DORAN
COMPANIES

April 30, 2014

Ms. Haila Maze, AICP
City of Minneapolis, CPED
105 Fifth Avenue South – 200
Minneapolis, MN 55401-2534

RE: Dinkytown Small Area Plan Draft for Review 4/17/14

Dear Haila:

I would like to comment during this 45 day period regarding the Dinkytown Business District Plan.

The current Dinkytown Small Area Plan draft dated 4/17/14 has a Map 5.1 found on page 63, entitled "Dinkytown Area of Potential Historic Significance". This map does not depict the current status of these properties. This map needs further scrutiny and should reflect the current conditions existing today. I filed a comment previously via email dated March 21, 2014, regarding the request to change this map to more accurately depict the contributory versus non-contributory properties in the four block core area of Dinkytown.

As I understand it, the current historical designation study underway is being performed as an area study and not a specific building by building evaluation. During this study, the City is taking a closer examination of what properties may be contributing to the historical significance of the area and what properties are non-contributing. Map 5.1 included in this draft does not accurately depict the status for the properties outlined in the four block area under study. Since there is more current information available, shouldn't the map be a fair representation of the current conditions? I would like to list the specific proprieties below that I believe should be changed knowing the current status of these properties.

1) The property at 1315 4th Street SE has been formally approved for a demolition permit by the City Council of Minneapolis. This action clearly makes this property a non-contributory property.

7803 Glenroy Road, Suite 200 | Bloomington, MN 55439 | 952.288.2000 | Fax: 952.288.2001 | www. DoranCompanies.com

2) The property at 410 13th Avenue SE has been formally approved for a demolition permit by the City Council of Minneapolis. This action clearly makes this a non-contributory property.

3) The entire area along 5th Street where Opus is building the student housing known as THE VENUE should be depicted as non- contributory. Since this is an area study of the properties, the entire area should either be deemed contributory or non-contributory.

4) The McDonald's building has a contributory status but the parking lot they own has no status. There have been numerous efforts in the recent pass trying to redevelop this site that leads me to believe it should designated non-contributory.

5) The property at 1301 University is not depicted on the map but should be a non-contributory property. It is a new building with commercial and student housing.

6) There are other properties such as 1309 – 1311 4th Street SE where The Hideaway (head shop) and the United States Post Office are located that are of the same vintage as 1315 4th Street SE. Giving the age and non-descript nature of this property; we do not believe it can be determined to be a contributory property.

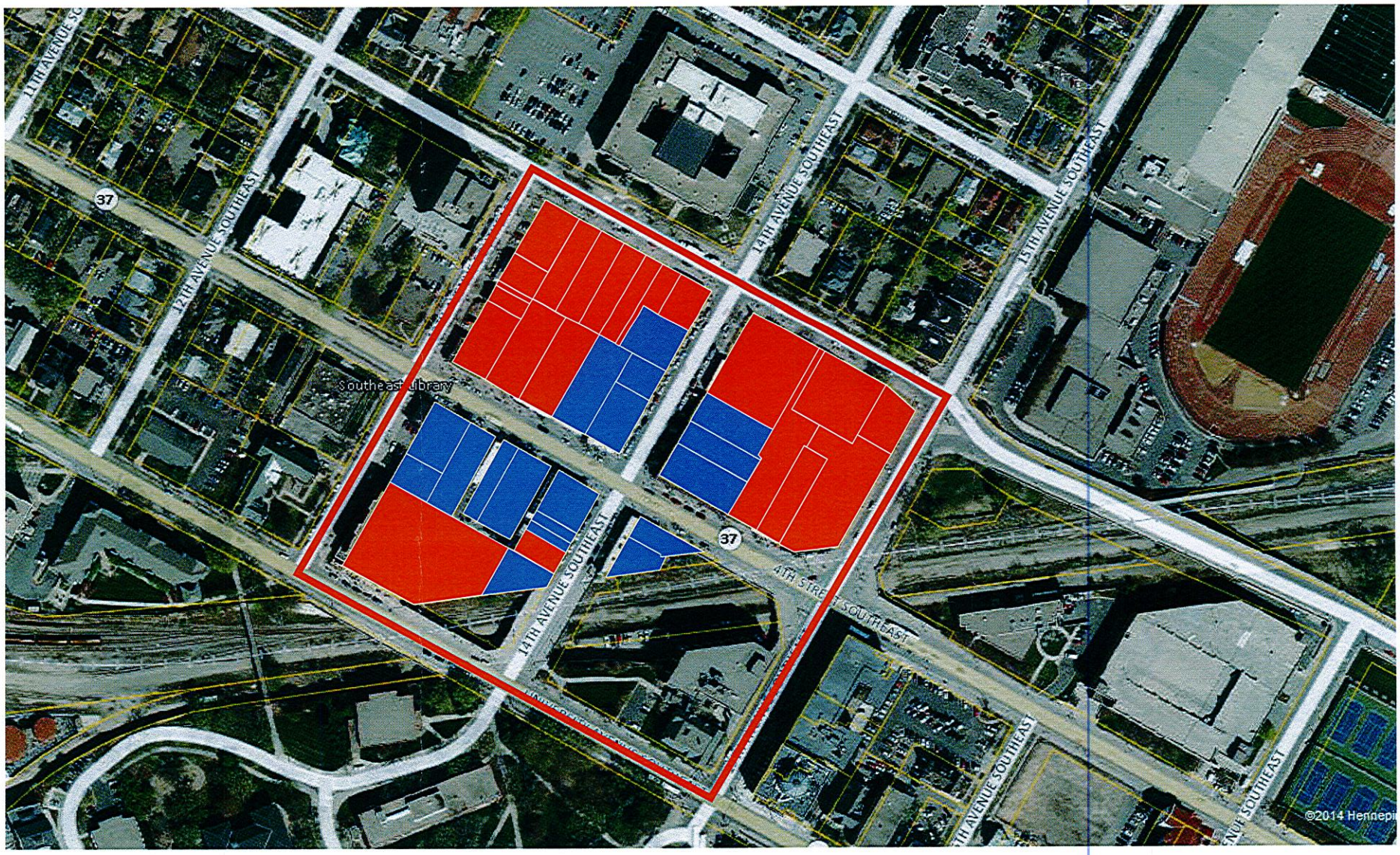
I am providing a new map reflecting these changes for your review. The amount of red color now depicted could change the entire perception about the area. There are far more non-contributory properties than the current map being used. We believe this map more fairly represents the current conditions as we know them in the core area of Dinkytown that is being studied.

