

**Thematic Plan/Public Realm Framework**

*Property Location:* Downtown Minneapolis  
*Project Name:* Downtown Public Realm Framework  
*Prepared By:* Lacy Shelby, Principal Urban Designer, (612) 673-5058  
*Wards:* 3,5,6,7  
*Project Contact:* Kjersti Monson, Director, Long Range Planning  
*Request:* Adopt the Downtown Public Realm Framework policy document

**SITE DATA**

<b>Ward(s)</b>	3,5,6,7
<b>Neighborhood(s)</b>	Near North, Sumner/Glenwood, Harrison, Bryn Mawr, North Loop, Downtown West, Loring Park, Elliott Park, Downtown East, Cedar-Riverside, St. Anthony West, Nicollet Island/East Bank, and Marcy-Holmes
<b>Designated Future Land Use</b>	N/A
<b>Land Use Features</b>	Growth Center: Downtown; Commercial Corridors: Hennepin Avenue, Nicollet Avenue, Lyndale Avenue
<b>Small Area Plan(s)</b>	Cedar-Riverside Small Area Plan (2008), Marcy-Holmes Neighborhood Master Plan (2014), Downtown East / North Loop Master Plan (2003), North Loop Small Area Plan (2010), Historic Mills District Master Plan(1998) and Update (2001), Minneapolis Near Northside Master Plan (2002), Elliot Park Neighborhood Master Plan (2002), The Loring Park Neighborhood Master Plan (2013), Nicollet Island East Bank Small Area Plan (2014), Bassett Creek Valley Master Plan (2007), St. Anthony Falls Historic District Guidelines (2012), RiverFirst Plan (2012, MPRB), Central Mississippi Riverfront Regional Park Master Plan (2015, MPRB)
<b>Citywide Policy Plans</b>	The Minneapolis Plan for Sustainable Growth (2009) , Access Minneapolis – Ten Year Transportation Action Plan (2008), Minneapolis Parks & Recreation Board Comprehensive Plan 2007-2020 (2007, MPRB) . Central Mississippi Riverfront Regional Park Master Plan (2015, MPRB)
<b>Other References</b>	Minneapolis Bike and Ped Counts (Annual, Public Works) , Minneapolis Capital Improvement Plan (Annual, Public Works), Metro Transit, Existing & Planned Transitways, Nicollet-Central Modern Streetcar – Locally Preferred Alternative Council Action, Metro Transit Service Improvement Plan, Metropolitan Council 2040 Transportation Policy Plan

<b>Date Application Deemed Complete</b>	April 15, 2016	<b>Date Extension Letter Sent</b>	May 2, 2016
<b>End of 60-Day Decision Period</b>	June 14, 2016	<b>End of 120-Day Decision Period</b>	August 13, 2016

## PLAN SUMMARY

The *Downtown Public Realm Framework* is the City's contributing plan to the joint *Pathways to Places* initiative of the City of Minneapolis and the Minneapolis Park and Recreation Board. The purpose of the Downtown Public Realm Framework is to provide unified guidance to inform and coordinate the work of public and private entities that shape and invest in the public realm. It is intended to inform and guide outcomes in capital planning, site plan review, and public/private partnerships toward the coordinated enhancement of the public realm.

The *Downtown Public Realm Framework* plan begins with introductory and contextual information. In *Chapter 1, Introduction*, the City of Minneapolis/Minneapolis Park & Recreation Board joint initiative *Pathways to Places* is defined, and other key information including how the Plan will be used, its purpose and need, and how it contributes to City goals, is outlined. In *Chapter 2, Context and Background*, an overview of the analysis and community outreach that was conducted to inform the plan is provided.

Policy guidance is provided in *Chapter 3, Physical Framework*. The *Physical Framework* chapter is organized around policy principles as well as several policy features that are depicted on maps. Features include potential linkages to increase connectivity, corridor typologies, and one feature district (the riverfront).

