

**Dinkytown Business District Plan
Written Comments Received Prior to 45-Day Public Review – as of 4/17/14**

Comment	Source	Location in Plan	Response
<p>Property Owners Oppose any Designation of Dinkytown as a local or national historic district, part of the Minnesota Main Street Program or as a Conservation District. While our group agrees that there may be certain properties that warrant historic recognition, the Property Owners also believe that any such designation should be made with precision so that it applies only to properties truly worth saving, and that any attempt to place a designation on the entire area would be a mistake. Several members of the Owners Group have owned property in Dinkytown for decades and are keenly aware of the evolution of the district, both with regular changes in the identity and mix of tenants and in frequent building renovations and the redevelopment of parcels. Dinkytown’s commercial district has evolved in significant ways over the years, but has always retained a unique character. Landmarking the whole district at this point in time with some sort of historical designation will hinder this natural evolution. Freezing this evolution now implies that future stakeholders cannot be trusted to have sufficient common sense to make choices that fit the community. The Owners Group rejects this implication. It is clear that the majority of property owners, who are major stakeholders in this discussion, are against this recommendation because it would significantly diminish the value of existing properties, stifle renovations needed for tenant expansions or routine re-tenanting, and prevent the occurrence of responsible future re-development of older buildings that currently feature smaller spaces with non-standard layouts that have higher maintenance costs and that are not attractive to today’s most successful retailers.</p>	<p>Dinkytown property owners letter</p>	<p>Heritage Preservation p. 59</p>	<p>Recommendations in the plan have been revised to reflect the need for an open-ended process to explore more in depth the options available for preservation, and to allow all stakeholders to participate and to state their positions.</p>
<p>A historic designation could have a very negative impact on the</p>	<p>Dinkytown</p>	<p>Heritage</p>	<p>As stated above, there</p>

<p>ability of Dinkytown business to retain its unique flavor. Everyone views the uniqueness of the Varsity Theater and Loring Pasta Bar as a great addition to Dinkytown. Most recently, the Varsity Theater received an award for the most unique bathroom in America—a recognition that would not have been possible if they had to follow historic guidelines. Moreover, the unique design of the Loring Pasta Bar interior came after a great deal of architectural renovation. These projects would have been greatly affected if historic or conservation districts would have been in place. Clearly, the historic designation would be a show stopper for creative, innovative and artistic designs for Dinkytown properties.</p>	<p>property owners letter</p>	<p>Preservation</p>	<p>will be opportunity in the implementation phase to ensure all voices are heard on preservation options.</p>
<p>That tax credits are available is not germane to this discussion. Under the federal Tax Code, a federal Historic Rehabilitation Tax Credit (“HTC”) can be either 10%, for buildings built before 1936 that are not deemed historic, or 20% for buildings that are “certified historic structures.” While it is unclear which properties in the Dinkytown district might qualify for any HTC, it seems certain that many will not. Even for those that do, the credits can be of little utility. This is because most of the older buildings are relatively small, which means smaller renovation costs and correspondingly smaller available credits. In order to benefit from tax credits, a property owner either has to sell the tax credits to create cash or hold them for a long period of time. In this current market, selling tax credits is orientated towards larger amounts of tax credits. The cost to implement and sell small denominations of tax credits, when weighed against the administrative hassles, inflexibility and increased costs associated with compliance with the historic restrictions, essentially makes them unattractive for smaller projects.</p>	<p>Dinkytown property owners letter</p>	<p>Heritage Preservation p. 59</p>	<p>Added clarifying language that tax credits are not a feasible option for all development projects</p>
<p>The Dinkytown Parking problem can be solved. The Owners Group believes the effort to create a Small Area Plan evolved when Dinkytown lost most of its surface lot parking. We totally</p>	<p>Dinkytown property owners letter</p>	<p>Transportation pp. 84-87</p>	<p>The plan recommends connections to 4th St ramp, investigating a</p>

<p>agree that parking is an issue for Dinkytown and, clearly, the ultimate fix would be a public parking facility in, or very close, to Dinkytown. With the likelihood of that happening being very slim, we have identified some suggestions on how to potentially solve the current parking dilemma:</p> <p>1) Create a portal or link to the existing parking ramp on 4th street. The Plan demonstrated that, except on days when there are large sporting events, there is currently available parking within the 4th street parking ramp. This link should be prominent enough for people in Dinkytown to realize that parking is located just to the east of Dinkytown. The thought is to help educate the public that parking is just over the hill. Make the walking experience from the ramp to Dinkytown more pedestrian friendly. Work with the University to expand the ramp, or a pedestrian entrance to the ramp, to the west, if possible, closer to Dinkytown. Add signage orientated for both vehicles and pedestrians that help identify this parking ramp.</p> <p>2) Explore a parking ramp/facility over the railroad trench adjacent to Dinkytown. The parking ramp could have access from several levels and work with the bike path/walkway that already exists. This is a recommendation within the report that we believe merits extensive exploration.</p> <p>3) Enhance street parking by changing the design of the current parking configuration. Add additional meters, or could the current bridges allow parking along their curb lines? These are all possibilities that need to be explored. We would also support exploring the implementation of traffic calming ideas and increasing bike/pedestrian safety in the area.</p>			<p>parking ramp in the trench area, and improvements to on-street parking; additional detail added to document as discussed here</p>
<p>Expanding Dinkytown's footprint would be an excellent idea. This expansion could not only be to the west but also to the east towards the University Parking Ramp. The Owners Group agrees with the City of Minneapolis that Dinkytown is appropriately</p>	<p>Dinkytown property owners letter</p>	<p>Land Use p. 100</p>	<p>The footprint and Activity Center boundary has been expanded further westward; it does</p>

<p>designated as an Activity Center. More importantly, the concept of rezoning the area to a C3A zoning district—the highest density mixed use district—is essential for this area.</p>			<p>not extend eastward because that area is outside the plan study area, and is largely controlled by the U of M and therefore outside city land use control</p>
<p>Creating design criteria is not supported by the Property Owners Group. Dinkytown has evolved by being eclectic and creating criteria of one-size-fits-all does not fit with Dinkytown eclectic history.</p>	<p>Dinkytown property owners letter</p>	<p>Land Use p. 97</p>	<p>The design guidelines are based on the features that are common across the many eclectic Dinkytown buildings; they are designed to be fairly flexible to still allow for variety in design</p>
<p>It remains vital to accommodate markets for a vibrant Dinkytown. Dinkytown has always demonstrated a changing mix of tenants and adapted to the ever changing market conditions. This historically has been demonstrated by the many businesses to occupy the area and subsequently leave, close or move to another venue. Illustrations such as horse stables, hardware stores, shoe repair, grocery stores, record stores and many others demonstrate the ever changing tenant mix. Dinkytown has had the flexibility to adapt to these changes. To envision supporting or restricting certain business activity is not necessary. The Dinkytown marketplace will be healthier by allowing the people/customers to determine the needs of the area.</p>	<p>Dinkytown property owners letter</p>	<p>Economic Development p. 71</p>	<p>The plan recognizes the continuum of change in the area, and encourages a broad diversity of business types in response to market demand</p>
<p>The Owners Group supports the need for enhanced safety efforts. Some of the improvements should include better lighting, well designed streetscapes, etc. that better promote a welcoming and walkable community; changes in traffic calming and pedestrian safety; and, more police patrols—especially at peak times during the day/night and during special events.</p>	<p>Dinkytown property owners letter</p>	<p>Economic Development p. 72, Transportation p. 89</p>	<p>Added language regarding additional safety measures, more guidance for streetscape improvements</p>

<p>Property owners should be involved in the implementation. Within the draft report entitled Business District Plan, Section 11 outlines the implementation methodology for the plan. On pages 100 – 104 the chart demonstrating responsibility for implementation never mentions property owners as a group with any responsibilities. Many of these recommendations have direct impact on Dinkytown properties, including restrictions that could become effective and attach permanently to the property. The Owners Group should be involved with these responsibilities. Many of the recommendations that are not supported by the property owners group become the responsibility of another party.</p>	<p>Dinkytown property owners letter</p>	<p>Implementation</p>	<p>Property owners added as key implementing group throughout chapter</p>
<p>People felt nostalgic for the old days of Dinkytown and that's normal reaction to a changing neighborhood. However, these new projects will bring new life to a business area that has been in steep decline compared to other Minneapolis business areas. Legislating the protection of businesses and buildings would stymie the resurgence of Dinkytown.</p>	<p>Steve Young email</p>	<p>Land Use</p>	<p>The plan addresses the need to accommodate additional growth and density within the study area.</p>
<p>In my honest opinion it would only make sense to designate these as historical preservation sites because they simply are. There is no question from my own historical knowledge and that of my neighbors and clients, friends and family that the store fronts on 4th street with the brick facing have stood solid, as a real signature mark of what Dinkytown stands for. Simplistic, small business with community based support. This is a historical set of buildings from where the Tattoo building begins and onward to the Camdi Vietnamese restaurant that has sat in that same place for years, on that exact alley.</p>	<p>Coral Sadowy email</p>	<p>Heritage Preservation</p>	<p>The plan identifies the sites listed as potential historic resources, and recommends further study</p>
<p>Let's preserve a place Southeast we can all be proud of, Dinkytown. A rare gem in an otherwise vast forest of corporate based housing addressing the needs only of students who will live their briefly then be gone. The turnover is troublesome itself because most of these students have no investment in keeping SE</p>	<p>Coral Sadowy email</p>	<p>Heritage Preservation</p>	<p>The plan identifies the sites listed as potential historic resources, and recommends further study</p>

