

# DOWNTOWN SERVICE AREA MASTER PLAN AND DOWNTOWN PUBLIC REALM FRAMEWORK PLAN

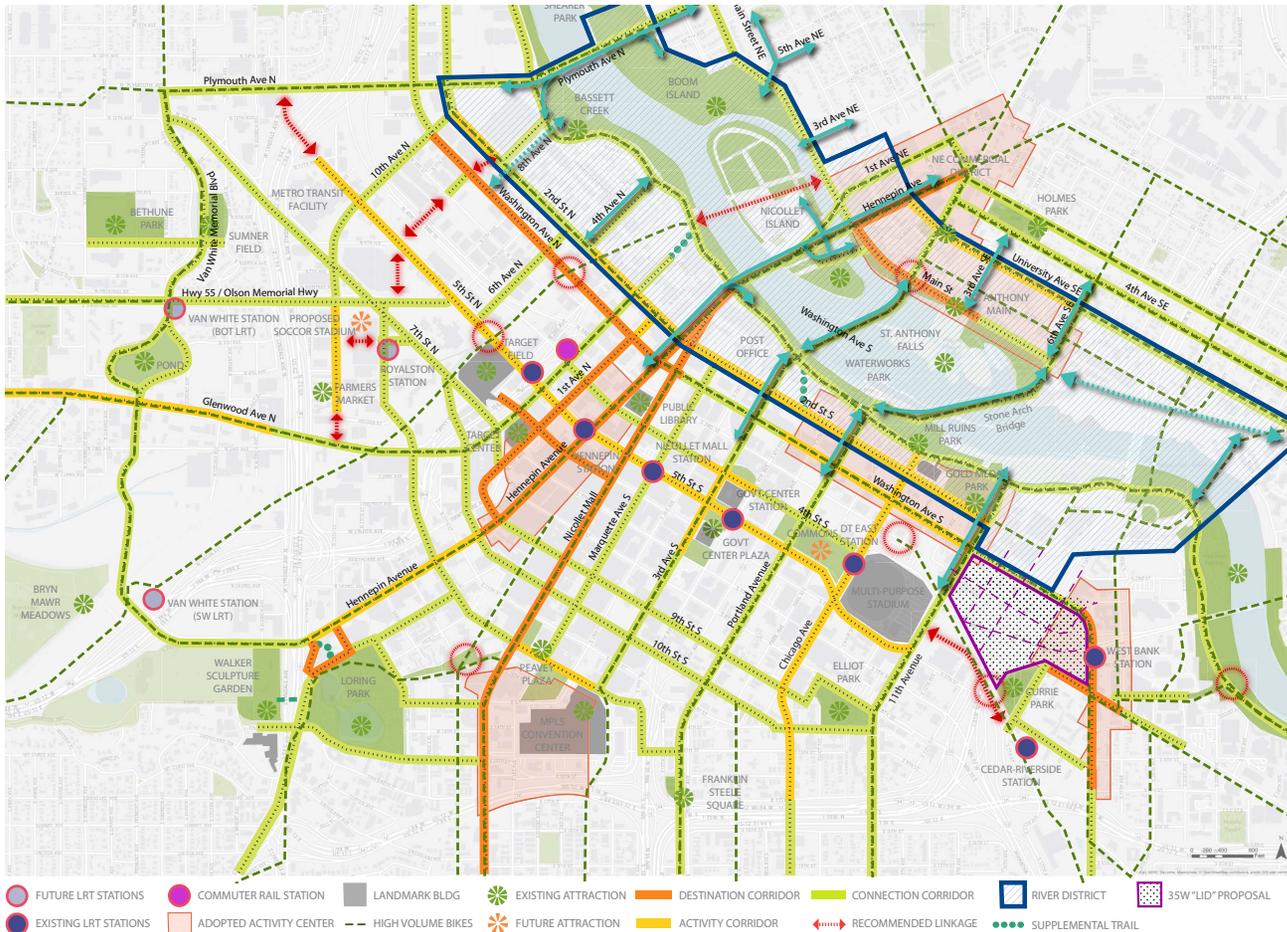
**Steering Committee(SC)  
Meeting #7**

**October 22, 2015  
6:00-8:00pm**

# MEETING AGENDA

- Welcome by Council Member Frey and Commissioner Tabb
- Downtown Public Realm Framework
- Downtown Service Area Master Plan
- Open House
- Adjourn

# COUNCIL MEMBER JACOB FREY WARD 3



# 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
  - Sustainability
  - Equity
  - People-First
- Policy Chapters
  - Framework Plan
  - Public Realm Guidelines
  - Implementation Toolkit
- Recommendations

# PUBLIC REALM FRAMEWORK

## *THE BASICS*

- A great experience downtown is about people.
- Acknowledging resource scarcity can no longer be the end of the conversation - it's the beginning.
- We have to pull together to achieve our goals.
- Let's make it easy for people to contribute.