I would like to hear your response to this comment since my previous email went unacknowledged.

Yours truly,

Curt Martinson
Director of Business Development

Cc. Jacob Frey, City Council Member, Ward 3


11TH AVENUE SO
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15TH AVENUE SOUTHEAST
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Southeast Library
4TH STREET SOUTHEAST
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DORAN
COMPANIES

April 30, 2014

Ms. Haila Maze, AICP
City of Minneapolis, CPED
105 Fifth Avenue South – 200
Minneapolis, MN 55401-2534

RE: Parking Issues in Dinkytown Small Area Plan Draft for Review 4/17/14

Dear Haila:

Doran Companies would like to comment on the parking issue as highlighted in the Dinkytown Small Area Plan Draft for review dated 4/17/14. We believe that this is a highly important issue that has been identified by many of the stakeholders in this plan. We would like to share some potential recommendations that could help solve some of the need for additional parking.

There are several areas that we will highlight where metered parking could be beneficial to the area. Since the plan considers expanding Dinkytown and its core area, the need for additional short term parking will be necessary. We believe that there are areas where additional short term meters could be added, which will allow turnover of parking for both customers of Dinkytown and visitors to the general area. This would also bring additional revenue to the City of Minneapolis. Listed below are several sites that may work and we volunteer the areas in front of several of our properties.

1) Along 12th Avenue in front of our 412 Loft building.
2) Along 11th Avenue in front of our Knoll building.
3) Along 5th Street SE between 12th Avenue and 14th Avenue wherever possible.

Here is another parking idea that may have merit. There is a triangular parcel of land owned by the University of Minnesota located in the SE corner of 5th Street SE and 15th Avenue SE across from the McDonald's. We believe about 30 stalls could be located at that site. It could be explored in conjunction with the University to convert that open space for parking.

We also believe that in conjunction with the University of Minnesota the parking ramp on 4th Street SE could be better defined as parking for Dinkytown. This may include better signage, ramp improvements on the west end of the ramp, making a portal type entry from Dinkytown, etc.

7803 Glenroy Road, Suite 200 | Bloomington, MN 55439 | 952.288.2000 | Fax: 952.288.2001 | www. DoranCompanies.com

We wanted to share these ideas during this comment period as it appears that parking issues are one of the key components for the area.

Sincerely,

Curt Martinson
Director of Business Development

Cc. Jacob Frey, City Council Member, Ward 3

Dinkytown Business District Planr Plan
Public Works Comments

- Page 34. In Bus Transit section it mentions that the routes 16 & 50 are currently detoured due to Central Corridor construction. That is no longer the case.

- Page 37. There is mention of a planned connection between East River Parkway and Main Street. That has been expressed as desirable, not sure if it is part of any plan?

- Page 84. *"Explore the development of a public Dinkytown circulator bus."* Historically, neither the City nor Metro Transit has any interest in funding or operating circulator buses.