anything but their playground for the few years they attend the U of M while those of us that have invested in business and home ownership are left with rebuilding what could replace already distinctly hardy, well fashioned historic buildings that have stood the test of time and are held in great respect by the home owners and business owners determined to keep Dinkytown in its original well preserved position.			
I do not see much in the way of improved streetscape mentioned, except for the walkway from Dinkytown to 4th St parking ramp along 4th St SE, and the already approved 15th Ave pedestrian/promenade concepts. What about more attractive litter containers and more benches? Public art? Ped level lighting? More landscaping- whether it's large planted urns or bump gardens- some beautification efforts? Why are the "U" shaped bike racks mentioned so prevalently when an artist-designed bike rack that is used throughout Dinkytown would help strengthen our identity? And give an artist a job...	Melissa Bean email	Transportation p.91	Added recommendation for additional streetscape amenities. Removed references to U-shaped bike racks
Since the grocery store at Utec seems dead, and the plan calls for more circulator buses...and the City is big on healthy food being conveniently available- how about a Healthy Food Circulator bus? Could stop at Rainbow, Seward Coop, Whole Foods and Lunds. U and businesses could sponsor it and it could be for all U District residents, not just students.	Melissa Bean email	Transportation	Interesting idea, though probably beyond the scope of this plan.
would strongly object to adding back the parking on side of streets where it is now prohibited just outside of Dinkytown...not sure enough people were here when that was enacted but big problems with visibility, bikers, emergency vehicle access when parkers blocked intersections. There was very little enforcement of parking regs...and we are now in favor of removing a lane on 8th St SE to make biking and driving safer there.	Melissa Bean email	Transportation p. 85	Added language to plan to clarify that any on-street parking changes would have to address both business and housing parking needs
I am puzzled, but intrigued, at the idea of enlarging the Dinkytown footprint. It seems to me that much of what is suggested is already built up, except for the 2 small apts at 13th	Melissa Bean email	Land Use p. 100	Added language to clarify that services and institutional uses are

Ave SE. Is it realistic to think the student housing on 4 th St from 13th to 12th would ever be affordable enough to tear down and rebuild as mixed use? Can we make sure the zoning would permit a library, clinic, daycare- more services than just restaurants on 1st floor.			supportable in this area as well as retail
What about pushing for a UMPD substation in Dinkytown?	Melissa Bean email	Economic Development p. 72	Added text to recommendation.
There are a few typos but more glaring is the photo caption on page 95 that mentions “5th Ave SE” - erroneously.	Melissa Bean email	Land Use p. 96	Corrected to 5 th St SE
I really liked the direction of the plan and strongly support any possible conservation district, national register, and/or main street program. Improving bicycle infrastructure as well as streetscape on 5th is essential to improving this area in general and linking to LRT. I also support trying to increase the diversity of businesses. In terms of considering controls on new restaurants and bars, I think that would be of great benefit to the east side of Marcy Holmes as we increase the population and the inevitable nuisance behaviors created by alcohol consumption. As a resident who lives 3 blocks from Dinkytown, I would strongly support of modifications on liquor licenses to prevent a proliferations of bars. I like the proposed boundaries of the Dinkytown Activity Center!	Cristen Lee email	Land Use, Heritage Preservation, Transportation	All issues are currently addressed in the plan
The only item that is of concern to me would be a reversal of the one-side only parking policy. I think that it could have a very negative effect on the neighborhood. This east side already looks pretty shabby and neglected on any given day. Having the streets packed with cars at all time (which is exactly what would happen) would further add to the run-down condition of the east side of Marcy Holmes. I would be less opposed if there was permit parking in place that might help mitigate the negative effects.	Cristen Lee email	Transportation p. 85	Added language to plan to clarify that any on-street parking changes would have to address both business and housing parking needs
I realize it isn't a “building”, but some mention of Al's Breakfast must be made in the history section about it adding to the “eclectic” nature of Dink. Al's is still there—the 10' clock scholar	Marnie Bell email	Heritage Preservation p. 57	Added reference to Al's Breakfast

is not. If Al's is lost, Dink will be totally lost in the minds of many of us "oldsters" for sure.			
There is a statement in the preservation part (I think) and also later on that there isn't any support for Dink becoming a historic district, yet then there is a statement that it should be studied as an outcome for Dink. The other options (Conservation, Main St, etc) seem more viable as outlined in the plan and discussed in the plan, so maybe just leave it that the historic district is not an option?	Marnie Bell email	Heritage Preservation p. 58	Language has been updated to clarify recommendations
There is mention of Dink as an "evening" market, but it seems to imply mostly for sporting events and maybe restaurants/bars before & after sporting events. I have seen very long lines waiting to get into the Varsity for music in the late afts and eves.	Marnie Bell email	Economic Development p. 65	Confirmed that plan specifies the event-based market is based on both sporting and cultural events
There is mention of a new grocery store in the UTECH apts building. I know that was long the plan (and sited as the reason House of Hanson had to sell out for millions), but according to Chris M at our last Board meeting that is currently dead and a Walgreen's is more likely (given that Walgreen's and CVS seem to think they have to be across the street from each other or at least super close).	Marnie Bell email	Economic Development p. 70	Updated text based on current development plan, a Target Express store
There is a statement that the new apt developments may "entice more national chains". It sort of sounds like this is a good thing and is it really what is meant? Does Dink really, really need a Walgreen's or more chains like some suburban strip mall?	Marnie Bell email	Economic Development p. 70	Changed language to more neutral tone
Page 84—there is a statement about putting in parking restrictions on one side of the streets near Dink & providing for residents longer term on the other—will this not make for a major mess with snow plowing and emergency access? 4th Ave is just a mess with parking on both sides and snow and parents from Marcy, etc. The fire trucks don't even try to drive down it.	Marnie Bell email	Transportation p. 86	Added language to plan to clarify that any on-street parking changes would have to address both business and housing parking needs, and accommodate snow and emergency vehicles

In the biking section—there is a statement about putting up signs that bikers and skateboarders should walk when on the sidewalks. They will ignore the signs just like they ignore the stop signs now. It would need dedicated law enforcement out there all day and night giving tickets.	Marnie Bell email	Transportation p. 89	While the signs by themselves are not able to solve the problem, this can be used by enforcement officers to demonstrate that it is clearly off limits to violators.
The plan to make a bike lane in the core of Dink on 4th St strikes me as a disaster—there is heavy car traffic, buses, trucks parked to unload, car doors opening into the street, peds possibly popping out in the middle of the street—not in crosswalks, etc. Doesn't it make more sense to improve access to 5th St bikeways with lots of bike racks so bikers can bike and then walk a block to the middle of Dink? Or put the bike path in the train trench. I never tried to bike on 4th or Univ because of the traffic—wasn't even too keen to bike on 14th to get to and from 5th St. I don't think there is enough room to make bike lanes and keep everyone safe. Taking out parking isn't a good option given the lack of parking already. Putting the bike route in the trench with lots of amenities seems like a great idea to me.	Marnie Bell email	Transportation p. 90	The plan does recommend improvements to 5 th and the Dinkytown trench. The plan suggests that there is consideration of new configurations on 4 th St to more safely accommodate bike traffic, but stops short of a full recommendation due to the issues raised here
the label on the drawing of the building shown as an example is wrong—it's on 5th St and 14 th Ave, not 5th Ave.	Marnie Bell email	Land Use p. 96	Corrected
I think the plans to improve ped & traffic safety need to all be short term not medium term options.	Marnie Bell email	Implementation p. 103	While this may be desirable, the timing reflects limitations of resources available
Future land use map should reflect the regional park boundary, with land inside that boundary guided for park in the long term.	Minneapolis Park and Recreation Board	Land Use p. 94	Map updated to reflect change
Neighborhood?	MHNA – Cordelia	Acknowledgements p. 2	Added MHNA to acknowledgements

	Pierson		
add property owners as input providers	MHNA – Cordelia Pierson	Introduction p. 4	Added to text
add property owners as implementation partners	MHNA – Cordelia Pierson	Implementation	Added property owners as implementation partners throughout chapter
Idea: creative walk between 4th St ramp and Dinkytown; story? Green theme? (included in one of the bullets)	MHNA – Cordelia Pierson	Transportation p. 87	Added text with the idea to a bullet under recommendation
investigate Dktown Greenway connection and add signage: COMPLETE, not just investigate	MHNA – Cordelia Pierson	Transportation p. 86	Changed to “complete”
Add bike hub (not just "investigate")	MHNA – Cordelia Pierson	Transportation p. 87	This remains “investigate” because it needs a larger study (coordinated with the U of M) to determine if it is feasible and desirable, especially since Dinkytown already has two bike shops.
existing zoning is 2.5 stories	MHNA – Cordelia Pierson	Land Use p. 96	Added reference to existing zoning in text.
what is meant by guiding to an existing and new mix of res, comml, institutional, office, other	MHNA – Cordelia Pierson	Land Use p. 96	Add language to text to further clarify guidance
straightforward to identify - CLARIFY - that you did reach them, not just that they are easy to identify'	MHNA – Cordelia Pierson	Community Process p. 9	Changed language to clarify
Minneapolis? Baptist and Hope Luth churches? Peace Academy?	MHNA –	Community Process	Added institutions to

