

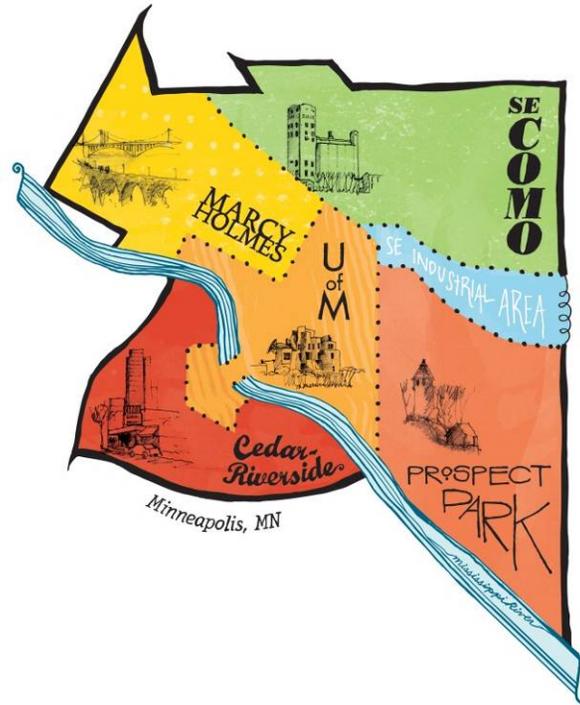


THE ALLIANCE

A UNIVERSITY DISTRICT PARTNERSHIP

University District Forum

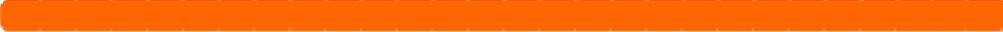
**Smarter Together: Exchanging Ideas
To Make a Vital Community**



The Future of Stadium Village: A University District Forum

Presenters and Resource People:

- Ted Tucker, Moderator, and Chair, University District Alliance
- Haila Maze, Sector Planner, City of Minneapolis Department of Community Planning and Economic Development



More Presenters and Resource People:

- Andrew Gillett, Hennepin County Housing, Community Works, and Transit
- Monique MacKenzie, UMN Capital Planning and Project Management
- Dick Poppele, Prospect Park 2020
- Bill Smith and Aaron Kraemer, Biko Associates
- John Slack and Paul Bilotta, Stantec



Thanks to:

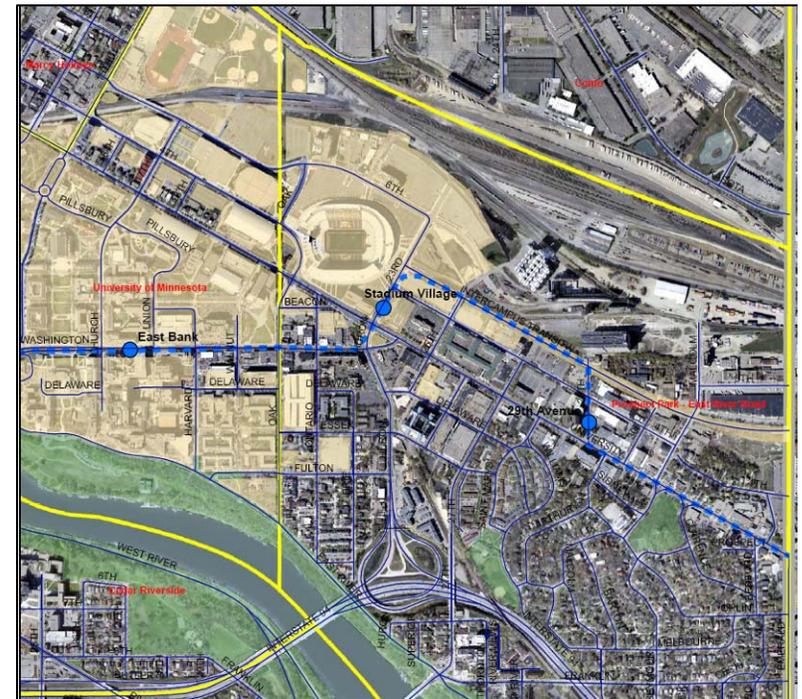
- **Central Corridor Funders' Collaborative, principal funder of the Stadium Village study**
- **Forum Co-Sponsor Stadium Village Commercial Association**
- **Grace University Lutheran Church, hosting today's Forum**

Overview

- Introduction and purpose
- U of M planning
- Market and development opportunities
- Parking and transportation
- Public realm and connectivity
- Prospect Park 2020
- What's next

Stadium Village Plan

- A plan for the Stadium Village LRT station area that provides guidance for public and private investment and development.
- Covers area between U of M and St Paul border along the CCLRT line
- Co-lead by City of Minneapolis, University of Minnesota, and Hennepin County



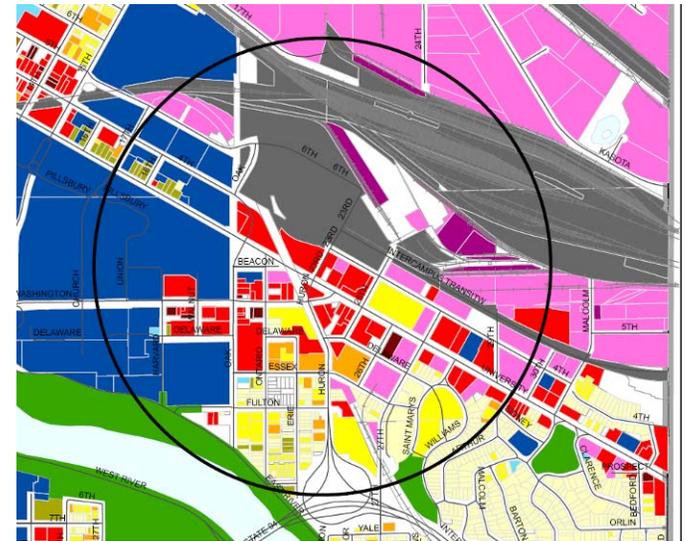
Stadium Village Plan Topics

Land Use and Development

- Market feasibility analysis
- Future land use and zoning
- Historic resources
- Development opportunities

Transportation

- Parking supply and usage
- CCLRT impacts
- Bicycle and pedestrian facilities,
- Transportation network connectivity