# IT'S ABOUT PEOPLE EXPERIENCING PLACES



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# IT'S ABOUT PEOPLE

## *EXPERIENCING PLACES*

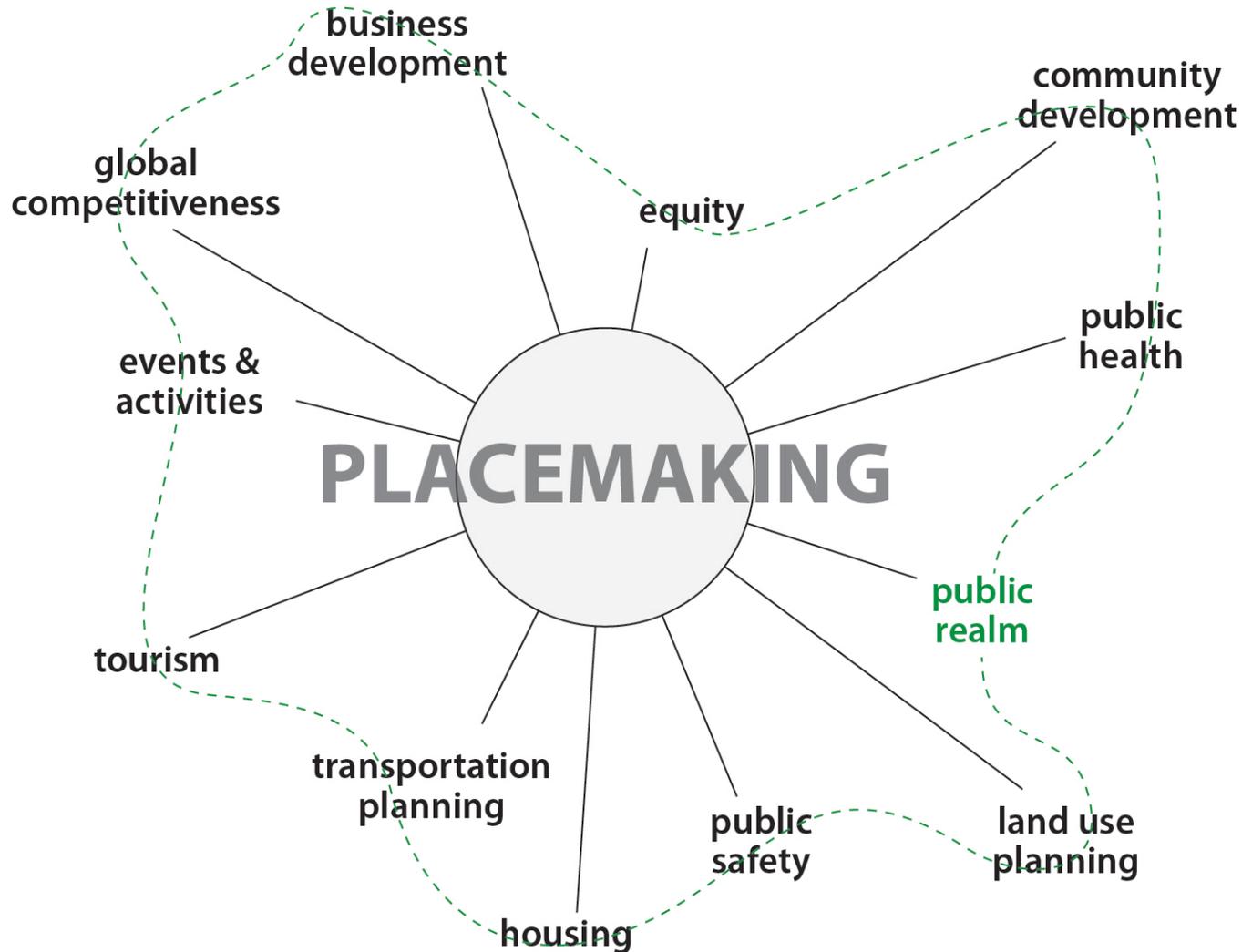


# IT'S ABOUT PEOPLE EXPERIENCING PLACES



# IT'S ABOUT PEOPLE

## EXPERIENCING PLACES



# RESOURCE SCARCITY REFLECTS CHOICES

## INFRASTRUCTURE DISINVESTMENT

2013 **REPORT CARD** for **america's INFRASTRUCTURE**



OVERVIEW

ECONOMIC IMPACT

NATIONAL GRADES

STATES

NEWS

TAKE ACTION

CONTACT

### INFRASTRUCTURE IS AMERICA'S BACKBONE

It's your local water main and the Hoover Dam, the power lines connected to your house and the electrical grid spanning the U.S., and the street in front of your home and the national highway system.



AMERICA'S G.P.A. **D+**

ESTIMATED INVESTMENT NEEDED BY 2020:  
**\$3.6 TRILLION**



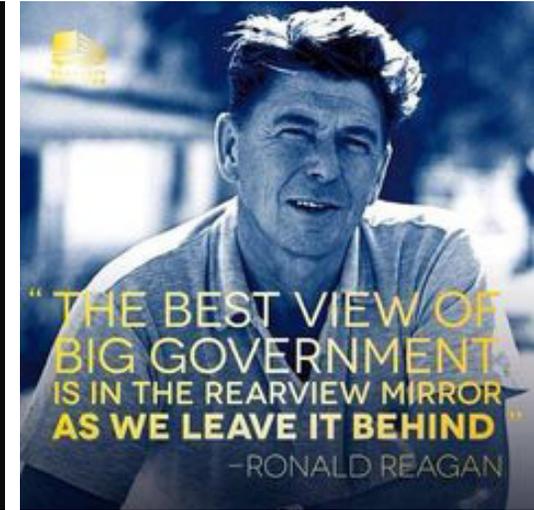
# RESOURCE SCARCITY REFLECTS CHOICES

## INFRASTRUCTURE DISINVESTMENT



In the present crisis, government is not the solution to our problem; government is the problem.

(Ronald Reagan)



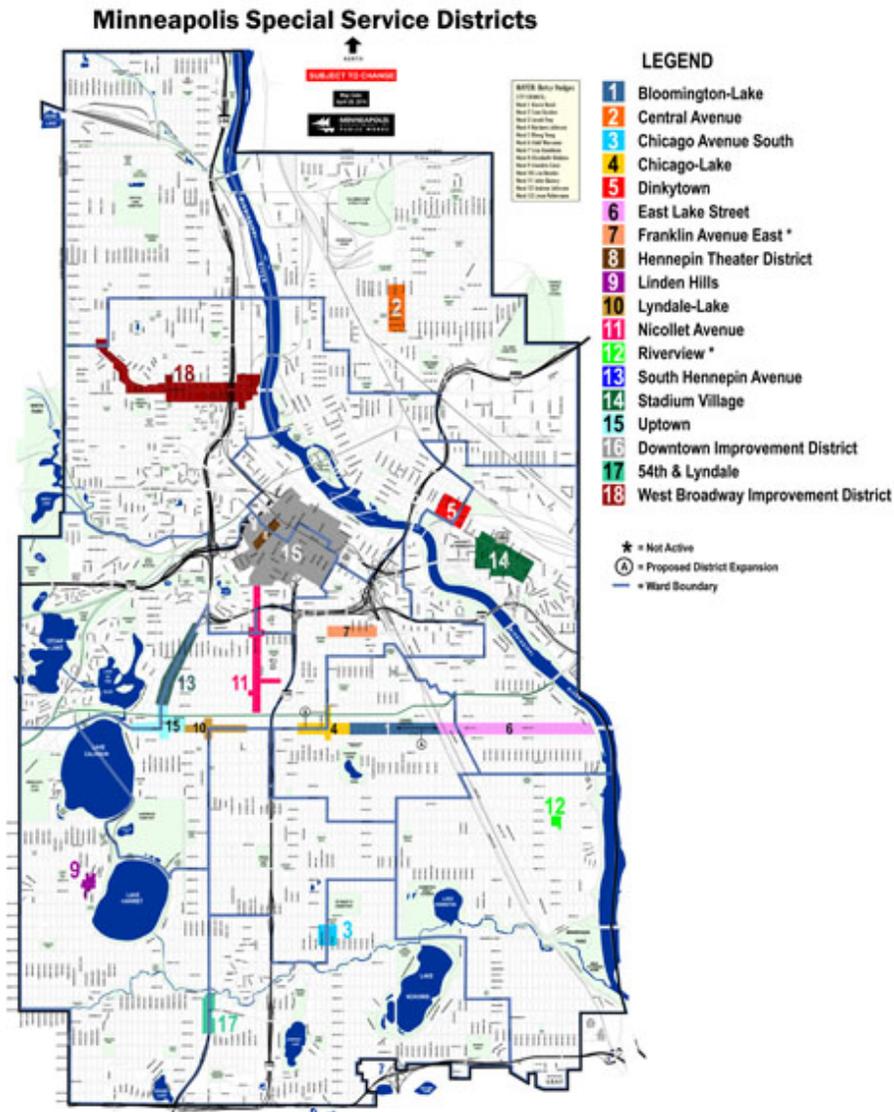
### Reagan's New Federalism

[1982] "President Reagan...sent to Congress his 1982 National Urban Policy Report, prepared by the Department of Housing and Urban Development. It stated the administration's intention to **continue limiting federal aid to cities and shift responsibility for urban programs from the federal to state and local governments.** On July 12, the National League of Cities (NLC) released preliminary results of a survey of 43 cities indicating that the majority are in poor fiscal shape and are unable to absorb the new responsibilities..."

