APPENDICES

Uptown Small Area Plan

Minneapolis, Minnesota
Approved by the Minneapolis City Council February 1, 2008

Prepared for:
The Community Planning and Economic Development Department

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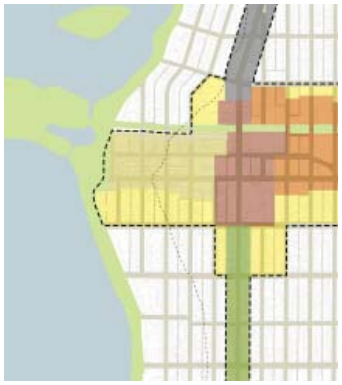

A. Summary of Public Involvement

UPTOWN SMALL AREA PLAN
Summary of Outreach Efforts

COMMUNITY MEETINGS

Initial Information meeting – April 22, 2006

Purpose: To outline parameters of the planning process and get input on the study boundaries
Advertisement: Flyer sent via e-mail to neighborhood organizations and neighborhood papers.
Attendance: Approximately 70
Resulting next steps: Steering committee was appointed and they made suggestions for the refinement of the proposed study boundaries.

Visioning Sessions – November 8 and 9, 2006

Purpose: To hear the public's vision, hopes and concerns for Uptown
Advertisement: e-mail announcement; direct mail to property owners in study area; flyer distribution by committee members; flyer inserted in the Uptown Neighborhood News and the Wedge; posters and flyers located at the Walker Library, Uptown Y, and Calhoun Square; and calendar announcement sent to local newspapers and radio stations.
Attendance: Approximately 150 (Two meeting were held. 150 is the total attendance)
Resulting next steps: Vision statements made at the meeting became the basis of the vision statement included in the plan

Existing Conditions – February 8th, 2007

Purpose: To learn about existing conditions and share thoughts about strengths and weaknesses of Uptown
Advertisement: e-mail announcement; flyer distribution by committee members (Flyers delivered to LEHNA, and notice e-mailed by CARAG); flyer inserted in the SW Journal; posters and flyers located at the Walker Library, Uptown Y, and Calhoun Square; and calendar announcement sent to local newspapers and radio stations.
Attendance: Approximately 100
Resulting next steps: Participants were asked to identify a) their favorite gathering spaces, b) where they feel a future gathering space should be, c) their worst spot for transportation issues, d) where they feel future development should go. They were also asked to list their ideal qualities of a gathering space, street, and development. This input was used to inform the consultants about the community's preferences and concerns.

Goals, Options and Ideas – March 24th, 2007

Purpose: To view initial concepts related to transportation, open space, land use and design and relate to a vision statement, goals, and objectives.
Advertisement: e-mail announcement; flyer distribution via e-mail notice; flyer inserted in the SW Journal; posters and flyers located at the Walker Library, Uptown Y, and Calhoun Square; and calendar announcement sent to local newspapers and radio stations.
Attendance: Approximately 75
Resulting next steps: Participants were asked to comment on the draft vision, goals, and objects. The vision, goals, and objectives guide the plan content.

Scale, Character, and Design – May 24, 2007
Purpose: To view initial concepts related scale, character and design of different parts of the study area and to explore three case studies.
Advertisement: e-mail announcement; flyer distribution via e-mail notice; flyer inserted in the SW Journal; posters and flyers located at the Walker Library, Uptown Y, and Calhoun Square; and calendar announcement sent to local newspapers and radio stations.
Attendance: Approximately 50
Resulting next steps: Participants were asked to comment on transportation analysis, "character areas", and "case studies". These comments were considered by the consultants as they drafted the "plan elements" which were the subject of the next meeting.

Plan Elements – June 27, 2007
Purpose: To review four major plan elements: a draft land use plan, a draft built form plan, a draft public realm plan, and a draft movement plan.
Advertisement: e-mail announcement; flyer distribution via e-mail notice; flyer inserted in the SW Journal; posters and flyers located at the Walker Library, Uptown Y, and Calhoun Square; and calendar announcement sent to local newspapers and radio stations.
Attendance: Approximately 50
Resulting next steps: Participants were asked to discuss the plan elements with City staff and the consultants. Notes were taken and the plan elements were adjusted as needed.

Recommendations – September 19, 2007 (two meetings held)
Purpose: To review major recommendations is the plan and provide and overview of the adoption process.
Advertisement: e-mail announcement; flyer distribution via e-mail notice; flyer inserted in the SW Journal; posters and flyers located at the Walker Library, Uptown Y, and Calhoun Square; and calendar announcement sent to local newspapers and radio stations.
Attendance: Approximately 150 (Two meeting were held. 150 is the total attendance)
Resulting next steps: Participants asked questions which were documented and taken into consideration as the final draft was completed.

Note about meeting attendance: at several of the meetings many people did not sign the sign in sheets. Attendance was estimated by knowing the number of chair rented and estimating how full the room was.

STEERING COMMITTEE MEETINGS – Dates and Topics

June 13, 2006 – project overview and refinement of project boundaries
July 12, 2006 – review of draft scope of work
August 17, 2006 – review of existing planning policy and zoning regulations
September 27, 2006 – discussion of plans for the public visioning sessions
October 23, 2006 – presentations from the top three potential consultants
January 9, 2007 – presentation from the Cuningham Group about their approach to the project and a discussion of a February workshop time and public meeting.

February 22, 2007 – report back on focus group meetings and a presentation from the Cuningham Group about structural patterns and other existing conditions
March 22, 2007 – presentation from the Cuningham Group on concepts for transportation, open space, and design scenarios
April 26, 2007 – report back on vision, goals, and objective and a presentation from the Cuningham Group on transportation and scale and character of development
On May 24, 2007 the available members were given a preview of presentation for the next community meeting (not a formal meeting).
June 26, 2007 – preview of plan elements to be presented at the next community meeting
September 11, 2007 – discussion of a rough draft of the plan document
December 13, 2007 – reflection on the planning process

FOCUSED MEETINGS

Presentation to the S. Hennepin Business Association – October 3, 2006
Purpose: To familiarize the business association with the plan process
Advertisement: Handled by the business association
Attendance: Approximately 20
Resulting next steps: Asked for members of the business association to become involved in the plan process and offered to return to give updates.

Focus groups – February 8 and 9, 2007
Purpose: To hear the concerns of various Uptown stakeholder groups
Advertisement: Asked the steering committee members to recommend people to invite, then staff called or e-mailed them
Attendance: 11 groups with a total attendance of 63 people
Resulting next steps: Concerns were understood by the consultants and referred to when the vision, goals, and objectives were outlined.

Presentation to the Midtown Greenway Coalition – February 12, 2007
Purpose: To familiarize the coalition with the plan process
Advertisement: Handled by the coalition
Attendance: Approximately 12
Resulting next steps: Asked for members of the coalition to become involved in the plan process and offered to return to give updates.

Focus groups – March 21 and 22, 2007
Purpose: To report back on the consultant work to date to the people who attended the February focus groups
Advertisement: Called back people who had participated previously
Attendance: 9 groups with a total attendance of 27 people
Resulting next steps: Feedback shaped what the consultants presented to the public

Presentation to a joint meeting of the S. Hennepin Business Association and the Uptown Association – June 27, 2007

Purpose: To update the associations and get their input
Advertisement: Handled by the business associations
Attendance: Approximately 30
Resulting next steps: Members were encourage to follow the plan process and comment on the content.

Presentation to the S. Hennepin Business Association – November 7, 2007
Purpose: To review the plan recommendations with the business association
Advertisement: Handled by the business association
Attendance: Approximately 30
Resulting next steps: Asked for members of the business association to review and comment on the draft.

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Presentation to the Planning Commission Committee of the Whole – October 19, 2006
Purpose: To update the Commission on the planning process
Attendance: Staff and commission members
Resulting next steps: Commissioners made some suggestions that staff incorporated into the scope of work.

Presentation to the Planning Commission Committee of the Whole – June 14, 2007
Purpose: To update the Commission on the planning process
Attendance: Staff and commission members
Resulting next steps: Commissioners asked questions and made some observations and suggestions.

Presentation to the Planning Commission Committee of the Whole – November 15, 2007
Purpose: To answer questions about the draft document
Attendance: Staff and commission members
Resulting next steps: Commissioners asked questions and made some suggestions related to the draft.

E-MAIL UPDATES

Twenty –four periodic e-mail announcements/updates were sent out over the course of the study to a list of approximately 300 stakeholders.

OTHER OUTREACH

- At the beginning of the process a letter about the process was sent to all property owners in the study area.
- An online survey was available as part of the visioning process
- Several newspaper articles about the plan have been published.
- A group of university students conducted “on the street” interviews and reported back to the steering committee.
- Updates have appeared in the Ward 10 newsletter and updates were given at neighborhood meetings.

B. Steering Committee Meeting Summaries

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #1

June 13, 2006
Grace Trinity Community Church
7:00-9:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Gabe Keller, Renee Gust, Steve Benson, Sue Bode, Lara Norkus-Crampton, Tim Prinsen, Aaron Rubenstein, Keith Sjoquist, Michael McLaughlin, Leslie Modrack, Jill Bode, Caren Dewar, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent: Jennifer Schultz

Alternates present, but not filling in: Dominic Sposeto, Leslie Forman, Helen Williams, Howard Verson

City staff present: Lisa Miller, Amanda Arnold, Paul Mogush

Members of the public present: Nancy Johnson, Gary Farland, Anna Matthis, Kay Graham, Ruth Cain, Gayle Siegler, Jake Weyer, Debbie Jans, Kate Lynch, Curt Gunsbury, Martha Bolinger,

Welcome and Introductions

- Steering committee members introduced themselves and their affiliations. Each person was asked to share three adjectives describing what they want Uptown to be.

Responsibilities

- Amanda Arnold reviewed the roles of the steering committee, Councilmember Remington, and staff. The steering committee advises on important issues such as scope of work, plan content, and process. Councilmember Remington is the chair of the steering committee. City staff (Amanda Arnold and Paul Mogush) will coordinate the committee and manage the consultant.
- Councilmember Remington introduced the following standards for steering committee meetings:
  1. Members of the public are welcome to attend steering committee meetings, but are asked to observe only. There will be several open meetings throughout the planning process in which public involvement and comment will be sought.
  2. Each steering committee member represents an appointing organization, but must also be open to the needs and concerns of the community at large.
  3. The chair will recognize people to speak.
- One steering committee member requested that city staff post steering committee minutes to the web site in a timely manner.

Small Area Plan Process Overview

- Amanda Arnold described the purpose of a small area plan, how it relates to the comprehensive plan (The Minneapolis Plan), and the minimum required elements for city council adoption. She emphasized that a small area plan is not a rezoning process. The Uptown Small Area Plan will provide land use guidance, as well as recommendations related to transportation, urban design, and other topic areas. One of the implementation steps will likely be a rezoning study that will follow adoption of the small area plan.
- Amanda Arnold provided an overview of the timeline. It estimated that the process will take 18 months from the first public meeting (held on 4/22/2006) to City Council adoption. Actual work on the plan will take approximately one year. The timeline will be fleshed out with more specifics once a consultant is hired.

Finalization of Study Boundaries

- Planning staff presented a study boundary map based on 1) Input gained at the April public meeting, 2) Planning Division work priorities and resources, and 3) Staff consideration of areas most in need of policy direction. The study boundaries presented were a western boundary of Calhoun Parkway, a northern boundary of 28th St (with the exception of the residential area between 28th and the Mall and west of Humboldt), an eastern boundary of Bryant Ave, and a southern boundary of 31st St (plus the 3100 blocks between Holmes and Fremont). In addition, staff proposed a narrow spine along Hennepin Ave extending north from 28th St to Franklin Ave.
- The steering committee engaged in a thoughtful discussion about the study boundaries. Several members indicated that Dupont, rather than Bryant, serves as a natural boundary between Uptown and Lyn/Lake. Another suggestion was to use Colfax as an eastern boundary to ensure a context buffer around the Lake/Lagoon split at Dupont. Some members also expressed interest in keeping the Lyn/Lake area in the study area. The Hennepin spine was also a topic of discussion, with some members indicating that a northern boundary of Franklin was too far, preferring that the plan focus more on the area closer to Hennepin-Lake. A substantial number of committee members preferred to keep some or all of that Hennepin spine and extend it south to 36th St.
- Planning staff will consider the above suggestions and work with planning department management to finalize a study boundary to be included in the Request for Proposals (RFP).

Next Steps

- At the next meeting the committee will review other plans applicable to the area and the proposed scope of work for the consultant.
- Next meeting date: July 12 (*This is a change from the date announced from the meeting in order to accommodate Councilmember Remington's schedule*)

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #2

Wednesday, July 12, 2006
Aldrich Presbyterian Church
3501 Aldrich Avenue South, Basement
7:00 – 9:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Gabe Keller, Renee Gust, Sue Bode, Ken Kalina (alternate), Tim Prinsen, Ruth Cain (alternate), Aaron Rubenstein, Howard Verson (alternate), Michael Finkelstein, Leslie Modrack, Jill Bode, Caren Dewar, Jennifer Schultz, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent: Steve Benson, Lara Norkus-Crampton, Keith Sjoquist, Michael McLaughlin

Alternates present, but not filling in: None

City staff present: Lisa Miller, Amanda Arnold, Paul Mogush

Members of the public present: Gary Farland, Anna Matthes, Liz Steblay, Kay Graham

Welcome and Introductions

The committee welcomed a new member, Michael Finkelstein of the Uptown Association. CM Remington also pointed out that two new alternates have been appointed, Howard Verson (CARAG) and Scott Devens (Midtown Greenway Coalition). Members who were not present at the first meeting and alternates who were filling in for absent members introduced themselves.

Update on Study Boundaries

Staff presented new study boundaries based on comments from the first steering committee meeting. Discussion centered around varying ideas for the northern and eastern boundaries. Ultimately several members suggested moving forward to the next agenda item given the extent of previous discussion of study boundaries. The study boundaries presented, as modified based on steering committee comment, will be in the RFP for consultant services.

Scope of Work

Amanda Arnold presented the draft Request for Proposals (RFP) for a consultant team. The RFP outlines a scope of work and process steps for potential consultants. Members of the committee offered numerous additions and modifications to the scope of work. City staff will consider these recommendations on an individual basis for incorporation into the RFP. While not an exhaustive list, the following summarizes the main points of inputs offered by the committee:

- Address affordable housing and condo conversions

- Specifically address the potential for rail transit in the Greenway and ask for best practices for managing accompanying change to the community
- Include an environmental component, specifically air quality
- Emphasize throughout the scope that plan content is to be informed by public input and community values
- Address transitions between residential and commercial land uses
- Consider retail mix
- The development concepts element should be done in a way that does not single out individual property owners. Revisit the number and purpose of development concept exercises.
- Address absorption rates in the market analysis
- Consider the impact on residential areas in transportation analysis
- Consider context and architectural design

In addition to RFP modifications, many members raised topical issues that should be addressed when the planning process is underway. To insure that none of those valuable comments are lost, city staff will create an issues list that the committee can return to throughout the process to see if all concerns have been addressed.

Overview of Hennepin Avenue Strategic Plan and Midtown Greenway Mater Plan
This agenda item was postponed until the next meeting.

Next Steps
- City staff will revise the scope of work based on comments from the meeting and begin the process of obtaining the necessary city approvals to issue the RFP.
- In response to questions about the City of Minneapolis land use approvals process, the next meeting of the steering committee will be an optional introduction to land use and zoning policy and procedures. The date, time, and location are to be announced.
- Following that optional meeting, the steering committee will next meet to hear presentations from consultant teams who have responded to the RFP.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #3

Thursday, August 17, 2006
Calhoun Square
3001 Hennepin Ave, 2nd Floor
7:00 – 9:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Renee Gust, Sue Bode, Steve Benson, Lara Norkus-Crampton, Tim Prinsen, Aaron Rubenstein, Keith Sjoquist, Michael McLaughlin, Leslie Modrack, Jill Bode, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent: Michael Finkelstein, Gabe Keller, Caren Dewar, Jennifer Schultz

Alternates present, but not filling in: Ken Kalina, Leslie Forman, Scott Devens

City staff present: Lisa Miller, Amanda Arnold, Paul Mogush

Members of the public present: Deborah Burke, Galye Siegler, Anna Matthes, Kay Graham, Phyllis Roden

Welcome and Introductions
Councilmember Remington called the meeting to order and made two announcements:

- Lara Norkus-Crampton, a member of the steering committee, has begun serving on the Minneapolis City Planning Commission
- CM Remington plans to introduce a six-month moratorium on height within the study boundaries of the Uptown Small area Plan.

Land Use Policy and the Development Review Process
Paul Mogush presented an overview of The Minneapolis Plan, the Minneapolis Zoning Code, and the development review process in the City of Minneapolis. Questions from steering committee members led to a number of discussions, including:

- The process by which land use features are designated in The Minneapolis Plan
- The unique character of each Activity Center
- How land use policy is linked to questions of transportation and other infrastructure capacity
- How The Minneapolis Plan addresses environmental issues, given the unique character of Uptown's natural amenities
- The difference between a conditional use permit and a variance
- The legal findings for a rezoning

Concurrent Planning Processes
City staff briefly outlined three planning processes that are happening concurrently with the Uptown Small Area Plan:

- Midtown Greenway Development and Land Use Plan- http://www.ci.minneapolis.mn.us/planning/midtown-greenway.asp
- SW Transit Corridor – http://www.southwesttransitway.org/
- Access Minneapolis – http://www.ci.minneapolis.mn.us/public-works/trans-plan/

Next Steps
Request for Proposals (RFP): The RFP will be released during the last week of August, with proposals due at the end of September. City staff will review the proposals and invite representatives from the top three proposals to present to the steering committee in October.

Next steering committee meeting: City staff has hired Barbara Raye, a professional facilitator, to help plan and facilitate two public visioning sessions in November. Barbara will attend the next steering committee meeting (September 27) to begin planning for these sessions. Advertising for the visioning sessions will begin immediately following the September 27 steering committee meeting. Barbara will also assemble a short Internet survey asking Uptown residents about their vision for the area.

Email Policy

- To protect the privacy of steering committee members, the email addresses of steering committee members are not included on the steering committee roster and will not be distributed by city staff.
- If someone has an announcement that is important for the entire steering committee to be aware of, please contact the committee chair (CM Remington) or city staff (Amanda Arnold or Paul Mogush).

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #4

Wednesday, September 27, 2006
YWCA, 2808 Hennepin Ave. S.
Studio C on the lower level
7:00 – 9:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Renee Gust, Steve Benson, Sue Bode, Lara Norkus-Crampton, Ruth Cain (alternate), Aaron Rubenstein, Michael McLaughlin, Michael Finkelstein, Leslie Modrack, Scott Devens (alternate), Caren Dewar, Jill Bode, Jennifer Schultz, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent: Tim Prinsen, Keith Sjoquist, Gabe Keller

Alternates present, but not filling in: Dominic Sposeto, Leslie Forman, Helen Williams, Howard Verson

City staff present: Amanda Arnold, Paul Mogush, Barbara Raye (consultant)

Members of the public present: Virginia Kuhn, Anna Matthes, Diane Norman, Gary Farland

Welcome and general update on the moratorium

Councilmember Ralph Remington updated the committee on the status of the moratorium. CM Remington introduced a moratorium on increasing height beyond the base zoning at the September 22 meeting of the City Council. Moratoria are effective immediately upon introduction. A public hearing will be scheduled at a regular meeting of the Zoning and Planning committee of the City Council sometime in the next few weeks.

RFP Update

The deadline for consultant proposals is September 28. City staff will invite representatives from the top three consultant teams to present to the steering committee on October 23. Steering committee members will have an opportunity to review print and/or electronic copies of the top three proposals before the presentations. Staff will provide evaluation forms for steering committee members to rank both the written proposals and the presentations. Staff will select a consultant based on initial staff evaluation, the presentations, and the committee members' written assessments of the proposals and presentations.

Discussion with Barbara Raye, visioning session facilitator

Dates have been set for two Uptown visioning sessions in November, both in the former Borders space in Calhoun Square: November 8 from 1:00 to 3:00 PM and November 9 from 7:00 to 9:00 PM. The City has contracted Barbara Raye, Executive Director of the Center for Policy,

Planning, and Performance, to provide facilitation services at these sessions and to prepare an online survey to help get the conversation started ahead of the event. Barbara led a discussion about each:

On-line survey – Steering committee members offered several ideas to make the survey more useful and easier to understand. Staff will work with Barbara Raye to incorporate these improvements before the survey is advertised. While the survey will provide a useful snapshot into the public's views of Uptown, it is not a scientific poll and will not be treated as one. Its primary purpose is to start the conversation about Uptown's future in preparation for the visioning sessions.

Visioning session format - The main issues to be discussed at the visioning sessions are 1) visions for the future of Uptown, 2) issues of particular concern, and 3) opportunities for improvement. Specific questions and discussion format are yet to be determined. With approximately 100 people expected at each visioning session, it will be necessary to break out into small groups for discussion. Steering committee members may serve as small group facilitators to keep groups on task and to encourage input from everyone. Some steering committee members expressed concern that they wouldn't be full participants if they were tasked with facilitating groups; others volunteered to facilitate. Barbara indicated that facilitators are free and encouraged to provide their own opinions along with their facilitation duties. Staff will follow up with steering committee members via email to get a count of how many people are willing to facilitate. Steering committee members provided several suggestions for how to make the visioning sessions more understandable and comfortable for participants. Staff and consultant will incorporate those suggestions.

Visioning Session Logistics

Outreach – City staff have developed a flyer advertising the two visioning sessions. This flyer will be distributed several ways:

- A direct mailing to addresses within the study boundaries
- Distribution throughout the four neighborhoods of Uptown (this will involve steering committee and neighborhood group volunteers)
- Kiosk locations at Calhoun Square and perhaps others.
- Staff will send the flyer out via e-mail to the project e-mail list. Steering committee members, business associations, and neighborhood groups will also be asked to help get the word out via their email networks.

Finally, city staff will send a press release/calendar announcement to community newspapers.

Child Care – Steering committee members have expressed an interest in offering child care during the visioning sessions to ensure that people with children have an opportunity to participate. Staff will continue to look into the options for providing child care.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #5

Monday, October 23, 2006
YWCA, 2808 Hennepin Ave. S.
Studio C on the lower level
7:00 – 9:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Renee Gust, Steve Benson, Sue Bode, Lara Norkus-Crampton, Tim Prinsen, Aaron Rubenstein, Michael McLaughlin, Michael Finkelstein, Leslie Modrack, Caren Dewar, Jill Bode, Thatcher Imboden, Pam Price

Steering committee members absent: Keith Sjoquist, Gabe Keller, Jennifer Schultz, Roger Worm

Alternates present, but not filling in: Ruth Cain

City staff present: Amanda Arnold, Paul Mogush

Members of the public present: Arnie Gregory, Debbie Jarvis, Brent Rogers

The purpose of this meeting was to hear presentations from the top three consultants who responded to the City's request for proposals (RFP) for consultant services for the Uptown Small Area Plan. Hay Dobbs, Cuningham Group, and Damon Farber Associates each gave 20-minute presentations. Steering committee members asked questions of each presenter and submitted written evaluations of both the presentations and written proposals to City staff. After discussing the merits of each proposal with the steering committee and reviewing the written evaluations, no clear favorite emerged among the three consultant teams. Each team was asked to re-interview with City Staff and Councilmember Remington. The Cunningham Group was then selected to complete the scope of services outlined in the RFP.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #6

Tuesday, January 9, 2007
YWCA, 2808 Hennepin Ave. S.
7:00 – 9:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Dominic Sposito (alternate), Renee Gust, Sue Bode, Ken Kalina (alternate), Lara Norkus-Crampton, Tim Prinsen, Aaron Rubenstein, Keith Sjoquist, Michael McLaughlin, Michael Finkelstein, Leslie Modrack, Caren Dewar, Jill Bode, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent: Steve Benson, Gabe Keller, Jennifer Schultz

Alternates present, but not filling in: Ruth Cain, Howard Verson, Scott Devens

City staff present: Amanda Arnold, Paul Mogush, Kim Malrick

Consultant team members present: Mike Lamb, Andrew Dresdner, and Cindy Harper of the Cuningham Group; Bill Smith of Biko and Associates; Tom Becker of Short Elliot Hendrickson; Brent Wittenberg of GVA Marquette Advisors

Members of the public present: Jake Weyer (Southwest Journal), Virginia Kuhn

Welcome and brief overview
CM Remington welcomed everyone and gave an overview of the agenda.

Visioning session recap and follow-up
Amanda Arnold reported that Barbara Raye, who is providing facilitation services for the Uptown Small Area Plan process, has completed a summary of the input received at the two visioning sessions in November. The document is available on the project web site and will be used throughout the process. Barbara and city staff are working to synthesize the themes heard at the visioning session into a vision for Uptown and a set of guiding principles for the process and for Uptown development. These will be available for public comment when complete and can be modified as the process evolves.

Overview of the Cuningham Group's project approach
Mike Lamb introduced the consultant team and, with his Cuningham Group colleagues, gave a presentation about their approach to place making and design.

Overview of upcoming planning process

Andrew Dresdner from the Cuningham Group reviewed the project timeline, which consists of three phases: Learning, Ideas, and Deciding. Each phase will include a workshop that culminates in a public meeting. The learning phase is currently underway, with a workshop scheduled for February 7 and 8. Between now and then, the consultant team will continue gathering and analyzing information on existing conditions in Uptown. The workshop will consist of a series of focus groups made up of various stakeholder groups, including residents, shoppers, transportation experts, and so on. A public meeting will be held at the end of the workshop on the evening of February 8. The purpose of the public meeting will be as follows:

1) Barbara Raye will report back on what she heard at the visioning sessions and present a draft of the vision and guiding principles.
2) The consultant team will present their findings regarding existing conditions in Uptown.
3) The Cuningham Group will lead small groups in an exercise to identify physical strengths and weaknesses in the study area.

Identification of stakeholder groups

Mike Lamb led the group through an exercise to identify project stakeholders. The steering committee produced a thorough list, which city staff will expand upon and use in setting up the focus groups for the February workshop and when planning other future outreach. Staff will make the list of stakeholders available to the steering committee and encourages members to offer contact information for individuals who should be invited to focus group sessions.

Wrap-Up/Next Steps

- The next public meeting is Thursday, February 8 from 7:00 to 9:00 PM in the former Borders Books space in Calhoun Square.
- A steering committee meeting will be scheduled for approximately two weeks following the public meeting.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #7

Thursday, February 22, 2007
Bryant Square Park
7:00 – 8:30 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Renee Gust, Sue Bode, Lara Norkus-Crampton, Howard Verson, Michael McLaughlin, Leslie Modrack, Jill Bode, Pam Price

Steering committee members absent: Tim Prinson, Aaron Rubenstein, Keith Sjoquist, Michael Finkelstein, Caren Dewar, Thatcher Imboden, Jennifer Schultz, Roger Worm

Alternates present, but not filling in: Scott Devens

City staff present: Amanda Arnold, Paul Mogush, Kim Malrick

Consultant team members present: Mike Lamb, Andrew Dresdner, and Cindy Harper of the Cuningham Group

Members of the public present: Jake Weyer (Southwest Journal), Deb Anderson

Welcome and Announcements

CM Remington welcomed everyone and made the following announcements:

- Steering committee member Gabe Keller, representing East Isles, has moved out of the neighborhood and resigned from the committee. Dominic Sposeto will take his place.
- David Motzenbecker, Planning Commission Chair, will begin sitting in on steering committee meetings starting in March.

Summary of focus groups and community meeting held Feb 7th and 8th

The Cuningham Group reported out on what they heard during the focus group meetings and summarized the findings of the breakout group session at the community meeting. Summaries of the focus groups and community meeting are available on the project web site (http://www.ci.minneapolis.mn.us/planning/uptown-plan.asp).

Presentation of structural patterns

The Cuningham Group provided their observations about structural patterns that shape Uptown. The conversation centered around the idea that the core of Uptown is more than just the intersection of Lake and Hennepin. Rather, the core has an east-west orientation that runs between Lake Street and the Midtown Greenway, with an emphasis on the area east of Hennepin. This pattern conforms to ideas heard at the public meetings and focus groups suggesting that Uptown is or ought to be highly connected to the Lyn/Lake area. This pattern is illustrated well

by a diagram showing the residential edge around Uptown (see http://www.ci.minneapolis.mn.us/planning/docs/uptown_sap_070208_maps.pdf, page 10). Plan recommendations should include strategies for enhancing this east-west connection while preserving the existing residential edge around the core.

A second conversation focused on public infrastructure weaknesses in the study area in terms of streetscape and the pedestrian and transit experience.

Plans for Charette

The Cuningham Group reviewed plans for a charette set for March 21, 22, and 23 with a public open house on Saturday, March 24. March 21 and 22 will be two days of focus groups focusing on recommendations for overall urban systems (transportation, open space, land use, development intensity, and urban form). The focus group work will culminate in a steering committee meeting the evening of March 22, followed by a day for the work team to conduct a first round of concept refinements. A community meeting will be held on Saturday, March 24 at 9:00 AM at Calhoun Square. The meeting format will include time for informal conversation with the work team as well as a brief presentation, with the bulk of the time devoted to a group design exercise.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #8

Thursday, March 22, 2007
Calhoun Square
7:00 – 9:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Renee Gust, Dominic Sposeto, Sue Bode, Steve Benson, Lara Norkus-Crampton, Tim Prinsen, Aaron Rubenstein, Howard Verson (alternate), Michael McLaughlin, Michael Finkelstein, Scott Devens (alternate), Jill Bode, Caren Dewar, Pam Price

Steering committee members absent: Keith Sjoquist, Leslie Modrack, Jennifer Schultz, Roger Worm

Alternates present, but not filling in: Ken Kalina

City staff present: Amanda Arnold, Paul Mogush, Kim Malrick

Consultant team members present: Mike Lamb, Andrew Dresdner, and Cindy Harper from the Cuningham Group; Bill Smith, from Biko and Associates; Heather Kienitz from Short Elliott Hendrickson Inc.

Others present: Jake Weyer (Southwest Journal), David Motzenbecker (Planning Commission)

Note: there were a few audience members, but they did not sign in.

Welcome and Announcements
CM Remington welcomed the group and thanked them for their presence.

Update on the focus group discussions
Amanda Arnold reviewed the focus group discussions held over the previous two days. The consultants and City staff met with: parents, a local artist (this was intended to be an arts and culture focus group but only one person was able to attend), Metro Transit and Hennepin County transportation planners, members of the S. Hennepin Business Association and Uptown Association Boards, business owners, developers and major property owners, a City safety officer, and a few residents. All the people invited to this round of discussion had participated in the February focus groups. However, there was less participation in this round than in the previous one. Amanda explained that that was likely due to the fact that in February the consultants were asking about individual issues and concerns, and this round was about initial concepts for the plan.

Presentation and discussion of concepts for future transportation, open space, land use, and design scenarios
The Cuningham Group gave a presentation that covered draft goals, design frameworks, and examples of how the goals could potentially be implemented. They also raised the idea of Uptown being envisioned as a "garden district". The steering committee was generally supportive of the goals and concepts presented, but suggested the information be streamlined for the public meeting. Some members expressed concern that the consultants were seeking feedback on several different types of things at once. Some also expressed concern that it was premature to discuss some of ideas for implementing the goals before gaining agreement on the goals.

The Cuningham Group later consolidated some of the goals presented and revised the presentation before the public meeting.

Discussion of transportation issues
Lara Norkus-Crampton had requested some more detailed information on traffic conditions, feeling that it was difficult to evaluate land use concepts without a more detailed understanding existing conditions. The transportation sub-consultants represented by Bill Smith and Heather Kienitz gave a brief presentation on existing traffic conditions and issues and provided a handout.

Discussion of plans for the community meeting on Saturday the 24th
Because the meeting ran over, there wasn't time to cover this topic.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #9

Thursday, April 26, 2007
Bryant Square Park
7:00 – 8:45 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Renee Gust, Sue Bode, Ken Kalina (alternate), Ruth Cain (alternate), Leslie Modrack, Jill Bode, Caren Dewar, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent: Dominic Sposeto, Steve Benson, Lara Norkus-Crampton, Tim Prinsen, Aaron Rubenstein, Keith Sjoquist, Michael McLaughlin, Michael Finkelstein, Jennifer Schultz

Alternates present, but not filling in: None

City staff present: Amanda Arnold, Paul Mogush, Kim Malrick

Consultant team members present: Mike Lamb, Andrew Dresdner, and Cindy Harper from the Cuningham Group

Others present: David Motzenbecker (Planning Commission), Noah Halbach, Anders Imboden, Michael Azen, and Erin Jerabek (UMN students)

Welcome and Announcements

Council Member Remington welcomed the group and thanked them for their presence. He announced that a series of community meetings about the City's comprehensive plan update have been scheduled and suggested people pick up a handout at the door about those meetings.

Report from U of M students who've conducted "on the street" interviews

Several months ago the steering committee "brain stormed" a list of groups that we should get input from for the Uptown Small Area Plan. Some of these group were not groups that typically come to public meeting or who are easily reached in general. Conveniently, shortly after that brain storming session a group of University of Minnesota students taking Geography 3371 – Cities, Citizens, and Communities volunteered to do some "on the street" interviews to gain insights about Uptown users. At this steering committee meeting they reported on their findings.

The students interviewed bus riders, pan handlers, evening entertainment patrons, daytime shoppers and residents of the Kenwood Isles condominiums. The students also documented bicycle traffic at Humboldt Avenue and the greenway.

Key findings included that:

- Most passengers at the transit station came from other buses and were transferring in Uptown, not coming to or going from Uptown.
- Over a 45 minute period, 191 bikers continued past the at-grad crossing at Humboldt Avenue and the Mall. Forty-six bikers entered or exited at the crossing.
- The majority of evening entertainment patrons interviewed drove approximately 15 minutes to come to Uptown. Evening entertainment patrons liked the atmosphere, the variety of things to do, nightlife, stores, bars, restaurants, and the lakes. They disliked traffic and the limited parking. They would like to see controlled traffic, free parking, more boutiques, and affordable housing.
- The majority of the daytime shoppers interviewed lived in or near Uptown. They either walked or drove to shop at the grocery stores, movie stores, or Calhoun Square. They shop in Uptown because it is convenient. Very few of the shoppers did all of their shopping in Uptown. Some did most; others like to shop in St. Louis Park. They feel that Uptown would benefit from Calhoun Square becoming a destination again with a unique mix of stores and services.

Review of feedback received on vision and goals

Paul Mogush reported on feedback received on the vision and goals presented at the last community meeting. People were given the opportunity to comment at the public meeting and to fill out a feedback form at the meeting or online. The feedback was very positive on each element (the vision, goals, and objectives). Several people at the community meeting suggested that a little more detail be added to some of the adjectives in vision. The mention of historic character was also suggested. One steering committee member suggested that in the vision it be made clear that each element of Uptown is connected, and that it like an “ecosystem”. Another committee member was concerned that traffic was not addressed in more detail. The consultants and staff will continue to tweak the language of the vision, goals, and objectives as the project continues, but not change the concepts presented.

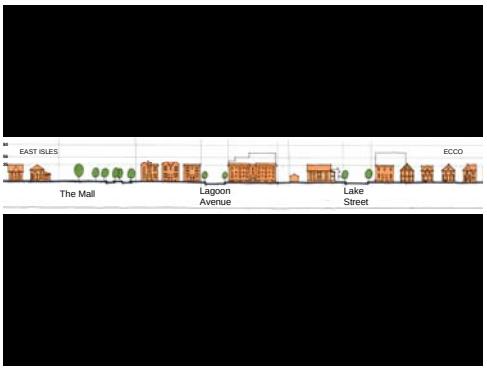
Refined overview of transportation issues and potential solutions

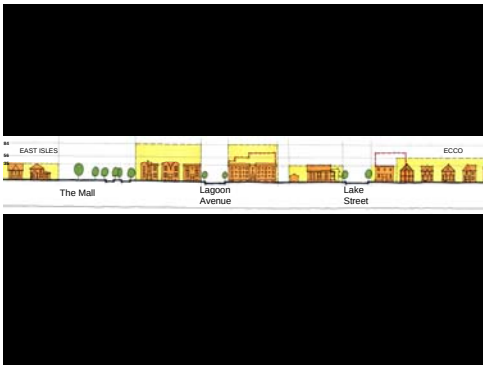
The Cuningham Group discussed the different transportation issues in Uptown. The goal of the conversation was to disentangle issues so they can be addressed more clearly and efficiently. The Cuningham Group discussed parking, pedestrian circulation, transit, bicycling, and automobile traffic separately, offering ideas for near term and long term solutions for each. The steering committee provided some general feedback. The consultants will continue to work on exploring solutions to each type of transportation issue and present more information at future meetings, including the community meeting on May 24th.

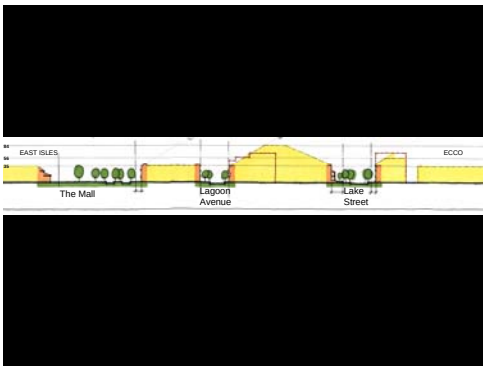
Discussion of concepts for scale and character of buildings in different parts of Uptown

The Cuningham Group described how different parts of the study area have different character elements (existing and future). A map of these areas is shown below. (Please note that the boundaries shown are very general. These will become more refined as the process continues.)

The consultants also showed a series of section drawings. These showed existing buildings, the allowed zoning capacity or envelop for height, and how this capacity might be filled in while respecting the existing context. An example is shown below.







The consultant also presented sketches and plans showing possible design and land use options for the future.

The steering committee was generally supportive of the direction that the consultants had taken. The consultants will continue to work on refining recommendations for each of these sub-areas. This work will include three case studies that will further explore how development might play out in each area.

Wrap Up/Next Steps

CM Remington asked the group if they would like to have another meeting before the May 24th community meeting. Amanda Arnold explained that it may have to be more informal meeting simply to review the materials to be presented at the community meeting because there are very few available evenings in May. The group seemed comfortable with whatever could be arranged.

The next meeting has subsequently been schedule for 2 – 3:30 PM on May 24th in Calhoun Square. Since this is not a convenient time for all, this won't be considered a formal meeting. Instead it will be a chance those who are available to: a) give the consultants some last minute feedback b) get caught up if they've missed the last steering committee meeting, or c) see the presentation if they can't make the evening meeting.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #10

Wednesday, June 26, 2007
Calhoun Square
7:00 – 9:00 PM

MEETING NOTES

Steering committee members present: Ralph Remington, Dominic Sposeto, Sue Bode, Lara Norkus-Crampton, Tim Prinsen, Aaron Rubenstein, Keith Sjoquist, Michael Finkelstein, Leslie Modrack, Jill Bode, Caren Dewar, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent: Ken Kalina, Michael McLaughlin, Jennifer Schultz,

Alternates present, but not filling in: Ruth Cain, Howard Verson

City staff present: Amanda Arnold, Kim Malrick

Consultant team members present: Andrew Dresdner from the Cuningham Group

Others present: None

Welcome and Announcements
Council Member Remington welcomed the group and thanked them for their presence.

Recap of process to date and feedback from last meeting
Amanda Arnold handed out a summary of outreach efforts for the plan to date (this is now available on the project website). She explained the next community meeting will be last on for the project consultants, but that a 45 day public comment period would follow before the plan is adopted.

A couple of committee members requested that the 45 day comment period be scheduled so that there is time between the close of the comment period and the public hearing at the Planning Commission meeting. There were several questions about how comments on the plan would be recorded. Amanda responded that she would set up a system for documenting the comments and adding a response related to implications of changing the draft (i.e. some comments may be easy to address with small edits. Others may need to be discussed by the Planning Commission or Council during the adoption process.) Two committee members asked if the steering committee could meet during the 45 day public comment period to review the comments. CM Remington responded that this seemed like fine idea, but the committee would have to remember that it is advisory and thus would not be in position respond to the comments received or alter the document. It was agreed that Amanda would develop a schedule for the review of the plan and report back to the committee via e-mail.

Amanda suggested moving the August steering committee meeting to late August and the next community meeting until September. This would be done to allow the consultants more time to write the plan document and more time for the steering committee members to review it before the next meeting. In addition, September is a more convenient time for a community meeting for many people. The committee was comfortable with that plan.

Amanda reported back that approximately 20 comment cards were received after the last community meeting. Comments varied a great deal. However, there was a theme of people wanting more detail about transitions between commercial and residential uses. A summary of the comments made is available on the project website.

Review of format and plans for June 27th community meeting
Amanda explained that the next meeting would be an open house format. This format was chosen to give people more time for one on one questions and comments (previous meetings have run long and conversations have had to end before some people were done, so this is a way to allow more time for questions). Amanda reviewed the general format for the meeting and Andrew Dresdner showed an example of one of the presentation board that would be posted around the room.

Preview of presentation and content for June 27th community meeting
Andrew Dresdner from the Cuningham Group gave a presentation that included much of the material to be covered the next night at the community meeting. He went through each section of the study area and talked about the four plan elements: land use, built form, public realm improvements, and movement. The committee provided general feedback about the approach to the presentation and the graphics. There was more substantial conversation about:

- the amount of shadowing that should be allowed on the greenway
- managing expectations about possible long range changes like the addition of new parks space and the realignment of roads
- the need to relate the plan back to market demands
- the role of one major gathering space and what it should be
- the appropriate land use designation and density for the area north of greenway and east of Hennepin.
- the desire to keep existing businesses and serve existing residents

Next steps in the document development process
Andrew had intended to spend some additional time covering general recommendations that are evolving out to the plan process. However, these were discussed as part of the presentation, and thus this separate item was dropped from the agenda.

Wrap Up
Council Member Remington thanked everyone for their comments and concluded the meeting.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #11

Tuesday, September 11, 2007
Calhoun Square
7:00 – 9:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Dominic Sposeto, Renee Gust, Sue Bode, Ken Kalina, Lara Norkus-Crampton, Tim Prinsen, Aaron Rubenstein, Keith Sjoquist, Leslie Modrack, Jill Bode, Caren Dewar, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent:, Michael Finkelstein, Michael McLaughlin, Jennifer Schultz

Alternates present, but not filling in: Ruth Cain, Howard Verson

City staff present: Amanda Arnold, Kim Malrick

Consultant team members present: Andrew Dresdner, Michael Lamb, and Cindy Harper from the Cuningham Group

Others present: David Motzenbecker, Planning Commission Chair

Welcome and Announcements

Council Member Remington welcomed the group. He pointed out that this is the 11th steering committee meeting and that it's been a long and robust process involving many more meetings than are typical. He thanked the Cuningham Group for their work thus far, and explained to the committee that the Cuningham Group has and will continue to take in as much input as possible and respond to it accordingly.

CM Remington also handed out the results of an exercise that the committee participated in at the first meeting in June of 2006. At that meeting, members were asked to list three adjectives that describe what they want Uptown to be like in the future. He pointed out that may of these descriptions are represented in the draft plan (the list of adjectives is attached to this summary).

Recap of where we are in the process and overview of upcoming meetings

Amanda Arnold handed out a sheet detailing the expected review process and timeline. She pointed out that a 45 day public comment period is planned. After that, Amanda will compile all of the comments received and develop a way to describe what comments can easily be addressed and what ones might involve further discussion at the Planning Commission and City Council level. Following the 45 day public comment period, neighborhood organizations will get a notice of the public hearing, and there will be an additional 21 day period in which comments will be

received. However, there may not be time to directly address the comments received later in the process.

A committee member passed on a request from one of the neighborhoods that the draft plan document be made available to the greater public before the community meeting. Amanda responded that she had concerns about having multiple drafts out. She explained that since the document will likely change after this steering committee meeting and after the community meeting, there could be a lot of confusion about what the final content is. Some committee members agreed that having the draft out would not be beneficial and could result in people coming to the meeting with different levels of information. Others felt it was important to have information out to at least get people up to speed on the rational behind the recommendations. Amanda responded that she will work with the Cuningham Group to see what could be produced before the meeting. (After the steering committee meeting it was apparent that a significant amount of additional work would need to be done to the draft before it was ready for the public and time would be a serious constraint. However, Amanda and the Cuningham Group will work to get a revised draft executive summary out to the public before the meeting)

Amanda will schedule a final steering committee for sometime near the end of the public comment period so she can report back to the committee about the comments that have been received and update them on the adoption process.

Discussion of the initial draft

Rather than reviewing the draft section by section, the Cuningham Group asked each committee member to write down three things they like about the plan and three concerns they have about the plan on index cards. The Cuningham Group then sorted the concerns by topic and the group discussed the concerns. The full list of positive and negative comments is attached, and most of the topics discussed are listed below:

- Concern about height guidelines along 28th Street was expressed. The point was made that 28th Street is not a main corridor like Lake and Lagoon, and thus future development should have scale more in keeping with the neighborhood.

- It was suggested that Mozaic and the Buzza Building should be seen as iconic anomalies and not a precedent for scale.

- The point was made that the plan hinges on proposed projects and that might limit the long term effectiveness of the plan (i.e. if these projects don’t materialize, the logic of the plan may not be as apparent).

- The suggestion was made that more reasoning needed to be added to the plan (i.e. it jumps to solutions rather and walking the reader through the rational for those solutions).

- It was suggested that there needs to be more justification for the recommended height and density. There was an extended conversation about what is considered too high and why, with several committee members having different opinions.

- There was also a discussion about a “clash of cultures” in Uptown. It was pointed out that some people are drawn to Uptown because of its entertainment options and others view it as a traditional neighborhood. Some committee members asserted that Uptown can be both.

- It was suggested that the document needs to be more clear and direct.

- There was a discussion about the recommendation that conversion of Lake and Lagoon back to two-way streets be studied. Andrew clarified the recommendation stating that it is a recommendation for further study, not a recommend action.

Wrap Up
Council Member Remington thanked everyone for their comments and suggested they pass on any edits to Amanda or the Cuningham Group.

UPTOWN SMALL AREA PLAN
Steering Committee Meeting #12

Thursday, December 13, 2007
Calhoun Square
6:00 – 8:00 PM

MEETING SUMMARY

Steering committee members present: Ralph Remington, Renee Gust, Sue Bode, Ken Kalina, Aaron Rubenstein, Howard Verson (alternate), Leslie Modrack, Michael Finkelstein, Michael McLaughlin, Jill Bode, Caren Dewar, Thatcher Imboden, Pam Price, Roger Worm

Steering committee members absent: Lara Norkus-Crampton, Tim Prinsen, Dominic Sposeto, Keith Sjoquist, Leslie Modrack, Jennifer Schultz

Alternates present, but not filling in: None

City staff present: Amanda Arnold, Kim Malrick

Others present: David Motzenbecker, Planning Commission Chair

Reflections on the process

Council Member Remington thanked everyone for their participation and reflected on how far discussions have come from when the project started. He gave sincere thanks to steering committee members, staff, and the consultants.