East Gateway District Illustrative Plan, 2009



Vision and Principles

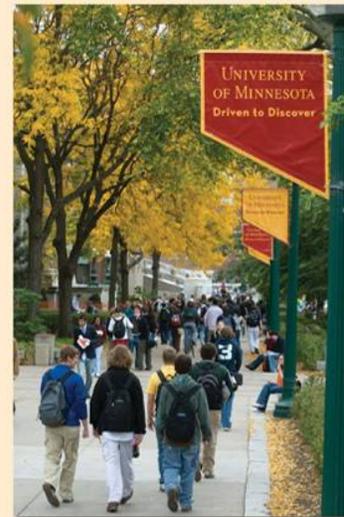
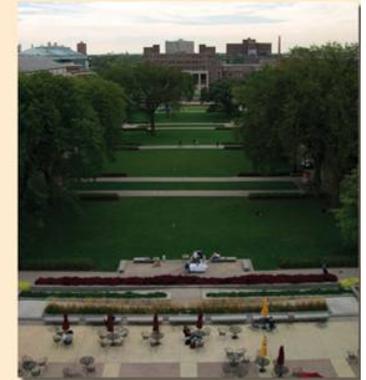
'Create an attractive, functional, and safe environment for pedestrians and cyclists.'



'Build a real sense of community and place for the district.'

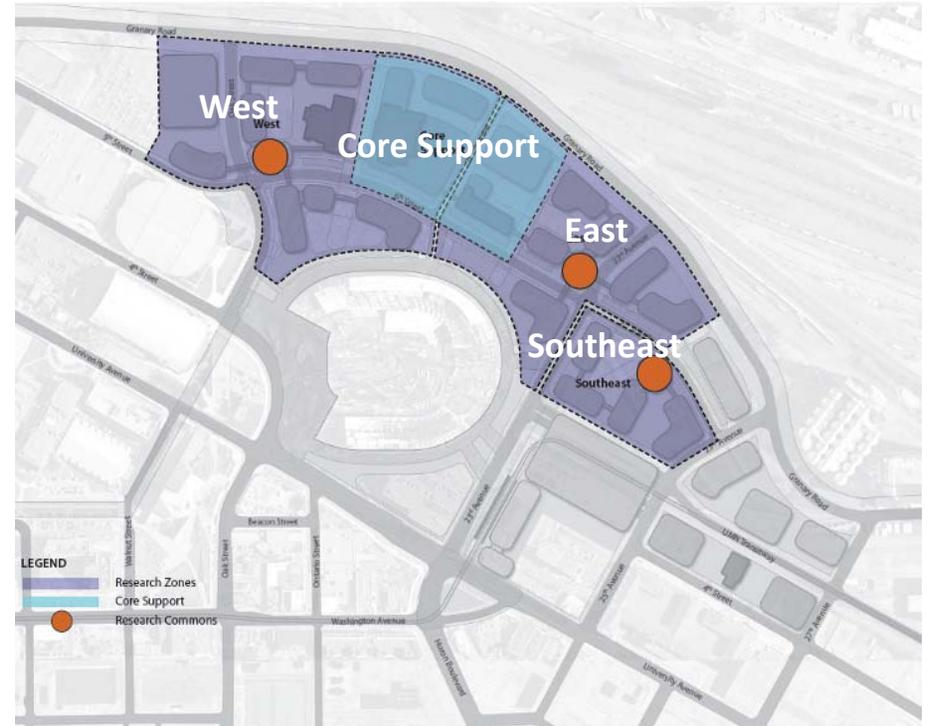
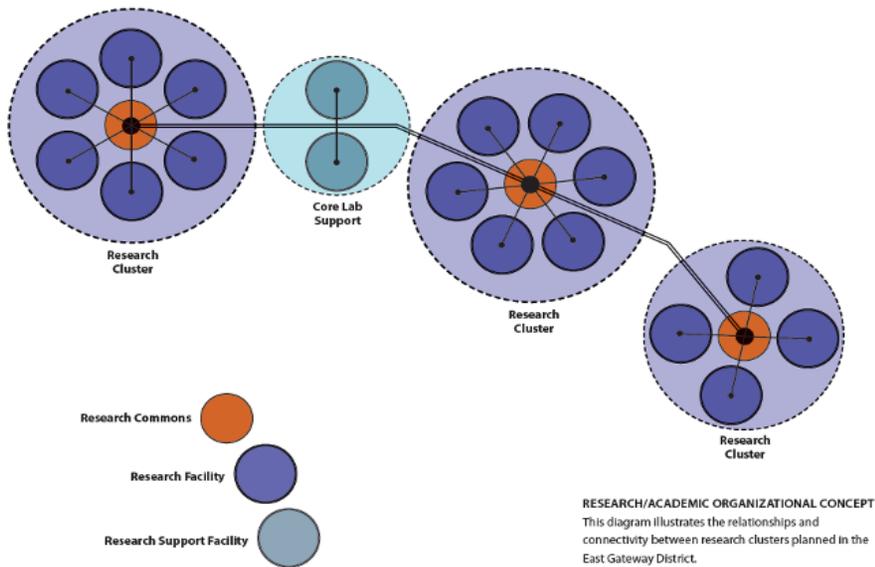


'Integrate into the existing campus and surrounding community.'

