

DOWNTOWN SERVICE AREA MASTER PLAN AND DOWNTOWN PUBLIC REALM FRAMEWORK PLAN

Technical Advisory Committee(TAC) Meeting #8

September 15, 2015
9:00-11:00am

MEETING AGENDA

- Welcome/Introduction
- Downtown Service Area Master Plan Update
- Downtown Public Realm Framework Update
 - Small Group Exercise
- Large Group Share
- Upcoming Activities/Adjourn

DOWNTOWN SERVICE AREA MASTER PLAN

» Parks and Trails



DOWNTOWN SERVICE AREA MASTER PLAN

» Update on Progress:

- Concluding Mapita and analyzing data

What would you like to see happening in parks and public spaces downtown?

Resting or people watching		131
Outdoor eating		230
Fitness classes or organized activities		181
Playing games		194
Learning about art, history or culture		162
Markets or vending		264
Festivals and events		283
Seeing or making art, dance or music		251
Winter activities		284
Other		63

What downtown activities are important to you? Rate your interest in the following downtown activities:

	Average Response
Bicycling	 73.9
Walking, jogging, running	 72.9
Fitness classes or organized activities	 29.8
Seeing or making art, dance or music	 75.6
Play	 66.7
Outdoor games (chess, bocce, hacky sack, ping pong)	 47.3
Field and court sports (basketball, tennis, soccer, etc.)	 35.9
Challenging activities (such as skateboarding, climbing, etc.)	 34.1
Sitting, resting or watching people	 79.2
Learning about art, history or culture	 78.1
Bird/wildlife watching	 54.0
Outdoor eating	 85.6
Markets or vending (such as farmers markets or food trucks)	 84.3
Festivals and events	 81.1
Winter activities	 71.7

Sliders start in the middle at a value of 50, lower values mean people had lower interest, higher values mean higher interest



DOWNTOWN SERVICE AREA MASTER PLAN

» Update on Progress:

- Design Week



DESIGN WEEK

October 19-23, 2015

The Minneapolis Park and Recreation Board's Downtown Service Area Master Plan, in collaboration with the City of Minneapolis' Downtown Public Realm Framework Plan, will set the vision for future park and recreation development in the Downtown area, and establish a new, urban model for service delivery, maintenance, funding, and operation of parks in downtown Minneapolis. Design week is an intensive creative session intended to generate alternative approaches to a design challenge. It is a way to immerse the design team with key stakeholders and the community in a real-time, iterative learning and creative process. The week is anchored by two public events to gather input and provide feedback for the design team. Please come on Monday and/or Thursday to help shape Downtown Minneapolis' parks.



Please join us at two public events:

Monday, October 19

Public Workshop (6:00pm-8:30pm, Mill City Museum)

- Preview of Design Week
- Brief review of community engagement process to-date
- Review of Vision and Goals from the Steering Committee
- Explore unique park possibilities with interactive exercises
- Next steps

Thursday, October 22

Steering Committee /Open House Pin-Up
(6:00pm-8:00pm, Walker Art Center)

- Review concepts
- Brief, informal presentation of concepts and recommendations
- Group question and answer session
- Opportunity to leave feedback

From Monday to Thursday, the design team will be building on input collected Monday to develop concepts, which will then be presented on Thursday.

DOWNTOWN SERVICE AREA MASTER PLAN

» Update on Progress:

- Meeting with neighborhoods in preparation for Design Week



DOWNTOWN PUBLIC REALM FRAMEWORK PLAN

» Streets and Plazas



PUBLIC REALM FRAMEWORK

OVERALL STRUCTURE OF THE POLICY DOCUMENT

The Downtown Public Realm Framework will be comprised of overarching values, policy chapters, and recommendations.

- Overarching Values

- Whole Systems Planning
- Sustainability
- Equity
- People-First

- Policy Chapters

- Physical Framework - Elements: Corridors, Places/Districts, Connections
- Public Realm Guidelines - Requirements for Development within or abutting Elements
- Enhancement Toolkit - Streamlined Services, Funding & Maintenance

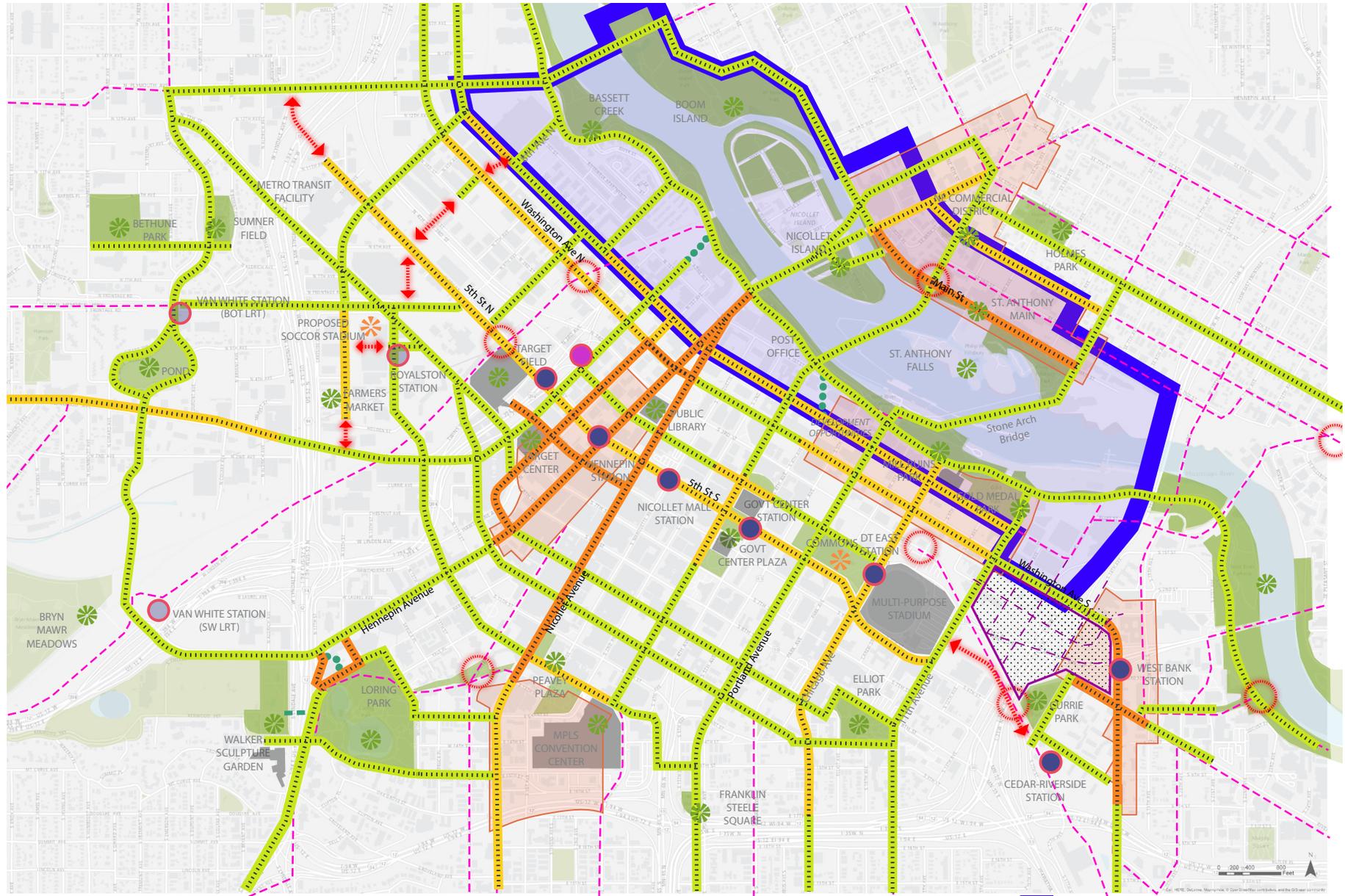
- Recommendations

- Integrated Modes
- Events & Activation
- Implementation

PHYSICAL FRAMEWORK

- **Physical framework:** the basic framework of policy guidance, including the building block elements of
 - District (Riverfront)
 - Corridor (Destination, Activity, Connector)
 - Public Space (Parks and Plazas)
 - Connection (Recommended Linkage)
- A **whole systems** plan focused on making it easy and pleasant for people who aren't driving to get to urban destinations as well as the broader system of parks and recreation using streets, trails, and transit.

