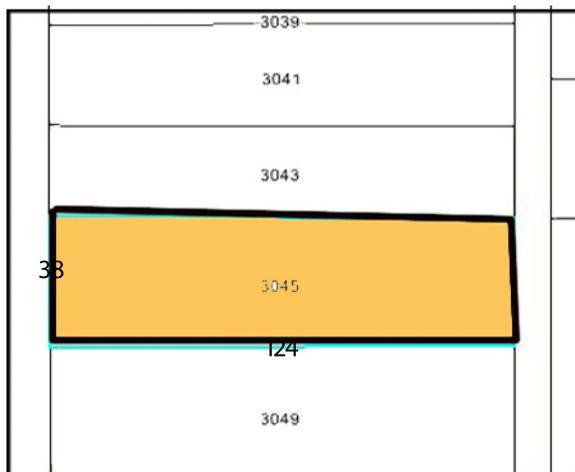
**Address:** 3800-3818 32nd St W  
**Use:** Residential  
**Building Type:** Duplex  
**Total Area:** 66,246 sq. ft.  
**Zoning:** R4  
**Total Units/ SF:** 10 Units  
**Density/Acre:** 7 du/AC



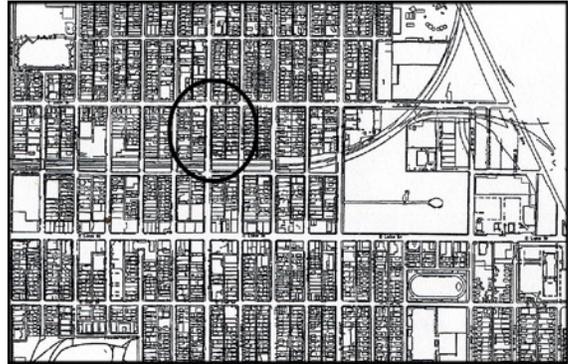
# Midtown Greenway Building Type and Density Inventory



**Address:** 3045 17th Ave S  
**Use:** Residential  
**Building Type:** Single Family  
**Total Area:** 4,432 sq. ft.  
**Zoning:** R5  
**Total Units/ SF:** 1 Unit  
**Density/Acre:** 10 du/AC



# Midtown Greenway Building Type and Density Inventory



**Address:** 2806 Bloomington Ave  
**Use:** Residential  
**Building Type:** Townhouses  
**Total Area:** 15,808 sq. ft.  
**Zoning:** R4  
**Total Units/ SF:** 6 Units  
**Density/Acre:** 16 du/AC

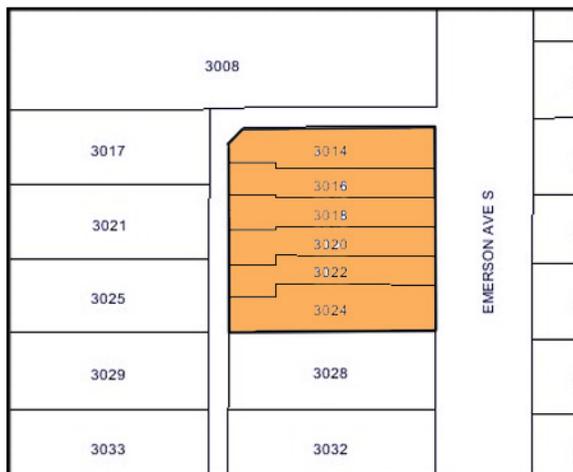


# Midtown Greenway

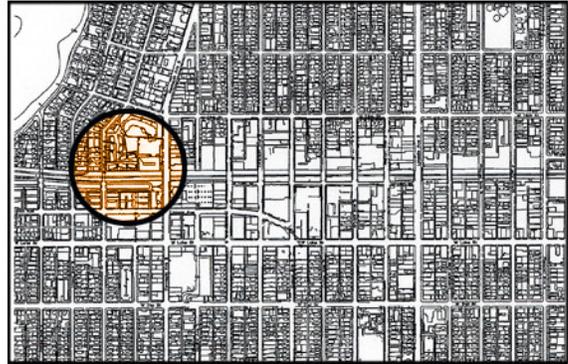
## Building Type and Density Inventory



**Address:** 3014-24 Emerson Ave S  
**Use:** Residential  
**Building Type:** Townhouses  
**Total Area:** 16,318 sq. ft.  
**Zoning:** R4  
**Total Units/ SF:** 6 Units  
**Density/Acre:** 16 du/AC



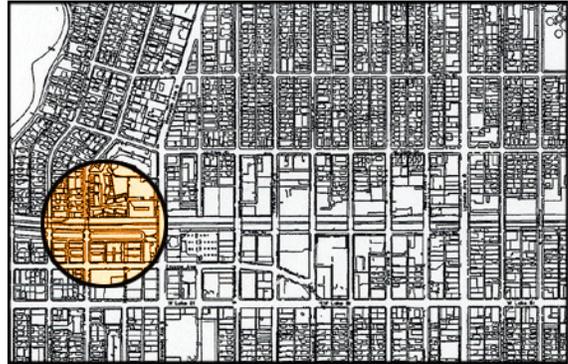
# Midtown Greenway Building Type and Density Inventory