"The report released by the National League of Cities...said that the cuts in economic development, mass transit, job training and other federally funded programs in the midst of a deep recession have created great fiscal stress. Fewer than half of the cities responding to the survey said they would use local funds to make up for losses of federal grants. Even those cities would pick up only one or two programs. **Since cities, unlike the federal government, cannot run a deficit, many have cut spending on public works, parks and recreation, general administration and public safety. User fees have been assessed or increased, and a few cities have even raised sales or property taxes, despite the recession.**"

# RESOURCE SCARCITY REFLECTS CHOICES

## FILLING THE GAP: LEVERAGING PRIVATE INVESTMENT



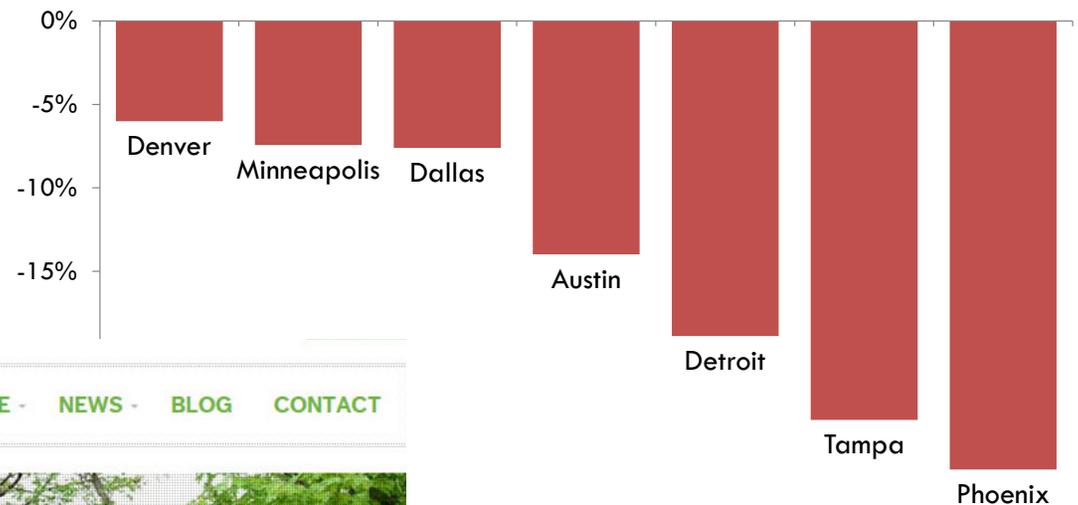
- Cleaning
- Greening
- Branding
- Seasonal Decorations
- Maintenance
- Snow Removal
- Business Assistance
- Façade Improvement
- Ambassadors

# RESOURCE SCARCITY REFLECTS CHOICES

## FILLING THE GAP: LEVERAGING PRIVATE INVESTMENT

In spite of re-emergence of consensus that parks are important for urban success, public support for parks is dwindling.

City Park Department Budget Cuts, 2009-2011



Source: Trust for Public Land, 2009-2011



[ABOUT](#) - [PROJECTS](#) - [DONATE](#) - [NEWS](#) - [BLOG](#) - [CONTACT](#)

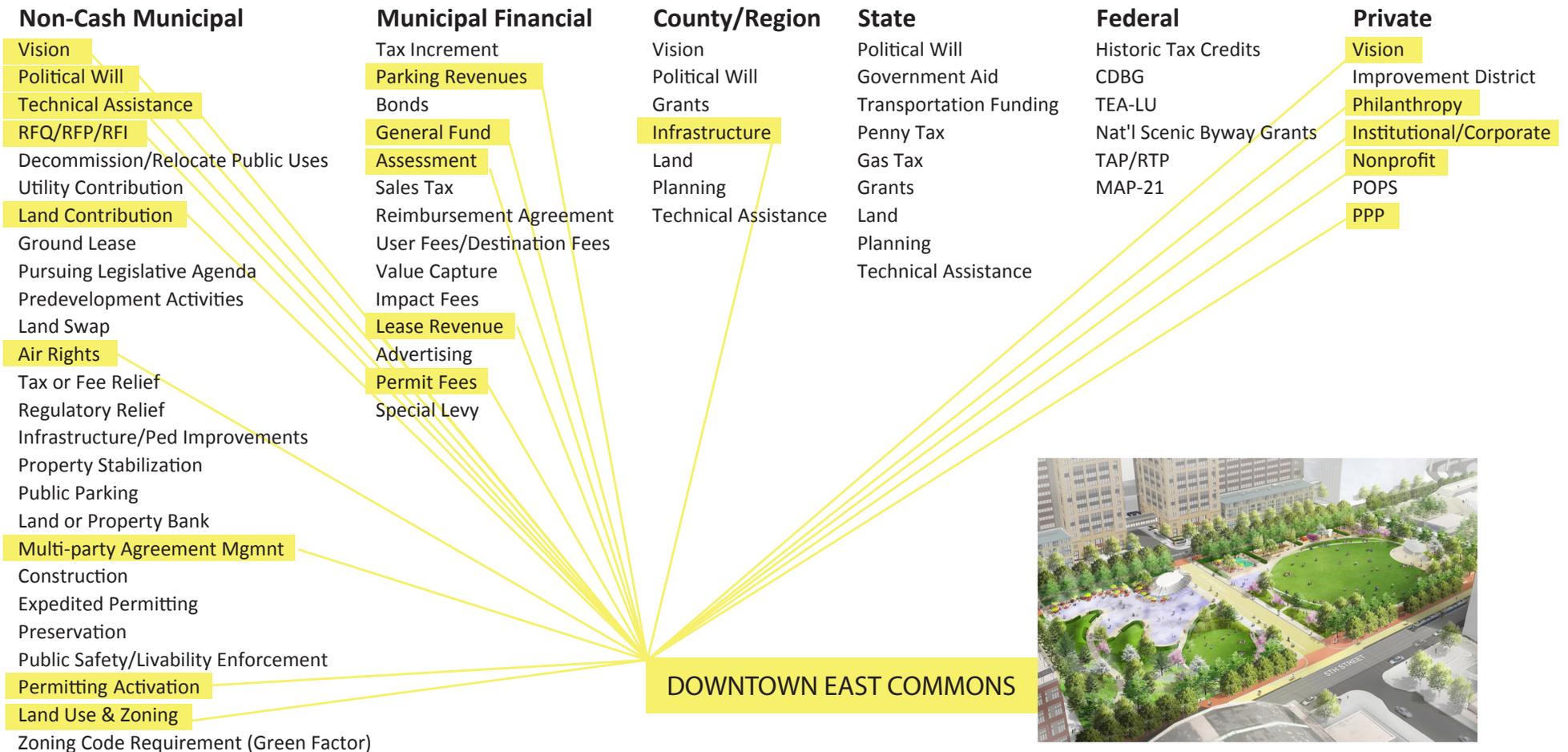


CONGRATULATIONS TO MINNEAPOLIS AND ST. PAUL PARKS!

## Minneapolis Parks Named Best in U.S. Third Year in a Row

# PULL TOGETHER

## MUNICIPAL TOOLS & STRATEGIES



# PULL TOGETHER

## Major Development Projects in Downtown Minneapolis

as of January 1, 2015

\* See separate map for major development projects within citywide area.

Map includes projects with actual or estimated construction costs over \$1 million.

Projects shown either have active City of Minneapolis building permits or complete planning applications submitted to the City of Minneapolis Department of Community Planning and Economic Development.

Construction costs for projects with completed planning applications are estimated to be more than \$1 million if they include 10 or more residential units or more than 10,000 square feet of mixed-use or non-residential space.