- Page 89. (14) Change to "***Consider installation of high visbility…."***

- Page 89. (16) Chage to "…***potentially to include more and improved benches…."***

- Page 89. (17) Change to "***Regularly repaint faded pavement markings…"***

- Page 90. Change to "***Consider use of thermoplastic markings…"***

- Page 90. Change to "***Conduct traffic study to consider narrowing…"***

Maze, Haila R.

From: Fred Wall <fred@wallcompanies.com>
Sent: Sunday, May 18, 2014 4:21 PM
To: John Wall
Cc: Maze, Haila R.; Steve Minn (Steve.Minn@lupedevelopment.com); Brian Flakne
Subject: Re: Marcy Holmes/Dinkytown Plan public review - comments due by 6/2/14
Attachments: image005.png; image006.png; image007.jpg; image008.jpg

I'm my opinion the letter is very well done, reasonable and on target. How likely is the opposition to be able to spend other peoples money?
Fred

Sent from my iPhone

> On May 18, 2014, at 1:03 PM, "John Wall" <john@wallcompanies.com> wrote:
>
> schedule

Maze, Haila R.

From: John Wall <john@wallcompanies.com>
Sent: Sunday, May 18, 2014 3:03 PM
To: Maze, Haila R.
Cc: Steve Minn (Steve.Minn@lupedevelopment.com); Brian Flakne; Fred Wall
Subject: RE: Marcy Holmes/Dinkytown Plan public review - comments due by 6/2/14

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Maze:

I write to provide the following information on behalf of the owners/developers of the 600 Main Street SE property, the Stone Arch Apartments, the Stone Arch Apartments 2, and the Flour Sack Flats Condominiums. Our partnership purchased the property that includes 600 Main Street SE in 1999 when the property was nothing more than an abandoned riverfront wasteland. It was riddled with railroad tracks, and industrial uses. With the City's support and encouragement (and financing) we cleaned up the area, including significant environmental contamination. We constructed two blocks of Main Street, and singlehandedly revitalized this portion of the neighborhood by constructing hundreds of non-student market-rate, affordable, and for-sale housing units at the end of the Stone Arch Bridge.

This area of Minneapolis has seen significant development in the last decade since our initial pioneering efforts. Another developer has put in several under units of luxury apartments across the street, with a second phase now under construction. There is also development underway for the "A" Mill property including artists' lofts and work spaces and other uses for the former Pillsbury site. Our ownership group recently added 91 units of apartment less than a block away.

The 600 Main Street property is located in the City's I-2 Medium Industrial District with rights under the IL Industrial Living Overlay District ("ILOD"). This means that residential uses are permitted and anticipated for this parcel of land. We have submitted several proposals for residential development on this site that have been encouraged and approved by the local neighborhood organizations and city planners. We have already have invested tens of millions of dollars in our various riverfront projects, and many hours of planning, architectural fees, and engineering expenditures into our property so as to realize our investment backed expectations for this parcel.

We Love the Riverfront, and we have made a huge financial commitment to its redevelopment. We are concerned, however, that our privately-owned property is being targeted for parkland. Our investment-backed expectations are that we will build another residential building on this site, with the same support from the City that we received before we cleaned up this part of the Riverfront. We do not support the extension of park designation to our privately owned land, which we intend to develop, consistent with what we and our neighbors have done in the immediate area.

We propose that that the master plan language be modified to reflect that any riverfront property planned for acquisition for expanded parkland, be acquired exclusively from "willing sellers" only. Any planning document to the contrary would be considered as an unintended prohibition on private development, and therefore a taking of private property.

Thank you for acknowledging our support for the neighborhood, and our plans for our private property.

Sincerely,

John K. Wall
The Wall Companies
811 LaSalle Avenue
Minneapolis, MN 55402
(612) 767-4001 Direct
(612) 767-4000 Office
(612) 767-4004 Fax
John@WallCompanies.com

From: Maze, Haila R. [mailto:Haila.Maze@minneapolismn.gov]
Sent: Friday, April 18, 2014 5:05 PM
To: Maze, Haila R.
Subject: Marcy Holmes/Dinkytown Plan public review - comments due by 6/2/14

The Marcy Holmes Neighborhood Master Plan and the accompanying Dinkytown Business District Plan are now available for a 45 day public comment period prior to the commencement of the City's formal plan approval process through the Planning Commission and City Council.

The comment period will extend from **Friday, April 18 until Monday, June 2, 2014**. All comments received during the public comment period will be incorporated in the public record and taken into consideration in editing the final draft of the plan. As earlier versions of the plans have been available for informal review for several months, all comments that have been collected in the interim have been addressed in these drafts, and will be included in the plan's public record.

The draft plans for public review are available on the project website: http://www.minneapolismn.gov/cped/projects/dinkytownplan. Paper copies of the plans will be available at CPED offices and the Southeast Library.

In order to ensure they are included in the public record, written comments should be submitted to Haila Maze, via email or regular mail, at the contact information provided below.