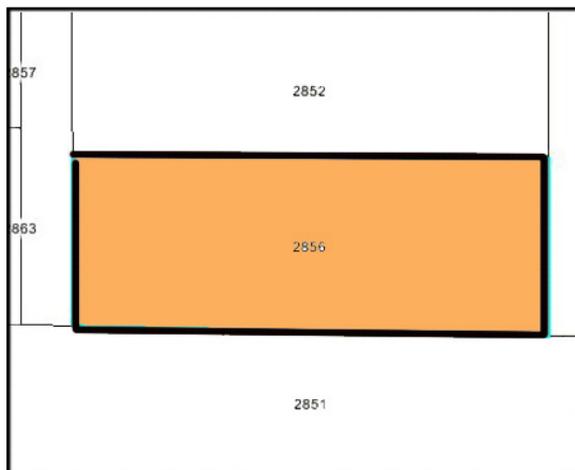
**Address:** 2818-71 Kenwood Isles Dr.  
**Use:** Residential  
**Building Type:** Townhouses  
**Total Area:** 85,683 sq. ft.  
**Zoning:** R2B  
**Total Units/ SF:** 41 Units  
**Density/Acre:** 21 du/AC



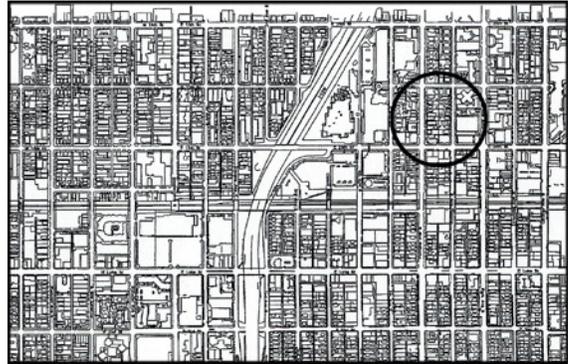
# Midtown Greenway Building Type and Density Inventory



**Address:** 2858 Humbolt Ave S  
**Use:** Residential  
**Building Type:** 4-plex  
**Total Area:** 6,111 sq. ft.  
**Zoning:** R6  
**Total Units/ SF:** 4 Units  
**Density/Acre:** 28 du/AC



# Midtown Greenway Building Type and Density Inventory



**Address:** 504 27th St E (Portland Place)  
**Use:** Residential  
**Building Type:** Townhouses  
**Total Area:** 79,966 sq. ft.  
**Zoning:** R2B  
**Total Units/ SF:** 52 Units (8-single family, 14 duplex, 30 townhouses)  
**Density/Acre:** 29 du/AC

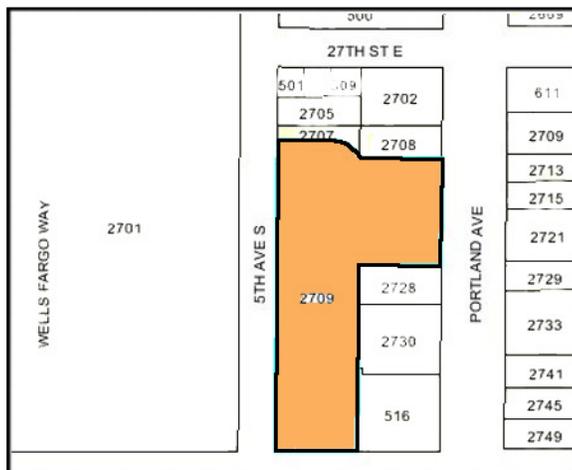


# Midtown Greenway

## Building Type and Density Inventory

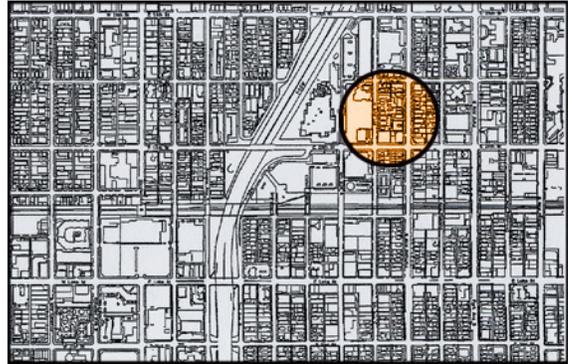


**Address:** 2713 5th Ave S (Portland Place)  
**Use:** Residential  
**Building Type:** Single-family  
**Total Area:** 79,966 sq. ft.  
**Zoning:** R4  
**Total Units/ SF:** 52 Units (8 single-family, 14 duplex, 30 townhouses)  
**Density/Acre:** 29 du/AC