	Cordelia Pierson	p. 9	listing of stakeholders
compiled	MHNA – Cordelia Pierson	Community Process p. 11	Fixed
Neighborfest - in October??	MHNA – Cordelia Pierson	Community Process p. 11	Changed to October
captions to describe the colors	MHNA – Cordelia Pierson	Existing Conditions p. 13	Added clarifying reference
explain the new red line - why is it where it is? 5th St, North side not in?	MHNA – Cordelia Pierson	Existing Conditions p. 13	Added clarifying reference
text chopped?	MHNA – Cordelia Pierson	Existing Conditions p. 14	Added missing text
one half mile of dktown station - MAP NEEDED	MHNA – Cordelia Pierson	Existing Conditions p. 15	Added map and caption
population - what area?	MHNA – Cordelia Pierson	Existing Conditions p. 23	The information is for areas within official neighborhood boundaries; clarified in text
18% of MH residents do not own a car - similar to city data - really?	MHNA – Cordelia Pierson	Existing Conditions p. 25	Yes, according to Census data profile of neighborhood
CAPTION?	MHNA – Cordelia Pierson	Existing Conditions p. 28	Additional information added to caption
mention greenscape that exists or is absent: street trees, parking lot greening, green roofs. Open space is not just about parks.	MHNA – Cordelia	Existing Conditions p. 33	Added to the text

	Pierson		
Pillsbury community (distance away) in NE Mpls	MHNA – Cordelia Pierson	Existing Conditions p. 33	Added clarifying language
mention alternative schools in Dinkytown: Pease Academy, other?	MHNA – Cordelia Pierson	Existing Conditions p. 33	Added Pease Academy
no substation nearby - mention; where is Uof M police dept office	MHNA – Cordelia Pierson	Existing Conditions p. 33	Added reference to substation and U of M police location
"the assessment process will be addressed in this planning process"	MHNA – Cordelia Pierson	Existing Conditions p. 34	Updated language to reflect different timelines for two efforts
Route 6 is not high frequency, but medium frequency	MHNA – Cordelia Pierson	Existing Conditions p. 34	Fixed
add Marcy Park; distinguish between bus routes and bike routes; mark which bus routes they are; show the service area of the East Bank LRT station with shading or ??; add Dinkytown Greenway as a completed trail, with connection to Bridge 9	MHNA – Cordelia Pierson	Existing Conditions p. 35	Updated map with requested information
Note - as car traffic increases on East River road, the bike connection at East River Road should be studied to reduce car/bike conflicts. This increases need for a Dinkytown/Dinkytown Greenway vertical connection	MHNA – Cordelia Pierson	Existing Conditions p. 37	Added to the text
In the Alternative Transportation study by the National Park Service, the University of MN and Downtown Minneapolis were defined as key transportation nodes.	MHNA – Cordelia Pierson	Existing Conditions p. 40	Added to the text
NOT all bike routes are striped. Wayfinding signs - LACKING	MHNA – Cordelia Pierson	Existing Conditions p. 41	Added language to text
update reference to the Dinkytown Greenway	MHNA – Cordelia Pierson	Existing Conditions p. 41	Reference updated to reflect progress on project

ADD reference to the Stone Arch Bridge - Dinkytown connection, another MISSING LINK	MHNA – Cordelia Pierson	Existing Conditions p. 41	Added reference to gap
why the comment about the size of the homes and not being attractive to families? Larger buildings are more conducive to rooming houses, even if they do not deter families	MHNA – Cordelia Pierson	Existing Conditions p. 43	Comment deleted from text
ADD the CURA homesteaded properties map	MHNA – Cordelia Pierson	Existing Conditions p. 44	Map on p. 44 already includes homesteaded properties
Add a sentence; Properties with a low land value to building value ratio are most attractive for developers to purchase and convert to another use.	MHNA – Cordelia Pierson	Existing Conditions p. 45	Sentence added
Add a map: actual land use compared to highest and best use, to show sites with strongest development potential	MHNA – Cordelia Pierson	Existing Conditions p. 45	Highest and best use is a somewhat subjective concept; the existing maps show factors that may be taken into account but there are many others that cannot be shown consistently and may be misleading to map
building condition map - add DATE of map	MHNA – Cordelia Pierson	Existing Conditions p. 51	There already is a date on the map – 4/23/13
explain more - what is valued in Dinkytown cannot be addressed through as design review of bldgs	MHNA – Cordelia Pierson	Heritage Preservation p. 57	Section rewritten to clarify issue
Provide info - what is the program, and link	MHNA – Cordelia Pierson	Heritage Preservation p. 60	Added reference to material in Appendix B
describe where the sending (Dinkytown) and receiving areas would be	MHNA – Cordelia Pierson	Heritage Preservation p. 61	Added clarifying language

	Pierson		
make larger, more legible	MHNA – Cordelia Pierson	Economic Development p. 66	Done
EXPLAIN - what is meant by balancing against other concerns regarding project feasibility and business vitality	MHNA – Cordelia Pierson	Economic Development p. 71	Recommendation reworded for clarity
consider higher service levels - who decides?	MHNA – Cordelia Pierson	Economic Development p. 72	The Implementation chapter lists responsible agencies; this one indicates the business association and property owners (who are members of the Special Service District)
add dashed line - proposed ped/bike connection from Stone Arch Bridge to Dinkytown Greenway, and from Dktown to the Greenway	MHNA – Cordelia Pierson	Transportation p. 77	This is a map of existing conditions, not proposed. The proposed features are on a map on page 35.
MENTION that Route 6 is NOT high frequency (and should be)	MHNA – Cordelia Pierson	Transportation p. 77	Added to the text
what are barriers to valet utilization?	MHNA – Cordelia Pierson	Transportation p. 87	Added details on barriers
CLARIFY - connection to the trench - for bike and ped only?	MHNA – Cordelia Pierson	Transportation p. 88	Added to the text
TEXT MISSING - CHOPPED	MHNA – Cordelia Pierson	Transportation p. 90	Corrected
Bad example for 15th Ave; would you suggest it for 4th Street??. no parking allowed on 15th Avenue, right?? Find a different	MHNA – Cordelia	Transportation p. 90	Removed example

example with cycle track for fixing 15th Ave challenges	Pierson		
move photo of bike racks to the next page, where racks are discussed	MHNA – Cordelia Pierson	Transportation p. 91	Done
Why specify a design for racks, the inverted U?	MHNA – Cordelia Pierson	Transportation p. 91	Specific type deleted
Add a goal to pursue local historic designation	CPED – John Smoley	Executive Summary p. 5	Added to text
Change this to note that an eligibility determination is beyond the scope of this plan, but CH 5 identifies the pros and cons of particular preservation programs.	CPED – John Smoley	History p. 21	Added to text
Change "important historic" to "potential historic," as done on p 21	CPED – John Smoley	Preservation p. 52	Changed wording
"Historic" and "preservation" do have multiple meanings, but in a section that shares the same title as our heritage preservation regulations, I recommend avoiding those terms unless you're referring to designated historic properties and formal historic preservation. For example, we can't legally-mandate preservation of certain small business uses the way we can legally mandate preservation of building features.	CPED – John Smoley	Preservation p. 52	Revised wording as needed throughout chapter for clarity
Change this title to "Dinkytown's History" since it's not really an identification of, or evaluation of, the node's significance	CPED – John Smoley	Preservation p. 53	Changed wording
Change "will maintain" to "may maintain"	CPED – John Smoley	Preservation p. 57	Changed wording
Include local designation as an option and emphasize its usefulness in preventing demolitions and out-of-character development within districts (both of which can still happen very easily in National-Register listed districts). The real difference between local and NRHP listings is that local listing has the alteration/demolition protections, and national listing has the best financial incentives for preservation (of income-producing properties undergoing huge renovations).	CPED – John Smoley	Preservation p. 57	Added language regarding potential local district to recommendations and appendix

Change these last two sentences to read, "A 2011 reconnaissance-level survey recommended the area be further evaluated for its potential for both local and National Register listing."	CPED – John Smoley	Preservation p. 58	Added to text, and further clarified next steps
Can't limit bars and restaurants here – we don't have any tools to do this	CPED – Kimberly Holien	Executive Summary p. 6	Removed language
Parking shuttle service is private – should this be a recommendation if city is not involved?	CPED – Kimberly Holien	Executive Summary p. 6	City is involved via Public Works in coordinating location of shuttle stops; this is noted in Implementation chapter as well
Regarding a parking fee in lieu - I'm not sure how we would enforce or implement this. Lyn-Lake is an example but there is definitive location for future public parking that businesses pay in to. I don't think we want residential projects to forgo parking under the assuming that public parking may be constructed in the future.	CPED – Kimberly Holien	Executive Summary p. 6	This would need additional research and likely a text amendment prior to implementation; implementation chapter specifies as a "long term" recommendation
Options for a ramp were explored as part of the 5th Street Mixed Use project and Public Works concluded that the City would not be participating in any public parking in the area in the near future.	CPED – Kimberly Holien	Executive Summary p. 6	implementation chapter specifies parking ramp as a "long term" recommendation
While the strict definition of transient refers to someone who stays in a place for a short-while, this word typically has negative connotations.	CPED – Kimberly Holien	Executive Summary p. 9	Changed wording to remove term
While everyone will likely know we are talking about the University of Minnesota, it might be best to spell that out in all references to "The University."	CPED – Kimberly Holien	Executive Summary p. 9	Changed wording to add full name
Activity Center density is high to very high, not fairly high	CPED – Kimberly Holien	History p. 14	Corrected wording
I don't know what we do with these references to density now that	CPED –	Land Use p. 96	Changed wording to