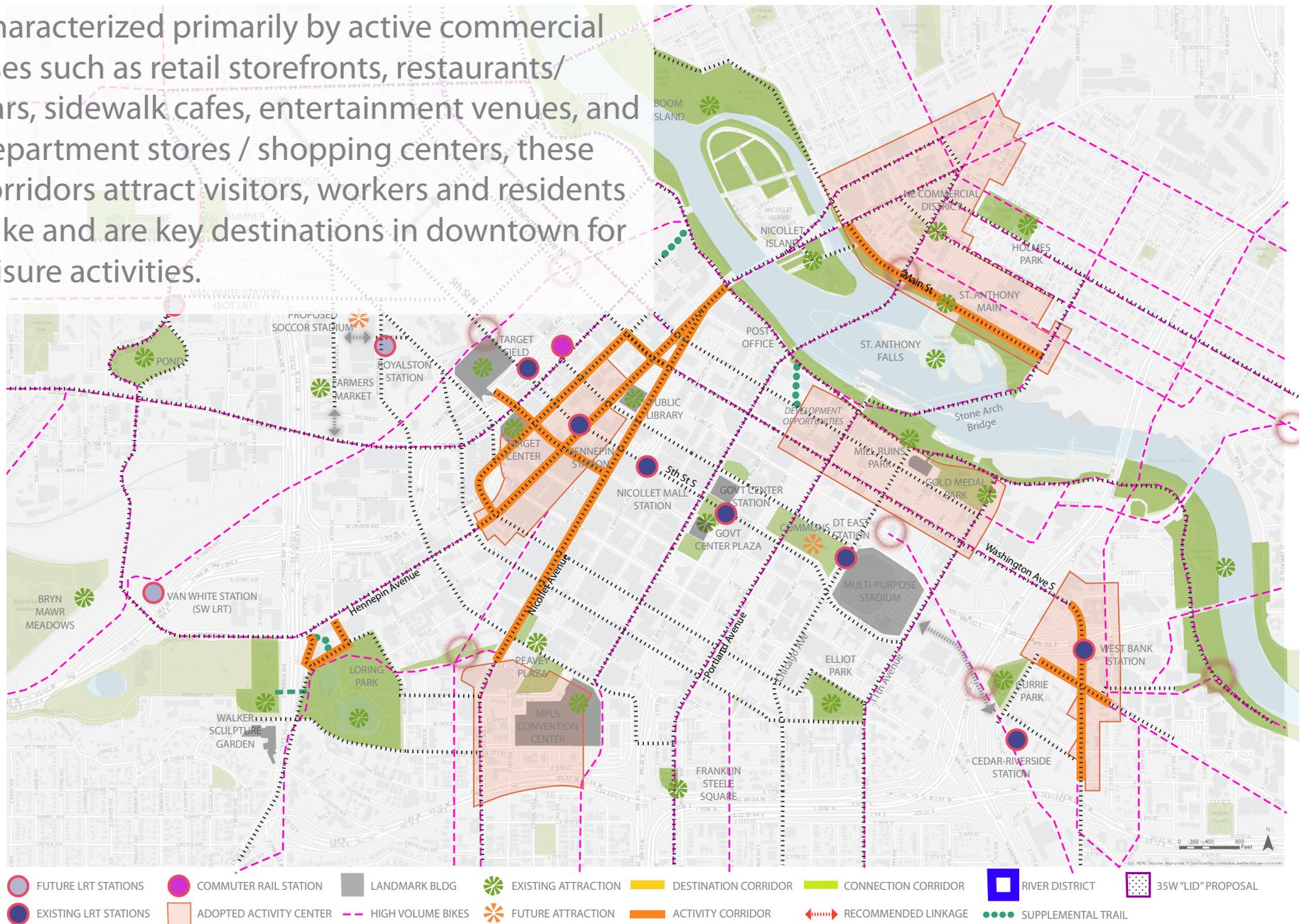
FRAMEWORK PLAN - CORRIDORS AND KEY CONNECTIONS



- FUTURE LRT STATIONS
- COMMUTER RAIL STATION
- LANDMARK BLDG
- EXISTING ATTRACTION
- DESTINATION CORRIDOR
- CONNECTION CORRIDOR
- RIVER DISTRICT
- 35W "LID" PROPOSAL
- EXISTING LRT STATIONS
- ADOPTED ACTIVITY CENTER
- HIGH VOLUME BIKES
- FUTURE ATTRACTION
- ACTIVITY CORRIDOR
- RECOMMENDED LINKAGE
- SUPPLEMENTAL TRAIL

FRAMEWORK PLAN - DESTINATION CORRIDOR

Characterized primarily by active commercial uses such as retail storefronts, restaurants/bars, sidewalk cafes, entertainment venues, and department stores / shopping centers, these corridors attract visitors, workers and residents alike and are key destinations in downtown for leisure activities.



FRAMEWORK PLAN-DESTINATION CORRIDOR



Example Corridors:
• Hennepin Avenue
• Nicollet Avenue S
• 1st Avenue
• Main Street SE

Ground Floor Uses:

- Retail Storefront
- Restaurant / bar
- Sidewalk café
- Entertainment venue (i.e. theater, cinema, nightclub)
- Department Store / shopping center
- Hotel Lobby
- Publicly accessible open space / courtyard / pocket-park

Design Considerations:

- Encourage continuous active uses along the entire streetwall
- Discourage building utilities/mechanical / parking / vehicular access
- High-degree of transparency / visibility between interior / exterior of buildings
- High frequency of building entrances / access points
- Activate corners with building entrances wherever possible
- Encourage taller ground floor heights (15' min)
- Minimize building setbacks (5' or less)
- Plantings should be primarily hardscape such as tree grates / raised planters / permeable pavers and spaced to allow for heavy pedestrian traffic (i.e. 6' minimum pedestrian through-way)
- Street furnishings should minimize conflicts with the flow of heavy pedestrian traffic and should allow for intermittent spaces for rest / interaction and public art.







FRAMEWORK PLAN - ACTIVITY CORRIDOR

These corridors are characterized by more intermittent pedestrian traffic throughout the day and contain a mix of uses including single use office buildings, residential buildings and mixed-use buildings. The retail presence is less continuous and may include smaller cafes and restaurants that serve a more local population.