A summary of the policy guidance provided in *Chapter 3* follows:

### Policy Principles

- A principle of Whole System Planning, including physical connectivity, integrated modes, greening/resilience, and supportive development
- A principle of a People First public realm, including adherence to the Complete Streets policy, placemaking, and equity

### Physical Framework

The Physical Framework provides policy guidance intended to enhance character and increase connectivity of urban streets and plazas to the broader system of parks, trails, attractions and recreation opportunities in and around Downtown Minneapolis. It identifies new connections and clarifies existing connections along key corridors downtown, and provides recommendations for enhancing the pedestrian experience on those corridors through greening strategies, street furnishing and land use decisions.

The Physical Framework supplements existing City policy governing rights-of-way. It defers to existing zoning and land use regulations. It provides policy guidance in areas identified as key to the creation of a cohesive public realm Downtown, including corridors, connections, and the riverfront.

Audiences for the Physical Framework include the private sector, city staff, and system partners. The Framework outlines policy guidance for the following features and values:

- Potential Linkages – opportunities to increase connectivity have been identified as potential linkages, which appear in this chapter on an annotated map.
- Corridor Typology – the Physical Framework includes guidance for three types of corridor: Destination, Local Commerce, and Connector. This guidance supplements the existing designation of most Downtown streets in ACCESS Minneapolis as Activity Area Streets, providing more nuanced policies based on desired characteristics described below:
  - Destination Corridor - streets that visitors are likely to go to enjoy dining, entertainment, and great public space; for those attending conferences, sporting events, and concerts, these corridors serve as the “image of the city.”
  - Local Commerce Corridor – streets that residents are likely to go to hang out at a café, do their grocery shopping, access their lobby, or seek professional services.

- Connector Corridor – streets that contribute to strong connectivity throughout the downtown area for people moving from their neighborhood or hotel to a downtown experience.
- Central Riverfront Feature District - The Mississippi River is central to the public realm in Downtown. It is a major attraction for recreation and leisure and provides a natural focal point for shaping and enhancing a sense of place and identity downtown. While much of the Central Riverfront is already developed or parkland, key sites still exist as long-range opportunities to create new destinations. Additionally there is much room for improvement in wayfinding and strengthening connections from the downtown core to and from the riverfront. The *Downtown Public Realm Framework* gathers existing policies related to the riverfront into one place and provides cohesive guidance for a legible riverfront district.
- Incremental Implementation - the Physical Framework will be implemented incrementally. Corridor, connectivity, and district guidance will be included in staff reports and applied in capital planning and site plan review as relevant projects emerge.

## COMPREHENSIVE PLAN CONSISTENCY

This plan is consistent with the following applicable policies of [The Minneapolis Plan for Sustainable Growth](#):

### **Transportation Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.**

- 2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.
- 2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

### **Transportation Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.**

- 2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.
- 2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.
- 2.3.3 Develop and implement guidelines for streets and sidewalks to ensure safe, attractive, and accessible pedestrian facilities

### **Economic Development Policy 4.11: Attract businesses to the city through strategic infrastructure investments.**

- 4.11.3 Prioritize strategic infrastructure investments in alignment with small area plans and other adopted policies.

### **Economic Development Policy 4.16 Strengthen Downtown's position as a regional cultural, entertainment and commercial center that serves Downtown employees, visitors, and residents.**

- 4.16.6 Preserve and build upon Downtown's cultural, entertainment and hospitality amenities, such as the convention center, professional sports venues and the Central Riverfront.
- 4.16.7 Improve real and perceived safety issues in Downtown.

**Environment Policy 6.8: Encourage a healthy thriving urban tree canopy and other desirable forms of vegetation.**

6.8.3 The city's built infrastructure will support a healthy thriving urban tree canopy through street and sidewalk guidelines and other means.

**Open Space and Parks Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.**

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

**Open Space and Parks Policy 7.3: Maintain and improve the accessibility of open spaces and parks to all residents.**

7.3.1 Ensure that access to the city's lakes, streams and the Mississippi River continues to be maintained for the benefit of present and future citizens of Minneapolis.