Amanda Arnold asked the group to discuss what they felt worked well and what did not so that she could consider that in future planning processes. Some suggestions/observations that were made were:

- The focus groups were good, but that the groups should have been reconvened at the end of the process
- That the format of having a big presentation and then break out groups at the community meeting was good.
- That there was a lot of recapping of earlier meetings at each public meeting and that it would be more beneficial to more clear and concise. It was suggested that people should be encouraged, through e-mail and the web page, to catch up on the process before the meeting. It was also suggested that there could be a pre-meeting for those who were just coming to the process.
- It was suggested that the draft should have been more refined before it was distributed, but the value of having it come out shortly after the final community meeting and before the holidays was acknowledged.

- It was suggested that a community meeting (in addition to the formal public hearing) should be held after the draft is available. Some people felt the number of meetings was too heavily weighted toward the beginning of the process.
- There was a discussion about how to weigh various public input and an interactive Wikipedia like editing process was suggested.
- It was suggested that the review of past plans go farther back in history to give a better sense of how visions change over time.
- It was suggested that there be more time for the consultants to work on products between the steering committee meetings and the community meetings.

There was a discussion of the role of the plan and how detailed it should be. Most steering committee members thought the general nature of the document and its focus on vision verses implementation was appropriate, but a few others felt more detail on how things would be accomplished was needed.

There was also a discussion about the plan's recommendations related to height and how they evolved over the process.

Final Steps for plan adoption
Amanda Arnold explained that she has asked the Planning Commission to consider the plan at their January 14th meeting rather than the December 17th meeting to allow her and the consultants more time to respond to the comments received during the 45-day public comment period.

Final words
Council Member Remington thanked everyone again and distributed certificates of appreciation.

C. Community Meeting Summaries

UPTOWN SMALL AREA PLAN
Community Meeting #1
Visioning Sessions

Wednesday, November 8, 2006
1 to 3 PM at Calhoun Square
and
Thursday, November 9, 2006
7 to 9 PM at Calhoun Square

MEETING SUMMARY

Meeting purpose:

- To engage the community in developing a long-term vision for the area, identifying issues of concern, and discussing what elements of Uptown people value.

Combined attendance at the two meeting was approximately 160 people.

Each meeting agenda included:

- A welcome by Council Member Ralph Remington
- A brief presentation to the Uptown small area planning process by Amanda Arnold from the City of Minneapolis Community Planning and Economic Development Department
- A review of the preliminary input given through an online survey and the meeting purpose and agenda by Barbara Raye of the Center for Policy, Planning, and Performance who served as facilitator for the meetings
- Small group discussions and reports
- Closing comments and next steps
- Introduction to the Cunningham Group, the consultant team that will produce the plan document.

After opening comments and presentations, participants in small groups of 5-8, were asked to identify what they valued about Uptown and what concerns they had about future development in Uptown. Each group was also asked to rank the top three items in each category. Groups then reported their work to the full group. Groups handed in their notes on 8 1/2 x 11 work sheets at the end of the meeting with notations and comments. The top themes from these work sheets are listed below. The number within the parentheses indicates the number of times the topic/item was included on a small group's list.

What do you value about Uptown?

- Livability issues such as "balance of destination retail and residential", "small town feel with urban amenities", human scale, sense of community, walkable (17)
- Lakes, greenway, parks and green spaces (12)
- Transportation options, walking, biking, transit, auto (12)
- Fun, unique character, "energy" (10)
- Diversity of small business (9)
- Diversity of population and cultures (7)

- Diverse aesthetics and activities (6)
- Historic nature of residential houses (4)

What concerns do you have about Uptown?

- Transportation, traffic, parking, transit/LRT location, infrastructure, residential traffic. (20)
- Incompatible development based on poor planning, too many variances, too little buffer between density and single family residential, density in wrong places, loss of eye line to lakes. (19)
- Safety, crime (15)
- Affordability of housing and commercial spaces (11)
- Loss of identity, diversity, historical nature of buildings (11)
- Loss of daytime, residential service oriented businesses (post office, school.) (9)
- Air, noise, lake pollution (4)

Groups were then asked to create a collective "vision" of Uptown. Each group shared the elements of their vision with the large group. Groups documented their vision elements on large flip chart paper and turned these sheets in at the end of the meeting. Themes from the small group visions included both common and divergent views of the future. Generally there was agreement that the future will bring change and growth–but the future needs to:

- Keep a balance between residential and commercial areas
- Serve families who live in the area as well as meet the needs of visitors
- Reflect diversity in all areas and ensure continued affordability and access to housing and business opportunities
- Ensure the vibrant and unique character of the community
- Protect the environment–water, air, noise, and light–and use "green" design/construction

Most groups also envisioned more green spaces, more public spaces and public art, more walkability and family/child friendly spaces. They also want transit, transportation and parking issues to be addressed in environmentally sound ways with the majority mentioning trolleys and light rail. Respect for transition zones between commercial and residential areas, preservation of architectural history, smart/transit oriented growth, increased safety, and adherence to current zoning restrictions were also mentioned several times.

Summaries of all the small group visions are below. Most groups provided flip chart size papers with bullet points as a record of their work, but presented their visions in a narrative form to the larger group. The summaries are edited from the bullet points to flow more consistently with the "spirit" of the oral presentations. No information has intentionally been added or deleted from any group's report.

What do you want Uptown to look like and feel like in the future?

- *In the future, Uptown looks somewhat like it does now with a sensible mix of housing, retail etc. like Grand Avenue. More density, but the lakes are not like Miami Beach with a garbage bin everywhere. Transit oriented design is used with building heights complimentary to where they are placed and a bike path that is integrated into the transit station–perhaps a new underground subway system. There is a free parking lot like 50th*

and France to free up residential parking plus streetcars have returned. A post office, library that is open 6 days and some nights, and a breakfast place that is affordable are present. The same mix of independent vs. retail chains is maintained. Diversity is present in all aspects of our community. Walkability is stronger with a central plaza area with no traffic and more public art created by local residents.

- *In the future, Uptown has more public amenities such as open space, pubic art, schools, transit, and small service businesses. It is an environmentally conscious neighborhood i.e. green space, sustainable growth. There is quality of construction & materials sympathetic to the neighborhood history and an effective transition between planned density & neighborhood core(s).*
- *In the future, Uptown continues to have a great mix of businesses & services and continues to be pedestrian friendly with new pedestrian corridors. There are trolleys back within the area and other transit options are available to downtown, U of M, and the airport. Small businesses remain & sponsorships invite innovation and entrepreneurs into the area. There is more beautification of small areas, bed and breakfast inns in some of the buildings, and a community center and meeting space.*
- *In the future, Uptown is architecturally balanced, with services that fit the need of the community. There are more walking opportunities, with green spaces, parks, and clean lakes. It is a safe place to walk and live–you don't need a car! It is a beautiful and peaceful place and new developments are environmentally sensitive and "green".*
- *The area around the lakes is preserved and there are more community gardens and green spaces. You can still see the sky! Older homes are preserved, no medians in the roads so that intersections are used for transit, the boulevards and mall remain, and wider sidewalks are added. The whole area is a reflection and encouragement of diversity of culture and population. Public art and overall encouragement of art and music is seen throughout and there is a public performance area. Housing is affordable and there is more opportunity for community involvement. It is also a more child-friendly place.*
- *Small businesses that cater to the local community are given the help they need to thrive. Traffic does not go into the neighborhoods; they remain quiet places to live. It is more pedestrian friendly. Traffic is not a problem for residents, LRT station is not in Uptown, and more parking is underground. There is a dense tree canopy, a great streetscape, and green roofs! It is family friendly and diverse with fewer large-scale bars, less pollution, safe streets, lower height/scale of development, and improved library.*
- *In the future, Uptown will recreate the 1920's but with the diversity of today with aesthetic buildings. The streetcars are back and filled with people. There are beat cops, opportunities for casual social interaction, fewer chain stores, better water quality in the lakes (a few more mosquitoes), and higher density within existing scale. LRT station is in Kenilworth, with a streetcar in a greenway from there to Hiawatha, and free mass transit. There are more parks and access to the greenway. Uptown does not have suburban-type development but keeps it urban feel including a European style bar/café in the greenway.*
- *In the future, there is more density along transit corridors, more mixed-use buildings, more offices, and more local businesses. There are wider sidewalks, less surface parking, and less crime. Light rail transit is here and overall less reliance on cars. More families live here and children walk to school and to the farmers market.*

- *Uptown is a place where one can live, work, and entertain guests in a safe and secure environment. The daytime activities reflect the needs of residents and services include a drug store, hardware store and post office. There is transit on the greenway that is not noisy and obnoxious, but easy to use.*
- *Uptown's future reflects responsible density without 1 to 1 growth in cars and growth that has been good for the neighborhood. A comprehensive transit network comes to and through Uptown and creates business stability.*
- *The city & the neighborhoods are equal partners in planning our community & defining its human character & scale. Uptown is distinct from downtown or the suburbs. The natural environment thrives & expands regardless of changes in the Uptown area. There is diversity in terms of age, income, lifestyles, race, religion, and families. The community is truly sustainable with on-site energy production, limited shadowing, and a variety of essential services. The streetcar is back–no one needs a car to get to where they need to go. Uptown remains quirky and unique.*
- *In the future Uptown has a North/South bike path, with clearly marked designated routes. There are connections for transportation and places to accommodate bikes as an integrated method of transportation. Uptown is a community with mixed-income and diversity of housing options balanced with diversity of businesses, stores and shops. Essential services are present in the neighborhood such as a post office, and new development has been accomplished with architectural foresight so that it fits with the neighborhood without looking fake while adding more free space and public space. Uptown continues to have a character of its own.*
- *In the future Uptown is welcoming to families of all ages and remains affordable for residents and business. There are fewer chains, and development has adhered to existing zoning requirements.*
- *Uptown has a new median on 31st (Lyndale-Hennepin) with trees. It has half the traffic and has given 1/2 of the streets to rain gardens and promenades. There is a greater sense of community. The existing residential neighborhood has been protected and young families are coming back with small primary schools in the area (storefront?).*
- *Uptown's new development is modeled after historic architecture and certified. It has more single-family homes, multi-family housing, and more affordable homes. There is also more diversity of owner occupied housing. Girard becomes a pedestrian area with public space and Calhoun Square is a successful shopping center (not drinking center). Dinner & movie destinations close up at midnight on the weekend and 10 pm on the weeknight. It's a place that Linden Hills is envious of. Art is incorporated into pubic space (benches. light etc) and there is a free parking ramp like 50th France, free valet parking, and a circulator that connects people to parking areas. There are streetcars on the greenway and there is a sustainable infrastructure for the increased density. The streets accommodate pedestrians and bikers. Uptown also has a Green Industry and store.*
- *In the future there are more locally owned small business, and better bicycle trails, bus and transportation. There is also better transportation in and better connection to the rest of the city with the addition of trolleys and light rail. There is a better streetscape–more like Grand Avenue with a community center, library and the YWCA. It looks even more quirky, with more art and its own character. There is more community open space and landscaping supported by the Park Board. It feels like a neighborhood with room to*

breathe. And the air you breathe is quality air. People are happy to live here. It is vibrant, safe and authentic.

- *Uptown grows, but it is Smart Growth. There are trolleys more buses, plazas and light rail. There is stability of retail, large enough density balanced with transit to create business viability. Transit oriented design is evident, and Uptown has an "urban vitality with neighborhood charm" –a more European density and vibrancy.*
- *There is better public transit including light rail, streetcars, and less congestion. Development is not higher than 4 stories. It maintains unique small businesses and it character–Uptown is not like everyplace else. There is more pedestrian traffic, and people are safe with more police presence. Quality architecture and urban design standards have included more open space, community focus, and more green. Businesses include those that serve the neighborhood and walkability and residential character are preserved. Uptown also remains affordable for both renters and owners.*
- *Vancouver and Portland are possible models for higher density, as are San Diego's Lincoln Park, the Pearl District in Portland, and Greenwich Village in New York. Uptown in the future is able to attract a wide variety of businesses. There is public transportation that people want to take such as light rail, streetcars and pedestrian thoroughfares. There is also public art and development is mixed use for commercial and civic purposes.*
- *Uptown has people friendly architecture that honors the historic nature of the area. There are diverse types of housing that is affordable. There are both parking and pedestrian malls. There is a school, more places to play, trees, and compliance with current 4-story zoning. There are transportation options such as light rail and trolley.*
- *In the future Uptown has tree-lined streets and flowerboxes. Light pollution is minimized. There is easy and efficient public transportation including light rail on the greenway. Services that meet the needs of residents such as drugstore, movies, bookstore, hardware store, deli, and library are maintained. New development has maintained the scale and style of the neighborhood and complied with current zoning restrictions. More development has green roof construction and addresses environmental sustainability. There is extra security around bus and entertainment sites. And parking in residential areas is preserved for residents.*

All participants were invited to give comments about the meeting related to the goals for the meeting. Those were to: Give participants an opportunity to a) express opinions and discuss issues with others, b) convey what they wanted Uptown to be like in the future, c) learn about the small area plan and what the next steps are and d) be treated with respect.

Only a few of the participants provided their comments in writing. The vast majority of comments were given in small group or one-one discussions at the end of the meeting. Steering Committee members were also invited to discuss the meeting with those who attended and to bring the comments they received to the next planning meeting. The comment most received was that the meeting had been helpful and constructive. People indicated they had been treated with respect and had an opportunity for being heard. Several mentioned the content of presentations was helpful and that the facilitation of the meeting had been a success. A few had specific detailed suggestions for future meetings in terms of agenda and process. Sample comments in the words of participants include:

- *"I like that you are taking the efforts to hear from residents about what they would like to see. I will hope that the listening part will follow and what is heard will be considered."*

- *“Yes, thank you. I was able to express my opinions and ideas and especially found it easy and enjoyable at my table.”*
- *“It was a good process.”*
- *“I appreciate an opportunity to share my hopes and concerns for this area that I have personally invested my time and money in. I look forward to continued communication and open forums so we end up with a new and improved Uptown.”*
- *“The facilitator did a good job."*

UPTOWN SMALL AREA PLAN
Community Meeting #2
Existing Conditions

Thursday, February 8, 2007
7 to 9 PM at Calhoun Square

MEETING SUMMARY

Meeting purpose:

- For the consultants to provide information about existing conditions and issues in the Uptown Small Area Plan study area
- For the facilitator of the November visioning sessions to report back what we heard
- For the public to give the consultants input about issues in Uptown and its physical strengths and weaknesses

Approximately 100 people attended.

Introduction

Councilmember Ralph Remington welcomed the audience and thanked everyone for their participation. Mayor RT Rybak spoke about Uptown and its unique character and role in the city. He also thanked people for their participation and expressed great interest in the ultimate results of the planning process. Amanda Arnold, CPED, provided an overview of the agenda and recapped the work done to date.

Presentation

Barbara Raye from the Center for Policy, Planning, and Performance, who had facilitated the Uptown visioning sessions held in November, reviewed the input received (a complete summary of those meeting can be found on the project website, http://www.ci.minneapolis.mn.us/planning/uptown-plan.asp).

Mike Lamb, of the Cuningham Group, presented a pictorial overview of change in Uptown through its history and discussed similar areas in other parts of the county. He also discussed "place-making principles". A few slides describing these principles follow this summary.

Andrew Dresdner, of the Cuningham Group, gave an overview of the consultants' observations and findings to date. He presented a series of diagrams that describe the existing urban form and condition in the study area. These are available as a companion piece to this summary on the project website. He also discussed the character of the three "sub-areas" of the study area (Hennepin Ave. north of 28th St., the core of Uptown, and Hennepin Ave. south of 31st St), and showed pictures of various existing conditions in the study area.

Lastly, Andrew Dresdner recapped what the consultant group had heard in two days of focus group discussions that had preceded the public meeting. City staff and the consultants met with:

- Small business owners
- Developers

- Restaurant and bar owners
- Office owners
- Residents in various life stages
- Transportation, public arts, and parks and recreation specialist
- Owners of multi-family buildings
- Public safety professionals
- Board members of the Uptown and S. Hennepin Business Associations

A separate detailed summary of those meetings can be found on the project website. Common themes that emerged from the focus group discussion were:

- The business mix is out of balance and retail is suffering
- There is little daytime population
- Parking is a problem
- The health of Calhoun Square affects the health of Uptown as a whole
- People love Uptown and its quirky character
- Public infrastructure is poor

Questions and answers

The audience asked questions of the Cuningham Group, CM Remington, and Mayor RT Rybak.

- People asked questions about the status of the development proposals for Calhoun Square and Mozaic. The owners of Calhoun Square received land use approvals to redevelop Calhoun Square over one year ago, but have not yet moved forward with construction. The developer has no stated timeline. Construction on the Mozaic project (behind the Lagoon Theater) will begin soon.
- One audience member asked when the consultants would be prepared to report the findings of a recent air quality study analysis that included Uptown. The City of Minneapolis Environmental Management is nearing completion of this analysis and the findings will be made available at the next Uptown Small Area Plan community meeting if they are available. For more information on air quality in Minneapolis, visit http://www.ci.minneapolis.mn.us/environment/air.asp.
- People also made points about height not being equated to density and the need to keep affordable uses such as Rainbow and Arby's in Uptown.

Small group discussions

Participants we asked to break out into small groups in which they were asked to:

1) put a dot on a map to show their favorite gathering space in Uptown
2) put a dot a map to show where they feel a future gathering space should be
3) list on an index card the ideal qualities of a new gathering space – top responses included:
    - open space/green/landscaped
    - accessible/open/comfortable
    - seating/benches
    - public art
    - public access
    - variety of commercial/community uses
4) put a dot a map where they feel there are the worst traffic problems
5) list on an index card the qualities of an ideal street – top responses included:

- pedestrian friendly/sidewalks/lighting
- trees/landscaping/green
- building that relate to the street
- on-street parking

6) put a dot on a map to show where they feel future development should be focused
7) list on an index card the ideal qualities of new development – top responses included:
    - mixed-use and dense, but appropriately scaled
    - modern and traditional
    - incorporates green space
    - serves the needs of Uptown: useful stores and daily activities of life
    - diverse, unique, weird
    - good frontage
    - hidden parking

The purpose of this exercise was to establish some general patterns and preferences and to move from the more conceptual ideas raised at the visioning sessions to more site specific ideas. The compiled maps from this exercise are available as a companion piece to this summary on the project website.

Report out
Time ran short, so groups weren't able to report out. Instead, all of the maps were posted on the walls for viewing.

Next steps and closing remarks
Mike Lamb, of the Cuningham Group, thanked people for coming and announced that the next step in the process would be a design charette to be held in late March.

UPTOWN SMALL AREA PLAN
Community Meeting #3
Goals, Options, and Ideas

Saturday, March 24, 2007
9 to 11AM at Calhoun Square

MEETING SUMMARY

Meeting purpose:

- For the consultants to report back the information gathered at the last meeting
- For the consultants to present draft plan goals and concepts for future transportation, open space, land use, and design scenarios
- For the public to give the consultants feedback on the goals and concepts

Approximately 75 people attended.

Open house time

The meeting began with time for people to walk around, look at maps and diagrams, and talk with City staff and the project consultants.

Introduction

Councilmember Ralph Remington welcomed the audience and thanked everyone for their participation.

Presentation

Mike Lamb and Andrew Dresdner of the Cuningham Group gave a presentation. They:

- Reviewed some existing conditions in Uptown
- Reviewed themes heard during a series of focus group discussions (in February 63 people participated in 11 focus groups. Many of these people came back for individualized presentations and discussions on March 21st and 22nd)
- Reviewed the results on the dot exercise conducted in break out groups at the February 8th community meeting.
- Reviewed a vision statement that was crafted based on input from two community visioning sessions held in November 2006.
- Presented six goals to address the community vision. These included:
    - Reinforcing surrounding neighborhoods
    - Reinforcing a mixed use core
    - Enhancing public open spaces
    - Improving streets for pedestrians, cyclists and transit users
    - Improving parking options

  They went on to present objectives that further described the goals and provided examples of how the goals might be achieved.
- Presented a series of "before" and "after" sketches that show possibilities for the scale and character of future development at key locations in Uptown.

The full presentation can be found at:
http://www.ci.minneapolis.mn.us/planning/docs/uptown_sap_070324_presentation.pdf

Barbara Raye of the Center of Policy, Planning and Performance moderated a short question and answer period.

Small group discussions
The audience was asked to break out into small groups to discuss the information presented and specifically review the vision, goals, and objectives and provide feedback. In addition to the facilitated group discussions, feedback was also gained by having attendees fill out a comment form about the vision, goals, and objectives. Following the meeting this comment card was placed on the project website, and people were encouraged to fill it out online if they didn't have time to do so at the meeting.

In general there was a great deal of support for the vision and goals. Some people suggested that there be more detail in the vision related to diversity, that height and massing be specifically addressed in the vision, and that historic character be addressed.

There was also strong support for each of the goals. People suggested that more information was needed about mitigating the impacts of future development (specifically traffic impacts) and what "transition areas" between the mixed use core and neighborhoods might be like.

Next steps and closing remarks
In order to allow more time for conversations to continue in the small groups, Council Member Remington simply announced the next steps and encourage people to continue to talk. Next steps included a steering committee meeting to be held in late April and another community meeting to be held in May.

UPTOWN SMALL AREA PLAN
Community Meeting #4
Scale, Character, and Design

Thursday, May 24, 2007
7 to 9PM at Calhoun Square

MEETING SUMMARY

Meeting purpose:

- For the project consultants to report back on feedback on the vision, goals, and objectives
- For the project consultants to present ideas related to:
  - transportation issues in Uptown
  - the existing and future character of different parts of Uptown
  - the dynamics of design and market as they relate to three case studies
- For stakeholders to provide feedback on the topics above

Approximately 50 people attended.

Introduction
Councilmember Ralph Remington welcomed the audience and thanked everyone for their participation.

Presentation
Mike Lamb of the Cuningham Group and Heather Kienitz of Short Elliot Hendrickson, Inc. (SEH) gave a presentation.

Mike began the presentation by:

- Providing a review of process and input to date
- Recapping the project goals presented at the last community meeting. Input on these goals and a vision statement was gathered through a feedback form passed out at the previous community meeting and posted on the project website. The goals and vision statement generally received strong support. Several constructive comments were received, particularly on the vision statement, and thus the consultants will continue to refine the language and present a final draft at a future public meeting.

Heather discussed of transportation issues and possible solutions by categorizing the feedback received into the following topics: pedestrian comfort, traffic congestion, parking, bicycle connections, transit, and the effect of new development.

Mike continued and:

- Talked about how the existing character and scale in different parts of the study area varies, and suggested that use and scale of future development should be sensitive to this context. A graphic of these sub-areas, also referred to as “character areas”, can be found in the meeting presentation on the project website (The boundaries of the character areas will be refined at a future community meeting).

- Presented three case studies to further examine the character and real estate market of three of the character areas. These case studies were educational exercises. Three different design scenarios were played out for each site. Some were financially feasible in the near term and others were not. The studies were conducted to show options and trade-offs, not to endorse a particular development scenario.

The full presentation can be found at:
http://www.ci.minneapolis.mn.us/planning/project_documents_up.asp

Questions and Answers
The presentation was followed by a question and answer period. Some of the questions and topics discussed covered:

- Parking spill over traffic on to neighborhood streets
- Existing restricted parking in neighborhoods
- The Shoreland Overlay zoning district
- Transition areas between the Activity Center and residential uses
- Longevity of future construction
- Protection of the environment (how to deal with storm water run off)

Small group discussions
The audience was asked to break out into small groups to further discuss the information presented. Participants were also asked to fill out a comment card about the topics presented.

The conversations related to transportation included:

- Discussion about the creation of a transportation management organization (TMO)
- A discussion about the fact that 31st Street is more pedestrian friendly to the west of Hennepin to the east. It was mentioned that 31st St. became busier after the one-way pairs were implemented.
- The issue of left hand turns being problematic on Hennepin Ave.
- The need for wider sidewalks, particularly in front of Calhoun Square.
- The impact of critical parking area on adjacent streets.
- The need for transit options to be integrated and seamless.

The conversations related to the different “character area” included:

- A question about how the character areas would relate to land use designations such as “community corridors” and “commercial corridors” found in the City’s overall comprehensive plan.
- A question about how the areas between the study area boundaries and a character area would be defined. It was suggested that more detail about buffer areas is needed.
- A suggestion that the type of activity needs to be emphasized over the form of the buildings.
- Discussion of the relationship between LynLake and Uptown and how that should be depicted.

- A discussion of architectural styles and a suggestion that buildings in Uptown need be traditional in character. Concern was a raise about recent designs taking away from the unique charm of Uptown.
- A suggestion that a need for a time context is needed (i.e. perhaps the character is appropriate now and should stay or perhaps the character of an area will change over time, but it would help to know what that timeframe might be)
- A discussion of the need for uses that produce jobs and services in the area.
- Concerns related to the environment and building longevity.

Conversations related to the case studies included:

- The need to address transition to the street (frontage) in addition to the transition to the neighborhoods.
- The feeling that the "live/work" site was too box like (Smaller scale more appropriate)
- A conversation about underground parking. Underground parking was not seen as necessarily right solution for retail. Underground parking for retail can work if visibility is excellent and there is clear signage.
- A discussion of transition edges between uses.
- A discussion of how historic buildings, architecture and facades relate to transition.
- A discussion about parking requirements.
- The suggestion that public parking needs to be incorporated into new development.
- The idea that a parking ramp can fit into a particular context if it is "wrapped" in with good development.
- Concern that the case study building on Lake Street seemed imposing and that a stepped back façade would be better.

Next steps and closing remarks

In order to allow more time for conversations to continue in the small groups, Council Member Remington simply announced the next steps and encourage people to continue to talk. Next steps another community meeting to be held in late June.

UPTOWN SMALL AREA PLAN
Community Meeting #5
Plan Elements

Wednesday, June 27, 2007
7 to 9PM at Calhoun Square

MEETING SUMMARY

Meeting purpose:

- For the stakeholders to have an opportunity to review draft plan elements related to land use, built form, the public realm, and movement and provide feedback.
- For the project consultants to present major themes that inform the plan elements

Approximately 45 people attended.

Meeting format:
The meeting was an open house format. People were encouraged to move about the room, review drawings at five different "stations", and ask questions of City staff and consultants.

Identical presentations were given at 7PM and 8PM to provide an overview. The presentation can be found at:
http://www.ci.minneapolis.mn.us/planning/project_documents_up.asp

Questions and Answers
Each presentation was followed by a question and answer period. Some of the questions discussed covered were:

- Will West Lake Street be reverted to a two way street in Uptown area?

There are advantages to two way streets from an urban design, retail and pedestrian perspective. Two way streets are more "user friendly" for local patrons, businesses, and visitors. One-way streets are more conducive to moving higher volumes of through traffic and are therefore more "user friendly" to commuters. This plan may recommend further study of this issue. The engineering issues are quite complex and further discussions with Public Works are needed.

- How are you addressing the Shoreland Overlay District?

The plan will not recommend any changes to the existing Shoreland Overlay District zoning. It is expected that there will be more development pressure to the east of Hennepin rather than to the west of Hennepin. The consultants are suggesting that much of the land within the Shoreland Overlay District be medium density and have "live/work" character (see presentation for more detail). As developments are proposed, if they exceed the height guidelines in the zoning code, they will be judged on the policy guidance in the adopted plan and the conditional use permit criteria in the zoning code.

- What will be the height of buildings be (and what will the shadowing impacts be)?

The plan will recommend that height be focused along Lake and Lagoon, east of Hennepin, but that buildings be designed to minimize shadows on the greenway. The plan will contain guidelines related to height, but each individual project will differ and will be need to judged on its unique design merits.

- Will old buildings be demolished?

The plan will not recommend the demolition of individual buildings. Rather, it will recommend the preservation of the unique character of Uptown. If a property owner wants to demolish a property there is an existing City process that they must go through in which the historical merits of the building are considered before a wrecking permit is issued.

- What about pollution impacts?

Future redevelopment in Uptown is likely to happen in any case, and there are some impacts related to the addition of more people. However, in general the environmental impacts of people living outside the city, developing raw land, and commuting into the city are larger than impacts of someone moving to Uptown where there is existing infrastructure including good transit access.

- Are you proposing changes to the current metro transit routes?

The plan will suggest some ways to make the existing routes more efficient such as altering some stop locations. However, Metro Transit controls their route planning, not the City of Minneapolis.

- Do you propose re-zoning by districts and areas?

A rezoning study will follow the adoption of the small area plan. It has not been determined if the rezoning study will be broken down by area. It should be noted that no new base zoning categories will be proposed, rather it will be suggested that some parcels be changed from one existing zoning classification to another.

In addition there was the opportunity for people to make comments at the various “stations” around the room. Those comments are documented in a separate document on the project website.

UPTOWN SMALL AREA PLAN
Community Meeting #6
Draft Recommendations

Wednesday, September 19, 2007
2 to 4 PM and 7 to 9PM
At Calhoun Square

MEETING SUMMARY

Meeting purpose:

- For stakeholders to have an opportunity to hear about the draft plan recommendations.
- For the project consultants to get final feedback before the draft plan is posted to the web (please note that comments on the draft plan will be receive up until adoption by the City Planning Commission in a few months)
- For stakeholders to learn about the public review and adoption process.

Combined attendance at the two meetings was approximately 185 people.

Note: The agenda for the two meetings was the same, so the summaries have been combined.

Welcome
Council Member Ralph Remington welcomed everyone and thanked them for their participation. He reviewed the number of meeting held and explained that he felt we had a strong draft plan. He went on to point out that there will be a long public comment period and that he looked forward to hearing people's feedback.

Overview of the Upcoming Review and Adoption Process
Amanda Arnold from the City of Minneapolis provided and overview of the adoption process. She explained that full draft of the plan document will be made available approximately a week after these meetings. The document will be posted to the project website, distributed to stakeholder groups, and placed in the library. A 45 day public comment period will be held from approximately the first of October to the end of November. All comment received during this time will become part of the public record and be included with a report that will be forwarded to the City Planning Commission when they consider the adoption of the plan. The City Council will also need to act on the plan. Amanda handed out a tentative schedule for the review period and adoption.

Presentation
Mike Lamb and Andrew Dresdner from the Cuningham Group gave a presentation that explained the draft recommendations in the plan. A copy of the presentation can be found on the project website at http://www.ci.minneapolis.mn.us/planning/uptown-plan.asp. A draft executive summary from the plan was also distributed and can be found on the project website under "plan documents".

Questions and Answers
Barbara Raye from the Center for Policy, Planning and Performance moderated the question and answer period. Attendees were asked to write questions on index cards and pass them forward for Barbara to ask of either CM Remington, the consultants, or city staff. The questions received are summarized below and brief answers are provided (more detailed answers provided at the meeting.) Similar questions/comments have been combined and some have been shortened.

- Why is there not focused urban development plan for Lake Street west of Hennepin? The plan does address this area, but not in the same detail as the area east of Hennepin. There is more detail about the area east of Hennepin because there are a lot of large parcels that are likely to be redeveloped in that area. The shoreland overlay [zoning] district puts additional restrictions on development near the lakes, so there is more existing guidance for that area than there is for the area east of Hennepin.

- If you increase density how will you protect the existing neighborhoods from traffic impacts? Can you divert traffic around Uptown for instance use France from Lake to 394 or open up Nicollet? The plan recommends a series of way to mitigate traffic impacts, but it was beyond the scope of this study to look at roadways outside the study area.

- What is the status of Calhoun Square? A new owner is moving forward with phased redevelopment. The first goal is to increase the tenant mix.

- What priorities for public investments are recommended? Why would private investment be attracted to Uptown? There has been a strong history of private investment in Uptown because of its desirable location. Future public investments will likely be focused on roadway improvements. However, no funding has been identified such improvements yet.

- Where did the demand for more height in the Lake Street corridor originate? 10 stories should not be a precedent? Is 84' the maximum height allowed by this plan? 84' feet is the maximum height allowed "by right" in the zoning code. Developers can apply for a "conditional use permit" for additional height. This plan suggests that height in the core of Uptown should range from 3-6 stories (the zoning code has two zoning categories that allow for 6 stories or 84' whichever is less). The plan suggests that on a few select sites, if additional height is pursued, it should only be allowed if it set back to reduce shadowing. This plan doesn't recommend going higher than 84' feet, rather it provides guidance for how such requests should be judged.

- The suggestion of two-way streets is outrageous. How many participants in this process asked for two-way streets? The plan only recommends that the pros and cons of a two-way street configuration for Lake and Lagoon be studied. Any additional study should take all potential impacts into consideration. People have expressed concern about traffic on Lake and Lagoon traveling too fast and the streets being too hard too cross. Reverting to two-way traffic could help this situation, but should not be done if other negative impacts are too great.

- Is there anyway to take the “hodgepodge” of our variety of ideas and make them practical for the City to implement? The plan will include an implementation section. Implementation will take place over several years. The practically will have to be tackled one issue at a time.

- Why is the CARAG 3000 block designated as medium density (vs. low density that is shown and exists for ECCO)? Won’t this lower property values and discourage existing homeowners to invest in their property? A portion of ECCO is also shown as medium density. This designation in CARAG is consistent with the CARAG Neighborhood Master Plan. Property value is based on property sales, and shouldn’t be affected by this designation. This designation means that some townhomes and four-plexes maybe appropriate for some future projects in this area. It does not imply that existing single family homes should be demolished.

- Lake Street west of Irving and James looks terrible. This is the gateway to Uptown. We need a plan to encourage investment in this area. We should consider modifying height restrictions in this area to encourage redevelopment.

- Any discussion on cohabitating pedestrian, bicycle, and motor vehicles? Yes there is some in the plan, but more detailed design will be needed.

- How will this plan help struggling local businesses? The plan will provide a vision of what Uptown can and should be. This should help provide incentive for future investment. However, this is future land use plan, so it is somewhat limited it’s ability to alter market forces.

- Height envelope idea is creative and smart. Height is essential and this plans ideas help integrate it. Well thought out pedestrian needs.

- I am please to see that consideration will be given to make the corner of Lake and Lagoon more pedestrian friendly. The effect of the current configuration of Lagoon is to create a freeway that cuts through a residential neighborhood. Restoring the street grid would be a great improvement. Are all of these crossing under consideration for reconfiguration? No, more study will need to be done to determine how future street improvement should be designed and precisely where changes should be made.

- The majority of renters in Uptown have to leave the community to purchase a house. How does this plan address the issue of affordable housing for purchase? The plan provides opportunities for new developments, some of which could include condominiums or town homes for first time home buyers. However, some affordability issues are related to city wide and even national trends that are beyond what this plan can address.

- You seem to assume that everyone drives here. Will this plan really provide the density needed for a pedestrian friendly and transit friendly community? The plan suggest that Uptown should have a dense core and suggests several incentives for encouraging people to use transit over a single occupancy vehicle.

- Cheap parking discourages alternatives to the automobile? Recognize that more transit riding will reduce the need for more parking spaces. This plan supports transit improvements but tries to find solutions for the existing concern about people parking in the neighborhoods in the evening and walking to entertainment destinations.

- This plan does not do enough to accommodate urban densities.

- How would the greenway plan work if light rail is routed through it? This plan suggest additional access to the greenway, but does not intend for that to conflict with potential plans for light rail.

- How can public policy dictate step-back buildings? At this time the zoning code doesn't talk about stepped back buildings, but many have been built throughout the city. This plan will provide guidance to developers when they're designing building and to City staff when they are reviewing plans.

- City Council has indicated that there will be not tax increment financing or public support for parking. How will the district parking described in the plan come to fruition? The plan recommends that a group be established to help implement a series of parking recommendations. Perhaps through that process, more resources for funding parking can be found.

- Is there a way to ensure that buildings meet a minimum density standard? Yes, a minimum floor area ratio could be added to an overlay zone for the area.

- How will this land use plan be used to regulate land development? This plan provides "policy" rather than "regulation". However, land use policy documents are referenced when projects are being evaluated by the City. Also, a rezoning study will be an implementation step of this plan.

- Will green roofs be incorporated on any buildings? The City supports, but does not mandate, green roofs, so this would be at the discretion of a developer.

- On the land use map, why is all the high density housing north of Lake and Lagoon? Why not pub some south of Lake? There is some area suggested for medium density residential development south of Lake Street, but the plan attempts to limit increased density beyond the transition areas between commercial and lower density residential land uses.

- There are many references to Vancouver. Is Vancouver being used as a model for this plan? Vancouver is simply referenced because there are some good examples of stepped back building there.

- Can you break down the percentage of the "urban village" and "activity center" by each neighborhood? We don't have these numbers immediately available, but we'll look into it.

- Higher density equals less owner occupied housing.

- How can you justify a higher density use for the Shoreland Overlay District area? The Shoreland Overlay District regulates height, development on steep slopes, grading and filling, the removal of vegetation, and storm water management, but not density. This plan respects the shoreland overlay district regulations and endorses density to create a dynamic area, a vital retail market, and a transit supportive environment.

- The character areas still don't discuss the mix of amenities (grocery store, post office). Will mix of independent vs. national businesses be discussed? A market study was done as part of this study and will be included it the document. It addresses these issues.

- How area transitional along Lake and Hennepin between the commercial uses and immediately adjacent residential uses addressed in this plan (besides height) in order to protect residential neighborhoods? This issue is addressed by the land use map, a land use intensity map, and some building and frontage type suggestions.

- Will the Conditional Use Permit criteria become more stringent or will the existing criteria be better adhered to? The Conditional Use Permit criteria are not slated for change. However, this plan should provide more context when a Conditional Use Permit is being considered.

- Can you explain the difference between residential and neighborhood? We will make this more clear in the plan.

- Will there be a designated bicycle connection between the greenway to the core? Improved bicycle connections between the Greenway and core are suggested, but not fully designed.

- What justifies more density in an area that is already on of the most dense area of the city? City policy supports additional growth on major corridors and in key locations throughout the city. Uptown has been and will continue to be a place where people want to live. This plan attempts to find a way to accommodate and plan for that market demand.

- What provisions does the plan have for neighborhood schools? This plan doesn't address schools because schools managed by a separate governmental body. Also, most of the neighborhood area is outside this study area.

- Increase density is important, but how does the plan take the increase traffic into account? The full body of the plan contains a series of recommendations related to traffic and transit.

- Are there requirements for new buildings to include underground parking? There area requirements in the zoning code related to the number of required parking spaces for new development and there are incentives such as density bonuses for putting this parking underground.

- Is 84 feet after a Conditional Use Permit or "by right"? There are two zoning categories that allow for 6 stories or 84' (whichever is less) by right. The other categories have base height of 2 stories or 35 feet (whichever is less) or 4 stories or 56 feet (whichever is less). Whether

84’ where allowed “by right” or a Conditional Use Permit would depend on the base zoning. Currently most of the zoning in the core allows for 4 stories of 56 feet.

- Do the newest buildings on Lake Street conform to this plan? What about proposed buildings? This plan makes recommendations related to future development and does not affect existing building or ones that have already received approvals.

- Does the Uptown Plan take precedent over the Midtown Greenway Plan? This plan supports many of the land uses suggested in the Midtown Greenway Land Use and Development Plan, but provides more detail recommended about building height, density, and form. When the Uptown Small Area plan is adopted it will be the policy that is looked to for this study area.

- Will height restrictions affect homeowners adding on to their houses? No, this is a policy document, and it does not recommend any changes to the requirements related to home additions.

- How do we get free parking? The plan recommends that a group of business and neighborhood representatives be established to work on a variety of parking issues. City resources for developing free off street parking are very limited.

- Is the transit hub going to be eliminated? No.

- What is meant by daytime population? This refers to the number of people who are in Uptown during the day. For example, people who shop or work in Uptown.

- When considering density, how imperative is the issue of communal/individual green space? This plan recommends additional green space to create a better environment all residents.

- What about shadowing from buildings on Hennepin Avenue? The plan recommends step back building in several locations.

- What about historic preservation? The larger plan document will address this.

- Medium density housing is equal to what zoning? R3, R4 are considered medium density residential zoning.

- Keep Lake and Lagoon one-way.

- Are there ever going to be bike lanes on Lake, Lyndale, and Hennepin? Work is about to begin on a bicycle master plan that will address.

- How can bad guest behavior (vomiting etc. by bar goers) be minimized? This plan attempts to address this through land use and parking recommendations, but it can’t control behavior.

Closing Remarks
Council Member Ralph Remington thanked everyone for their participation.

D. Market Study

SUMMARY OF REAL ESTATE MARKET CONDITIONS
UPTOWN SMALL AREA PLAN
MINNEAPOLIS, MINNESOTA

February 2007

GVA File #06064

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INTRODUCTION

GVA Marquette Advisors was retained by Cuningham Group to provide a summary analysis of real estate market conditions and key issues in the Uptown area of Minneapolis. The work by GVA Marquette Advisors will be utilized by Cuningham Group in the development of the "Uptown Small Area Plan" on behalf of their client, the City of Minneapolis.

Specifically, per the agreement between GVA and Cuningham Group dated January 8, 2007, our report provides a summary analysis of existing real estate market conditions, trends and issues in the Uptown area, as outlined below:

- Highlight the demographic composition of the neighborhood, in terms of the population and household base, and household incomes
- Briefly profile current residential market conditions, including an overview of construction trends, owner/renter housing supply, rental rates and pricing
- Provide a summary of current land and construction costs
- Summarize the business mix, retail occupancy and rental rates for the Uptown area; generally summarize the health, strengths and weaknesses of this market
- Discuss the potential to attract additional office development within the Uptown planning area.
- Profile current and projected hotel developments within and near the defined Uptown planning area
- **Deliverable:** This analysis will culminate in a summary analysis of approximately 8-12 pages. This document will consist of a description of real estate market trends and key issues with respect to the subject planning exercise. The focus will be to "describe" rather than "quantify" current and expected future real estate market trends and issues, in an effort to guide the planning process from a market and economic perspective.

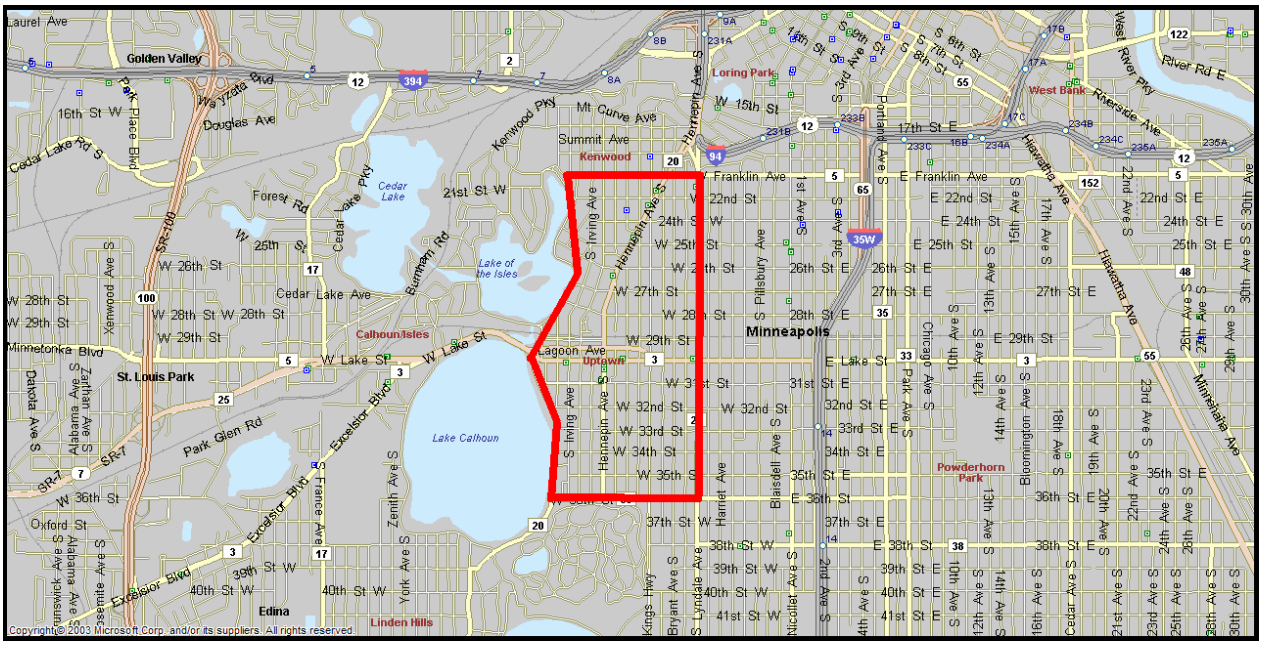
DEMOGRAPHICS AND ECONOMIC ANALYISIS

This section of the report presents a discussion of demographics and economic trends for the Uptown Market Area. We understand the boundaries of the "Uptown Small Area" as defined for purposes of the subject Uptown Small Area Plan. However, our analysis focuses on this along with adjacent neighborhoods which are reflective of how the various real estate markets and trade areas function. The Uptown Market Area is defined herein; we then review population and household growth trends, age distribution, employment, and household income and tenure data.

MARKET AREA DEFINITION

Considering the relevant boundaries as defined by the Uptown Small Area Plan and our knowledge the local real estate market(s) and trade area(s), we have determined the relevant Uptown Market Area to include the Uptown neighborhoods of: East Isles, Lowry Hill East, ECCO (East Calhoun), and the CARAG Neighborhood in Minneapolis, Minnesota. Thus, the approximate market area boundaries are Franklin Avenue on the north, Lyndale Avenue on the east, 36th Street West on the south, and Calhoun Parkway on the west. A map illustrating the market area is provided on the following page.

Uptown Market Area



POPULATION AND HOUSEHOLD GROWTH

Table 1 illustrates population and household growth trends for the Uptown Market Area for 2000, 2006 and 2011. Current year estimates and five-year growth projections were prepared by GVA Marquette Advisors based on a review of forecasts by ESRI Business Information Solutions (ESRI), a nationally recognized econometric forecasting firm, as well as the Twin Cities Metropolitan Council. For reference, we provide data for the Uptown Market Area, along with the City of Minneapolis and the seven-county Twin Cities Metro Area.

Population

The estimated 2006 market area population base consisted of 18,292 people, up from 18,127 in 2000. The market area population grew at an annual rate of just 28 persons (0.2%) during this period. In the next five years, population growth is projected to be about 44 persons/year (0.2%), resulting in an estimated 2011 population of 18,292. In spite of a few highly publicized condo

and apartment developments, we note that the population in the Uptown Market Area (also hereafter referred to as "Uptown") is actually growing at a slower pace than Minneapolis (0.7 percent annually) and the Twin Cities Metro Area (1.3 percent annually).

Table 1

Population and Household Growth Trends, 2000-2011
Uptown Market Area

	U.S. Census 2000	Estimate 2006	Forecast 2011	**Annual** Growth Rates 2000 to 2006 Number	2000 to 2006 Percent	2006 to 2011 Number	2006 to 2011 Percent
Population							
Uptown Market Area	18,127	18,292	18,513	28	0.2%	44	0.2%
Minneapolis	382,747	390,569	404,858	1,304	0.3%	2,858	0.7%
Twin Cities Metro Area	2,642,056	2,850,517	3,029,625	34,744	1.3%	35,822	1.3%
Households							
Uptown Market Area	9,027	9,073	9,182	8	0.1%	22	0.2%
Minneapolis	162,352	167,676	173,081	887	0.5%	1,081	0.6%
Twin Cities Metro Area	1,021,454	1,113,906	1,187,352	15,409	1.5%	14,689	1.3%

Sources: US Census Bureau; Twin Cities Met Council; ESRI; GVA Marquette Advisors

Households

Household growth is a particularly reliable gauge of an area's housing needs, because households, by definition, are occupied dwelling units. In 2006, Uptown had an estimated 9,073 households. The market area remained fairly steady, growing by an average of 8 households per year (0.1%) between 2000 and 2006, but is forecast to grow at a slightly faster rate of 22 households/year (0.2%) between 2006 and 2011.