this district doesn't have a minimum lot area requirement. Maybe reference the amount of building bulk allowed?	Kimberly Holien		reflect scale not density
Is there any interest in local historic designation?	CPED – Kimberly Holien	Land Use p. 96	Changed wording to reflect ongoing conversation on topic
Building widths proposed are not very realistic and would prohibit underground parking and make accessibility very difficult to accommodate.	CPED – Kimberly Holien	Land Use p. 97	Changed wording to be more flexible regarding building widths
Height guidance is pretty limiting if we are recommending C3A zoning here per the Activity Center designation. C3A allows four stories as of right and we are thinking about a text amendment to change that to 6 stories.	CPED – Kimberly Holien	Land Use p. 98	Changed wording to be more consistent with zoning guidance
Glass requirement is WAY higher than anything else required in the zoning code. The max glass requirement anywhere is 40 percent.	CPED – Kimberly Holien	Land Use p. 99	Removed reference to percentage required
Expand commercial area – YES	MHNA – Cordelia Pierson	Economic Development p. 71	The plan does support expanding the commercial area
Idea: creative walk between 4th St ramp and Dinkytown; story? Green theme? (included in one of the bullets)	MHNA – Cordelia Pierson	Transportation p. 91	Added language related to this
investigate Dktown Greenway connection and add signage: COMPLETE, not just investigate	MHNA – Cordelia Pierson	Transportation p. 86	Strengthened language in recommendation
NO: Allow high density mixed use infill development within the Activity Center, WHEN compatible with the areas character.	MHNA – Cordelia Pierson	Land Use p 100	Reworded recommendation to focus on compatibility rather than density
Active ped envt of U property on 15th Ave	MHNA – Cordelia Pierson	Land Use p. 101	The plan supports this recommendation
support resid development around bus district. YES	MHNA – Cordelia	Land Use p. 100	The plan supports this recommendation

	Pierson		
city policy on "community corridors" - low and medium density housing - definition? How does this mesh with Activity Center designation?	MHNA – Cordelia Pierson	Background p. 13, Land Use p. 87	Added clarifying language to text
discourage conversion of residential to commercial - why?	MHNA – Cordelia Pierson	Background p. 13	This is a citywide policy in the comprehensive plan, which tends to encourage the concentration of commercial in defined nodes and centers, as this strengthens business viability and protects residential areas
more intensive resid at "appropriate locations" - meaning?	MHNA – Cordelia Pierson	Background p. 13	This is a citywide policy in the comprehensive plan; it is intentionally vague to allow for significant local variation (which can be addressed in more detail in a small area plan)
Activity Center - physical extent/definition?	MHNA – Cordelia Pierson	Background p. 13	Added reference to map in chapter 8
medium to high density housing immediately adjacent to Acs	MHNA – Cordelia Pierson	Background p. 14	The plan is consistent with this guidance
support district parking strategies	MHNA – Cordelia Pierson	Background p. 14	The plan is consistent with this guidance
prioritize investments in these areas	MHNA – Cordelia	Background p. 14	The plan is consistent with this guidance

	Pierson		
employment generating investment	MHNA – Cordelia Pierson	Background p. 14	The plan is consistent with this guidance
high to very-high density housing	MHNA – Cordelia Pierson	Background p. 14	The plan is consistent with this guidance
nice description: convergence of several land use features guided for growth, but at a scale much lower density - part of its historic character.	MHNA – Cordelia Pierson	Background p. 15	The plan describes Dinkytown this way
core neighb services: grocery, pharmacy, hardware	MHNA – Cordelia Pierson	Background p. 16	This plan addresses needed commercial services
Dktwn ped oriented primarily	MHNA – Cordelia Pierson	Background p. 16	This is addressed in the current plan as well
CAP 4-story	MHNA – Cordelia Pierson	Background p. 17	This is being revisited in this current plan
PLAZA over the trench - continue?	MHNA – Cordelia Pierson	Background p. 17	The plan is summarizing policies in 2003 master plan. Not currently carried forward in this plan's recommendations.
What is the status of services in Dinkytown? After the 2003 plan, were the services improved?	MHNA – Cordelia Pierson	Background p. 17	There have been some improvements, though this is an evolving implementation conversation
Was a preservation designation study completed?	MHNA – Cordelia Pierson	Background p. 17	No. It is recommended again in this plan.
parking lot - was research done?	MHNA –	Background p. 17	Yes. The transportation

	Cordelia Pierson		chapter addresses this.
"improve the visual image along ped access routes"	MHNA – Cordelia Pierson	Background p. 18	This is addressed in the current plan as well
joint planning area: 15th Ave: support new development'	MHNA – Cordelia Pierson	Background p. 18	This is addressed in the current plan as well.
sensitive area - Univ has major impact here	MHNA – Cordelia Pierson	Background p. 18	This is addressed in the current plan as well
historic district potential - what has to be done for it to become an historic district?	MHNA – Cordelia Pierson	Background p. 20	This is discussed and recommended in the plan
employment - 14% food service, 13% manuf, health care, social assistance	MHNA – Cordelia Pierson	Background p. 26	The plan summarizes existing conditions
Lower density residential - good description	MHNA – Cordelia Pierson	Background p. 29	The plan summarizes existing conditions
15th avenue as grand rounds connection - evaluated as part of this study? Where is that analysis?	MHNA – Cordelia Pierson	Existing Conditions p. 41	Added text clarifying that the plan will address 15 th Ave but not the larger Grand Rounds project
further investigation and research is needed BY WHOM? WHAT PARTIES NEED TO AGREE TO THIS WORK?	MHNA – Cordelia Pierson	History & Preservation p. 59	The plan's implementation section outlines responsibilities for implementation
consider pursuing NR designation - WHO?	MHNA – Cordelia Pierson	History & Preservation p. 59	The plan's implementation section outlines responsibilities for implementation
Provide information about what it is, what benefits it brings	MHNA –	History &	Added section providing

	Cordelia Pierson	Preservation p. 57	detail on benefits of preservation
mention the recent loss of UTEC and office space	MHNA – Cordelia Pierson	Economic Development p. 63	Added discussion on loss of UTEC and implications
why exclusive focus on retail? What about office space, supporting Univ innovation spin-offs?	MHNA – Cordelia Pierson	Economic Development p. 63	Market study addresses analysis in more detail. Added references to office space in text and recommendations.
building layout requirements - that can be a strategy for encouraging local businesses, not chains?	MHNA – Cordelia Pierson	Economic Development p. 66	As discussed in text, non-standard building layouts are less attractive to some chain stores
VERY helpful to translate the increased population into increased demand for commercial space, on top of existing demand	MHNA – Cordelia Pierson	Economic Development p. 68	The plan addresses additional demand being generated by increasing population
historic character will become an increasingly important differentiator after Light Rail goes in	MHNA – Cordelia Pierson	Economic Development p. 71	This is addressed in analysis and recommendations
Expanding commercial: reduce rents by increasing supply, and allowing existing businesses to stay	MHNA – Cordelia Pierson	Economic Development p. 71	This is addressed in analysis and recommendations
HOW?? strongly encourage ground floor retail	MHNA – Cordelia Pierson	Economic Development p. 71	This would be addressed via the development review process; more information in implementation chapter
enhanced maintenance - include greening, art, ped-oriented amenities, bike rack art	MHNA – Cordelia Pierson	Economic Development p. 72	This is addressed in analysis and recommendations
MENTION substation or other safety tools	MHNA –	Economic	Added reference to

	Cordelia Pierson	Development p. 72	substation and public safety
DO IT - not just CONSIDER IT	MHNA – Cordelia Pierson	Economic Development p. 72	Strengthened implementation language throughout plan, except where further commitments and conversation needed to refine details
WHO should support a relationship?	MHNA – Cordelia Pierson	Economic Development p. 72	The implementation chapter addresses this
Shuttle support	MHNA – Cordelia Pierson	Transportation p. 83	The plan provides support for the shuttle concept
Public circulator bus - GREAT IDEA - what would it cost? Could this be part of mitigating LRT? Electric bus? Campus connector routes?	MHNA – Cordelia Pierson	Transportation p. 83	These questions would need to be explored in more detail subsequent to this plan's completion
signage and marketing -YES: parking options, wayfinding, PARKING MAP	MHNA – Cordelia Pierson	Transportation p. 84	The plan recommends all of these suggestions
how can shared off-street parking be negotiated?	MHNA – Cordelia Pierson	Transportation p. 85	Added language explaining that it is allowed already but requires voluntary cooperation
decrease # hours to three hours - meters and unmetered streets (enforcement???)	MHNA – Cordelia Pierson	Transportation p. 86	Added reference to monitoring and enforcement
NOT change the parking areas in residential Marcy-Holmes; one side parking only during the day; ensures that residents have street parking at night	MHNA – Cordelia Pierson	Transportation p. 86	Added language to state that changes should not be made without