**Open Space and Parks Policy 7.6: Continue to beautify open spaces through well designed landscaping that complements and improves the city's urban form on many scales – from street trees to expansive views of lakes and rivers.**

7.6.1 Where open spaces and the built environment interface, seek greater design integration between them to create interesting spaces for active and passive use.

7.6.2 Provide visual and physical connections between urban areas and open spaces including lakes and rivers.

7.6.3 Invest in the greening of streets, particularly those that connect into and supplement the parks and open spaces network.

**Open Space and Parks Policy 7.8: Strengthen existing and create new partnerships, including public-private partnerships, to deliver the best park and open space system possible.**

7.8.1 Continue to collaborate and coordinate space sharing, maintenance agreements, and programming among public agencies.

7.8.3 Encourage new development projects to incorporate open spaces and green spaces through land use regulations and other regulatory tools.

**Open Space and Parks Policy 7.9: Work to develop high quality open spaces in Downtown.**

7.9.2 Support the incremental greening of Downtown through the addition of more trees, plantings, and small open spaces.

7.9.3 Promote the Mississippi River as a major landscape feature and recreation opportunity.

**Urban Design Policy 10.2: Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements.**

10.2.1 The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk.

10.2.3 Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive building walls such as windows, green walls, architectural details, and murals.

10.2.4 Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street.

10.2.8 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

**Urban Design Policy 10.14: Encourage development that provides functional and attractive gathering spaces.**

- 10.14.1 Increase resident access to and use of facilities and meeting spaces in parks, libraries, schools, and not-for-profit institutions and places of worship.
- 10.14.2 Investigate existing gathering spaces on publicly owned land that are underutilized and make recommendations about how they could be improved.
- 10.14.4 Emphasize improving public access to and movement along the riverfront.
- 10.14.5 Views of the river should favor vistas that try to give longer views of the river.

**Urban Design Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.**

- 10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.
- 10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.
- 10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

**Urban Design Policy 10.19: Landscaping is encouraged in order to complement the scale of the site and its surroundings, enhance the built environment, create and define public and private spaces, buffer and screen, incorporate crime prevention principles, and provide shade, aesthetic appeal, and environmental benefits.**

- 10.19.5 Landscaping plans should be designed to facilitate future maintenance including the consideration of irrigation systems, drought and salt-resistant species, ongoing performance of storm water treatment practices, snow storage, access to sun, proximity to buildings, paved surfaces and overhead utilities.
- 10.19.7 Boulevard landscaping and improvements, in accordance with applicable city policies, are encouraged.

**Urban Design Policy 10.24: Preserve the natural ecology and the historical features that define Minneapolis' unique identity in the region.**

- 10.24.1 Incorporate natural features and historic sites into planning and development in order to link the city with the river, the lakes and creeks.
- 10.24.2 Continue to revitalize the Central Riverfront and Upper River area as a residential, recreational, cultural and entertainment district.
- 10.24.3 Increase public access to, along and across the river in the form of parks, cyclist/pedestrian bridges, greenways, sidewalks and trails.
- 10.24.4 Ensure that future riverfront development will be consistent with the city's Mississippi River Critical Area Plan.

## FUTURE RELATED ACTIONS

The *Downtown Public Realm Framework* was developed in concert with four companion pieces, which will be submitted in the future as Receive-and-File items:

- The **Public Realm Guidelines**, a manual of the City's guidelines for public realm enhancements citywide.

- The **Placemaking Hub**, an online one-stop shop for those seeking information about public realm enhancement programs and requirements.
- The **Downtown Minneapolis Programmable Space Inventory**, a study that identified and inventoried potentially programmable public spaces Downtown.
- The **Implementation Index**, a catalogue of funding and implementation strategies that have been used locally and nationally for public realm enhancement.

