

City of Minneapolis



GRANARY CORRIDOR STUDY

Granary Corridor Cost/Benefit Analysis

SUMMARY OF BACKGROUND INFORMATION

PREPARED FOR:



Minneapolis
City of Lakes

PREPARED BY:



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AUGUST 2012

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1. City of Minneapolis

1.1 The Minneapolis Plan for Sustainable Growth

Agencies: City of Minneapolis
Metropolitan Council
City Council

Date: October 2009

Summary: This document is the City of Minneapolis' comprehensive plan and provides the vision and framework for the City's urban renaissance and growth. The City's growth will promote economic development, strengthen the social and cultural fabric of the city, and value the natural environment and livability while creating conditions for economic opportunity for current and future generations.

Importance to Granary Road:

This document highlights Granary Road as a City road improvement priority, and discusses the road's importance to relieve congestion and provide opportunities for pedestrians and bicyclists.

Land Use:

Policies:

- Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan
- Ensure appropriate transitions between uses with different size, scale, and intensity
- Ensure development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit
- Direct new commercial and mixed use development to designated corridors and districts
- Limit new and expanded auto-oriented uses in the city
- Preserve stability and diversity of neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses

Land Use Features:

- Community corridors:
 - Support new residential development from low- to high-density and housing diversity
 - Support limited commercial uses
 - Oriented towards the pedestrian experience and residential quality of life
 - Often part of the Primary Transit Network (PTN)
 - Carry moderate volumes of traffic

- Commercial corridors:
 - Serve as boundaries connecting multiple neighborhoods and service as focal points for activity
 - Accommodate intensive commercial uses and high levels of traffic
 - Serve some light industrial and high density residential uses
 - Must balance significant vehicular through-traffic with pedestrian access to commercial property
- Neighborhood Commercial Nodes
 - Comprised of a handful of small- and medium-sized businesses focused around one intersection (typically in community corridors)
 - Nodes primarily serve the needs of the immediate surrounding area, but may also contain specialty stores that serve a regional client base
 - Oriented to pedestrian traffic, with few automobile-oriented uses
- Activity Centers
 - Support a wide range of commercial, office, and residential uses with activity throughout the day and evening
 - Accommodate entertainment uses, educational campuses, or other large-scale cultural or public facilities
 - Mix of uses within and among structures
 - Heavily oriented towards pedestrians, well-served by transit, and maintain a traditional urban form and scale
 - Need to balance benefits of Activity Centers with undesirable impacts of overflow parking, traffic impacts, and increased city services for trash removal and street cleaning
- Transit Station Areas (TSA)
 - TSAs and transitways are a component of the city's and region's PTN
 - TSAs within ½ mile of a fixed-route transit station (LRT, commuter rail, or busway)
 - TSAs are generally located on regional transitway corridors which have faster service with less frequent stops than other PTN routes
 - Encourage TSAs to be supported by high-density development
- Industrial Employment Districts
 - Protected areas intended for industrial growth and expansion without residential uses in their boundaries
- Growth Centers
 - Contain a significant concentration of employment activities
 - Employment complemented by a wide range of activities, including residential, office, retail, entertainment, and recreational uses
 - Currently four designated Growth Centers:
 - Downtown Minneapolis
 - U of MN
 - Bassett Creek Valley
 - Wells Fargo/Hospitals Area
- Major Retail Centers
 - Large concentration of retail floor space, and have at least one major chain of grocery or household goods retail, with significant public parking
 - Convenient and direct access to a major road or highway which is directly connected to the regional road network



Transportation:

Goals for 2030: Multimodal

- Transit: Light rail, rapid transit, superior bus service, and streetcars
- Healthy living: Bike trail network and bike lanes
- Healthy environment: Car-sharing, carpooling, low-emitting fuel efficient cars in City motor vehicle fleet

Multi-modalism:

- Continued growth along transportation corridors and in Growth Centers (e.g. Downtown, University of Minnesota)
- Establishing modal priorities at the system, network, and street level
- Balance the needs of all modes of transportation with land use policy – sensitivity of land use
- Coordinate with University of Minnesota, institutions, and other large-scale users to manage transportation needs
- Create a walkable and bicycle-friendly city
- Make transit more effective – frequency and reliability – through designation of PTN
- Manage the role and impact of automobiles in a multi-modal transportation system
 - Travel demand management
 - Toll facilities
 - Increase vehicle occupancy and reduce the number of single occupancy vehicles
 - Preferential and discounted parking for low-emitting fuel efficient vehicles
 - Car- and vanpooling
 - Low-emitting fuel efficient taxi services
 - Car sharing programs