FRAMEWORK PLAN-ACTIVITY CORRIDOR



Example Corridors:

- Chicago Avenue S
- Washington Avenue
- 5th Street N/S
- 2nd Street N/S

Ground Floor Uses:

- Restaurant / sidewalk café
- Retail Storefront
- Residential Lobby
- Green Space / Green buffer / Green Wall
- Residential Amenity Space
- Pocket Park
- Office Lobby
- Hotel Lobby
- Walk-up townhomes / condos / apartment units

Design Considerations:

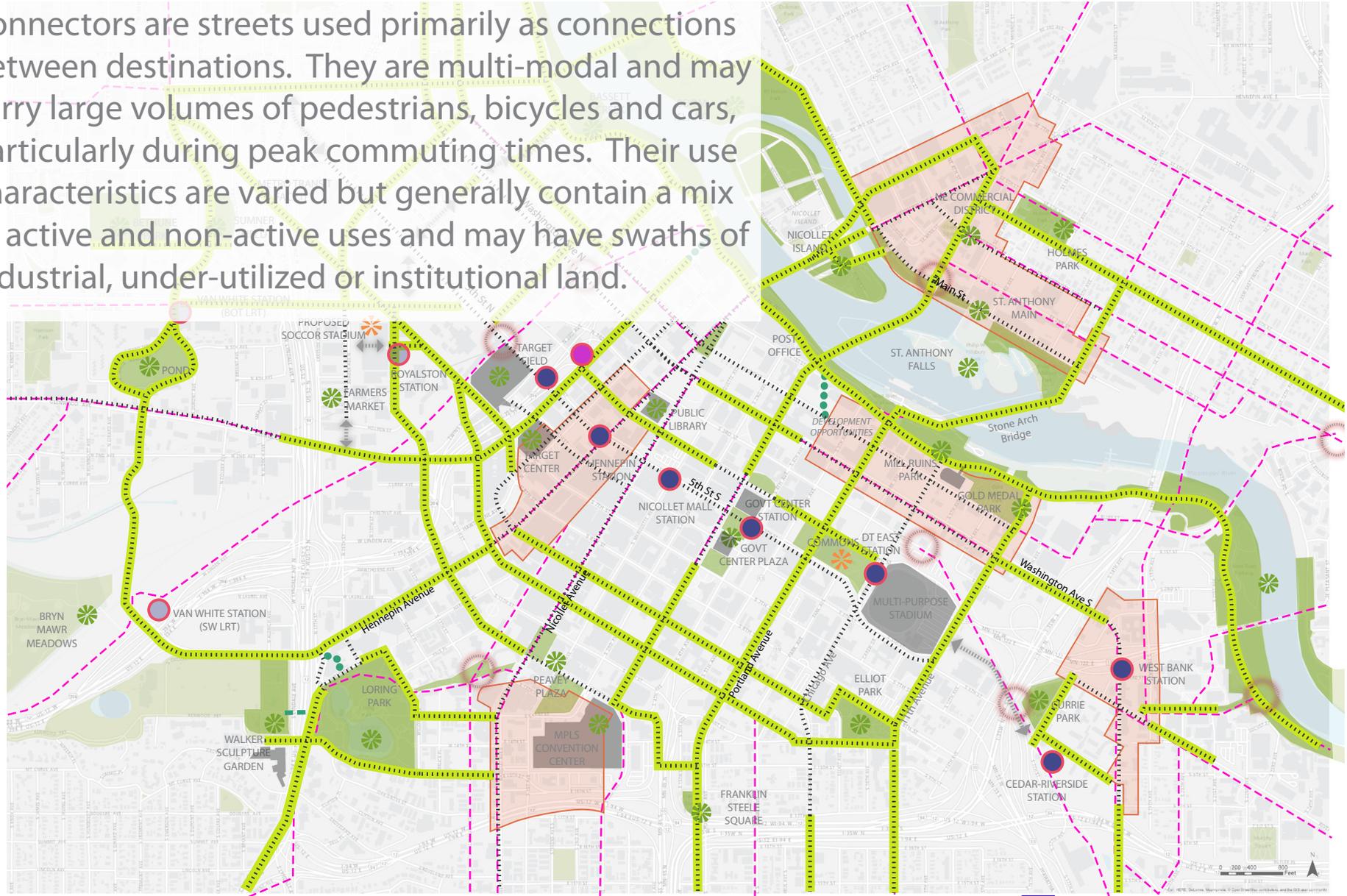
- Implement a more landscaped public realm including planted boulevards, street trees and green screening of non-active / private ground floor uses.
- Separate walk-up residential units from the sidewalk with a green buffer or raised entryway to create privacy
- Encourage pocket-parks, publicly accessible green space and street furniture to create places of respite / interaction.
- Appropriately screen any non-active uses such as mechanical, parking and other “back of house” functions or large expanses of blank street wall.
- Whenever possible place active uses towards the corners of the block.





FRAMEWORK PLAN-CONNECTOR CORRIDOR

Connectors are streets used primarily as connections between destinations. They are multi-modal and may carry large volumes of pedestrians, bicycles and cars, particularly during peak commuting times. Their use characteristics are varied but generally contain a mix of active and non-active uses and may have swaths of industrial, under-utilized or institutional land.



- FUTURE LRT STATIONS
- COMMUTER RAIL STATION
- LANDMARK BLDG
- EXISTING ATTRACTION
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FRAMEWORK PLAN-CONNECTOR CORRIDOR



Example Corridors:

- 10th Ave N
- 11th Avenue
- Portland Avenue
- 7th Street N
- 9th Street S
- 10th Street S

Ground Floor Uses:

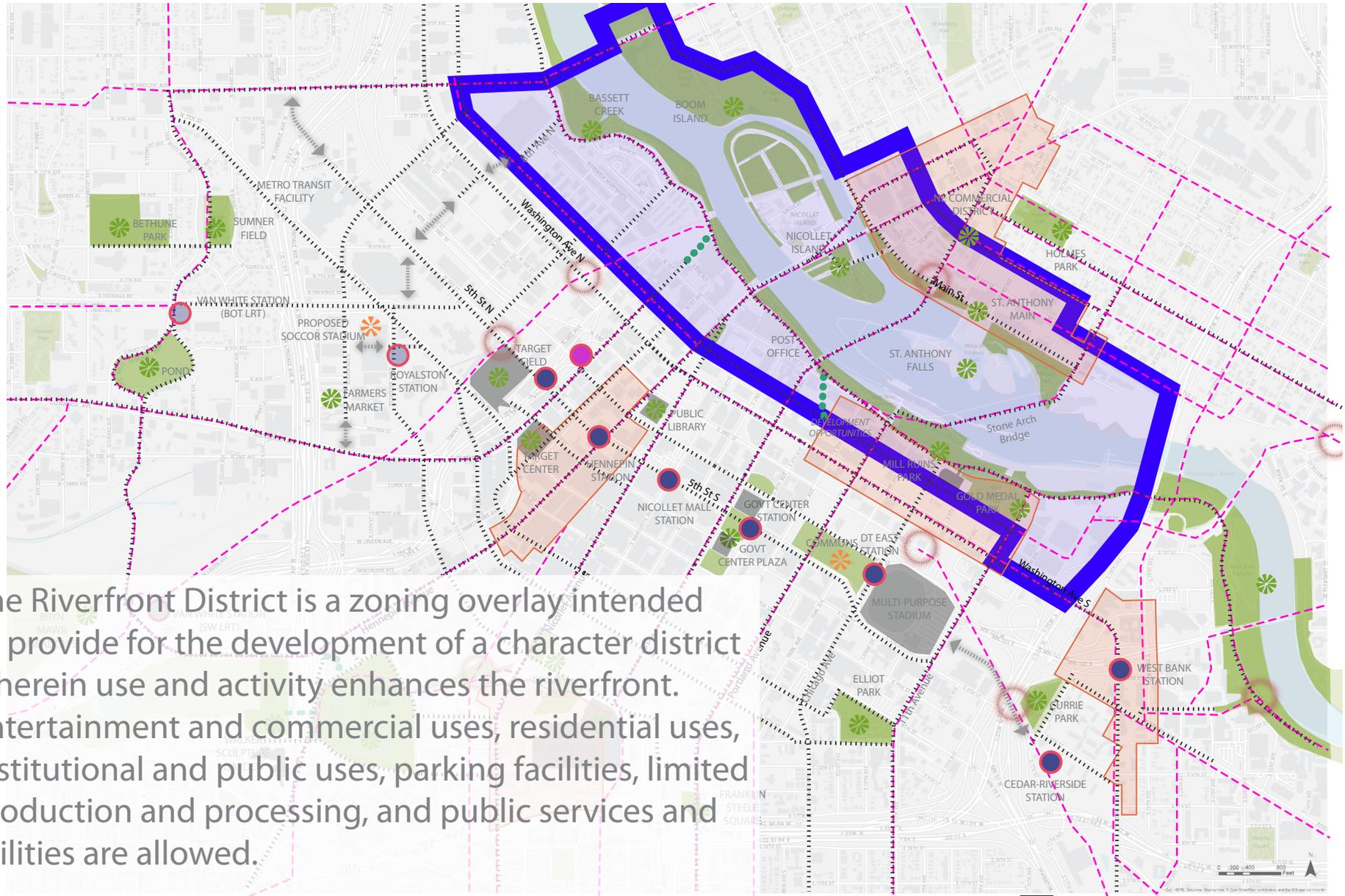
- Office lobby / Office space
- Small-scale retail storefront
- Residential Lobby
- Residential Amenity Space
- Hotel Lobby
- Green space / Green buffer / Green wall
- Light industrial / manufacturing use (appropriately screened and planted and/or with a retail component)
- Walk-up residential units
- Transit facility / station / hub
- Institutional Use (i.e. hospital, clinic, higher education, public agency)