Implementation of the *Downtown Public Realm Framework* plan recommendations will include:

- **Comprehensive plan changes.** This plan will be incorporated into the City's comprehensive plan, including incorporating this plan's future land use map into the comprehensive plan's citywide Future Land Use map. This requires Metropolitan Council review for consistency with regional systems plans, in accordance with state law. As this review follows City approvals, City adoption of the plan as part of the comprehensive plan will be contingent on the pending Metropolitan Council review. This will move forward after plan adoption, possibly bundled with other pending comprehensive plan updates.
- **Development review.** Future development proposals that are subject to corridor, connectivity, or district guidance according to the *Downtown Public Realm Framework* will be among the topics City staff will cover with developers as they prepare their development applications. Additionally, staff will make the Planning Commission aware of relevant guidance in their consideration of applications.
- **Capital project influence.** The capital improvements process (through the City, County, and other public entities) provides an important way to implement recommended projects in the comprehensive plan. This plan's identification of priority corridors provides additional priority and weight to them in relevant capital project review and ranking. It also allows for proposals to be made when funding opportunities (such as grants) emerge.
- **Support for stakeholder-led implementation efforts.** As this plan and reflects the vision of not only the City but of downtown neighborhoods, the Minneapolis Park and Recreation Board, the Downtown Improvement District, and other stakeholders, some implementation activities may be led by entities other than the City, based on their interest and capacity. Such initiatives may require periodic City review or assistance.

## PUBLIC PARTICIPATION

The *Downtown Public Realm Framework* project initiated its community engagement process in November of 2014, ending in July 2016. The process was conducted in three phases; Initiation/Analysis, Research/Outreach, and Recommendation/Comment. The engagement was structured to inform, educate, gain insights, and capture priorities while providing opportunities for meaningful connections and conversations with stakeholders.

**STEERING AND TECHNICAL ADVISORY COMMITTEES.** City and Park Board staff formed a shared Steering Committee and Technical Advisory Committee, conducted joint community engagement, and shaped the overall project as a cohesive and integrated team.

**ADVISORY COMMITTEES** The City of Minneapolis is host to Advisory Committees that play vital roles in reviewing and providing input on planning processes and shaping projects citywide. Staff engaged

with several advisory committees seeking specific feedback and providing updates on the progress of the planning process. The following advisory committees were crucial to the development of the plan: Committee on People with Disabilities, Bicycle Advisory Committee, Pedestrian Advisory Committee, Minneapolis Advisory Committee on Aging, DID 2025 Homelessness Committee, DID 2025 Greening and Public Realm Committee, Minneapolis Tree Advisory Commission.

**ONLINE INTERACTIONS** The City of Minneapolis and the Minneapolis Park and Recreation Board hosted a survey tool Mapita to invite individuals to participate in an online mapping exercise. Mapita collected data points and responses using a survey form and map. 515 responses were collected with over 3,000 data points identified on the map. These responses informed and supported the identification of key corridors and destinations identified in the plan.

**EVENTS** Community events and fairs offered City staff a unique opportunity to meet residents, visitors and workers in the places where they were already interacting with their community. Partnering with local groups and organizations to participate and meet the community in their neighborhood offered increased visibility of the project and planning process, and reduced barriers for engaging directly with the City. Each event hosted offered a venue in which to host displays, ask questions, and participate in shared learning exercises while building relationships with the community. Staff attended the following events in 2015/2016:

- Mini-Polis
- Lyndale Open Streets
- Mill City Farmers Market
- Loring Park National Night Out
- Downtown Open Streets

**PUBLIC COMMENTS.** The 45-day review period ran from June 6<sup>th</sup> to July 17<sup>th</sup>, 2016. In order to promote attendance at the Planning Commission public hearing, CPED sent public notices to the neighborhoods. Additionally, Citizens for Loring Park Community advertised the public hearing to their email distribution list of 2,000 people.

The comments received to date include recommendations for additional linkages and connections specifically around Bassett Creek and the Farmers Market; recommendations on cost-saving street light fixtures, and feedback on operational roadway recommendations surrounding Loring Park, safety concerns and traffic control considerations and enhanced greening recommendations.

A table of all comments received has been provided as an attachment.

## RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission and the City Council **adopt** the Downtown Public Realm Framework plan as an articulation of and amendment to the Comprehensive Plan.