### Legend

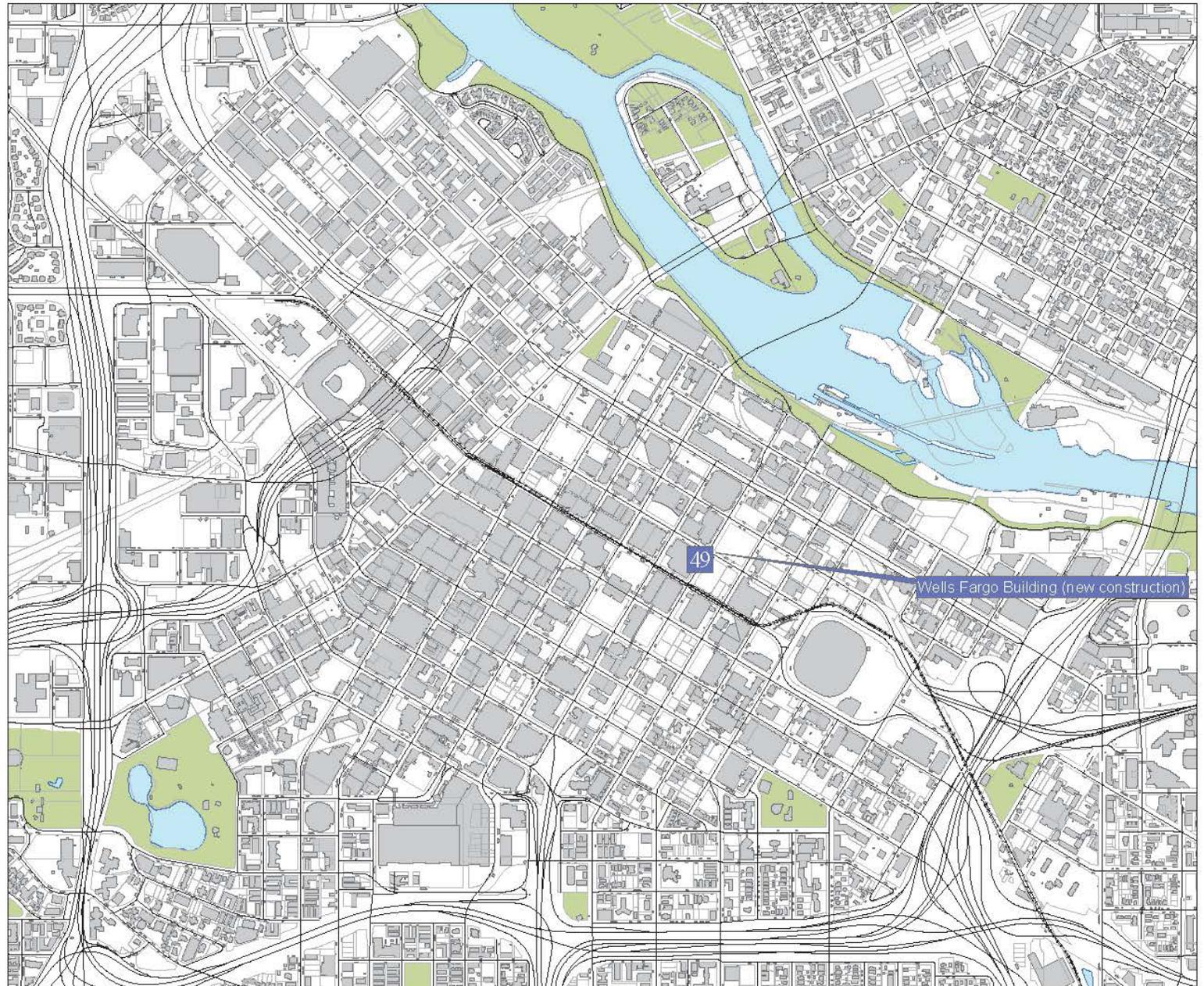
- 1 Residential (active permit)
- 2 Mixed - Use (active permit)
- 3 Non - Residential (active permit)
- 1 Residential (application complete)
- 2 Mixed - Use (application complete)
- 3 Non - Residential (app. complete)



Thavisack Silaphet, Senior City Planner.  
(612) 673-2313  
CPED Long Range Planning, 2/27/15

This map is updated quarterly.  
Look for the most current version at

[www.ci.minneapolis.mn.us/cped/projects\\_list\\_current.asp](http://www.ci.minneapolis.mn.us/cped/projects_list_current.asp)



# PULL TOGETHER

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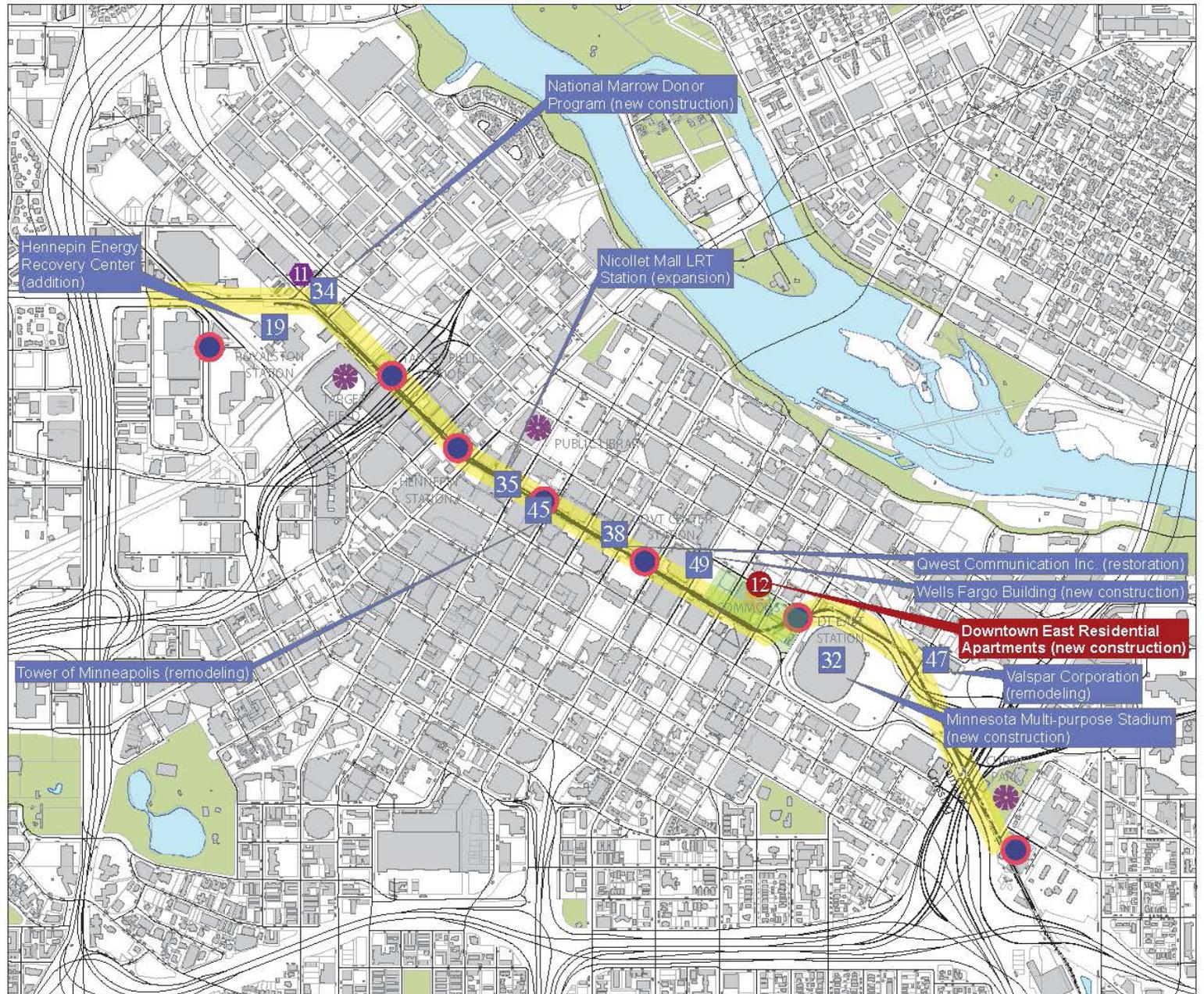
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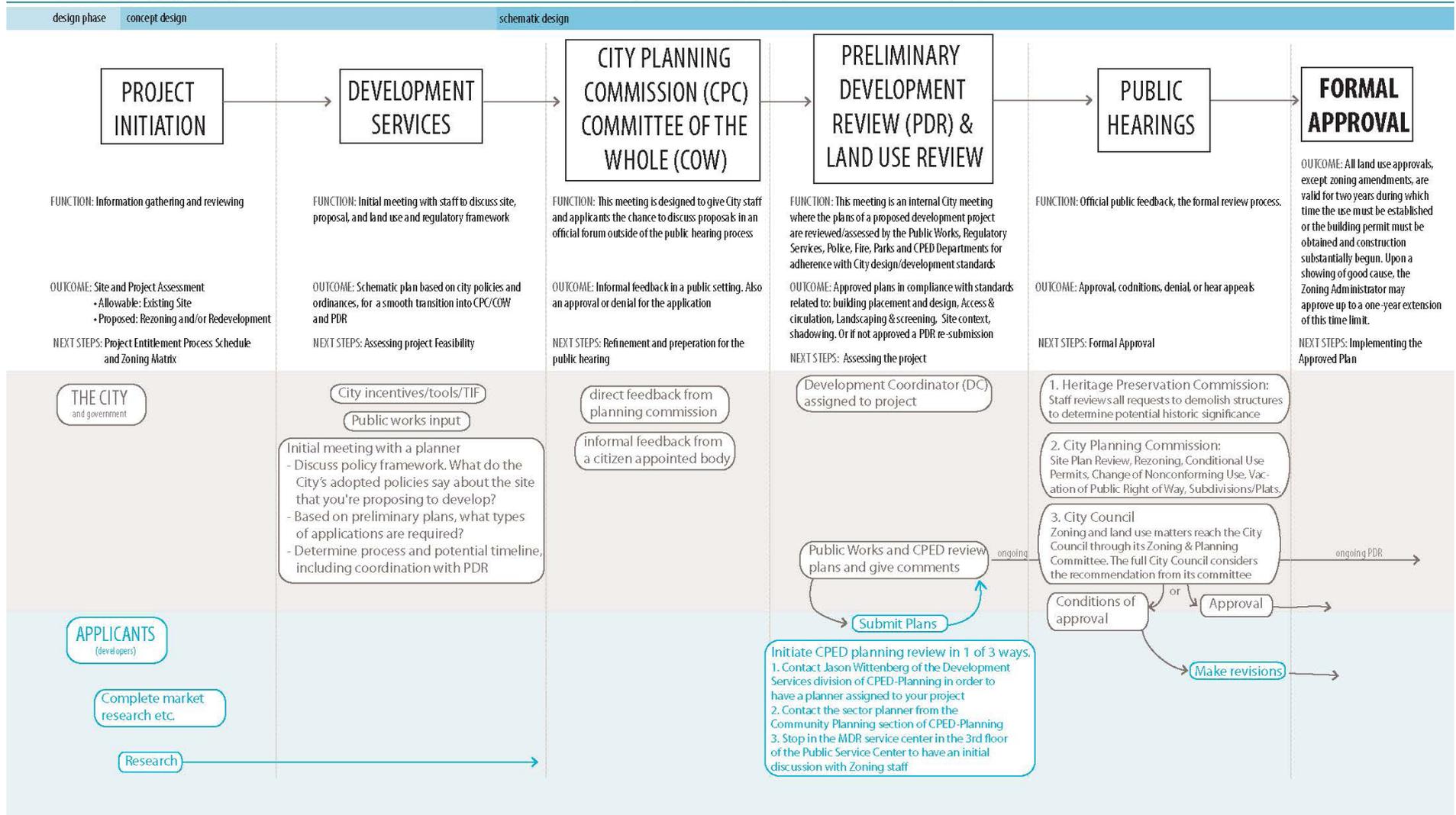
# PULL TOGETHER