Managing Freight Movement:

- Managing freight movement – maintain local and regional economy while remaining sensitive to impacts on surrounding land uses
 - Encourage consolidation of industrial land uses in Industrial Employment Districts
 - Support existing freight rail infrastructure where consistent with land use policy
 - Improve safety along viable railroad corridors
 - Maintain network of truck routes and limit truck traffic to select streets
 - Support shipping on the Mississippi River but close Upper Harbor Terminal
 - Encourage joint use of rail lines by freight and passenger rail where feasible

Managing Parking:

- Reduce car use through land use policies and parking strategies; improve multi-modalism
- Prohibit new commercial surface parking lots in Downtown
- Encourage employers to offer economic incentives that support transit use
- Proper parking fees – do not under-price



Granary Road:

- City road improvement priority
- Provide additional capacity and serve as a reliever to University Ave/4th St one-way pair, I-94, and Washington Ave
- City seeking to have western extension of Granary Rd from Oak St to 11th Ave be added to the Functional Classification Map as an A-Minor augmenter (same as eastern segment)
- Preserve ROW for Granary Road corridor trail

Housing:

- Direct new housing to locations well served by transit and close to commercial and natural amenities
- Better serve disadvantaged families through affordable housing and homeless programs

Economic Development:

- Support private sector growth
- Remove site contamination as a barrier to private investment and redevelopment
- Attract businesses investing in high job density and low impact, light industrial activity
- Attract businesses to the city through strategic infrastructure investments
- Continue to have Downtown be the economic engine and the most sustainable place for business

Public Services and Facilities:

- Coordinate facility planning among city departments and public institutions
- Support public and private institutions to provide a wide range of educational choices for students and residents
- Enhance the safety, appearance, and effectiveness of the city's infrastructure
- Improve the appearance and physical condition of private property
- Protect and improve individual, community, and environmental health

Environment:

Goal for 2030: Promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

- Integrate environmental, social, and economic goals into decision-making processes at all levels
- Protect and enhance air quality and reduce greenhouse gas emissions
- Encourage sustainable design practices in planning and construction
- Expand the use of renewable energy
- Support land use and development that reduces reliance on fossil fuels
- Encourage a healthy thriving urban tree canopy and other desirable forms of vegetation
- Be a steward of clean water by protecting and enhancing surface and groundwater systems



- Coordinate and operate waste management programs that focus on reducing, reusing, and recycling solid waste prior to disposal
- Take measures to reduce noise pollution at point and non-point sources

Open Space and Parks: See Minneapolis Park and Recreation Board summary

Heritage Preservation:

- Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city’s architecture, history, and culture
- Recognize and preserve the important influence of landscape on the cultural identity of the city
- Reduce, reuse, and recycle

1.2 Mississippi River Critical Area Plan

Agencies: City of Minneapolis
City Planning Commission
Zoning and Planning Committee
City Council

Date: June 2006

Summary: This document identifies the river corridor resources as well as identifying policies and strategies the City has adopted to protect the natural, cultural, historic, commercial, and recreational values of the river corridor. The plan intends to balance protection and utilization of river related resources. The key element in protection and utilization revolves around appropriate public management since the corridor’s most significant natural resources are under the jurisdiction of the Minneapolis Park and Recreation Board, the University of Minnesota, or the State. Regulations already in place will continue to protect bluffs, steep slopes, riverbanks, wetlands, and major vegetation while controlling flooding, erosion, and runoff and the City of Minneapolis will continue to enforce, review and revise its regulations and ordinances to ensure the preservation of the Critical Area.

Importance to Granary Road:

This document outlines the goals and strategies for the Mississippi River area, of which Granary Road may impact its transportation, industry, and future development.

Critical Area Planning Districts:

- Urban Developed District: north of 48th Ave; predominately parkland in Minneapolis
- Urban Diversified District: south of 48th Ave to Franklin Ave; a mix of industry, businesses, office buildings, housing, a barge terminal, two power plants, parks and parkways, and University of Minnesota

- Urban Open Space District: publicly-owned forested gorge with low density housing and some institutional uses set back from the bluff; includes the Lower Gorge

Appropriate Riverfront Land Uses:

- Upper River
 - Largely residential areas with parks and open space
 - Job-intensive light industries not located immediately on the riverfront may be appropriate in certain locations
- Central Riverfront
 - River corridor should be more closely linked to Downtown via extensions of the street grid and streetscape improvements to key perpendicular streets
 - Preserve St. Anthony Falls Historic District
 - Development should retain the diversity of land uses and transportation while making the riverfront accessible to the public
- Lower Gorge
 - Transportation role of the river shall be preserved in this district
 - Potential growth center for housing and public parkland