			involvement and cooperation with neighborhood
University - education re: parking locations	MHNA – Cordelia Pierson	Transportation p. 87	This is addressed in the plan
PED Env't - from 4th St ramp to Dinkytown - GREAT lighting, call boxes, sidewalk furniture, planters, decorative lighting, to buffer from traffic	MHNA – Cordelia Pierson	Transportation p. 87	Added language regarding improvements needed
multimodal transportation hub is great. Cars in trench is awful.	MHNA – Cordelia Pierson	Transportation p. 88	Clarified in plan that trench is not for auto traffic
YES - strongly support 5 th St bikeway	MHNA – Cordelia Pierson	Transportation p. 91	Plan supports this addition to the bike network
YES - wayfinding, trail connection to Dinkytown	MHNA – Cordelia Pierson	Transportation p. 88	This is addressed in the plan
YES – where should the bike hub go? Can University provide this?	MHNA – Cordelia Pierson	Transportation p. 92	The feasibility of this needs further investigation subsequent to the completion of this planning process
YES - can UDA facilitate this being addressed?	MHNA – Cordelia Pierson	Transportation p. 92	The Alliance has not been identified as a responsible party in the plan, but could be approached as a potential partner
KEEP commercial: public safety, diversity in development, meeting economic needs	MHNA – Cordelia Pierson	Land Use p. 96	The plan recommends keeping ground floor commercial for the reasons stated, but also

			allows residential on upper stories to accommodate additional population, which is also supportive of businesses
take the pressure off the core area: that suggests that the core should remain lower density commercial - YES	MHNA – Cordelia Pierson	Land Use p. 96	The plan does suggest that a larger commercial district may effectively reduce some development pressures on the core area
higher density on transit corridors and not necessarily IN Dinkytown	MHNA – Cordelia Pierson	Land Use p. 96	Dinkytown is located along transit corridors
confusing - community corridor AND Activity Center - ??	MHNA – Cordelia Pierson	Land Use p. 98	Added language to clarify the relationship between the two
Historic preservation - is this an issue of education of property owners? Why is it perceived as too limiting for businesses and property owners?	MHNA – Cordelia Pierson	Land Use p. 97	Added language to clarify the issues raised and the plan's response
OMIT - comment about city decision-making; many of those voting no longer serve on the Council	MHNA – Cordelia Pierson	Land Use p. 97	Language removed and replaced with description of physical changes, not policy decisions
These sound great. How are they enforced/incentivized? In development review, only if variances/rezoning required, or in all situations?	MHNA – Cordelia Pierson	Land Use p. 98	Added language clarifying how these will be used
expand mixed use guidance – fine	MHNA – Cordelia Pierson	Land Use p. 101	The plan includes this recommendation
expand activity center - what is the meaning of this?	MHNA – Cordelia Pierson	Land Use p. 101	Added language clarifying the change

NOT allow high density mixed use infill within AC - without describing what high density means, and describing impact on character of area	MHNA – Cordelia Pierson	Land Use p. 100	Provided more detail in text and reworded recommendations
residential development - fine in area SURROUNDING Dinkytown business area	MHNA – Cordelia Pierson	Land Use p. 101	The plan includes this recommendation
<u>Retain existing low density commercial zoning in the defined "Dinkytown Commercial District," at the core crossroads of Dinkytown, while inviting higher density commercial in an expanded Activity Center.</u>	MHNA – Cordelia Pierson	Land Use p. 101	Added language to clarify that plan does not recommend proactively upzoning commercial district
Support the existing mix of small businesses in Dinkytown through various <u>regulatory (zoning)</u> , financial and technical assistance tools.	MHNA – Cordelia Pierson	Economic Development p. 71	Made suggested addition
Encourage a broad diversity of businesses in Dinkytown that serve the needs of the area, <u>and implement controls on new restaurant and bar businesses.</u>	MHNA – Cordelia Pierson	Executive Summary p. 6	Added language regarding liquor licenses to be consistent with language in chapter
<u>Complete the Dinkytown Greenway connection and install orienting and wayfinding signage for people walking and bicycling.</u>	MHNA – Cordelia Pierson	Transportation p. 92	Made suggested addition
Install <u>creative bicycle racks</u> where feasible <u>with design that complements Dinkytown's brand.</u>	MHNA – Cordelia Pierson	Transportation p. 93	Added language to recommendation
Consider modifications to on-street parking in Dinkytown and in nearby Marey Holmes.	MHNA – Cordelia Pierson	Transportation p. 86	Clarified language to reflect changes are for the Dinkytown area, not the neighborhood as a whole
This is addressed by <u>retaining existing low density commercial zoning for the Dinkytown Commercial District, and applying a series of design guidelines, which encourage new development to be compatible with the existing character.</u>	MHNA – Cordelia Pierson	Executive Summary p. 7	Reworded text to account for additional strategies to be used
Allow high density mixed use infill development <u>outside of the</u>	MHNA –	Executive	Reworded

<u>Dinkytown Commercial District and within the expansion areas of the Activity Center, when the development is designed in a way that is compatible with the area’s character.</u>	Cordelia Pierson	Summary p. 7	recommendation to emphasize compatibility of infill development
correct with The venue zoning	MHNA – Cordelia Pierson	Existing Conditions p. 33	Map updated with current zoning, including Venue
Preservation efforts should focus on the core business area of Dinkytown, <u>the Dinkytown Commercial District, and its potentially contributing buildings.</u>	MHNA – Cordelia Pierson	Preservation p. 53	Added language to text
Preservation should be <u>considered as a strategy for economic viability and growth, to ensure the area remains economically vibrant while maintaining its unique character.</u>	MHNA – Cordelia Pierson	Preservation p. 53	Added language to text
<u>Some level of preservation can support an economically strong business district (as described further in the Economic Development chapter), even as some aspects of the studies from other states might not apply here.</u> Consistent guidelines provide surrounding property owners with predictability and by design, limit property owners' options. Thus the economic benefits will need to be <u>considered with potential limitations to growth and opportunity in the area.</u> This requires further study and discussion prior to a final decision on the appropriate tool or tools to be used in this area.	MHNA – Cordelia Pierson	Preservation p. 59	Added language to text, with some amendments for clarity
Convene a working group – representing residents, business owners, property owners, and other key stakeholders – to advise on process and provide a forum for discussion and education on preferences and options. <u>Engage preservation experts and deepen stakeholder understanding of the benefits and constraints of the range of historic preservation options.</u>	MHNA – Cordelia Pierson	Preservation p. 61	Added language to text, broadened somewhat to reflect new information, not necessarily specific experts
Dinkytown primarily functions as a retail node adjacent to the University of	MHNA – Cordelia	Economic Development p. 64	Added language to text, modifying to reflect

Minnesota. <u>The former Marshall High School served as a business incubator that housed dozens of businesses and nonprofit organizations.</u> Although examples of office-based businesses are located on some of the upper floors of buildings within the study area, the overall character and market position of the district is <u>now</u> dominated by retail activity.	Pierson		UTEC name
<u>Maintain existing zoning, with one-two story buildings, and</u> require ground floor retail or other active uses in the commercial core at 4th St SE and 14th Ave SE, to support commercial district vitality and to ensure that housing does not outbid the retail.	MHNA – Cordelia Pierson	Land Use p. 101	In the text, added clarification that this plan does not recommend a rezoning study to upzone the area from existing zoning
Pursue enhanced maintenance of public realm, including litter removal, façade maintenance and renovation, upgrades to aging infrastructure, <u>greening, public art, pedestrian-friendly amenities, art-inspired bicycle racks,</u> and other elements.	MHNA – Cordelia Pierson	Economic Development p. 75	Added as separate policy, since this goes beyond the scope of maintenance
Promote safety and security of the district through regular foot patrols, including late nights and events, and <u>improve the existing</u> police substation in Dinkytown.	MHNA – Cordelia Pierson	Economic Development p. 75	Edited recommendation as requested
<u>Support marketing and branding strategies that build on</u> Dinkytown’s uniqueness, including the element of nostalgia which distinguishes it from other commercial areas.	MHNA – Cordelia Pierson	Economic Development p. 75	Edited recommendation as requested
<u>Contribute to a mutually beneficial relationship between the</u> University and Dinkytown, in terms of cross-promotion, vendor relationships, and shared use of infrastructure and transit.	MHNA – Cordelia Pierson	Economic Development p. 75	Edited recommendation as requested
Route 6 is an important east-west connector for Dinkytown, <u>with buses arriving every thirty minutes. Service every ten minutes or less is high frequency. Community members are advocating for an increase in frequency with recent increases in density.</u>	MHNA – Cordelia Pierson	Transportation p. 80	Added language to text
Explore the development of <u>and public funding for a public</u> Dinkytown circulator bus.	MHNA – Cordelia	Transportation p. 87	Added language to recommendation