# Midtown Greenway

## Building Type and Density Inventory



**Address:** 2721-19 5th Ave S (Portland Place)

**Use:** Residential

**Building Type:** Duplex

**Total Area:** 79,966 sq. ft.

**Zoning:** R4

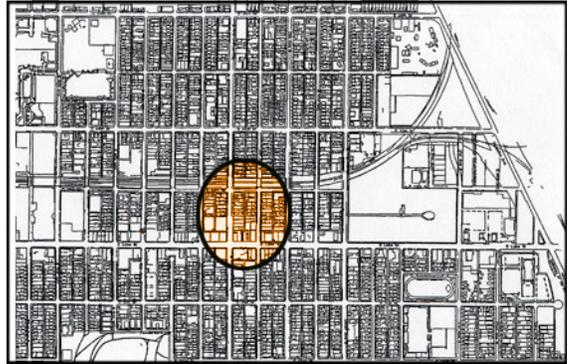
**Total Units/ SF:** 52 Units (8 single-family, 14 duplex, 30 townhouses)

**Density/Acre:** 29 du/AC

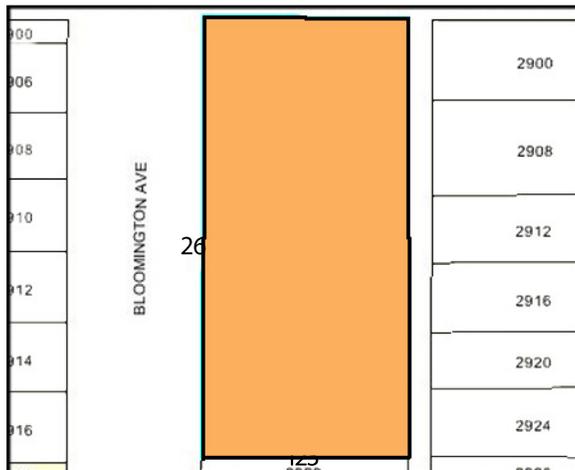


# Midtown Greenway

## Building Type and Density Inventory

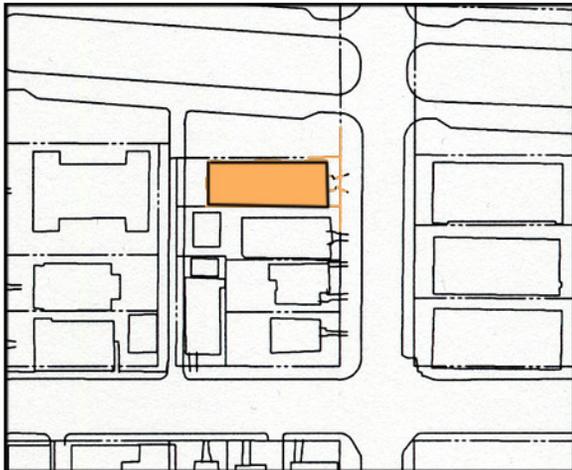


**Address:** 2909 Bloomington Ave S  
**Use:** Residential  
**Building Type:** Apartments  
**Total Area:** 32,196 sq. ft.  
**Zoning:** R2B  
**Total Units/ SF:** 34 Units  
**Density/Acre:** 46 du/AC

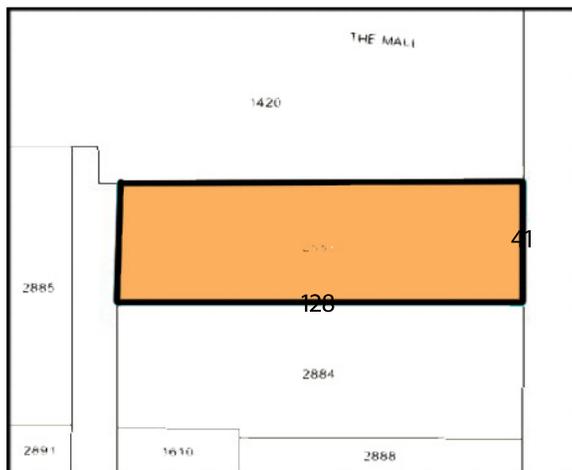


# Midtown Greenway

## Building Type and Density Inventory



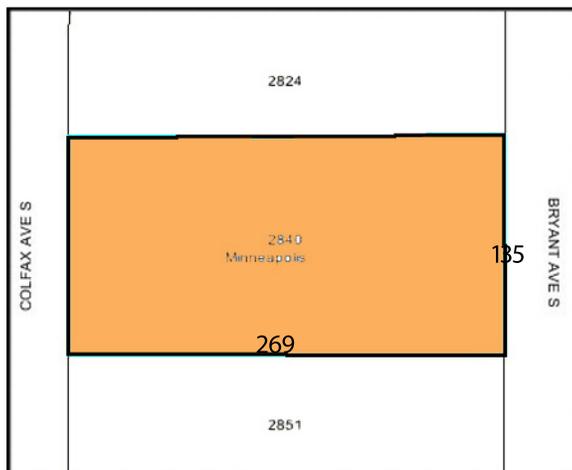
**Address:** 2880 Irving Ave S  
**Use:** Residential  
**Building Type:** Garden Apartment  
**Total Area:** 5,113 sq. ft.  
**Zoning:** R6  
**Total Units/ SF:** 10 Units  
**Density/Acre:** 83 du/AC