Design Considerations:

- Appropriately screen any non-active uses with plantings / public art or materials of visual interest
- Provide clear wayfinding to destination places and corridors, particularly at transit stops and intersections or intermodal exchanges.
- Maximize the safety of pedestrians and bicycles with the careful placement and visual connection of any curb-cuts, loading areas or parking access points.
- Provide pedestrian-scaled lighting particularly through non-active use corridors



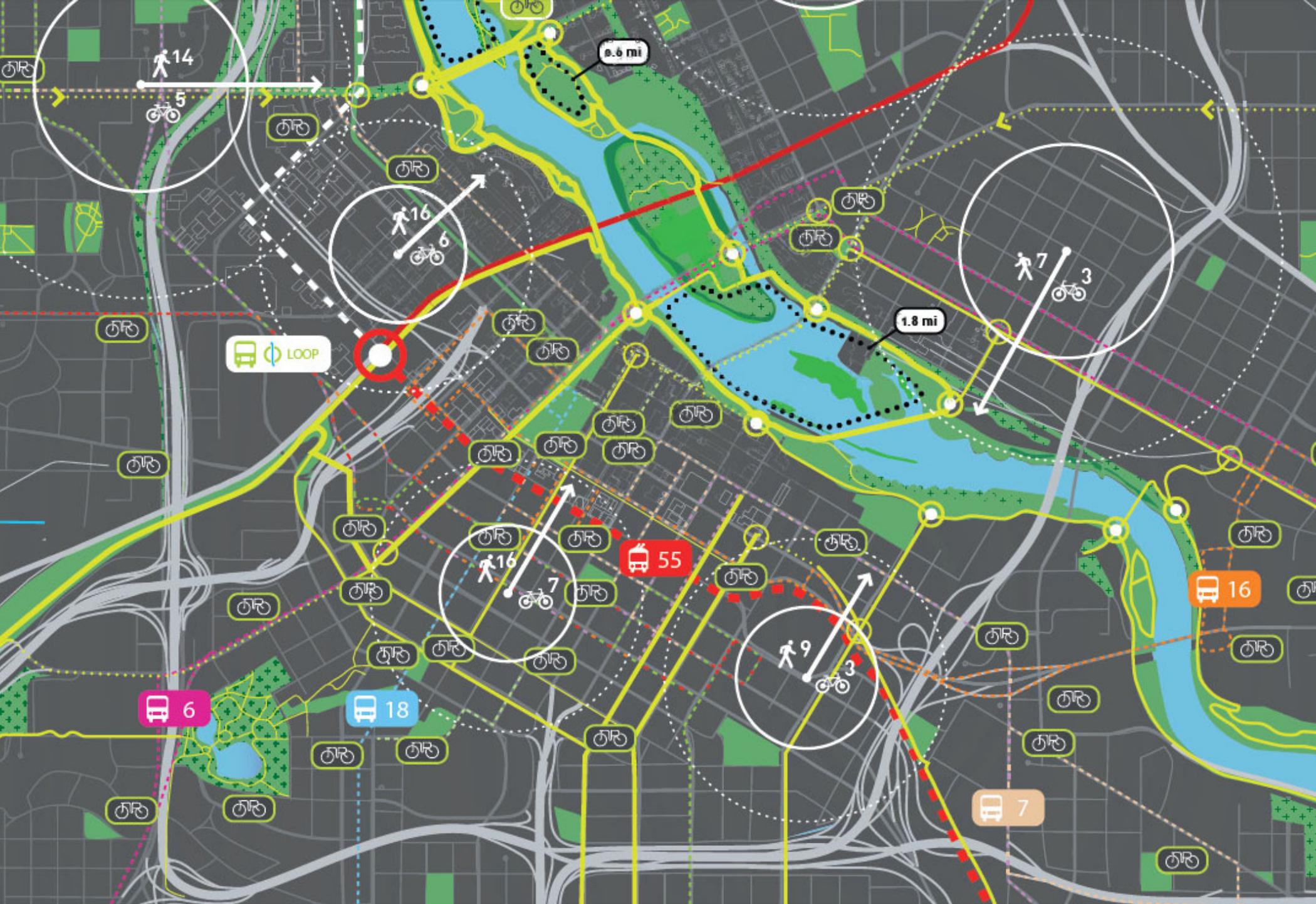
FRAMEWORK PLAN - RIVERFRONT DISTRICT



The Riverfront District is a zoning overlay intended to provide for the development of a character district wherein use and activity enhances the riverfront. Entertainment and commercial uses, residential uses, institutional and public uses, parking facilities, limited production and processing, and public services and utilities are allowed.