Age Distribution

Table 2 is clearly demonstrative of the aging of the Uptown population base. Meanwhile, Uptown is losing many young people, particularly those under age 25, to other Twin Cities neighborhoods, and fewer in this age group are moving into Uptown. This is due in part to the shortage of affordable housing options for this population base, which is discussed in greater

detail in other sections of this memorandum. Between 2006 and 2011, the age 25-34 cohort is projected to shrink by more than 900 persons. Meanwhile, all other age 35+ cohorts are expected to show a steady increase. Thus we note that the overall average age of the Uptown resident base will continue to increase in the next five years. This is due in part to the aging of the existing population base, paired with Uptown's inability to attract and/or retain a steady base of younger persons.

Table 2

Population Age Distribution, 2000-2011
Uptown Market Area

	2000		2006		2011		Change, 2000-2006		Change, 2006-2011	
Age Cohort	Number	Pct.	Number	Pct.	Number	Pct.	Number	Pct.	Number	Pct.
0-14	2,284	12.6%	2,397	13.1%	2,351	12.7%	113	4.9%	-45	-1.9%
15-19	852	4.7%	750	4.1%	741	4.0%	-102	-11.9%	-10	-1.3%
20-24	2,845	15.7%	2,012	11.0%	2,240	12.1%	-833	-29.3%	228	11.3%
25-34	6,126	33.8%	6,403	35.0%	5,498	29.7%	277	4.5%	-905	-14.1%
35-44	2,773	15.3%	3,037	16.6%	3,406	18.4%	264	9.5%	370	12.2%
45-54	1,613	8.9%	1,829	10.0%	2,018	10.9%	216	13.4%	189	10.3%
55-64	761	4.2%	1,043	5.7%	1,333	7.2%	282	37.0%	290	27.8%
65+	870	4.8%	823	4.5%	926	5.0%	-47	-5.4%	102	12.4%
Total	**18,124**	**100.0%**	**18,294**	**100.0%**	**18,513**	**100.0%**	**170**	**0.9%**	**219**	**1.2%**

Sources: U.S. Census, Twin Cities Met Council; ESRI; GVA Marquette Advisors

Household Tenure

Table 3 presents data on household tenure (the number of owners and renters) for the Uptown Market Area for 2000 and 2006. According to ESRI, Uptown has an estimated 9,073 renter-occupied housing units, representing 79 percent of all households in 2006, down slightly from 81 percent in 2000. The lower incomes in the Uptown area (presented in Table 4) support the higher renter-occupied housing units. Comparatively, the City of Minneapolis showed a 48 percent renter rate, while the Metro Area showed a 27 percent renter rate in 2006.

We also note the increase in the number of homeowners in Uptown and the corresponding decline in renters here between 2000 and 2006. This is due in large part to several former rental units that were converted to condos during the past three years. This trend is discussed in a later section.

Table 3

Household Tenure Data
Uptown Market Area, 2000-2006

	2000		2006	
Area / Housing Type	No.	Pct.	No.	Pct.
Uptown Market Area				
Owner Occupied Units	1,679	19%	1,905	21%
Renter Occupied Units	7,348	81%	7,168	79%
Total Occupied Units	9,027	100%	9,073	100%
Minneapolis				
Owner Occupied Units	83,408	51%	87,013	52%
Renter Occupied Units	78,944	49%	80,484	48%
Total Occupied Units	162,352	100%	167,676	100%
7-County Metro Area				
Owner Occupied Units	728,966	71%	813,219	73%
Renter Occupied Units	292,488	29%	300,755	27%
Total Occupied Units	1,021,454	100%	1,113,906	100%

Sources: US Census Bureau; ESRI; Twin Cities Met Council; GVA Marquette Advisors

Household Incomes

Table 4 on the following page presents the distribution of Uptown households by age and income for 2006 and 2011. The median income for Uptown in 2006 was estimated at $39,860, compared to a city median of $48,062 and a metro median of $68,675. Allocating 30% of the Uptown median household income for housing would equate to roughly $995 per month. This is a concern, given that the market is unable to produce new housing at this affordability level, and several units which were formerly affordable at this level have since been purchased by investors, renovated and sold as condos. The most glaring trend noted on Table 4 is the decline in the number of households with incomes of $50,000 or less. Between 2006 and 2011, Uptown is projected to see the size of this sub-$50k income base decline by more than 1,000 households. Certainly this is due in part to rising incomes and increasing affluence in the area. However, it is also cause for some concern, as a larger percentage of households desiring residence in Uptown are unable to afford housing in this market.

Table 4

Household Income by Age of Householder -- Uptown Market Area, 2006 - 2011

2006

			Age of Householder													
	Total		Under 25		25-34		35-44		45-54		55-64		65-74		75+	
Household Income	Households	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Less than $15,000	1,131	12.5%	196	19.2%	286	7.6%	161	8.4%	161	13.5%	182	25.5%	71	27.0%	73	34.8%
$15,000-$24,999	1,177	13.0%	231	22.6%	461	12.3%	199	10.4%	146	12.2%	66	9.2%	46	17.5%	27	12.9%
$25,000-$34,999	1,397	15.4%	137	13.4%	754	20.1%	176	9.2%	195	16.3%	86	12.0%	29	11.0%	19	9.0%
$35,000-$49,999	1,879	20.7%	187	18.3%	891	23.8%	462	24.2%	221	18.5%	75	10.5%	29	11.0%	13	6.2%
$50,000-$74,999	1,579	17.4%	156	15.2%	743	19.8%	311	16.3%	195	16.3%	126	17.6%	26	9.9%	21	10.0%
$75,000-$99,000	955	10.5%	82	8.0%	403	10.7%	241	12.6%	122	10.2%	59	8.3%	16	6.1%	31	14.8%
$100,000-$149,999	659	7.3%	19	1.9%	170	4.5%	241	12.6%	119	9.9%	83	11.6%	13	4.9%	14	6.7%
$150,000+	297	3.3%	15	1.5%	43	1.1%	120	6.3%	37	3.1%	37	5.2%	33	12.5%	12	5.7%
Total Households	9,073	100.0%	1,024	100.0%	3,753	100.0%	1,912	100.0%	1,197	100.0%	714	100.0%	263	100.0%	210	100.0%
Uptown Median	**$39,860**		**$30,442**	**11.3%**	**$39,811**	**41.4%**	**$48,057**	**21.1%**	**$40,200**	**13.2%**	**$38,731**	**7.9%**	**$29,307**	**2.9%**	**$27,151**	**2.3%**
Minneapolis Median	**$48,062**		**$27,092**		**$44,971**		**$53,944**		**$56,573**		**$54,938**		**$41,256**		**$30,142**	
Metro Area Median	**$68,675**		**$38,501**		**$58,089**		**$77,904**		**$85,764**		**$79,258**		**$50,312**		**$35,023**	

2011

			Age of Householder													
	Total		Under 25		25-34		35-44		45-54		55-64		65-74		75+	
Household Income	Households	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Less than $15,000	890	9.7%	155	14.6%	191	6.1%	115	5.4%	117	8.8%	178	19.3%	65	19.1%	69	29.2%
$15,000-$24,999	948	10.3%	187	17.6%	328	10.4%	166	7.8%	129	9.7%	69	7.5%	48	14.1%	21	8.9%
$25,000-$34,999	1,022	11.1%	120	11.3%	474	15.0%	139	6.5%	153	11.5%	91	9.9%	29	8.5%	16	6.8%
$35,000-$49,999	1,705	18.6%	197	18.5%	682	21.6%	466	21.8%	224	16.9%	88	9.6%	33	9.7%	14	5.9%
$50,000-$74,999	1,853	20.2%	197	18.5%	761	24.1%	408	19.1%	261	19.7%	169	18.4%	33	9.7%	23	9.7%
$75,000-$99,000	955	10.4%	112	10.5%	370	11.7%	219	10.3%	141	10.6%	69	7.5%	19	5.6%	25	10.6%
$100,000-$149,999	1,192	13.0%	60	5.6%	277	8.8%	407	19.1%	216	16.3%	148	16.1%	39	11.5%	45	19.1%
$150,000+	616	6.7%	37	3.5%	74	2.3%	216	10.1%	84	6.3%	108	11.7%	74	21.8%	23	9.7%
Total Households	9,182	100.0%	1,065	100.0%	3,158	100.0%	2,137	100.0%	1,325	100.0%	920	100.0%	340	100.0%	236	100.0%
Uptown Median	**$50,348**		**$39,152**	**11.6%**	**$47,115**	**34.4%**	**$58,762**	**23.3%**	**$52,590**	**14.4%**	**$53,575**	**10.0%**	**$47,164**	**3.7%**	**$47,395**	**2.6%**
Minneapolis Median	**$58,412**		**$32,031**		**$52,074**		**$62,659**		**$66,298**		**$67,305**		**$56,796**		**$43,216**	
Metro Area Median	**$83,568**		**$45,112**		**$68,922**		**$92,183**		**$103,619**		**$98,975**		**$66,171**		**$46,239**	

Change, 2006-2011

			Age of Householder													
	Total		Under 25		25-34		35-44		45-54		55-64		65-74		75+	
Household Income	Households	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Less than $15,000	(236)	-20.9%	(41)	-20.9%	(95)	-33.2%	(46)	-28.6%	(44)	-27.3%	(4)	-2.2%	(6)	-8.5%	(4)	-5.5%
$15,000-$24,999	(222)	-18.9%	(44)	-19.1%	(133)	-28.9%	(33)	-16.6%	(17)	-11.7%	3	4.5%	2	4.3%	(6)	-22.2%
$25,000-$34,999	(371)	-26.6%	(17)	-12.4%	(280)	-37.1%	(37)	-21.0%	(42)	-21.6%	5	5.8%	(0)	0.0%	(3)	-15.8%
$35,000-$49,999	(175)	-9.3%	10	5.3%	(209)	-23.5%	4	0.8%	3	1.3%	13	17.3%	4	13.8%	1	7.7%
$50,000-$74,999	272	17.2%	41	26.3%	18	2.4%	97	31.2%	66	33.8%	43	34.1%	7	26.9%	2	9.5%
$75,000-$99,000	7	0.7%	30	36.6%	(33)	-8.2%	(22)	-9.1%	19	15.5%	10	16.9%	3	18.7%	(6)	-19.4%
$100,000-$149,999	502	76.1%	41	215.7%	107	62.9%	166	68.8%	97	81.5%	65	78.3%	26	199.9%	31	221.4%
$150,000+	308	103.7%	22	146.6%	31	72.1%	96	80.0%	47	127.0%	71	191.8%	41	124.2%	11	91.6%
Total Households	83	0.9%	42	4.1%	(595)	-15.9%	225	11.7%	129	10.8%	206	28.8%	77	29.2%	26	12.4%
Uptown Median	**$10,488**	**26.3%**	**$8,710**	**28.6%**	**$7,304**	**18.3%**	**$10,705**	**22.3%**	**$12,390**	**30.8%**	**$14,844**	**38.3%**	**$17,857**	**60.9%**	**$20,244**	**74.6%**
Minneapolis Median	**21.5%**		**18.2%**		**15.8%**		**16.2%**		**17.2%**		**22.5%**		**37.7%**		**43.4%**	
Metro Area Median	**21.7%**		**17.2%**		**18.6%**		**18.3%**		**20.8%**		**24.9%**		**31.5%**		**32.0%**	

Sources: ESRI; GVA Marquette Advisors

Employment Growth Trends

Business development and employment growth are also meaningful predictors of housing needs, because household growth tends to lag behind job growth. As employment growth continues to be favorable, additional households are formed, in turn creating increased demand for housing. A growing segment of the population has also shown preference for residing close to their place of employment. Contributing to this phenomenon are trends associated with urban growth patterns, including increased traffic congestion and commuting times, as well as a renewed interest in urban living.

Minneapolis added roughly 23,400 jobs between 1990 and 2000, or an 8.4% increase. According to the Twin Cities Metropolitan Council, the City is projected to add another 15,175 jobs by 2010, or about a 5% increase form 2000. This equates to roughly 1,500 new jobs added each year. Twin Cities Metro employment grew at a much faster rate (22.8%) during the 1990s, and is projected to continue its growth, but at a slightly slower pace (16.4%) during this decade.

Substantial improvement in the regional economy has created an up-tick in new job opportunities over the past several months. Meanwhile, well-located urban neighborhoods offering proximity to key job centers have become increasingly popular among homebuyers and renters. We note that the Uptown Market Area is centrally located to many major employment centers such as: Downtown Mpls., Midtown Exchange/Allina Hdqtrs., Abbott & Children's Hospitals, the Wells Fargo Home Mortgage campus, even the Minneapolis/St. Paul Airport and the Highway 494 Strip. The relatively easy commute to these job centers makes Uptown an appealing choice of residence for persons working in these areas.

APARTMENT MARKET CONDITIONS

South Minneapolis

In the 4th Quarter of 2006, there were a total of 6,238 total apartment units in the South Minneapolis Market. Of these units, there were a total of 197 vacant units, which equates to a vacancy rate of 3.2%. Between 2000 and 2006, the rental apartment market in South Minneapolis fluctuated from a 1.4% vacancy rate in 2000, to a high of 6.1% rate in 2003, and back down to a 3.2% vacancy rate in 2006.

The average asking rent (before concessions) during the 4th Quarter of 2006 was $731 per month, the highest it has been in the last seven years. Between 2000 and 2006, the average rent increased in every year, except for 2004. Monthly rents should continue to increase, as the for-sale housing market begins to cool, and demand for rental housing continues to escalate.

Table 5

Historical Rental Market Conditions: 4th Quarter
South Minneapolis Market & Twin Cities Metro Area

	South Minneapolis Market						
	2000	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**
Vacancy Rate	1.4%	3.3%	5.3%	6.1%	5.4%	4.8%	3.2%
Average Asking Rent *	$ 673	$ 705	$ 706	$ 707	$ 723	$ 716	731

	Twin Cities Metro Area						
	2000	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**
Vacancy Rate	1.8%	4.0%	6.6%	7.6%	7.3%	6.1%	4.7%
Average Asking Rent *	$ 805	$ 837	$ 841	$ 845	$ 849	$ 851	$ 871

* Average asking rental rates shown above do NOT factor in concessions, which were common throughout the market during 2002-2005.

Source: GVA Marquette Advisors

Table 6

2006 Average Rents by Unit Type - 4th Quarter
South Minneapolis Market & Twin Cities Metro Area

	Unit Type						
	Studio	1BR	1BR/Den	2BR	2BR/Den	3BR	4BR
South Minneapolis	$ 573	$ 696	$ 818	$ 943	$ 1,400	$ 1,526	-
Twin Cities Metro Area	$ 605	$ 751	$ 1,022	$ 947	$ 1,406	$ 1,256	$ 1,490

Source: GVA Marquette Advisors

The higher rental vacancies between 2001 and 2003 were attributable to a sluggish economy and job losses, paired with historically low interest rates which spurred a significant shift from rental to ownership housing for many households during this timeframe. The rental housing market has rebounded significantly over the past two years, however, as vacancy rates continue to decline. Urban markets, including Uptown, have led this resurgence. A 5.0% vacancy rate is generally reflective of a "balanced" market, meaning there is sufficient unit availability for normal unit turnover and for consumer choice. At 3.2%, the current vacancy rate is reflective of a shift toward an "owners" market, one that should support more substantial rent increases over the next several months. Meanwhile, there are far fewer rental options at all price points in and around Uptown, particularly though at more affordable rent levels.

Twin Cities Metro Area

The Metro Area experienced similar trends as the South Minneapolis Market, but on a larger scale. There were a total of 115,570 total rental units as of 4th Quarter 2006. With absorption estimated at approximately 2,700 units over the past 12-months, the regional (7 county) vacancy rate dipped to 4.7% in 2006 4th Quarter, compared to 6.1% a year ago. Vacancy rates fluctuated from 1.8% in 2000, to a high of 7.6% in 2003, and back to 4.7% in 2006, or at about market equilibrium.

The Metro Area average rent was $871 per month, as of 4th Quarter 2006, the highest it has been this decade. The average rent is up from $851 per month in 2005, a 2.4% increase, and another sign that the rental housing market is continuing to recover.

CONDO CONVERSIONS

We also analyzed apartment-to-condo conversion activity in Minneapolis from 2000 through 2006. According to the Housing Preservation Project, there have been a total of 3,270 condo conversions since 2000, which is about four percent of the City's total rental housing stock. About two-thirds of the conversions occurred in 2004 and 2005 (2,178 units). The Uptown Market Area (55408 zip code) represented about ¼ of all conversions (796 units in 94 buildings) in Minneapolis since 2000. The large amount of conversions was spurred by an increasing demand for condominium housing and historically low interest rates, which prompted many investors to purchase modest apartment buildings and then re-sell the units as condos.

Apartment to condo conversions are contributing to a shortage of quality rental housing options within Uptown, and in some other Twin Cities neighborhoods as well. A small portion of the units were purchased by former renter-occupants (estimated at less than 20% of converted units); however, large numbers of renters have been displaced by these and other conversion projects in Minneapolis.

HOUSING SALES

Condominiums

Table 7 shows total housing sales from the Northstar Multiple Listing Service (MLS) from 2001 to 2006 for the Uptown Area (i.e. Calhoun-Isles market area per the regional MLS system). According to the data, there were a total of 1,462 condominium sales between 2001 and 2006. Between 2001 and 2003, there were 433 sales. During the past last three years, that number has more than doubled to 1,029 sales. Sales increased by over 85% from 2003 to 2004 and reached its peak of 392 sales in 2005. This includes a mix of condo re-sales and new construction during this timeframe.

The average sale price of an Uptown condo in 2006 was approximately $220,800, up from $211,300 in 2004, but down from $261,500 in 2003. Between 2003 and 2004, the average

selling price for a condominium dropped by nearly 20% in the Calhoun-Isles area. The drop in the average selling price relates to the large number of condo-conversion sales in 2004 and 2005. During this timeframe, many modest apartment units were converted and sold as condos at entry-level price points. Some former renters were able to purchase homes during this period, however it is estimated that 80% of former renters in many of the converted buildings were displaced to other rental properties, many outside the Uptown area. . The disparity between the average and median sale prices in recent years is reflective of the high price points of new construction condos in and around Uptown.

Table 7

Total Condominium and Housing Sales, 2001-2006
Uptown Area (Calhoun-Isles)

Condominium Sales			
Year	**Total Sales**	**Average Sold Price**	**Median Sold Price**
2001	113	$203,860	$160,000
2002	145	$246,141	$183,000
2003	175	$261,434	$177,000
2004	326	$211,291	$174,900
2005	392	$219,341	$187,300
2006	311	$220,788	$187,050
Total, 2001-2006			
Calhoun-Isles Area	**1,462**	**$224,354**	**$180,712**

Total Housing Sales (SF & MF)			
Year	**Total Sales**	**Average Sold Price**	**Median Sold Price**
2001	397	$348,243	$242,000
2002	455	$395,011	$299,000
2003	473	$406,857	$285,400
2004	651	$372,210	$260,000
2005	675	$370,455	$255,000
2006	590	$394,508	$262,900
Total, 2001-2006			
Calhoun-Isles Area	**3,241**	**$381,225**	**$266,464**

Source: Northstar MLS

Total Sales

Between 2001 and 2006, there were a total of 3,241 housing sales in the Calhoun-Isles Area. In 2006, there were a total of 590 sales, with an average and median sold price of about $394,500 and $262,900, respectively. As with condo sales, the total number of sales improved

dramatically between 2003 and 2004, increasing by 178 sales, or roughly 38%. The total sales reached a peak of 675 in 2005. In the last five years, nearly half (45%) of all housing sales in the Uptown area were for condominiums.

RESIDENTIAL DEVELOPMENT PIPELINE

GVA was also asked to identify planned and proposed housing developments which may be coming online in the Uptown Market Area. As such, we identified six for-sale condominium projects and two rental apartment projects that are either pending or being planned, as of February 2007. Detailed information from each project can be found in Table 8. The following is a brief description of each project.

- The Ackerberg Group is just finishing up the construction of ***Lumen on Lagoon***, which is a 44-unit condominium development at the corner of Emerson and Lagoon. The project also includes about 11,700 square feet of commercial space.

- RMF Group received approval from the City in March of 2005 to construct 54 for-sale townhouse units and 58 condos in a project called ***Track 29***, to be located between Aldrich Avenue and Bryant Avenue, and south of 28th Street. They are currently under construction and are nearing completion. Condos are estimated to start in the $190,000s for the condo units, with townhomes priced at $290,000 and up.

- Hornig Development received approval in January 2006 for the development of ***The Portico.*** Plans call for 34 for-sale condominium units to be located at the intersection of Lagoon Avenue and Irving Avenue. They are currently marketing their units and just recently broke ground.

Table 8

Residential Development Pipeline
Uptown Market Area (as of February 2007)

Project Name	Number of Units	Company	Status	Neighborhood	Remarks
For-Sale					
Lumen on Lagoon (Condos) Emerson & Lagoon	44	Ackerberg Group	Recently Completed	Lowry Hill East	Also has 11,700 Sq. Ft. of Commercial Space
Track 29 (Condos) 28th and Aldrich/Bryant	112	RMF Group	Under Construction	Lowry Hill East	54 Townhomes and 58 condo units planned
The Portico (Condos) Irving and Lagoon	34	Hornig Development	Under Construction	East Isles	Just broke ground, currently marketing
Mosaic (Condos) Girard and Lagoon	72	Ackerberg Group	Received Approval	Lowry Hill East	Being delayed b/c of Site plan changes to include 140 room Graves Hotel. Also includes 10,800 SF restaurant, 1,600 seat theatre.
Calhoun Square Redevelopment Lake St. & Hennepin Ave.	108	Soloman Group	Received Approval	CARAG	Being reevaluated, some internal comflict, but will probably know plans in the next month.
Hotel Uptown 31st and Holmes Ave.	24	Curt Gunsbury	Planned	ECCO	Plans are for 80-90 hotel rooms and 10-24 condominum units.
Total For-Sale Units	***394***				
Rental					
Aldrich Ave. Apartments Aldrich Ave. & 29th	244	GRECO Development	Received Approval	Lowry Hill East	Also includes approx. 15,716 square feet of commercial space along Lake St. May also have plans for 120,000 SF of office space.
2833 Lyndale 2829 - 2833 Lyndale Ave.	109	Turnstone Group	Planned/Proposed	Whittier	Also includes approx. 8,000 square feet of retail space facing Lyndale Ave.
Total Rental Units	***353***				
Projects Planned/Pending Just Outside the Market Area					
Calhoun City Apartments 3100 West Lake Street	163	Village Green	Under Construction	CIDNA	Also includes office space.
Calhoun Condominiums (Loop Calhoun) 3104 West Lake Street	123	Mathwig Development	Approved	CIDNA	

Source: City of Minneapolis Planning Office, GVA Marquette Advisors

Residential Development Pipeline

Red = Condos, Yellow = Apartments

- Ackerberg Group received approval to construct the ***Mozaic***, which includes 72 planned condominium units at the intersection of Girard Avenue and Lagoon Avenue (currently being occupied by the Uptown Theatre and a surface parking lot). The project is being delayed because of some site plan changes. Additional project components include a 140-room hotel, a 10,800 square foot restaurant, and a 1,600-seat theatre.

- Solomon Group received approval for the redevelopment of ***Calhoun Square*** at the intersection of Lake Street and Hennepin Avenue. Plans are currently for 108 for-sale condominium units above 190,000 square feet of retail space, 95,000 square feet of office space, and 35,000 square feet of restaurant space. Final plans are being reevaluated and are subject to change. In fact, the property owner has just listed Calhoun Square for sale as of the date of this analysis.

- Curt Gunsbury has plans for up to 24 for-sale condominium units at the intersection of 31st Street and Holmes Avenue. Plans also include an 80 to 90-room hotel development to be called ***Hotel Uptown***. This project is still in the planning stages and exact details and project timing are subject to change.

- GRECO Development received approval for the development of a 244-unit rental apartment complex called the ***Aldrich Avenue Apartments*** to be located along Aldrich Avenue between Lake Street and 29th Street. This project also includes approximately 15,700 square feet of retail space along Lake Street, as well as 120,000 square feet of office space.

- The Turnstone Group submitted a proposal for a 109-unit market rate rental project located at 2829-2833 Lyndale Avenue, just north of the Midtown Greenway. Plans are for three apartment buildings with about 8,000 square feet of retail space facing Lyndale Avenue.

We also identified two residential projects which are just outside of our defined study area. However, these projects will certainly have a significant impact on the Uptown market environment.

- Village Green Companies is currently constructing the ***Calhoun City Apartments*** located at 3100 West Lake Street in the CIDNA Neighborhood. There are a total of 163 market-rate rental apartment units, as well as some office space. The pre-leasing center is planned to open in Spring 2007, with occupancy planned for Summer 2007.

- Mathwig Development is currently constructing the ***Loop Calhoun Condominiums*** located at 3104 West Lake Street, adjacent to the Calhoun City Apartments described above. The Loop Calhoun development will have a total of 123 for-sale condominium units in a five-story building. The expected occupancy date is somewhere between Spring and Summer of 2007.

COMMERCIAL OUTLOOK

The following paragraphs provide a snapshot of retail and office market conditions in the Uptown area, as well as vacancy and absorption data in the Twin Cities Metro Area.

Retail Space

GVA Marquette Advisors compiled a variety of commercial market information through the Minnesota Commercial Association of Realtors (MNCAR) and also from interviews with leasing agents specializing in this area. The Uptown Market Area has an estimated 985,000 square feet of retail space, with a vacancy rate of just 2.5%, according to MNCAR. Table 9 presents a summary of rental information for Uptown retail buildings which currently have space available for lease. This does not include Calhoun Square, which is currently being positioned for sale and

redevelopment. Gross lease rates at these nine properties range from $14.00 per square foot and up to $37.00 per square foot, with an average of about $23.75 per square foot (gross).

Table 9

Sample Survey - Buildings with Available Retail Space
Uptown Market Area - February 2007

Building Name	Address	Total Sq. Ft.	Vacancy Sq. Ft.	Vacancy %	Lease Rates (Gross)
Lumenescence Commercial (Lumen on Lagoon)	1201-07 Lagoon Ave. S	6,000	6,000	100.0%	$25.00
1010 W. Lake St.	1010 W. Lake St.	30,886	5,400	17.5%	$18.00-$24.00
Calhoun Village	3200 W. Lake St.	85,000	2,300	2.7%	$14.00
2934 Lyndale Ave. S	2934 Lyndale Ave. S	9,324	5,297	56.8%	$20.00
Coldstone Cremery	Lake St. & Hennepin	1,500	1,500	100.0%	$25.00
Global Village	28th St. & Hennepin	1,500	1,500	100.0%	$20.00
Uptown Row	1221 W. Lake St.	40,000	1,495	3.7%	$37.00
Uptown City Apartments	1220 W. Lake St.	4,009	4,009	100.0%	$24.00-$32.00
Walker Library Building	2901 Hennepin Ave. S.	13,000	13,000	100.0%	$0.00
Subtotal - Surveyed buildings only		**191,219**	**40,501**	**21.2%**	**$23.75**
Uptown Market Total		**985,000**	**40,501**	**4.1%**	

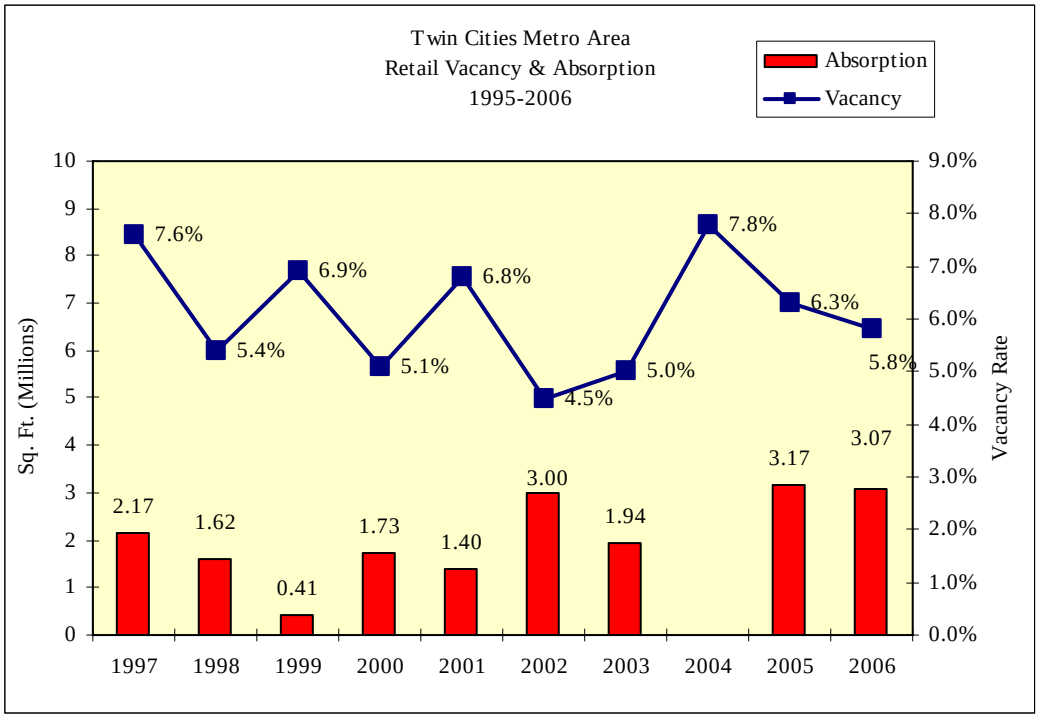
Sources: Ackerberg Group, MNCAR, GVA Marquette Advisors

Table 10

Retail Vacancy and Absorption
Twin Cities Metro Area - 2nd Half 2006

Center Type	Total Bldgs.	Net Rentable Area	Vacant Space	Vacancy % w/sublease	Absorption 2006 1st half	Absorption 2006 2nd half	2006 Total Absorption
Community	110	27,348,620	797,740	3.2%	655,564	1,901,280	2,556,844
Minneapolis CBD	17	1,574,001	308,242	23.7%	(73,349)	2,905	(70,444)
Neighborhood	286	18,332,077	1,255,019	7.7%	199,803	88,446	288,249
Outlet Mall	3	788,440	12,000	1.5%	4,800	4,000	8,800
Regional Mall	9	11,554,303	1,002,791	8.7%	89,236	214,266	303,502
Specialty	14	1,762,417	47,498	2.7%	(5,613)	39,722	34,109
St. Paul CBD	9	341,810	125,102	53.6%	(11,950)	(38,357)	(50,307)
Total Market	448	61,701,668	3,548,392	6.3%	858,491	2,212,262	3,070,753

Source: United Properties Market Outlook, 2nd Half 2006



There is actually very little retail space available in the Uptown Area, as many business owners are attracted to the potential that Uptown has to offer. At 2.5%, the Uptown vacancy rate is well below the overall metro area vacancy rate of 5.8%. Generally, the Uptown Area is a very healthy and vibrant market with an eclectic mix of tenants. One of the downfalls though, is the relatively high turnover, especially among the non-franchise entrepreneurial businesses. Despite the high turnover, occupancy remains high, as there is always another business waiting in line for an opportunity.

Uptown Consumer Spending Power

Table 11 on the following page illustrates an analysis of the spending power of persons residing in the defined Uptown Market Area, as well as persons working in this area (i.e. the "daytime population"). The analysis presented in Table 11 involves the comparison of retail sales (i.e. store performance) within the defined market area with consumer spending data for market area residents and also persons working in this area.

Table 11

Retail Sales & Consumer Spending Analysis

Uptown Market Area

Column A	Column B	Column C	Column D	Column E	Column F	Column G
	Supply	Resident Demand	Employee Demand	Total Market	Curent	Current
Industry Summary	(Retail Sales)	(Consumer Spending)	(Spending near work)	Spending Potential	Leakage ($)	Leakage (%)
Total Retail Trade and Food & Drink (NAICS 44-45, 722)	$404,806,939	$143,599,619	$13,107,049	$158,773,936	($244,433,060)	-154%
Total Retail Trade (NAICS 44-45)	$290,468,138	$114,949,969	$10,079,611	$127,096,848	($161,771,347)	-127%
Total Food & Drink (NAICS 722)	$114,338,801	$28,649,650	$3,027,437	$31,677,087	($82,661,714)	-261%
NAICS 4413: Auto Parts, Accessories, and Tire Stores	$2,179,136	$1,841,420	$194,585	$2,036,005	($143,131)	-7%
NAICS 4421: Furniture Stores	$1,681,603	$3,077,993	$325,255	$3,403,248	**$1,721,645**	51%
NAICS 4422: Home Furnishings Stores	$1,407,205	$1,907,864	$201,606	$2,109,470	**$702,265**	33%
NAICS 443/NAICS 4431: Electronics & Appliance Stores	$888,772	$5,823,812	$615,408	$6,439,220	**$5,550,448**	86%
NAICS 4441: Building Material and Supplies Dealers	$2,444,779	$3,745,322	$395,772	$4,141,094	**$1,696,315**	41%
NAICS 4442: Lawn and Garden Equipment and Supplies Stores	$283,377	$729,365	$77,073	$806,438	**$523,061**	65%
NAICS 4451: Grocery Stores	$60,222,009	$29,162,502	$3,081,631	$32,244,133	($27,977,876)	-87%
NAICS 4452: Specialty Food Stores	$1,582,661	$1,026,424	$108,463	$1,134,887	($447,774)	-39%
NAICS 4453: Beer, Wine, and Liquor Stores	$5,753,268	$3,004,837	$317,524	$3,322,361	($2,430,907)	-73%
NAICS 446/NAICS 4461: Health & Personal Care Stores	$9,322,058	$5,211,519	$550,706	$5,762,225	($3,559,833)	-62%
NAICS 4471: Gasoline Stations	$23,031,464	$19,563,250	$2,067,268	$21,630,518	($1,400,946)	-6%
NAICS 4481: Clothing Stores	$7,095,809	$8,395,544	$887,166	$9,282,710	**$2,186,901**	24%
NAICS 4482: Shoe Stores	$676,111	$1,253,148	$132,421	$1,385,569	**$709,458**	51%
NAICS 4483: Jewelry, Luggage, and Leather Goods Stores	$2,560,825	$581,890	$61,489	$643,379	($1,917,446)	-298%
NAICS 4511: Sporting Goods/Hobby/Musical Instrument Stores	$4,165,435	$1,685,155	$178,072	$1,863,227	($2,302,208)	-124%
NAICS 4512: Book, Periodical, and Music Stores	$6,114,705	$1,127,584	$119,153	$1,246,737	($4,867,968)	-390%
NAICS 4521: Department Stores (Excluding Leased Depts.)	$18,941,833	$14,529,486	$1,535,345	$16,064,831	($2,877,002)	-18%
NAICS 4529: Other General Merchandise Stores	$135,724,381	$9,520,272	$1,006,017	$10,526,289	($125,198,092)	-1189%
NAICS 4531: Florists	$309,606	$277,907	$29,367	$307,274	($2,332)	-1%
NAICS 4532: Office Supplies, Stationery, and Gift Stores	$658,452	$503,946	$53,252	$557,198	($101,254)	-18%
NAICS 4533: Used Merchandise Stores	$1,503,810	$120,719	$12,756	$133,475	($1,370,335)	-1027%
NAICS 4539: Other Miscellaneous Store Retailers	$3,920,839	$1,860,010	$196,549	$2,056,559	($1,864,280)	-91%
NAICS 7221: Full-Service Restaurants	$96,730,933	$17,006,420	$1,797,086	$18,803,506	($77,927,427)	-414%
NAICS 7222: Limited-Service Eating Places	$11,830,038	$8,601,941	$908,976	$9,510,917	($2,319,121)	-24%
NAICS 7223: Special Food Services	$2,887,861	$2,281,193	$241,056	$2,522,249	($365,612)	-14%
NAICS 7224: Drinking Places (Alcoholic Beverages)	$2,889,969	$760,096	$80,320	$840,416	($2,049,553)	-244%

Notes:

Column A: Industry summary.

Column B: Supply represents annual retail sales by business establishments within the defined trade area.

Column C: Resident demand potential represents expected annual expenditures by consumers currently residing within the defined trade area.

Column D: Employee demand potential equals an estimated 10% of retail spending and 20% of restaurant spending by persons working in the defined trade area, but not residing there. This is the estimated

Column E: Total market spending potential = Column D + Column E.

Column F: "Leakage" is calculated by comparing total spending by resident consumers and area workers (Column F) with current sales by establishments (Column A). This tells us how much of these sales are

Column G: "Leakage" in column H is expressed as a percentage of consumer spending that is leaking outside the defined trade area

Sources: ESRI Business Information Solutions; GVA Marquette Advisors

- Obviously, the trade area (i.e. customer draw area) for various store types will vary greatly. However, for purposes of our analysis we assume that the majority of demand for goods and services and restaurants in the Uptown Market Area will come from persons residing within this area. Supplemental demand will come from persons working in this area (i.e. daytime population).

- **Column A** of Table 11 shows a variety of retail and restaurant formats by NAICS code, while **Column B** illustrates the current retail sales performance for each store type (i.e. the "supply" of retail stores & restaurants) within the Uptown market. As shown in Column B, sales at retail stores and restaurants in the market area totaled approximately $404 million last year. This includes approximately $290 million in retail sales and another $114 million in restaurant/bar sales.

- **Column C** presents estimates of annual spending by persons residing within the Uptown Market Area. These consumers spent an estimated $144 million on retail goods and services and food & beverage in 2006. Here we are effectively measuring the "demand" for retail goods and restaurants from persons currently residing in the Uptown Market Area.

- An estimated 6,000 adults work in the defined Uptown Market Area, but do not reside there. We must also assume some capture of consumer spending from these persons. Based on average per-capita expenditures by store type, we derived a total estimate of dollars spent by these employees. However, because people tend to spend most of their dollars closer to home, we conservatively estimated that the subject trade area could capture up to about 10% of retail spending and 20% of restaurant spending by persons working, but not residing in this area. As shown in **Column D**, we estimate that the annual spending power of persons working within the Uptown area is approximately $13 million.

- **Column E** presents our estimate of total consumer demand in the trade area by store type, from residents (Column C) and area employees (Column D). Total market spending potential is estimated at $159 million per year, including about $127 million in retail and $32 million in restaurant spending.

- **Columns F & G** show, overall, the Uptown area is well served retail and restaurants, in terms of its resident and employee base. The fact that sales at Uptown stores and restaurants actually exceeds consumer spending by residents and employees indicates that Uptown businesses actually draw from a substantially larger trade area. This is not surprising, given the market environment and unique characteristics of the Uptown business mix.

- However, we also note that there is some leakage of Uptown consumer spending to some store types outside the Uptown area, especially furniture and home furnishing stores, electronics/appliance stores, and building material/lawn and garden type stores. The data

indicates that there is additional sales support for these store types originating from the Uptown consumer base.

Office Space

The Uptown Market Area has an estimated 780,000 sq. ft. of office space, with a vacancy rate of 4.6%. This compares very favorably with the metro-wide vacancy rate of 15.2% at year end, according to the recent United Properties *Outlook* report.

There is very little office space available in Uptown. We identified five buildings with office space currently available for lease in the Uptown Market Area, along with one building (Lake Calhoun Executive Center) located just outside the defined Market Area. The five buildings in Uptown have just over 36,000 square feet of office space available, while the Calhoun Executive Center alone has 30,000 square feet currently available. The average rental rates for this market are about $18.50 per square foot (net) and about $24.70 per square foot (gross).

Access and availability of parking is a main concern and are preventing large businesses from locating within the Uptown area. It would be unlikely to see a large-scale office development, However, if the planned GRECO Development (120,000 square feet of office space) moves forward, it could in fact fill a void for any additional office space needed in Uptown in the short term (+/- 2 years). Nonetheless, we expect sustained demand for smaller amounts of office space from small office users in and around Uptown. Thus, we recommend that the Uptown Small Area Plan create opportunities for developers to construct office space within mixed-use buildings as well as smaller infill office developments.

Table 12

Sample Survey of Office Space
Uptown Area - February 2007

Building Name	Address	Total Sq. Ft.	Vacancy* Sq. Ft.	Vacancy* %	Net Rental Rates (PSF)	CAM & Taxes	Gross Rental Rates
Lumenescence Commercial (Lumen on Lagoon)	1201-07 Lagoon Ave. S	6,000	6,000	100.0%	$19.00	$6.00	$25.00
1300 Lagoon Ave. S	1300 Lagoon Ave. S	7,700	7,700	100.0%	$18.50	$11.50	$30.00
First Universalist	3400 Dupont Ave. S.	14,000	14,000	100.0%	$10.00		$10.00
Rainbow Building	Lake St. & Hennepin	16,000	7,000	43.8%	$25.00		$25.00
Uptown Row	1221 W. Lake St.	40,000	1,500	3.8%	$18.50	$8.50	$27.00
Lake Calhoun Executive Center	3033 Excelsior Blvd.	149,000	30,000	20.1%	$16.00-$22.00	$12.25	$28.25-$34.25
Survey Total		**232,700**	**66,200**	**28.4%**	**$18.33**	**$9.56**	**$24.71**
Uptown Market Total (excluding Calhoun Exec. Ctr.)		**780,000**	**36,200**	**4.6%**			

Sources: MNCAR, Ackerberg Group, GVA Marquette Advisors

KEY ISSUES RELEVANT TO THE UPTOWN SMALL AREA PLAN

Based on our analysis of real estate market conditions, we identified the following key issues that we feel should be considered in the development of the Uptown Small Area Plan.

1. Housing

- From our analysis it is clear that the "young, creative class" is being priced-out of the Uptown area due to: recent condo conversions, rising rents and home/condo prices, and a market which is unable to produce new affordable and mid-priced units due to rising land and construction costs.

- In terms of the Uptown Small Area Plan and City policy and planning efforts, the preservation of existing affordable housing and support of new affordable units is paramount to ensuring the long-term economic health of Uptown.

2. Office

- There is a relatively short supply of quality office space in and around Uptown.

- Traffic/Access/Parking will likely preclude large-scale corporate or multi-tenant office development in Uptown, although small-scale infill office development and mixed-use developments should be supported.

- Any opportunity to increase daytime population through office development will have a positive impact on the 24-hour environment, as well as for restaurants and businesses.

- We recommend that the Uptown Small Area Plan consider a shared parking structure(s), paired with a possible circulator along the Midtown Greenway, between

Hennepin Avenue and Lyndale Avenue to help support the local offices, retail, restaurants, theatres, etc.

3. Retail

- There is generally a healthy and vibrant retail market with a unique mix of businesses and restaurants in the Uptown area.

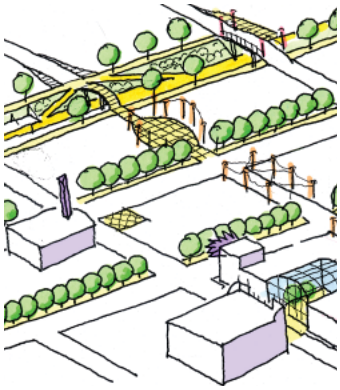
- The nature of the business mix (dominated by non-franchise and entrepreneurial businesses) creates higher turnover and occasional vacancies, but because of the dynamic Uptown market environment, there is generally an entrepreneur willing to be next in line.

- From recent public focus groups, we understand that there are some concerns about the limited availability of basic goods and services in Uptown.

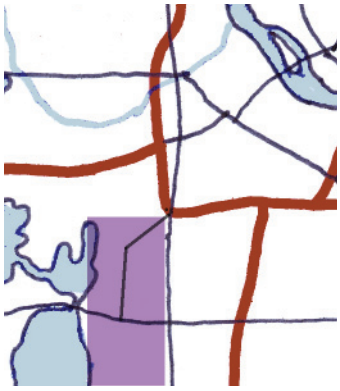
- Calhoun Square is critical to the success of the Uptown small area plan. Having the right business mix and concept is very important and must be carefully considered before moving forward. In fact, we believe that major retail tenants such as a discount dept. retailer and/or electronics retailer would be most beneficial if located at the Calhoun Square location. Although an analysis of specific retailers and store types is beyond the scope of this assignment, we are aware that some such stores which typically operate within a "big box" format are now experimenting with smaller store concepts in strong urban markets.

- As development continues throughout the region, other mixed-use districts such as: Excelsior & Grand (St. Louis Park), 50th & France (Edina), Grand Avenue (St. Paul), Northeast Minneapolis (near the river), and even some suburban lifestyle centers are now starting to compete with the Uptown market. As such, the Uptown business community would benefit from a collective visioning effort, culminating in a professional and sustained branding and marketing. We recommend implementing a

more visible and active business development association to focus on marketing and economic development in the Uptown district.



E. Traffic FAQ



Uptown Small Area PlanTransportation FAQ

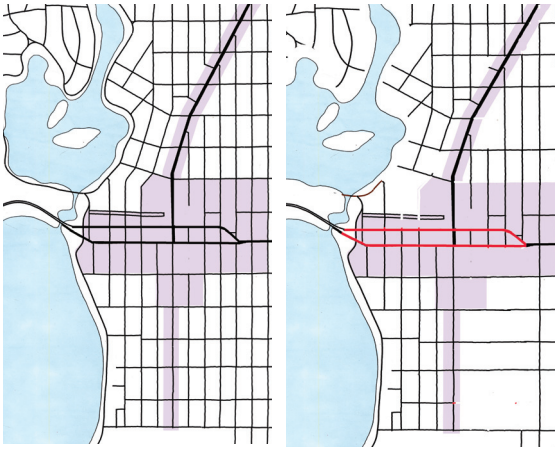
May 2007

What is the Current Traffic Situation in Uptown ?

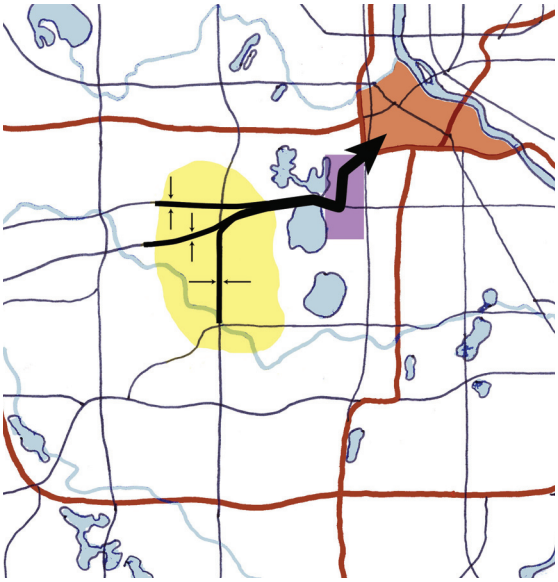
Primary Streets in the Uptown Study Area:

Uptown has been identified in the Minneapolis Plan as an Activity Center. Activity Centers generally have a diversity of uses that draw traffic both from within the city and region wide. The Uptown study area includes three primary streets, Lake Street, Lagoon Avenue, and Hennepin Avenue, all of which are all functionally classified as "A" Minor Arterials. As such, they are intended to accommodate both local and regional traffic. The local traffic using these streets will gain access to adjacent commercial uses and adjacent and nearby residences. The regional traffic may be traveling across the city or between Minneapolis and St. Louis Park, for example.