# Midtown Greenway Building Type and Density Inventory



**Address:** 2840 Bryant Ave S  
**Use:** Residential  
**Building Type:** Lofts  
**Total Area:** 36,465 sq. ft.  
**Zoning:** R6  
**Total Units/ SF:** 71 Units  
**Density/Acre:** 85 du/AC

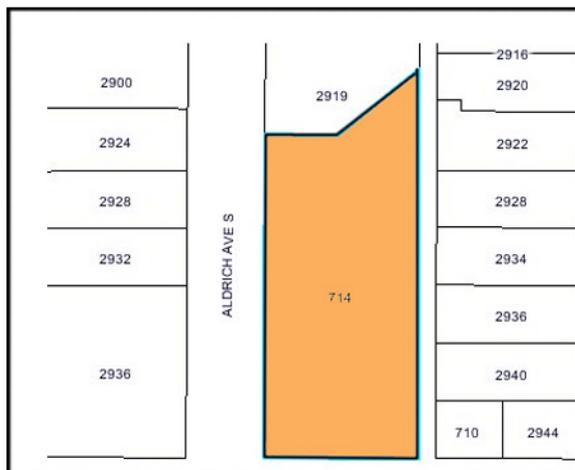


# Midtown Greenway

## Building Type and Density Inventory



**Address:** 714 Lake St W  
**Use:** Residential  
**Building Type:** City Apartments  
**Total Area:** 31,724 sq. ft.  
**Zoning:** C3A  
**Total Units/ SF:** 80 Units  
**Density/Acre:** 110 du/AC

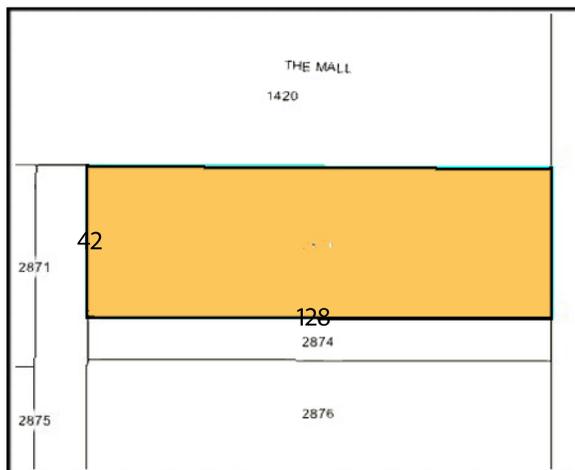


# Midtown Greenway

## Building Type and Density Inventory



**Address:** 2870 Humboldt Ave S  
**Use:** Residential  
**Building Type:** Garden Apartments  
**Total Area:** 5, 424 sq. ft.  
**Zoning:** R6  
**Total Units/ SF:** 14 Units  
**Density/Acre:** 116 du/AC

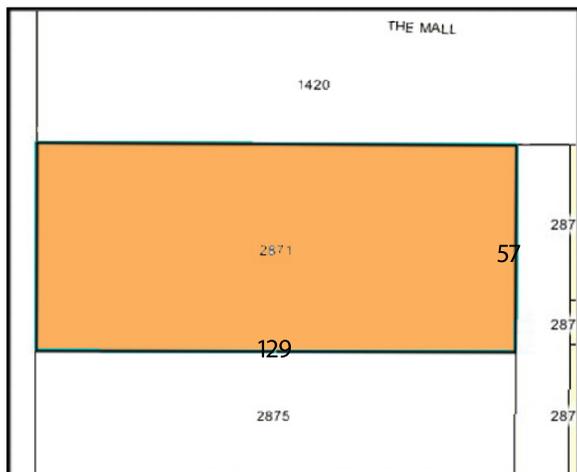


# Midtown Greenway

## Building Type and Density Inventory

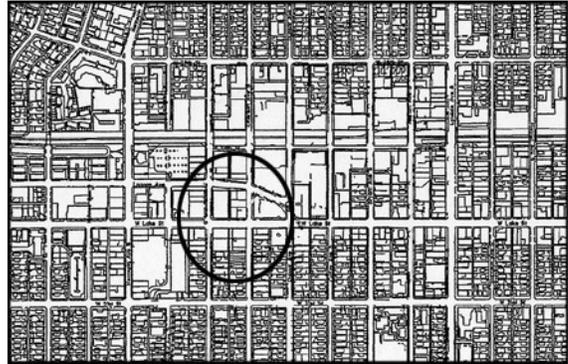


**Address:** 2871 Irving S (Mall)  
**Use:** Residential  
**Building Type:** Garden Apartments  
**Total Area:** 7,335 sq. ft.  
**Zoning:** R6  
**Total Units/ SF:** 20 Units  
**Density/Acre:** 118 du/AC