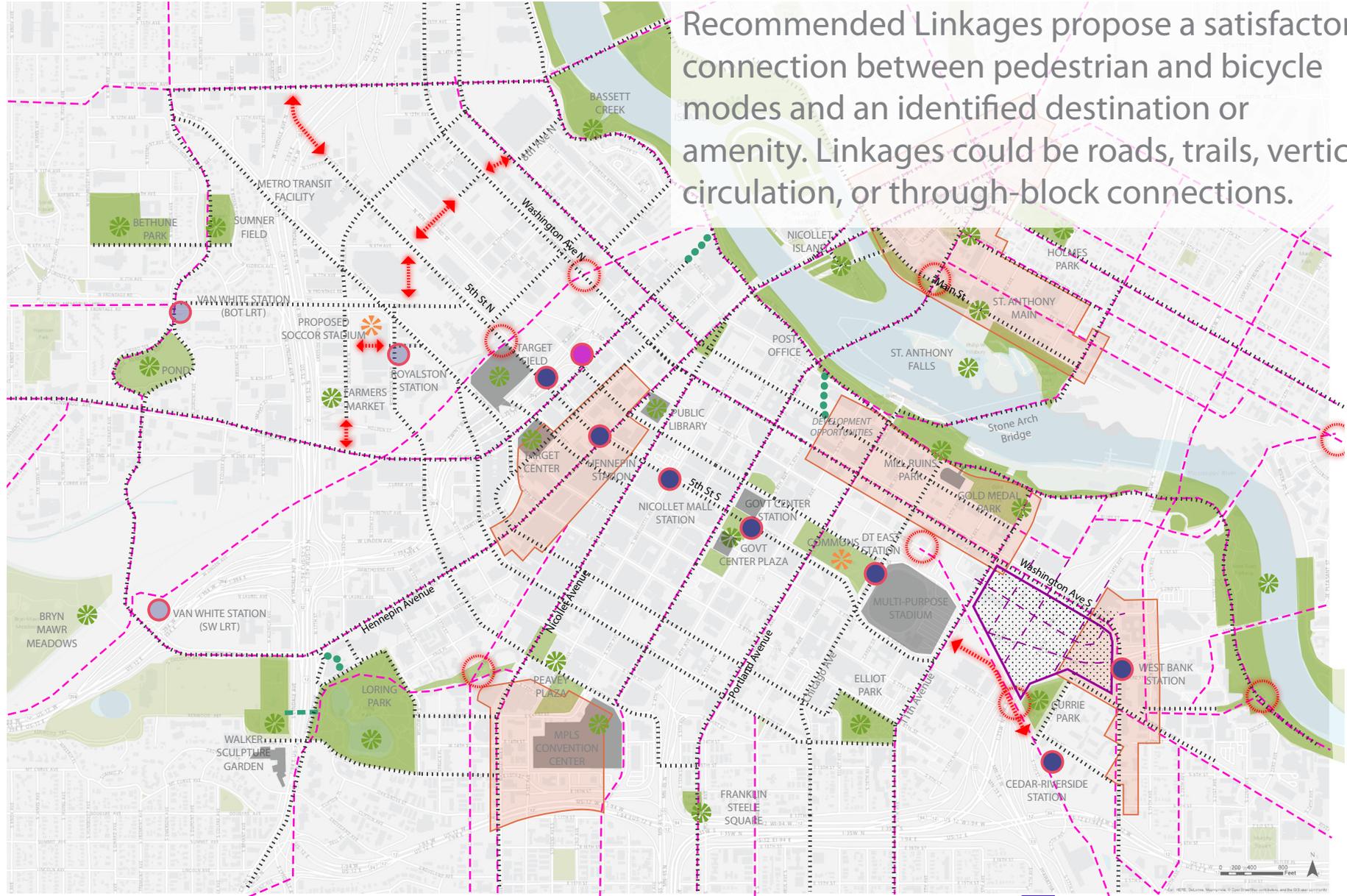
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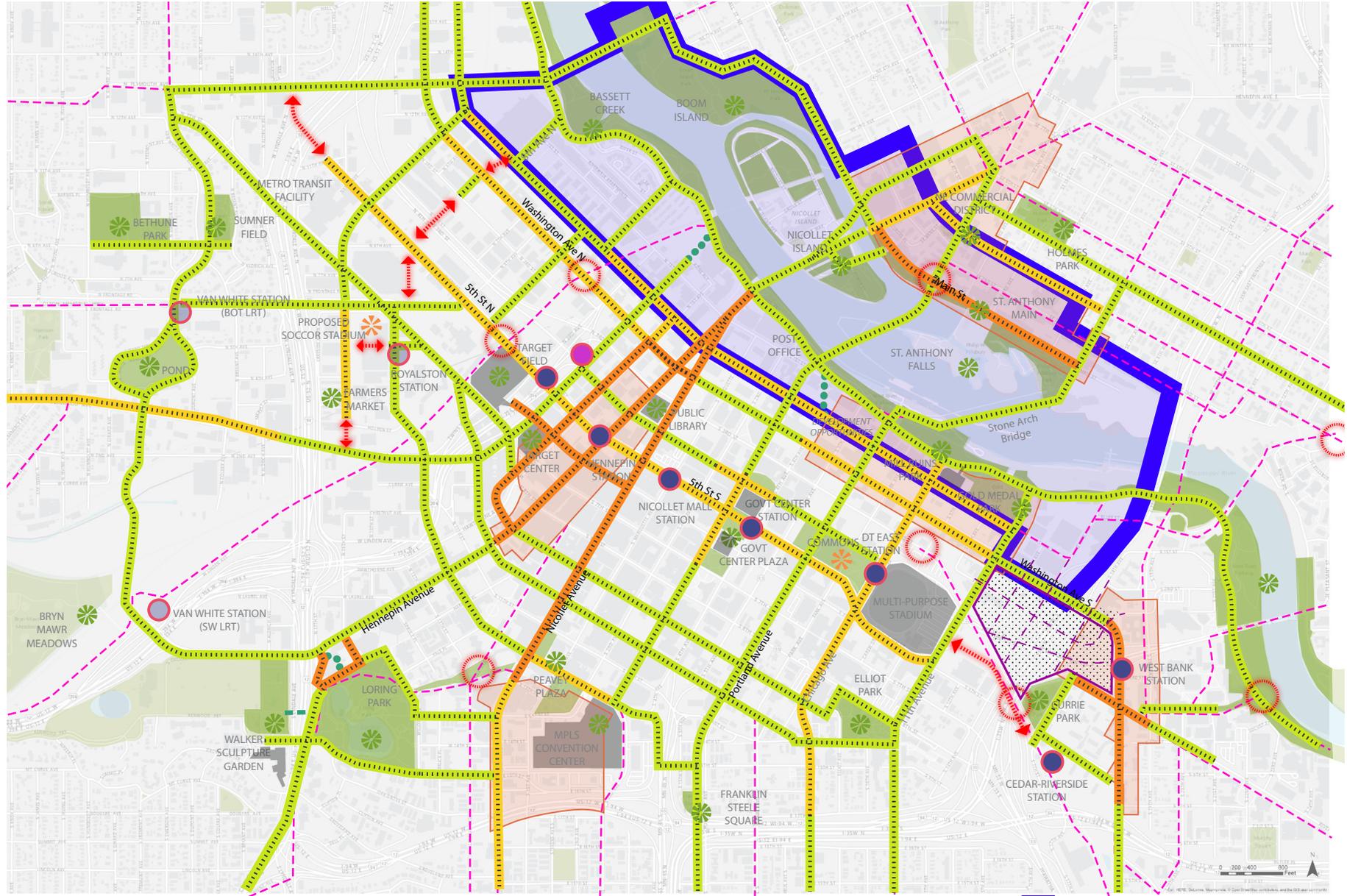
FRAMEWORK PLAN - RECOMMENDED LINKAGES

Recommended Linkages propose a satisfactory connection between pedestrian and bicycle modes and an identified destination or amenity. Linkages could be roads, trails, vertical circulation, or through-block connections.