Industry along the River:

- Continue to work to reduce heavy industrial land along the riverfront
 - The University of Minnesota power plant will continue to operate along the riverfront for the foreseeable future
 - The University of Minnesota power plant is incompatible with existing and planned adjacent land uses, specifically because of its truck and rail traffic, its generation of air pollution, and its inhibition of recreational river use
- Improve the appearance of industries that remain
- Reduce the noise, vibration, air pollution, and water pollution from those that remain

Transportation Policies:

- New or modified transportation facilities shall complement the planned land and water uses and shall not stimulate development incompatible with river uses
- In planning and designing construction or reconstruction of public transportation facilities in the corridor, consideration shall be given to provision of scenic overlooks for motorists, safe pedestrian crossings and facilities along the corridor, access to the riverfront in public ownerships, and reasonable use of land between the river and transportation facility
- Minimize creating roads that would be visible from the river surface or interfere with enjoyment of the river
- Any additional river bridges should be discouraged
- Continue to improve bicyclist and pedestrian movement to and along the river
- Encourage duplicative or unneeded rail lines to be consolidated whenever possible
- Encourage the relocation of major freight shipping facilities to peripheral or arterial interchanges and highway-rail junctions to reduce conflict with other activities in the river corridor



1.3 Industrial Land Use Study and Employment Policy Plan

Agencies: City of Minneapolis
Minneapolis Planning Commission
Minneapolis City Council

Authors: Maxfield Research Inc.
SEH
Quam, Sumnicht & Associates, Inc.

Date: June 2006

Summary: This document provides policy direction for industrial land use and industrial employment in Minneapolis. A number of key findings emerged about what is happening to industrial land and jobs in Minneapolis:

Importance to Granary Road:

Granary Road will be located in the railroad trench of the industrial area in Minneapolis; therefore, it will likely impact the industrial land use and employment outlined in this document.

Industrial Employment and Minneapolis:

- The industrial sector contributes to economic diversity and property tax revenue. Industrial uses contribute a higher median tax payment per square foot than residential uses.
- While the industrial sector is important to Minneapolis, the city is losing industrial land. Employment projections show a recovery from the 2000-2004 slump, but Minneapolis is forecasted to move away from heavy industrial users toward light and medium industrial users like transportation and warehousing.
- The study puts forward a new analytical tool for the City of Minneapolis: the Industrial Scorecard. The Industrial Scorecard presents each industry's current employment, projected job growth, percentage of living wage jobs, average job density, four-year degree requirement, and estimated Metro Area demand.

Minneapolis Industrial Land and Building Supply:

- Minneapolis shows smaller building sizes, older ages, and lower market values than the Metro Area. Minneapolis has more warehouse product, lower rents, and more volatile vacancy rates than the Metro Area.
- The industrial real estate market is recovering and Minneapolis is positioned to capture demand. Site attributes still matter, brownfield redevelopment is more financially feasible, and scattered-site production is more common. Redeveloping sites as flex space would help the City capture demand.

Conclusions and Recommendations:

- The City should adopt Employment Districts. The Minneapolis Plan singles out Industrial Business Park Opportunity Areas (IBPOAs) for industrial use and jobs, but the boundaries are unclear. Employment Districts provide geographic boundaries to IBPOAs.
- Rezoning amendments for residential uses should be prohibited in Employment Districts. Residential uses and Industrial Living Overlay Districts (ILODs) clearly have a disturbing effect on the stability of industrial areas. When considering rezoning amendments on industrial sites outside of Employment Districts, the City should consider the following criteria: job impacts, tax base impacts, viability, transition costs, and adjacency to viable industrial areas.
- A series of economic development actions would foster industrial job growth and Minneapolis resident employment:
 - Increase resident employment at existing and new industrial businesses through workforce investments.
 - Improve outreach to business community.
 - Continue efforts to streamline the development process.
 - Pursue industrial redevelopment through public-private partnerships.