	Pierson		
The City of Minneapolis began a one-side only parking policy for Marcy Holmes in 1999 for areas of the neighborhood east of I-35W. <u>Community leaders oppose eliminating this to allow for parking on both sides of the street because of public safety concerns and the understanding that the street parking would be used by commuters and would not help Dinkytown businesses.</u>	MHNA – Cordelia Pierson	Transportation p. 89	Added language to text
Explore costs and benefits of placing an additional parking ramp within the study area, possibly <u>over</u> the Granary Corridor trench. A parking structure within Dinkytown could help alleviate parking limitations for area businesses. Building such a structure <u>over</u> the Dinkytown Greenway trench could provide an opportunity to establish a multi-modal transportation hub equipped with bicycle parking and amenities, and to provide a direct connection between the trench and the district.	MHNA – Cordelia Pierson	Transportation p. 91	Edited recommendation as requested
<u>Promote good design that improves environmental health, sustainability, and community livability</u>	MHNA – Cordelia Pierson	Land Use p. 97	Added language to text
Activity Centers are typically guided for high density redevelopment. Indeed, the C3A zoning district – the mixed use district allowing the largest scale development – is typically associated with Activity Centers. This plan recommends keeping this guidance, and in fact expanding the limits of the Activity Center boundary <u>while retaining existing low density commercial development in the Dinkytown Commercial District.</u> This matches the expanded extent of the mixed use area, as described above.	MHNA – Cordelia Pierson	Land Use p. 100	Added text in subsequent paragraphs addressing zoning issue in more detail
The planning process directly addressed an inherent complexity with this guidance: as the Dinkytown Commercial <u>District is not high density, Activity Center guidance in the expansion area is consistent with preservation of the area’s character.</u> Much of the Dinkytown area is zoned C1 and C2, which limits height and	MHNA – Cordelia Pierson	Land Use p. 100	Added text in subsequent paragraphs addressing zoning issue in more detail. Added language on community

density to a smaller scale; <u>this zoning will remain in the Dinkytown Commercial District. Community discussion has been lively on the topic of preserving Dinkytown’s character and addressing the concerns of businesses and property owners who need to invest in and modify their properties and believe that preservation may hinder their efforts. While city officials have approved some high-density development projects outside of the Dinkytown Commercial District, they have voted to consider historic designation of the Dinkytown Commercial District.</u>			discussion. Added updated reference to City approvals of development and designation study.
Building heights outside of the Dinkytown Commercial District should be six stories at a maximum, but only if they step back from the street at 8 feet per story above two stories to limit the visual impact at the street. <u>Building heights in the Dinkytown core should be consistent with existing zoning of C1 and C2.</u>	MHNA – Cordelia Pierson	Land Use p. 101	Added text clarifying scale issues related to C1 and C2.
Allow high density mixed use infill development within the Activity Center <u>and outside the Dinkytown Commercial District</u> , when the development is designed in a way that is compatible with the area’s character. While higher density development is consistent with overall City comprehensive plan policy, new development should respond and contribute to the unique character of the Dinkytown area.	MHNA – Cordelia Pierson	Land Use p. 105	Modified recommendation to focus on compatibility rather than density
Include MHNA as partner	MHNA – Cordelia Pierson	Implementation p. 102	Added as implementing partner to recommendations on that page
City - CPED, Dinkytown Business Association, Property Owners, Marcy-Holmes Neighborhood Association	MHNA – Cordelia Pierson	Implementation p. 103	Added as implementing partner to recommendations on that page
Add MHNA	MHNA – Cordelia Pierson	Implementation p. 104	Added as implementing partner to recommendations on that page

<p>Allow for infill development outside of the <u>Dinkytown Commercial Area</u> and within the Activity Center, when the development is designed in a way that is compatible with the area’s character.</p>	<p>MHNA – Cordelia Pierson</p>	<p>Implementation p. 106</p>	<p>Modified to reflect changes in Land Use chapter</p>
<p>We appreciate the innovative and inclusive approach that CPED used in this planning process. We had the opportunity to participate in the weekly team meetings and public forums, and promoted them with a wide range of stakeholders.</p> <p>We observed, however, that community members were asked about their preferences for a range of historic preservation tools and commercial area expansion without detailed information summarizing the relative impacts of the options and their effectiveness in achieving community goals. We were dismayed by some stakeholders’ anecdotal statements about historic preservation being an economic burden, when the benefits for the community were not highlighted as well. References to the area as an “activity center” did not describe what that designation meant.</p> <p>We welcome the opportunity to work with you and other stakeholders to learn more about the options and their impacts.</p>	<p>MHNA letter</p>	<p>Preservation p. 61</p>	<p>Added language to text regarding benefits of preservation. In recommendations, added information about additional outreach and education related to designation study, to help address concerns raised here.</p>
<p>Heritage Preservation and Market Assessment: Support Historic Preservation and Provide More Depth for Comparison: “Considering a local historic district” should be added to the final draft; the draft plan should note that support exists for historic preservation, not state that there is no support for historic preservation. The market study emphasized that Dinkytown’s character remains its most important market strength, an “increasingly important differentiator,” especially with light rail serving other University district commercial areas. As we understand from historic preservation professionals, a local</p>	<p>MHNA letter</p>	<p>Preservation p. 61</p>	<p>Added designation study for local historic district to recommendations, in context of considering a range of preservation options</p>

<p>historic district is the only existing tool available to protect the economic competitiveness of Dinkytown: its historic character.</p> <p>The plan can place this recommendation in deeper context by providing an evaluation of the effectiveness of various historic preservation tools in achieving community goals, and by committing to a decision following further research and evaluation, not just mentioning the need for further research and evaluation.</p>			
<p>We welcome expansion of the commercial area into adjacent city blocks while retaining the existing commercial density in the historic core of Dinkytown – C1 zoning, allowing 2.5 story buildings. The plan should specifically define the parcels in the historic core, centered on 14th Avenue and Fourth Street SE, and clarify that this definition is supported by in-depth, current historic research.</p>	MHNA letter	Land Use p. 99	Detail added to future land use map to specifically identify parcels in commercial core district that will be focus of research
<p>MHNA does not support increasing the entire area to C3A zoning. The maps illustrating the commercial expansion area should be carefully reviewed.</p>	MHNA letter	Land Use p. 101	Plan text added to clarify that there is no recommendation to upzone the entire area
<p>This diversity in zoning classifications in an expanded commercial district will welcome new investment that strengthens the district, serving our neighborhood master plan goal “Make Change Contribute.” Expanding the commercial area into currently residential areas will allow ground-floor retail below housing, which can contribute to street safety and vitality. The plan should note that the area recently lost office space and business incubator potential, and advise about strategies to evaluate and address that need, not just retail needs. The plan can</p>	MHNA letter	Economic Development p. 74	Much of this addressed in plan; added language clarifying that the expansion could benefit small businesses

<p>---also note that protecting lower density in the historic core will retain smaller retail spaces and their local businesses, maintaining business diversity. The expanded commercial areas can offer spaces more conducive to national chains.</p> <p>With design guidelines providing developers with clearer direction on community priorities, developments will be more likely to contribute to our sustainable community.</p>			
<p>To meet neighborhood goals of housing diversity, University, Fourth Street and 15th Avenue are proposed for higher density housing development, while the existing R2B areas will continue as lower density housing.</p>	MHNA letter	Land Use p. 105	Added description of these areas to recommendation text
<p>We support development of commercial district parking strategies, and significant improvements in signage and wayfinding for all travelers. The draft plan suggests changing the current parking management in residential areas near Dinkytown, considering adding on-street parking during the day for both sides of the street. This one-side only policy was developed after significant study to ensure that residents are able to park near their homes overnight, and to prevent the neighborhood streets serving as free parking lots for commuters and tenants of multifamily buildings who choose not to pay for resident parking in their buildings. We are not convinced that lifting this parking restriction would meaningfully improve the Dinkytown commercial district issue. We would prefer that the plan reference development of commercial district parking strategies, not suggest a change in the residential area parking.</p>	MHNA letter	Transportation p. 88	Changed language to reflect that on-street parking modifications would be within the Dinkytown area, not neighborhood as a whole
<p>Improving marketing and maintenance: An explanation of the Dinkytown Special Service District assessment area and management would help shape recommendations in this area. This can be an affirmative commitment to increasing marketing and maintenance, not a tentative “considering.”</p>	MHNA letter	Economic Development p. 75, Transportation p. 96	Strengthened language to more affirmatively support recommendation; added description of special services district

Considering controls on number and type of liquor licenses: This strategy will help address public safety and livability concerns.			
Supporting residential development near Dinkytown, on 15th Avenue, Fourth and University. This complements strategies to retain the quality of life and encourage housing maintenance in the continuing lower density (R2B) areas.	MHNA letter	Land Use p. 105	The plan supports this recommendation
Improving access for people walking and biking, including signage/access to the Dinkytown Greenway, and signage/greening/art improvements on paths to nearby parking facilities. The plan can be amended to commit to completing, not just “investigate,” these improvements. Fifth Street’s bicycle facilities should also be extended to 15th Avenue and beyond. The bicycle hub would be a great asset; the recommendation should be more supportive than “investigate.”	MHNA letter	Transportation p. 94	Added language regarding signage and access, and strengthened language in recommendation supporting it; 5 th St recommendations also included
Creating a Dinkytown Greenway without cars: Drawing general traffic to the Dinkytown Greenway would harm the long-term goals for this Mississippi River connection. Now only special University facilities vehicles use the trench.	MHNA letter	Transportation p. 92	Clarified in text that greenway is not for auto traffic
Supporting the Dinkytown shuttle, the Lucille: Marcy-Holmes Neighborhood Association contributed to this service, and encourages its continuation.	MHNA letter	Transportation p. 86	Added reference to MHNA support
Supporting improved transit, increasing frequency and connecting Dinkytown and areas to the east: The Route 6 should be increased to high frequency. People cannot easily travel from Prospect Park to Dinkytown on public transit. Closing this transit gap will help support Dinkytown’s commercial activity.	MHNA letter	Transportation p. 80	Added language regarding need for Route 6 to be high frequency
Increasing public safety resources in the area: While a substation exists in Dinkytown, it apparently lacks staff. The plan can mention this substation while recommending increasing foot patrols.	MHNA letter	Economic Development p. 75	Added reference to substation and need for staffing
Greening/addressing water quality and streetscape design: The plan can include an assessment of existing greenscape, gaps, and opportunities to improve streetscape and water quality: street	MHNA letter	Economic Development p. 75	Added references to greening, sustainability, environmental quality