There will be further information circulated regarding the approval schedule once the dates are finalized.

Haila Maze, AICP
Long Range Planning Principal Planner

City of Minneapolis – Community Planning and Economic Development
105 Fifth Avenue South – 200
Minneapolis, MN 55401-2534

Office: 612-673-2098
haila.maze@minneapolismn.gov
www.minneapolismn.gov/cped

Maze, Haila R.

From: Larry Crawford <larrycraw@aol.com>
Sent: Monday, June 02, 2014 4:59 PM
To: Maze, Haila R.
Subject: Re: Marcy Holmes/Dinkytown Plan public review - comments due by 6/2/14

Comment statement for Dinkytown Business District Plan

(1) Dinkytown's value. The Dinkytown district is unique civic resource in Minneapolis. It combines historical, cultural and commercial public use values, in a rare combination that makes it a unique element of the Minneapolis city fabric. Along with only a few other comparable districts in Minneapolis, it presents a strong community identity, historical background and continuity, and public usability. Therefore Dinkytown represents an irreplaceable value for Minneapolis, and public planning for Dinkytown must recognize and base itself on the values and elements that make Dinkytown a special element in the city.

Dinkytown is a distinctive, four block early 1900s business district. Constructed at the time of streetcar line interchanges, it is made up a distinctive 1 and 2-story brick façade buildings, with wide pedestrian sidewalks and easy access by bike, bus, or car. These buildings on four blocks form a distinctive historical unit, and create the identity of the Dinkytown district. Although some component buildings have been replaced, the district still forms a recognizable stylistic business whole.

(2) Dinkytown – current status and damage. The identity and ethos of the Dinkytown district has been substantially damaged in the last year by the disastrous failure of the Marcy Holmes neighborhood association and of the City of Minneapolis to prevent the destructive redevelopment of the adjacent Marshall High School building, and by the demolition of core Dinkytown buildings for the inappropriate Opus building construction. Both of these destructive redevelopments, which should have been blocked during reviews by the Marcy Holmes community group and the City of Minneapolis in favor of clear and compelling civic values, create an ominous prospect about the future liveability, viability and balance of the University District residential neighborhoods.

Despite this grave damage to the street scene, human scale, and appeal of Dinkytown, it is still critical for the community to try to preserve the remainder of the Dinkytown district. The district still has value for the community as an appealing small commercial district. (By comparison, unplanned, thoughtless and poor quality design and redevelopment over the last 10 years has made the Stadium Village area a bland, uninviting, and lifeless public space and commercial area.)

(3) Dinkytown's community of service. It is key to plan for Dinkytown by respecting the values and needs of a multigenerational community, which is located in three Minneapolis neighborhoods. Dinkytown provides essential shopping, dining, entertainment, library/postal, and other services and amenities to the Marcy Holmes, Como, and Prospect Park neighborhoods. Therefore any planning for Dinkytown that narrowly focuses on short-term needs and preferences of an 18-25 year old student audience is misguided and destructive. This kind of thinking, along with a

misguided drive for the cover term of "density," has resulted in the current wrongful development projects and public outcry over the failure of Minneapolis city planning for Dinkytown.

(4) Dinkytown objective. The objective of planning must be to preserve, strengthen, and reinvigorate Dinkytown as a commercial district that serves a multi-generational (student and non-student) local community, with a strong mix of services (shopping, dining, and other business services), while preserving the architecture, street environment, and ethos that makes Dinkytown one of defining areas making up the urban fabric of Minneapolis.

(5) Key Dinkytown planning points. The four block Dinkytown core should be preserved against further demolitions and constructions of inappropriate multi-story high density buildings. Appropriate historical designation should be done in order to further these objectives. The University District organization should be given the mission of preserving Dinkytown as a historical resource of value to the multiple neighborhoods surrounding it. This should be done by programs for constructive redevelopment, to preserve facades and adapt Dinkytown buildings for continuing and new retail, dining, and shopping services, in a mix that services the entire surrounding community. To preserve the identity and ethos of Dinkytown, locally owned small businesses should be the norm, instead of the intrusion of national commercial chains which have no historical or compatible connection to the Dinkytown identity as a Minneapolis / University of Minnesota small business district.

Larry and Claudia Crawford

On 4/18/2014 5:05 PM, Maze, Haila R. wrote:

> The Marcy Holmes Neighborhood Master Plan and the accompanying Dinkytown Business District Plan are now available for a 45 day public comment period prior to the commencement of the City's formal plan approval process through the Planning Commission and City Council.
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> In order to ensure they are included in the public record, written comments should be submitted to Haila Maze, via email or regular mail, at the contact information provided below.
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> There will be further information circulated regarding the approval schedule once the dates are finalized.