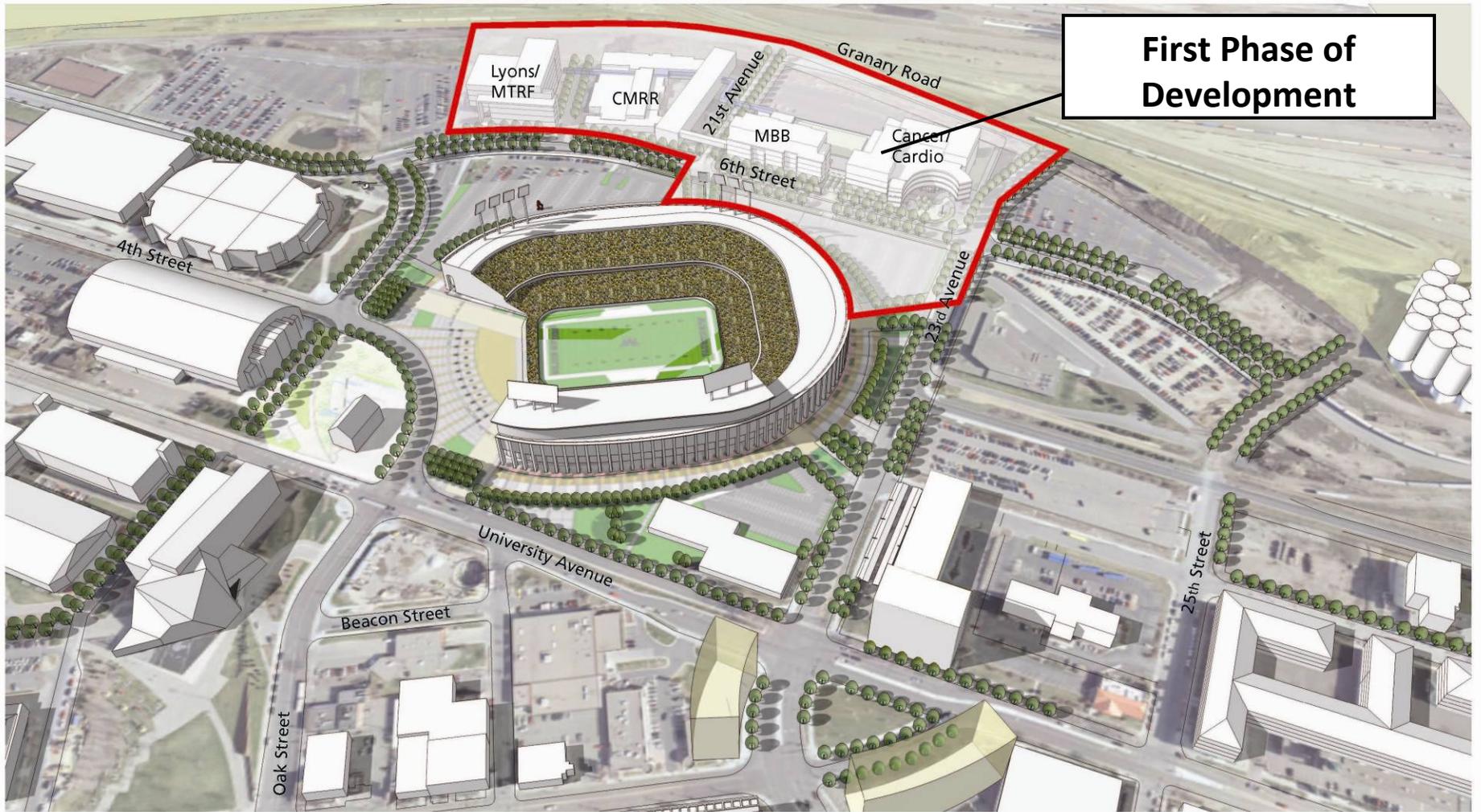


'Create a cohesive, memorable system of public spaces.'

Land Use Organization



Current Activity, 2010-20111



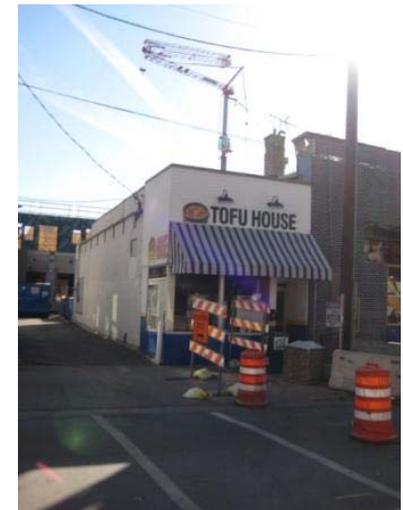
Market & Development Opportunities - Retail

- Retail demand greatly exceeds supply
- Around 100,000 square feet of existing retail, ~70% is restaurants, bars and other food establishments
- Spending power of study area could support an **additional 50,000 sq. ft.** of retail **today**
- Forecasted growth could increase supportable retail by an **additional 20,000 to 30,000 sq. ft. through 2020**



Market & Development Opportunities - Retail

- Vast majority of retail is dependent on **pedestrian** accessibility
- Preserve key areas for retail growth (ground floor spaces in highest trafficked areas)
- Key categories for growth will include **restaurants, apparel, electronics/communications, and grocery**
- Expanding retail offerings will be as important an “amenity” as improvements to public realm
- Due to land and space constraints within Stadium Village some retailers may capitalize on demand by operating in station areas one or two stops from Stadium Village



Market & Development Opportunities - Office

- Office demand in Stadium Village is heavily **dependent on the University** or the State
- Nearly all of the multitenant office space in is filled by the University or the State
- **Broader office market conditions are currently weak** which will delay absorption of new market-driven office space
- The 29th Avenue, Westgate, and Raymond Avenue stations are much stronger office submarkets because of highway accessibility and visibility



Market & Development Opportunities - Office

- Forecasted growth in Metro area office-based jobs suggests that new office development in Stadium Village could reach **40,000 square feet** provided available supply decreases in other competitive submarkets
- Office demand will be strongest from users with local markets, such as **lawyers, financial planners, dentists, chiropractors**, etc.

Market & Development Opportunities - Housing

- The market for **student housing is very strong**, and is currently outbidding most other uses for available sites
- There are **over 250 student housing units currently planned**, proposed, or under construction in Stadium Village
- Although University enrollment has plateaued, demand for student housing remains high and **no one can predict when saturation will occur** until it shows up as rising vacancy rates



Market & Development Opportunities - Housing

- A University District Alliance study found demand for **2,300 non-student housing units** through 2020 among the neighborhoods surrounding the University, including Stadium Village
- More amenities in Stadium Village, especially retail choices, will increase demand for housing



Market & Development Opportunities – Development

- Identified properties that could attract **developer interest**
- Included sites that could be challenging or controversial
- Analysis is where market forces will attract developers, not an indication of where the City may want development to occur
- **Intensity of development may need to increase** to accommodate demand without spillover into other areas
- **Good retail sites are relatively rare** and need to be utilized for retail with housing overhead and not just housing
- **23rd Avenue and University Ave intersection** has the potential to be an iconic place of regional significance

Parking & Transportation Study

Stadium Village/University Avenue Parking and Transportation Study

Purpose of study:

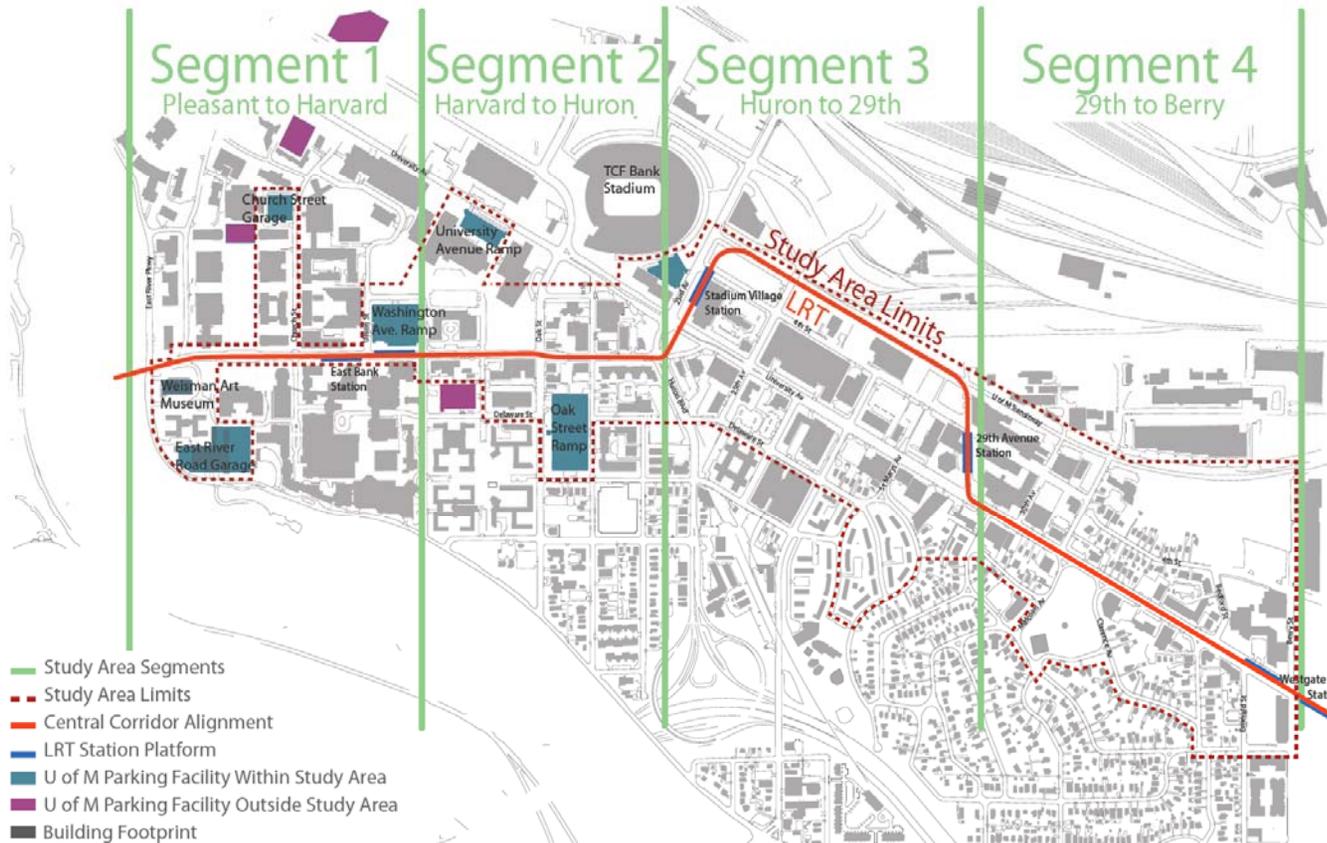
- To inform the transportation element of the Stadium Village Station Area Plan
- To make recommendations that will support safe, efficient, and convenient parking and traffic circulation under the following scenarios

Timeframe	Year	LRT	Extensive TOD
Immediate	2011 – 2014	No	No
Short-Term	2014 - 2020	Yes	No
Long-Term	2020 - 2030	Yes	Yes

Parking & Transportation Study

Study Area Segments

The study area was divided into four segments based on the physical location of CCLRT tracks and stations, an assessment of land uses adjacent to the tracks, and expected travel/parking behavior. From west to east the four study area segments are:



Study Area:

- From Mississippi River to Emerald Street
- Four segments, each with different land use arrangements and parking characteristics

Parking: Key Findings

- In total, **190 on-street** (42%) and **52 off-street** stalls (1%) will be lost due to LRT construction
- The most significant losses in parking will be in Segments 2 (Stadium Village business district) and 4 (Prospect Park station):
 - Both will lose **over 80%** of their on-street spaces
 - Typically, **75% or more** of on-street parking spaces **are occupied**
 - Both have a number of businesses that rely on on-street parking for customers and/or employees

Parking: Key Findings

- 266 on-street spaces will remain in the study area after LRT is implemented. Only 37 of these will be Segments 2 and 4.
- There is little change in occupancy of on-street spaces is between non-event and event day utilization rates, with the majority of event parking in U of M ramps.
- With LRT there will be an estimated 1,830 fewer daily auto trips in the study area by 2030 (and therefore, a similar reduction in daily parking demand).

Parking: Recommendations

Overall:

- Short term: **replace on-street stalls** lost in Segments 2 and 4 to mitigate impacts on businesses
- Long term: **provide a parking system** that will support TOD
- Ongoing: Accommodate event-day parking

Parking: Segment 2, Short Term

1. Coordinate with the University to designate **parking in ramps** that would be reserved for use by patrons of area businesses
2. Install **wayfinding signage** to direct parkers to available stalls in the University's two ramps and other surface lots
3. Work with owners of existing public parking facilities to allow for **more efficient use**, especially for high turnover spots
4. Work with the Radisson Hotel to determine the feasibility of using **excess capacity** in lot for public parking
5. Install **parking meters** to encourage turnover along strategic street segments (already under discussion)

Parking: Segment 4, Short Term

1. Enforce City's ordinance on extended parking on 4th St
2. Improve 4th Street with new curb, gutter, pavement, pedestrian scale lighting, and landscaping, and install meters
3. Allow parking along 29th, 30th and Malcolm Avenues, between University Avenue and 4th Street
4. Develop shared parking on existing parking lots
5. Permit development of a temporary surface lot on vacant sites, with intent to eventually redevelop