Due to the Uptown area geography (the Lakes), turning restrictions, one-way streets, and street vacations, the urban street grid is relatively ineffective. The lack of an effective street grid forces all traffic to the Hennepin/Lake and Hennepin/ Lagoon intersections, which means high volumes of regional and local traffic travel through these intersections every day.



Street Grid
Uptown's urban grid (left) operates like a suburb because the network has been rendered relatively ineffective due to street vacations, one-ways, and turning restrictions (right).



Sub regional commuting patterns
Uptown is significantly impacted by commuter routes from the west metro to downtown Minneapolis

Average Daily Traffic Volumes:

Within the study area for the Uptown Small Area Plan, Average Daily Traffic (ADT) volumes on Hennepin Avenue collected in 2004, range between 26,900, just south of Franklin Avenue, and 7,800, just north of 36th Street. ADT volumes on Lake Street are between 20,400, west of Hennepin Avenue, and 24,400, just west of Lyndale Avenue.

ADT volumes on Lagoon Avenue range between 11,600, just west of Emerson Avenue, and 16,200, just east of Irving Avenue.

Sketch-level analysis of traffic volumes suggests the majority of traffic passing through the Hennepin/ Lake and Hennepin/Lagoon intersections during peak hours (rush hours) is regional traffic; that is, it originates and is destined to areas outside of Uptown.

Parking

Analysis of the number of on-street and off-street parking spaces indicates that the supply of parking in the Uptown area is more than adequate to handle current demand. The only time of the week in which the supply approaches capacity is during the weekend evenings; however during this time there are still several lots with excess capacity (Lunds, YWCA, Sons of Norway, etc). This is not to imply, however, that concerns about parking are not valid or that the overall parking system is working well.

In particular:
On evening weekends, residents, expressed concern about the patrons of businesses (mostly nighttime entertainment businesses) parking in the adjacent residential neighborhoods instead of parking along the area's primary streets or in the off-street facilities. It was also mentioned that parkers circulate through the neighborhoods looking for free parking that is within walking distance to the nighttime businesses. Finally, of concern is the behavior of the parkers, who are sometimes loud and lewd.

During the weekdays (Monday to Friday), there is an excess capacity of parking, and a need for short term convenience parking. The pricing structure of on-street meters and public parking areas is not conducive to quick visits or park once and walk strategies.

Parking in Uptown

	North of 28th	Core	South of 31st Street
Open	200	1333	223
Metered		359	
Critical parking area		89	
Off Street	534	3211	50

Traffic Operations:

Level of Service (LOS) A through F represents a scale for evaluating traffic congestion and delay. LOS A represents a condition of freely flowing traffic where congestion and delay are minimal. By contrast, LOS F represents the condition where congestion and delay are at their worst. An indicator of LOS F traffic operations is excessive delay at an intersection where drivers will sit through one or more traffic signal cycles without advancing through the intersection.

The City of Minneapolis, by policy, has established LOS (Level of Service) E as the minimally acceptable condition during the AM and PM peak periods of the day. The city further has established LOS D as the minimally acceptable condition during non-peak periods.

The City of Minneapolis requires preparation of Travel Demand Management Plans (TDMP's) for proposed, large-scale developments in areas of the city where potential traffic congestion could result from project implementation. The TDMPs include evaluations of the traffic impacts of the proposed developments and further establish methodologies and goals for managing the flow of traffic.

TDMP documents from proposed developments in Uptown indicate the critical intersection of Lake Street and Hennepin Avenue operated at LOS D as of 2005 during the PM peak hour. Based on field observations of this intersection, LOS is likely near the D/E threshold today. The intersection of Hennepin Avenue and West 28th Street operates at LOS F during the PM peak hour. The failing operations at this location were improved to overall LOS D with optimized signal timing; however, the southbound approach still operates at LOS F.

What is this plan going to do about traffic?

There are several issues related to traffic that have been identified by the community during this process:

Traffic moves too fast (I feel unsafe as a pedestrian).

Traffic moves too slowly (When I'm driving, it takes too long to get through the Lake Street and Hennepin Avenue intersection or too long to travel on Hennepin Avenue).

Too many people park in front of my house, especially during the evening. My friends don't want to come over for dinner because they can't find a place to park.

The customers at my business have no place to park.

I like to ride my bicycle, but I don't feel safe riding in the core of Uptown.

We need better transit in Uptown.

With all of the new condos going up, isn't all of the above going to get worse?

How can you be talking about new development without fixing the traffic problem first?

Shouldn't we build light rail or streetcars before letting new development happen?

These issues can be broken down into six distinct topics:

1. Traffic congestion
2. Pedestrian comfort/walkability
3. Parking
4. Bicycle connections
5. Transit
6. The effect of new development on transportation

1. Traffic congestion

Issues

·Regional through-traffic from the east and southwest (traffic passing through, not going to Uptown)

·Differing levels of acceptance of traffic congestion

·Interrupted flow on Hennepin Avenue north of Lake Street

Potential Solution

·Traffic through Uptown has a strong, regional "through-trip" component. That is, during the peak hours, most of the traffic in Uptown is traveling through (most to downtown) and not to Uptown. Improvements to regional routes that access Downtown Minneapolis from the south and west have potential to draw some of these trips in the future. The Southwest Corridor LRT project is the most significant of these projects.

·Despite these regional improvements, the intersection of Lake Street and Hennepin Avenue will continue to experience congestion, as it has for a long time because of the attraction of the Uptown Activity Center and the street pattern surrounding Uptown and the rapid growth of both downtown and the west metro area

·Although congestion will continue to exist at this intersection and others in the study area, there are some opportunities to improve congestion throughout the core of Uptown and along Hennepin Avenue:

1.Expand transit service and incentives – employee and visitor

2."Intercept" visitors to the area with dispersed District Parking.

3.Use circulators to move visitors around.

4.Update signal timing plans

5.Pedestrian count down timers would provide pedestrians with more information to make decisions increasing the sense of security in crossing and compliance minimizing vehicle and pedestrian conflicts and delay.

·Midblock left turns on Hennepin Avenue (between 28th and Franklin Avenue) which interrupt traffic flow and encourage weaving can be reduced if private lots were combined with a rear property, cross access easement that provides access to cross streets, thereby encouraging drivers to access property via traffic signals, not mid-block. Left turns in and out of mid block driveways could also be restricted, further encouraging drivers to turn at intersections.

·Rush hour parking restrictions on Hennepin Avenue north of Lagoon Avenue would provide approximately 8 additional feet in each direction, while not wide enough for bus lanes, this might accommodate a rubber tire streetcar lane and/or a rush hour only bike lane.

·To improve operations at the currently congested intersection of Hennepin/28th Street the following should be considered: Retiming the traffic signal to provide Hennepin movements with more time from the cycle length, converting the traffic signal operation from pre timed to actuated, prohibiting northbound left turns during the peak period and removal of on-street parking to provide short left-turn bays to separate left-turning traffic from through traffic.

2. Pedestrian Comfort and Walkability

Issues

·Narrow sidewalks
·High volume intersections make pedestrians feel uncomfortable
·Inhospitable land uses adjacent to sidewalks create an unfriendly pedestrian experience

Potential Solutions

·By applying the lane width standards from East Lake Street to Uptown, the street width could be reduced by at least 11 feet without changing the overall number of lanes. By narrowing the street, additional width could be used for landscaping, bike lanes, street furniture or sidewalk cafes. This will improve the overall transportation environment through calming of traffic and provisions for non-auto users.

·Curb extensions which shorten pedestrian crossings could be added at intersections.

·Pedestrian count down timers would provide pedestrians with more information to make decisions increasing the sense of security in crossing and compliance minimizing vehicle and pedestrian conflicts and delay.

·Reestablish practice of striping crosswalks annually rather than every two years such that markings are clearly visible to drivers and pedestrians.

·Establish a pedestrian friendly mall or street (Girard Meander) along Girard Avenue between Calhoun Square and Mozaic. This will distribute pedestrian crossings of Lake Street between Hennepin Avenue and Girard Avenue.

·Where possible and necessary set new development back from the property line between 5 and 10 feet in order to create a more generous pedestrian space for outdoor dining, display or goods and circulation.

·Where streets have been vacated, new and existing development can re-insert sidewalks, paths, trails or promenades to complete the pedestrian network.

3. Parking

Issues

·Overflow into the neighborhood

·Negative signing not conducive to parking once and walking to several places.

·Businesses with no dedicated parking suffer from the high cost and inaccessibility of short-term public parking.

·Confusing and inconsistent on-street parking regulations. Rules differ from one neighborhood to the next and from one commercial block to the next.

General Comments: Potential Solutions to current parking issues do not require more spaces. Potential Solutions are related to management and organization of the existing supply.

In the medium to long term, however, parking demand will tighten, and there will likely be a need for additional supply.

Off-Street Potential Solutions

·Establish Transportation Management Organization (TMO) (parking management association) to lead the activities listed below:

·Create a transportation and parking guide

·Establish District Parking and shared parking practices.

·Establish shared parking practices which could allow for better utility of lots such as Lunds and YWCA in the evenings.

·Facilitate shared parking practices of smaller lots for adjacent businesses to consolidate accesses and

minimize trips on roadway network.

·Institute validated and/or reduced parking programs between suppliers and businesses.

·Establish consistent directional parking signage (wayfinding) in key areas.

·Electronic (ITS) signage for parking lots indicating where parking spaces are available.

·encourage and assist employees as well as area residents in using alternative forms of transportation.

·Establish fringe lots with shuttle service for employee parking to encourage employees to discontinue use of free nearby on-street neighborhood parking.

·Subsidize employee parking/Metro Pass

·New municipal lots or ramps

On-Street Potential Solutions

·Expand parking meter system in outer fringe in conjunction with other employee and customer parking improvements.

·Increase evening rates to $1/hour to maximize parking meter while encouraging use of lots with excess capacity for long term parkers..

·Utilize parking meter technology to establish strategic pricing practices throughout the day.

·Promote parking card (debit card to eliminate need for quarters)

·Post meter rates, time limits hours and locations clearly and in the parking and transportation guide.

·Review the criteria and process of granting Critical Area Parking.Coordinate the criteria and processes with area wide needs.

·Monitor and manage on-street meters to achieve 85% occupancy at all times.

4. Bicycle Connections

Issues

·No connection to the core of Uptown

·Travel through Uptown is challenging.

·Sparse bicycle parking

Potential Solutions

·Provide more access points between Greenway and "surface" streets with elevators for bicycles.
·decreasing lane widths and parking width on Lake Street could provide up to 11 additional feet for sidewalk, landscaping, bike lanes, street furniture or sidewalk cafes. Improves overall transportation environment through calming of traffic and provisions for non-auto users.

·Complete Bryant Avenue connection to Loring Bikeway.

·Revisit proposed bike routes through the area as transit improvements and redevelopment occur.

·Business associations should promote the addition of more bike racks at area businesses.
In addition to other transportation measures recommended in this document, consider reintroducing parking lane bike corrals.

5. Transit

Issues

·Transit delay on Hennepin Avenue between 24th and 28th Streets

·Transit use is not as strong as it could be given density and mix of uses.

·Routes do not serve all users or potential users

Potential Solutions

·Survey of employees to determine how transit could better serve them

·Enhance and expand service on existing and new routes (increase frequency, hours and non-rush hour service)

·Review near side bus stop locations for conversion to far-side bus stops

·Remove 1 or 2 parking spots next to near-side stops

·Reduce dwell times - promote use of card payment versus cash

·Improve signal timing where possible

·Provide a reduced rate for "Uptown Zone" riders

·Uptown Circulator

·Streetcar

·Implement Southwest Transit Corridor to either connect through Uptown or to extend streetcar system to future West Calhoun Transit Center.

·Connect Greenway to Uptown Transit Center via elevators

6. Effect of New Development on Transportation

Issues

·Concerns over the impact of new development on the Uptown transportation network.

Potential Solutions

·TDMPs evaluating the traffic impacts of new

developments in the Uptown area should focus both on the primary streets and intersections and neighborhood streets and intersections.

·New development must be held to TDMP measures that strongly promote alternative modes of transportation which are supported by the recommendations above.

·Where appropriate new development should be required to enhance transit environment through provision of enhanced transit shelters, etc. and deemphasize use of passenger vehicles.

·Auto trips generated by new development
New development in Uptown will generate an increment of new traffic. However, if development is compact, relatively dense, pedestrian and transit friendly, and mixed-use, there are reasons to assume that their impacts will be significantly less than otherwise. Furthermore, considering the historic and future growth in both downtown and the west metro area, the traffic impacts from development in Uptown will likely be significantly less than the impact of development in these other areas. In addition, development in Uptown will likely be characterized by:

1. Smaller household sizes (both in new development and in existing housing stock)

2. Fewer trips generated per unit in Uptown because of transit/downtown proximity, walkability to grocery stores, restaurants, etc.

The most intense new development in Uptown will be encouraged in the area between Lyndale Avenue and Hennepin Avenue, Lagoon and Lake Street. Access to this area can be via Lake Street, Hennepin Avenue, 28th Street, the Greenway and the grid. Due to the geography of the Lakes, breaks of grid access to development west of Hennepin will be restricted to Hennepin Avenue and Lake Street.

·New development can and should help the parking situation. Paid parking facilities are nearly full during peak periods, indicating that there is a market for paid parking in Uptown. Developers will take advantage of this as the core develops, just as Ackerberg is doing with Mozaic.

·New development will improve the pedestrian environment. In many places, the pedestrian experience in Uptown is hindered by blank walls, vast surface parking lots, narrow sidewalks, a lack of greenery, etc. New development offer opportunities to improve all of this.

Definitions

LOS - Level of Service.

LOS is a standard measurement of traffic operations and represents a scale (A through F) for evaluating traffic congestion and delay. LOS A represents a condition of freely flowing traffic where congestion and delay are minimal. By contrast, LOS F represents the condition where congestion and delay are at their worst.

The City of Minneapolis, by policy, has established LOS (Level of Service) E as the minimally acceptable condition during the AM and PM peak periods of the day. The city further has established LOS D as the minimally acceptable condition during non-peak periods.is a standard

ADT - Average Daily Traffic Volumes

ADT is average two-way volume of vehicles on any given street. The data are collected annually on streets throughout the City. Over a 48-hour period, vehicles are counted as they drive across tubes laid in the roadway and stored within a counting device. The data is averaged to determine the average daily volume of vehicles traveling a particular roadway.

TDMP: Transportation Demand Management Plan.

A TDMP is required of the developer by the City for all larger projects. The TDMP documents the analysis done of the developments impact to existing and future conditions such as parking, traffic and access. The TDMP also identifies mitigation measures that the development agrees to implement.

TMO: Transportation Management Organization

A TMO is created to encourage and assist employees and residents in using alternative forms of transportation such as bicyling, carpooling, walking and transit. The City currently has one TMO and it is located in Downtown Minneapolis. City staff and local business people sit on the TMO board while others staff an office that is open to the public.

ITS: Intellegent transportation Systems

ITS encompass a broad range of wireless and wire-line communications-based information, control and electronics technologies.When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and save lives, time and money.

Dwell time:

Dwell time is the time a transit vehicle is stopped for loading and unloading purposes.

Traffic Signals:

Actuated signals are programmed to respond to changes in the traffic flow and adjust signal timing accordingly. Pretimed signals use pre-set timing plan that provides the same amount of green time to specific directions despite the flow of traffic.

Pedestrian Count Down Timers:

Pedestrian Count Down Timers are installed inplace of current walk/don't walk indications at traffic signals. They feature a dual display - the traditional "Walking Man" and "Hand" display, and a pedestrian interval countdown display. The intent is for pedestrians to see the timer and stay on the curb if the timer is nearing zero and would not provide enough time to cross the street.

F. Uptown Pkg and Transportation Study

Report

Uptown Parking And Transportation Study

City of Minneapolis

November 28, 2005

Select text then insert picture

November 29, 2005

RE: Uptown Parking and Traffic Study
City of Minneapolis
SEH No. A-MPLS00522

Derek Larson
Parking Facilities Project Engineer
Minneapolis Traffic and Parking Services
Department of Public Works
33 North 9th Street, Room 100
Minneapolis, MN 55403

Dear Mr. Larson:

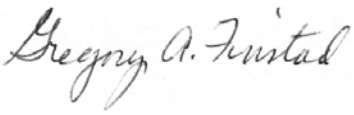
The Uptown Area continues to be a thriving commercial and residential community. It is, in fact, the area's success that has led to one primary concern – parking. Thanks to the efforts of the City of Minneapolis, the Uptown Association and local neighborhood organizations, SEH was able to study the area's parking supply and demand issues.

SEH has completed its review of the area's issues and is submitting the attached report, which documents the existing conditions and provides a "toolbox" of potential measures that can mitigate issues. Fortunately, the toolbox includes a variety of very implementable alternatives to address parking issues.

This Parking and Transportation Study provides the background for creating an Uptown Parking and Transportation action plan to manage the existing and projected development.

SEH thanks the City of Minneapolis for the opportunity to conduct this study and is pleased to submit the attached report for your use.

Respectfully submitted,



Gregory A. Finstad, PE
Project Manager

Table of Contents

1. Purpose

SEH

1. Purpose

The purpose of the Uptown Parking and Transportation Study is to conduct a comprehensive review of transportation issues in the business, entertainment and residential community surrounding the Hennepin-Lake intersection commonly referred to as "Uptown."

The study includes determining the on- and off-street parking supply, documenting existing parking supply use during weekday and weekend time periods, and reviewing existing traffic flow conditions. The study will identify existing issues in regard to parking, traffic and other alternate modes of transportation (transit, bicycles, pedestrian) and recommend a toolbox of potential improvements to each of the issues.

2. Study Area

2. Study Area

The study area is bounded by Irving Avenue South on the west, Dupont Avenue South on the east, West 28th Street on the north, and West 31st Street on the south. The major roadways in the study area are Lagoon Avenue, Hennepin Avenue South and West Lake Street. The intersection of Hennepin Avenue South and West Lake Street form the heart of this vibrant, commercial node commonly referred to as "Uptown." Traffic signals control all major intersections; all other intersections have at least two-way stop sign control.

Uptown roadway jurisdiction falls under three different governmental agencies:

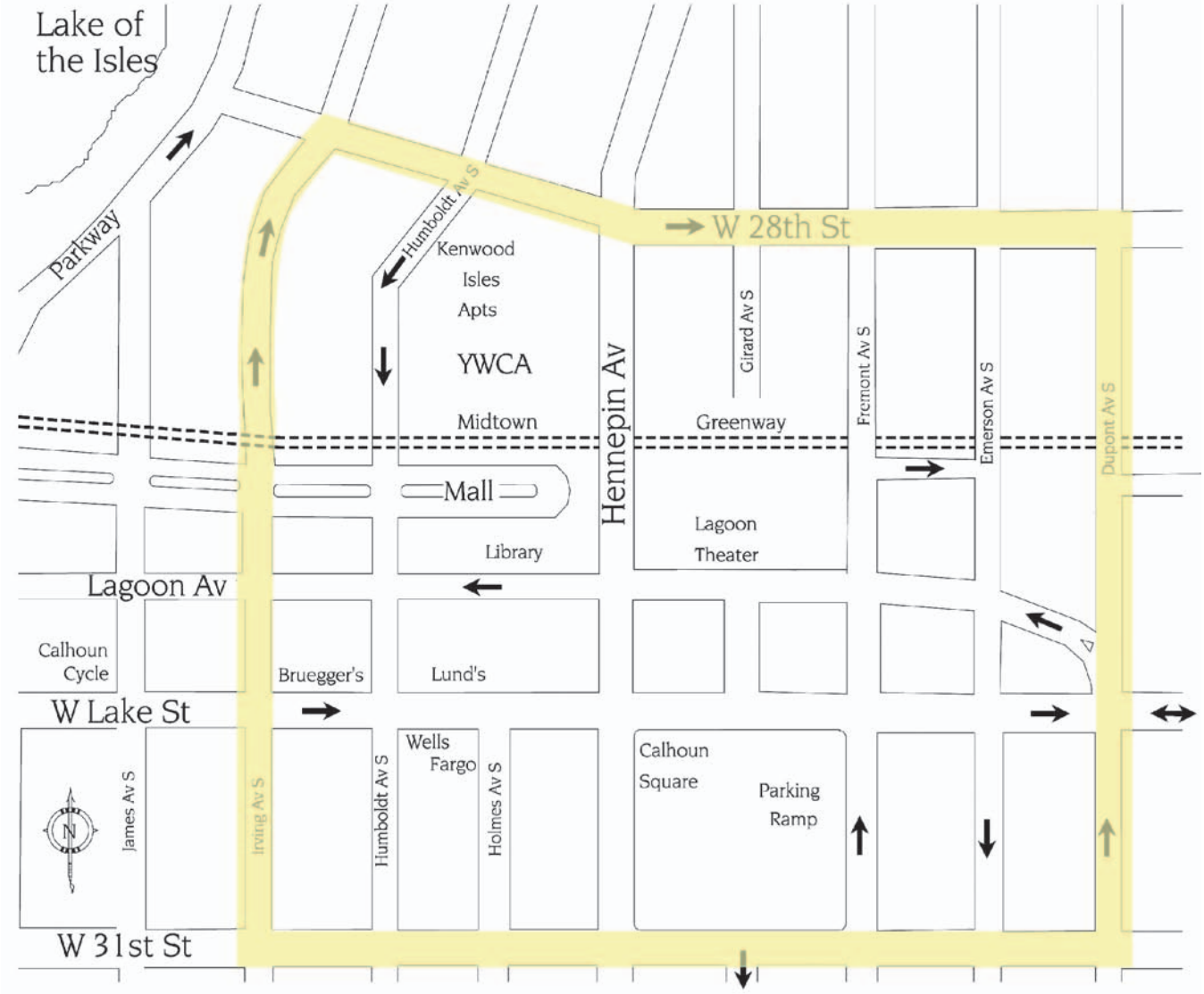
- County State Aid (CSA)
- Municipal State Aid (MSA)
- City of Minneapolis

Jurisdiction for each roadway in the study area is shown on the Roadway Jurisdiction Map included in this section. This active area has high volumes of vehicular traffic, extensive transit activity, heavy pedestrian flow in all directions, all of which is further complicated by truck and bicycle movements. In addition, there is an extensively used off-street bicycle and pedestrian trail operating in the converted railroad right-of-way called the 29th Street Corridor, now referred to as the Midtown Greenway. This continually growing commercial hot spot is surrounded by a mix of residential properties ranging from single-family homes to high-density apartments. A number of different neighborhood organizations represent the residential community, including East Isles, Lowry Hill East, Carag and Ecco. The Uptown Association represents the area business community.

A by-product of this very successful commercial area is a high demand for parking both on-street and off-street that spills over into the surrounding residential neighborhoods. The challenge for this area will be to maintain sufficient movement of its high volumes of bus and vehicular traffic, provide a safe environment for pedestrian flow, and manage the large demand for parking both today and in the future.

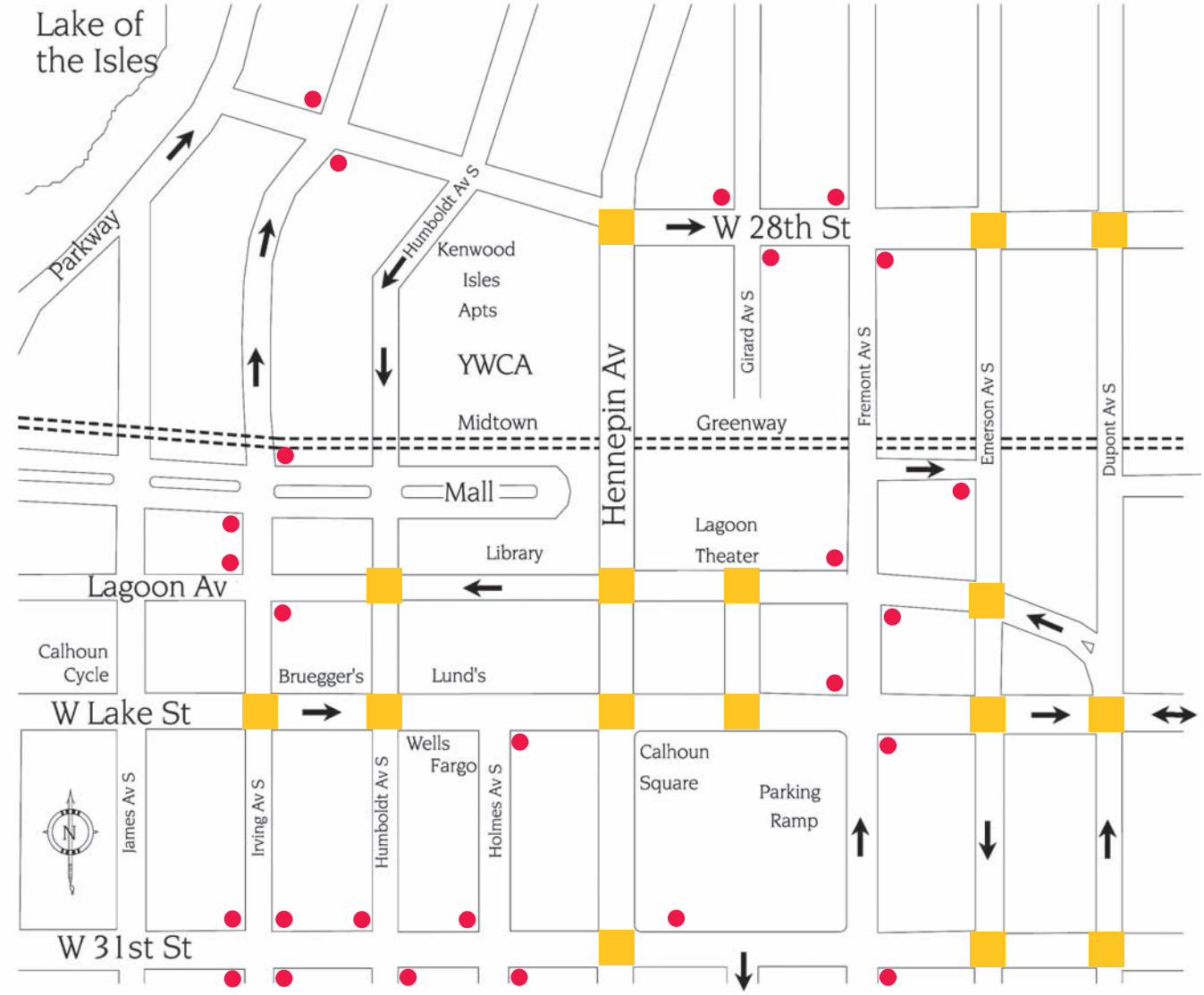
Greater Uptown Area Transportation/Parking Study

Study Area



Greater Uptown Area Transportation/Parking Study

Traffic Control

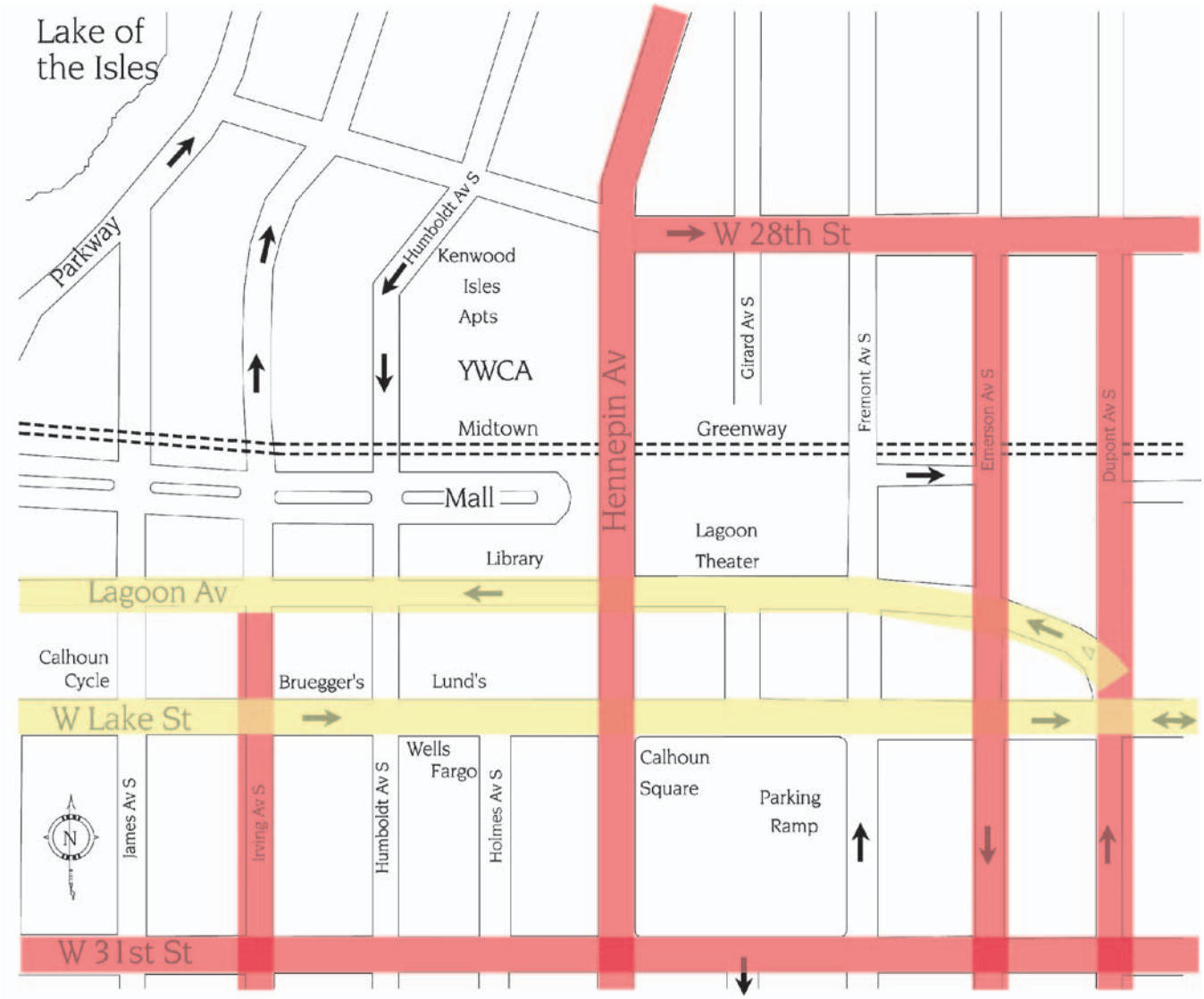


Traffic signal

Stop sign

Greater Uptown Area Transportation/Parking Study

Roadway Jurisdiction



County State Aid (CSA)

Municipal State Aid (MSA)

All other City of Minneapolis

3. Parking Supply

3. Parking Supply

On-street Parking

Parking Meters

There are approximately 310 parking meters located in the Uptown study area, primarily along the area's major streets of Hennepin Avenue, Lake Street and Lagoon Avenue. Generally, the meter system has a two-hour or four-hour time limit enforced Monday through Saturday between the hours of 8 a.m. and 10 p.m. The existing electronic meters have the capability to handle multiple time limits, rates and hours of enforcement. This unique feature allows Uptown parking meters to be set for varying rates and time limits throughout the day to better accommodate the area's needs. The majority of meters in the study area, therefore, have the following dual structure:

- Two-hour limit between 8 a.m. and 6 p.m. Monday through Saturday = $1/hour
- Four-hour limit between 6 p.m. and 10 p.m. Monday through Saturday = $0.50/hour

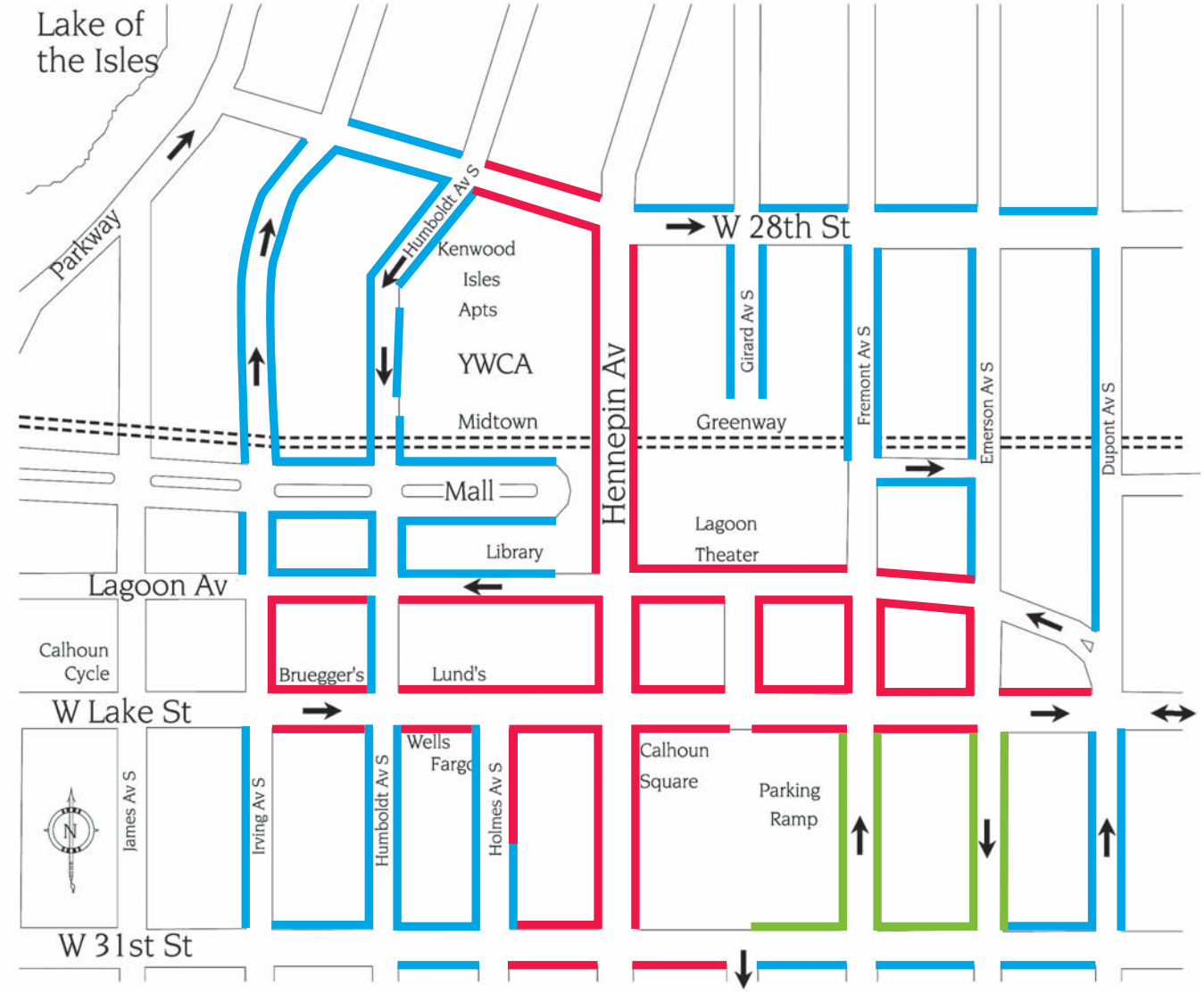
The two-hour limit and $1/hour rate accommodates the daytime shopping demand and encourages a reasonable turnover. Between 6 p.m. and 10 p.m., the time limit lengthens and the rate drops to accommodate the long-term evening restaurant and entertainment customers.

In addition, introducing the parking card (debit card capable of putting time on the parking meter) will maximize the convenience to the meter patron because large numbers of quarters are not needed to "feed the meter."

Slightly different meter rates and hours of operation exist in the Hennepin Avenue – West 28th Street area and the Walker Library parking lot as shown on the map included in this section.

Greater Uptown Area Transportation/Parking Study

Existing On-street Parking Types



Open parking spaces
Meter parking spaces
Critical parking areas (CPA)

* Any blank block faces are No Parking Zones

Greater Uptown Area Transportation/Parking Study

Parking Meter System (hours and rates)

1 hour limit 8 a.m. - 10 p.m. / Daily $1.00 per hour

2 hour limit 8 a.m. - 6 p.m. / Mon. - Sat. $1.00 per hour
4 hour limit 6 p.m. - 10 p.m. / Mon. - Sat. $0.50 per hour

2 hour limit 8 a.m. - 6 p.m. / Mon. - Sat. $0.75 per hour

Greater Uptown Area Transportation/Parking Study

On-street Parking Supply

Open parking spaces
Meter parking spaces
Critical parking areas (CPA)

Unrestricted Blocks

The unrestricted on-street block faces are heavily used during the day, evening and overnight. The unrestricted areas generally are located on predominately residential blocks with a slight exception in the business area in the NE quadrant surrounding Bennet Lumber. Some of the unrestricted blocks would be candidates for installing parking meters to better manage curb space. A more detailed study could be conducted to determine what impacts parking meters would have on the surrounding blocks. Parking meters on some of the existing, unrestricted block faces should be considered as part of an overall parking management plan for the Uptown area as discussed in Section 10.

Critical Parking Area (CPA)

In the far southeasterly corner of the study area is an on-street parking management system known as a Critical Parking Area (CPA). The CPA is a fee-based residential permit parking system created by the City of Minneapolis under which bona fide owners or occupants of adjacent properties are issued permits to allow unrestricted parking on designated streets. Non-permit holders are subject to the posted restrictions on these roadways. In this CPA, the restriction is "No Parking Anytime 9 AM – 9 PM, seven days a week, except by permit." It is highly successful for adjacent residents, but is grossly underused for an area with such a high demand for parking.

Off-Street Parking

The off-street parking in the study is scattered throughout the four quadrants formed by the Hennepin-Lake intersection. There are approximately 2782 off-street parking spaces that are distributed as follows by quadrant:

Quadrant	Spaces
NW	583
NE	1,027
SE	720
SW	420
Total	**2,782**

The off-street parking spaces are in surface lots ranging in size from three to 287 spaces, and two parking ramps – Calhoun Square (573 spaces) and the YWCA (170 spaces). Many lots are free for customer use; the remaining lots and ramps are fee based.

This study did not have funds to conduct an off-street parking rate survey. Fee collection techniques vary widely, and user restrictions are very prevalent. Central public parking directional signs do not exist as a system and, therefore, the ability to find off-street parking can be a hit-or-miss proposition and very confusing to drivers.

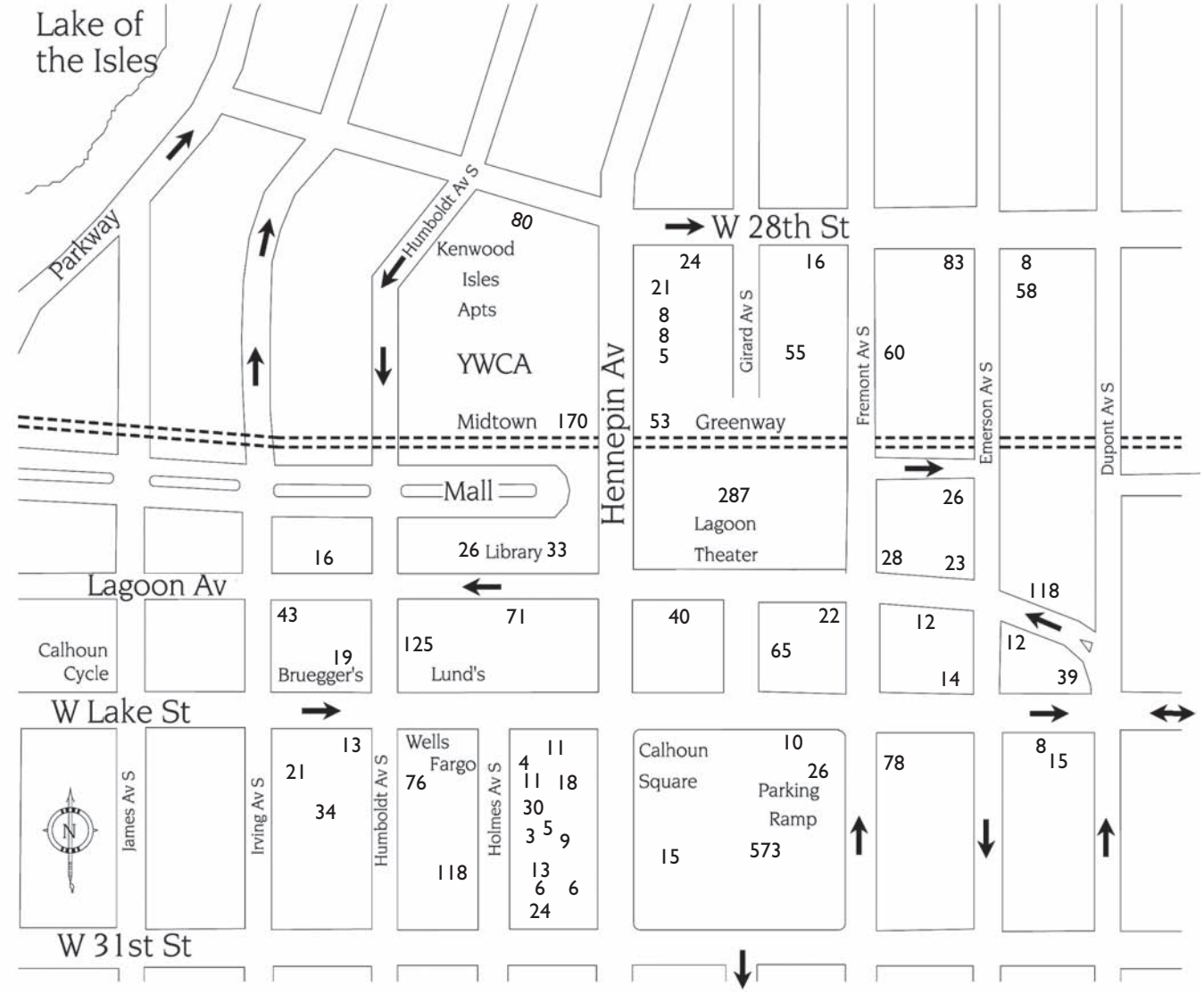
All off-street parking is currently controlled by the private sector and, therefore, no municipal facilities now exist in Uptown. Sharing parking spaces is now possible only if agreeable among the private sector property owners. As Uptown continues to grow, the pressure for more public off-street parking spaces may require the City of Minneapolis to build parking facilities or manage some of the off-street lots.

Greater Uptown Area Transportation/Parking Study

Parking Signs

Greater Uptown Area Transportation/Parking Study

Off-street Parking Supply




80
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130
15
6
6
24

4. Parking Occupancy

4. Parking Occupancy

Baseline (overnight)

Baseline information was collected by neighborhood volunteers on Thursday, July 14, 2005;Wednesday, July 20, 2005; Saturday, July 23, 2005; and Tuesday, July 26, 2005, all between the hours of 5 a.m. and 7 a.m. to determine overnight parking use. The on-street information could be considered problematic due to the fact that the data was collected over multiple days. Ideally, any survey of parking usage should be done on the same day to reflect comparable area conditions. In this case, the data appears to support the pre-study impressions of overnight parking practices and, therefore, will be considered acceptable.

The on-street usage rate, which is assumed to reflect the overnight local demand, ranged from 11 percent to 100 percent on local streets. The main roadways in Uptown (Hennepin Avenue, West Lake Street and Lagoon Avenue) had basically no overnight parked vehicles, while the residential area in the study area was very heavily used.

The bottom line is that most available on-street parking is largely unused overnight, and then used to near capacity during the weekdays due to residents leaving their vehicles on the street and/or employees taking advantage of free parking, with any remaining spaces being used by area customers seeking free parking.

The residential permit parking areas in the southeast quadrant operates with a very low usage rate.

The off-street usage study was very limited and revealed extremely low demand. Only nine parking lots were observed, with the highest use being Lunds (22 percent), Uptown Row (22 percent) and Bruegger's (47 percent). These lots probably reflect early morning customers, rather than overnight parking.

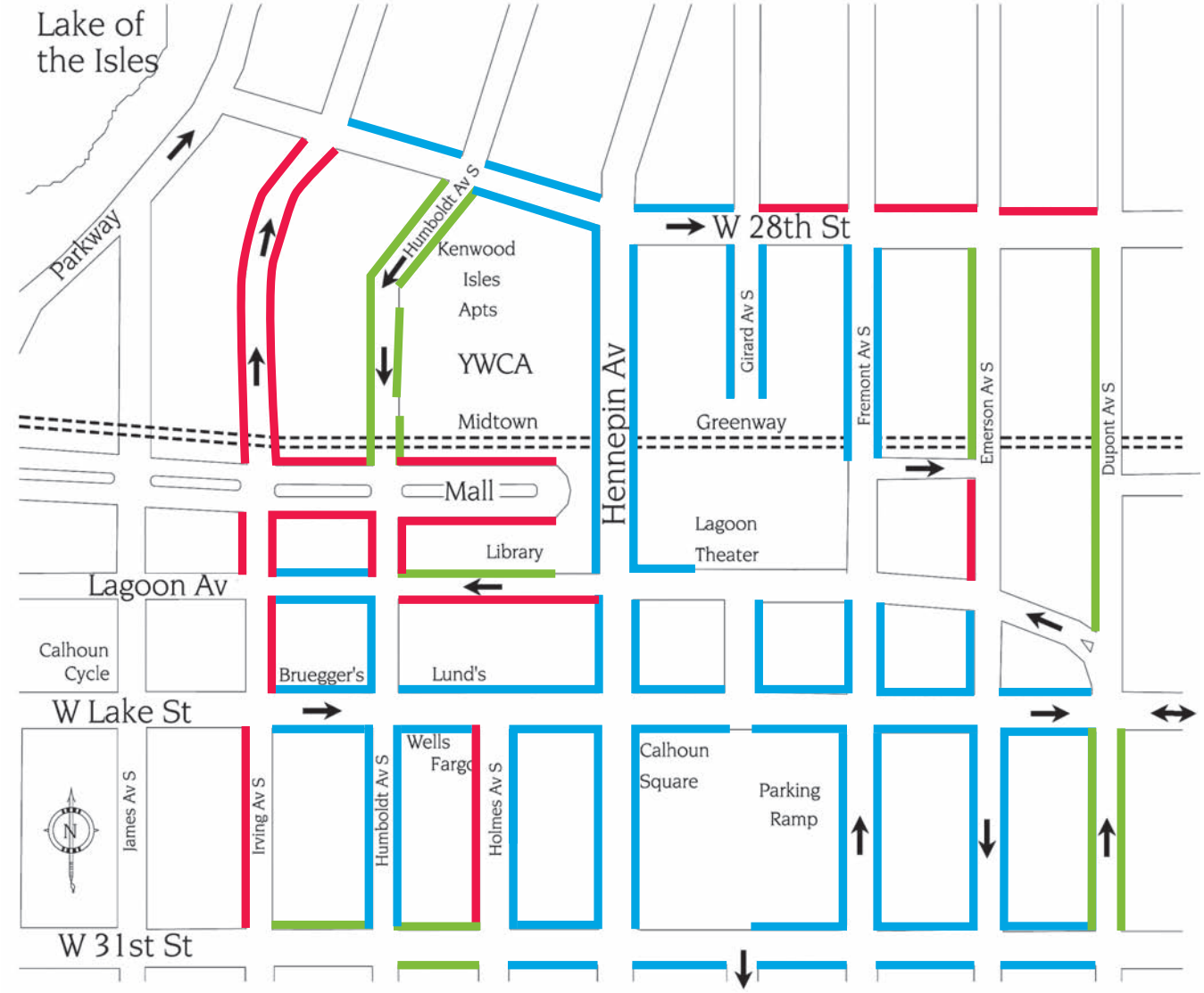
It is not clear why usage is so low, but speculation is a combination of lot owners not wanting to rent/lease their spaces overnight and the rate that is charged. The fact that virtually no on-street blocks were 100 percent used would also minimize any demand for overnight off-street parking.