Haila Maze, AICP
Long Range Planning Principal Planner

City of Minneapolis – Community Planning and Economic Development

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Marcy-Holmes Neighborhood Master Plan
Public Works Comments

- Page 9. "Eleventh Avenue SE…bike-friendly street…" Bike-friendly street is vague. 11th Avenue is not identified on the Bicycle Master Plan.

- Page 17. *Make the streets ours*. The whole paragraph is oddly written and should be re-considered. What does "*Prioritize the character and feel of local streets"* mean?

- Page 18. Is there still a "Granary Corridor?"

- Page 19. Graphic at top of page. (1) "*The system is outdated; update it to fit,"* would prefer to see that statement removed. (2) What is a "green street"? (3) 11th Avenue is not on the Bicycle Master Plan.

- Page 19. "*Mitigate the impacts of through traffic on public open spaces…"* What does this mean? *"…frequency of mass transit…"* Mass transit is archaic terminology, should simply be called *transit."*

- Page 28. Amend sentence "*and imposes an annual fee ~~of $25 for a permit"~~ as rates change*."

- Page 34. "*Create diagonal on street parking to replace surface lots where large truck loading access is not needed*." (1) On street parking and surface lots are a part of two different systems. One cannot replace the other. (2) If on-street diagonal parking is desired an engineering study must be performed to show that it is workable within the curb line of the roadway.

- Page 35. "*Reconnect 7th and 8th Avenues between 8th Street and 9th Street to increase the visibility and accessibility of the area."* This is a completely unrealistic expectation. It would require several million dollars to acquire and relocate businesses and build new infrastructure. Who has a budget for that? Also, to condemn the properties the City would have to prove that there is an overwhelming public need to do so.

- Page 35. "*Improve the bicycle and pedestrian environment on the Stone Arch Bike Boulevard."* Where is the Stone Arch Bike Boulevard and what does it have to do with 9th Street?

- Pages 35, 38 & 39. "*Improve infrastructure to prevent flooding*." Public Works has a city-wide flood mitigation program underway that is prioritizing needed improvements. Perhaps change to, "***Explore infrastructure improvements to prevent flooding*."**

- Page 36. "*Support locating the streetcar maintenance facility north of Marcy-Holmes."* It is not appropriate for this report to support a particular location for the facility. That decision will be made through the Environmental Assessment process.

- Page 38. "*Formalize 5th Street SE as a special neighborhood amenity*…." Not really sure what this means?

- Page 38. "*Add 5th Street SE and recommendations for becoming a park-like street…to the City's Capital Improvement Plan (CIP)."* (1) What is meant by "park-like street?" (2) It is not appropriate for this type of planning document the dictate what is in the CIP.

- Page 39. "*Improve pedestrian and cyclist crossing experience on 4th and 8th Streets SE by decreasing the crossing distance*…." And "*Install bump-outs…at all intersections on the south sides of 4th Street.* Installing bump-outs to reduce the crossing distance on 4th would require removal of a through-traffic lane. This may not be possible. At most we should say something like, "Conduct a traffic study to determine if bump-outs could be installed on 4th Street SE…"

- Page 39. "*Create a neighborhood-oriented experience…along 4th and 8th Streets*." Again, not sure what that really means? Also, 4th and 8th Streets are very different types of roads. 4th Street is an A-Minor Arterial and a State Trunk Highway. 8th Street is a Major Collector and a City street.

- Page 39. "….*pursue City or County ownership."* That would require a substantial commitment of City resources. It is very unlikely the City would want to assume that ownership.

- Page 40. *"Add 5th Street SE and recommendations for becoming a park-like street…to the City's Capital Improvement Plan (CIP)."* (1) What is meant by "park-like street?" (2) It is not appropriate for this type of planning document the dictate what is in the CIP.

- Page 43. "*Use City capital….to make 5th Street SE a park-like street*…." Same comment as above for Page 40.

- Page 47. *"Develop a vertical connection between Dinkytown and Dinkytown Greenway."* That is a funded project in the City's 5-Year CIP.

- Page 47. "Prioritize 11th Avenue SE..." Change to "***Investigate the development of*** *11th Ave SE…"*

- Page 47. "*Add 5th Street SE and recommendations for becoming a park-like street…to the City's Capital Improvement Plan (CIP)."* (1) What is meant by "park-like street?" (2) It is not appropriate for this type of planning document the dictate what is in the CIP.

- Page 47. Change to "***Explore improvements to*** *I-35W crossings……****possibly*** *with lighting and wider sidewalks…"*

- Page 49. Same comments as above regarding: (1) decreasing crossing distance and installation of bump-outs; (2) "mass" transit; (3) Reestablishing the street grid; and (4) City or county ownership of University Avenue.