## CITY OF MINNEAPOLIS DEVELOPMENT REVIEW PROCESS ROADMAP

A step-by-step guide to the development review process, highlighting the tools and tips for getting your project formally approved. This process is required for:

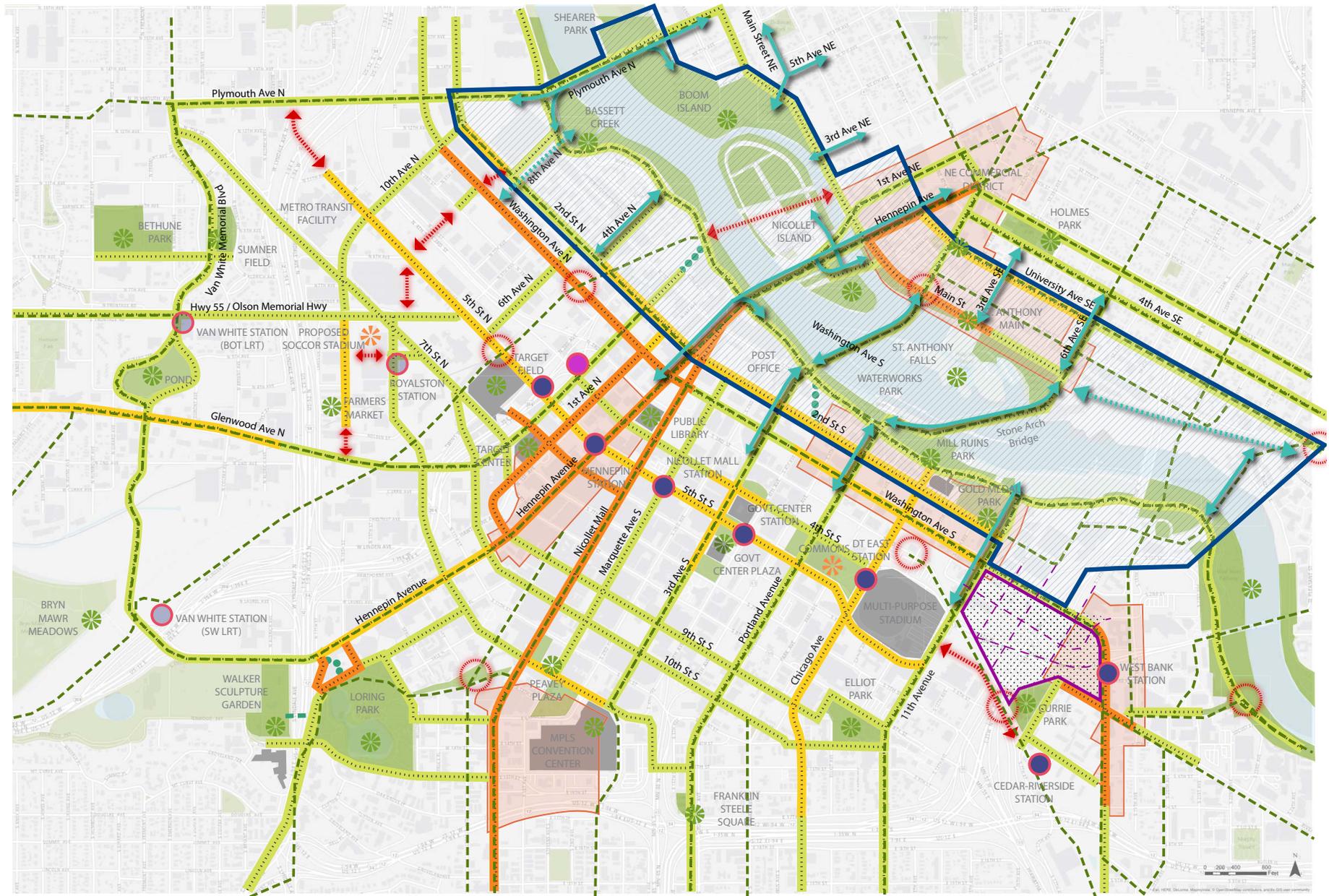
- Any new nonresidential or mixed use building
- Establishing/adding five or more dwelling units
- Non res. mixed use additions over 1,000 sq. ft.
- Establishing/expanding drive-throughs, automobile service uses, parking facilities