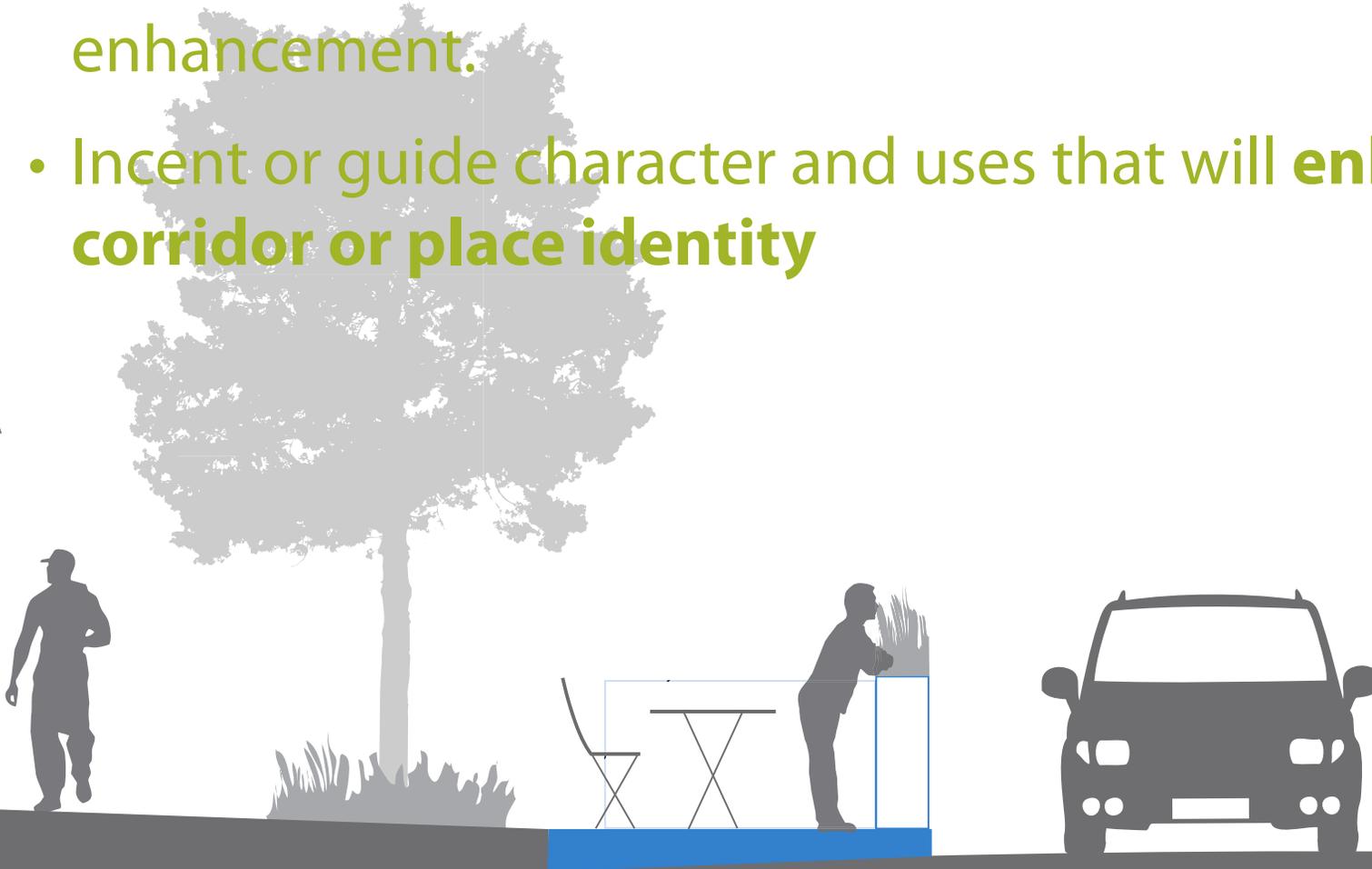
FRAMEWORK PLAN



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PUBLIC REALM GUIDELINES

- Define **guidelines for development abutting priority public realm elements**; consider ground floor uses, street wall characteristics, & contribution to streetscape enhancement.
- Incent or guide character and uses that will **enhance corridor or place identity**



PUBLIC REALM GUIDELINES

- Public Realm Guidelines will focus on **three areas of guidance** and best practice recommendations

Street Furnishing



Street Trees/Greening



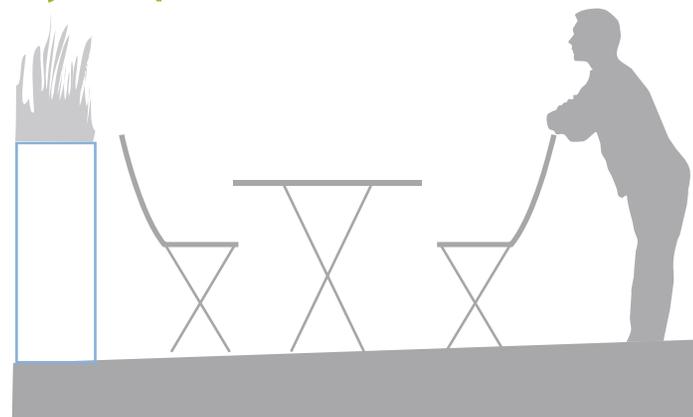
Ground Floor Uses



PUBLIC REALM GUIDELINES

STREET FURNISHING

- We would define street furnishings as anything that **enhances the public realm** by providing important amenities for pedestrians **improving livability and adding vitality** to a street. Street furnishings make for a more welcoming experience for those users while providing interest.
- The Public Realm Guidelines on street furnishing will provide guidance:
 - Placement/Siting/Spacing (accessibility requirements)
 - Minimum clearance dimensions
 - Permitting
 - Process
 - Maintenance



DEVELOPMENT GUIDELINES

STREET FURNISHING

Features might include:

- Street lighting, benches, planters, trash and ash receptacles, public art, bike racks, news racks, bollards, Parklets, transit shelters, etc.



PUBLIC REALM GUIDELINES

• Example Street Furnishing Bike Racks

Furnishing

Bicycle Rack

Definition

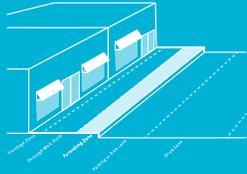
A stationary fixture for bicycle parking, to which a bicycle can be securely attached to prevent theft, can be found in groups or stand alone.

Street Types

All Streets

Sidewalk Zone

Furnishing Zone
Frontage zone



More Information

Visit the website:
<http://www.minneapolismn.gov/bicycles/ga/WCMS1P-135607>

Contact

Paul Cao
Minneapolis Traffic & Parking
Services, 33 North 9th Street, Room
100, Minneapolis, MN 55403-1326

Or by Fax: (612) 673-2898

Or Email: Paul.Cao@minneapolismn.gov

Program Summary

Through the Bike Rack Cost Share Program, the City of Minneapolis can reimburse 50 percent of the cost of bike racks at eligible businesses. Schools, libraries, parks, and other eligible public facilities can also request to receive racks at no cost



photo credit

Benefits

- Encouraging Bicycle Use
- Managing Bicycle Parking
- For both short-term and long-term parking

How to Utilize This Program

Interested businesses, community centers, and organizations within the City of Minneapolis are encouraged to participate in this unique program to promote bicycling. Bicyclists are also encouraged to help the City of Minneapolis identify locations to put new bicycle racks. The City of Minneapolis will participate in half of the cost of the bicycle rack and half the cost of installation for eligible locations. Applicants can choose between several standard colors, galvanized steel (silver), or custom color coated racks

Permits or Applications

- Bike Rack Cost Share application
- Encroachment permit

Maintenance

Applicant is responsible for maintenance

Cost

The City of Minneapolis will participate in half of the cost of the bicycle rack and half the cost of installation for eligible locations.

Official Codes & Documents

- Code of Ordinances 490.150 - Legal bike parking
- Code of Ordinances 541.180 - Bicycle parking
- Code of Ordinances 541.220 - Bicycle incentive
- Code of Ordinances 549.170 - Bicycle facilities in new developments
- Access Minneapolis Chapter 11: Bicycle Facility Design
- Minneapolis Bicycle Master plan 4.5.11-12

Components

- Bicycle parking spaces shall be a minimum of two feet by six feet
- An access aisle provided with a minimum of five feet
- Each space must be accessible without moving another bicycle
- Located on paved or pervious surface, not gravel, landscape stone or wood chips.
- Bicycle rack provides the locking of the bicycle frame and one wheel to the rack

Available Styles for 50/50 program:

- Hitch Rack
- Hoop Rack
- Swerve Rack
- "Bike Bike" Rack

Swerve Style



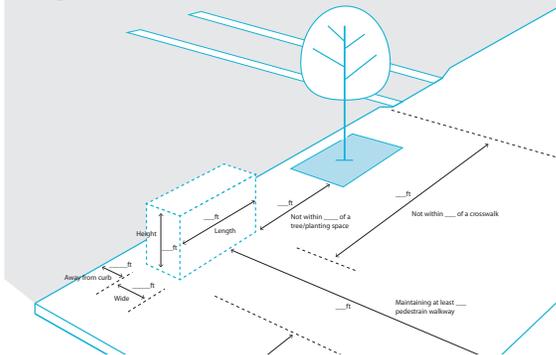
www.dero.com

Hoop Style



www.dero.com

Siting



FAQs

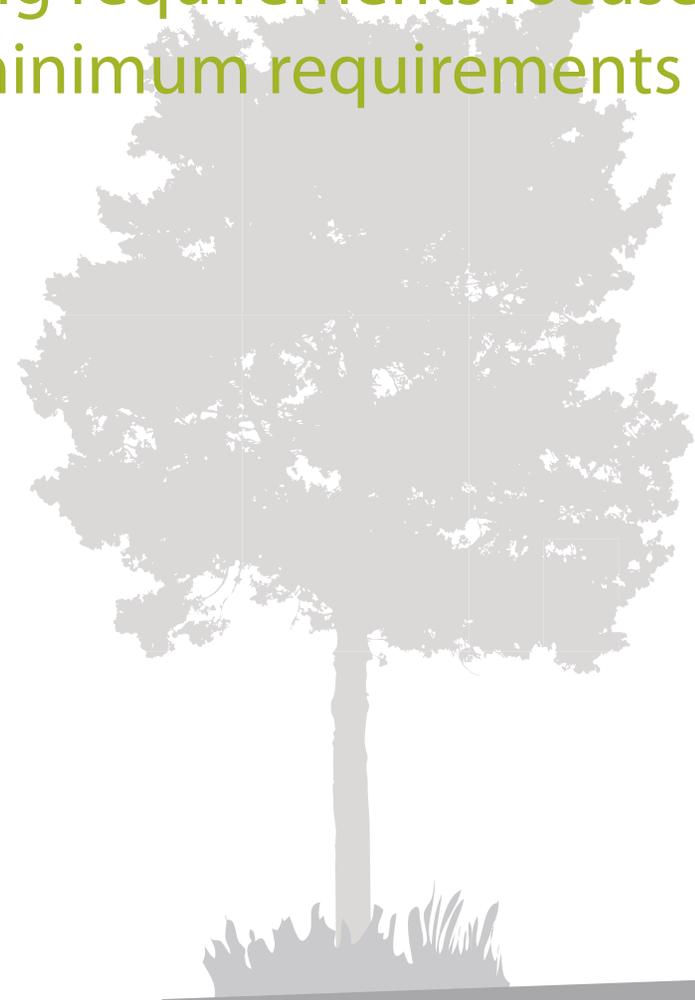
Process Overview

Applicant	City
1. Request application	
2. Eligibility checklist	
3. Applicant information	
4. Receives application	
5. Application meets location criteria	
6. Site selected	
7. Installation/Maintenance agreement	
8. Payment	
9. Vendor site plan submitted, final approval, and vendor installation	
10. Final Approval	
11. Installation	
12. Maintenance	

DEVELOPMENT GUIDELINES

STREET TREES AND GREENING

- The goal will be to address planting requirements focused on providing guidelines around minimum requirements
 - Dimensions
 - Planting medium
 - Species selection practices (MPRB)
 - Tree protection
 - Spacing requirements
 - Tree guard and tree grate guidance



DEVELOPMENT GUIDELINES

STREET TREES AND GREENING

- Street tree and greening typologies may include:



Tree Pit



Raised Planter



Stormwater Planters



Freestanding Planter



Connected Tree Pit



Understory Planting

DEVELOPMENT GUIDELINES

GROUND FLOOR USES

- The goal will be to encourage appropriate complimentary ground floor uses on key corridor and in districts and to develop general design guidance on the relationship of ground floor spaces to the public realm in Downtown.
 - Performance goals for ground floors abutting public realm elements, including appropriate uses
 - Corridor / District specific guidance
 - Design guidance: setbacks, glazing, entrances, massing
 - Potential regulatory tools for enforcement

DEVELOPMENT GUIDELINES

GROUND FLOOR USES



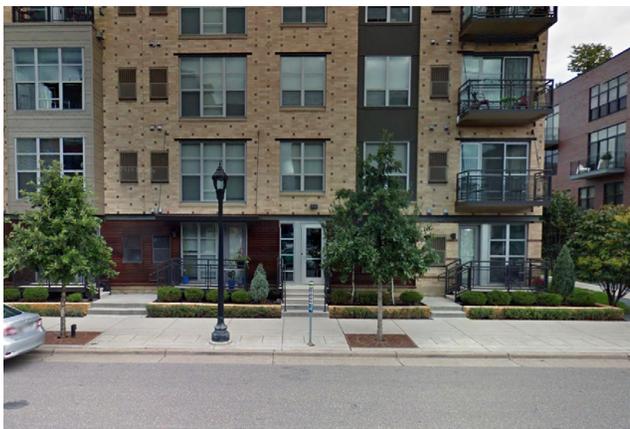
Office Space / Lobby



Restaurant / Sidewalk Cafe



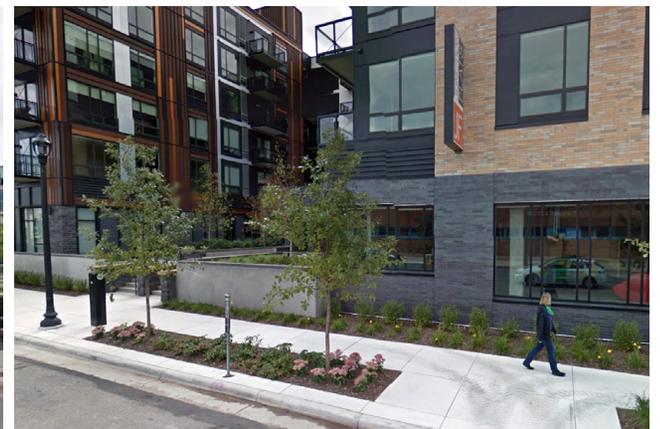
Entertainment / Sports Complex



Walk-up Residential Unit



Green Space / Buffer



Residential Amenity Space

ENHANCEMENT TOOLKIT

- The Enhancement Toolkit is an examination of existing tools and programs available in the City.
- It will identify and recommend **funding, operations, and maintenance tools** that are currently available or could be enabled through policy changes
- Resulting in the creation of a one-stop-shop for community members to identify strategies for enhancing their streets.

ENHANCEMENT TOOLKIT

Existing Tools/Programs

» State Legislated

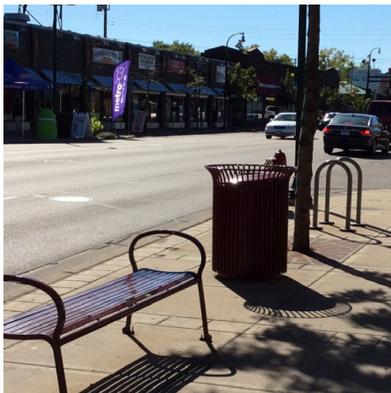
- Special Service Districts (MN Statute 428A)
- Tax Increment Financing (MN Statute 469)
- Pedestrian Mall (MN Statute 430)
- Business (Sidewalk) Improvement Districts (MN Statute 435)