Parking: Event Day

1. Consider implementation of **Critical Parking Areas** in residential neighborhood areas
2. Amend City Code to allow private parking lots in Segments 3 and 4 to **park vehicles on event days**, with guidelines for:
 - minimum parking lot size
 - compliance with code-required design and geometrics
 - acceptable on-site circulation
 - acceptable access
 - security measures in place to help ensure users' safety
3. Potential to **more than make up for the 190 on-street stalls** that will be lost to LRT implementation

Parking: Long Term

1. With reduction in daily auto usage, parking demand will **not be as critical** in the long-term as it is now.
2. Accommodating TOD will be the critical need:
 - Establish a Stadium Village-specific **parking ratio** that reflects reduced reliance on private auto use
 - As parcels along Washington Avenue are redeveloped, **integrate off-street parking**
 - Acquire underutilized sites and develop public parking facilities that would be associated with the block's redevelopment.
 - Consistent with mixed-use TOD redevelopment in Segment 4, develop **centralized district parking** facilities

Public Realm & Connectivity



Public Realm & Connectivity: Land Use Recommendations

- Preserve the unique character of the University of Minnesota campus and Prospect Park Neighborhood
- New development should reinforce the urban pattern by extending the street grid and placing buildings to define the streets
- Redevelopment at the intersection of Huron Blvd, University Ave and Washington Ave should be designed as gateway to the area
- Encourage mixed-use blocks and new buildings to activate the streets and create more pedestrian activity along 27th Ave, 29th Ave, Huron Blvd, Washington Ave, University Ave and 4th St
- Discourage one-story building forms along the main corridors within the study area

Como Neighborhood



University of Minnesota

Future Granary Road

5th Street

4th Street

University Avenue

Washington Avenue

LEGEND

Project Limits

Essex Street

Oak Street

Ontario Street

Muron Boulevard

23rd Avenue

24th Avenue

25th Avenue

26th Avenue

27th Avenue

Delaware Street

29th Avenue

30th Avenue

University Avenue

Bedford Street

Proposed Granary Park

Luxton Park

Tower Park

Prospect Park Neighborhood

N

0 300 600

Built Form

- Concentrate **density and intensity** along 27th Ave, 29th Ave, Huron Blvd, Washington Ave, University Ave, 4th St
- Encourage buildings that contribute to the character of the streetscape
- Buildings should be sited to support **good connectivity** to the U of M or other destinations
- Define **guidelines and standards** for site design, building massing, façade treatments, building materials, signs and sustainable design practices
- Engage existing commercial uses along each of the major roadways to establish commercial and retail spaces at sidewalk level of buildings that interact with the pedestrian realm



Public Realm and Streetscape

- Design the public realm to encourage diverse urban experiences and create a **high quality and flexible** environment
- Allocate wisely within the limited space of the ROW
- Streetscape layouts should emphasize wholeness: the layout should **focus on the entire block** rather than piecemeal
- Streetscape design and elements should be coordinated to maximize **ecological, economic, and social benefits** while creating a sense of place
- Define opportunities for **“flexible” public spaces** or pocket parks: sidewalk areas, extension zones, or on private ROW
- Streetscape improvements should be integrated into infrastructure planning by the City and other jurisdictions



Pedestrian Recommendations

- Allow for safe and comfortable pedestrian movements along the street to and from the LRT stations
- Provide **new sidewalk connections** along 4th St, 29th Ave, Malcolm Ave and 25th Ave
- Provide **improved sidewalk connections** along Huron Blvd, 27th Ave, Essex St, 25th Ave, and 26th Ave.
- Provide new **multi-use trail link** along railroad ROW between Huron Blvd and 27th Ave and at the intersection of 29th Ave/ University Ave into the Prospect Park neighborhood
- Provide a **minimum of 8 foot wide** sidewalks throughout the corridor where feasible, along with needed streetscape improvements