## CURRENT PROCESS



# PULL TOGETHER

# ADOPT A SHARED VISION



- 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

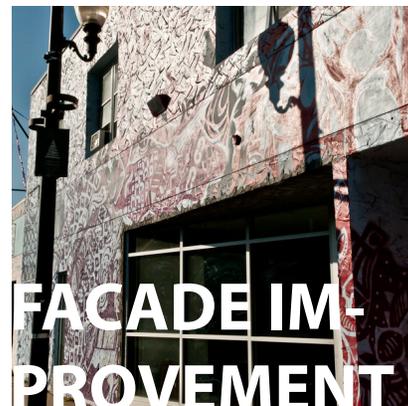
# MAKE IT EASY *STREAMLINE PROGRAMS & SERVICES*

**Community Planning & Economic Development**  
 Phone: (612) 673-5095  
[Contact Us](#)

<b>Community Planning &amp; Economic Development</b>	+
Items for Public Review	+
Business Assistance	+
Business Licensing	
Construction Code Services	
Development Services	
Employment and Training	+
Heritage Preservation	
Housing	+
Long Range Planning	-
Planning	
Research	
>> <b>Urban Design</b>	
Public Art	
Planning and Zoning	
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.



# MAKE IT EASY *STREAMLINE PROGRAMS & SERVICES*

## » Public Realm Guidelines: Street Furnishing

Furnishing

Seating & Gathering

### Bicycle Rack

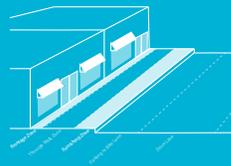
#### At a Glance

##### Street/Corridor Types:

Destination Corridor  
Activity Corridor  
Connector Corridor

##### Sidewalk Zone

Furnishing Zone  
Frontage Zone (limited)



#### Benefits:

- Encourage bicycle use
- Reduce bicycle parking at undesirable locations
- Improve safety and security of bicycle parking
- Provide bicycle parking for business patrons

#### Cost:

\$\$\$\$

#### 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](mailto:Paul.Cao@minneapolismn.gov)

#### Feature Description

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

#### Preferred Conditions/Corridor Guidance

Bicycle racks are appropriate on all corridor types and should generally be stationed near active ground floor uses, building entrances and close to but not interfering with transit stations. In particular, corridors that overlap with the protected bikeway network should provide ample bicycle parking.

#### Approved Bicycle Rack Styles\*



Post and Ring Rack



Inverted U Rack



Swerve Rack

\* The three styles shown are the only styles approved for installation as part of the City's bike rack cost share program. Other styles are allowable but all racks must have three elements - two contact points, minimum height, and a gap to fit a standard lock.

#### Maintenance

With some exceptions the fronting property owner, or the initiator of the sidewalk enhancement, are responsible for the on-going maintenance and upkeep of bicycle rack. This includes keeping the surrounding area clear of snow, ice, and litter.



#### Art Bike Racks

*Aenean vulputate eleifend tellus. Aenean leo ligula, porttitor eu, consequat vitae, eleifend ac, enim. Aliquam lorem ante, dapibus in, viverra quis, feugiat a, tellus. Phasellus viverra nulla ut metus varius laoreet. Quisque rutrum. Aenean imperdiet. Etiam ultricies nisi vel augue. Curabitur ullamcorper ultricies nisi. Nam eget dui. Etiam rhoncus. Maecenas tempus, tellus eget condimentum rhoncus, sem quam semper libero, sit amet adipiscing sem neque sed ipsum. Nam quam nunc, blandit vel, luctus pulvinar, hendrerit id, lorem. Maecenas nec odio et ante tincidunt tempus. Donec vitae sapien ut libero venenatis faucibus. Nullam quis ante. Etiam sit amet orci eget eros faucibus tincidunt. Duis leo. Sed fringilla mauris sit amet nibh.*

#### Design considerations:

- No courtesy bench shall be located
- In any alley
- At any location where the distance from the face of the curb to the inside sidewalk line is less than eight (8) feet
- At any location distant more than fifty (50) feet from the nearest point of intersection with a street, unless the city engineer shall direct change of location.
- Each courtesy bench shall be installed parallel with the curb and set back not less than eighteen (18) inches from the face of the curb.
- No bench shall be more than forty-two (42) inches high nor more than thirty (30) inches wide or seven (7) feet long overall.

photo credit

# MAKE IT EASY *STREAMLINE PROGRAMS & SERVICES*

## » Public Realm Guidelines: Street Furnishing

Furnishing

### Litter Containers

#### Definition

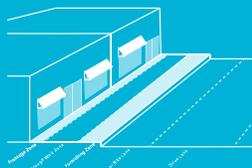
A waste container is a container for temporarily sorting waste

#### Street Types

Activity Centers  
Commercial Corridors  
Neighborhood Commercial Zones  
Commerce Street  
Activity Area Street

#### Sidewalk Zone

Furnishing zone  
Frontage Zone



#### More Information

Visit the Clean City Minneapolis Website:  
<http://minneapolismn.gov/solid-waste/cleancity/WCMS1P-125034>

#### Contact

Solid Waste and Recycling Division's Clean City Coordinator at (612) 673-2789.gov

#### Program Summary

The City of Minneapolis has placed litter containers in high pedestrian traffic areas in an effort to reduce the amount of litter that finds its way onto the street. When you volunteer for the Adopt-A-Litter Container program, you're helping us place and maintain litter containers in other areas that need them.



photo credit

#### Benefits

- To assist in keeping Minneapolis Beautiful and Clean
- Reduce the amount of litter on the street

#### How to Utilize This Program

By participating in this program, you agree to Adopt the litter container for a minimum of two years.

Adopters select from two levels of involvement by either; removing filled bags from the litter container or placing them in your garbage cart or waste dumpster, or requesting removal service from the Division of Solid Waste and Recycling for a monthly fee to be added to your utility bill. The cost for removal services (in 2015) is \$12.00 per month for once a week pickup, \$24.00 per month for twice a week pickup, \$36.00 per month for three times a week pickup, etc., plus tax. Maintain plastic liners (bags) in the litter container at all times. Keep the surrounding area clear of snow, ice, litter

or other refuse.

Adopters work in partnership with the City to maintain the physical condition of the container. If you spot graffiti on the litter container, either remove the graffiti or contact the Clean City Coordinator for assistance. If the litter container is damaged, contact the Division of Solid Waste and Recycling for repairs or replacement

#### Permits or Applications

- Adopt-A-Litter container Application

#### Maintenance

The Adopter will work in partnership with the City to maintain the physical condition of the Litter Container. If the Litter Container suffers graffiti, the Adopter will either remove the offense or contact the Clean City Coordinator for assistance. If the Litter Container is damaged, the Adopter will contact Solid Waste and Recycling on (612) 673-2917 for repairs or replacement. Depending

on the service level additional adopter maintenance may apply.

