

**Downtown Public Realm Framework Plan  
Comments from 45 Day Review Period**

| Comment  | Source                                | Location in Plan          | Response   |
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| <p>I'd like to suggest connecting/extending Bassett Creek Park and a bike/walking path all the way to where it goes underground. I'd go so far as to say that putting the creek back above ground and developing it in an Amsterdam/Hamburg style would be a hit, financially, architecturally, exc.</p>   | <p>Ben Thompson,<br/>6/4/16 email</p> | <p>Physical Framework</p> | <p>Comment acknowledged and appreciated</p>  |
| <p>Please consider lunar-resonant lighting, where streetlights are full-strength when there is no moon and dim as the moon waxes until the lights are off at full moon. There are considerable cost savings plus it will lend a more interesting atmosphere to the area.</p> <p>Here's one website:<br/><br/><a href="http://designtoimprovelife.dk/lunar-resonant-streetlights/">http://designtoimprovelife.dk/lunar-resonant-streetlights/</a></p>   | <p>Diane Bundlie<br/>6/2/16 email</p> | <p>General</p>            | <p>Comment acknowledged. However the plan does not make specific recommendations about operations or specifications (light fixture specifications).</p>      |
| <p>Re: the City of Minneapolis's "Downtown Public Realm Framework Plan" and the Minneapolis Parks &amp; Recreation Board's "Downtown Service Area Master Plan"</p> <p>To the people entrusted with responsibility for providing proper pathways to places:</p> <p>My interest in this arises from my residence at the southeast corner of Loring Park, at West 15th St. across from the south end of Willow Street, continuously since November 1977. During this time I have been professionally engaged in architectural design, planning, and construction. Moreover, I have been civically involved in Citizens for Loring Park Community and the Cedar Lake Park &amp; Trails Association, just to name two of local relevance.</p> | <p>Erik Roth<br/>6/29/16 email</p>    | <p>General</p>            | <p>Comment acknowledged and appreciated. However this plan does not make specific recommendations about operational matters (crossings; traffic lights).</p> |

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| <p>Such studied and experienced perspective guides these remarks.</p> <p>Several matters merit critique, particularly concerning the interior landscape of Loring Park, its perimeter edges and prominent places of entrance, and into the surrounding neighborhood and beyond.</p> <p>Yet probably it would be best, allowing for limited attention spans with email, to restrict each missive to just one issue at a time.</p> <p>So, in no order of priority importance, but to begin with a condition whose improvement can be accomplished most easily, effectively, and economically, consider one Loring Park entry point.</p> <p>My first issue then concerns the pedestrian crossing between the corner at West 15th St. and the Oak Grove Apartments, 430 Oak Grove St., and Loring Park.</p> <p>That crossing, by the way, should not ever be referred to as from St. Marks Episcopal Cathedral to the park.</p> <p>The actual crossing to the park is not there.</p> <p>This distinction is critically important and therefore must not be muddled by imprecision.</p> <p>The park side there is already attended with a curb cut and contoured path for handicap access, as well as a decorative railing that also visually identifies it as a gateway point.</p> <p>All that is lacking, and needed, and consequently unconscionable not to provide, is clear marking on the street defining it.</p> <p>For those of a certain age, the most vivid example of that done well is shown on the cover of the Beatles "Abbey Road" album.</p> |  |  |  |
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| <p>An example of it done not so well, but at least done, however faded, can be seen at the crossing over Willow Street between Loring Park and the pedestrian Greenway.<br/>( What would it take to simply refresh the paint job there? Who is responsible for that not happening? )</p> <p>Now, I have actually heard it claimed that Public Works, ostensibly the department deciding and handling such matters, refuses to mark 15th Street here "because they don't want to encourage crossing there."<br/>If I have to list reasons why such judgment is contemptible, just let me know or ignore this, and I will excoriate those proponents without mercy.<br/>In nearing four decades of living here, I have witnessed good, bad, and ugly regarding work by both the City and the Park Board, most of which is pathetically uncoordinated.<br/>At this point, my patience with poor performance by people who are paid to do better has been exhausted.<br/>I cannot indulge mediocre work any longer.</p> <p>So, get this crossing painted, pronto.<br/>Once done, and done well, attractively and competently, then car traffic will respond, making foot traffic safer.<br/>Such a small step can't be beyond your capacity to accomplish.<br/>How long will it take for it to happen? We've asked that for several years.<br/>We'll all be waiting and watching to see how you respond.</p> <p>p.s.<br/>Incidentally, if anyone who gets paid a salary for deciding these things gave concern for, let alone paid attention to the speed of car traffic along 15th Street, one major effect on that would be obvious.</p> |  |  |  |
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| <p>When the Minneapolis Convention Center was built, the three-way stop sign intersection at 15th and Willow was replaced with semaphore traffic lights.</p> <p>That actually increased the speed of cars on 15th Street, presumably serving the growing traffic coming away from the Convention Center, and commuters leaving the downtown.</p> <p>Restore the three-way stop signs at that 15th &amp; Willow intersection and the Loring neighborhood would benefit by calming the flow, which not incidentally, by steady stop-and-go, would proceed more smoothly without the accelerating yellow, aggravating red, and speeding on green light pace.</p> <p>The consequent effect on the crossing in question, as people in cars move toward the Hennepin &amp; Lyndale light, would also be improved to the benefit of people on the street.</p> <p>After all, from what I understand, that is part of your mission.</p> |                                     |                |  |
| <p>We just finished our CLPC Land Use meeting. The majority in attendance were members of our Loring Park Neighborhood Master Plan Steering Committee, a 2.5 year in depth planning effort for our neighborhood, now approved by both City and Met Council and amended to the Minneapolis Comprehensive Plan.</p> <p>There were several comments about the PDF you had sent, as a fyi -</p> <p>Folks felt that it lacked information. Only three of the 27 gatherings were in Loring Park, one at the Loring Park Art Festival and one at PRIDE which we staffed, and one at National Night Out. Many around the table helped with that information collection. So seeing '27 community engagement opportunities' means nothing as we have been used to very involved place-based planning over these past 20 years. The next steps of formulating a plan, developing the draft, and the inclusion of our Master Plan</p>      | <p>Jana Metge<br/>6/27/16 email</p> | <p>General</p> | <p>Comment acknowledged and appreciated. The plan is consistent with the Loring Park Master Plan. Because the plan covers 14 neighborhoods, detailed recommendations that are already present and adopted as policy in other plans would be redundant.</p> |