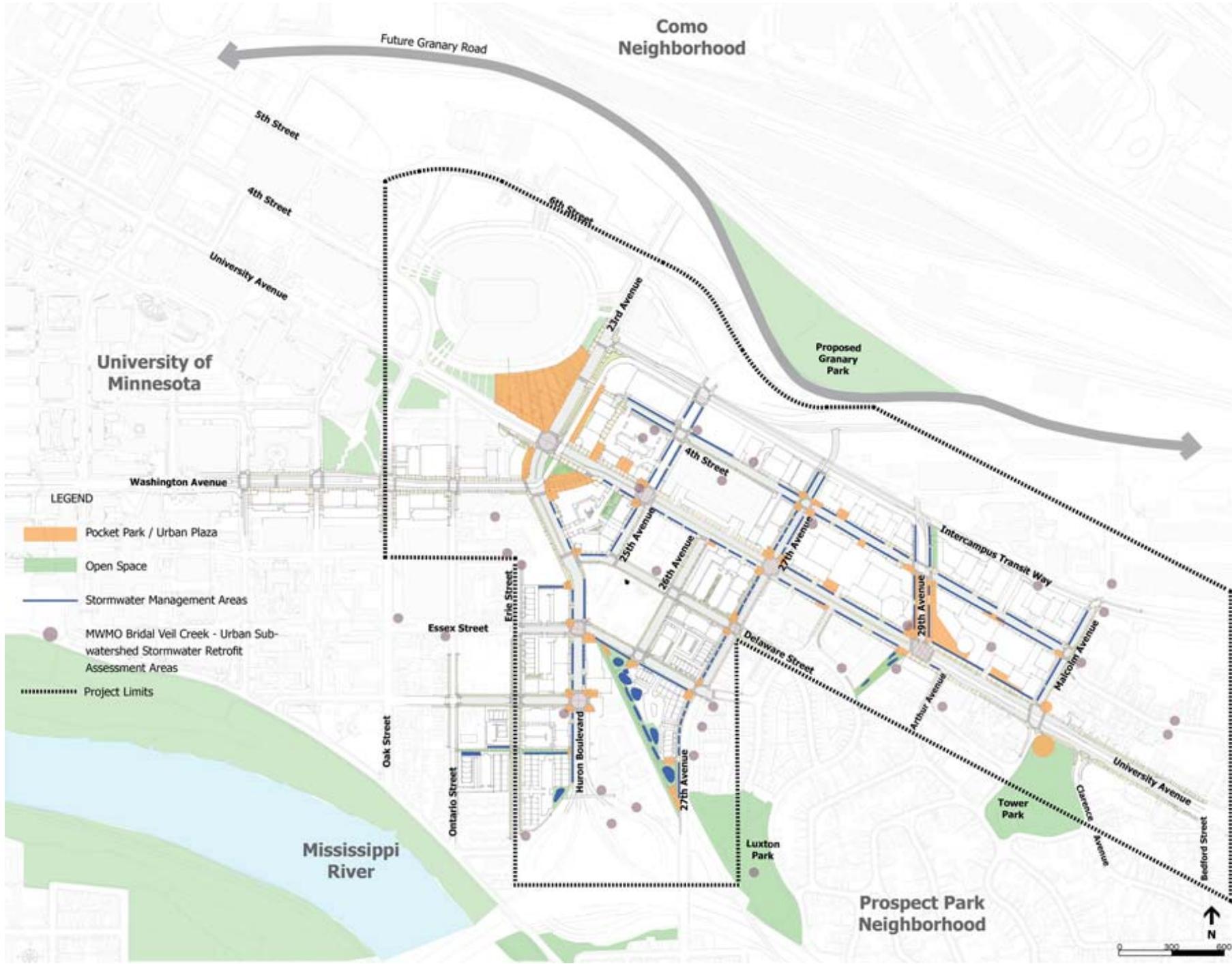
Bicycle Recommendations

- Improve connections at the edges of the station areas to facilitate bicycle travel
- Improve the connections and facilities along 27th Avenue to reinforce the “missing link” of the Grand Rounds.
- Provide pedestrian and bicycle links to future Granary Rd
- Provide improved on-street bicycle routes along 4th St, 26th Ave, University Ave, and Essex St
- Work with the neighborhoods to identify inter-neighborhood bicycle routes
- Encourage expansion of the Nice Ride bike share to other areas
- Encourage centralized bicycle parking at convenient locations
- The width of traffic lanes should be reduced where possible to provide more space for wider sidewalks.

Public Open Space, Public Parks and Plaza Recommendations

- Create **small urban gathering spaces/** pocket parks along 27th Ave, 29th Ave, Huron Blvd, Washington Ave, University Ave and 4th St
- Create a new plaza near TCF Stadium
- Create a **“convertible street”** at Washington Ave and University Ave
- Where existing sidewalks are less than 10’ wide, **set back buildings** to create wider sidewalks
- Create a **wayfinding system** for the station areas, public transit, businesses, parks, and U of M campus





University of Minnesota

Como Neighborhood

Prospect Park Neighborhood

LEGEND

- Pocket Park / Urban Plaza
- Open Space
- Stormwater Management Areas
- MWMO Bridal Veil Creek - Urban Sub-watershed Stormwater Retrofit Assessment Areas
- Project Limits





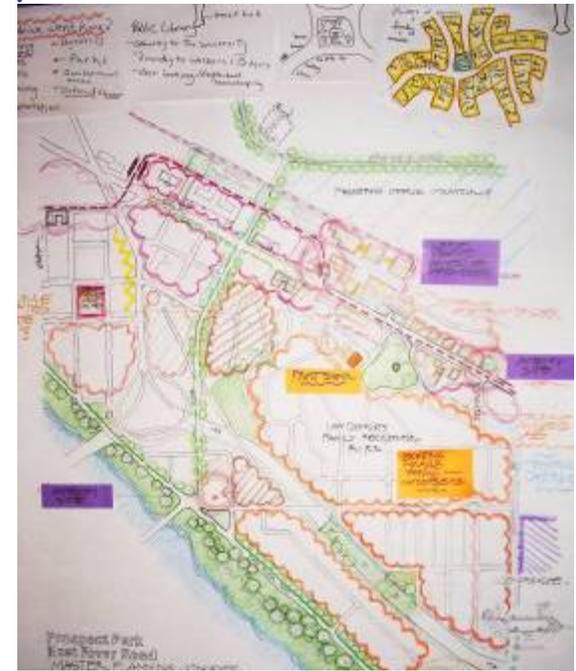
PROSPECT PARK 2020

“You have to get the fundamental entity going and then do good planning and create the marketplace, which gets some people willing to make investments in concert with the vision – and then you have an incredible – and tax-producing place”

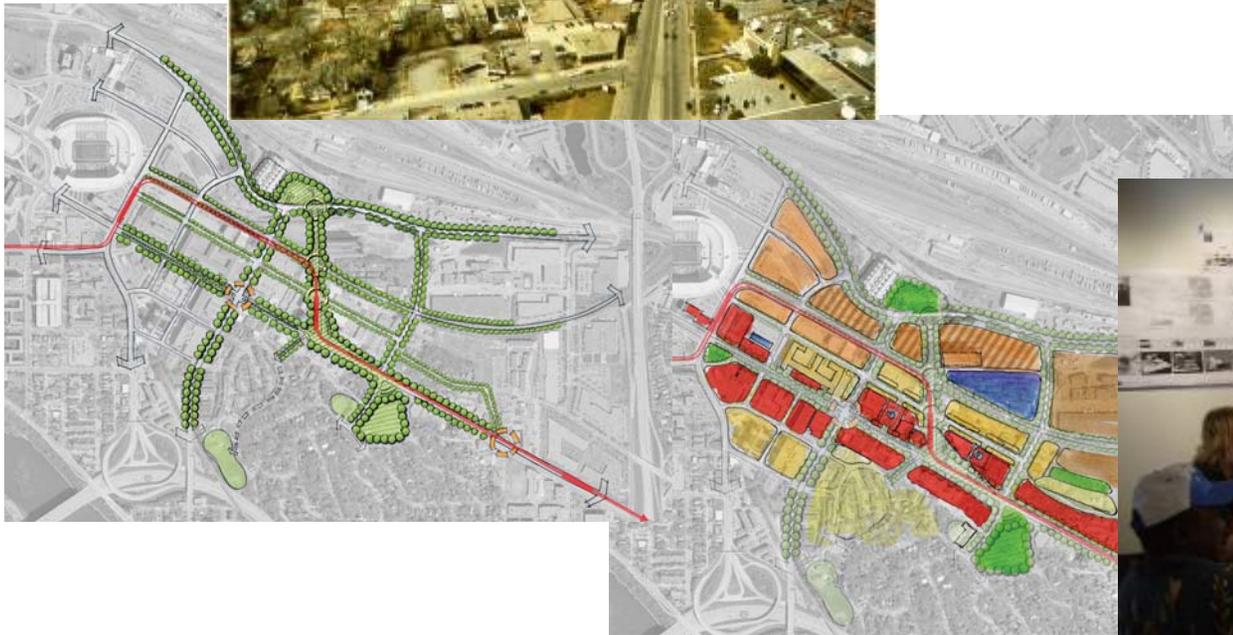
Peter McLaughlin
Hennepin County
Commissioner