The features and recommendations of this plan will be used to guide preparation of an updated comprehensive plan in upcoming years. As with all area plans, features and recommendations of this plan will be reevaluated and may be adjusted or updated in the next update to the Comprehensive Plan.

## ATTACHMENTS

1. Public comments
2. Plan components:
  - a. Physical Framework map
  - b. Potential Linkages map and key
3. The official plan website: <http://www.ci.minneapolis.mn.us/cped/lrp/WCMSIP-134268>

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

Comment	Source	Location in Plan	Response
<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, 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:  <a href="http://designtoimprovelife.dk/lunar-resonant-streetlights/">http://designtoimprovelife.dk/lunar-resonant-streetlights/</a></p>	<p>Diane Bundlie 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 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>

<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.  ( 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."  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.  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.  At this point, my patience with poor performance by people who are paid to do better has been exhausted.  I cannot indulge mediocre work any longer.</p> <p>So, get this crossing painted, pronto.  Once done, and done well, attractively and competently, then car traffic will respond, making foot traffic safer.  Such a small step can't be beyond your capacity to accomplish.  How long will it take for it to happen? We've asked that for several years.  We'll all be waiting and watching to see how you respond.</p> <p>p.s.  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 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>

<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 -  What type of comments you want?  A short blurb about the purpose of this study.  What the focus is.  Why isn't there wasn't a website to send emails too vs a single email address.  A date that says when the public hearing is.  A date which says when this goes to City Council.</p> <p>With regards to the Loring Park Neighborhood -  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 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>

<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 Email 6/3/16</p>	<p>Response to submitted comment from John Zesbaugh</p>	<p>Comment acknowledged and appreciated.</p>

<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 Help control traffic create ease af accessability to downtown without cars.</p>	<p>Malcom Potek 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: <a href="http://www.xerces.org/guidelines/pollinator-minnesota-wisconsin/">http://www.xerces.org/guidelines/pollinator-minnesota-wisconsin/</a>  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 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/>

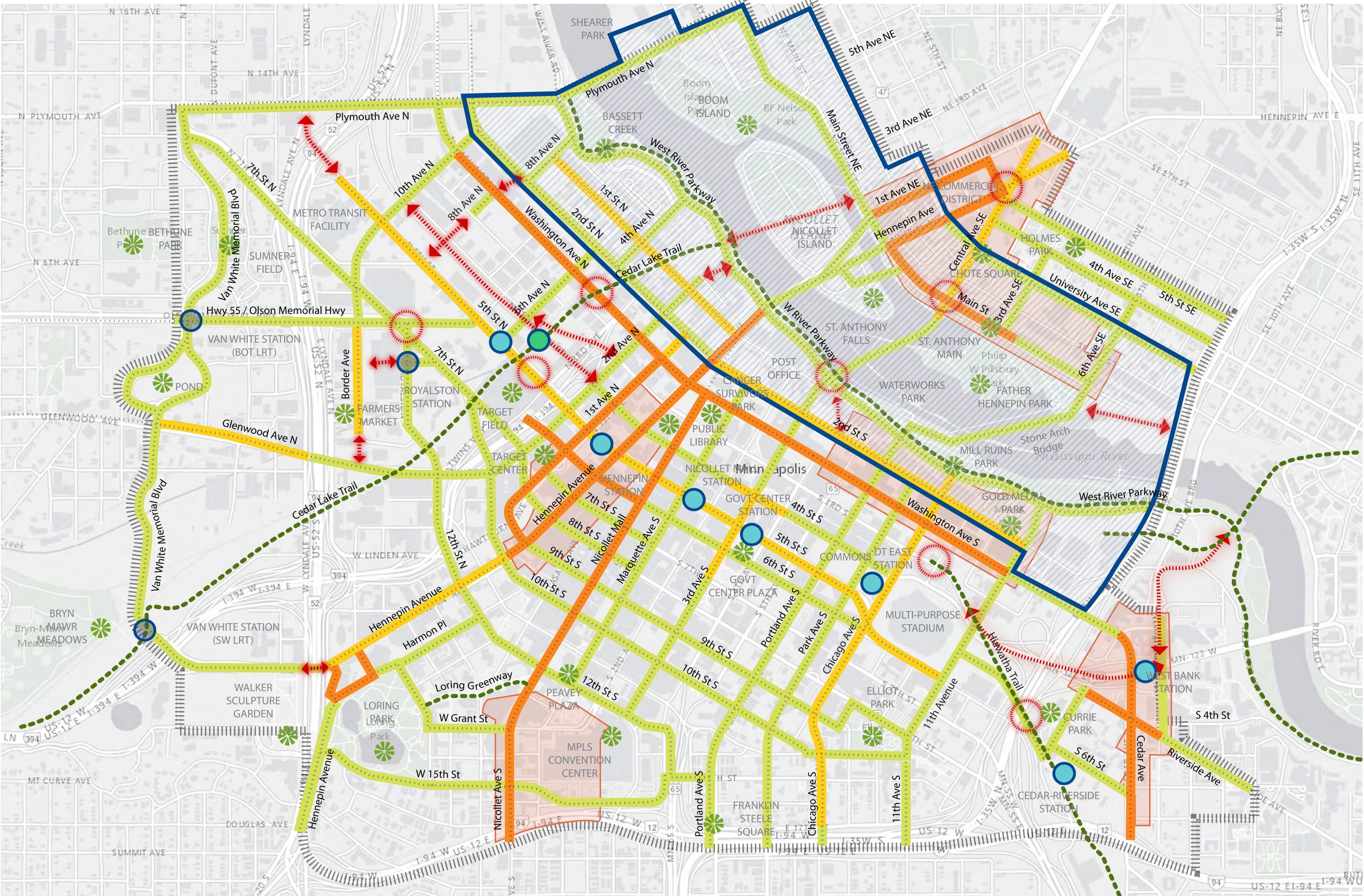
I walk past Gold Medal Park several times a week, and I walk past the Cancer Survivor's Park daily. I think the fountain in the cancer survivor's park, and the overall plan, is absolutely beautiful, but as a cancer survivor myself, and an environmentally aware person, the sterile green lawn, most likely 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.