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| <p>Public Realm elements were something we thought would just occur. We have a Met Council approved Small Area Plan. How do we get staff resources/financial resources to implement our Public Realm &amp; Connections from our approved Master Plan if our priorities are not reflected in this plan?</p> <p>We need to know -<br/> What type of comments you want?<br/> A short blurb about the purpose of this study.<br/> What the focus is.<br/> Why isn't there wasn't a website to send emails too vs a single email address.<br/> A date that says when the public hearing is.<br/> A date which says when this goes to City Council.</p> <p>With regards to the Loring Park Neighborhood -<br/> It was observed that there are no connections listed in Loring Park Neighborhood but for underpass by Dunwoody.</p> <p>We have an approved Master plan - amended to the City's Comp Plan. Gary Cunningham was part of our Process as Met Councilmember. We followed Thrive 2040 principles thruout out plan.</p> <p>So, folks are wondering why a connection to Loring Park - thru - and to the Walker, a Connection from Grant Street to the Freeway going south on Eat Street aren't mentioned, Connecting Eat Street and the Convention Center via 'Loring Village' and the Designed Activity Center are not mentioned, and finally why connecting Stevens Square and Loring Park via Design of an improved Nicollet Bridge is not mentioned? We have already had the MNDOT team out talking about the Value of Sense of Place and the upcoming I 94 planning project. We have already shared input</p> |  |  |  |
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| <p>with them but see nothing about the Nicollet bridge from our approved Master Plan and the possibilities for when it is rebuilt.</p> <p>All of the Historic Churches were also represented tonight. They are 'Connections' as well and Institutions people who travel visit.</p> <p>Last, as you know our goal for vacant mansions is to possibly repurpose them into a Bed &amp; Breakfasts area. This concept fits nicely with the upcoming tourism plan.</p> <p>So, just some questions/comments from tonight.</p>  |                                       |                |   |
| <p>As a downtown resident I walk at least five days a week on Nicollet Mall. Prior to construction last summer the mall began to feel less welcoming as homeless numbers increased with a gauntlet of cardboard signs and aggressive panhandling. Multi-generational groups of people, including small children, hang out on or near bus stops pushing and shoving with shouted obscenities. I saw a drug deal take place on 9th and Nicollet in broad daylight as well as an afternoon stabbing at 8th and Nicollet (the same day). We have had out of town guests who have been grabbed and shouted at and it has become embarrassing for me as a Minneapolitan. I can only imagine the same experiences taking place with conventioners and families visiting for a ball game or event. The police were on the mall in their cars, eyes straight ahead and windows rolled up.</p> <p>I understand that there were national tensions last summer and the police officers I have spoken to are hoping that the interruption of the construction and winter would help resolve the issues they refer to as increasing misbehavior. Low level offenses and public disturbances are at the crux of what they perceive as an unwillingness of city managers to support their efforts to enforce a welcoming public environment.</p> <p>Public policy in cities across the nation for the last fifty years has</p> | <p>John Zesbaugh<br/>6/2/16 email</p> | <p>General</p> | <p>Comment acknowledged and appreciated. However this plan does not make specific recommendations about operational or policing matters (crime or public nuisance, bus service on Nicollet Mall). [see related next comment, a response from Council Member Lisa Goodman]</p> |

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| <p>been to increase activity participation in events geared to the entire population and consequently decrease the impact of the above-mentioned misbehavior. The Governor has referred to Nicollet Mall as Minnesota's Main Street and for the 40,000 people who live downtown it should be our living room. There need to be markets, product fairs, parades, concerts with hassle free outdoor dining stretching from end to end on the mall throughout the summer and into the holiday season. Even moving the Minneapolis Farmer's Market to the mall on a daily basis would be a welcome change. None of that can take place, of course, if the pedestrian Nicollet Mall is really a bus route. That would seem to be the major challenge in changing downtown from good to great.</p> <p>As we travel around the country and the world we are always drawn to vehicle free zones that are filled with activities and therefore filled with people enjoying their city. That should be the goal in any repurposing of downtown.</p> |   |   |  |
| <p>Hi John,</p> <p>Many thanks for the very thoughtful e-mail. I'll cut right to the chase. The City is not allowed to ban busses on the Mall. As you might imagine this request comes up all the time.</p> <p>The Mall was originally built and paid for with federal funds as a transit mall, the requirements means transit has to be allowed on it.</p> <p>A number of years ago, I lobbied the met council, which runs transit in the region to remove all busses during a construction period and then asked they reroute many lines so about half the busses were relocated years ago. During this test there was a lot of complaining from bus riders who had to walk 3-4 blocks to</p>   | <p>Council Member Lisa Goodman<br/>Email 6/3/16</p> | <p>Response to submitted comment from John Zesbaugh</p> | <p>Comment acknowledged and appreciated.</p> |