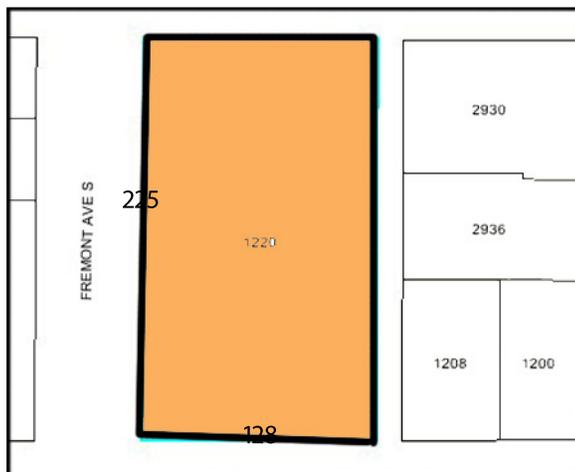


# Midtown Greenway

## Building Type and Density Inventory



**Address:** 1220 Lake St W  
**Use:** Residential  
**Building Type:** City Apartments  
**Total Area:** 28,916 sq. ft.  
**Zoning:** C3A, PO (overlay)  
**Total Units/ SF:** 80 Units  
**Density/Acre:** 121 du/AC



# Midtown Greenway Building Type and Density Inventory



**Address:** 2900 Thomas Ave S  
**Use:** Residential/ Retail  
**Building Type:** Tower  
**Total Area:** 64,291 sq. ft.  
**Zoning:** C3A, SH (overlay)  
**Total Units/ SF:** 275 Units  
**Density/Acre:** 185 du/AC

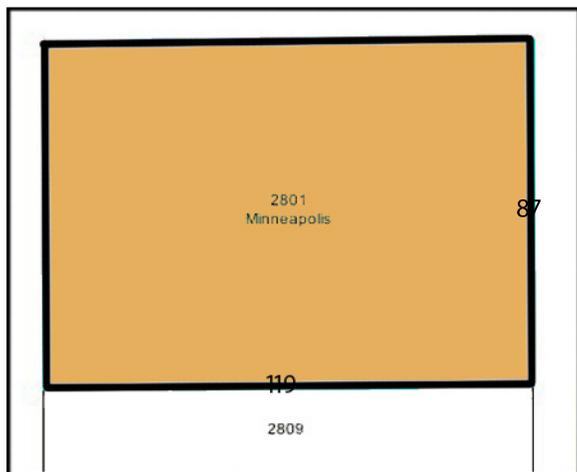


# Midtown Greenway

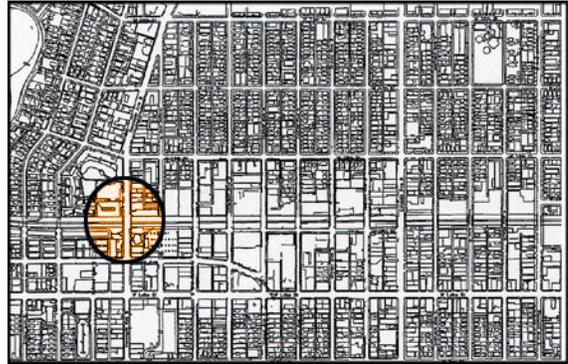
## Building Type and Density Inventory



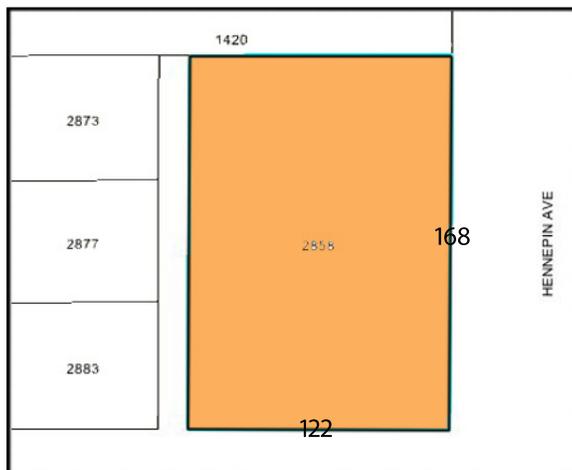
**Address:** 2801 Lyndale Ave S  
**Use:** Gas station  
**Building Type:** 1-floor retail  
**Total Area:** 10,103 sq. ft.  
**Zoning:** C2  
**Total Units/ SF:** 1.809 sq. ft.  
**Density/Acre:** n/a



# Midtown Greenway Building Type and Density Inventory

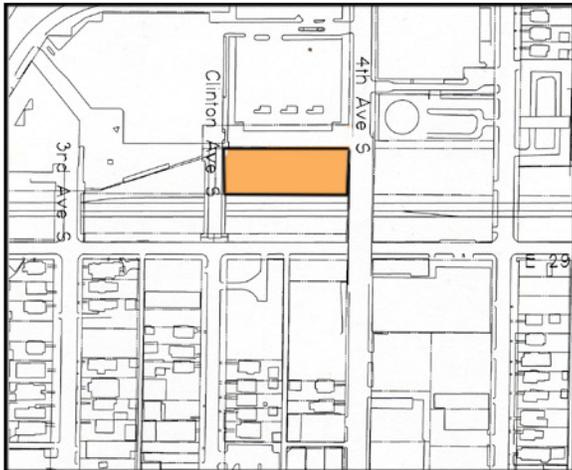


**Address:** 2858 Hennepin Ave S  
**Use:** Library  
**Building Type:** underground  
**Total Area:** 20,767 sq. ft.  
**Zoning:** OR2, PO (overlay)  
**Total Units/ SF:** n/a  
**Density/Acre:** n/a