- Page 51. "*Improve 2nd Street SE as a…alternative to University Avenue SE*." (1) 2nd St SE is not on the Bicycle Master Plan. (2) Perhaps change to "***Explore improvements to***…"

- Page 51. Change to, "***Explore increasing the availability of street parking…."***

- Page 56. *"Explore the development of a public Dinkytown circulator bus…"* Historically, neither the City nor Metro Transit has any interest in funding or operating circulator buses.

Maze, Haila R.

From: Marguerite Schwartz <schwartzmy@yahoo.com>
Sent: Monday, April 21, 2014 9:23 AM
To: Maze, Haila R.
Subject: Re: Marcy Holmes/Dinkytown Plan public review - comments due by 6/2/14

Dinky Town is already recked, why send out somthing like this now? Most of it's ambiance and character are gone. Yeah for progress and tax base!!!

In order to ensure they
are included in the public record, written comments should be submitted to Haila Maze, via email or regular mail, at the contact information provided below.

There will be further
information circulated regarding the approval schedule once the dates are finalized.

Haila Maze,
AICP
Long Range Planning
Principal Planner

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Maze, Haila R.

From: Marnie Loven-Bell <loven003@umn.edu>
Sent: Wednesday, April 16, 2014 12:46 PM
To: Maze, Haila R.
Cc: 'Melissa Bean'
Subject: M-H master plan

Hi, Haila—
I don't know if the M-H Master Plan is posted yet for official comments, but I do have one "quibble" after I read it. On page 38 there is mention of addressing flooding issues. Could that be narrowed down a bit to just the area affected (6th Ave and 7th St—as far as I know)? By just saying "look into and address flooding", it makes it sound like the whole west side needs to be building arks! My area doesn't flood—5th St between 4th & 5th Aves.
Thanks for your consideration—
Marnie Loven-Bell

Dinkytown Property Owners Group
Minneapolis, MN

May 8, 2014

Ms. Haila R. Maze, AICP
Principal Planner
City of Minneapolis
105 5th Avenue South, Suite 200
Minneapolis, MN 55401

RE: Dinkytown Property Owners Group comments on Dinkytown Business District Plan

Dear Ms. Maze:

Following the release of the 4/17/14 draft Dinkytown Business District Plan the Property Owners Group (the "Owners Group") met to discuss the plan as presented.

While there is much in the plan to agree with, the Owners Group believes that, as major stakeholders in the Dinkytown area, its input and suggestions should be directly heard and considered. To be clear, it is important to point out that the Owners Group is a completely separate entity, with potentially differing viewpoints and perspectives, than the Dinkytown Businesses.

The following is a summary of the Owners Group's comments and suggestions:

Property Owners Oppose any Designation of Dinkytown as a local or national historic district, part of the Minnesota Main Street Program or as a Conservation District. While our group agrees that there may be certain properties that warrant historic recognition, the Property Owners also believe that any such designation should be made with precision so that it applies only to properties truly worth saving, and that any attempt to place a designation on the entire area would be a mistake. Several members of the Owners Group have owned property in Dinkytown for decades and are keenly aware of the evolution of the district, both with regular changes in the identity and mix of tenants and in frequent building renovations and the redevelopment of parcels. Dinkytown's commercial district has evolved in significant ways over the years, but has always retained a unique character. Landmarking the whole district at this point in time with some sort of historical designation will hinder this natural evolution. Freezing this evolution now implies that future stakeholders cannot be trusted to have sufficient common sense to make choices that fit the community. The Owners Group rejects this implication. It is clear that the majority of property owners, who are major stakeholders in this discussion, are against this recommendation because it would significantly diminish the value of existing properties, stifle renovations needed for tenant expansions or

routine re-tenanting, and prevent the occurrence of responsible future re-development of older buildings that currently feature smaller spaces with non-standard layouts that have higher maintenance costs and that are not attractive to today's most successful retailers.

The Dinkytown Parking problem can be solved. The Owners Group believes the effort to create a Business District Plan evolved when Dinkytown lost most of its surface lot parking. We totally agree that parking is an issue for Dinkytown and, clearly, the ultimate fix would be a public parking facility in, or very close, to Dinkytown. With the likelihood of that happening being very slim, we have identified some suggestions on how to potentially solve the current parking dilemma:

1) **Create a portal or link to the existing parking ramp on 4th street.** The Plan demonstrated that, except on days when there are large sporting events, there is currently available parking within the 4th street parking ramp. This link should be prominent enough for people in Dinkytown to realize that parking is located just to the east of Dinkytown. The thought is to help educate the public that parking is just over the hill. Make the walking experience from the ramp to Dinkytown more pedestrian friendly. Work with the University to expand the ramp, or a pedestrian entrance to the ramp, to the west, if possible, closer to Dinkytown. Add signage orientated for both vehicles and pedestrians that help identify this parking ramp.
2) **Explore a parking ramp/facility adjacent to Dinkytown.** This is a recommendation within the report that we believe merits extensive exploration. Either a ramp over the trench or by utilizing the current Hennepin County Library site could be options that need exploring. We would also suggest working with the University of Minnesota in this process. There is a small vacant lot at the SE corner of 5th Street SE and 15th Avenue SE that is owned by the University of Minnesota and could somehow be utilized for parking.
3) **Enhance street parking by changing the design of the current parking configuration.** Add additional meters, or could the current bridges allow parking along their curb lines? These are all possibilities that need to be explored. We would also support exploring the implementation of traffic calming ideas and increasing bike/pedestrian safety in the area.