On-street Occupancy Study

The study to determine the occupancy of the on-street parking supply was conducted in two phases. SEH completed the first phase using the following schedule, during which vehicles were counted on all blocks within the study area.

Greater Uptown Area Transportation/Parking Study

On-street Parking Baseline

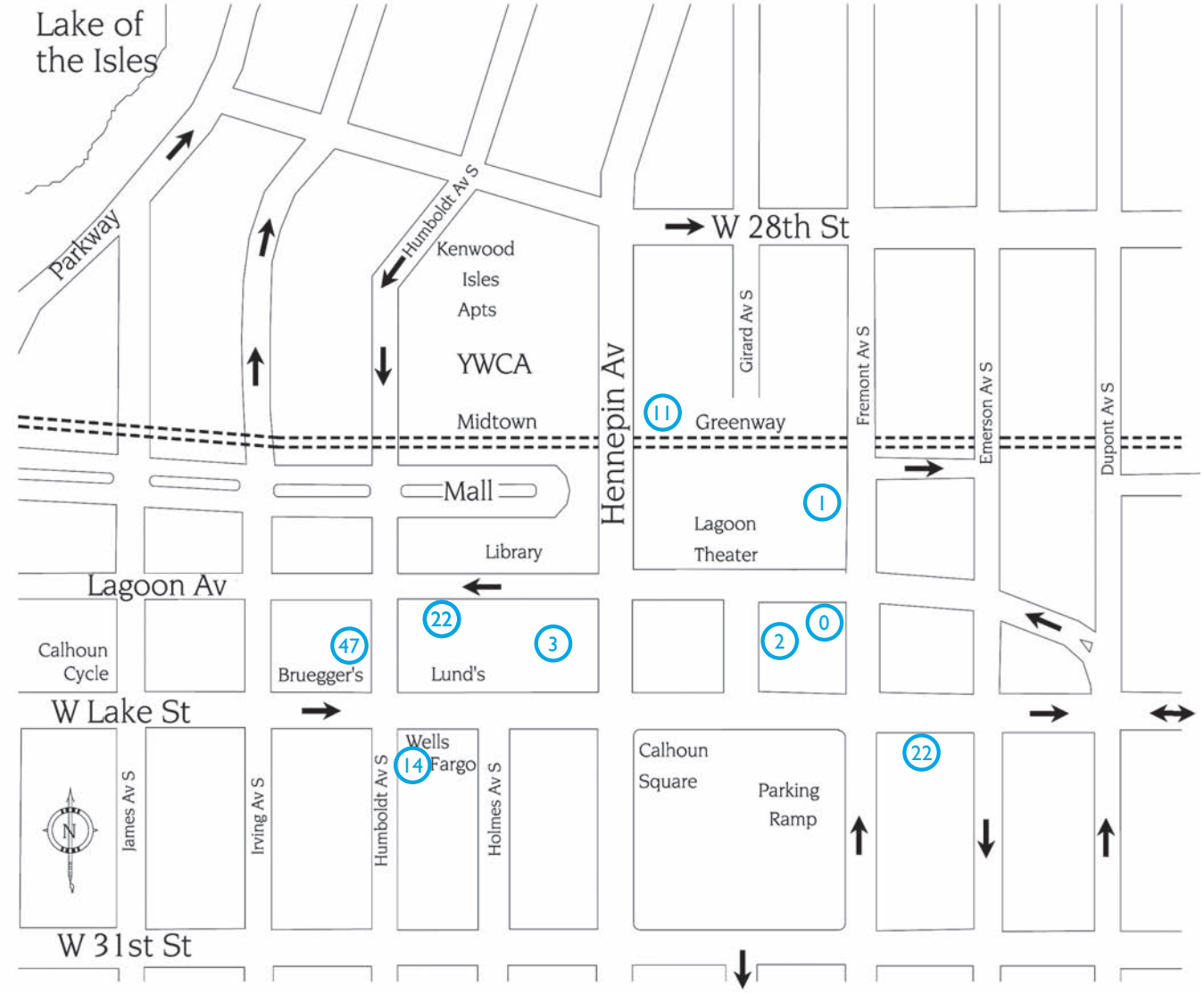


Baseline Occupancy
5 - 7 a.m.

- 0% - 50%
- 51% - 75%
- 76% - 100+ %

Greater Uptown Area Transportation/Parking Study

Off-street Parking Baseline



Percent Usage of Total Lot Spaces
Baseline 5 - 7 a.m.

On-street (completed by SEH)	
Friday (8.12.05)	Noon to 1 p.m.
	6 p.m. to 7 p.m.
	10 p.m. to 11 p.m.
Tuesday (8.16.05)	Noon to 1 p.m.
	6 p.m. to 7 p.m.
	10 p.m. – 11 p.m.

Throughout the months of August and September, neighborhood volunteers counted vehicles on most blocks within the study area during the days of the week and time periods as follows:

On-street (completed by residents)	
Monday – Tuesday	11 a.m. to 1 p.m.
	5 p.m. to 7 p.m.
	9 p.m. to 11 p.m.
Friday – Saturday	11 a.m. to 1 p.m.
	5 p.m. to 7 p.m.
	9 p.m. to 11 p.m.

Weekday Results

Timeframe	Comments
Noon to 1 p.m.	Minimal usage except in certain residential areas
6 p.m. to 7 p.m.	Heavier usage in most areas
9 p.m. to 11 p.m.	Heavy usage throughout the area with the exception of some residential areas

Weekend Results

Timeframe	Comments
Noon to 1 p.m.	Moderate usage except in residential area
6 p.m. to 7 p.m.	Heavy use in all areas except CPA
9 p.m. to 11 p.m.	Very heavy use in all areas except CPA

On-street parking is a major issue in the Uptown area. The parking meter system is nearly filled to capacity for a major portion of Friday and Saturday, and heavily used throughout most portions of the rest of the week. The remaining uncontrolled on-street parking is very heavily used day and night – occupied by residents, employees and customers looking for free unrestricted parking. This leaves the off-street parking lots and ramps as the only realistic means of providing a consistent parking supply for customers of Uptown businesses.

Greater Uptown Area Transportation/Parking Study

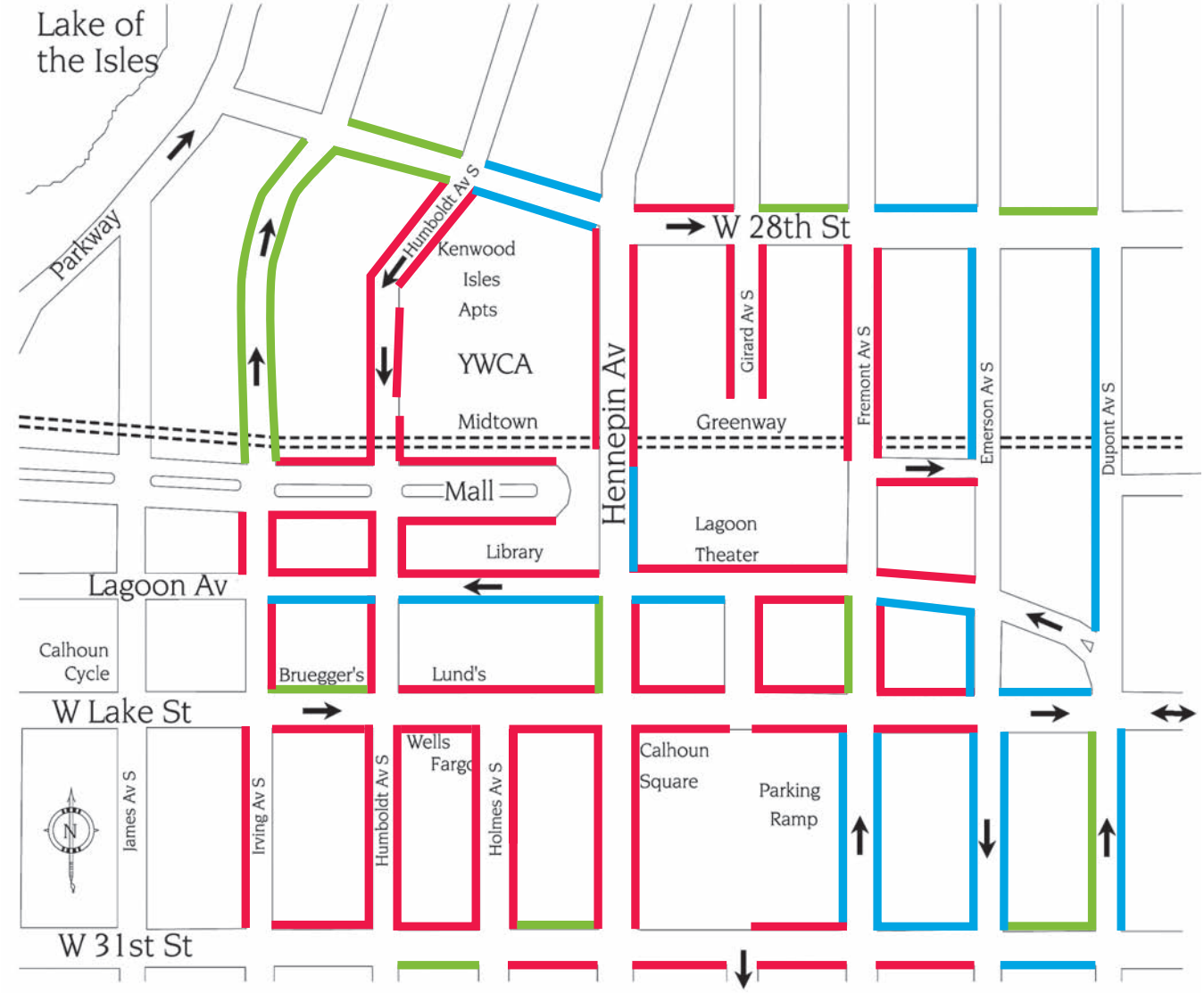
On-street Parking

Percent Occupancy
Tuesday Noon - 1 p.m.

- 0% - 50%
- 51% - 75%
- 76% - 100+ %

Greater Uptown Area Transportation/Parking Study

On-street Parking

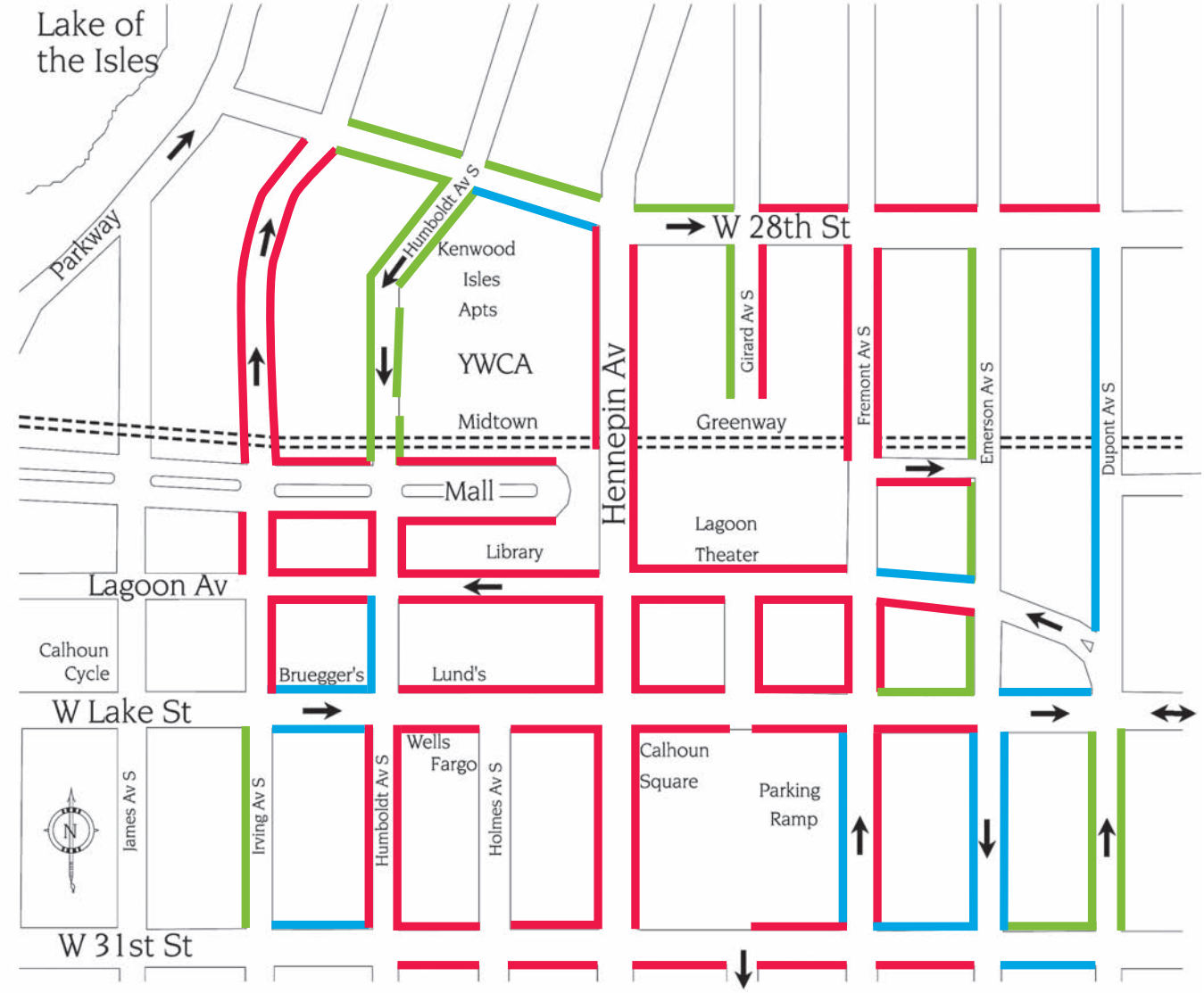


Percent Occupancy
Tuesday 6 - 7 p.m.

- 0% - 50%
- 51% - 75%
- 76% - 100+ %

Greater Uptown Area Transportation/Parking Study

On-street Parking

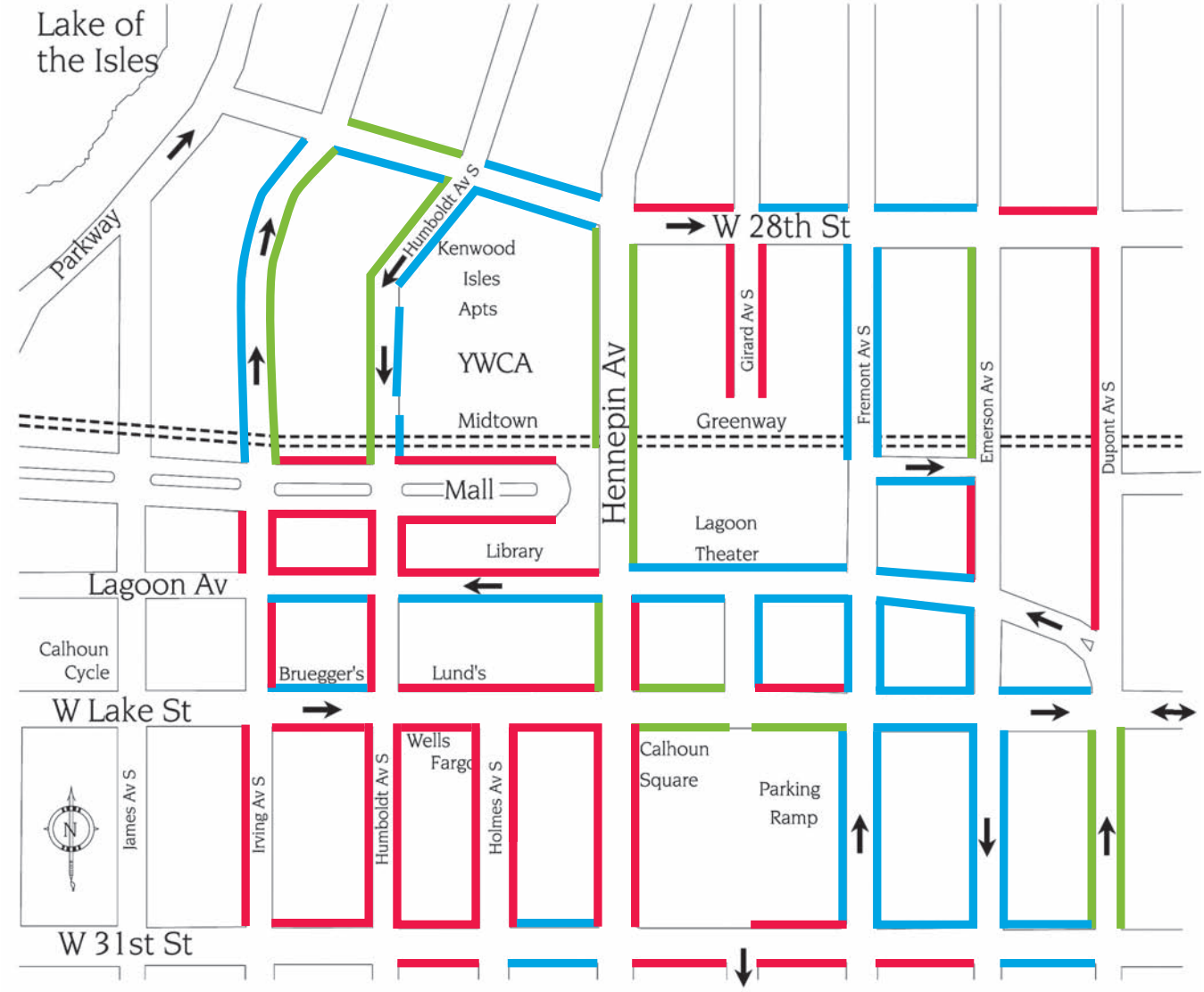


Percent Occupancy
Tuesday 10 - 11 p.m.

- 0% - 50%
- 51% - 75%
- 76% - 100+ %

Greater Uptown Area Transportation/Parking Study

On-street Parking

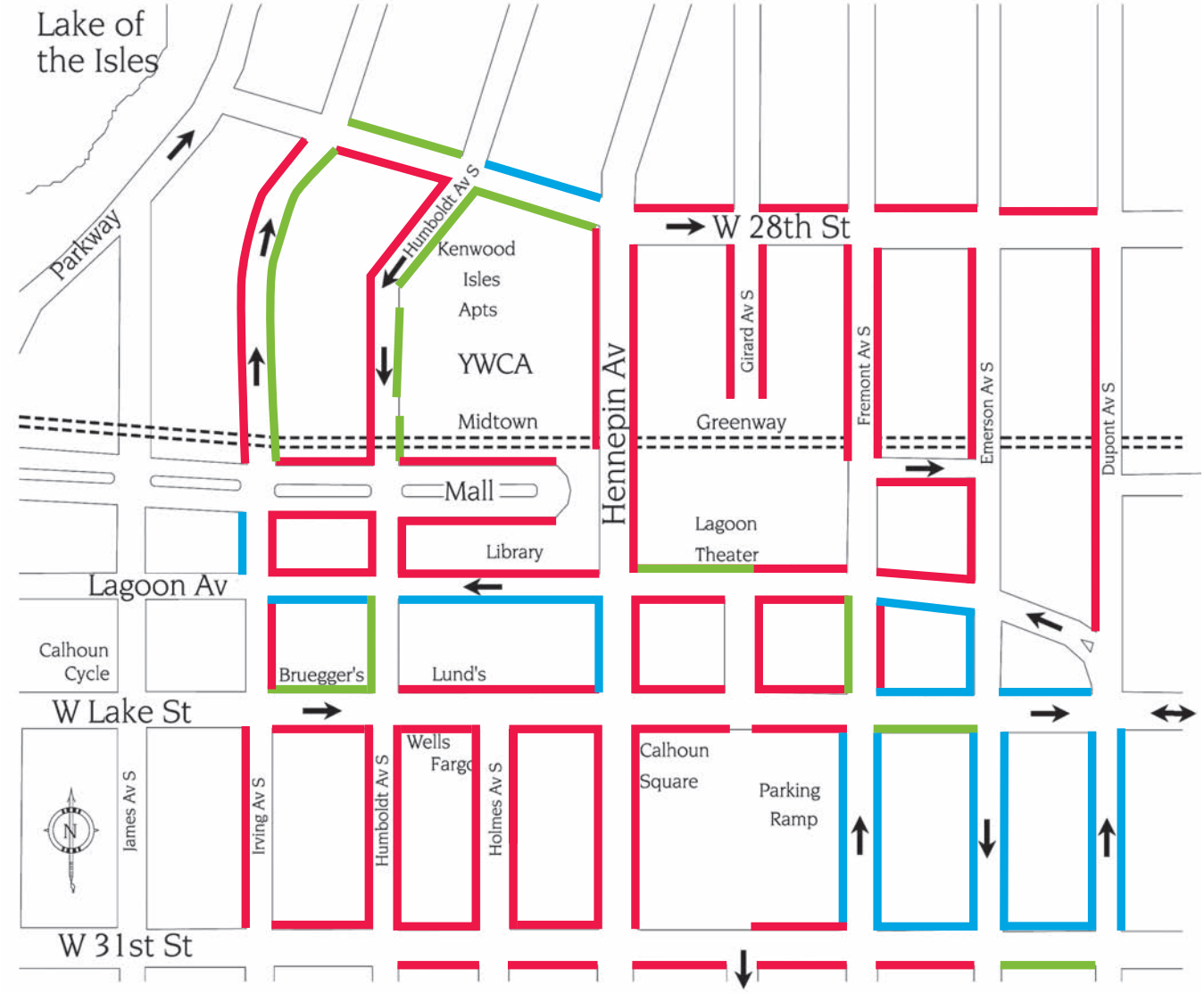


Percent Occupancy
Friday Noon - 1 p.m.

- 0% - 50%
- 51% - 75%
- 76% - 100+ %

Greater Uptown Area Transportation/Parking Study

On-street Parking

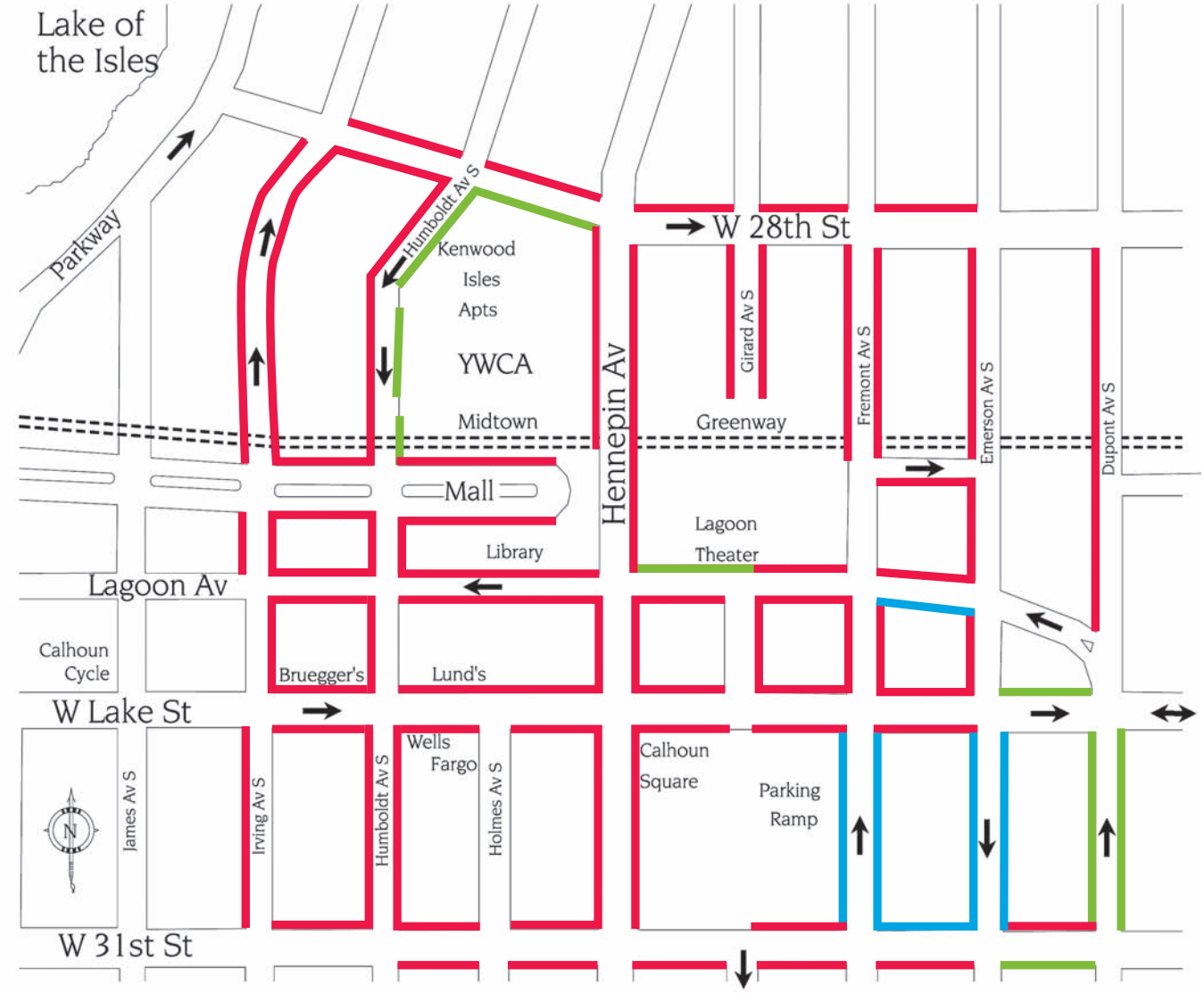


Percent Occupancy
Friday 6 - 7 p.m.

- 0% - 50%
- 51% - 75%
- 76% - 100+ %

Greater Uptown Area Transportation/Parking Study

On-street Parking

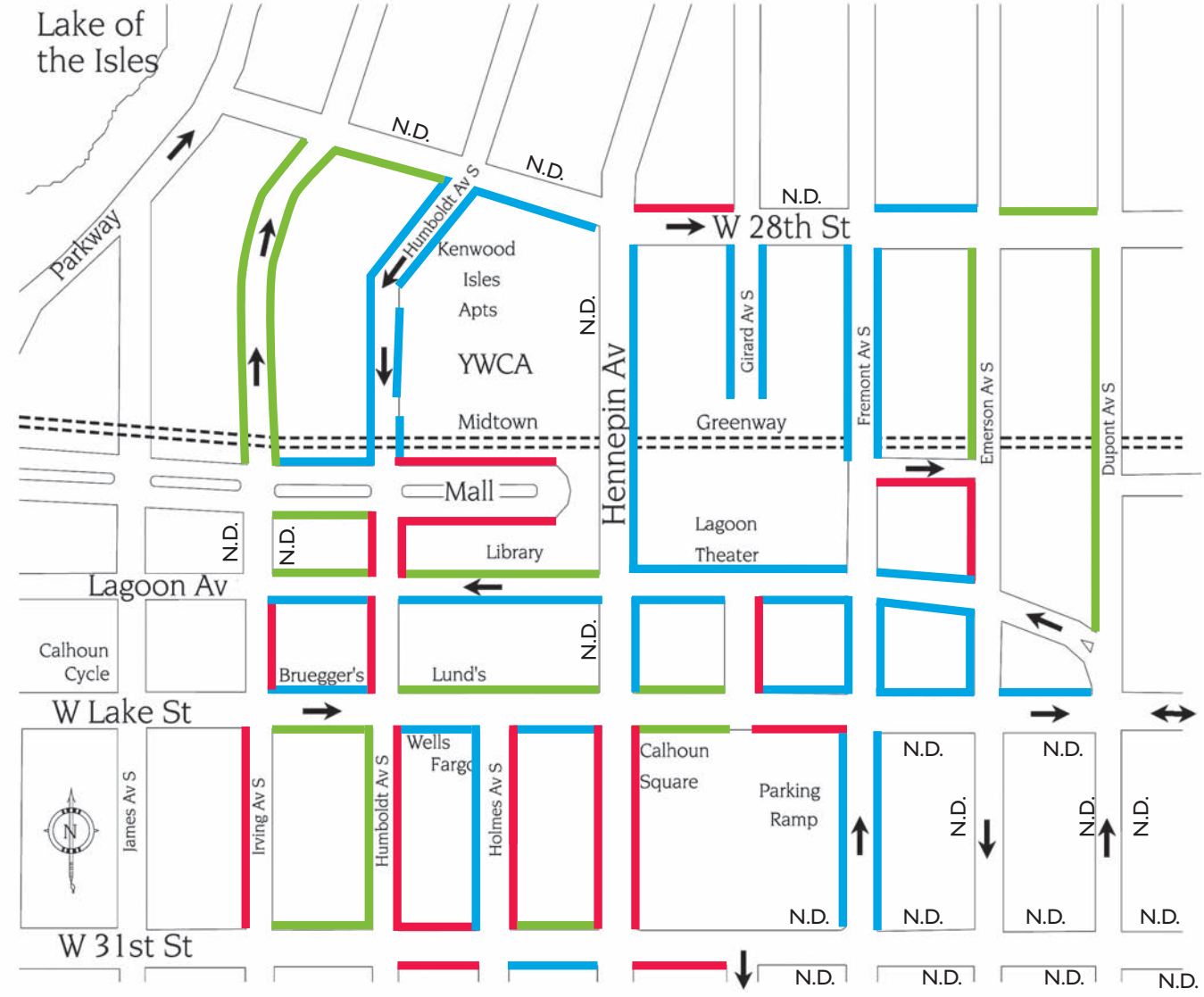


Percent Occupancy
Friday 10 - 11 p.m.

- 0% - 50%
- 51% - 75%
- 76% - 100+ %

Greater Uptown Area Transportation/Parking Study

On-street Parking (Resident's Survey)



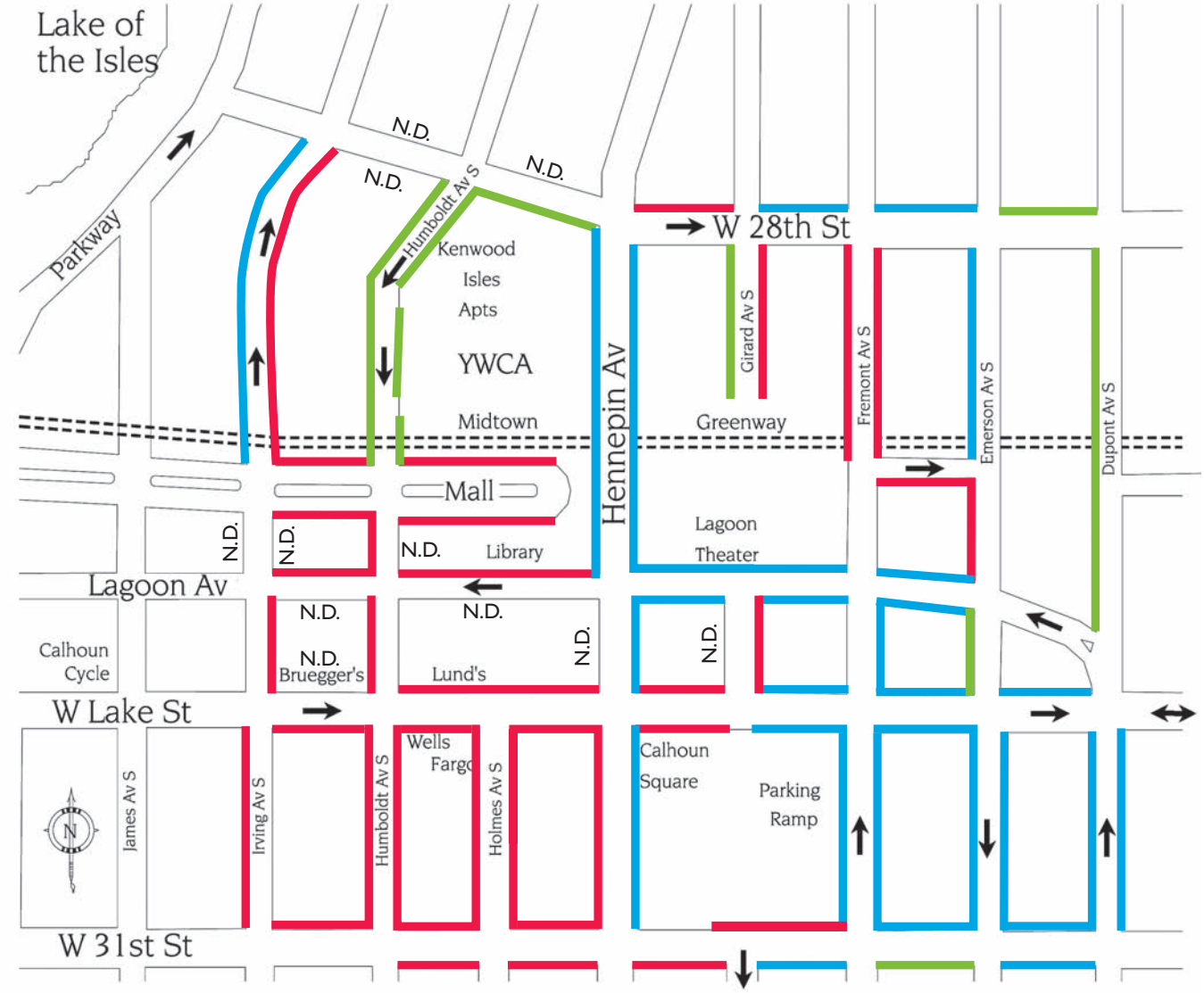
Percent Occupancy
Monday/Tuesday – 11 a.m. - 1 p.m.

- 0% - 49%
- 50% - 74%
- 75% - 100%

N.D. No Data

Greater Uptown Area Transportation/Parking Study

On-street Parking (Resident's Survey)



Percent Occupancy
Monday/Tuesday – 5 - 7 p.m.

- 0% - 49%
- 50% - 74%
- 75% - 100%

N.D. No Data

Greater Uptown Area Transportation/Parking Study

On-street Parking (Resident's Survey)

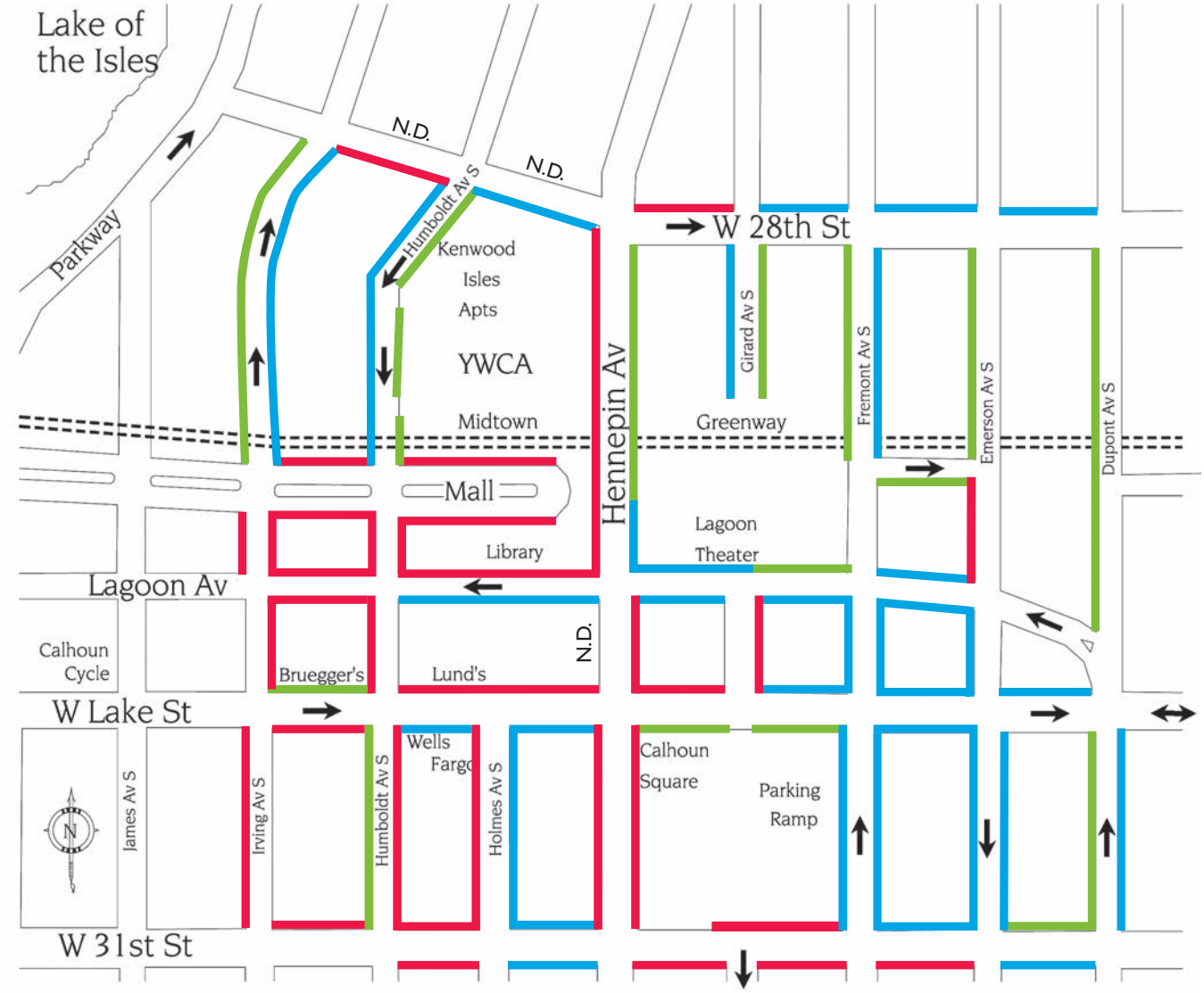
Percent Occupancy
Monday/Tuesday – 9 - 11 p.m.

- 0% - 49%
- 50% - 74%
- 75% - 100%

N.D. No Data

Greater Uptown Area Transportation/Parking Study

On-street Parking (Resident's Survey)



Percent Occupancy
Friday/Saturday – 11 a.m. - 1 p.m.

0% - 49%
50% - 74%
75% - 100%
N.D. No Data

Greater Uptown Area Transportation/Parking Study

On-street Parking (Resident's Survey)

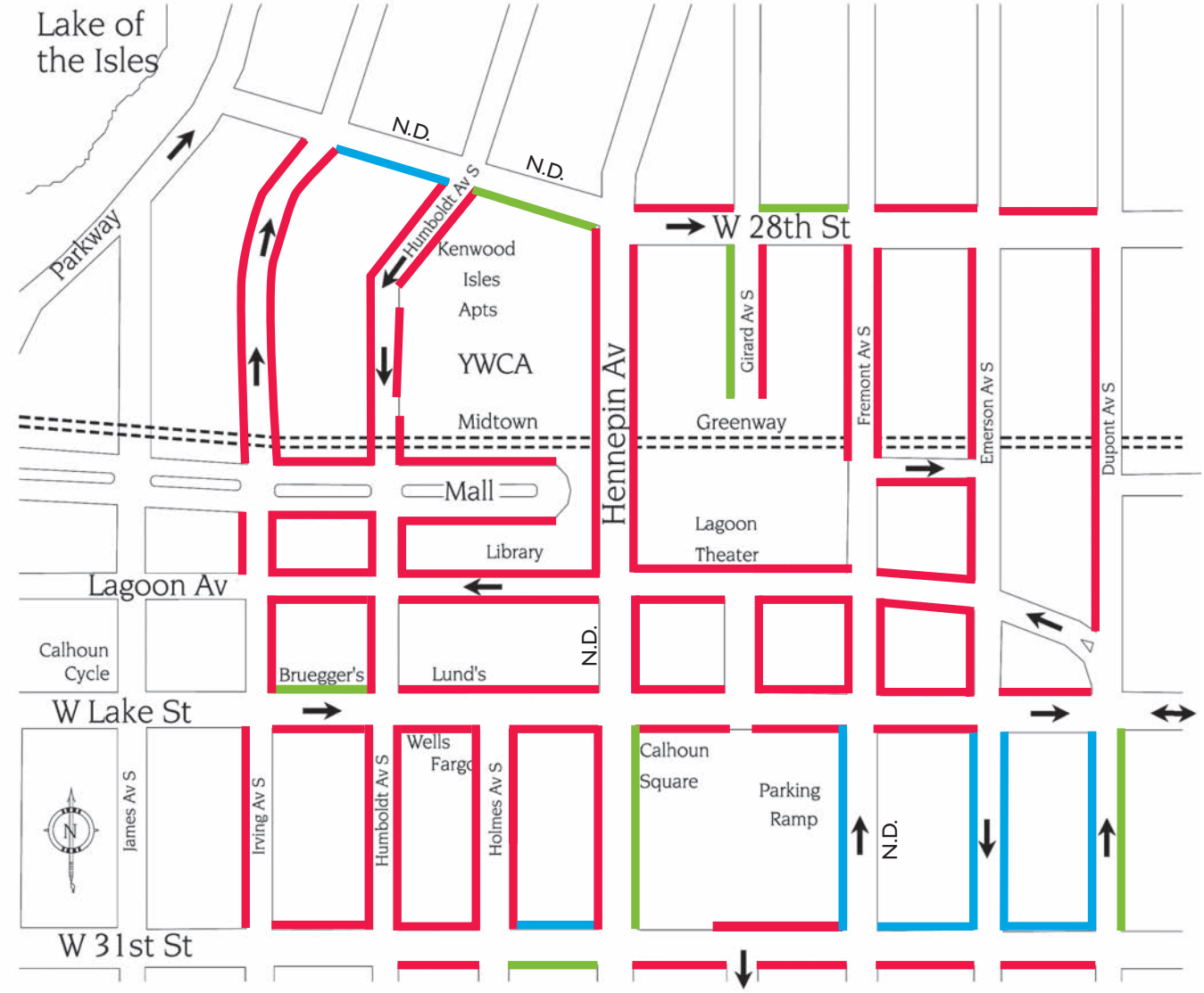
Percent Occupancy
Friday/Saturday – 5 - 7 p.m.

- 0% - 49%
- 50% - 74%
- 75% - 100%

N.D. No Data

Greater Uptown Area Transportation/Parking Study

On-street Parking (Resident's Survey)



Percent Occupancy
Friday/Saturday – 9 - 11 p.m.

- 0% - 49%
- 50% - 74%
- 75% - 100%

N.D. No Data

Off-street Occupancy Study

Volunteers of the Uptown Association and area businesses were responsible for providing the off-street parking data collected at a variety of area parking lots and ramps. The information was secured during the period July 12 – September 9, 2005. The lots were monitored during the same time periods as the neighborhood on-street parking study (i.e., 11 a.m. to 1 p.m.; 5 p.m. to 7 p.m.; and 9 p.m. to 11 p.m.).

The results of the off-street parking study are shown below:

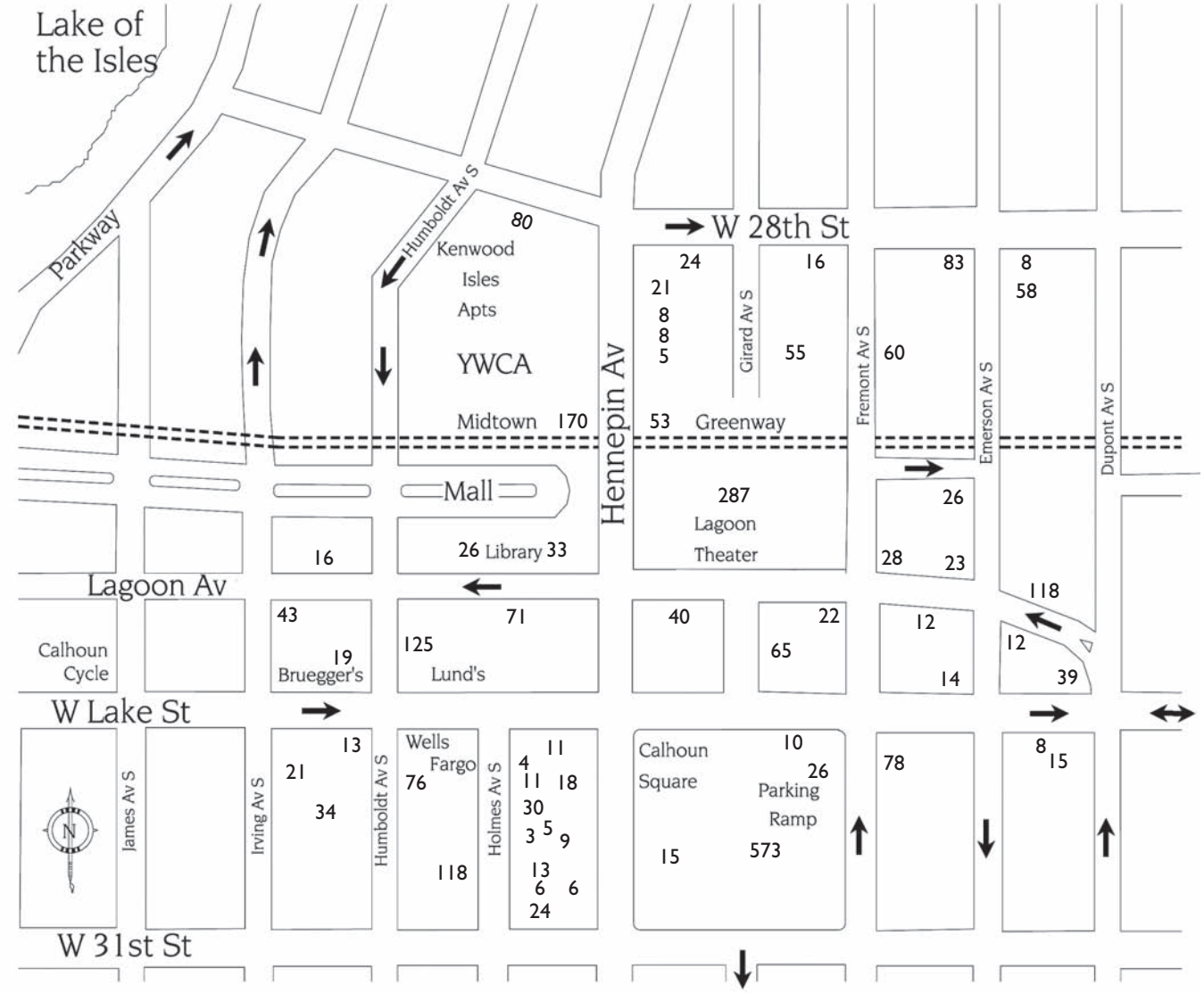
Weekday

Weekend

Location	Capacity	11 a.m. to 1 p.m.		5-7 p.m.		9-11 p.m.	
Lunds	125	52	42%	68	54%	37	30%
Lunds	125	57	46%	131	100%	17	14%
Campiellos	65			17	26%	22	34%
Campiellos	65			12	18%		
BARA/Lagoon/Williams	287	14	5%	91	32%	165	57%
BARA/Lagoon/Williams	287	17	6%	143	50%	258	90%
Rainbow Shops	71	62	87%	52	73%	42	59%
Rainbow Shops	71	61	86%	37	52%	65	92%
Cheapo	22	14	64%	13	59%	22	100%
Cheapo	22	11	50%	19	86%	15	68%
Uptown Row	78	45	58%	34	44%	22	28%
Uptown Row	78	47	60%	49	63%	48	62%
Old Chicago	53	15	28%	32	60%	59	100%+
Old Chicago		36	68%	50	94%	64	100%+
Dunn Bros.	19	12	63%	12	63%	5	26%
Dunn Bros.	19	16	84%	9	47%	4	21%
McDonalds	40	13	33%	11	28%	11	28%
McDonalds	40	9	23%	19	48%		
Walker Library	33	14	42%	10	30%	30	91%
Walker Library	33	1	3%	0	0%		
1609 W. Lake	33	33	100%	25	76%	16	48%
1609 W. Lake	33	24	73%	16	48%		
Calhoun Square	573	241	42%	214	37%	327	57%
Calhoun Square	573	213	37%	372	65%	502	88%
YWCA	170	43	25%			6	4%
YWCA	170	54	32%	44	26%	10	6%

Greater Uptown Area Transportation/Parking Study

Off-street Parking Supply



Weekday Results

Timeframe	Comments
11 to 1 p.m.	Little usage, generally under 50 percent
5 p.m. to 7 p.m.	Moderate usage throughout
9 p.m. to 11 p.m.	Heavy usage in larger facilities

Weekend Results

Timeframe	Comments
11 a.m. to 1 p.m.	Light usage, generally under 50 percent
5 p.m. to 7 p.m.	Moderate to high usage throughout
9 p.m. to 11 p.m.	Heavy usage at most facilities

At this time, there is still excess capacity in the overall existing off-street parking supply; however, the major parking suppliers in the area – the Calhoun Square Ramp and the surface lot north of the Lagoon Cinema – are used near capacity during weekends. Other smaller surface lots are also heavily used during this time period. Excess capacity does exist in the late evening (9 p.m. to 11 p.m.) in the Lunds, Sons of Norway and Campiellos lots, as well as a very underutilized YWCA parking ramp. Some of the smaller business lots are closed off in the evening. Negative signing restricts use of many of the surface lots throughout the area (See Page 12).