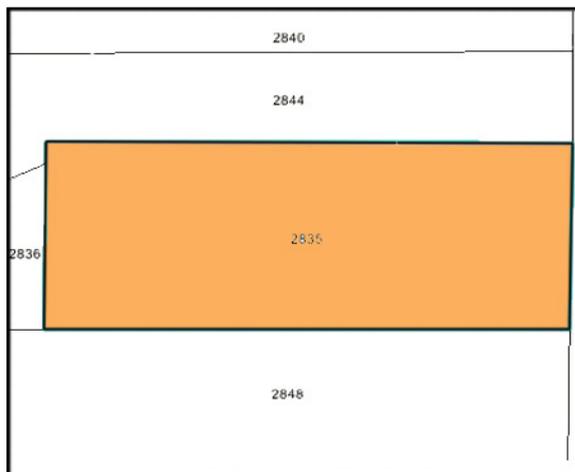


# Midtown Greenway

## Building Type and Density Inventory

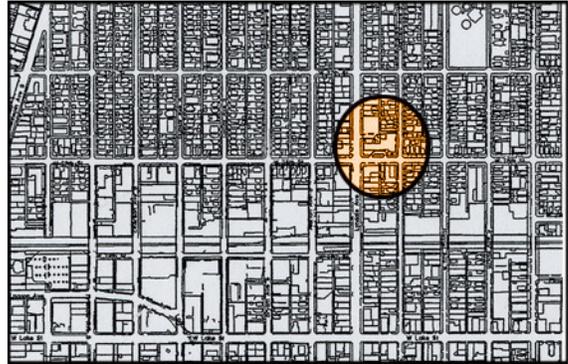


**Address:** 2835 Clinton Ave S  
**Use:** Soccer field  
**Building Type:** none  
**Total Area:** 32,243 sq. ft.  
**Zoning:** I1  
**Total Units/ SF:** n/a  
**Density/Acre:** n/a

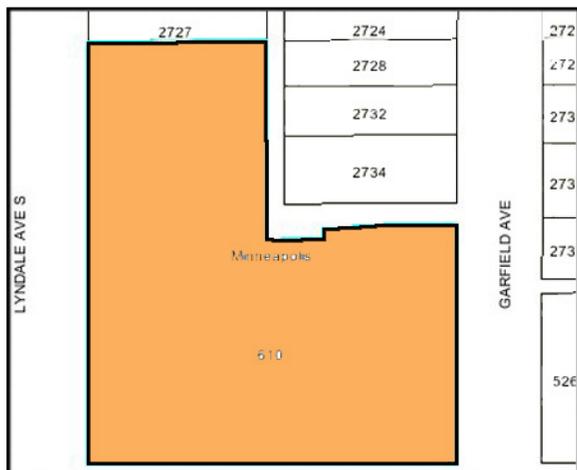


# Midtown Greenway

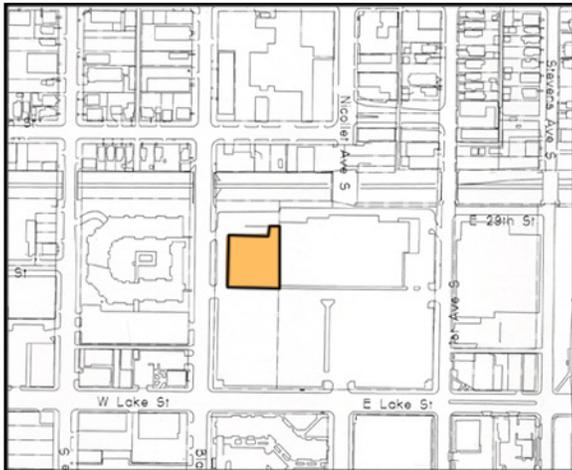
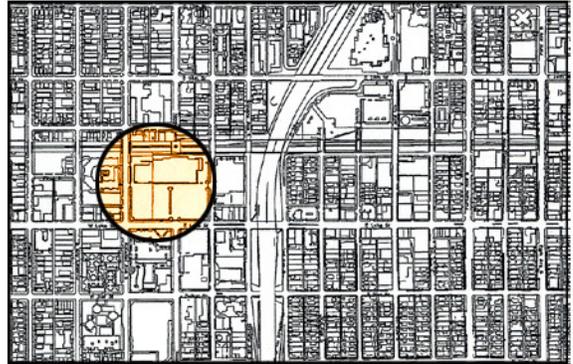
## Building Type and Density Inventory