Expanding Dinkytown's footprint would be an excellent idea. This expansion could not only be to the west but also to the east towards the University Parking Ramp. The Owners Group agrees with the City of Minneapolis that Dinkytown is appropriately designated as an Activity Center. More importantly, the concept of rezoning the area to a C3A zoning district—the highest density mixed use district—is essential for this area.

Creating design criteria is not supported by the Property Owners Group. Dinkytown has evolved by being eclectic and creating criteria of one-size-fits-all does not fit with Dinkytown eclectic history.

It remains vital to accommodate markets for a vibrant Dinkytown.
Dinkytown has always demonstrated a changing mix of tenants and adapted to the ever changing market conditions. This historically has been demonstrated by the many businesses to occupy the area and subsequently leave, close or move to another venue. Illustrations such as horse stables, hardware stores, shoe repair, grocery stores, record stores and many others demonstrate the ever changing tenant mix. Dinkytown has had the flexibility to adapt to these changes. To envision supporting or restricting certain business activity is not necessary. The Dinkytown marketplace will be healthier by allowing the people/customers to determine the needs of the area.

The Owners Group supports the need for enhanced safety efforts. Some of the improvements should include better lighting, well designed streetscapes, etc. that better promote a welcoming and walkable community; changes in traffic calming and pedestrian safety; and, more police patrols—especially at peak times during the day/night and during special events.

Finally, while there are many items within the draft plan that are excellent recommendations and as property owners we can support—there are several very important issues that we feel strongly warrant further discussion. Since the Business District Plan is still in the drafting process, it seems essential to pause and take the time to share our concerns.

Very truly yours,

Dinkytown Property Owners Group

Steve Young
317 – 319 14th Avenue SE

Irv Hershkovitz
1412 5th Street SE
1315 4th Street SE
416 14th Avenue SE
1413 4th Street SE

Kelly Doran
Sydney Hall, Dinkydome and 412 Lofts

Tim Harmsen
320 – 322 13th Avenue SE

Clarel Corporation
318 - 326 14th Avenue SE

Rolly and Julia Reidhead
402 14th Avenue SE

Gary Eidson
1315 4th Street SE
416 14th Avenue SE
1413 4th Street SE

Paul Dzubnar
411 14th Avenue SE

Jeff Myers
1319 -1325 4th Street SE

14000 McGinty Road East
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612-701-6705 ph
rreidhead@msn.com

Reidhead Properties LLC

June 13, 2014

Ms. Haila R. Maze, AICP
Principal Planner
City of Minneapolis
105 5th Avenue South, Suite 200
Minneapolis, MN 55401

RE: Schmid Building at 400 14th Ave SE Mpls MN 55414

Dear Ms. Maze,

In regards to the above stated property we strongly disagree with your assessment that the property should be designated historic.

As you brought to light in the History and Preservation chapter of the Dinkytown Business District Plan, other than being built in the early 1900's there is no historic significance attached to the property. There is no mention of architectural significance, historical significance, ghost signage, nothing, other than the mention of three contemporary tenants. Other than the foundation and shell nothing of any significance remains of the original building. This is not a Historic building, it is an old building!!

Dinkytowns Business District is no different than any other Business District near any other campus in the U.S., constantly evolving and changing to meet the needs. While you try to decide the fate of Dinkytown and preserve its history. We feel you must be able to delineate between true historical significance and nostalgia, we do not feel you have done that. We do not feel that sit ins and riots are typically how Historical Designations are earned. We feel that your attempt at preservation, is a way to deflect the pressure of Marcy Homes and their interests away from the city and their plan stated on page 16 of the Dinkytown Business District Plan. We are of the opinion that if the same amount of energy were put into the parking problem by the city and Marcy Homes, as is being put into this ruse quite a lot could be accomplished.

Sincerely,
Roland and Julia Reidhead

Maze, Haila R.

From: Steve Young <steve@arborgroup.net>
Sent: Monday, April 21, 2014 4:22 PM
To: Maze, Haila R.
Subject: RE: Marcy Holmes/Dinkytown Plan public review - comments due by 6/2/14

Haila,

I'd like to place a couple comments into the record as a part of the public comment period for the Dinkytown Small Area Plan. The first issue is regarding the potential for creating a historical designation for Dinkytown. In my view, the sheer number of run down cinderblock buildings built in the 70's disqualify the Dinkytown District from any historical designation. That the Historical Preservation Committee believes a 1920s era generic single story brick building deserves protection is a disservice to the historically significant buildings deserving protection. I wholeheartedly disagree with any attempt to create a historical designation or conservation district for the Dinkytown Business District.