<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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- FUTURE LRT STATIONS
- COMMUTER RAIL STATION
- RIVER DISTRICT
- DESTINATION CORRIDOR
- CONNECTOR CORRIDOR
- DPRF BOUNDARY
- ADOPTED ACTIVITY CENTER
- BIKE / PED TRAIL
- LOCAL COMMERCE CORRIDOR
- POTENTIAL LINKS & CONNECTIONS
- EXISTING ATTRACTION
- EXISTING LRT STATIONS

## Potential Links and Connections Diagram

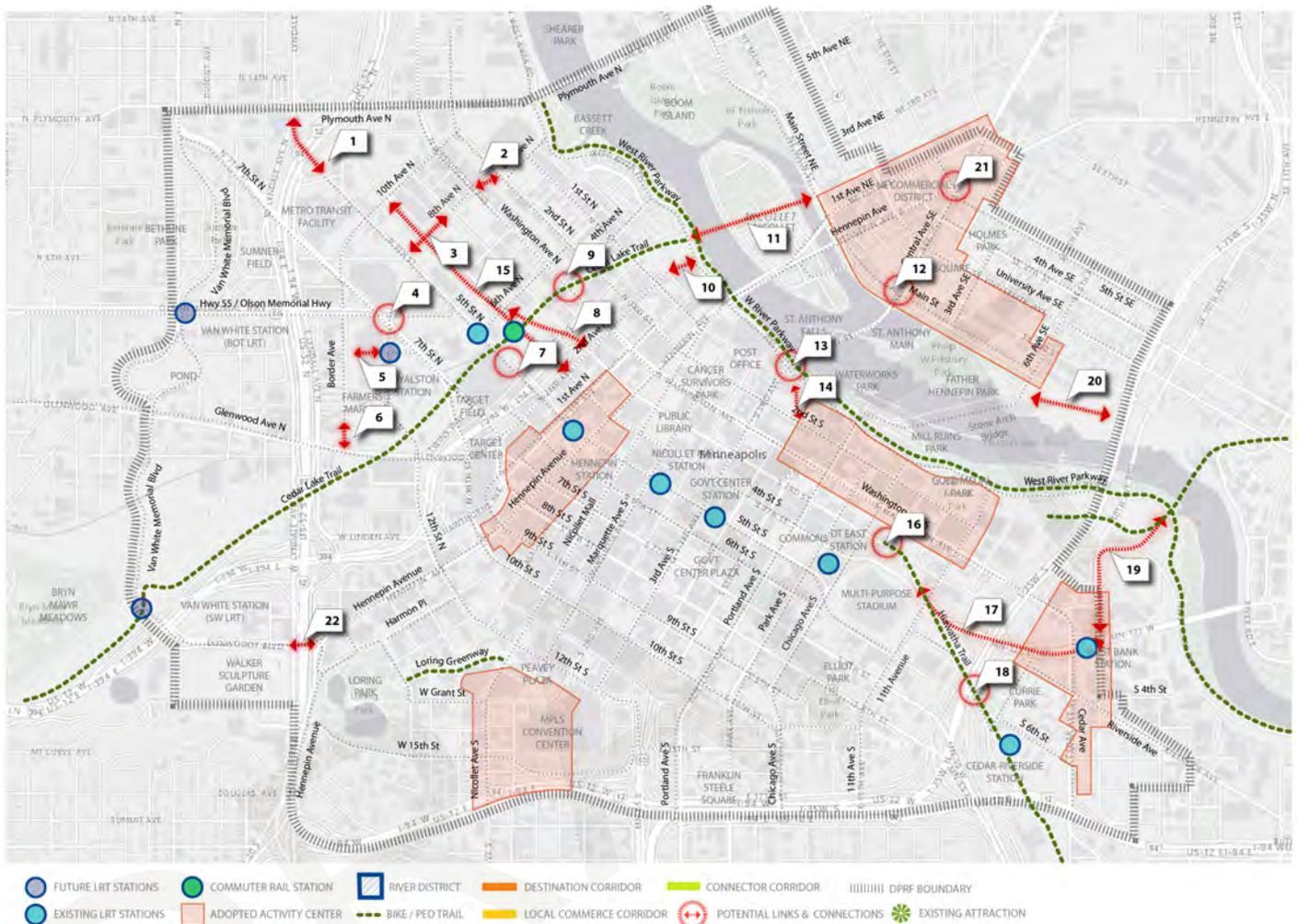


Figure 3.6 Potential links and Connections diagram

### 3.4 Potential Linkages

The following potential linkages are drawn from existing adopted small area plans and policy guidance as well as from the extensive engagement process conducted during the creation of the Downtown Public Realm Framework. Sources are indicated with each connection. These potential connections are highlighted for their utility in creating a more connected and accessible downtown public realm. They are not presented in any order of priority but as a catalog of existing and proposed linkage or connectivity opportunities.

#### Potential Links and Connections Diagram Key

- 5TH STREET NORTH EXTENSION** – Create a connection over Interstate 94 from N 5th Street to Plymouth Ave N. *Source: DPRF Engagement Process*
- 8TH AVE N CONNECTION FROM WASHINGTON TO 2ND ST N** – Create a publicly accessible pedestrian and bicycle connection between Washington Ave N and 2nd Street N. *Source: North Loop Small Area Plan*
- 8TH AVE N CONNECTION FROM 3RD ST N TO 5TH ST N** – Create a publicly accessible vehicular and/or pedestrian and bicycle connection from 3rd Street N to 5th Street N. *Source: North Loop Small Area Plan*
- INTERSECTION OF 7TH ST N, 6TH AVE N AND ROYALSTON AVE** – Create a publicly accessible