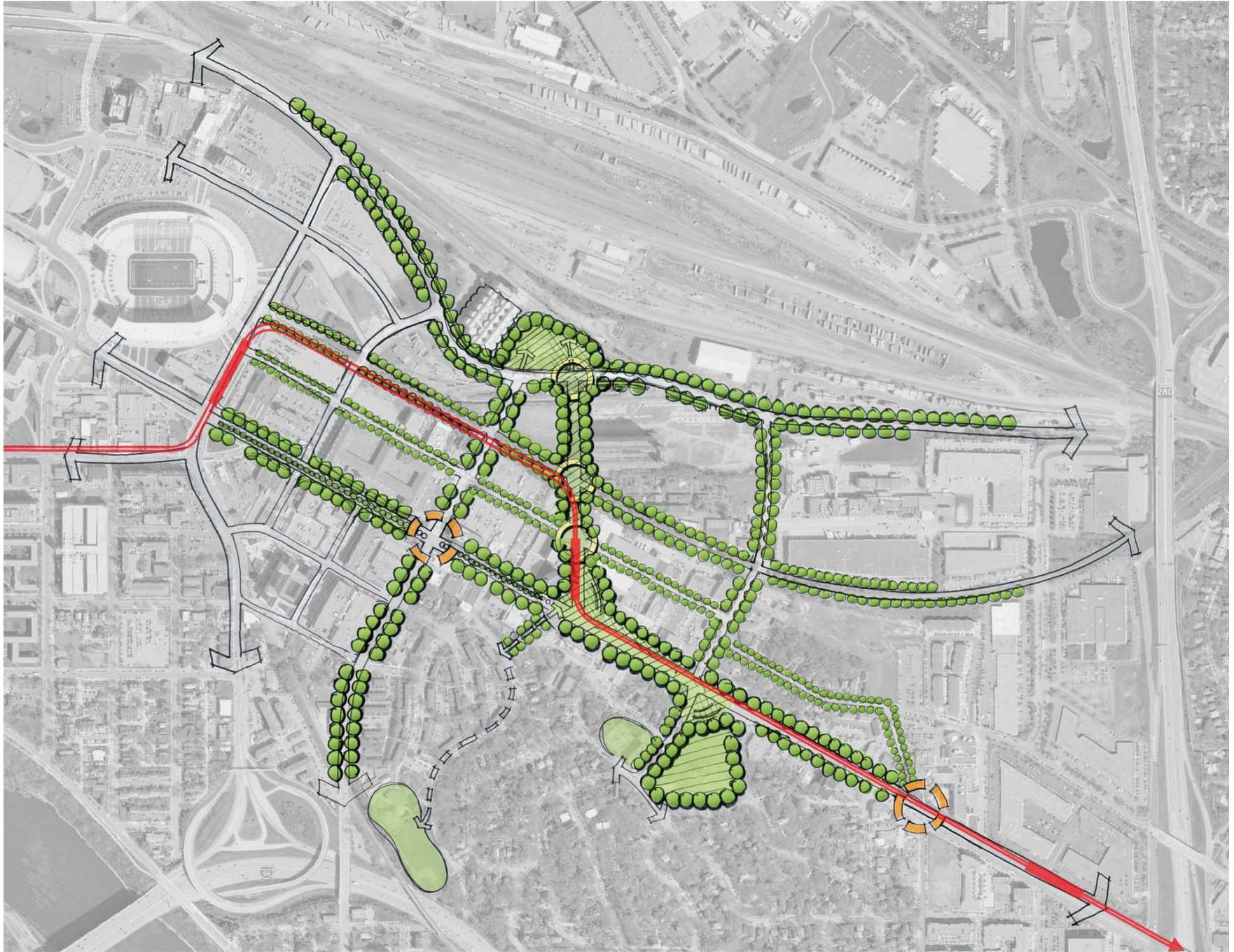


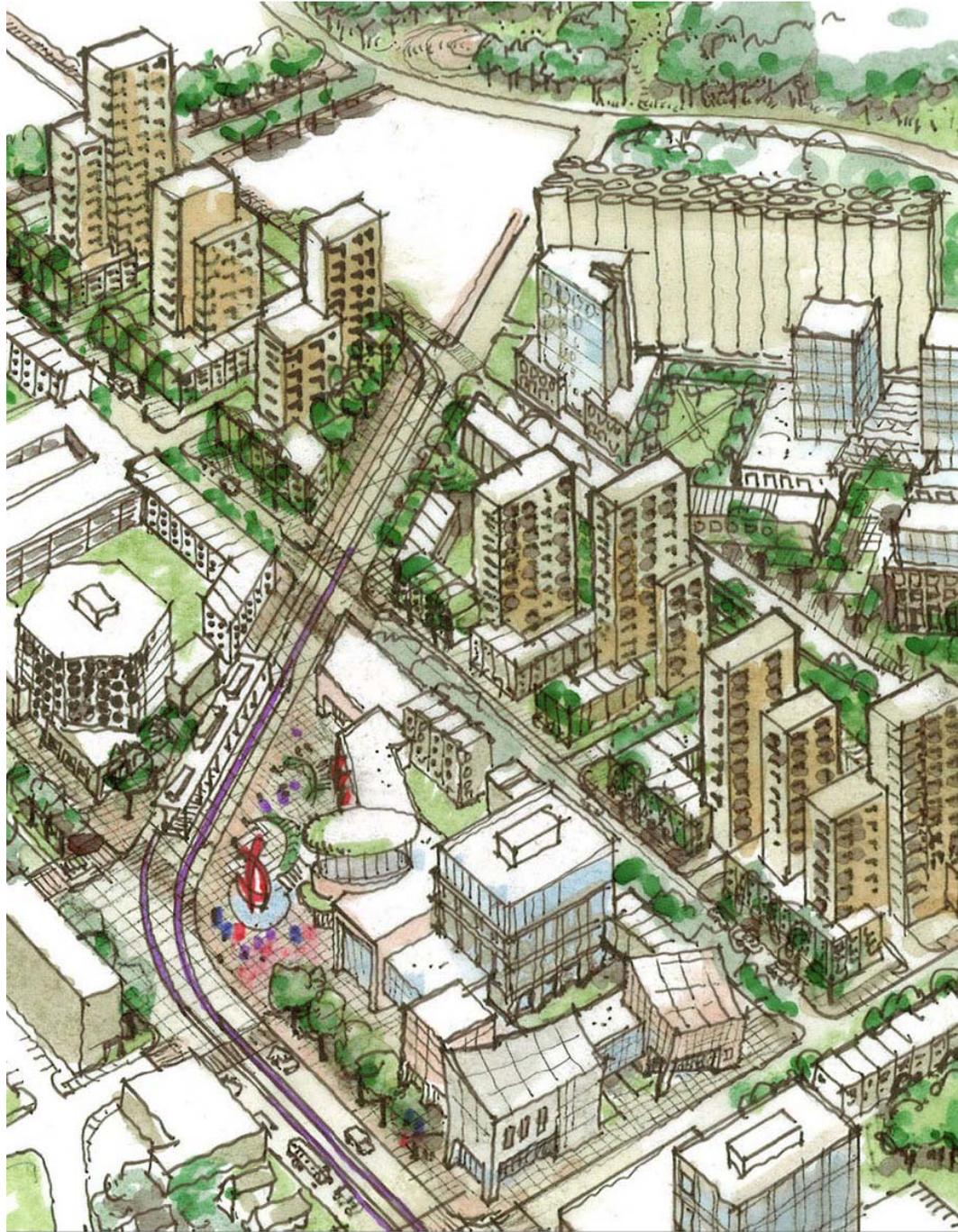
Prospect Park Master Plan – Anticipate increased residential density in SE Minneapolis