I am also opposed to the work by Creative CityMaking being included in the Small Area Plan. If it was their intent to taint the planning process with their obvious anti-development bias, then they were successful. I initially thought they were hired by the partisan Save Dinkytown group instead of the City. I'd be happy to review the video with you to illustrate my point.

Thank you for your service to the City of Minneapolis. Steve

Steve Young
Arbor Commercial Group
Office: 612-926-8000
E-Mail: Steve@ArborGroup.net

From: Maze, Haila R. [mailto:Haila.Maze@minneapolismn.gov]
Sent: Friday, April 18, 2014 5:05 PM
To: Maze, Haila R.
Subject: Marcy Holmes/Dinkytown Plan public review - comments due by 6/2/14

The Marcy Holmes Neighborhood Master Plan and the accompanying Dinkytown Business District Plan are now available for a 45 day public comment period prior to the commencement of the City's formal plan approval process through the Planning Commission and City Council.

The comment period will extend from **Friday, April 18 until Monday, June 2, 2014**. All comments received during the public comment period will be incorporated in the public record and taken into consideration in editing the final draft of the plan. As earlier versions of the plans have been available for informal review for several months, all comments that have been collected in the interim have been addressed in these drafts, and will be included in the plan's public record.

The draft plans for public review are available on the project website: http://www.minneapolismn.gov/cped/projects/dinkytownplan. Paper copies of the plans will be available at CPED offices and the Southeast Library.

In order to ensure they are included in the public record, written comments should be submitted to Haila Maze, via email or regular mail, at the contact information provided below.

There will be further information circulated regarding the approval schedule once the dates are finalized.

Haila Maze, AICP
Long Range Planning Principal Planner

City of Minneapolis – Community Planning and Economic Development
105 Fifth Avenue South – 200
Minneapolis, MN 55401-2534

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May 15, 2014

Ms Haila R. Maze

Principal Planner City of Minneapolis

City of Minneapolis

105 5th st south #200

Dear Ms Maze,

Over the past several years we have worked together on several projects and have attended many meetings , these meetings all were set up to deal with the changing and growing of Dinky town as well as the University campus area. We have witnessed the actions of a small group of residents attempt to control the growth of the area. These few owner occupants are not professional urban planners. They work to promote their agenda. The vast majority of the real stakeholders, student tenants, non –homestead property owners are rarely given any consideration. I believe the current situation has been a direct result of MHNA's unwillingness to work or cooperate with other stake holders in the area. This is common knowledge and has almost become a clique for how not to build consensus and manage growth. You know all this and have seen first-hand their way of doing things.

Now we are looking at a similar situation, the designation of Dinky town proper as historic. All the meetings I have attended the designation was down played. Anytime a student resident was asked, they always wanted new buildings and services. The owners of the affected properties unanimously rejected the historic designation. Yet the desires of a few non – property owners, non business owners, that does not allow open dialog. They are making sophisticated planning decisions. Pushing their agenda over the objections of well-educated and directly affected groups.

My wife and I own 320-322- 13th Ave; this property was built in 1910. The building was built as a duplex and then converted to a 12 room lodging house. Over the past 114 years it has been modified and changed. The exterior has been covered with vinyl siding, the front and back porches have been removed and rebuilt. The interior has had

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Bathrooms removed to add bedrooms and kitchens turned into living rooms. During our ownership we have made many improvements to make the building safer and more livable, but there is only so much that can be done. The property is landlocked with no off street parking; the building lot itself is undersized for today's standards.

The area it is in is a commercial retail district , a 114 yr. old duplex , that has been used and abused does not make a good representation for the University of Minnesota, college campus. The enclosed pictures help demonstrate how in appropriate it is for this building to be left in this location for what could be another 114 years. If this property is designated as historic few changes will be allowed to the exterior, even fewer to the interior

Here we are in a situation where a few non owners want that building to be locked in time. Never to be changed, any improvements would be difficult and costly. Redevelopment would be out of the question. Yes, I agree that there are buildings that need preservation, buildings that have character, history and give Dinky town the ambiance and vibe that we all want to keep.

320-322 13th Ave Se Minneapolis is not one of them. Please listen to the voices of the actual owners and residents of that area. The people like myself who support the area, work to provide modern safe housing. We need to look forward, not every building is historic. Dinky town has to have the ability to change with the times. To lock 320-322 13th in time in its current condition would be a huge mistake.

Sincerely

Tim & Karen Harmsen