» City Jurisdiction

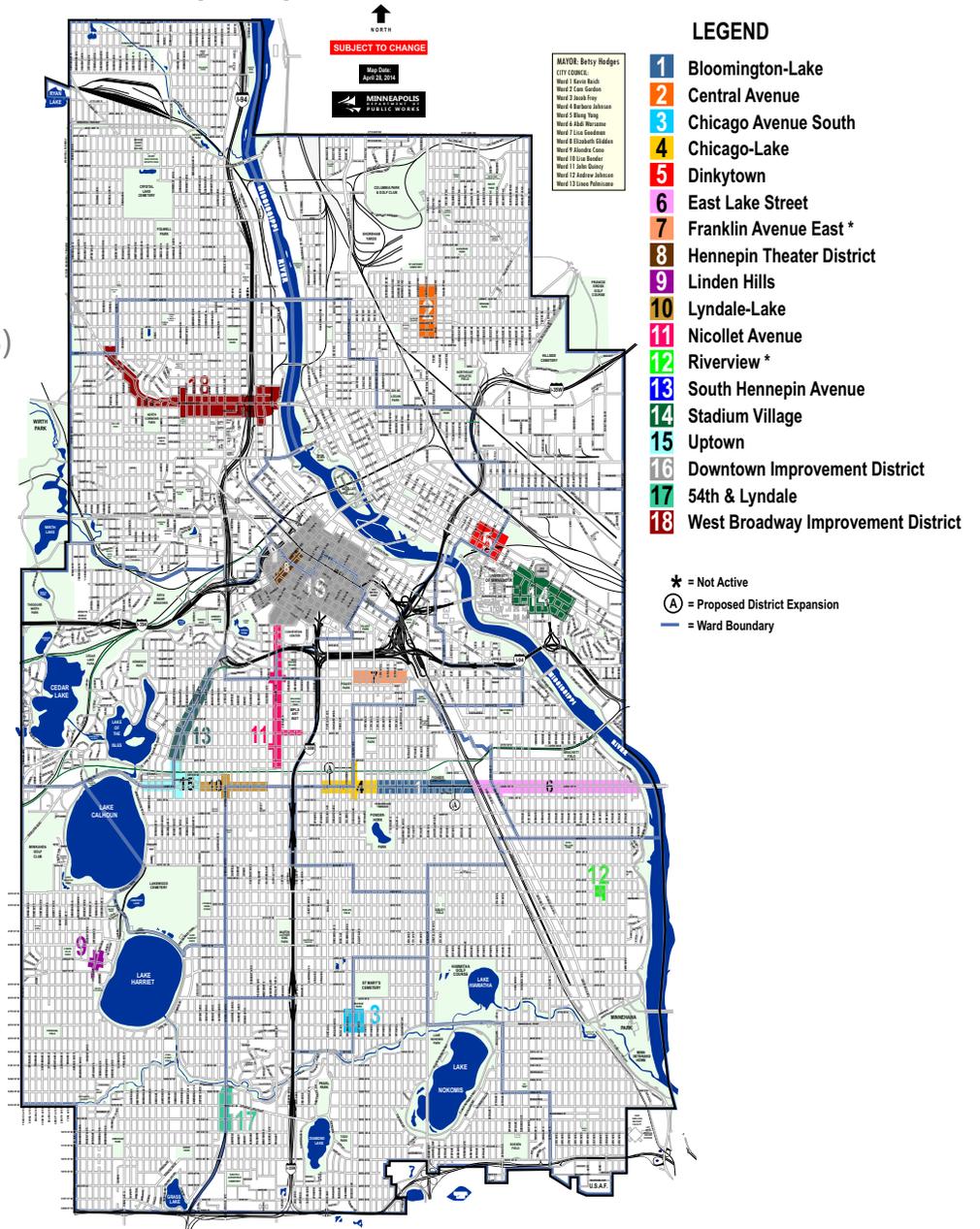
- Encroachment Permit (MuniCode Title 5 Ch. 95)
- Parkland Dedication (MuniCode PB15-7)

» Grants

- Facade Improvement Program (Municipal)
- Livable Communities Grant (Met Council)



Minneapolis Special Service Districts



ENHANCEMENT TOOLKIT

Minneapolismn.gov

CITY SERVICES ▾ RESIDENTS ▾ BUSINESS ▾ GOVERNMENT ▾ VISITORS ▾ *Need help? Contact Us*

SEARCH: DEPARTMENTS/DIVISIONS ▾

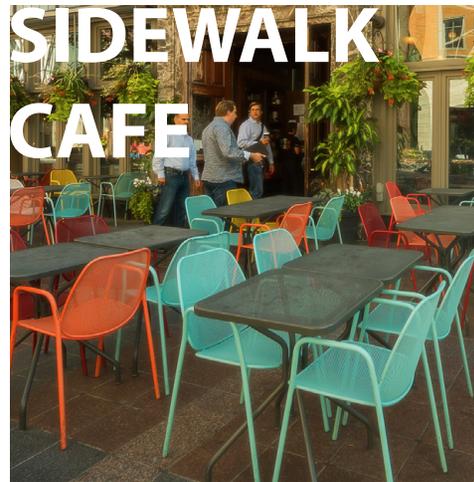
Text **-A** **A** **+A** Translate

Community Planning & Economic Development
Phone: (612) 673-5095
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- [Public Art](#)
- [Transit Oriented Development](#)

Placemaking Hub

The Placemaking Hub is a one-stop-shop for public realm enhancement tools. It aggregates the tools available through the Public Art Program, Public Works and Urban Design. The Hub directs you to specific processes, procedures and permitting necessary for communities and neighborhoods to enhance their streets and public spaces.



ENHANCEMENT TOOLKIT

PARKLET PROGRAM

Parklets are an innovative and cost effective way to add public gathering space to public streets. Parklets provide amenities like seating, plantings, bike parking and public art. While parklets are typically funded and maintained by neighboring businesses, residents and community organizations, they are publicly accessible and open to all. Parklets are located in the parking lane adjacent to the curb designed as an extension of the sidewalk. Advertising and other commercial activities are not permitted in the parklet.

A parklet is a temporary space in the public right-of-way dedicated for public use. It is an expansion of the existing sidewalk designed for the public to relax and enjoy the urban environment.

Applicant Role

Liability
Maintenance
Design, Permitting,
Construction and
Maintenance Costs
Public Engagement/Letters of
Support/Notification

City Role

Program Management
Application/RFP review
Design Review and Approval
Permit Issuance
Site Inspection
Installation of necessary
Traffic devices (wheel stops,
flexible bollards, traffic/
parking signage or markings)

More Information

Visit the Placemaking Hub
<insert link>
or
Parklets Homepage
<http://www.minneapolismn.gov/pedestrian/>



2014 parklet at 2007 Emerson Ave N, photo by Paul Mogush

Program Objective

The program objective is to enable and empower community groups and businesses to enhance the pedestrian friendliness of their street and encourage people's engagement with the urban environment through the creation of alternative public space.

Program Goals

The goal of the parklet program is to make the City more livable, walkable, and beautiful. This program is a step towards the enhancement of the public realm using new tools and techniques.

Program Benefits

- Transform under utilized street space into vibrant public space
- Support local business communities by activating community corridors
- Foster community interaction and social engagement
- Empower more groups and entities to provide pedestrian enhancements that contribute to livability
- Attract pedestrians

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2014 parklet at 2007 Emerson Ave N, photo by Paul Mogush

How to Utilize This Program

The Parklet program is utilized by businesses, residents and community organizations who would like an economical solution for increases public open space. The parklets offer a streetscape enhancement in the public right-of-way, without taking up limited sidewalk space, by occupying adjacent space in the parking lane... continued in more detail

Timeline ?

- Parklet pre-application
- Notification of eligibly
- Applicant submits application
- City Staff committee Review
- Applicants notified of approved sites
- Site visit with City Staff
- Applicant submits final Construction plans
- Applicant applies for encroachment and Land Use/Obstruction permit
- Maintenance agreement
- Construction
- Construction Inspection

NEXT STEPS

- » TAC will meet first Tuesday of every month through October 2015:
 - 10/6
- » Upcoming Steering Committee meetings:
 - 12/17
- » Design Week
 - 10/19-10/23
- » Public Meeting #2
 - 10/22, 6:30pm Walker Art Museum