trees, parking lots, roofs. These tools are very important to improve the pedestrian experience and to meet city goals for sustainability.			
Education in Dinkytown: The plan should mention existing schools in and near Dinkytown. These community assets bring people and vitality to Dinkytown.	MHNA letter	Existing Conditions p. 34	Added description of existing schools near Dinkytown
Library: Clarify what is meant by “the assessment will be addressed in this planning process.” The library is a key community asset, serving the University District Area. Hennepin County is leading that assessment, not this small area planning process.	MHNA letter	Existing Conditions p. 35	Updated language regarding status of library project relative to planning process
I wish to comment on the topic of liquor licenses. In the recommendations is see the following: Support a broader diversity of businesses by placing controls on granting new and/or expanded liquor licenses. I as well see this as a concern. It is difficult to place controls on granting or expanding liquor licenses. I do not see the expansion of restaurant based liquor licenses being the problem, but rather the expansion of nightclub uses. Not only can they easily pay the highest rents, they create livability and safety issues. I am seeing this right now in the Uptown area which is also an activity center not an entertainment district. One idea may be not to have zoning district classifications that permit general entertainment.	CPED – Grant Wilson	Economic Development p. 74	Added language explaining the issues involved in regulating, and the need for additional discussion regarding options prior to implementation
There are more options than stated for how to address design and character questions than are described in this document. Further analysis is needed to explore these.	CPED – Long Range Planning	Land Use p. 101	Added language to clarify that that design will be explored through the designation study process, and supporting research and analysis
In the map of the Core Commercial area, the existing zoning should be labeled C1 and C2, in addition to the cross-hatching showing the existing commercial area. The primary zoning is	Kristen Eide-Tollefson email	Land Use p. 98	As this is a future land use map (policy), the zoning (regulation) is not

currently, and has historically been C1 and C2 – both low-density commercial.			typically labeled. Zoning categories are discussed in the text and a zoning map is available in the Existing Conditions chapter on p 33.
The implementation section should describe and analyze the contradiction of existing designations of Activity Center and Commercial Corridor, and clarify the relationships. (see discussion below). The implementation section should cite the specific tools used to maintain the historic character, including the existing land use designation and policies that can be used to implement the goals of the plan and give guidance to the neighborhood in the immediate future.	Kristen Eide-Tollefson email	Land Use p. 100	Added language to clarify the relationship between the two land use classifications. Preservation tools are discussed more fully in the History and Preservation chapter.
The Design Guidelines should allow up to 4 stories and not allow 6 stories in the core commercial district, consistent with the market study and historic resource study. A key purpose of expanding the Activity center is to preserve the scale of the crossroads core commercial at a maximum of 4 stories, as already specified in the 2003 Marcy Holmes Master Plan and existing C3A requirements. Outside the core commercial area, the expansion area would invite larger-scale buildings.	Kristen Eide-Tollefson email	Land Use p. 102	Feedback from City development review suggested 4 stories might be too restrictive – particularly as two recent developments have set 6 story precedents. Historic designation process offers opportunity to revisit this.
The plan should clearly highlight the existing, significant public safety concerns with the high concentration of both student housing and liquor establishments, and clarify that the city has regulatory tools it can use to address this situation.	Kristen Eide-Tollefson email	Economic Development p. 74	Added language regarding public safety concerns and community impacts of a concentration of liquor establishments.
The parking discussion should directly address concerns about and solutions to accessibility challenges for disabled and elderly people. They cannot bike and walk, especially late at night. The	Kristen Eide-Tollefson email	Transportation p. 81	Added language regarding additional challenge this poses to

<p>plan should include specific reference to the city partnering with parties, including the University, on an innovative multi-modal hub facility for Dinkytown that includes bikes, car-sharing, and retail parking.</p>			<p>elderly and people with disabilities. The plan cites coordination with the U of M on parking on various elements, including bikes, public parking availability, and ramp upgrades.</p>
<p>Members of Dinkytown’s business community do not understand this proposed expansion well, and some view it as a threat to the core district’s business strength. Some are concerned that this growth will exacerbate parking issues in Dinkytown. The impacts of expanding the Activity Center need to be discussed further, highlighting the strengths and weaknesses, opportunities and threats (SWOT) of expanding the commercial footprint. The plan should note how many square feet of retail the area can sustain, and clarify what the city and its partners can do to attract the diversity of businesses that address real area needs - not just more bars and coffee houses. The city and stakeholders need to analyze more closely the impact of commercial expansion on the pedestrian overlay, and the impact of the overlay on the expansion. Strategies for recruiting key businesses that can add to the area’s diversity should be elaborated.</p>	<p>Kristen Eide-Tollefson email</p>	<p>Land Use p. 105</p>	<p>Added reference to work done alongside the designation study for the commercial district, as described in the History and Preservation chapter, that will provide additional opportunity to explore design concepts for redevelopment and their potential impact on the area.</p>
<p>The comments of Marcy Holmes Neighborhood Association regarding the preservation of Dinkytown's historic character and small business community, and maintaining the continuity of land use designation of the commercial core of Dinkytown, as C1 – are important for the following reasons:</p> <ul style="list-style-type: none"> • The small business character of the community is an essential aspect of its history and neighborhood identity. C1 zoning is a critical tool that has sustained that character. • Dinkytown is an important bridge and buffer between the University and neighborhood, and the surrounding associated 	<p>Kristen Eide-Tollefson email</p>	<p>Land Use p. 101</p>	<p>The plan attempts to address all the issues raised here. Added language regarding limitations of zoning as a tool for preservation. The Economic Development chapter discusses other strategies for protecting the small business mix.</p>

<p>historic districts. Its "small town" character is a haven for students from small towns across MN and the surrounding states.</p> <ul style="list-style-type: none"> • Dinkytown is "affordable." This is another fundamental "value" of its businesses. • Dinkytown traditionally functions as a "business incubator." Its hands-on "entrepreneurial training", employment and small business mentoring opportunities have enriched the future for generations of students, and are of value to both the University and City. Best Buy, Bruegger's Bagels, and Dylan -- (among many others) -- all started in Dinkytown! • Land use regulation plays an important role in the ability of business to invest and sustain investments over time. This is a particularly critical factor for small business. • The city's claim that C3A is a "traditional form" mixed use that is compatible with C1 and C2 is disingenuous. C3A, particularly 6-story variances granted within C3A -- have a huge impact upon a small business district: its economy, environment and character. • We agree with the small area plan marketing report's observation that the historic, eclectic, small business "character" of Dinkytown is its brand, and is critical to its future economic viability. 			
<p>There are significant contradictions -- in purpose and effect -- in the land use designations and planning overlays for Dinkytown. This was frankly discussed in the city's first open house powerpoint. That there is a "plausible" case for an historic or conservation district designation is insufficient. We need to know what existing land use designation and policies can be used to implement the goals of the plan, and give guidance to the neighborhood in the immediate future.</p>	<p>Kristen Eide-Tollefson email</p>	<p>Land Use p. 100</p>	<p>Added language to clarify the relationship between the land use features. These citywide features by themselves are not able to resolve the differences among the priorities for this area. The small area plan's direction (and subsequent designation study) should</p>

<p>The plan should inform the neighborhood and city land use advisory decision makers about the functions and hierarchy of zoning, overlays and planning designations (activity center). The plan's implementation section -- and/or discussion of existing land use -- needs to clearly describe these multiple designations. It is critical to analyze and address the contradictions now. It is not realistic to expect that they can be resolved. But a straightforward description of the situation, with clarification on the status and relationship of the city's planning, policy and regulatory tools - is of critical importance to the implement the plan. The current forces of development and critical decisions that will determine the area's future are immediate.</p> <p>The contradictions between planning designations, policy goals and zoning guidelines have already had enormous impact to the ecology of Dinkytown. To be all-inclusive of possibilities, is to ensure that the plan will fail to protect the neighborhood business district's history and character; its social and economic diversity and future vitality.</p>	<p>Kristen Eide-Tollefson email</p>	<p>Land Use p. 100</p>	<p>provide more clarity.</p> <p>Added language regarding implications of overlapping land use features. Some of the issues raised are citywide ones -- for instance, how growth and preservation are balanced. Conversations on these topics will no doubt continue for some time.</p>
<ul style="list-style-type: none"> • The small businesses of Dinkytown depend upon its C1 zoning to sustain a stable foundation for the life-time investments of many of its small and large(er) businesses. • The recent C3A variances for 6 story housing units in Dinkytown have displaced @90 small businesses, including 3 historic, cornerstone businesses. And will add a strip-mall concentration of @50,000 square feet of "new market" commercial. • This commercial will be renting primarily to large corporate businesses, at twice and more the current average rent in Dinkytown (including CAM and taxes - and not including annual payments for triple net rent provisions). When developers say that it will be the same price, they are referring only to base 	<p>Kristen Eide-Tollefson email</p>	<p>Economic Development p. 63, 72</p>	<p>Added language regarding impact of UTEC redevelopment. The plan calls out the displacement of small businesses due to market forces.</p>