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| <p>catch the bus at this relocated stop – only for a few months. Ironically many from your immediate neighbors in 1200, 1225 LaSalle etc. This allowed metro transit to create a division generally between bus riders and others who use the mall regularly. It's pretty clear no one is willing to walk to far, which is so weird to me in other cities people walk up to a half mile to catch a train or a direct line bus. Anyway, they agreed to only allow hybrid fuel busses on the mall, my guess is that still pretty true and the number of lines is less than in the past but between the federal regulations and the outcry by transit users I don't see any way to entirely remove busses form the Mall, too bad in my opinion.</p> |                                      |                |  |
| <p>RE: Streetcars down central ave into NE Minneapolis<br/>Help control traffic create ease af accessability to downtown without cars.</p>   | <p>Malcom Potek<br/>Email 6/2/16</p> | <p>General</p> | <p>Comment acknowledged and appreciated. However this plan does not make specific recommendations about operational matters (streetcar service on Central Avenue).</p> |
| <p>Please consider consulting the non-profit Xerces Society:<br/><a href="http://www.xerces.org/guidelines/pollinator-minnesota-wisconsin/">http://www.xerces.org/guidelines/pollinator-minnesota-wisconsin/</a><br/>about low maintenance, pollinator-friendly seed mixes for all the greenspaces in Minneapolis, such as Gold Medal Park, and the Cancer Survivor's Park. Lawns require wasting water, and often the use of pesticides and herbicides, which not only harm bees and wildlife and pedestrians with chemical sensitivities, but also cause hormonal cancers in the general public. The runoff is toxic to the river as well. See the Endocrine Society Statement:</p>  | <p>Pat Olson<br/>Email 6/3/16</p>    | <p>General</p> | <p>Comment acknowledged and appreciated. However this plan does not make specific recommendations about operational or maintenance matters.</p>                        |

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2726844/>

I walk past Gold Medal Park several times a week, and I walk past the Cancer Survivor's Park daily. I think the fountain in the cancer survivor's park, and the overall plan, is absolutely beautiful, but as a cancer survivor myself, and an environmentally aware person, the sterile green lawn, most likely maintained by chemicals, and not providing food or habitat for any bees or butterflies, makes me sad.

I love that your plan calls for greening with trees along the walkways and streets, and anywhere else can they fit. Please consider planting edible nut trees, such as chestnuts, hazelnuts, walnuts, and acorns. Nuts don't rot when they fall off a tree, they provide healthy forage for people and wildlife, and are a very durable local, sustainable, healthy crop that can benefit all in our common spaces. They also don't require refrigeration.

Also, please consider making Main Street in St. Anthony Main, from Hennepin to the Stone Arch Bridge for pedestrians only. The cobble stones are wonderful, but already suffering from too much car traffic, and the population here continues to grow. It is a wonderful street for walkers, joggers and bikes, but cars are already clogging it, and it is not a necessary car route to anywhere.

Lastly, all of the planters along public buildings like the Hennepin County Government Center, the Hennepin County Family Justice Center, and Nicollet Mall could be much more attractive, and low maintenance, if they were planted with self-seeding native annual flowers that were good for pollinators, or tough native perennials that can overwinter like native violets.

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| <p>It would be very easy to get urban organic gardeners who care about pollinators to raise funds and/or provide volunteer labor. If the public sector made the change first, the private businesses, like bars and restaurants with outdoor seating, would likely follow suit. They spend a lot of energy now on sterile, hybrid flower boxes that provide no food value to pollinators, and are likely covered in chemicals that are not healthy for the public.</p> <p>Thank you for all of your hard work--I moved to St. Anthony Main because of the wonderful liveability changes that you have already made, and I appreciate your efforts!</p> |  |  |  |
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| <b>Comment</b>   | <b>Source</b>                           | <b>Location in Plan</b>   | <b>Response</b>  |
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| <p>Thank you for the invitation. By way of introduction...</p> <p>I have lived in downtown Minneapolis since 2002. In 2011 I opened a business at the northern tip of the North Loop neighborhood. My business, Metro Dogs Daycare &amp; Boarding, is at 506 11<sup>th</sup> Avenue North. I live in a condo on South First Street and traverse the 1.7 miles from home to business several times per day. I cannot do it on foot nor via bicycle. I have to use my car because I am often transporting supplies, running errands, and tending to my business in ways that dictate the use of a motor vehicle.</p> <p>I represent the unfortunate lowest rung on your ladder of mobility priorities. I am “stuck” as a solo downtown motor vehicle driver. Here it is stated:</p> <p><i>3.2.2.1 ADHERENCE TO THE COMPLETE STREETS POLICY The Downtown Public Realm Framework is consistent with, and supplements, the City’s Complete Streets Policy. The City of Minneapolis is committed to building a complete and integrated public right-of-way to ensure that everyone – pedestrians, bicyclists, transit users, and motorists – can travel safely and</i></p> | <p>Amy Rosenthal,<br/>7/15/16 email</p> | <p>Physical Framework</p> | <p>Comment acknowledged and appreciated. The plan is intended to focus on the pedestrian realm and the public right-of-way. The plan is not intended to set vehicular or motor vehicle priorities or recommend vehicular traffic changes. Comments will be shared with the Department of Public Works.</p> |