## Potential Links and Connections Diagram Key, Continued

- pedestrian and bicycle connection between Royalston LRT Station and 10th Ave N.
5. **ROYALSTON STATION CONNECTION TO 10TH AVE N** – Create a publicly accessible pedestrian and bicycle connection between Royalston LRT Station and 10th Ave N.
  6. **BORDER AVENUE CONNECTION TO GLENWOOD AVE** – Create a publicly accessible vehicular and pedestrian / bicycle connection from Border Avenue to Glenwood Avenue.
  7. **TARGET FIELD STATION CONNECTION TO CEDAR LAKE TRAIL** – Create a vertical bicycle connection between Cedar Lake Trail and Target Field Station Platform / 5th Street N. *Source: Public Works Transportation Planning Staff Comments*
  8. **3rd STREET VIADUCT PEDESTRIAN BRIDGE** – Improve the Pedestrian connection along the 3rd street viaduct between 2nd Ave N and 5th Ave N.
  9. **WASHINGTON AVE N & CEDAR LAKE TRAIL CONNECTION** – Implement clear wayfinding strategies to guide bicycles from Washington Ave N to Cedar Lake Trail via Dock Street Flats connection. *Source: Public Works Transportation Planning Staff Comments / DPRF Public Engagement Process*
  10. **2ND AVE N EXTENSION** – Create a pedestrian and bicycle connection between 2nd Ave N and West River Parkway. *Source: DPRF Engagement Process*
  11. **NICOLLET ISLAND CEDAR LAKE TRAIL EXTENSION** – Explore the creation of a bicycle and pedestrian connection on the BNSF Rail bridge across Nicollet Island to Main Street N. *Source: Minneapolis Bicycle Master Plan*
  12. **3RD AVENUE BRIDGE / MAIN STREET CONNECTION** – Improve the vertical connection for pedestrians and bicycles between 3rd / Central Avenue and Main Street SE. *Source: DPRF Engagement Process*
  13. **3RD AVE BRIDGE / W RIVER PARKWAY CONNECTION** – Create a vertical connection from the 3rd Ave Bridge at the intersection of 1st St S to the West River Parkway for pedestrians and bicycles. *Source: DPRF Engagement Process*
  14. **2ND STREET SHARED STREET CONNECTION** – Continue to explore ways to connect the Mill District via 2nd St and the Mill City Quarter Woonerf to the West River Parkway. *Source: DPRF Engagement Process*
  15. **4TH STREET FREEWAY VIADUCT** – Explore options for the future of the 4th Street Freeway Viaduct, owned by MNDOT, from activation underneath up to and including its removal at the end of its useful life, shifting the 94 on-ramp north. *Source: Comments, DPRF Engagement Process*
  16. **HIAWATHA TRAIL AND 10TH AVE S** – Create a new bicycle and pedestrian connection between the Hiawatha Trail and 10th Ave S. *Source: DPRF Engagement Process*
  17. **WASHINGTON AVE BRIDGE TO HIAWATHA TRAIL CONNECTION** – Create a direct bicycle and pedestrian connection between the Washington Avenue Bridge and the Hiawatha Trail through the Green Line LRT Trench. *Source: Bicycle Master Plan*
  18. **SAMATAR CROSSING / CEDAR RIVERSIDE STATION** – Create a clear and accessible connection between Cedar Riverside LRT station and the future Samatar Crossing. Establish wayfinding between Samatar Crossing / Cedar Riverside LRT and neighborhood commercial district. *Source: DPRF Engagement Process*
  19. **BLUFF STREET BIKEWAY WAYFINDING** – Implement clear wayfinding between future protected bikeway on 19th Ave S to and from the Bluff Street Bikeway and Bridge #9. *Source: DPRF Engagement Process*
  20. **DINKYTOWN GREENWAY** – Complete the bicycle and pedestrian connection from the Stone Arch Bridge to the Dinkytown Greenway. *Source: Bicycle Master Plan*
  21. **HENNEPIN / CENTRAL AVE / 5TH ST INTERSECTION** – Simplify vehicular traffic flows and improve pedestrian and bicycle safety with updated infrastructure, wayfinding and circulation strategies. *Source: DPRF Engagement Process*
  22. **DUNWOODY UNDERPASS** – Establish a hospitable pedestrian link beneath Interstate 94 connecting Downtown with Uptown