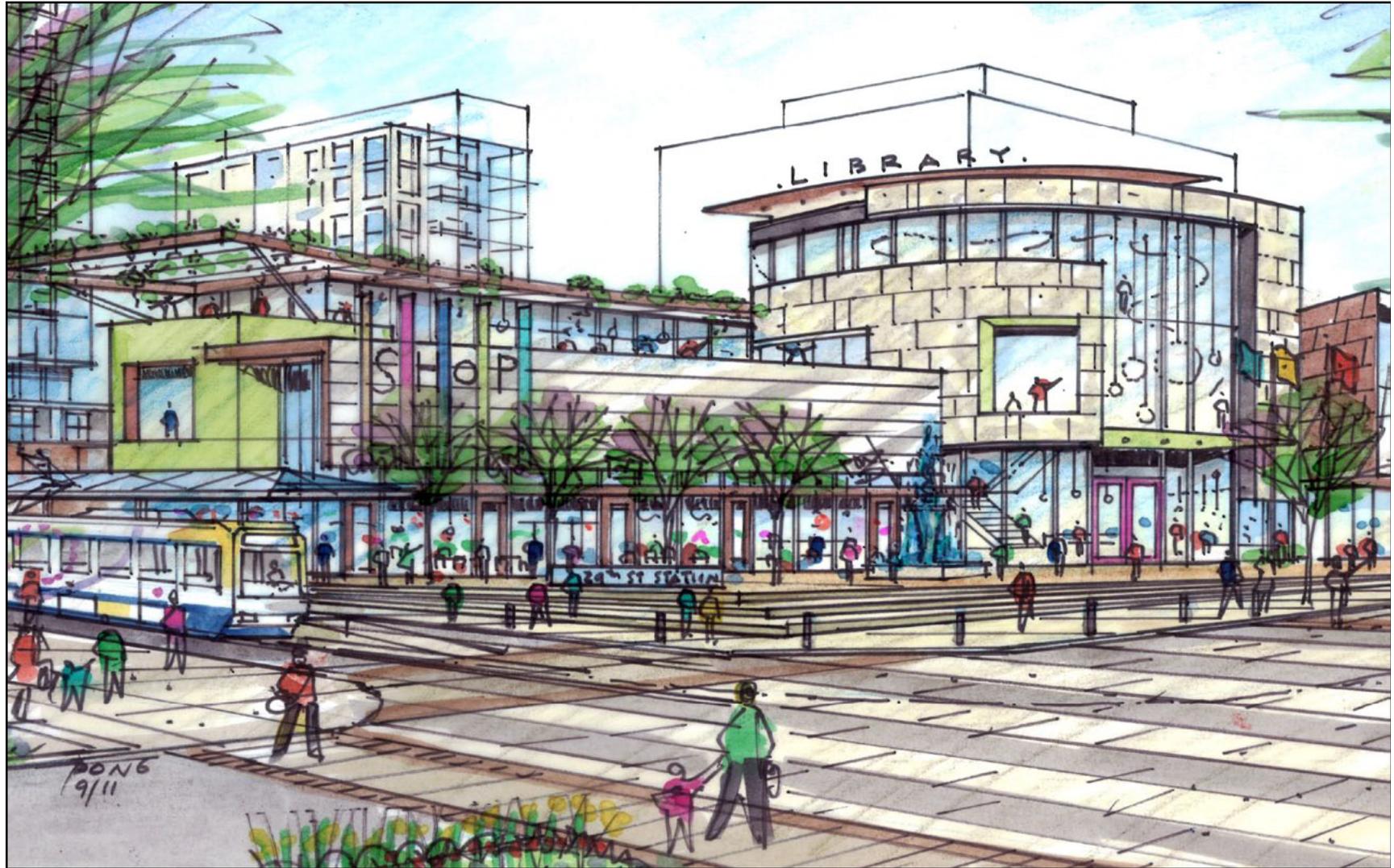
Prospect Park 2020 – Provide a framework for future development Development Framework















What's Next?

- Develop final recommendations for:
 - Land use and design
 - Housing and economic development
 - Transportation and parking
 - Public realm and connectivity
- Finalize draft plan for adoption
 - Expect public meetings later in Spring 2012, Council adoption following

Questions for Today

- What are the most important findings that jumped out at you today?
- What specific issue do we need to address in the recommendations?
- Anything additional we need to know about the area and how you value/use it?

University District Forum

- To comment:
 - Participate today
 - Submit comment card
 - Email haila.maze@minneapolismn.gov
- More about the Stadium Village study: www.minneapolismn.gov/cped/projects/cped_stadium_village
- Live in the University District: www.livenearyourwork.net