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| <p><i>comfortably along and across a street. The Complete Streets policy will inform decision making throughout all phases of transportation projects and initiatives. The overarching policy purpose is the establishment of a modal priority framework that prioritizes public right-of-way users in the following order: people who walk, people who bike or take transit, and people who drive motor vehicles.</i></p> <p><i>Cities across the United States are seeing growth due to a renewal of interest in urban living. This trend has driven demand for multi-family housing in central city neighborhoods, new public spaces that serve a variety of expressions of public life, and an increased focus on the pedestrian, supported by transit, car-sharing and bike-sharing, as the primary mode of mobility.</i></p> <p>During the last several years I've lived the experience of seeing this city turn into one that has unquestionably become anti-motor vehicle, especially for the individual user, such as myself.</p> <p>What is missing from your report is a treatment of accessibility to businesses for motor vehicles. You state this:</p> <p><i>The Downtown Public Realm Framework establishes a roadmap for multiple actors to contribute to building a more livable and vibrant Downtown to attract new and serve existing residents, businesses, and visitors.</i></p> <p>But I cannot find any mention of a plan to improve the thoroughfare of vehicles driving to and from said businesses.</p> <p>My business is not a restaurant in a pedestrian zone. It's a business that makes life easier for busy urban dog owners. They cannot walk to my business. They cannot ride a bike to my business. 100% of my customers drive to my place with dogs in their cars.</p> <p>Many of my customers utilize Washington Avenue. In your report Washington Avenue is designated as a destination corridor. Vehicular</p> |  |  |  |
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| <p>traffic takes a back seat to pedestrians and bicyclists in this designated zone. I respect cyclists. I used to be an avid one. But I think that chasing the holy grail of being labeled the “Number One” city for bicyclists was pointless and silly in a town where for half the year the number of cyclists drops to a fraction of what it is for the other half of the year. I drive north up Washington Avenue during rush hour where vehicle traffic has been reduced to a single lane. From December through February I saw <i>zero cyclists</i> utilize the bike lane; and in November and March I never saw more than a dozen <i>per week</i> ride the bike lanes. Meanwhile, the cars were backed up for blocks in a single lane.</p> <p>Additionally, stated in the plan...</p> <p><i>3.2.1.1 PHYSICAL CONNECTIVITY There should be clear and pleasant pedestrian, bike, and vehicular movement supported by wayfinding and enhancements along identified framework corridors, connecting all Downtown neighborhoods to each other and to Downtown destinations.</i></p> <p>Vehicular movement has been impeded for years, and it’s getting much worse. Those of us who rely on our cars downtown have grown weary of:</p> <ul style="list-style-type: none"> <li>• Traffic lights that aren’t synched</li> <li>• Streets that have been permanently narrowed to one lane to make way for bike lanes</li> <li>• Streets that have been narrowed to one lane due to construction projects that last for months or multiple seasons</li> <li>• Lights at busy intersections that are inadequately timed, thus allowing just 3 or 4 cars to pass on the green</li> <li>• “Lane closed” signs that sit in the street even after that portion of a project is complete</li> <li>• Misplaced orange cones that unnecessarily disrupt traffic flow</li> <li>• Lanes closed off without any warning signs leading up to them</li> <li>• Entire blocks of parking that are red hooded for construction projects</li> </ul> |  |  |  |
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| <ul style="list-style-type: none"> <li>• Entire blocks of parking given up to food trucks</li> <li>• Pedal Pubs, previously just a nuisance, now posing a genuine safety risk</li> </ul> <p>With the focus of pedestrians as the top priority and the plan... <i>“the pedestrian right of way, or the “pedestrian zone”, into several sub-zones, each with specific recommendations for dimensions and programming. They serve as the backdrop against which public realm enhancement can take place.”</i></p> <p>I implore you...PLEASE... do not drop additional pedestrian crosswalks with mandatory vehicular stops along Washington Avenue, such as the one that appeared at 8<sup>th</sup> Avenue North. This will impede vehicular traffic even further, making mobility extremely difficult.</p> <p>For the city to focus so entirely on pedestrians and bicyclists at the expense of all motor vehicles, and thus the businesses that serve a large population, is to me misguided. I would like to see this addressed in future updates.</p> <p>Kindly acknowledge receipt of this email; I would appreciate knowing that it’s landed in the right place.</p> |                               |         |   |
| <p>When we first started attending meetings regarding all the suggestions, wishes and assorted consultants relating to the Minneapolis Park System, most of us were excited about the expectation that at least some of our needs, hopes and dreams would finally get some attention. But it slowly became apparent that the hopes and dreams of MPRB would receive most of the attention.</p> <p>The folks actively engaged in maintaining and caring for Loring Park have a relatively short list of basic needs and wants:</p> <p><b>1. Repair and simple redesign of The Berger Fountain.</b></p>   | Edith Holmen<br>7/17/16 email | General | Comment acknowledged. However the City plan does not make specific recommendations about Minneapolis Park Board property. However, we worked collaboratively on the initiative and will share these comments specific to Loring Park with the Park Board. |