5. Employee Information

5. Employee Information

Uptown Association Director Cindy Fitzpatrick conducted a survey in 2005 of area businesses to determine the number of people employed and their commuting habits, the results of which are summarized below. The survey results show that throughout the course of a peak day (Friday or Saturday), approximately 2,500 employees work in the Uptown area. The number of employees who indicated they drive to work was approximately 1,500, or 60 percent, of the total. The vast majority of those who drive to work indicated they park free of charge on neighborhood streets. This is an issue that should be addressed in the overall parking management plan.

Approximately 400 employees stated they took the bus to work, which equaled approximately 16 percent of the employee total. This percentage is good for an area outside of downtown Minneapolis; however, due to the outstanding transit service passing through Uptown, and the parking issues present today, the transit use in this area should be increased.

Obviously, all 2,500 employees are not present during the same time period, with totals influenced by the operating hours of the businesses involved. The restaurant and entertainment venues have multiple shifts, while other businesses are not open at all at night or on weekends. Given this, it would seem reasonable to assume that during a substantial period of the week, at least 50 percent of employees are present, equaling approximately 1,250 commuters. Of those 1,250 commuters, at least 60 percent drive (maybe more at night), for a minimum of 750 vehicles. If we equate this number to the 3,800 parking spaces in the study area (1,000 of which are on-street), we can see that employee parking has a significant impact on the area parking supply. A parking management plan targeted at employees should be included in the overall management plan for the area. This issue will only grow in importance as existing surface parking lots are reduced due to additional development.

The type of measures available to employees to encourage the use of alternative forms of transportation include:

- Promoting bus pass sales
- Subsidizing a portion of bus passes
- Assisting in securing monthly off-street parking rates
- Providing bicycle lockers or racks
- Investigating remote parking ramps/lots
- Transit passes at greatly reduced fees
- Establish a Transportation Management Organization (TMO) similar to downtown to help employers set up and promote these options, including car pooling

- Provide a subsidy to any employee who doesn't drive a vehicle (e.g., $20/month)

Generally speaking, business owners in the area may exercise some control over where employees park and, therefore, use of one or more of the above should be considered.

6. Valet Zones

6. Valet Zones

At the time of this study, there were five valet operations in use:

- Chino Latino (2916 Hennepin)
- Drink of Uptown
- Stella's Fish Cafe (1400 West Lake Street)
- Calhoun Square (vacated area on Girard Avenue)
- Lucia's Restaurant (1432 West 31st Street)

The size of the valet zones are based on the expected number of valet customers, usually two to three spaces per zone. The expected usage is also the main factor in determining the number of off-street spaces required for each valet operation. The off-street parking supply is approved on a case-by-case basis and, therefore, the location and number of spaces provided by each business can vary widely.

Due to the workload of enforcement personnel, it is unlikely the valet operations are monitored on any regular basis to determine whether or not the valet zone is managed properly, the authorized off-street areas were used, or how many vehicles were actually parked off-street. This entire area of valet operation is unverified and, therefore, it cannot be determined at this time whether or not a problem exists.

If concerns persist, a detailed follow-up study should be conducted to monitor the use of curb space, location of valet vehicles and actual number of valeted vehicles to determine the impact on the general parking supply. This study should be done on a weeknight and during a peak time, such as Friday or Saturday night.

7. Traffic Study Results

7. Traffic Study Results

Part of the Greater Uptown Area Transportation and Parking Study is to study existing traffic operations. Two travel demand management studies for the Lagoon and the Calhoun Square developments were conducted earlier this year by another consultant. The studies analyzed existing and future traffic operations at the majority of the intersections in the Uptown area. The 15 intersections covered by these earlier studies were:

- Hennepin Avenue at West 29th Street
- Lagoon Avenue intersections from Hennepin Avenue to Fremont Avenue South (three intersections)
- West Lake Street intersections from Humboldt Avenue South to Dupont Avenue South (seven intersections)
- West 31st Street intersections from Holmes Avenue to Fremont Avenue South (four intersections)

The City believed the results of these studies – in particular the analysis of existing conditions – were reliable and did not require further in-depth analysis. The City provided turning movement counts and existing traffic signal timings for these intersections to SEH, with which a cursory analysis of these counts was performed. No major discrepancies were found between the existing conditions analysis in those earlier studies and the results obtained by SEH.

To capture the entire Uptown transportation system, afternoon peak-hour analysis was requested at five intersections not analyzed in the travel demand management plans for either development. These intersection are:

- Hennepin Avenue and West 28th Street
- Lagoon Avenue and Irving Avenue South,
- Lagoon Avenue and Humboldt Avenue South
- Lagoon Avenue and Emerson Avenue South
- West Lake Street and Irving Avenue South

The intersection of Lagoon and Irving is controlled by stop signs stopping northbound and southbound Irving Avenue traffic; the remaining four intersections are controlled by traffic signals.

Level of Service

The Synchro/SimTraffic traffic analysis and simulation package was used to analyze the traffic operations at these five intersections. Levels of service were derived for each movement at each intersection. Level of service (LOS) is a method of assigning a grade to traffic operations based on estimated vehicle delays. LOS A represents

Greater Uptown Area Transportation/Parking Study

Level of Service Study Locations

- Lagoon TDM
- Calhoun Square TDM
- Lagoon TDM and Calhoun Square TDM
- Suggested new study locations

uncongested conditions with little delay; LOS F represents congested conditions in which delays are significant, and traffic demands usually exceed the capacity of the roadway or traffic control device. Levels of service B through E represent conditions between the two extremes, with LOS D generally regarded as the lowest level of service acceptable for design.

Synchro uses Highway Capacity Manual (HCM) equation-based mathematical formulas to estimate traffic impacts. The effects of the interaction of traffic control devices at adjacent intersections are estimated using a "coordination factor." SimTraffic is a microscopic simulation model of the street network operation that keeps track of measures of effectiveness (such as travel times, delays, stops and fuel consumption) on a vehicle-by-vehicle and intersection-by-intersection basis. Consequently, SimTraffic accounts for the interaction between intersections directly.

The following table shows the results of the analysis for the five intersections identified above.

Synchro/SimTraffic Level of Service Analysis – PM Peak

Intersection	Synchro (Highway Capacity Manual)		SimTraffic Traffic Simulation
	LOS	v/c ratio	LOS
Hennepin Ave. & W 28th St Timing optimized	C/D B/D	0.95 0.88	F/F D/F
Lagoon Ave. & Irving Ave. S.	E/F	1.98	A/D
Lagoon Ave. & Humboldt Ave. S.	B/D	0.81	B/D
Lagoon Ave. & Emerson Ave. S.	B/D	0.49	B/D
W. Lake St. & Irving Ave. S.	B/D	0.46	B/D

For each level of service analysis, two levels of service are shown. The first level of service corresponds to the overall intersection level of service, representative of the average level of service experience by vehicles at the intersection. The second level of service corresponds to the worst level of service anticipated for any vehicle movement. This level of service has been included because overall intersection level of service frequently masks a problem encountered by one or more movements at the intersection.

Also shown under the Synchro analysis is "v/c ratio" as calculated from the HCM formulas. The value shown is the highest volume-to-capacity ratio for any movement at the intersection. In general, v/c ratios greater than 0.95 indicate a potential operational problem at the intersection.

Both level of service and v/c ratio are provided because there are some instances in which a poor level of service – derived from a relatively high delay to a small number of vehicles – is a function of a

high traffic signal cycle length rather than a demand close to or exceeding the capacity for that movement.

From the table, it can be seen that the level of service results from Synchro and SimTraffic are similar for the last three intersections. Combined with the relative low v/c ratios (all 0.81 or less), no operational problems should be observed at Lagoon and Humboldt, at Lagoon and Emerson, or at Lake and Irving.

On the other hand, differences in levels of service between the two methods were found for the intersections of Hennepin and 28th and Lagoon and Irving. In both cases, the results from the SimTraffic analysis are more likely to be accurate.

For Lagoon Avenue and Irving Avenue South, the HCM methods that are used in Synchro fail to accurately account for the effect of the short distance from the upstream signal at Lagoon and Humboldt. The HCM methods assume a more random pattern of vehicle arrivals on Lagoon at Irving than are actually occurring. The signal at Humboldt acts as a metering device, releasing vehicles toward Irving in platoons rather than randomly, and when the signal for Lagoon traffic at Humboldt is stopped for a red light, gaps in Lagoon traffic are provided at Irving, which allows vehicles waiting on Irving to cross or turn onto Lagoon. Therefore, at Irving Avenue, vehicles on Lagoon encounter virtually no delay (LOS A) because Irving Avenue vehicles must stop for stop signs, and the relatively small number of vehicles on Irving (less than 200 during the peak hour) wait an average of 40 seconds (LOS D).

For the intersection of Hennepin Avenue and West 28th Street, the differences between the two methods were less significant. LOS D corresponds to delays of up to 55 seconds per vehicle, and LOS F corresponds to delays exceeding 80 seconds – a 25-second difference. Field observations revealed that significant southbound queues develop, resulting in substantial delays and frequently preventing vehicles from passing through the intersection on the first green indication received after joining the queue. With the relatively high cycle length (120 seconds) used in the Uptown area during the afternoon peak, a delay in excess of 80 seconds per vehicle – the maximum delay for LOS E – is not surprising at this intersection. Contributing to the delay are left-turning vehicles, both northbound and southbound, which are not provided with a separate left-turn lane. Consequently, left-turning vehicles faced with oncoming through traffic must wait, delaying not only themselves but also any following through vehicles. This problem is reduced somewhat for southbound left-turning traffic, which receives a left-turn arrow at the beginning of the southbound green indication; however, southbound left-turning traffic arriving at the intersection after the left arrow expires must wait for gaps in oncoming traffic or for the left arrow in the next signal cycle.

In the table, the second line displayed for this intersection (labeled "timing optimized") shows that some improvement in intersection operation can be achieved through signal timing revisions – primarily apportioning slightly more time to the northbound and southbound through traffic and slightly less time to the eastbound traffic. Some additional benefit to vehicles could be achieved through the addition of short left-turn bays in both directions, prohibiting northbound left turns during the peak period, and/or converting the traffic signal operation from pre-timed to actuated.

Regardless of mitigation measures, without widening Hennepin Avenue, this intersection is and will remain a bottleneck during the afternoon peak period, preventing additional traffic from reaching the Uptown area from the north via Hennepin Avenue. If additional afternoon peak vehicular traffic from the north is generated by the Uptown area, through development or other means, that traffic will reach the area by way of other major streets (such as Lyndale Avenue) or by way of neighborhood streets.

Exclusive pedestrian signal phases (also known as "pedestrian scramble" and "Barnes' dance"), during which all vehicles are stopped and pedestrians cross the intersection in all directions, was evaluated for the two intersections at which pedestrian traffic is highest – Hennepin and Lagoon and Hennepin and Lake. An exclusive pedestrian phase was implemented at the intersection of Hennepin Avenue and Lagoon Avenue in 1982. The result was a failure. Pedestrians were confused and hesitant to start crossing when walk indications were displayed in all directions concurrently with red vehicle indications. In many cases, pedestrians waited for the green vehicle indication before starting to cross. Consequently, some pedestrians were crossing when they were supposed to, during the exclusive pedestrian phase, and other pedestrians were crossing based on the vehicle indications, preventing vehicles from turning. As a result, with the exclusive pedestrian phase, not only did motorists have less green time available to them, but they still had to yield to pedestrians who were in the crosswalk illegally. Within days, the council ordered the return to the previous "normal" operation, in which the walk indications for pedestrians and the green indications for vehicles were displayed concurrently.

When modeled for the Hennepin and Lake intersection, all vehicle movements degrade to LOS F and traffic queues extend for at least one block in all directions. This result assumes pedestrians obey the pedestrian signals and do not cross at the same time adjacent vehicles are moving. Any pedestrians crossing during vehicle movements would further degrade the operation.

When modeled for the Hennepin and Lagoon intersection, again assuming pedestrians obey the pedestrian signals, traffic queues extend for two or more blocks both to the north (southbound traffic) and to the east (westbound traffic). The backup to the north extended

into the 28th Street intersection, which was identified earlier in this analysis as being a critical intersection in this area.

Benefits Achievable Through Areawide Signal Retiming

In the analysis presented here and in studies conducted earlier this year, three critical intersections were identified on Hennepin Avenue at West 28th Street, Lagoon Avenue and West Lake Street. While these three intersections have the greatest impact on traffic operations in the area, potential improvements through retiming all of the traffic signals in this area were also investigated.

Again through the combined use of Synchro and SimTraffic, optimized timing plans were developed using the latest counts available while retaining traffic signal interval durations for safe pedestrian crossings. The results, shown in the table below, indicate that the existing timing cannot be improved upon to any great extent. Reductions in delays and stops of only four percent were attained through the signal timing optimization.

Traffic Operations for Existing vs. Optimized Signal Timing – P.M. Peak

	Existing	Optimized
Areawide Delay (vehicle hours)	179	172
Areawide Stops	15,303	14,705
Fuel Consumption (gallons)	402	394
Average System Speed (mph)	12.5	12.8
Delay per vehicle-mile traveled (sec/veh-mi)	159	151

Pedestrian Signals/Facilities

Pedestrian flow in the Uptown area has a definite impact on vehicular flow. The number of pedestrians is significant and, depending upon approach and time of day, pedestrian movements can restrict vehicular flow and contribute to congestion. On the other hand, the traffic conditions can create a safety issue for pedestrian flow. Crosswalks are only painted once a year (or less) and are quickly worn out by the heavy traffic volumes, which contribute to pedestrian safety concerns.

Future consideration should be given to a more permanent type of pedestrian marking in this heavily pedestrian-oriented area. A reflective material embedded in the pavement would be particularly helpful during the nighttime hours when large pedestrian flow interacts with heavy vehicular movements. A better light level, especially at the intersections in the transition areas between the high-light levels of the commercial areas and the lower-level lights in the residential area, would make pedestrians more visible to drivers in this high-activity, congested commercial area.

Traffic Accidents

A review of the Minneapolis accident records system for the Uptown area for the period of January 1, 2003, through September 1, 2005, has revealed interesting information. The following list reflects all intersections with seven or more accidents during the study period:

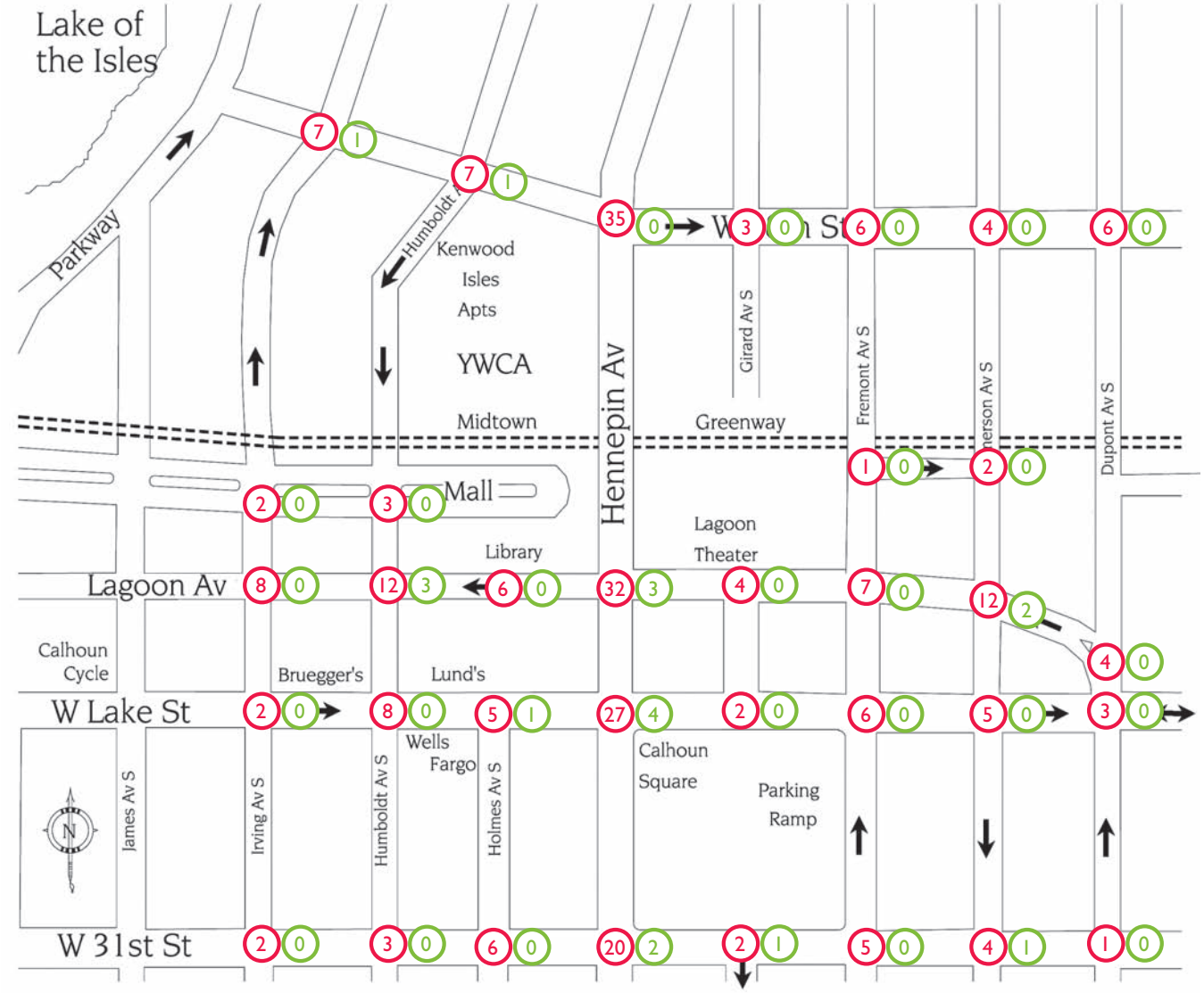
Intersection	Total Accidents	Pedestrians
Hennepin Ave – W 28th St.	35	0
Hennepin Ave – Lagoon Ave.	32	3
Hennepin Ave – Lake Street	27	4
Hennepin Ave – W 31st St.	20	2
Lagoon Ave – Emerson Ave.	12	2
Lagoon Ave – Humboldt	12	3
Lagoon Ave – Irving Ave.	8	0
Humboldt Ave – W Lake St.	8	0
Humboldt Ave – W 28th St.	7	1
Lagoon Ave – Fremont Ave. S.	7	0

Further study should be undertaken to determine the cause and potential mitigative measures to reduce the accident issues on Hennepin Avenue at its intersection with cross streets in the Uptown area. Accident levels on Hennepin Avenue are much higher than on other area roadways. Contributing factors to these conditions undoubtedly include high traffic volumes, large turning movements, frequent lane changes, mix of vehicles (i.e., buses, trucks, bicycles and autos), pedestrians, and the general conflicts inherent in operating a two-way street with parking on both sides.

Pedestrian volumes in and through the Uptown area are among the highest in the City. As such, it is not surprising to see a number of intersections with multiple pedestrian accidents. Pedestrians boldly assert their rights in this area and probably have an impact on traffic flow. The vast majority of pedestrian accidents occur on Hennepin Avenue. The only other intersections with multiple pedestrian accidents are Lagoon/Humboldt Avenue and Lagoon/Emerson. All should be reviewed to determine if any potential mitigative measures stand out.

Greater Uptown Area Transportation/Parking Study

Area Accidents 1/1/03 - 9/1/05



Total Accidents

Pedestrian Accidents

8. Transit

8. Transit

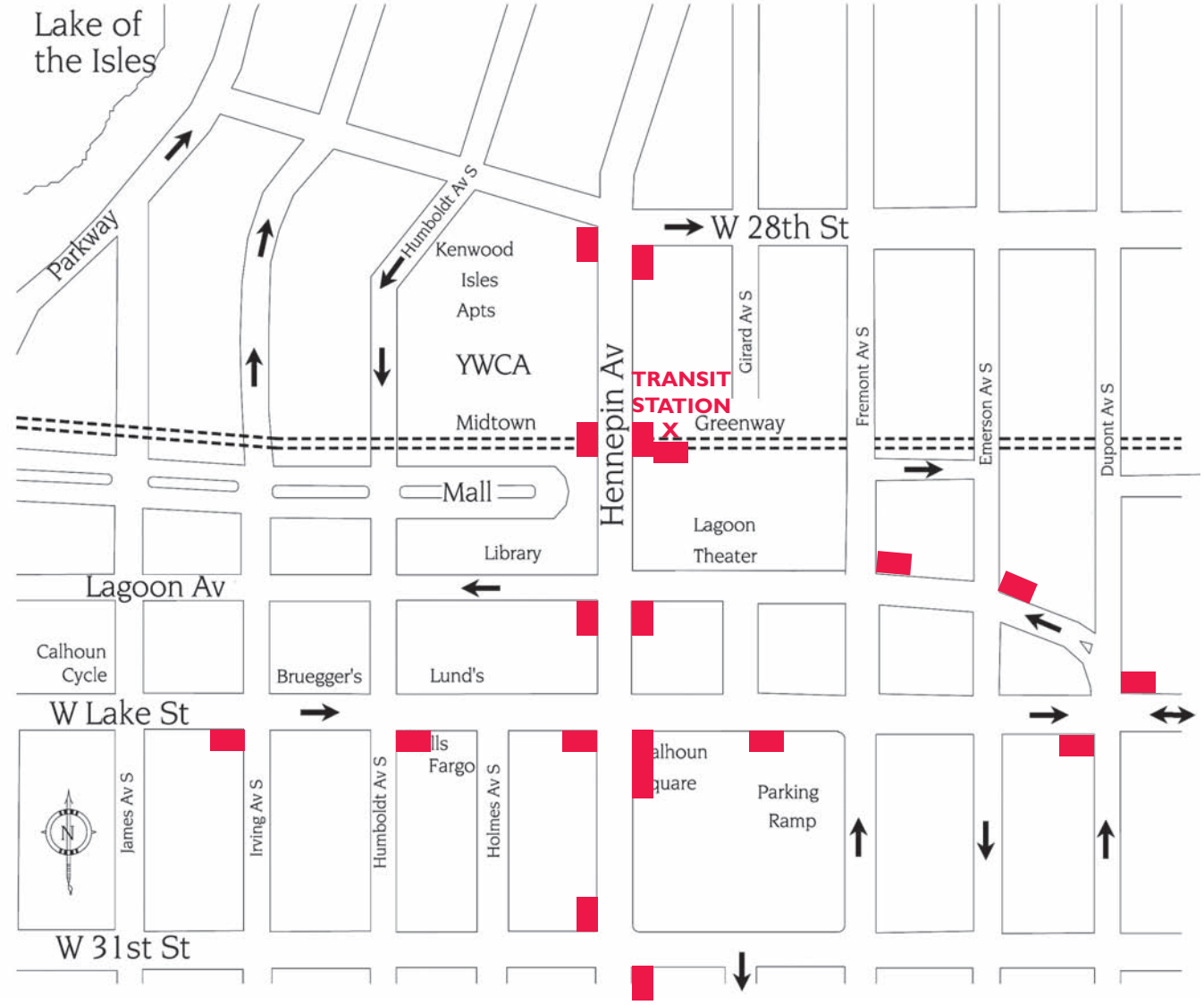
One of the highlights of the transportation system in the Uptown area is the transit service. There are nine routes (Route 6, 12, 17, 21 23, 53, 115, 116 and 681) that pass through the Hennepin Lake area. This service is unequaled by any other location in the Metropolitan area with the exception of downtown Minneapolis. Bus stops are liberally located throughout the study area and generally follow an every-other block skip-stop pattern. The Uptown Transit Center is a state-of-the-art transfer station that provides a roomy, modern, climate-controlled location to accommodate the large number of transfers between the various routes. While supplying convenient access to area businesses, customers and resident transit users, the transit center provides an off-street facility for transfers that minimize bus turning movements through the Hennepin–Lake intersection, improve transit operations and general vehicular traffic flow, and reduce pedestrian congestion on sidewalks near bus stops.

Transit usage in the area is good in comparison with other activity centers and commercial nodes throughout the City. The excellent transit service level through the Uptown area does, however, provide an option to change employee commuting habits and help mitigate parking issues in the area in general.

Our observations and conclusions about the transit system in the Uptown area was confirmed through a meeting with Metro Transit planning, scheduling and operations staff.

Greater Uptown Area Transportation/Parking Study

Bus Stop Locations



9. Bicycle Usage

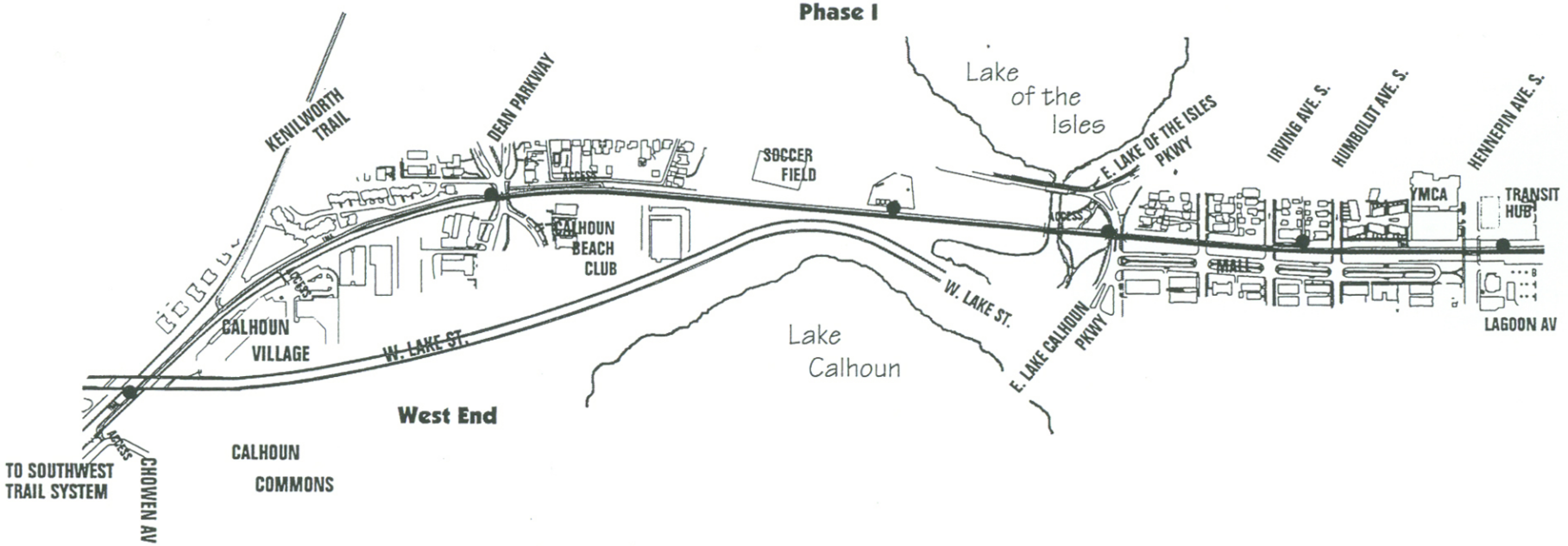
9. Bicycle Usage

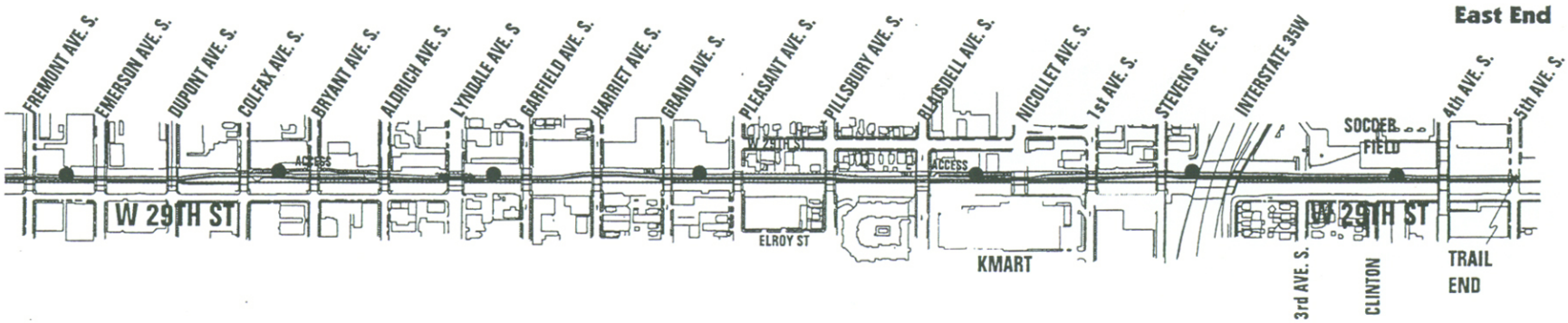
There is extensive bicycle flow into and through the Uptown area. To our knowledge, there are no existing bicycle counts available, but their presence is obvious. In the past, there were bicycle corrals placed seasonally at selected parking meter spaces. As businesses changed, the perception was that the vehicle parking was a higher priority than bicycle corrals. This feeling was based on observations of minimal use by bicyclists.

Better bicycle data is needed to help plan for bicycle facility and parking needs. The Uptown employee survey did show that 150 employees, or 6 percent of the total number of employees, currently bike to work. If better bicycle parking facilities were provided, more employees would be encouraged to use the bicycle as an alternative commuting method. In addition, the Midtown Greenway is a wonderful regional bicycle and pedestrian facility, but it does not have the direct connections to make it as convenient as it could be to this heavily traveled location. At this time there are no on-street bike lanes in Uptown, and the lack of available roadway space makes it unlikely that lanes would be provided in the near future.

29th Street
Midtown Greenway

Phase I





● SECURITY STATIONS

10. Potential Improvements

10. Potential Improvements

General

At this time, the off-street parking supply still exceeds the demand; however, it will soon become necessary for the Uptown area to better manage its parking supply if the area expects to remain a vital business node. The current business practice of aggressively protecting parking supplies with overwhelmingly negative signing leaves a most unfavorable impression on customers and will eventually drive them from the area. Therefore, the following general actions should be strongly considered.

Transportation and Parking Guide

A need exists for a small document, potentially in a pamphlet form, to assist customers not familiar with the complexities of the area. The large number of parking lots scattered throughout the area, combined with the restrictive nature of these lots, make parking a complicated and confusing effort for customers of area businesses.

A guide dedicated to transportation and parking issues could help eliminate parking confusion in terms of public parking availability both on- and off-street. In addition, it could help highlight the wide variety of alternative forms of transportation, particularly the excellent transit service.

Listed below are some of the basic items that should be included in any guide. This guide should be updated annually to stay current with this ever-changing and dynamic area.

- General layout
  - North should point toward top of map
  - Midtown Greenway should be highlighted
  - Greenway access points should be noted
- Major Icons
  - Calhoun Square, Lunds, Walker library, Sons of Norway and YWCA should be located on the map to provide perspective
- Required Elements
  - One-way streets with directional arrows
  - Location of public parking w/entry and exit locations
  - Blocks with parking meters
  - Neighborhood parking areas to avoid
  - Parking meter rates, hours and time limits
  - Bus stops
  - Bus routes

  - Transit station location
- Potential Elements
  - Bike parking
  - Blocks with rush-hour restrictions
  - Traffic signals

This simple transportation and parking guide should be made available to all businesses, on a website if possible, and at a TMO if created.

Establish Parking Association

There is a clear need to better manage existing and future parking resources. Area businesses protect their parking supply, actively posting warnings and have vehicles towed that they deem unwarranted in their lots. This does not create a user-friendly atmosphere, and as the parking supply further dwindles, may drive away existing and potential customers. Accordingly, there is a need for a management organization to consider the general needs of the area.

This areawide view must encompass the needs of all institutions, businesses and residents. It will require "buy-in" from a large percentage of area stakeholders to be successful. This management group could take the form of one or more of the following:

- Version of current Uptown Association with neighborhood and government representation
- Private company or management organization
- Public or quasi-public organization

Create Uptown Transportation Management Organization (TMO)

In addition to the need to manage the parking supply, the Uptown area should be taking steps to help manage transportation into and through the area in general. As the Uptown commercial area further develops and parking issues continue to grow, the need to encourage and promote alternative forms of transportation will become increasingly important. This is a difficult concept to encourage for individual businesses and even for the existing Uptown Association. It is time consuming, requires financial resources, a management plan and structure, and needs to be present on a regular basis.

A Transportation Management Organization (TMO) is created primarily to encourage and assist employees in using alternative forms of transportation; however, the wealth of transportation options in the Uptown area would allow a TMO to also promote these alternatives to customers and area residents. Generally speaking, a TMO-type system promotes transit, bicycle use, carpooling, walking and, if present, rail usage.

Currently, TMOs exist in the metro area for St. Paul, the "I-494 strip" and downtown Minneapolis. The Metropolitan Council finances these transportation resource centers with federal funds in the Congestion Management Air Quality (CMAQ) program.

An organization of this type could be started on a reduced-scale basis to determine its effectiveness. For example, a booth could be set up in one or more of the central gathering points in the community (Calhoun Square, Transit Center, area bank) staffed two days per week (e.g., Tuesday/ Thursday during the time period when area businesses believe they will get the most exposure). The booth should be designed for self-service operation when unattended, with as much information posted as possible. Information could include bus routes, schedules, rates, and stop locations; bicycle parking locations; Midtown Greenway access points; carpool procedures; and the new transportation and parking guide. The Commuter Connection (Minneapolis TMO) should be contacted to determine how the Uptown area could be established as a new TMO in Minneapolis.

Establish Parking Directional Signage Program

Another element in the parking management plan should be a systemwide effort to provide directional signing that leads patrons to the public parking facilities in the area. This signing can take a number of different forms, but should clearly serve the goal of eliminating parking confusion and minimizing the amount of circulating traffic looking for parking. The orientation of Uptown buildings tends to hide its parking facilities from traffic on the main roadways. In addition, much of the parking supply has few parking stalls, is scattered throughout the area and is restricted to use by specific business customers. Customers with multiple area destinations, unknown destinations, or who are simply looking for a place to park need help to avoid frustration, unpleasant experiences and wasted circulating movements.

Potential signing plans would include the following:

Uptown Logo Signs

These signs could be used to promote the Uptown businesses while directing traffic to available public parking. The plan should be areawide (the existing signs are much too small and very limited in scope) and should direct vehicles to participating parking facilities open to the general public. This signing plan would be paid for by local participating businesses. If the Uptown Association were to adopt some form of validated parking (see "Do Uptown") then a logo parking system would be necessary to promote the program and to highlight the location of participation parking facilities.

SERVICES

Commuter CONNECTION Resource Store

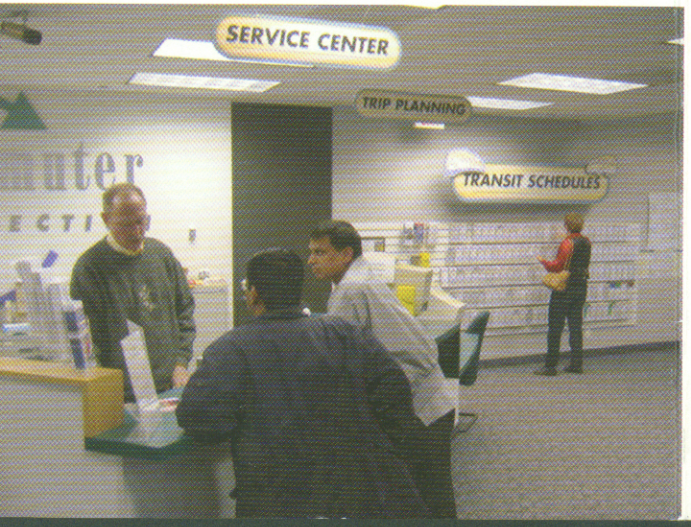
A one-stop commuter resource store located in the US Bank Plaza building, skyway level, at 220 S. 6th St., Suite 230, Minneapolis.
Open Monday-Friday, 10 a.m. to 5:15 p.m.
612-370-3987 or www.mplstmo.org

Products

Bus and Light Rail Schedules
Transit Passes
Bike Route Maps
Bike Locker and Rack Locations
Skyway Maps
Parking Maps

Personal Assistance

Trip Planning
Ridematching for Car/Van "Pools"
Parking Registration for "Pools"
Bicycle Commuting Information
Guaranteed Ride Home Registration



CONTACT US

Downtown Minneapolis TMO Transportation Management Organization

CALL
612-370-3987

FAX
612-339-1412

CLICK
www.mplstmo.org

VISIT
Your Resource Store

Commuter CONNECTION

located in the
US Bank Plaza
(skyway level)

220 S. 6th St., Suite 230
Minneapolis, MN 55402

WE WORK FOR YOU!

HOW TO COMMUTE TO DOWNTOWN MINNEAPOLIS

Photo courtesy of Metro Transit

Downtown Minneapolis TMO Transportation Management Organization

COMMUTING TO DOWNTOWN MINNEAPOLIS

Minneapolis is the hub of the regional transportation system — and downtown is at the center of it all!

THE DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION (TMO) is a non-profit organization that exists to help people get to work in downtown Minneapolis. Our primary effort is to encourage "non-drive-alone" commuting options such as bus/rail, car/vanpools, biking, walking and telecommuting.

The TMO is also your resource for commuting information updates. Identify construction areas, detours or lane closures affecting your commute on www.minneapolisroads.com, or link from the TMO website at www.mplstmo.org.

WHY USE ALTERNATIVE TRANSPORTATION?

- Save an average of $600 to $1,200 every year on the direct costs of commuting.
- Receive free or discounted parking if you carpool or vanpool or don't worry about parking at all and bus, bike, or walk!
- Reduce the number of cars on the road to reduce traffic congestion for everyone.
- Relax, read, socialize or complete personal business while ridesharing.

THE GUARANTEED RIDE HOME PROGRAM sends you 2 coupons every 6 months, each good for a free ride on any bus, or taxi fare reimbursement up to a $25 value. You are eligible if you bus, carpool/vanpool, bike or walk to work 3 days per week. In the event of an emergency, you have immediate transportation. Want to register? Visit the Commuter Connection Resource Store, click on www.mplstmo.org or complete the attached form.

COMMUTE BY BUS Metro Transit and other regional service providers offer convenient service to downtown Minneapolis directly from your neighborhood or from over 90 Park & Ride lots. Fares vary by time of day and whether service is express or local.

The TMO can help plan your trip and provide the information you need to start riding the bus. Visit the Commuter Connection Resource Store, or click on www.mplstmo.org, or complete and mail in the form attached to this brochure. You can also click on www.metrotransit.org or call 612-373-3333 to speak to a transit information specialist.

Also, ask your employer about transit benefits they may offer, including discounted bus passes.

COMMUTE BY BIKE Minneapolis has the highest rate of bicycle commuters in the nation. You can bike all the way downtown using the network of paved trails and on-street bike lanes; leave your bike in a secure locker at a bus stop or at a Park & Ride lot; or bring it with you by using the racks provided on all buses and light rail cars. Ask your employer about storage facilities, showers and lockers in your building.

The Commuter Connection Resource Store offers bike route/lane maps, bike storage locations, equipment suggestions and other commuting tips. It's easy to get where you're going with your bike.

COMMUTE BY "POOL" ***Carpools*** consist of 2 or more people riding together at least 3 days per week. ***Vanpools*** are 7-15 riders commuting in the same van at least 3 days per week. Poolers may be eligible to use metered bypasses and special lanes. Discounted parking is available to qualified pools at over 7,000 spaces in downtown Minneapolis.

Want to start a pool? Fill out the attached form and we will search for other poolers in your area. If you already have a pool in mind, have your members fill out a "Pool Registration Form," available at the Commuter Connection Resource Store or at www.metrocommuterservices.org.

COMMUTE BY RAIL

Light rail trains offer state-of-the-art transportation for commuters. The Hiawatha Line connects downtown Minneapolis with the Minneapolis/St. Paul International Airport and the Mall of America. Need more information? Stop by the Commuter Connection Resource Store or click on www.mplstmo.org.

COMMUTE BY WALKING

Most downtown workers use the 7 miles of skyway to walk where they want to go. It's economical and healthy. The TMO offers free skyway maps to help you navigate your way.

Parking "P" Signs

This type of signing is widely recognized by the public as parking available for general use. Its format is a large white "P" on a blue background. This sign plan could be accomplished as a coordinated effort with the City of Minneapolis. It is commonly used in downtown Minneapolis, St. Paul and other high-activity business areas throughout the United States.

An extension of this signing technique is internally illuminated parking "P" signs. These signs are lit from within and are highly visible under low-light conditions. Uptown would be a logical application for this signing (if the "P" sign is accepted for general use) due to high business activity in the evening hours.

ITS – Automated Parking Information Signs (APIS)

A signing system that has future application in the area would use Intelligent Transportation Systems (ITS) technology. An APIS system is currently in place in downtown St. Paul. The automated signs indicate the number of parking spaces available in selected parking facilities. This detail is not required in the Uptown area, but automated signing that would display directional arrows to participating public parking facilities could have unique applications with some original thought. Public funding may be available for a project of this nature. A similar APIS system is under design in Milwaukee on a major commercial roadway (Wisconsin Avenue) being funded through a $1.5 million CMAQ grant .

Follow-up Surveys

Up-to-date information is key to effectively develop any parking/ transportation management plan. An extensive amount of parking data has been collected in this study, much of which documents the area's parking supply and demand. Employee totals and commuting modes of transportation have been obtained.

Additional survey data should be collected to help select and structure appropriate management techniques. First, Metro Transit should be requested to conduct load counts and origin/destination studies to determine the number of transit users currently using the bus as their transportation choice for access to Uptown. Secondly, employees should be requested to indicate where they live and what improvements would be necessary to encourage them to use the bus. This same information could be used to determine the feasibility of a carpool program for Uptown employees. Lastly, customers should be surveyed to determine where they park and what their impressions are regarding the current parking situation and other basic information to determine what transit, bicycle, pedestrian and parking improvements would enhance the likelihood of their continued patronage of the area.

Parking Management

On-street

The on-street parking study showed that the parking meter system is very heavily used except for the morning hours. Parking meter use in the afternoons, evenings and particularly Friday and Saturday nights is close to maximum capacity. Some or all of the following should be considered as possible improvements to the on-street parking supply.

Expand Parking Meter System

It may be time to investigate expanding the parking meter system in the outer fringes of the study area, particularly in the northeast and southwest quadrants. These areas currently have no posted restrictions and would be better managed with parking meters even if they were long term (e.g., four-hour limit). However, this could be controversial and should only be done in conjunction with other employee and customer parking management efforts. Parking meters in these locations would encourage turnover while providing flexibility through the use of the electronic options that today's parking meters provide, such as short-term day, longer-term evening, while also accommodating free overnight parking.

Increase Evening Rates

On-street parking meters should always be considered prime parking (generally due to their location) and, therefore, should have higher rates than adjacent off-street parking. Current use shows the meters are in great demand; therefore, to better use the off-street parking system while maximizing parking meter use, consideration should be given to increasing the evening rate from $0.50/hour to $1/hour. This would potentially encourage more long-term parkers to use the parking lots and ramps with excess capacity and would serve more of the public at parking meters.

Promote Parking Card

The City of Minneapolis has a device that makes the process of "paying the parking meter" simple. It is known as a "parking card," and is essentially a debit card issued by the City. It fits in a slot found on the meter itself, and eliminates the need to have access to large quantities of quarters. The convenience factor is obvious, making this system one that should be promoted among area businesses and customers. Currently, the dispensers of these cards are all located in downtown; however, the City of Minneapolis should be contacted at 612.673.2886 to determine the feasibility of locating a dispenser in Uptown.

Education/Enforcement

It is always a positive situation for area residents, businesses, employees and customers to be aware of laws and enforcement efforts. Meter locations, hours, rates, time limits, days of enforcement and payment techniques should be posted throughout the area and in the transportation guide.

THE PARKING CARD

Your Twin Cities Passport.

City of Minneapolis

THE PARKING CARD

What is it?

- The Parking Card is a convenient alternative to coins when parking at city meters.
- It's the size of a credit card and can be loaded with time in exchange for cash at any of the Parking Card dispensers.
- The Card costs $5.00, has no expiration date and can be reloaded over and over.

How does it work?

- Your Parking Card works just like money.
- Just insert your card into a meter and watch the amount of time increase.
- Remove your card when your desired time is reached.
- Reload your card when its value is used.

Where can I get one?

Parking Card dispensers can be found at the following locations:

- Hawthorne Transportation Center (City Office Lobby) 33 North 9th St.
- Leamington Ramp Office, 1001 2nd Ave., S.
- Jerry Haaf Ramp Office, 424 South 4th St.
- Transportation Department, City Hall, Room 233
- Public Service Center, 250 South 4th St.
- More locations to come!

You may also use your Minneapolis Parking Card in St. Paul after loading it at a St. Paul card dispenser.

Call **612-673-AUTO (2886)** for more information.

Off-street

Need for an Overall Management Plan

As indicated earlier, it is very important for the Uptown community to establish a parking management plan for the entire area. The defensive manner in which parking lots are signed today will eventually drive business away from this location. A plan will not be easy to develop and will require a number of elements for it to be successful. Listed below is a toolbox of potential off-street parking plans and examples that could be assembled to create a plan. Cooperation from business owners, employees and residents will be required to develop a realistic plan.