#### Cost

Varies depending on the level of involvement the applicant chooses

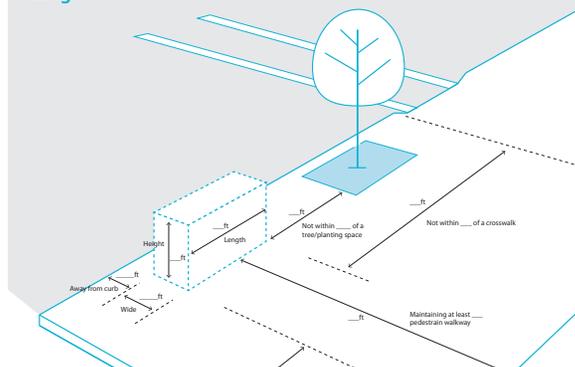
#### Components

- Located on paved or pervious surface, not gravel, landscape stone or wood chips.
- Litter container is (\_\_\_ by \_\_\_ concrete container with exposed aggregate finish)



photo credit

#### Siting



#### FAQs

#### Process Overview

##### Applicant

- Apply for waste container
- Choose level of service
- Installation/Removal/Maintenance Agreement
- Maintain Litter Container for 2 years

##### City

- Receives application
- Application meets location criteria
- Site selected
- Installation/Removal/Maintenance agreement
- Final Approval
- Installation

# MAKE IT EASY *STREAMLINE PROGRAMS & SERVICES*

## » Public Realm Guidelines: Trees & Greening

### Street Trees & Greening: Standard Tree Site

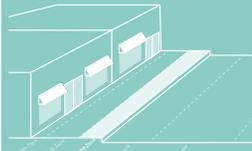
#### At a Glance

#### Street/Corridor Types:

Destination Corridor  
Activity Corridor  
Connector Corridor

#### Sidewalk Zone

Furnishing Zone



#### Benefits:

Reduce heat island effect  
Provide habitat for urban wildlife  
Reduce noise and glare  
Absorb carbon dioxide  
Reduce runoff

#### Cost:

\$\$\$

#### More Information

<http://www.ci.minneapolis.mn.us/311/>

#### Contact

Contact 311  
If you are outside the Minneapolis city limits or are unable reach 311, call (612) 673-3000. TTY/TDD customers dial (612) 673-2157.

Minneapolis311@minneapolismn.gov

#### Feature Description

A standard tree site is a single tree with a single soil volume of 500 cubic feet. Standard Tree Sites decorate downtown in a variety of settings. The City is supporting all new tree planting sites to be tree trenches where multiple trees share the same soil volume. Tree trenches provide a continuous soil volume and allow flexibility in tree spacing. Tree trenches allow tree roots to spread and establish enhancing the viability of tree species. For full street reconstruction projects tree trenches will be required for full block lengths.



standard tree grate



artist designed tree grate

#### Preferred Conditions/Corridor Guidance

A standard tree site is one to select for the most constrained sites. It can be sited in some of the most challenging locations, where pedestrian traffic is significant, overhead conditions challenging, or adjacent uses undesirable. The standard tree site is appropriate when there is significant competition for furnishing and other elements in the sidewalk.

#### Maintenance

Trees like other vegetation go through a period of establishment where they are especially vulnerable to impacts. Consistent maintenance is recommended throughout the growing season to support the tree establishment period. This will help the tree thrive in the challenging urban environment

#### City Trees Program: Partnership with Tree Trust

City Trees Program –“Since 2006, the City of Minneapolis has funded the City Trees program, a low-cost way to help build the city’s tree canopy. Trees are available for Minneapolis residents, businesses, and nonprofits.”

#### More information about program:

The City Trees program helps meet Minneapolis’ eco-focused goal recognizing trees as a solid green investment. Since 2006, the City of Minneapolis has funded the City Trees program, a low-cost way for folks to help build the city’s tree canopy. The City Trees program is a partnership between the City of Minneapolis and Tree Trust, a local nonprofit that works to improve the community environment. The free trees program for tornado-affected residents is made possible through a grant from State Farm Insurance and support from the Minneapolis Park and Recreation Board and the City of Minneapolis. In the past five years, the City Trees program has provided over 10,000 trees planted in Minneapolis.

For more information and to order your tree go to [www.treetrust.org](http://www.treetrust.org), or contact Tree Trust’s Community Forestry Department at (952) 767-3886



tree trust



tree grate



tree guard

#### Tree Grates

Tree grates are generally discouraged because of their detrimental impacts to the tree. However they may be appropriate for high volume locations near bus and light rail stops, school loading zones, adjacent to high use facilities like sport venues. Tree species selection is critical at locations where grates are approved and below grade soil conditions will need special attention to maximize tree survival.

#### Tree Guards

Tree guards are preferred in high pedestrian volume locations, tree guards function to protect the planting on three sides, leaving the

curbside open or alternatively a four sided guard may be approved in locations where parking is not allowed and at an offset of 18-24” back from face of curb. Tree guard design should be coordinated and informed by the existing conditions of the rest of the block and match the overall character of the neighborhood. Tree guard design will need approval by the Heritage Preservation Commission, if the guard falls in an Historic District, the Park Board, and Public Works. Tree Guards must be a minimum of 18” high and use steel spikes for securing into the soil volume below grade.

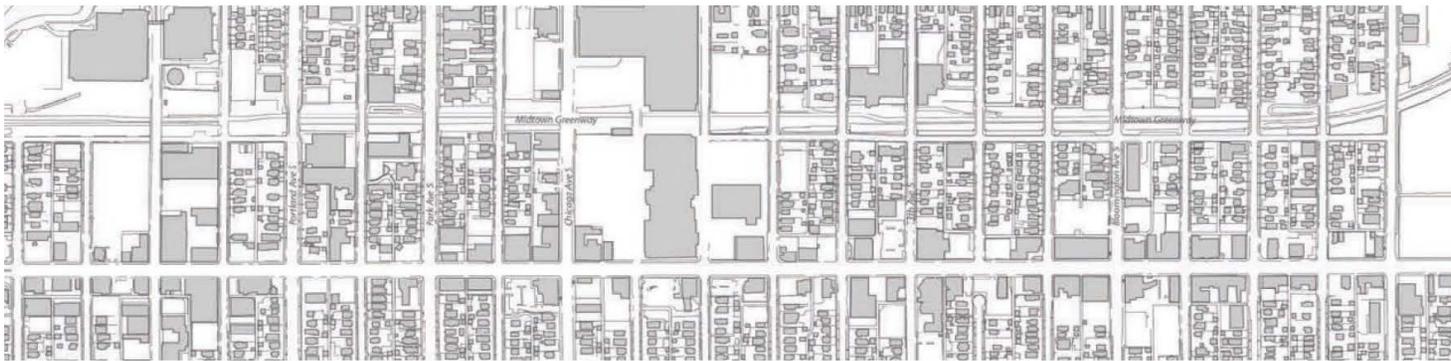
# MAKE IT **EASY** *STREAMLINE PROGRAMS & SERVICES*

## » Implementation Toolkit

- The Implementation Toolkit clarifies existing tools, programs and strategies
- It will identify and recommend **funding, operations, and maintenance tools** that are currently available or could be enabled through policy changes
- It will highlight case-studies of nationally successful implementation strategies
- It will outline pathways to implementation

# MAKE IT EASY *STREAMLINE PROGRAMS & SERVICES*

## » Implementation Toolkit



 **Minneapolis**  
City of Lakes

# East Lake St / Midtown Greenway

*Placemaking and Urban Design*

## 2015

# MAKE IT EASY *STREAMLINE PROGRAMS & SERVICES*

## » Implementation Toolkit

### Nicollet Ave

#### Design Recommendations

##### Chain link fence sign

- Utilize the chain link fences used on either side of the trail to create a temporary sign, by weaving or using fence chips.