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| <p>The Park Board, Citizens of Loring Park Neighborhood and the Friends of Loring Park have continued to fund repairs thru the years, but it is imperative that a complete design be agreed upon and financial support be implemented.</p> <p><b>2. Restoration and improvement of the Pathways thru the Park</b><br/> We are lucky enough to be the preferred site of several major events each year but all of them take their toll and the breakdown of those pathways is the result. Each and every semi-trailer truck that hauls condensers and motors and infrastructure into and out of the venue causes crumbling and further corruption to the hard surfaces. The breakdown of the edges then causes more and more low spots on either side of the paths and the result is more and more pooling every time it rains. Not only is this situation ugly, it is also mighty dangerous. We have many many people walking, biking, pushing baby strollers, etc. every day of the year and the problem continues to increase.</p> <p><b>3. Repair or Replacement of the Tennis Courts</b><br/> The playing surface of the courts continues to break down and there are weeds growing in the cracks. Offering opportunities for exercise and enjoyment is one of the goals of our Minneapolis Park redesign. The tennis courts have been dangerous for close to ten years.</p> <p><b>4. Complete the restoration of the Pond in Loring Park</b></p> <p>Attention to the Fountain and the Parkways are subjects included in our Master Plan. The tennis courts should be a part of your Master Plan.</p> <p>There have been a number of times when I have attended the proliferation of meetings scheduled over the past two years and stated that Loring Park is different from other parks in the City. Everyday, hundreds and sometimes thousands of people walk thru Loring on the way to work, during their lunches, walking their children and their dogs, sitting on benches, admiring the gardens, meditating, biking, exercising, playing basketball ball, shuffleboard, horseshoes and chess. Sitting near the fountain, watching birds, pushing your</p> |  |  |  |
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| <p>grandchild on a swing are all activities in our park. As residents and gardeners, we chat with folks from all over the United States and from many foreign countries -- we on the frontline of Minneapolis exposure!</p> <p>We do not need a makeover of Loring Park. We love what we have -- we just want help in maintaining it.</p>   |   |                           |  |
| <p>Citizens for a Loring Park Community (CLPC) is the designated Neighborhood Group for Loring Park. In 2010, the Neighborhood as the first Implementation priority of their Neighborhood Revitalization Plan, developed a Small Area Plan called The Loring Park Neighborhood Master Plan. In partnership with the Minneapolis Planning Department we posted a Request for Proposal and selected a Consultant Team. Throughout the next two and a half years we conducted Community Engagement which included Surveys, Social Media involvement, Community Meetings, 10 Focus Groups, 5 Educational Panels, 12 Stakeholder Interviews, Design Sessions, and Special Events. Beginning with a neighborhood Walk -A-Bout, then a Community Design through the Arts Day Long Session, and finally Priority Setting planning meetings, we developed this Comprehensive plan to guide Neighborhood development and future Public Realm improvements. It was approved by City Council, Met Council, and is now amended to the City's Comprehensive Plan. This plan, as well as summaries of each engagement activity is available at <a href="http://www.loringpark.org">www.loringpark.org</a>. Additionally, we had each piece filmed by Minneapolis Television Network and DVDs are available.</p> <p>Within this approved plan there is an entire section on Enhancing the Public Realm. We are now implementing this plan and to that point, feel that our top priorities be articulated in the City's 'Pathways to Places' policy document. It been articulated at community meetings that this plan will set and guide city staffing and resources. We need both City staff time and resources to implement our Neighborhood Master Plan.</p> <p>That stated, Public Realm features and linkages from our Loring Park</p> | <p>Jana Metge,<br/>Citizens for a<br/>Loring Park<br/>Community<br/>7/15/16 email</p> | <p>Potential Linkages</p> | <p>Comment acknowledged and appreciated. However this plan does not make specific recommendations about operational matters (crossings; traffic lights).</p> |

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| <p>Neighborhood Master Plan need to be included in this Pathways to Places policy document.</p> <p>Regarding the <i>Downtown Public Realm Framework</i> portion of the plan, specifically section 3.4 <i>Potential Linkages</i>.</p> <p>These Public Realm linkages have been mentioned at every Public Meeting attended by numerous residents and businesses, by our Representatives on the CAC, and on boards we had out at every neighborhood Event last summer. Additionally, documents shared with the Pathways to Places staff team not only included the Loring Park Neighborhood Master Plan, which is adopted City policy, but also planning documents from Friends of Loring Park, the Hennepin Cultural District, Harmon Public Space Improvements and more. These connections are not just critical to Downtown residents and workers, they are important for visitors to some of the most important public spaces and institutions in Minnesota.</p> <p>The lack of articulated linkages to and from Loring Park and the Loring Park Neighborhood is troublesome. Saying that our Master Plan will still guide policy but not have these linkages articulated within this City policy document is also troublesome. Without identification and articulation within the 'Pathways to Places' plan, we will not get prioritization of city Resources to implement our Neighborhood Master plan. Moving into Implementation through and with the Planning Department was committed to throughout our planning processes and to our residents. In our opinion, these priority linkages from our Loring Park Neighborhood Master Plan must be reflected in this new policy document.</p> <p><b>Safe Crossings to Loring Park</b></p> <p>Loring Park is one of the most visited parks in the City of Minneapolis and a pedestrian crossroads for west downtown. There are pedestrian issues at Willow and the Loring Greenway, Grant and Willow, 15<sup>th</sup> and Willow, and 15<sup>th</sup> and Oak Grove. This last location is particularly important since it is the only pedestrian access point for a large part of the neighborhood. Because of conflicting MPRB and City of</p> |  |  |  |
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| <p>Minneapolis pedestrian infrastructure, pedestrians are encouraged to cross at a location with frequent heavy traffic and no crosswalk. This is a liability issue for the City and eventually someone is going to get hurt. Like other linkage projects that the plan has drawn on from other downtown planning efforts, the Loring small area plan provides some specific ways to accomplish desired affects.</p> <p>CLPC looks forward to working with the new Public Works Director and Planning staff following Complete Streets methodology to improve these situations. Again, this connection need to be articulated in the 'Pathways to Places' policy document to have prioritization.</p> <p><b>Nicollet Avenue I-94 Bridge Pedestrian Improvements</b><br/> The historic <i>Loring Nicollet Commercial District</i> ran from Grant Street to Franklin Avenue. In the 1960s this thriving downtown area commercial corridor was split right down the middle by the construction of Interstate 94. The Loring Park Neighborhood and the Stevens Square Neighborhood have sought for decades to mend this divide. Everyone recognizes the damaging economic affect that this windswept bridge has had on the corridor.</p> <p>Mending the divide at Nicollet will help the entire Eat Street corridor establish a more cohesive urban experience that will strengthen its position as a regional destination. Improvements to the Nicollet Avenue/I-94 Bridge is a part of City policy through Loring Park Neighborhood Master Plan.</p> <p>Additionally the development sites at each of the four corners of the existing freeway bridge are recognized in the Downtown 2025 Plan as a major development opportunity area. We have already begun discussions with MNDOT's I94 planning team on these concepts.</p> <p>Harmon Avenue<br/> Enhanced Public Realm Improvements between St Thomas and MCTC was a top priority identified in the Neighborhood Master Plan Engagement process by residents, businesses, and the colleges. This is one of four major focus areas of our Neighborhood Master Plan. This Harmon Chapter was made available to the City Planning team and we additionally took planning staff on a walk of this area during the</p> |  |  |  |
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| <p>Pathways to Places planning process.</p> <p>CLPC thanks the Minneapolis Planning staff and Director Kjersti Monson for the opportunity to have a Comprehensive Plan to guide Public Realm Investments. Loring Park has very active businesses, property owners, organizations, and volunteer groups committed to public/private partnerships. In Loring Park, we do not need to wait for a Development to implement Public Improvements. CLPC, with its partners, has and will continue to pursue public realm improvements. Eat Street was developed by the Neighborhood Organizations and Businesses. \$1.3 million was dedicated to Loring Park's Revitalization with St Marks Episcopal Church and The Womans Club of Minneapolis dedicating funds to build a fishing pier and a Childrens playground. We have a Neighborhood Tree Planting Project led by Dr Lee Frelich, a national and leading U of M expert, who is a resident, and we have started a multi-jurisdictional team to discuss Harmon Avenue Public Improvements. We also received a Community Innovation Fund grant from the City to enhance Public Realm Improvements for the Hennepin Lyndale Reconstruction project and to develop a sustainable partnership mechanism to keep those improvements maintained, healthy and thriving.</p> <p>Thank you to Neil Reardon and Sally Westby, neighborhood residents who served on the Community Advisory Committee. Thank you for inviting our participation on this very important City project. We look forward to working with you in the future.</p> |  |                |   |
| <p>History has shown us, that the more granular and diverse the input on decision-making, the more that future generations smile on those decisions. For this reason we commend the City of Minneapolis and the Pathways to Places team for listening earnestly to the input of those who daily, and for decades past, have experienced the city and stand to most greatly benefit from masterful city planning.</p>  | <p>John and Norman Kulba<br/>7/14/16 email</p> | <p>General</p> | <p>Comment acknowledged and appreciated. The plan is consistent with the Loring Park Master Plan.</p> |