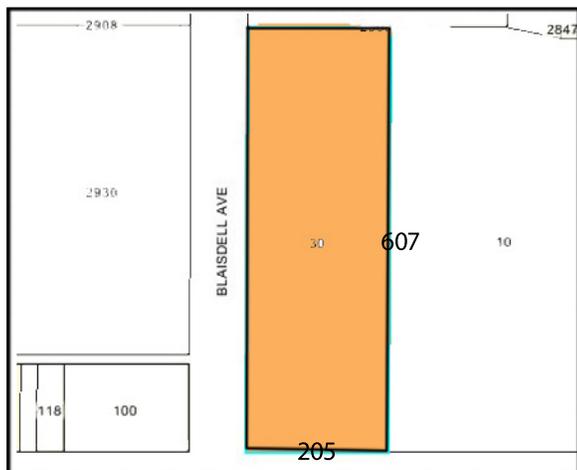
**Address:** 610 28th St W  
**Use:** Salem Evangelical Lutheran Church  
**Building Type:** Church  
**Total Area:** 55,142 sq. ft.  
**Zoning:** R2B  
**Total Units/ SF:** 19,027 sq. ft.  
**Density/Acre:** n/a



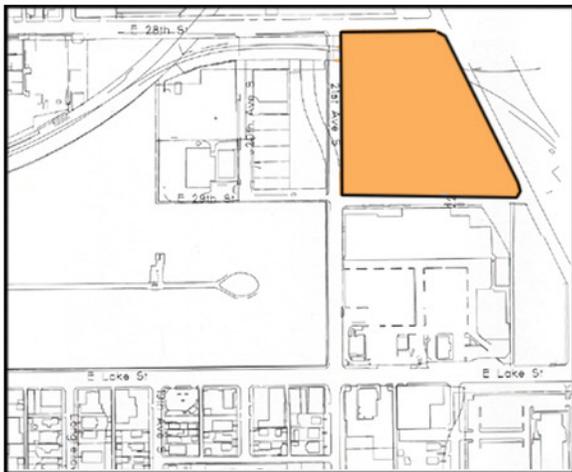
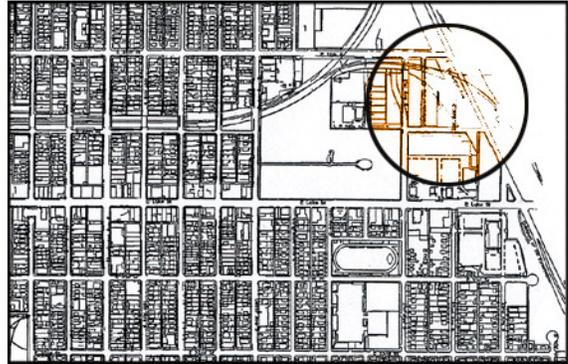
# Midtown Greenway Building Type and Density Inventory



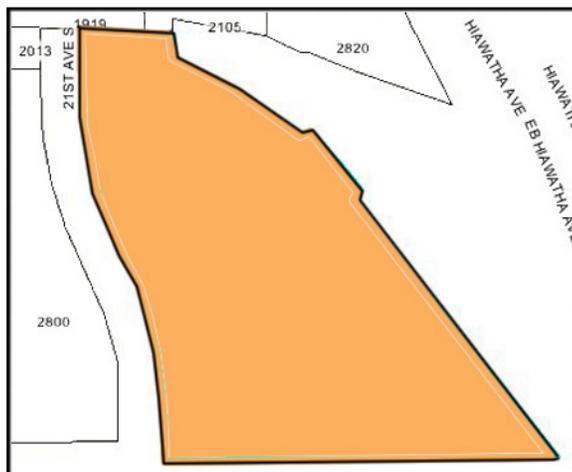
**Address:** 30 Lake St W  
**Use:** commercial  
**Building Type:** 1-story retail  
**Total Area:** 125,424 sq. ft.  
**Zoning:** C3S  
**Total Units/ SF:** 26,500 sq. ft.  
**Density/Acre:** n/a



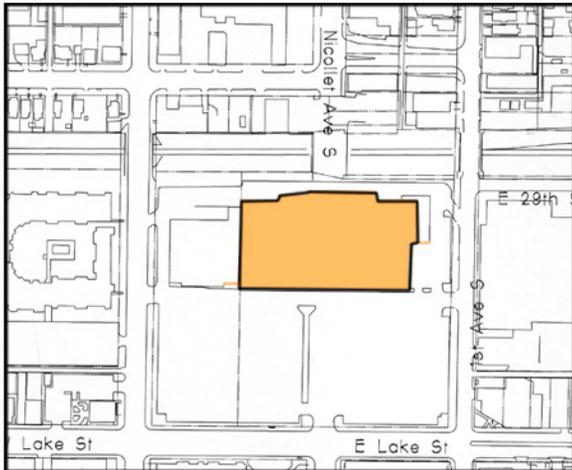
# Midtown Greenway Building Type and Density Inventory