Parking Management Toolbox

1. Shared Parking Practice

A shared parking system is an extremely simple concept that is sometimes very difficult to implement. This parking concept typically involves allowing businesses with a parking shortage the right to use parking facilities with underused parking capacity. Frequently, the underused capacity results from staggered hours of use – for example, the parking lot of businesses that operate from 9 a.m. to 6 p.m. would probably be empty after 6 p.m. Along the same lines, parking lots for businesses only open Monday through Friday would have parking available on weekends. The Uptown area has many circumstances similar to those indicated above.

The high demand for parking on certain nights and weekends dictates that Uptown businesses further consider this concept. To some extent, it is being used today. Valet operations currently use existing off-street parking on a lease basis; however, most Uptown businesses tend to be very protective of their parking supply and are not interested in sharing with others. The areawide benefits would be highlighted and promoted on a systematic basis most effectively by a parking management agency in Uptown. The typical reasons for not sharing – liability, vandalism, illegal activity, maintenance issues, etc. – can be dealt with through properly structured lease agreements. A central parking management group would undoubtedly be more effective in implementing this strategy than individual efforts. An excellent explanation of how to implement this strategy can be found in the publication “Shared Parking” available from the International Parking Institute. Local examples of the shared parking process can be found at many of the downtown municipal ramps such as Centre Village, where commuter, hourly patrons, event, hotel and condominium parkers share spaces that are then used 24 hours a day/seven days a week/365 days a year. Shared parking not only minimizes the need for additional spaces, it also provides an increased revenue stream.

2. Do "Uptown" (Validation)

Another promotional strategy to manage the use of off-street facilities is a parking validation program. Attached is a promotional printing of "Do the Town" currently used in Downtown Minneapolis, in which free parking is given at specified parking facilities for a $20 minimum purchase at participating stores or restaurants. A similar validation effort could be established in the Uptown area, in which merchants would decide on the minimum purchase amount and whether parking would be free or at a reduced price. A logo-type sign would also need to be designed to identify participating parking facilities and merchants. A program of this nature would be helpful in establishing an Uptown Parking Association and the shared parking concept.

3. Discount Parking Program

A simple program that could be implemented between individual businesses and specific parking facilities would be a very basic discount parking program. This could be a negotiated parking rate between a business owner and the parking lot or ramp to supply customer and/or employee parking at a reduced rate, presumably for a fee. It should potentially be a part of a larger parking management plan. Done individually, it would tend to be a "bandaid" solution.

4. Frequent User Discount

Another off-street parking program that will encourage the use of specific lots or ramps is the frequent user discount. This program would be of benefit to those customers who frequent certain businesses in the Uptown area. It would operate with some type of activation system in which a free parking certificate is given after a specific number of visits/purchases at a participating business. This system rewards the user for patronage of the business while encouraging use of off-street parking.

5. Monthly Parking (Employee)

This is a parking plan that would encourage employees to park in off-street lots or ramps that have excess capacity. The reduced rate could be secured by negotiations between the parking providers and individual businesses or a parking management agency for the area. This parking system could make use of less desirable spaces to the general public (e.g., walking distance, access points, etc.) but that are acceptable for employees. An example of this plan could be a negotiated rate or other arrangement for area employees to park at the underutilized YMCA parking ramp. It is important to start changing the employee practice of using on-street parking for their long-term needs.

DOWNTOWN DIRECTORY

ATTRACTIONS & VENUES

DINING

GOVERNMENT

HOTELS

HOUSES OF WORSHIP

OFFICES

PARKING

RESIDENTIAL

SHOPPING

SERVICES

RESIDENTIAL

SHOPPING

PARKING

nicollet mall

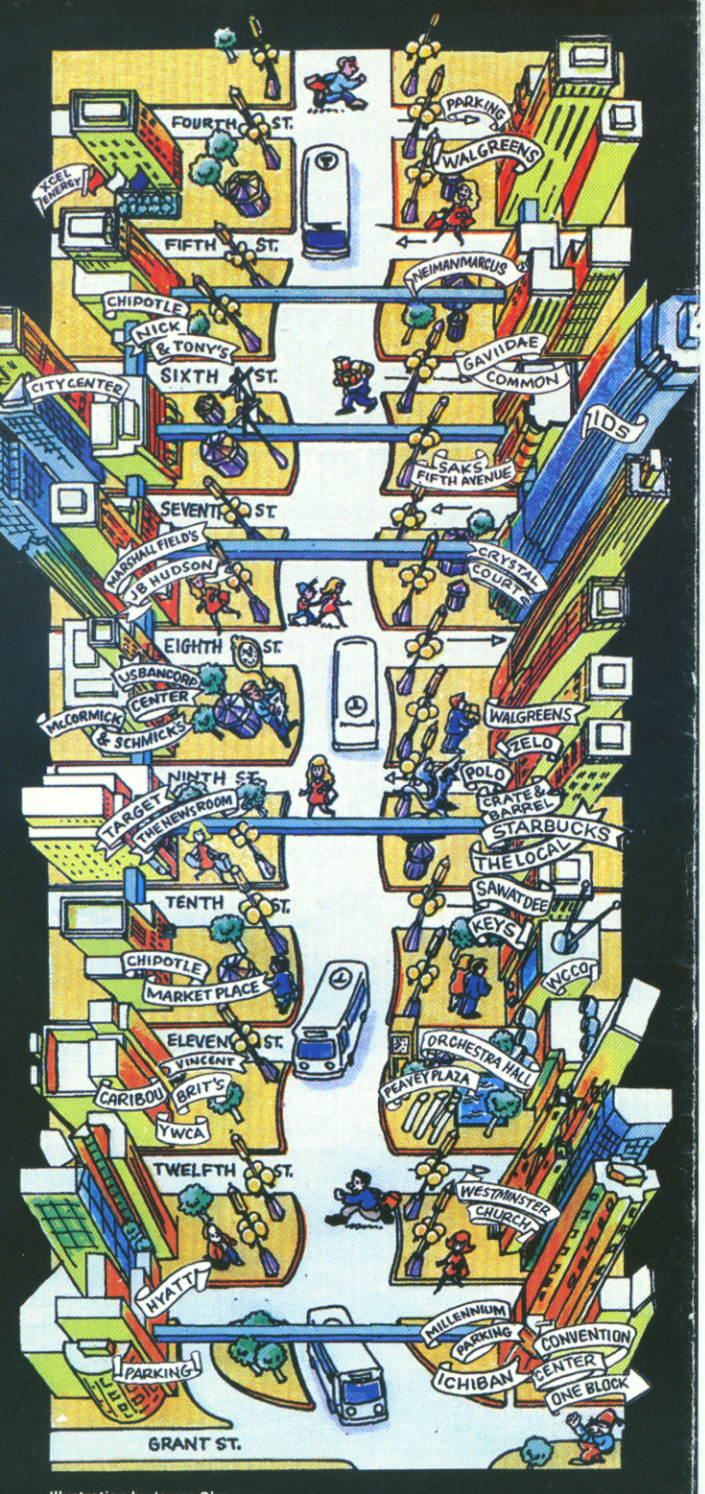


Illustration by James Olson

park free when you do the town

three easy steps:

1 Enter a participating parking facility (identified by a large "Do The Town" sign) Monday through Friday after 4 p.m., or anytime on Saturday and Sunday. You have more than 36,000 parking stalls from which to choose.

2 Spend $20 or more at any of the nearly 140 participating stores or restaurants and ask for a free parking voucher (a store receipt is not sufficient).

3 Exit your parking facility by 2:00 a.m., hand the voucher to the cashier, and your parking is free!

Questions?
Call the Downtown Council at 612-338-3807
or visit us at www.downtownmpls.com

participating stores & restaurants

(Subject To Change)

shopping complexes & department stores

Gaviidae Common
(including Saks Fifth Avenue and Neiman Marcus)
City Center
(including Marshall's)
Marshall Field's

independent retailers

Avant Hair & Cosmetics
Badiner Jewelers
Banana Republic
Barnes & Noble Bookstore
Crate & Barrel
G Allan Jewelers
The Gap
Haskell's
Hubert White
Inside Three Hands
J.B. Hudson Jewelers
Kinko's
Men's Wearhouse
Nick's Sports World
Polo Ralph Lauren
Regency Athletic Club
Williams-Sonoma
Witt's Liquor

independent restaurants

Aquavit Minnesota
Café Northstar
(Crowne Plaza Northstar)
Copeland's of New Orleans
Dan Kelly's Bar and Grill
Gluek's
Goodfellow's
Ichiban Japanese Steak House
Key's Nicollet Cafe
Krona Lounge
(Crowne Plaza Northstar)
Kieran's Irish Pub
McCormick & Schmick's
Murray's
Nick & Tony's
Northern Shores Grille
(Minneapolis Marriott)
Sawatdee Bar & Cafe
Taxxi American Bistro
(Hyatt Regency)
TGI Friday's
Vincent

downtown minneapolis

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DINING
PARKING
ARTS & ENTERTAINMENT
SKYWAYS
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WWW.DOWNTOWNMPLS.COM

Updated May 2003


DOWNTOWN MINNEAPOLIS Parking & Skyway Map
Arts & Entertainment
Shopping & Dining
Hotels
Offices
Other Buildings
Residential
Post Offices
Railways
Bike Paths
Light Rail April 2004
Do The Town Parking
Public Parking Ramps and Lots
Limited Term Parking (Events, Evenings, Weekends)
Parking Ramps
Parking Lots
Skyways open at least M–F 6:30am-10pm; Sat 9:30am–8pm; Sun noon–6pm
Skyways open fewer hours
Tunnels
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Contact:
Minneapolis Downtown Council
81 South 9th St., Minneapolis, MN 55402-3200.
Phone: (612) 338-3807. Fax: (612) 338-0634.
www.downtownmpls.com
or
Greater Minneapolis Convention & Visitors Assn
33 South 6th St., Minneapolis, MN 55402.
Phone: (612) 661-4700. www.minneapolis.org
Mississippi Mile
Mississippi River
Nicollet Island Park
Falls of St Anthony
ST ANTHONY FALLS HERITAGE TRAIL
Pillsbury Park
Mill Ruins Park
Warehouse District
Washington Avenue to Open Book, Holiday Inn Metrodome, Bobby & Steve's Auto World II, and University West Bank
3rd Street to I-94 west (northbound)
4th Street to Radisson Metrodome University East Bank
7th Street to MN 55 west
6th Street to I-94 east
8th Street to Hiawatha Ave
CEDAR LAKE BIKE TRAIL
Target Center
Hubert H. Humphrey Metrodome
Minneapolis Convention Center
Loring Park
Loring Lake
Franklin Steele Square
to 1-35W south
3rd Avenue to Minneapolis Institute of Arts
NICOLLET MALL
Do The Town Parking
DOWNTOWN MINNEAPOLIS
Free with $20 purchase at participating merchants.
Enter after 4 p.m. Mon. - Fri. and all day Sat. and Sun.
LOOK FOR THIS SIGN!
How to get to NICOLLET MALL
From the North:
Take 1-35W south to Washington Ave exit. Turn right. Turn left on 2nd Ave S, and then turn right on 7th St.
From the West:
Take I-394 to 6th St exit. Follow 6th St to the Mall.
From the East:
Take I-94 west to the 5th St exit, follow 5th St to Portland Ave, left on Portland Ave, right on 7th St to the Mall
From the South:
Take I-35W north to 5th Ave exit, and go left on 7th St..

6. Subsidized Employee Parking/Metro Pass

There should be an on-going theme to manage employee parking, or even more desirable, to encourage alternative forms of transportation. Employers will need to take the lead in this effort. Monetary incentives provide a very positive method of encouraging employee participation. A monthly fee is paid to employees who show proof of using transit, bicycles, or carpools to commute to work. Another alternative is to pay a portion of a monthly parking contract. If this version is used, the dollar amount paid toward parking should not exceed any amount offered to employees using alternative forms of transportation. The reason: although it is good to encourage employees to park off-street, it is better for them to use alternative forms of transportation.

Employee parking in "remote" locations will be covered in another area.

7. Additional Structured Parking

Although the current on-street parking supply is frequently used to capacity, the off-street supply still has some remaining capacity; however, due to the lack of an overall parking management plan and the territorial nature of parking management by individual businesses, there are already times when the public parking demand essentially exceeds the supply. Any future development in the area will remove current off-street surface parking and will replace it with enough parking to meet the needs of the new development, but probably will not supply additional public parking for the area. Obviously, this trend will eventually result in a total deficit of on- and off-street public parking and will, in turn, drive customers away from the area. Serious studies should begin now to review the feasibility of some type of additional structured public parking in the Uptown area.

8. Remote Parking (Lots/Ramps)

As indicated above, there is already a need for additional off-street parking during certain peak times in the Uptown area. One method of providing more parking relatively quickly is by using existing remote parking facilities. Typically, remote parking facilities are provided at no charge or very minimal charge to the user as an incentive for parking at the remote facility. A shuttle then operates between the remote facility and the final destination. The shuttle is also provided at little or no cost. In this case, a private shuttle would probably be too expensive for the Uptown Association to afford; therefore, any remote facility should be chosen adjacent to an existing transit route. Metro Transit or other transit providers should be contacted to determine if any transit improvements could be tailored to better serve the proposed remote facility. SEH has had preliminary discussions with a local developer who has indicated a willingness to explore the potential for using an existing surface lot west of Lake Calhoun. The Uptown business community should pursue this possibility, particularly with the upcoming disruption associated with new construction expected to occur in Spring of 2006.

9. Municipal Lease Lots

The City of Minneapolis has leased parking lots from the private sector in the Dinkytown and Lyndale/Lake areas to provide public parking. The City lease of parking lots from a private owner takes the lot off the tax rolls. The City operates the lots through a management agreement with the owner or parking operator for a management fee. The City leasing of off-street lots in Uptown may be a method of providing more public parking, especially at times during the evening hours or on weekends when the owner is not using the spaces.

Transit

Conversations with Metro Transit officials indicate a general satisfaction with operations in and through the Uptown area. Potential improvements in the near future are limited to minor bus stop or layover changes, as well as some additional service. In regard to the employee transit use, area businesses should promote the standard bus pass and U-pass. Consideration should also be given to conducting an origin survey of employees to determine where they live and, therefore, how transit could better serve them. The survey could potentially be supplied by Metro Commuter Services and be administered by the Uptown Association. The data would also be helpful if some form of Transportation Management Organization is ever created to determine the potential for ridesharing as an employee option.

These bus passes could be promoted and sold by a Transportation Management Organization (TMO), potentially as part of the existing Downtown TMO, through a part-time booth set up in the atrium of Calhoun Square or in the existing Transit Center. A central location (Calhoun Square) would give better exposure to the general public and have a better chance of converting non-bus users to transit patrons. An arrangement as described above would make it less cumbersome for employers to encourage transit usage; however, to additionally promote the transit option, employers should consider some subsidy of the bus pass for cooperating employees. There is no question, particularly in the near future, that increased transit usage will lessen the looming parking problem in this highly successful area.

Long-term improvements will involve transit operations on the Midtown Greenway. The Uptown area should be very involved in any considerations for trolley or LRT in this corridor. The ease of access to Uptown will be a key to the success of this option. This will require elevators from the Greenway level to the street level, with a station of some type on the Greenway level. Close attention should be paid to the details of these future improvements.

The City of Minneapolis is presently engaged in a study called “Access Minneapolis” a 10-year action plan for the entire City, with transit as a main priority. As a part of this study, the Primary Transit Network (PTN) will be defined and will include Hennepin and Lake Street as

part of this principle high-use transit route system. The study recognizes that limited roadway capacity exists for vehicular traffic flow and, in an attempt to stop the loss of character in areas such as Uptown, transit must be improved. The future of transit in the Uptown area could be enhanced based on this study. Data collected as part of the Uptown study will be rolled into the Access Minneapolis plan.

Pedestrian

Permanent Crosswalk Marking

As indicated earlier in the report, pedestrian crosswalks are painted just once every other year due to budget considerations. The high volume of vehicular traffic on area roadways quickly wears off a significant portion of the crosswalk markings that, in turn, contributes to a lack of awareness of the pedestrians' presence. Future consideration should be given to a more permanent type of pedestrian marking system in this heavily pedestrian-oriented area. A reflective material embedded in the pavement would be particularly helpful after dark when large pedestrian movements interact with heavy vehicular traffic flow. The highly visible crosswalks would clearly distinguish the pedestrian areas from the vehicular area. This type of marking is more expensive than painting, but lasts an average of seven years, as opposed to six months for paint. The new markings could be included in future roadway resurfacing projects or accomplished much sooner through the special service district assessment procedure.

Signal Enhancement

Traffic signal pedestrian improvements would seem to have limited potential. Pedestrian "walk/don't walk" indications exist on all present traffic signals. Additional traffic signals for pedestrian purposes do not appear warranted at this time. Advance warning crosswalk signs for vehicles are not realistic under City of Minneapolis policy due to the large number of potential crossings eligible throughout the City. Individual intersection or specific approach issues should be handled on a location-by-location basis through normal City procedures.

Accident Mitigation

Although the area pedestrian accident picture is low in relation to overall pedestrian volumes, the City of Minneapolis should be requested to review the intersections, shown on Page 44, that have two or more pedestrian accidents. The review would attempt to isolate specific causes or trends that could be addressed before a larger, more serious problem develops.

Transitional Lighting Improvements

The Uptown area already has pedestrian-level street lighting that is generally quite good. The existing lighting reduces security and safety issues that would normally be a problem in a high activity area such as Uptown in the evening hours; however, one issue does exist in the

lighting area. Although the basic commercial area is very well lit – the transitional area between the existing commercial lighting and the standard residential lighting levels gives the feeling/impression that you are moving from a bright area to a dark area. The many local residents who walk to/from area businesses in the evening hours may feel threatened moving into this surrounding area. If funding would become available or an assessment process is feasible, upgraded lighting should be considered in these transitional locations.

Review Sidewalk Standards

The uniqueness of the Uptown area again draws attention to another issue – sidewalk standards. The high activity levels and density of the commercial and entertainment centers have resulted in a congested sidewalk condition. Sidewalk cafes, bus stops, bus shelters, parking meters, signs, newsstands, planters, etc., squeeze down the available sidewalk space to uncomfortable and occasionally unsafe circumstances. At present, there is very little anyone can do about these issues because detailed sidewalk standards do not exist. The City of Minneapolis Public Works Department should determine the feasibility for expanding the detail and content of sidewalk standards to allow more control over these obstructions.

Education

It is always appropriate to develop and promote educational materials to advise the public of pedestrian laws, pedestrian issues in the area, and pedestrian and vehicular responsibilities. Although mundane, reminders to cross only at intersections, awareness of turning vehicles, care at driveways and alleys, etc., need to be constant reminders. A TMO-type organization is a perfect vehicle for this type of data.

Girard Pedestrian Mall

Girard Avenue South is a north-south public roadway with a right-of-way of 60 feet between Lagoon Avenue and West Lake Street. The 44-foot-wide roadway is a two-way street with parking allowed on one-side (east side parking meters). It provides access to Campiellos Restaurant and parking lot, McDonald's and service activities for Stella's. In addition, we believe a bus layover exists on the west side of Girard Avenue South adjacent to Stella's.

The proposed new development of the Lagoon Cinema lot and the Calhoun Square expansion could be better served through an enhanced pedestrian walkway along Girard Avenue between these developments.

It is possible to strengthen Girard Avenue South as a pedestrian-oriented facility. The roadway could be narrowed to 24 feet in width, and the sidewalks widened from approximately 8 feet to 18 feet (or to 13 feet if the bus layover must remain). No parking would be allowed on either side. The roadway itself should remain a two-way street; however, to provide access to Campiellos, McDonald's and Stella's, it

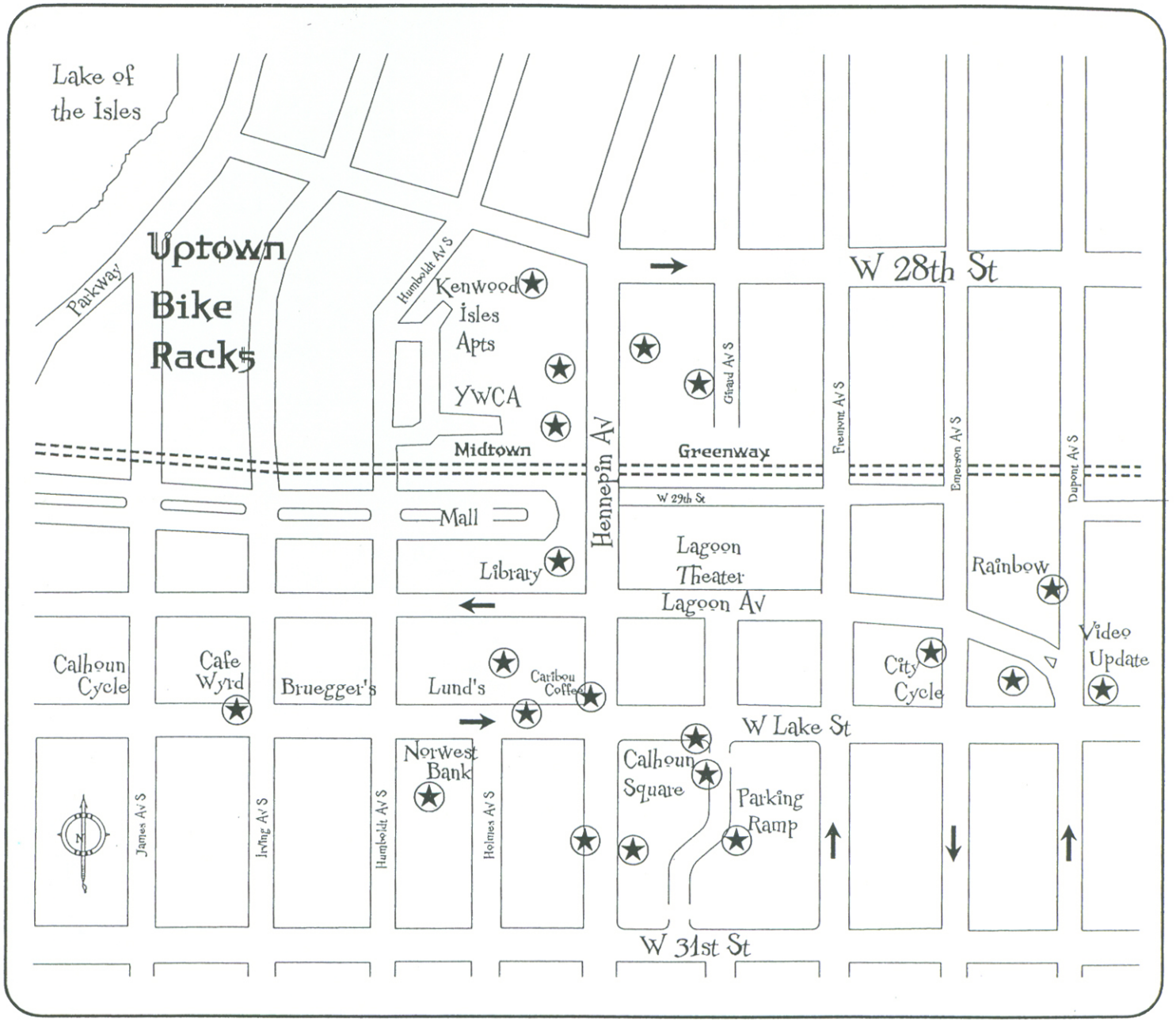
would be a mistake to eliminate this access roadway vital to Uptown traffic circulation. In addition, Girard Avenue should remain as a public roadway to provide circulation already limited by the Lagoon Avenue/Lake Street one-way pair.

Bicycle Enhancements

If bicycle use is to be encouraged in Uptown, some basic improvements need to be made. The first is placing additional bike racks and more secure bike lockers.

A bicycle count should be conducted in the summer months to determine actual bicycle use in the area. This information would provide a more realistic basis for the bicycle parking needs in Uptown. The employee parking survey showed that approximately 150 employees or 6 percent are currently using a bicycle to commute. If better-placed racks or more secure bike lockers were provided, it is probable that more employees would bike to work. The location of bicycle facilities should be shown in any transportation parking guide for this area. Actual street directional signs that guide bicyclists to bike parking would be a very positive step.

Finally, it is our understanding that there are future plans to provide closer, more convenient access from the Midtown Greenway to the Uptown area. This will be an added incentive to residents, customers and employees to use the Midtown Greenway as a route to and from the Hennepin-Lake area. This alternative transportation mode should not be forgotten in any area transportation and parking plan, particularly in any future development.



Reminder: Riding your bicycle is not allowed on sidewalks.
Please, walk your bike on sidewalks.

Comments or suggestions, call Jim Dahlseid at (612) 673-2178

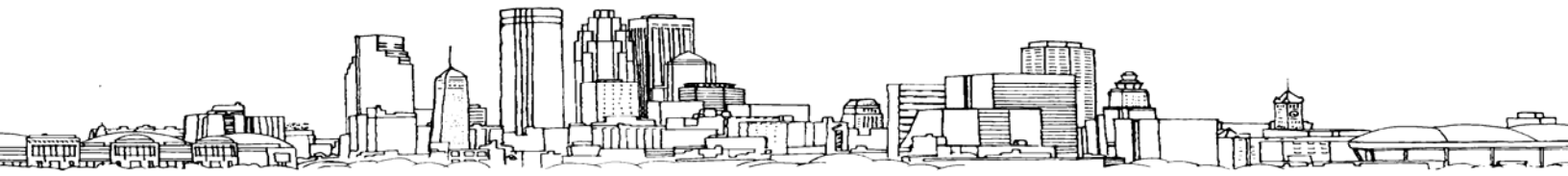
11. Potential Implementation Timeline

11. Potential Implementation Timeline

	Short-term	Short-Medium Term	Medium -term	Medium-Long Term	Long -term
General					
Prepare Transportation Parking Guide	◆				
Establish Uptown TMO	◆				
Implement Transportation/Parking info booth	◆				
Parking					
Uptown logo signing	◆				
Parking validation plan	◆				
Minimum purchase discount	◆				
Frequent user discount	◆				
“Parking card” for parking meters	◆				
Parking meter system adjustments (rate, time, limits)	◆				
Improve parking image – individual lot signage		◆			
Establish Uptown Parking Association		◆			
Establish “Do Uptown” ala “Do the Town”		◆			
Prepare subsidized employee parking plan		◆			
Identify remote parking for employees		◆			
Parking “P” signing system		◆			
Develop a “shared” parking plan			◆		
Expand parking meter system			◆		
Internally illuminated parking “P” signs				◆	
Electronic parking supply/locator signs				◆	
Additional parking ramps				◆	
Transit					
Improvements to routes, layovers, frequency, stops	◆				
Promote use of bus pass and U-pass	◆				
Bus shelter expansion		◆			
Regular service improvement to aid remote parking		◆			
Transit service/LRT on Midtown Greenway					◆
Pedestrian					
“Permanent” crosswalk markings		◆			
Signal modifications		◆			
Accident mitigation		◆			
Pedestrian – general improvements		◆			
Pedestrian level street lighting (transition areas)				◆	
Bike Enhancements					
Map of bicycle parking	◆				
Promote bicycle use	◆				
Additional bicycle racks and lockers		◆			
Improved Uptown access from Midtown Greenway				◆	

G. Minneapolis Air Quality Study

Minneapolis Air Quality Study



City of Minneapolis
Environmental Management and Safety

Summer 2007

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The Study was funded by the City of Minneapolis Department of Regulatory Services.

ABSTRACT

The Minneapolis air quality study was a small study designed to look at air quality across the entire city in each season; May 2005, August 2005, October 2005 and January 2006. Volatile Organic Compounds were sampled due to their potential health impacts. 3M organic vapor monitors were chosen as the sampling device as they are cost effective, sample many of the chemicals the city was interested in studying and easy to deploy.

Chemicals were compared to their associated Inhalation Health Benchmark (IHB) where applicable. The study demonstrated that all but two of the chemicals sampled were well below the Inhalation benchmarks. The two chemicals that exceeded the Inhalation benchmarks at some of the sampling locations were Benzene and Tetrachloroethylene.

Benzene is emitted from many sources such as industry that produces plastics, rubber, dyes, detergents, drugs and pesticides, sources also include gasoline, mobile sources exhaust and cigarette smoke.

Tetrachloroethylene is emitted from dry cleaning of fabrics and metal degreasing.

In October many results were generally elevated for most of the chemicals throughout the City. Weather conditions likely played a role in the elevated results.

A few sampling locations also indicated elevated results for mobile source emissions. 34th and Cedar Ave South, 16XX Polk St NE and the Uptown Study locations.

Future studies could include sampling for formaldehyde or particulate matter, including more sampling sets within each season, sampling hot spots or sampling based on citizen complaints. This information can play a role in future city policy and planning.

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INTRODUCTION

Hazardous Air Pollutants (HAPs) are chemicals that cause serious health and environmental effects including cancer. HAPs are a concern in urban areas because of the variety of pollutant sources such as mobile, point and area sources as well as the high density of people potentially affected. HAPs can also fall into an air pollution category called Volatile Organic Compounds (VOCs). *Volatile* chemicals produce *vapors* readily; at room temperature and normal atmospheric pressure, vapors escape easily from volatile liquid chemicals. Benzene is a HAP and a VOC because it is a chemical that easily volatilizes and also may cause cancer or other health problems. See Appendix B- An Air Pollution Primer for definitions.

MPCA Air Monitoring

The Minnesota Pollution Control Agency (MPCA) monitors air quality throughout the state. In Minneapolis alone the MPCA operates eight air monitoring systems that measure several different families of air pollutants. The MPCA air quality monitors are mounted on the rooftops of schools, fire stations and public buildings. The goal of the MPCA air monitoring is to:

- determine compliance with federal ambient air quality standards,
- determine if air pollution is increasing or decreasing over time,
- inform citizens about daily air quality conditions and
- develop environmental indicators.

Source: MPCA: Citizen's Guide to Monitoring of Outdoor Air, Air Quality/#1.08/February 2003

The monitors operated by MPCA are complex and expensive. They require secure mounting on rooftops and require electricity to operate. They require regular maintenance such as calibration, equipment to analyze the samples and trained staff to operate, interpret and report it all. As a result these monitors may cost upwards of $100,000 per monitor per year to operate. The MPCA's monitoring system is an excellent system that serves the goals of the MPCA and citizens well.

The Minneapolis Air Quality Study

The goal of the Minneapolis Air Quality study was to sample air quality at a neighborhood level or to collect data in areas where people breathe where they live, work and play. Minneapolis needed a different method of sampling as a system similar to the MPCA's system across an entire city would have been cost prohibitive.

Sampling Devices

The 3M™ Organic Vapor Monitor 3500 (OVM) is a charcoal based passive air sampler. The 3M OVM was chosen as they are simple to deploy, cost effective and capable of measuring many of the chemicals that Minneapolis was interested in studying. The OVMs are small, weigh only a few ounces and are designed with a clip to easily attach without causing damage to property. The OVMs are single use and do not require electricity or maintenance.

In a 1999 study the MPCA compared passive 3M ™ Organic Vapor Monitors with the U.S. Federal Reference Method which comprises active monitoring with stainless steel

canisters (the type of monitor the MPCA operates). This study found that the Organic Vapor Monitors compared well with the stainless steel canisters for many of the chemicals for which the City of Minneapolis was most interested. It is for these reasons that the 3M OVM was an appropriate sampling method for this small Minneapolis Air Study. Source: A Field Comparison of Volatile Organic Compound Measurements Using Passive Organic Vapor Monitors and Stainless Steel Canisters.

Prior to the study two hundred OVMs were purchased from the University of Texas School of Public Health, Division of Environmental and Occupational Health Sciences. The OVMs were stored in a secured refrigerator cooler operated by the Minneapolis Public Health Laboratory (AIHA Lab ID# 102313) until the sampling date.

The OVMs are capable of sampling many chemicals, however, the University of Texas School of Public Health's laboratory offered analysis of a suite of chemicals with the purchase of the OVMs. Most of the 31 chemicals analyzed by the University of Texas' laboratory were chemicals with which the city was interested in studying. Table 1 lists the chemicals sampled and analyzed in the Minneapolis Air Quality Study.

Table 1: Chemicals Analyzed
Volatile Organic Compounds (VOCs) sampled

1,3-Butadiene	Methylene chloride
MTBE	Chloroprene
Choroform	Carbon tetrachloride
Benzene	Trichloroethylene
Toluene	Tetrachloroethylene
Ethyl benzene	M&p-Xylenes
o-Xylene	Methyl ethyl ketone
Methylcyclopentane	Naphthalene
Styrene	α-Pinene
β-Pinene	d-Limonene
p-Dichlorobenzene	Isoprene
2,3-Dimethylpentane	1,3,5-Trimethylbenzene
1,2,4-Trimethylbenzene	1,2,3-Trimethylbenzene
1-Ethyl-2-methyl benzene	n-Hexane
n-Pentane	n-Nonane
n-Decane	

Sampling Periods

3M OVMs were deployed throughout the city during four sampling periods. The sampling periods were chosen to represent air quality in each season, therefore, one seventy-two hour sampling period occurred in May, August, October of 2005 and January 2006. Table 2 outlines the number of OVMs launched during each sampling period within each type of location.

Table 2- Number of OVMs Deployed*					
Mpls AQ Study	**May-05**	**Aug-05**	**Oct-05**	**Jan-06**	**Total**
• City grid overlay	**33**	**33**	**33**	**33**	**132**
• MPCA comparision	**6**	**6**	**6**	**6**	**24**
• Roadway Transect	**5**	**5**	**5**	**5**	**20**
• QA/QC	**5**	**5**	**5**	**5**	**20**
• Lost/Errored OVMs	**-2**	**0**	**0**	**-8**	**-10**
Total Mpls Study samples analyzed	**47**	**49**	**49**	**41**	**186**
Uptown Study					
• Uptown Samples	**0**	**6**	**6**	**6**	**18**
• Uptown error	**0**	**0**	**0**	**0**	**0**
Total Uptown Study samples analyzed	**0**	**6**	**6**	**6**	**18**
***Including number lost & errored OVMs and additional Uptown Study sampling**					

Sampling Locations

In order to evenly distribute sampling locations throughout the city, thirty-three sampling locations were established using a systematic grid (see Map 1). Sampling locations included residential homes, city parks and office buildings. Businesses and industry were not utilized as permission to access property may have been difficult to obtain and commercial properties were outside of the scope of our neighborhood study. Property owners and/or property managers were approached either by a personal visit or through the US Mail with a letter including a fact sheet and consent form. Each participant signed a consent form allowing city personnel to enter their property for the purpose of sampling. The consent also outlined the voluntary nature of participating (i.e. no monetary compensation was offered for participating).

35W Transect

We know that mobile sources have a large impact on local air quality. As a result, a small roadway transect was sampled in addition to the neighborhood overlay sampling. The transect study crossed 35W along 46th Street South. One OVM was placed in the freeway median between the north and south lanes on 35W. Four OVMs were placed on south side of 46th Street with two OVMs to the east and to the west of 35W spaced approximately 1 block apart. These OVMs were placed on City street signs approximately 7-10 feet from the ground to discourage theft and vandalism.

Uptown Neighborhood Sampling

In August 2005, six additional OVMs were placed in the Uptown Neighborhood. Uptown is a highly populated automobile dominated neighborhood. The City was interested in understanding how mobile sources play a role on air quality in his neighborhood. These six OVMs were spaced to collect mobile source data in Uptown. The OVMs were placed at:

- Emerson and Lagoon
- James and Lake
- Hennepin and Lake
- 32nd & Fremont
- Hennepin at the Library (at 29th St.)
- Hennepin at St. Sabrina's (at 28th St)

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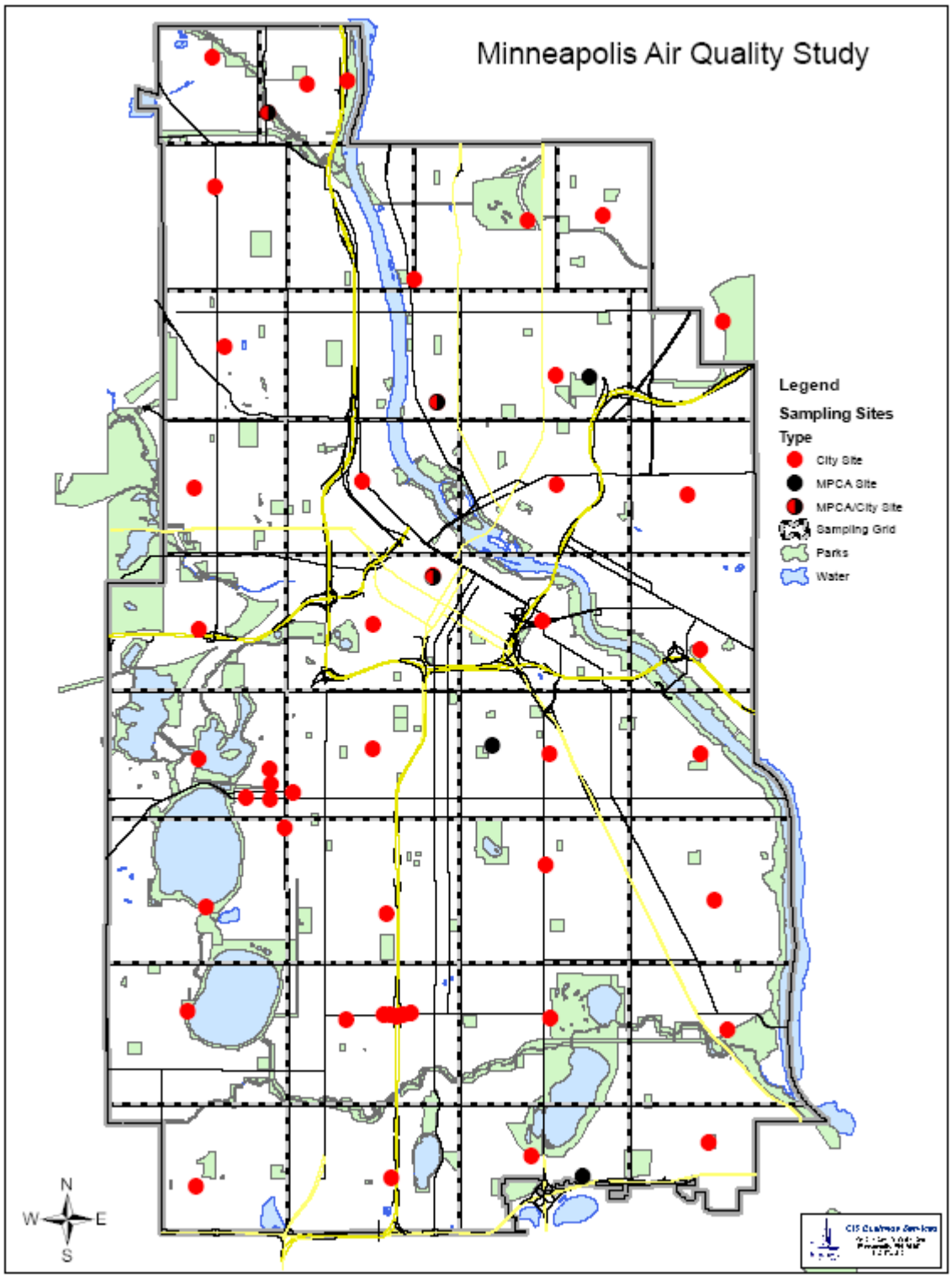
Map 1- Minneapolis Air Quality Study sampling points



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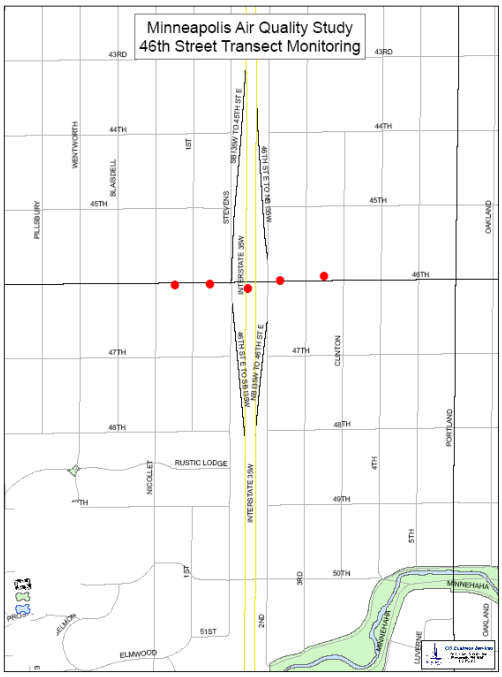
Map 2- 46th Street Transect



Quality Control

Six samples were also placed adjacent to the MPCA ambient air monitors to compare the OVM results to that of the statewide ambient air monitoring system. These were located at fire stations, city owned office buildings and two nearby privately owned properties. It was difficult to gain access to the ambient air monitors located on top of the public schools (Putnam and Weenonah) and therefore OVM sampling was not conducted at those locations; instead the OVMs were placed at nearby residential properties.

The Minneapolis Air Quality Study sampling coincided with MPCA air monitoring. However, the MPCA monitors for 24 hours and the city's OVMs would collect samples for approximately 72 hours. Therefore, the OVMs were launched the day before MPCA's monitoring was to begin as to collect samples over the entire MPCA monitoring period.

Five OVMs were capped and placed next to field samples for quality control and quality assurance purposes. The control OVMs were deployed immediately next to five field OVMs sprinkled throughout the city in the overlay sampling. The control OVMs were capped immediately to prevent collection of chemicals.

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3M™ Organic Vapor Monitor 3500

The OVM was then clipped in the prearranged location on the property, generally hanging from a plant hook or nail away from fresh paint, plastics, green vegetation or other sources that may bias the results high. The OVMs were placed in locations where they would be protected from direct sun, rain and snow such as under roof awnings, porches and the like. If no protection was offered at the sampling site an aluminum pie plate was wired above to protect the OVM.

An “Emissions log sheet” was left on the doorstep of each property to allow the tenants to note any unusual emission/odors occurred during the sampling period. Tenants were instructed to describe the emission/odor in detail, the distance to the emission source and the intensity of the emission. They were instructed to leave the completed form on their front porch so that they could be collected.

Hourly weather conditions were collected for the sampling period through weather underground (www.wunderground.com). Table 34 outlines the average daily weather conditions during the sampling periods.

The OVMs samples were chemically analyzed by the Division of Environmental and Occupational Health Sciences at the University of Texas School of Public Health.

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DATA RESULTS

Results of City Data

Appendix A- Tables 3-32 include data by chemical name for all sampling locations and periods.

Understanding the data

The top left corner of the chart identifies the name of the chemical and the CAS#. CAS registry numbers are unique numerical identifiers for chemical compounds assigned by the Chemical Abstracts Service (CAS) as division of the American Chemical Society.

The Health Benchmark is found centered at the top of the page. The Health Benchmark is were derived by agencies such as the Minnesota Department of Health, the US Environmental Protection Agency and State of California to assess the potential health risks associated with exposure to ambient air pollutants (See Appendix A for more specific information).

ND- Non Detectable result indicates that the result was less than the detection limit for that pollutant by this analysis method.

Method Detection Limit (MDL)- This is the level at which the laboratory has 95% statistical accuracy.

The data results are expressed in micrograms per cubic meter (ug/m3).

Errors

In January eight OVMs were incorrectly deployed. The sampling results were eliminated from the study. The OVMs launched in error were located at:

- Grid 2 near 31st and Ulysses St NE
- Grid 6 near 23XX St. Anthony Blvd.
- Grid 7 near Talmage and 23rd AVE SE
- Grid 8 near Delaware and 27th AVE SE
- Grid 9 near 26th Street & 38th Ave South
- Grid 10 near 37th Street and 40th Ave South
- Grid 11 near 55th Street and 39th Ave South
- Grid 12 near Hiawatha and Nawadaha

These results are indicated by an NA on the data sheets.

Missing Samples

OVMs were missing in May upon retrieval; these results are indicated by an NA on the data sheets. The two missing samples were located at:

- Grid 33 at Harriet Lake
- Grid 41 at 46th Street at 1st Ave South

Table 34- Weather Summary							
Date	**Mean T**	**High T**	**Low T**	**Average Humidity**	**Precipitation**	**Wind Speed (MPH)**	**Direction**
3-May-05	42	54	29	39	0	7	NW
4-May-05	53	67	38	34	0	8	S
5-May-05	64	76	51	45	T	13	SSW
6-May-05	62	74	50	57	0	7	NNE
1-Aug-05	80	91	68	64	0	6	SSE
2-Aug-05	85	96	73	59	0	10	SSE
3-Aug-05	82	91	72	66	0	8	SSW
4-Aug-05	73	81	65	68	0.02 in	12	NW
24-Oct-05	39	45	32	70	0	7	N
25-Oct-05	41	51	31	71	0	2	WNW
26-Oct-05	44	52	36	68	0	5	ESE
27-Oct-05	43	54	32	73	0	3	SE
10-Jan-05	24	32	16	76	0	9	SSE
11-Jan-05	30	37	23	74	0	7	SSE
12-Jan-05	36	44	27	77	T	9	NW
13-Jan-05	26	32	20	72	T	14	NW

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DISCUSSION OF RESULTS

The results of the Air Quality Study indicate that overall the air quality in Minneapolis is good. However, at times some chemicals may exceed the Inhalation benchmarks.

Of the 31 chemicals sampled, 15 have inhalation benchmarks (IHB) associated with them. IHBs are levels at which a chemical is considered reasonably safe in the ambient air (discussed in detail in Appendix B). Our sampling indicates that only 2 of the 15 chemicals with an Inhalation benchmark exceeded the value at some of the locations during some of the sampling periods. The remaining 13 chemicals which did not exceed the IHB. Table 35 below indicates whether or not the chemical has an associated IHB.

The two chemicals that exceeded the Inhalation Benchmark were benzene and tetrachloroethylene.

Several sampling locations exceeded the lower Inhalation Benchmark for benzene throughout the study. In May and August four sampling locations exceeded the lower Inhalation Benchmark of 1.3 ug/m3. In October, 35 locations exceeded, however, October seems to be an anomaly as many of the 31 chemicals sampled were generally elevated during this sampling period. Slow wind conditions likely played a role in the higher sampling results.

In May, Tetrachloroethylene exceeded the Inhalation Benchmark at three locations. One sampling location exceeded the HRV for three of the sampling periods. The location which exceeded the Inhalation benchmark during three sampling periods is located at a heavily traveled intersection with several area sources such as small business' and gas stations in the immediate vicinity.

There were a few locations that generally had elevated results. These locations were in high traffic areas such as the 46th Street Transect and 34th & Cedar Ave S. Overall, the residential sampling sites had lower chemical results than heavily traveled intersections. However, the 16XX Polk St NE sampling site, which is situated on a residential property and is adjacent to a parcel of land that is zoned light industrial was elevated for some chemicals in May.