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| <p>We are proud of our Loring Park Neighborhood Master Plan and are confident that it will provide the necessary framework for you to understand our priorities, needs and vision for the Loring Park neighborhood. It is our expectation that resources would be dedicated to Loring Park, the Gem of Minneapolis, and that those resources would be in accord with the tremendous labor, foresight, and planning already established in our Master Plan.</p> <p>Floundering Nicollet Avenue probably presents the best opportunity for the most impact of your decisions in Pathways to Places. It is a vulnerable area with tremendous opportunity at its doorstep. Imagine the impact that improved foot traffic and wayfinding could have on Eat Street? 2 million people walk through the convention center every year. 1 million are from out of town. This is a hub of curiosity and potential that must be welcomed into our remarkable neighborhood which includes Eat Street, Loring Park, the Mansion District, and the Walker Art Center.</p> <p>We believe that this is the most critical opportunity for this plan. It should be the paramount goal of Pathway to Places to create a clean, safe, and well marked pathway from the Convention Center to the Sculpture Garden. What better way to showcase what makes Minneapolis so wonderful and unique? Nicollet and Grant should feel like a juncture of opportunities with interest and excitement in all directions!</p> <p>A four-way arched marquee should span the road proclaiming Nicollet Mall, Convention Center, Eat Street, and Loring Park/ Walker at the respective quadrants. It should act as an inviting gateway into each of</p> |  |  |  |
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| <p>the pathways.</p> <p>Through our Master Plan, the Loring Park Neighborhood will establish an Activity Center on Nicollet. It would show foresight on the part of the city to improve the artery to our Village Center as this area develops.</p> <p>In this connection, I-94 needs to be less of a barrier. The pedestrian access down Nicollet should be inviting. Added features must be incorporated to beckon travelers southward beyond the hurdle of I-94. Cleanliness, safety, and beauty must be priorities on this conduit. The city-owned parking lot at the corner of 15<sup>th</sup> and Nicollet is a poor standard to set for the neighborhood. Nicollet Mall is nationally renowned. How can the city let it fizzle out into urban blight just a couple of blocks south?</p> <p>Loring Corners and Historic Harmon are a focus of the Loring Master Plan. This is a remarkable area that deserves special attention in the Pathways to Places. It is a natural pedestrian corridor from Loring Park to the Hennepin Cultural District. This is an incredible opportunity to showcase a special part of Minneapolis with beautification and designation. Increase the accessibility with additional diagonal parking, enhance the experience with flower boxes, and explain the significance of the district with improved signage.</p> <p>Other respondents have expressed a desire for improvements along Loring Park and 15<sup>th</sup>. It is true that the intersection of Willow and 15<sup>th</sup> would be much better served by a stop sign. A stop sign would both be</p> |  |  |  |
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| <p>congruent with the nature of the neighborhood, but also improve traffic flow and pedestrian safety. Likewise, I am also in agreement with other respondents that a crosswalk from the established curb cut to the Northwest Mutual Life Building is critical for safe entry into the park from Oak Grove.</p> <p>Thank you for accepting input from all of us who have attended countless meetings and discussions on these and other issues that affect and direct our neighborhoods now and for the next 100 years.</p>   |  |                |  |
| <p>Dear Minneapolis Planning Commissioners and Pathways to Places planning team,<br/>I am writing with comments regarding the <i>Downtown Public Realm Framework</i> portion of the plan. I believe that the plan is important because it will help establish City priorities regarding future investment in Downtown's public realm. This plan will affect private development, but also significant public dollars through City investment.</p> <p>As a Loring Park resident I am concerned that the plan neglects existing City policy and neighborhood priorities for this part of downtown. I would like specifically to focus my comments on section 3.4 <i>Potential Linkages</i>.</p> <p>This section identifies 22 potential projects to create or improve public realm linkages downtown. It is important because virtually all of the identified projects would require significant public investment. While I am happy that one Loring area project (Dunwoody underpass, #22 of 22) was added, the fact remains that Loring Park and the entire southwest half of Downtown are otherwise devoid of any identified projects in the plan. Why is this?</p> <p>In addition to input from the project's citizen steering committee members, other neighborhood residents and business owners provided extensive input regarding specific public realm connection ideas/issues. CLPC has provided Pathways to Places planning staff with multiple</p> | <p>John Van Heel<br/>7/15/16 email</p> | <p>General</p> | <p>Comment acknowledged and appreciated. The plan is developed in concert with other adopted policy documents and is intended to support future changes.</p> |