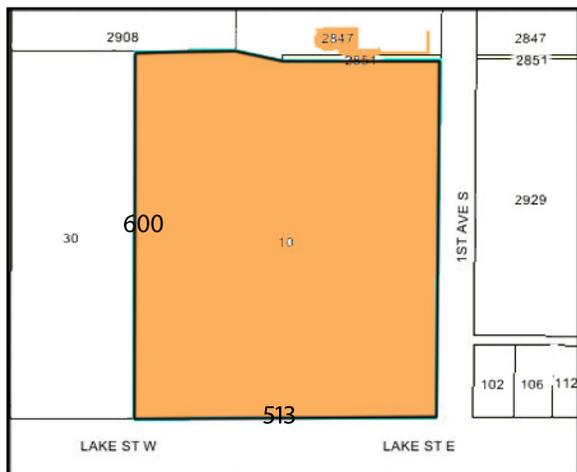
**Address:** 2801 21st Ave  
**Use:** commercial, industrial  
**Building Type:** office, 2-story  
**Total Area:** 149,925 sq. ft.  
**Zoning:** I1, PO (overlay)  
**Total Units/ SF:** 64,000 sq. ft.  
**Density/Acre:** n/a



# Midtown Greenway Building Type and Density Inventory



**Address:** 10 Lake St W  
**Use:** commercial  
**Building Type:** 1-story retail  
**Total Area:** 302,956 sq. ft.  
**Zoning:** C3S  
**Total Units/ SF:** 101,120 sq. ft.  
**Density/Acre:** n/a



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# **Appendix F**

## **Opportunity Sites**

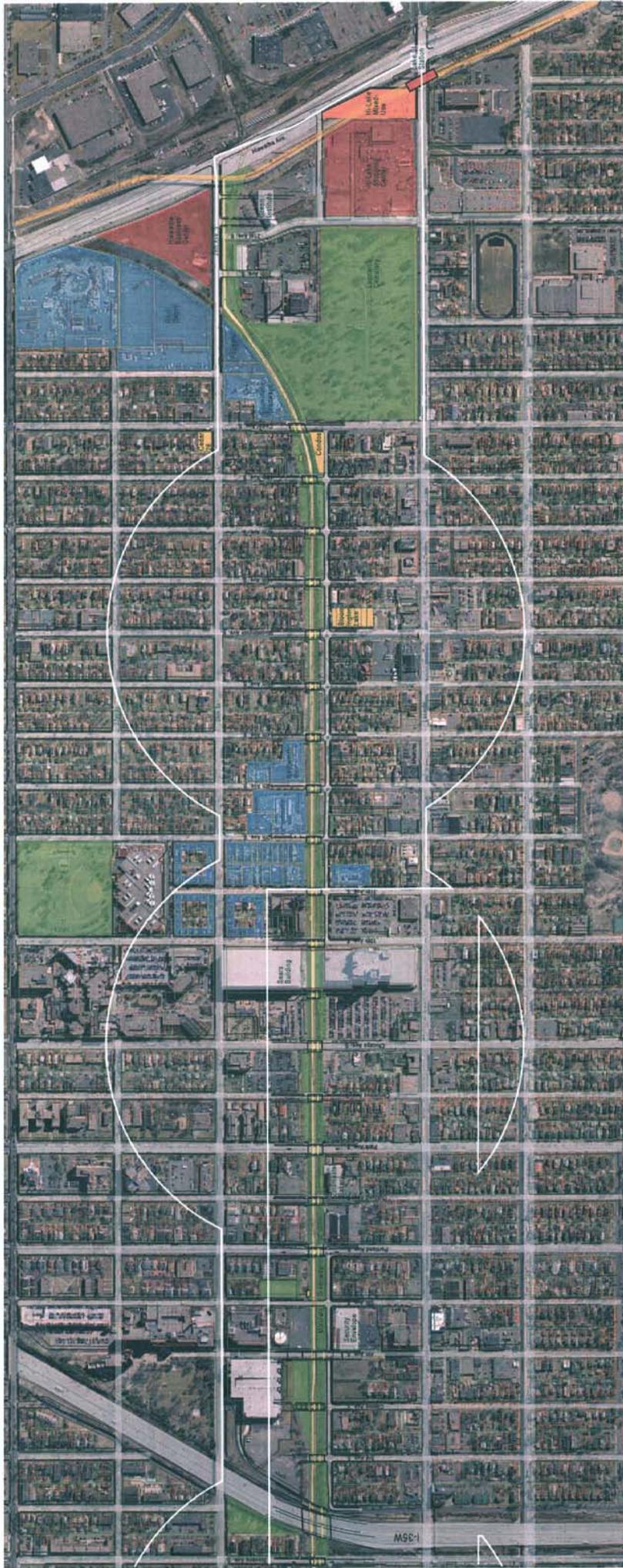


- Residential
- Commercial
- Mixed Use
- Opportunity Sites

**Midtown Greenway Land Use and Development Plan**  
 Recent Development and Opportunity Sites  
 West of Hennepin Ave.

August, 2005





# Midtown Greenway Land Use and Development Plan

Recent Development and Opportunity Sites  
East of I-35W

Residential

Commercial

Mixed Use

Opportunity Sites







← N  
August, 2005