<p>rates and are not including CAM, taxes, or triple net expenses.</p> <ul style="list-style-type: none"> This has displaced existing businesses (which it is a goal of the plan and the Marcy Holmes neighborhood plan to sustain) and will limit the ability of new and traditional small business mix to gain and sustain a foothold in Dinkytown. 			
<p>The Marcy Holmes plan designates Dinkytown as one of its 5 neighborhood "Character Areas". This is an important concept for the city to consider from a "Growth with Preservation" perspective.</p> <p>The city's goals of "sustainable growth" and "creative placemaking", and "heritage preservation" require careful attention to tensions and continuum between preservation -- development -- and wholesale redevelopment. Place-making happens over time. A sense of "place" is the human scale standard for livability and health. It is fundamental for a sense of belonging, orientation, and community feeling. A sense of place connects people to their communities and is a cornerstone of livability.</p>	Kristen Eide-Tollefson email	Executive Summary p. 4	All recommendations from the Dinkytown plan are also incorporated in the Marcy-Holmes master plan. The plan calls out the status of Dinkytown as a character area.
<p>Dinkytown has been a commercial and cultural crossroads for both the University and City community for over 100 years. (It is possibly the oldest commercial node in the city). It is an urban type that is a "university area village". It is associated, by many, with "Greenwich Village". New York environmental review assesses and may specifically protect "character" in permitting land uses. Linked is a valuable concept of the Cultural Landscape that may be useful for considering Dinkytown's future.</p> <p>http://heinonline.org/HOL/LandingPage?handle=hein.journals/nyuev17&div=47&id&page</p>	Kristen Eide-Tollefson email	Preservation p. 53	The plan provides an overview of the cultural context of Dinkytown. These themes will be explored in more depth in the upcoming designation study.
<p>Last, the small area plan for Dinkytown is a "Business District Plan". It mentions small business three times: in the executive summary, economic development chart and final recommendations. However, nowhere in the document is a</p>	Kristen Eide-Tollefson email	Community Process p. 9	Added new section to the Community Process chapter providing context articulating a summary of

<p>description of the multiple "values" of the existing district -- which were extensively discussed by the steering committee and many of the people who flocked to the Varsity Theater public forums. These include:</p> <ul style="list-style-type: none"> • Safety. Increased density of one type -- student housing, and the disruption of the business community -- has contributed to increased safety issues. • Social regulation. Dinkytown has functioned like a 'village'. Businesses work closely with city police and others to patrol and maintain security, and safety in the area. • Civic Engagement. Participants in the small area plan cited civic engagement and role modeling as one of the values of Dinkytown's small business community. • Belonging - Many participants in the planning process (and large numbers of other alum) have commented through the years that Dinkytown functioned as a "home away from home" for them. • Community feeling and education - Both current students and alum say that Dinkytown was a "small town" setting in which they "learned how to grow up; be adults; and be part of a community". Learning about the history of Dinkytown from residents and business owners, was reported in interviews, to be an important part of this 'education'. Their experience in Dinkytown is a core reason for their allegiance. • "Creative Place-making". This is an important platform for a future working relationship between Marcy Holmes and DBA. We have submitted a joint application to Great Streets already. And look forward to working with the city and neighborhood to maximize opportunities in the future. 			<p>these points as the basis for the outreach done for the plan, and context for the conversation</p>
<p>The implementation section should include an "immediate term" category for implementation, to identify the highest priorities for action. At 1-5 years, the Short Term category is too broad. These should include an exploration of parking options, historic</p>	<p>Business and property owner discussion</p>	<p>Implementation p. 106</p>	<p>Added immediate term category and changed some implementation steps to this category.</p>

designation study, and connections to the trench			
Parking ramp unlikely to be built without subsidy, based on earlier analysis.	Business and property owner discussion	Transportation p. 93	Added language clarifying this point
The 4 th St Ramp has an elevator on the side away from Dinkytown. Adding an elevator on the Dinkytown side would help lessen the distance to walk from there.	Business and property owner discussion	Transportation p. 91	Added language recommending a new elevator in the ramp.
The DBA is not legally established. The plan should not refer to it	Business and property owner discussion	Acknowledgements p. 2	Removed all references to Dinkytown Business Association and replaced with Dinkytown businesses and property owners. If DBA is reestablished, it can be added back in.
The special services district boundary needs to be revisited if the commercial area is expanded, as the plan suggests	Business and property owner discussion	Economic Development p. 74	Added recommendation to revisit special services district boundary in case of commercial expansion
Update building age map with information on newer buildings and buildings under construction	Business and property owner discussion	Existing Conditions p. 49	Updated map to show buildings from 2013-present and to fill in some other gaps
I am writing to you regarding the Dinkytown Business District Plan regarding the expansion of Dinkytown Future Land Use (Map 8.1) . We believe the expansion of Dinkytown makes good sense especially where commercial uses are already in place or being built. The west half of the block bordered by 4 th St SE on the south and 5 th St SE on the north between 12 th Ave SE and 13 th Ave SE is not viable for commercial use. There are two buildings on that portion of the block with one being historical and the other building is new construction with its only use being student housing. The concept of expanding Dinkytown was to allow its	Doran Companies letter	Land Use p. 101	Added language to clarify rationale of a boundary that includes sites unlikely to develop in the near future – in terms of lack of requirement for properties to change plus ability to allow for redevelopment in unforeseen future

commercial footprint to grow, especially where redevelopment is a viable option. Neither one of these properties will be redeveloped in the foreseeable future. The better boundary for future land use on this block is the existing Activity Center boundary. We would like to see that border changed in the final plan. It is not a viable option for future land use at the present time.			scenarios.
Add reference to responsible parties for implementation to Executive Summary	CPED staff comments	Executive Summary p. 5	Added reference to implementing groups
Add reference to the content being reviewed at second public open house meeting	CPED staff comments	Community Process p. 13	Added detail on topics covered in consultant research and presentation at meeting
Reference future plan for streetcar on University and 4 th , as articulated in larger streetcar vision for the city	CPED staff comments	Transportation p. 85	Added summary of plan, and recommendation regarding 4 th & University streetcar
Add a box to describe some additional designation and design work now underway that will be brought into the discussion during and after the public comment period.	CPED staff comments	Preservation p. 64	Added language to plan in box, to be modified after 45 day review
Ensure the discussion of economic impacts of preservation presents a balanced perspective	CPED staff comments	Preservation p. 49	Added more content to balance out existing points being made on benefits of preservation
Add reference to design alternatives to be explored at the time of the designation study	CPED staff comments	Preservation p. 64	Added recommendation to chapter with description of intent
Add reference to city goal of accommodating growth	CPED staff comments	Land Use p. 105	Added reference to sustainable and value added growth to goals of the chapter
Update zoning map to show building footprints for reference	CPED staff comments	Existing Conditions p. 34	Revised map as requested

Improve commuting patterns map to show larger context, and add road network	CPED staff comments	Existing Conditions p. 30	Revised map as requested
Improve bus route map to make it easier and clearer to read	CPED staff comments	Existing Conditions p. 39	Revised map as requested
Add web links to existing plans available on web	CPED staff comments	Various locations	Added links as requested throughout document
Add new map of capital improvement project recommendations	CPED staff comments	Transportation p. 92	Added map with bicycle and pedestrian projects described in recommendations
Add new map with existing community facilities	CPED staff comments	Existing Conditions p. 37	Added map with fire, police, library, and school locations
Add Minneapolis Plan logo to the cover	CPED staff comments	Cover p. 1	Added logo
Add CPED management and staff names to acknowledgements	CPED staff comments	Acknowledgements p. 2	Added names
Add reference to City's growth and development goals to discussion on Activity Center area expansion.	CPED staff comments	Land Use p. 104	Added language regarding city goals
Add language to design guidelines regarding need for potential additional setbacks on larger buildings	CPED staff comments	Land Use p. 102	Added language regarding potential additional setbacks
Provide more detail on transfer of development rights option	CPED staff comments	Preservation p. 66	Added more detail to recommendation
I would like to comment on the Small Area Plan draft as it is currently portrayed. You will find a map on Page 59 that demonstrates contributory and non-contributory properties. The map should be changed to more accurately depict the current status and entire area involved. Every property should be either blue or orange and some of them need to be changed or more accurately depicted. This map is supposed to demonstrate the entire core area and it conveniently only depicts certain properties. There is more current information and things have	Curt Martinson email	Preservation p. 59	The map will need to be updated based on the points raised here and some additional research now underway. This will be done during the 45 day comment period. Added a text box to page 61 clarifying the need to

<p>already changed in this area since someone made these conclusions. I will comment specifically below:</p> <ol style="list-style-type: none"> 1) Properties at 1315 4th Street and 410 13th Avenue SE have already been approved for demolition. These are no longer contributory and should be colored orange. 2) The property at 1309 -1311 4th Street SE (Post Office and Hideaway building) are concrete block buildings like 1315 4th Street SE and the Library building at 1301 4th Street SE. They have no architecture that makes them distinct and resemble the same construction as the 1315 building that has been permitted for demolition. The Library building is already orange. We believe this building at 1309 – 1311 4th Street SE was built after the House of Hanson that has already been demolished. 3) The Opus project should all be orange in color since it certainly is not a contributory building. (as you know, it is currently under construction) 4) The property and building at 1301 University Avenue SE should also be orange in color since it is non-contributory as it is new construction. 5) The parcel in the north east corner of this core area (McDonalds parking lot should be orange in color also. While there is not a building on the site it certainly should be non-contributory. <p>I believe the entire area should be depicted as its current status to show what might be contributory but more accurately depict what is not contributory based on its current status. If you are not willing to change the existing map then add a second map including all properties.</p>			<p>make this change. At that point, the map will also show coloring for the full 4-block area for clarity</p>
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