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| <p>planning documents identifying critical neighborhood locations where connections need to be established or improved.</p> <p>These documents not only included the Loring Park Neighborhood Master Plan, which is adopted City policy, but also planning documents from Friends of Loring Park, the Hennepin Cultural District, Harmon Public Space Improvements and more. These connections are not just critical to Downtown residents and workers, they are important for visitors to some of the most important public spaces and institutions in Minnesota. Section 3.4 is essentially the Public Sector Investment Plan of the Downtown Public Realm Framework plan. As a Loring Park resident I do not feel represented. I am afraid that a plan that should be a key to opening up opportunities will instead be used as an excuse for the City to not support critical improvements to my neighborhood's public realm.</p> <p>The needs are many in the Loring neighborhood. City policy, through the neighborhood small area plan, identifies multiple opportunities to make smart urban planning, and, basic life-safety improvements to our much loved urban environment. These include: a neighborhood and downtown-wide vision of establishing coherent and compelling pathway connecting the Nicollet Mall from the Mississippi to the Loring Greenway, Loring Park, the Sculpture Garden and The Lakes beyond; a public staircase easement at the north slope of Loring Hill to connect an isolated portion of the neighborhood to Loring Park and downtown; improvements to connections along and across the Hennepin-Lyndale corridor; pedestrian improvements to better connect St. Thomas University and MCTC along Harmon Place: and pedestrian improvements to better connect the Convention Center and Loring Park. I understand that the last two locations have priority standing within the plan's street typology since they are noted as Connector Corridors. I appreciate this; however the near total lack of identified project in the Loring neighborhood is troublesome. There are two connection projects in particular that I think represent a glaring absence in the plan:</p> <p><b>Safe Crossings to Loring Park</b></p> <p>Loring Park is one of the most visited parks in the City of Minneapolis and a pedestrian crossroads for west downtown. Getting to it can mean taking your life in your hands. There are pedestrian issues at Willow</p> |  |  |  |
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| <p>and the Loring Greenway, Grant and Willow, 15<sup>th</sup> and Willow, and 15<sup>th</sup> and Oak Grove. This last location is particularly important since it is the only pedestrian access point for a large part of the neighborhood. The Because of conflicting MPRB and City of Minneapolis pedestrian infrastructure, pedestrians are encouraged to cross at a location with frequent heavy traffic and no crosswalk. This is a liability issue for the City and eventually someone is going to get hurt. Like other linkage projects that the plan has drawn on from other downtown planning efforts the Loring small area plan provides some specific ways to accomplish desired affects. However, as is true with other plans, the ultimate goal is not dependent on any specific geometric layout. Instead a variety of creative options can be applied. In this way, improving connections to the park is no different than any other linkage project that is identified in the Downtown Public Realm Framework plan. Safe Crossing to Loring Park should be part of the framework.</p> <p><b>Nicollet Avenue I-94 Bridge Pedestrian Improvements</b></p> <p>The historic <i>Loring Nicollet Commercial District</i> ran from Grant Street to Franklin Avenue. In the 1960s this thriving downtown area commercial corridor was split right down the middle by the construction of Interstate 94. The Loring Park Neighborhood and the Stevens Square Neighborhood have sought for decades to mend this divide. Everyone recognizes the damaging economic affect that this windswept bridge has had on the corridor. Mending the divide at Nicollet will help the entire Eat Street corridor establish a more cohesive urban experience that will strengthen its position as a regional destination. Improvements to the Nicollet Avenue/I-94 Bridge is a part of City policy through Loring Park Neighborhood Master Plan. Additionally the development sites at each of the four corners of the existing freeway bridge are recognized in the Downtown 2025 Plan as a major development opportunity area.</p> <p>While the Downtown Public Realm Framework Plan sets the boundary of Downtown at the edge of the freeway, connecting to the near-downtown neighborhood of Stevens Square is clearly within the plans scope. Stevens Square is the most densely populated neighborhood in the city and has historically been an integral part of downtown</p> |  |  |  |
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| <p>planning. Furthermore Nicollet Avenue is a central element of the City's Primary Transit Network, connecting downtown to the Minneapolis Institute of Arts and the heart of south Minneapolis. Particularly given current plans for transit investments along the corridor, plus significant development potential that is supported by the community, it would be a mistake to ignore that the future of Nicollet Avenue and the Nicollet Avenue/I-94 Bridge is important for all of downtown.</p> <p>Please address the disparities evident in this plan so that it can be a plan that truly represents all of Downtown Minneapolis.</p>  |   |   |  |
| <p>I am writing to express my support for the Loring Park Neighborhood Master Plan as it pertains to Pathways to Places. After living in suburbia for 20 years, I moved back to Minneapolis in January of 2015. I chose to live in Loring Park, initially as a renter, but it didn't take long to know that it was the neighborhood I belonged to so I bought a condo this year and intend to stay there indefinitely. I love Loring's diversity, its institutions, its history, and the proximity to culture and entertainment while enjoying the amazing green space. But I could see the neighborhood had some issues so I familiarized myself with informed residents along with neighborhood organizations. I eventually became a board member of the the Citizens of Loring Park Community (CLPC). I am in full support of the in the for Loring Park Neighborhood Master Plan including the Public Realm features and linkages. I also share the concerns that were mentioned in the June 15th letter from Jana Metge and Gary Simpson of CLPC. I would like to highlight some of their points from my own observations.</p> <p>1) The intersection on Oak Grove and 15th Street adjacent to St. Marks is extremely dangerous for many pedestrians of all ages, both residents and visitors. I lived in the 430 Oak Grove St. building for over a year and it was a white knuckle experience more often than not to cross the street, especially with my dog in tow. To expect people to walk to the Lyndale/Oak Grove intersection by the Walker, or to go to 15th and Willow is not realistic given the distance to those</p> | <p>Council<br/>LaDonna<br/>Meinecke<br/>Email 7/17/16</p> | <p>Response to<br/>submitted comment<br/>from John Zesbaugh</p> | <p>Comment acknowledged and appreciated. The plan does not propose roadway operational changes or pedestrian safety recommendations.</p> |