Fence chips



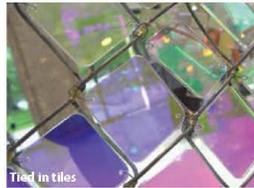
Weaving text



Fence chips



Plastic cups



Tied in tiles



Weaving designs



fence chips as destination marker, and as direction

Potential Future Condition

### Cepro

#### Design Recommendations

##### Seating Elements

- Create more opportunities to sit
- Utilize portable, temporary, lounge chairs on ledge near the Greenway, a rare opportunity for people watching
- Possibility for a community engagement building the loungers
- A seating area on top of the Western hill, mimicking the swinging benches on the Eastern Hill
- Also an opportunity to expand the lounge seating area across the Greenway



##### Shade

- Install temporary shade structures, or plant trees to provide protection in this exposed area



Seating Precedents

##### Sidewalk Painting

- Adding painted on directional signage to the sidewalk next to the trail



shade structure

moveable lounge seating

painted sidewalks

Potential Future Conditions

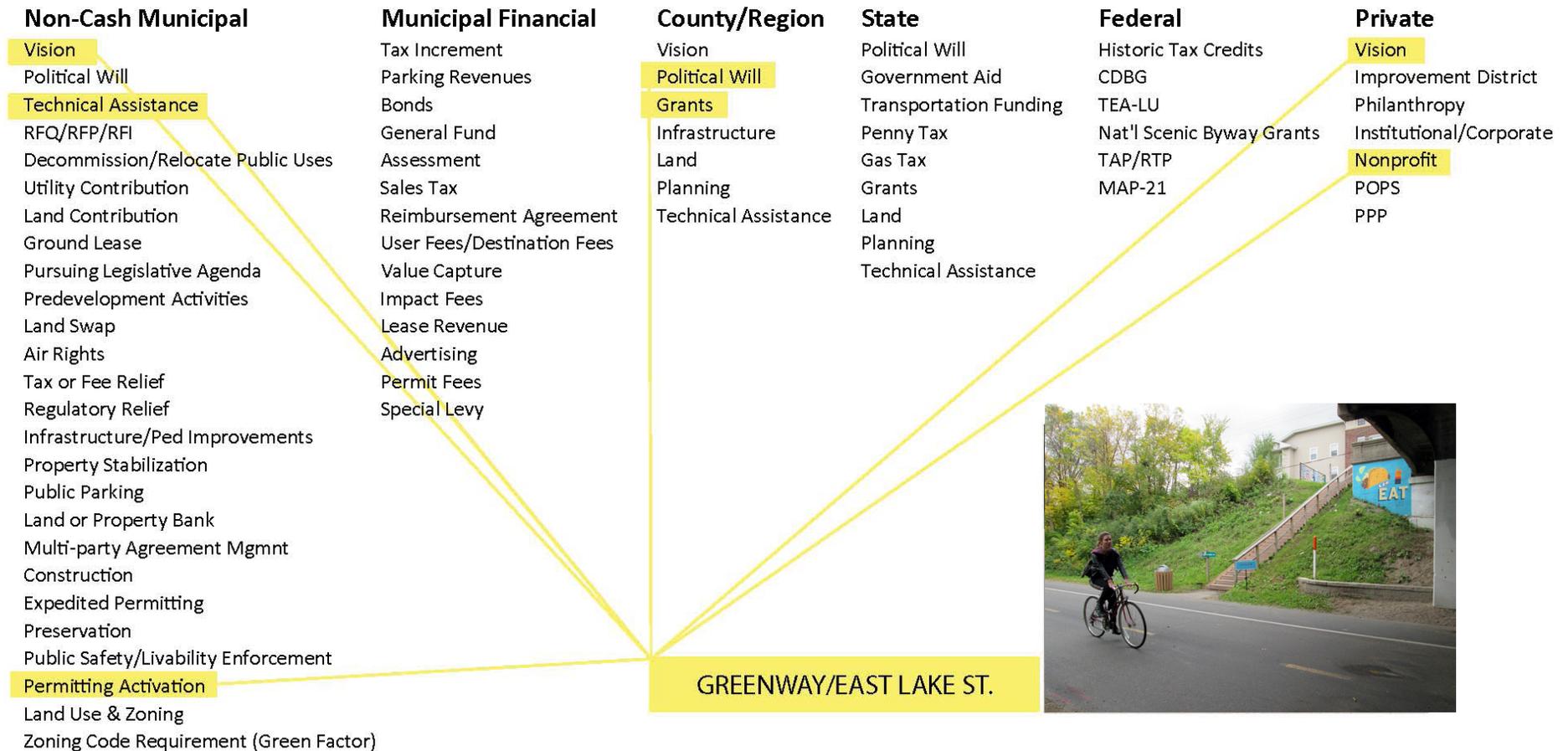
# MAKE IT EASY *STREAMLINE PROGRAMS & SERVICES*

## » Implementation Toolkit



# MAKE IT EASY *STREAMLINE PROGRAMS & SERVICES*

## » Implementation Toolkit



# COMMUNITY ENGAGEMENT

Public Event

## Mill City Farmer's Market

### Date

8:00 am - 1:00 pm, August 1, 2015

### Location

Mill City Farmer's Market  
750 S 2nd Street  
Minneapolis, MN 55401

### Target

Downtown Residents

### Event Summary

The purpose of this event was to inform the community about the Public Realm Framework and to understand how the community uses the public realm. We solicited input from the community about the things that they would like to see added to the public realm and open spaces. In addition to this participants were also invited to the community meeting on August 10th, 2015 at the Central Library for the project reveal.



### Methods

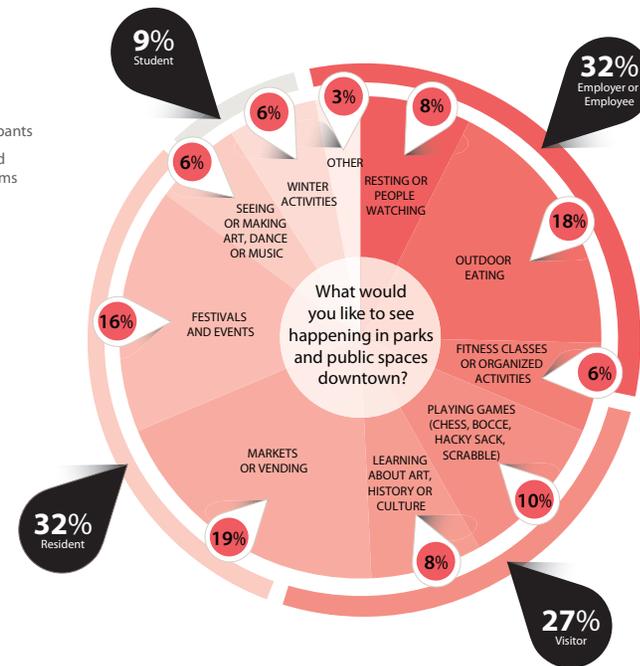
City staff from Community Planning and Economic Development staffed a booth at the Mill City Farmer's Market and conducted an intercept board exercise. Participants were asked to answer six questions on a poster board, and their responses were recorded using dot stickers. For the final question participants were asked an open ended question, what they would like to see added to downtown's parks and public spaces. This response was recorded with a marker on a post-it note, and placed on the board. A total of 36 individuals participated in this exercise. As participants were leaving they were given a flyer to attend the community meeting on August 10th, and a flyer to the project website.

2

Mill City Farmer's Market

### Results

● Total Participants  
● Desired Programs



### Common Themes:

- More greenspaces and pocket parks
- Better walking access from downtown to the river
- More regularity in programming of public spaces
- Outdoor theaters and programmable spaces
- More shopping downtown
- Interactive pieces of amenities such as public art walls, ping pong tables
- Additional seating for places to have a break for lunch with tree shading
- Spaces that accommodate families and kids

### Questions Asked

- What is your relationship with Downtown Minneapolis?
- What brings you downtown to have fun, play or enjoy yourself?
- What would you like to see happening in parks and public spaces downtown?
- When are you most likely to visit a park or spend time outdoors downtown?
- How long would you travel to a favorite park or activity downtown?
- What activity/activities would you like to see added to downtown's parks and public spaces?

3