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Table 35

Chemical to associated Inhalation Benchmark (IHB)		
Cancer IHB	**Non-Cancer IHB**	**No IHB**
p-Dichlorobenzene (106-46-7)	*Styrene (100-42-5)*	1,3,5 TMB (108-67-8)
Toluene (79-01-6)	M P Xylenes (108-38-3)	n-Pentane (109-66-0)
Tetrachloroethylene (127-18-4)	*Chloroform (67-66-3)*	n-Hexane (110-54-3)
MTBE (1634-04-4)	Methyl Ethyl Ketone (78-93-3)	n-Nonane (111-84-2)
Carbon Tetrachloride (56-53-5)	O Xylenes (95476)	N-Decane (124-18-5)
Benzene (71-43-2)	Ethylbenzene (100-41-4)	1,2,3 TMB (526-73-8)
Methylene Chloride (75-09-2)		2,3 Dimethylpentane (565593)
Trichloroethylene (79-01-6)		Ethylmethylbenzene (611-14-3)
*__bolded__ chemicals indicate sampling resulted in a HRV exceedance at one or more locations. **_Italicized_ chemicals indicate that many of the results were below the method detection level (MDL).		*d-Limonene (5989-27-5)*
		Isoprene (78795)
		a-Pinene (127-91-3)
		b-Pinene (127-91-3)
		Napthalene (91-20-3)
		1,2,4 TMB (95-63-6)
		1,3 Butadiene (106-99-0)
		Chloroprene (126-99-8)

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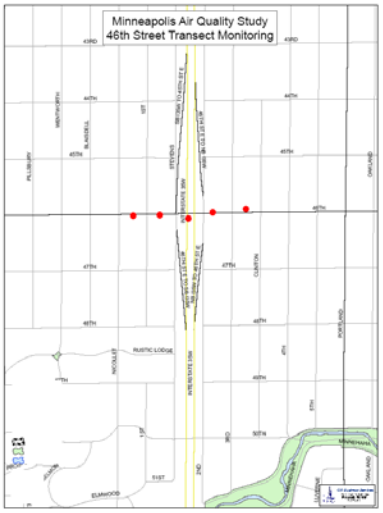
BENZENE DISCUSSION

> *"Benzene is a colorless liquid with a sweet odor. It evaporates into the air very quickly and dissolves slightly in water. It is highly flammable and is formed from both natural processes and human activities.*
>
> *Benzene is widely used in the United States; it ranks in the top 20 chemicals for production volume. Some industries use benzene to make other chemicals which are used to make plastics, resins, and nylon and synthetic fibers. Benzene is also used to make some types of rubbers, lubricants, dyes, detergents, drugs, and pesticides. Natural sources of benzene include volcanoes and forest fires. Benzene is also a natural part of crude oil, gasoline, and cigarette smoke."*
>
> **ToxFAQs for Benzene,** Agency for Toxic Substances and Disease Registry, Division of Toxicology, http://www.atsdr.cdc.gov/tfacts3.html

Benzene is the only chemical with a range for the inhalation health benchmark (IHB were previously discussed). The lower end of the range is 1.3 ug/m3 and the upper is 4.5 ug/m3. Several sampling results exceeded the lower range of the Inhalation benchmark for Benzene in May, August and January; the October sampling results for Benzene will be discussed later in the report. Four sampling locations exceeded the Inhalation benchmark during every sampling period; they are located at 35W, 46th/1st Street South, 46th/ Nicollet Street South, and 34th/Cedar Ave South. No sampling locations exceeded the upper end of the Benzene HRV range at any time.

35W -46th Street South Roadway Transect Map



46th Streets/ 35W roadway transect

The 35W-46th Street roadway transect OVMs were located on sign posts 7-10 feet off the ground in an effort to prevent vandalism and tampering (Map 3 above). The sampling points were on the south side of 46th Street approximately located between:

- Nicollet and 1st Avenue= Nicollet
- 1st and Stevens Avenue= 1st
- 2nd and 3rd Avenue= 2nd
- 3rd and Clinton Avenue= 3rd
- 35W freeway median= 35W

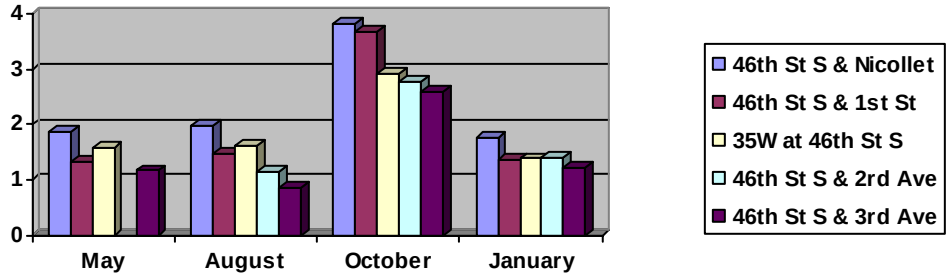
Mobile sources including diesel buses/trucks, automobiles, lawnmowers, idling and accelerating traffic at stop lights and bus stops are all emission sources in this area. There are also a few area sources in the immediate vicinity include: three licensed gasoline filling stations (two of which are located very near the sampling location) and three licensed repair garages (one of them being an autobody shop). There are no point sources in the immediate area.

The sampling results indicate that the 35W and two sampling sites to the west of 35W exceeded the Inhalation benchmark during all of the sampling periods. The benzene results of the roadway transect can be found in the Table 36 below; note that the bolded results indicate the lower Inhalation benchmark was exceeded.

Table 36-

Location	May	August	October	January
46th St S & Nicollet	**1.88**	**1.97**	**3.81**	**1.77**
46th St S & 1st St	**1.33**	**1.47**	**3.68**	**1.36**
35W at 46th St S	**1.59**	**1.63**	**2.91**	**1.39**
46th St S & 2rd Ave	NA	1.15	**2.76**	**1.40**
46th St S & 3rd Ave	1.17	0.86	**2.59**	1.23

Chart 1- Benzene results at the 35W-46th Street Roadway transect



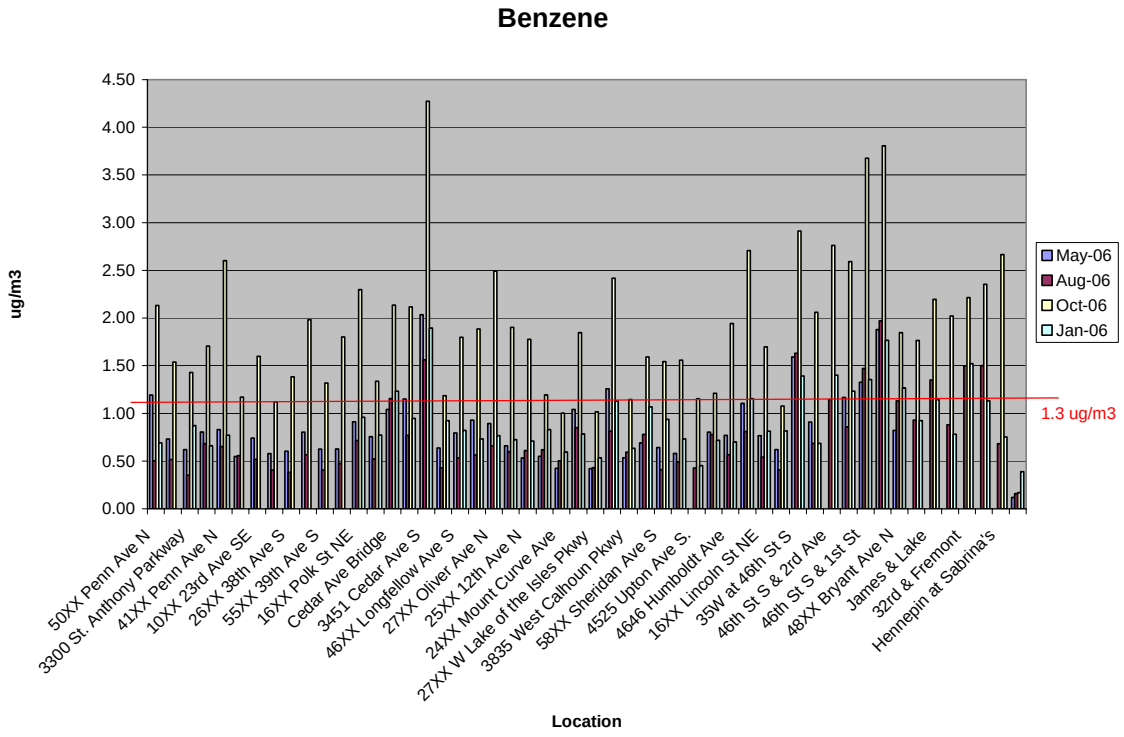
34th Street and Cedar Ave South

The lower range of the Benzene Inhalation benchmark was also exceeded during all four sampling periods at 34th Street and Cedar Ave. The results were: 2.03, 1.56, 4.27, and 1.90 for May, August, October and January.

This intersection generally has heavy bus and truck traffic including two bus stops on Cedar Ave near the sampling location. There are no area sources/licensed businesses in the immediate area that would knowingly emit benzene. There are no point sources in the immediate location of the sampling point.

Note that the OVM was placed under an awning near the bus stop in order to protect it from the rain, snow and direct sunlight. Bus riders sometimes smoke cigarettes beneath the awning in an effort to escape the elements while waiting for the bus. Cigarette smoke is also a source of benzene and therefore, it is likely that cigarette smoke contributed to the benzene results. However, it is impossible to determine what percentage of benzene resulted from cigarette smoke verses mobile sources.

Chart 2- Benzene results



In summary, the lower range of the Benzene Inhalation benchmark was exceeded at several locations in the city. At no time was the upper end of the range exceeded during the sampling. The locations that had multiple exceedances were generally located along busy intersections indicating that mobile sources likely contributed to the result. Gasoline also is a benzene source and therefore emissions from gasoline service stations likely contribute, there were two gasoline service stations adjacent to the 46th Street 35W roadway transect sampling. Cigarette smoke is also a known source of benzene and may have contributed to the exceedance at one location.

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TETRACHLOROETHYLENE DISCUSSION

> *"Tetrachloroethylene is a manufactured chemical that is widely used for dry cleaning of fabrics and for metal-degreasing. It is also used to make other chemicals and is used in some consumer products.*
>
> *Other names for tetrachloroethylene include perchloroethylene, PCE, and tetrachloroethene. It is a nonflammable liquid at room temperature. It evaporates easily into the air and has a sharp, sweet odor."*

ToxFAQs tm for Tetrachlorethylene (PERC), Agency for Toxic Substances and Disease Registry, Division of Toxicology, http://www.atsdr.cdc.gov/tfacts18.html

In May, Tetrachloroethylene exceeded the Inhalation benchmark at three locations:

- Carl W. Kroening Interpretive Center (I-94 at 49th Street Exit)- 1.72 mg/m3
- 31st & Ulysses St NE- 2.48 ug/m3
- 46th Street and Nicollet Ave- 6.83 ug/m3

Carl W. Kroening Interpretive Center
This sampling site is located in north Minneapolis along interstate I-94 at the 49th Street exit. The sampling site was located directly below the Minneapolis Parks and Recreation sign at the Carl W. Kroening Interpretive Center. There are no known sources of Tetrachloroethylene in the immediate vicinity as there are no area or point sources near the sampling site. It is unclear why this sampling site exceeded the Inhalation benchmark in May and further sampling would be needed to get a better understanding.

31st & Ulysses St NE
In May the 31XX Ulysses St NE sampling location exceeded the Inhalation benchmark of 1.7 ug/m3 with a result of 2.48 ug/m3. The Ulysses sampling site is a residential property set in the center of city block surrounded by residential homes. There is a licensed repair garage and a drycleaner within four blocks.

46th Street S & Nicollet

As previously discussed this location exceeded the Benzene Inhalation benchmark for all sampling periods. It also exceeded the Tetrachloroethylene Inhalation benchmark in three of the four sampling periods including: May-6.83 ug/m3, August- 4.08 ug/m3 and October- 2.36 ug/m3. This is the only sampling location in the study that exceeded Tetrachloroethylene on more than one occasion.

As discussed previously, this sampling site is at the center of a commercial setting with gasoline service stations, repair garages, and drycleaners within blocks.

In summary, Tetrachloroethylene is frequently used in the drycleaning process so it is likely that it may be detected in commercial locations. Tetrachloroethylene exceeded the Inhalation benchmark at a few sampling locations in the city. It is unclear why the chemical was detected above the Inhalation benchmark at two of the non-commercial sites.

46th Street South and Nicollet Ave looking east

OVM placement on sign post

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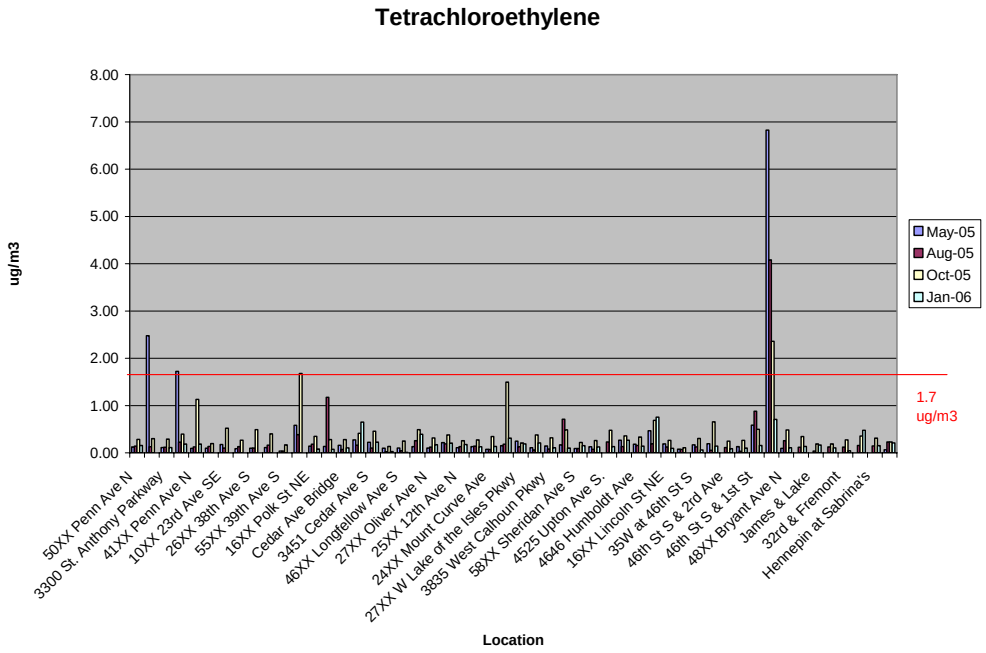

Chart 3- Tetrachloroethylene

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OCTOBER 2005 DISCUSSION

In general many of the results throughout the city were much higher in October than the other three sampling periods. The weather conditions during this period likely played a role in the elevated results. The average wind speed in October was roughly half that of the other sampling periods. In May the average four day wind speed was ~8.75 miles per hour; in August 9.0 mph, in October 4.25 mph, and in January 9.75 mph. A slower average wind speed would have kept the air pollutants in the area longer allowing the chemicals to be absorbed into the carbon filter in higher concentrations.

The chemicals that resulted in high October readings include: Benzene, 1 3 5 Trimethylbenzene, 1 2 4 Trimethylbenzene, 1 2 3 Trimethylbenzene, Decane, Pentane, Styrene, P-Chlorobenzene, O-Xylene, MP-Xylene, Ethylbenzene, Toluene, and Trichloroethylene

October results are demonstrated by the yellow bar in Charts 4, 5, and 6.

Chart 4- Toluene Results

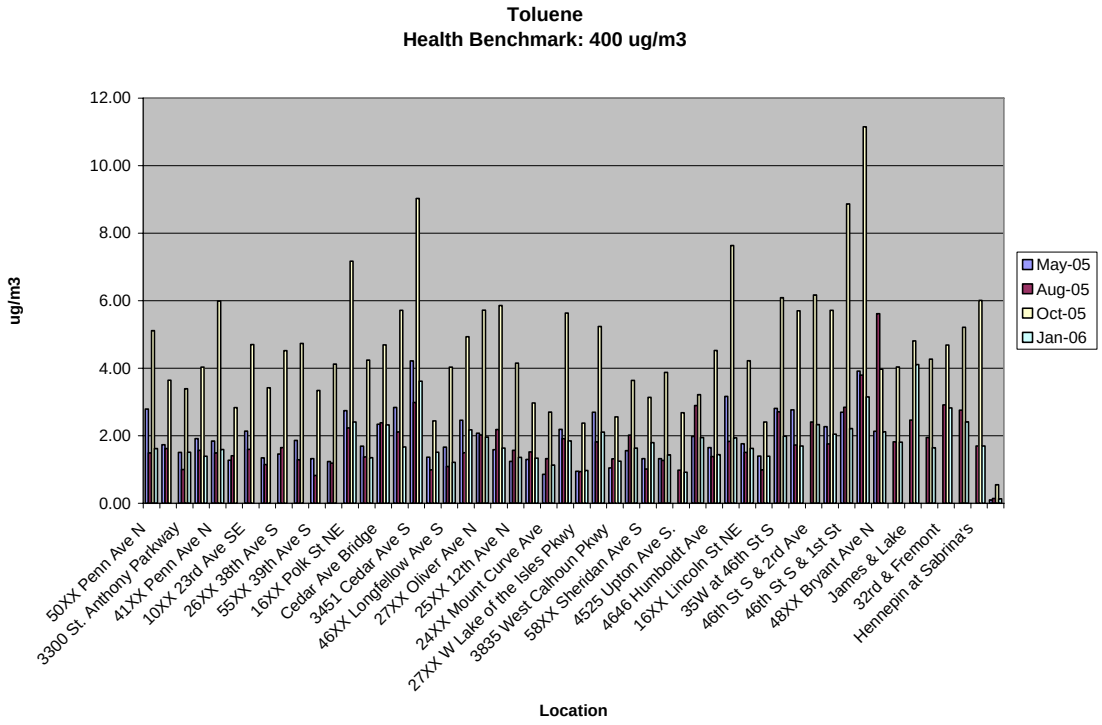


Chart 5- Trichloroethylene Results

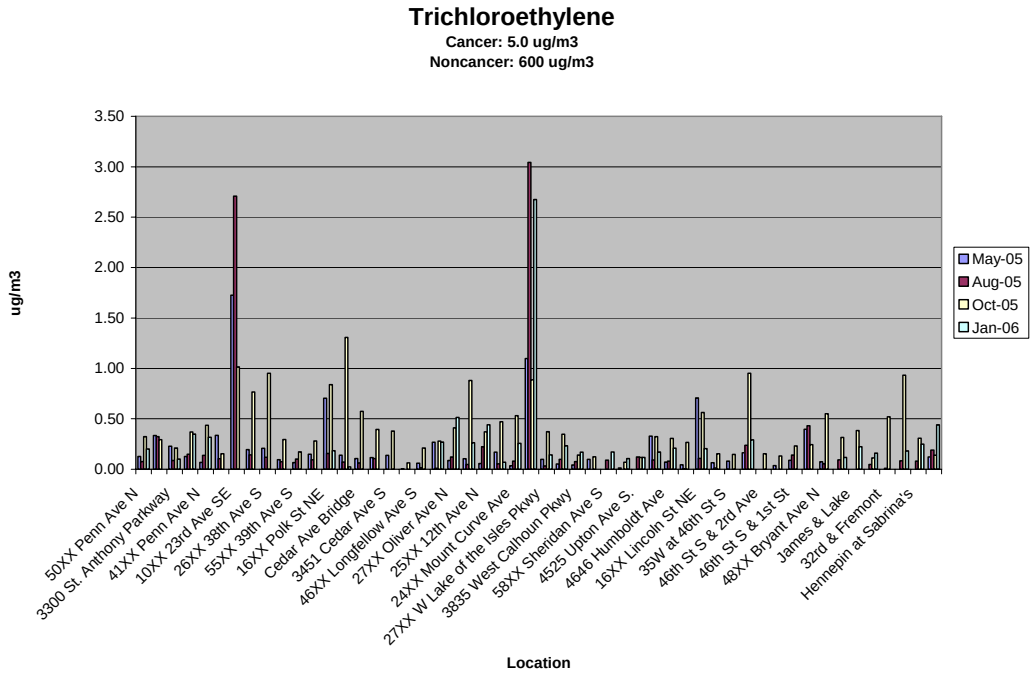
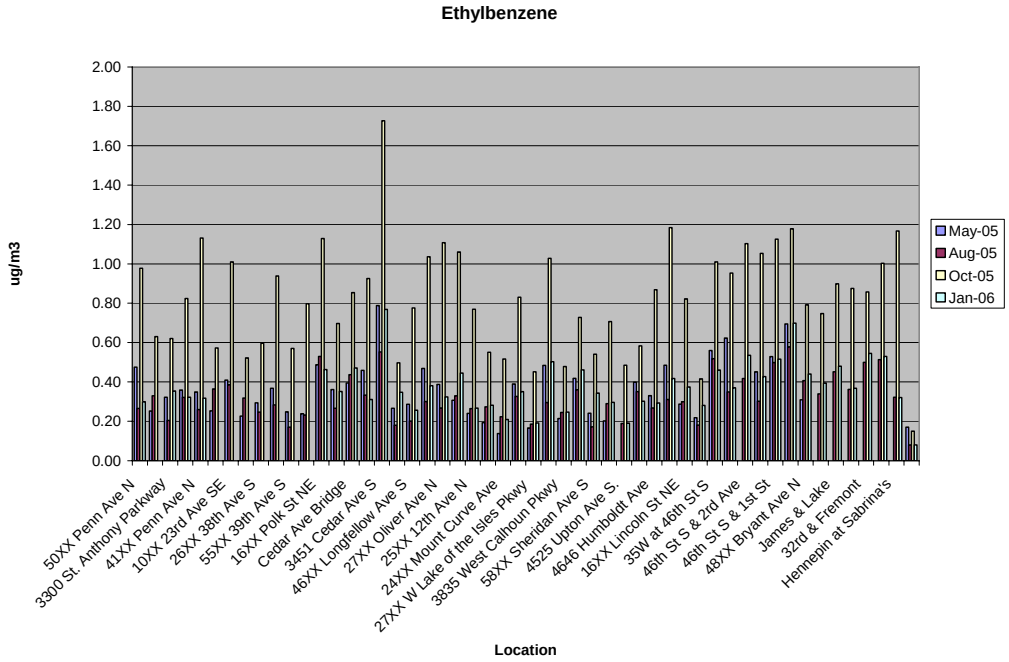
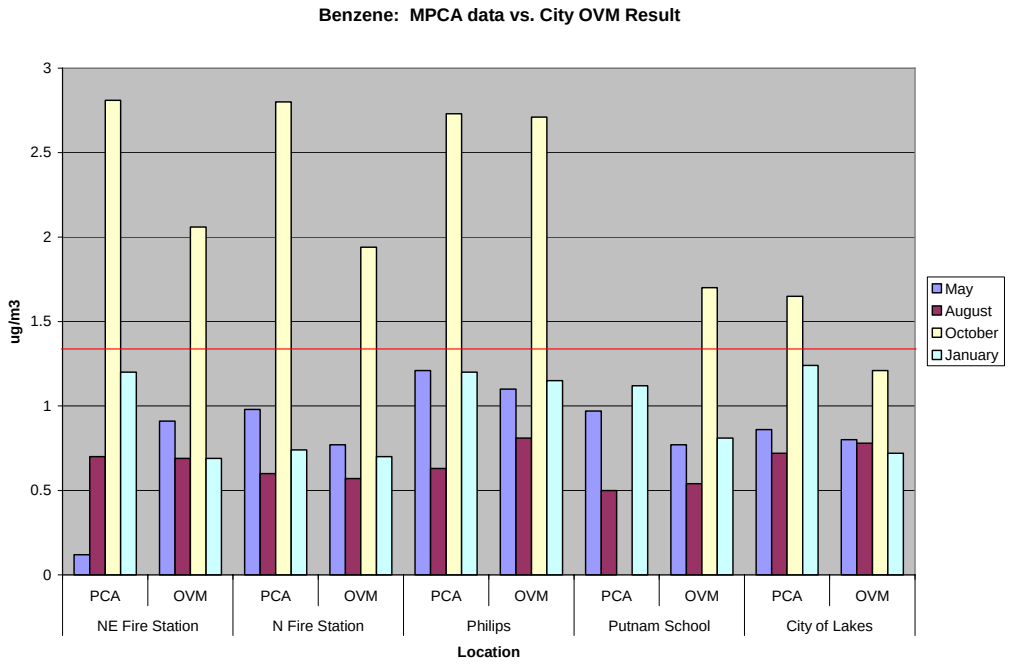


Chart 6- Ethylbenzene Results



The Minnesota Pollution Control Agency's ambient air monitors were consistent with the Minneapolis' October findings as found in Chart 7 below.

Chart 7- Benzene: MPCA and City



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16th & POLK ST NE DISCUSSION

This sampling site is residential property adjacent to a parcel which is zoned as I1/Light Industrial District(`99). The neighboring property is used as a storage parking lot for construction equipment including diesel trucks. The diesel trucks park just over the property line within approximately 25 feet of the home. The trucks idle for long periods of time (up to hours) to warm the engines and pressurize the brakes, especially on cold days. Neighbors have complained in the past that the diesel emissions drift over the property line causing noxious odors and city inspectors have verified the complaints..

16th & Polk St NE

looking over the fence-16th & Polk

The Emissions Log Form was completed by the property owner in May describing the emissions detected in the immediate area during the sampling period. The resident described the emission on May 4, 2005, as an idling diesel engine and rated the intensity of the odor from the emission as a 5 (on a scale of 1-5). Specifically, the odor was described as a diesel exhaust. The resident included a brief description of the emission as follows:

> *"Equipment on a trailer was started and ran for an undetermined amount of time- the smell called my attention to it while it and out of the house on errands. Smoke was headed directly toward monitoring badge."*

The US Department of Labor- Occupational Safety and Health Administration (US OSHA) identifies the Trimethlybenzene compounds as commonly associated with exhaust emitted by diesel engines.

Source: http://www.osha.gov/SLTC/dieselexhaust/chemical.html

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Table 37 lists the result for the Polk address for each of the sampling periods.

Table 37

Chemical	May-05	Aug-05	Oct-05	Jan-06
1,3,5 TMB	0.83	0.22	0.36	0.19
1,2,4 TMB	2.25	0.52	1.45	0.44
1,2,3 TMB	0.84	0.16	0.35	ND
EMB	2.45	0.74	1.55	0.65

While there are no Inhalation benchmarks with which to compare these results, the elevated sampling result at this location in May should be noted. Charts 8-11 below depict the results for all of the sampling locations and periods. The red arrow indicates the Polk St NE result in May. From these graphs it is easy to see that the Polk St NE sampling site had significantly elevated results for four chemicals in May. A secondary matter which is addressed in the October discussion, shows that overall October had generally elevated results for many of the chemicals sampled.

Chart 8- 1 Ethyl-2-Methyl Benzene Results

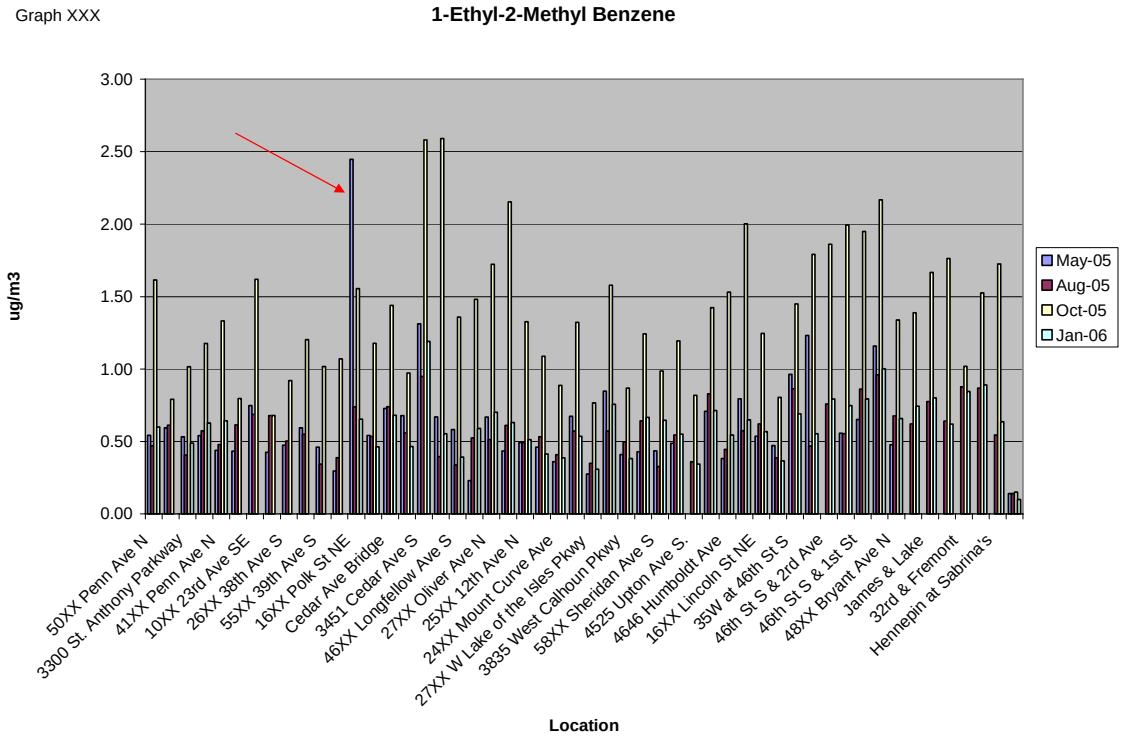

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Chart 9- 1,2,4 Trimethylbenzene Results

Graph XXX

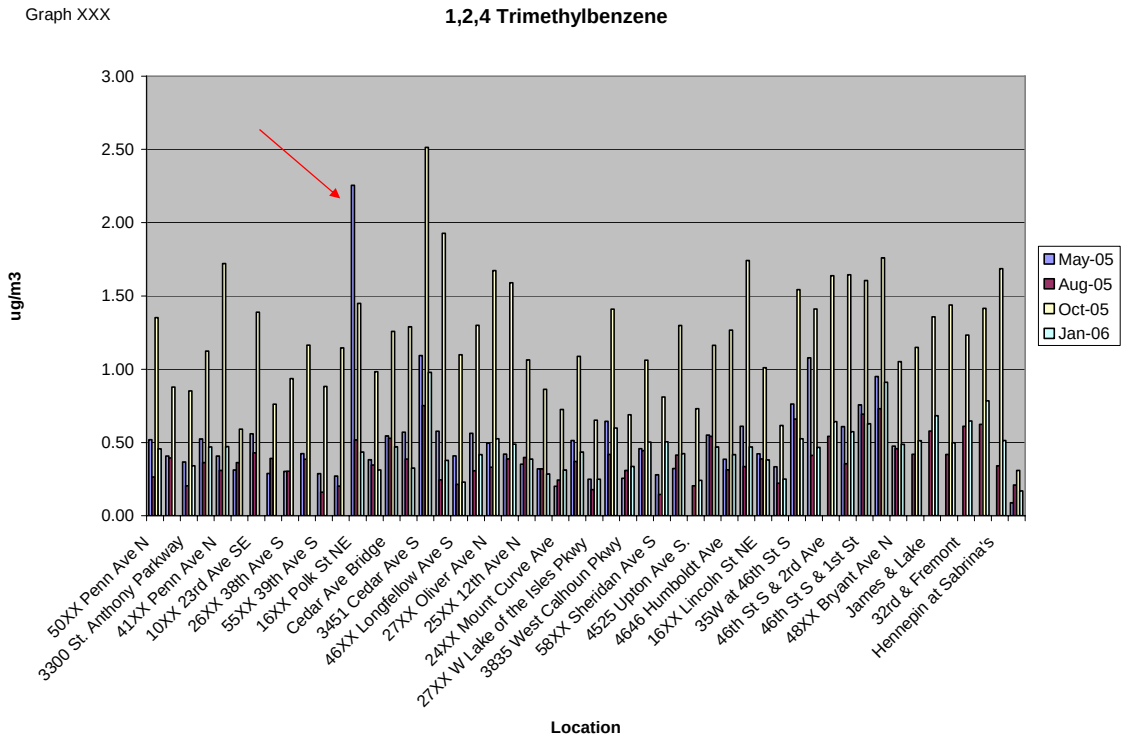


Chart 10- 1,3,5 Trimethylbenzene Results

Graph XXXX

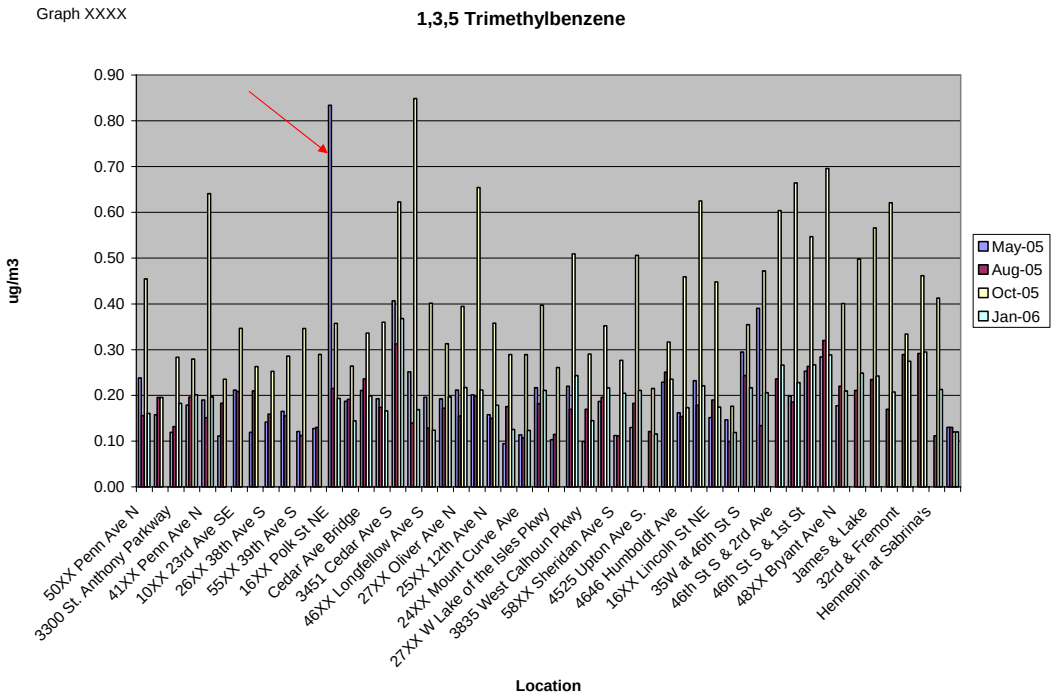
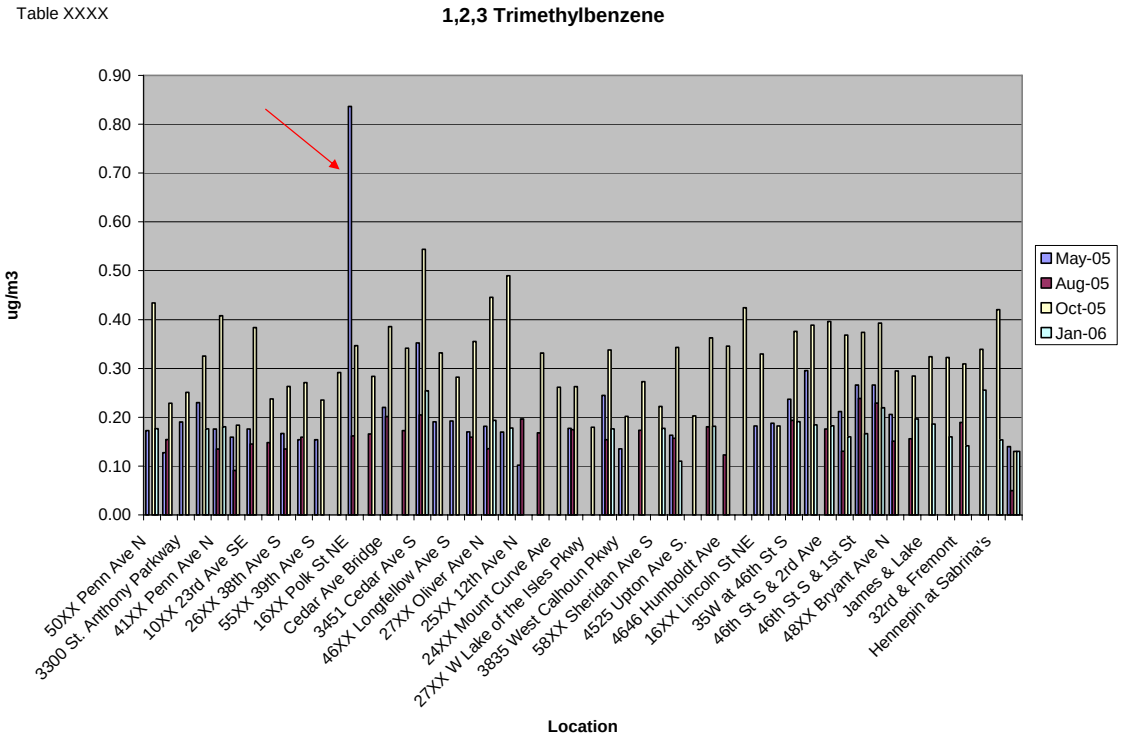


Chart 11- 1,2,3 Trimethylbenzene Results

Table XXXX



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UPTOWN SAMPLING DISCUSSION

As mentioned previously, the Uptown sampling was added after the beginning of the study (see Map 3) and therefore, there are no sampling results for the May sampling period.

Of the three sampling periods in Uptown, Benzene was the only chemical that exceeded the Inhalation Benchmark. October appeared to be generally higher results than the other sampling periods. This is consistent with the results of the overall study.

Map 3- Uptown Map

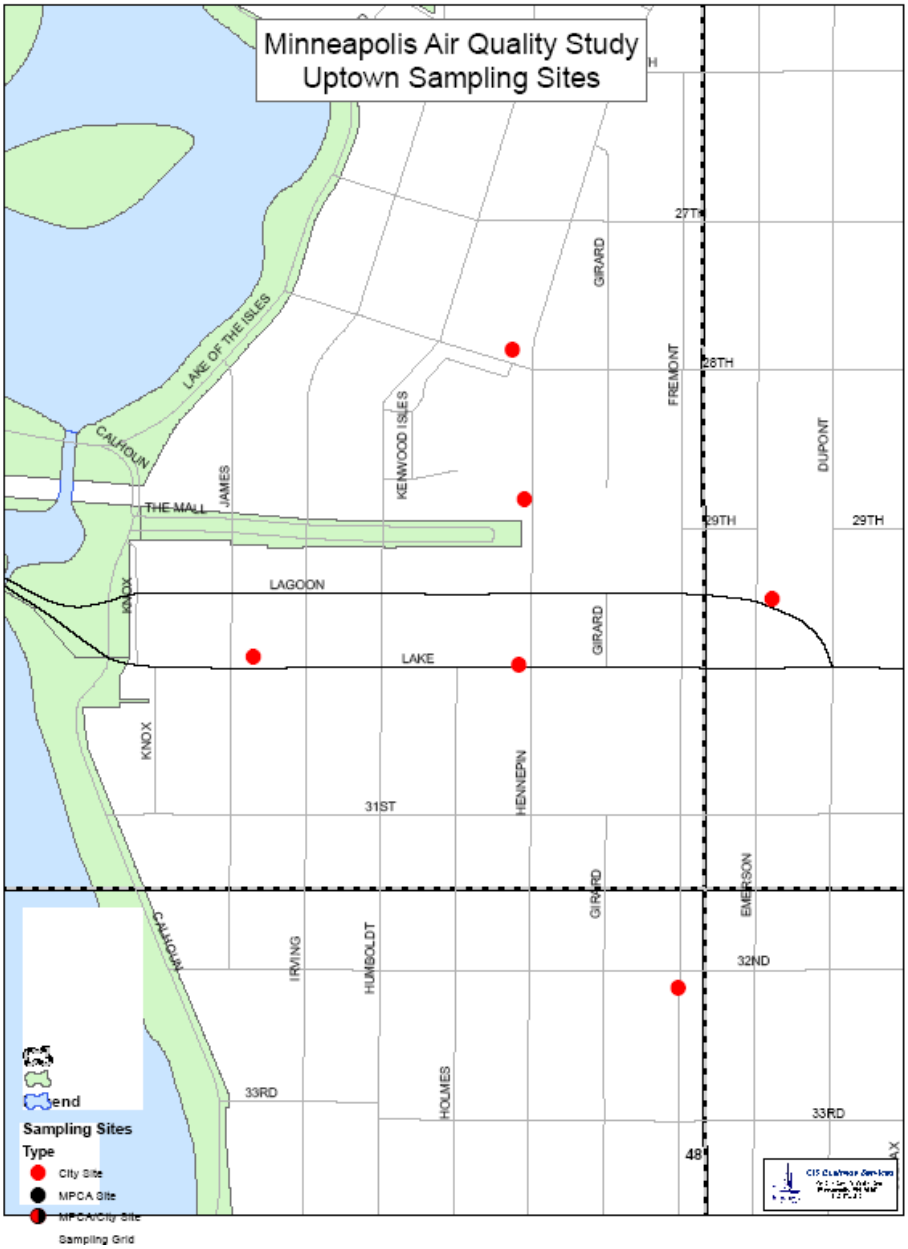

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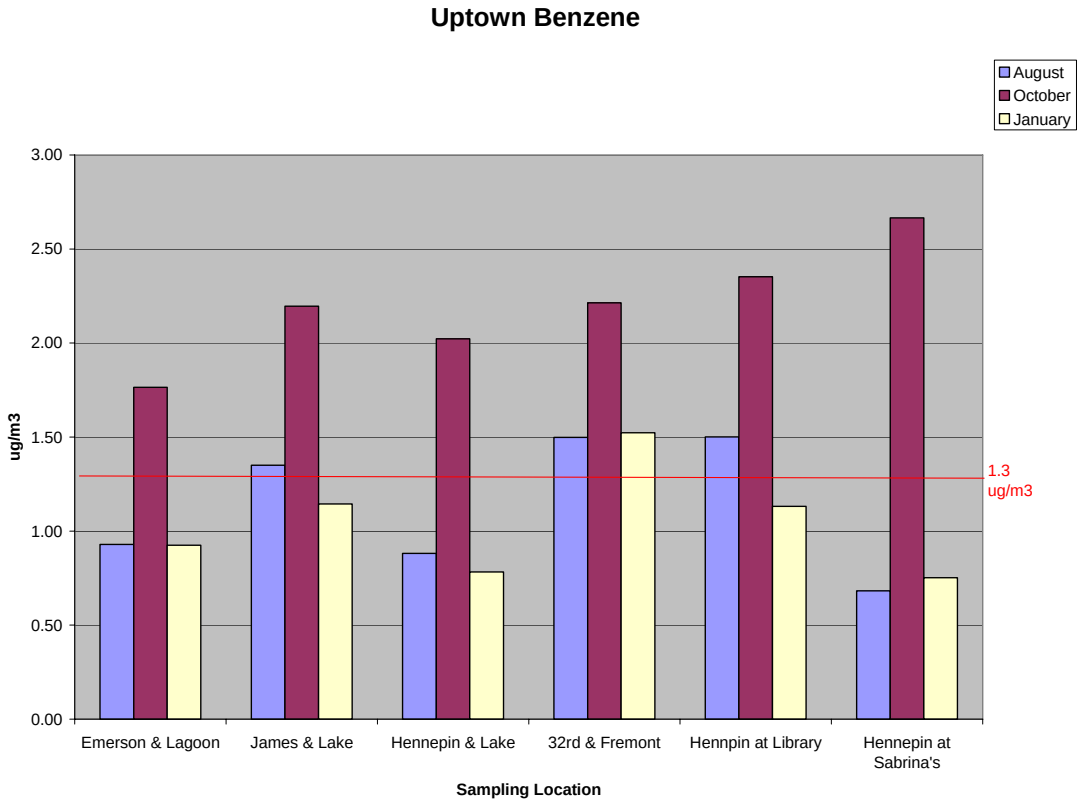
Chart 12- Benzene results in Uptown sampling



SUGGESTIONS AND RECOMMENDATIONS

The following are suggestions and recommendations for future consideration.

Ordinance & Licensing Regulations

Create and amend current air quality ordinances to reduce volatile organic compounds, specifically benzene.

Utilize tools such as business licenses and building permits to target emissions reductions among industry type and work practices. Strategies may include pollution prevention techniques, adding or upgrading pollution controls equipment, and modifying work practices (for example, restricting idling of construction vehicles at job sites).

- Through ordinance, prevent specific work practices (for example, sand blasting) on air quality alert days.
- Implement annual inspections of city facilities/business that have MPCA air quality permits to ensure that they operating properly and more closely review MPCA permit applications for all facilities within Minneapolis.
- Implement random inspections for ensure Stage One Vapor Recovery Systems are installed and being used.
- Consider target areas within city and metro area for stricter state air quality regulation (lower emission standards).

Data Analysis

Continue to analyze the current data and include a more thorough review of air emissions sources near sampling sites such as bus stops, truck routes, gasoline stations, congested intersections and area sources to better determine their effect on the sampling results.

Share the data with the University of Minnesota for further analysis.

Within City Departments

Continue working with City's Sustainability Office to implement strategies to improve air quality and meet indicator goals, including an increased emphasis on ozone.

Work with Minneapolis Development Review to:

- Encourage green building techniques
- Consider air quality impacts during plan development review
- Develop stricter standards for permits that impact air quality
- Provide information on workplace practices to reduce adverse impact on air quality on job sites (idling, sandblasting, excavation dust).

Communicate the air quality data to all City Departments, including Public Works, Zoning/Planning, Department, Regulatory Services, and CPED. Offer assistance to develop comprehensive air quality strategies and policies.

- Develop city-wide strategies for reducing traffic congestion at intersections.
- Minimize air toxics exposure to sensitive populations such as children and the elderly. For example, work with Zoning/Planning to locate day care centers, schools, and senior centers away from known emission sources.
- Work with Public Works to plan commuter bike routes off of main roadways to reduce exposure e.g. to auto exhaust and increase roadway safety.

Partnerships
Continue to maintain/improve partnerships with sister agencies to share air quality information, resources and ideas such as:

- Increase the City's commitment to Clean Air Minnesota (CAM) to reduce volatile organic compounds and Oxides of Nitrogen throughout Minneapolis and the state. Accomplish this task by increasing staff time devoted to CAM and allocate funding for projects that directly reduce VOCs in Minneapolis.

- Partner with Minnesota Pollution Control Agency to discuss air quality strategies. Specifically, concentrate on areas with which the City can focus resources to realize emissions reductions and improve air quality in Minneapolis. Air Quality partnerships are necessary to minimize redundant efforts between sister agencies and to ensure resources are used efficiently.

  Other agencies with which we should communicate air quality strategies:
  Minnesota Department of Health
  University of Minnesota- School of Public Health
  Hennepin County
  MN DOT
  America Lung Association
  Metropolitan Council
  Other Metropolitan Cities

Future Sampling
Below are additional options for future air sampling. Submit request for equipment, training, and analysis as part of 2009 budget process.

- Citizen complaint response- sample locations that have a history of air quality complaints in the city.

- Conduct more intensive location sampling of air emissions sources such as industry type or heavily traveled intersections. Identify what pollutants need to measure and purchase appropriate equipment.

- Conduct multi-seasonality sampling to gain a more accurate picture of air quality within the seasons.

- Conduct sampling for other pollutants of concern such as particles or formaldehyde or others as they become a concern.

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