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| <p>intersections; and while they have crosswalks, they also pose safety concerns.</p> <p>2) The pedestrian crossings on Willow Street are problematic. I frequently observe families enjoying a BBQ or other activities,often with small children and/or folks with physical challenges near the Berger Fountain and elsewhere where they have to cross Willow while many vehicles zoom by as if they were on a major thoroughfare.</p> <p>3) I am downright heartsick that nothing is happening on the southern tip of Downtown Nicollet Avenue to improve its aesthetics and thereby its safety. It looks the same as it did when I first moved to Minneapolis 30 years ago. How could an area so close to the Convention Center and other Downtown points of interest be so neglected ? Just this past weekend, violence erupted on 15th Street and Nicollet where 2 men were injured in a shooting, one critically. I often hear from both downtown residents and visitors comment that they would love to walk to and from Eat Street but do not do so because it is so unappealing and at times scary..</p> <p>The Loring Park Neighborhood Master Plan would effectively address the above problems as well as other concerns that you have been apprised of. I strongly urge city officials and staff to devote the necessary time, treasure and resources toward the proposed improvements that will make a " Pathway to Places" a reality which will benefit all in the Loring Park as well as its neighboring communities in the near future and beyond.</p> <p>Thank you for the opportunity to express my concerns</p> |   |                |  |
| <p>Representatives of the Minneapolis Department of Community Planning and Economic Development,</p> <p>Thank you for requesting comments on the draft of the Downtown Public Realm Framework. Processes that integrate true community engagement and utilize the expressed needs of all community members</p>  | <p>Natasha Villanueva<br/>Email 7/10/16</p> | <p>General</p> | <p>Comment acknowledged and appreciated. This scope of this plan does not specifically address housing or economic disparities but is intended to focus on the</p> |

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| <p>to inform and guide development are on the correct path to building much needed equity in our city<br/>Two points that require elevated importance in the framework are low income housing and homelessness downtown.</p> <p>Although I enjoy many elements of visiting downtown such as the beautiful, welcoming Central library, the farmer's market, and convenient shopping, I am constantly conflicted by the juxtaposition of economic prosperity and utter disregard for low income and homeless members of our community downtown.</p> <p>With the overall rental vacancy rate in Minneapolis in the fourth quarter of 2015 at 2.5% and the boom in luxury apartment construction, we are as a city and as a downtown zone advancing gentrification that is pushing low income residents of color out of Minneapolis and away from centers of employment and increasing barriers to fair housing. Loring Towers Apartments is a notorious example of the low income housing developments that require us to reflect on our city priorities regarding our lack of innovative, quality mixed income and low income rental housing policy, maintenance, and development. Inclusionary zoning ordinances in which developers set aside a portion of their housing projects to be affordable for low income or working class residents, controlling rent increases, and eliminating barriers to renting could provide possible solutions that an increasing amount of residents need. Ample, long term affordable housing options will encourage integration, free up income for Minneapolis residents to spend in our city, and create an exemplary downtown zone for other cities around the country.</p> <p>I was encouraged to see that the opinion of a person experiencing homelessness was included in the draft. Watching business people in suits bustle past homeless residents with unmet needs or seeing diners enjoy a meal on a sunny sidewalk patio while another person suffers hunger feet away makes downtown a painful, shameful place in our city. Expanding resources and partnerships for our most vulnerable residents such as sponsoring <a href="#">leftover fridges</a> outside of restaurants or</p> |  |  | <p>public realm. We intend to engage around these broader issues as part of the Comprehensive Plan process.</p> |
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| <p><a href="#">showers and bathrooms</a> rather than criminalizing homelessness will exemplify and define our values as a city as more development takes place. We are also in need of more investment in shelter and transitional housing in the twin cities.</p> <p>Attention to these subjects and the opinions of those affected are not traditionally valued or highlighted when it comes to developing the character of our downtown area, however, the way address them could determine the success or downfall of the residents with the most urgent needs in our city.</p> <p>Thank you for your consideration,</p>   |  |                |   |
| <p>Please consider these comments for the city’s Pathway to Places planning.</p> <p>I’m writing to request that the city include additional connections (under Section 3.4 Potential Linkages) from the Loring Park Neighborhood Master Plan. Please consider the safety of pedestrians in our Loring neighborhood. Specifically, I have concerns about about access to Loring Park at Willow and Loring Greenway, Grant and Willow, 15<sup>th</sup> and Willow, and 15<sup>th</sup> and Oak Grove. There is no crosswalk at 15<sup>th</sup> and Oak Grove, but it is a normal and often used pedestrian crossing in a heavy traffic area.</p> <p>Also, I’m concerned that the Pathways to Places plan address the needs to help revitalize Nicollet Avenue and the Eat Street area. The area that needs attention and development is the Nicollet Avenue and I 94 Bridge. The area is divided, and improvements to this area are much needed to make Eat Street a destination.</p> <p>The Harmon Avenue area between University of St. Thomas and Minneapolis Community Technical College is one other area where improvements are needed.</p> <p>Please include these areas for improvements in the Pathways to Places</p> | <p>Terri Ashmore<br/>Email 7/17/16</p> | <p>General</p> | <p>Comment acknowledged and appreciated. However this plan does not make specific recommendations about operational or maintenance matters.</p> |

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