1.4 SEMI/Bridal Veil Area Minneapolis/Saint Paul, MN – Alternative Urban Areawide Review (AUAR): Volume 1 Executive Summary

Agencies: City of Minneapolis
Minneapolis Community Development Agency (MCDA)
Southeast Economic Development (SEED) Committee

Authors: Cunningham Group
PEER Collaborative

Date: May 2001

Resources: SEMI/Bridal Veil Refined Master Plan (2001)
SEMI Draft Commercial Land Use (2005)
SEMI Draft Industrial Land Use (2005)
SEMI Draft Park Land Use (2005)
SEMI Draft Residential Land Use (2005)

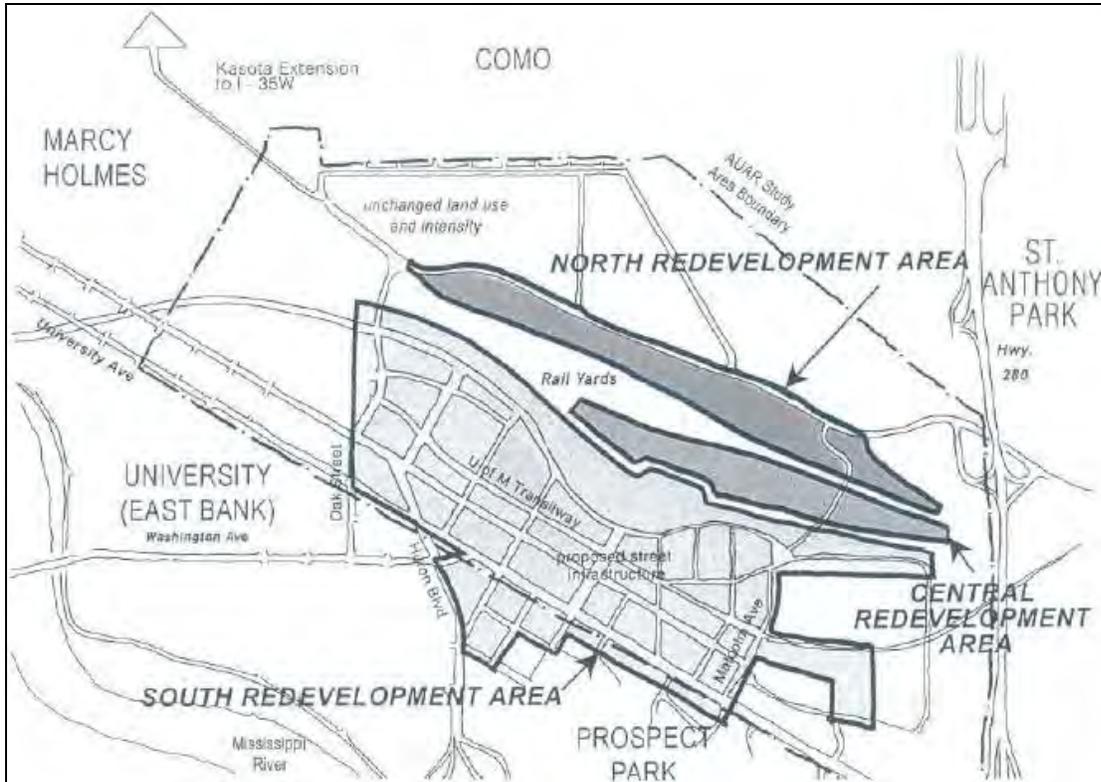
Summary: This document summarizes an environmental review of the SEMI/Bridal Veil area. The Refined Master Plan develops a comprehensive and regional stormwater management plan, differentiates size, intensity, and purpose in the use of parcels and blocks in the areas south of the yards, organizes truck traffic to better service the large industrial users in the northern areas, provides for direct traffic access to the area’s major arterials, and develops a more intense structure of buildings and uses.

Importance to Granary Road:

Granary Road will be located in, and directly impact, the SEMI/Bridal Veil area. Granary Road is highlighted in this document as an important infrastructure improvement.

Area: 700 acre tract straddling the Minneapolis/St. Paul city line and surrounded by three Minneapolis neighborhoods (Como, Prospect Park, and Marcy-Holmes), one St. Paul neighborhood (St. Anthony Park), and the University of Minnesota.

Redevelopment Areas:



Source: SEMI/Bridal Veil Refined Master Plan, page 15

The North Redevelopment Area is bound on the north by the proposed Kasota Parkway, on the west by 15th Avenue SE, on the east by TH 280, and on the south by the Burlington Northern rail yards. The South Redevelopment Area is adjacent to the University and will be bound in the future by green space.

Land Use and Zoning:

The North Redevelopment Area will be redeveloped in a manner similar to the existing conditions. Light industry and light manufacturing zone uses as defined by the Minneapolis Zoning Code are the preferred types of development for this area. The South Redevelopment Area contains a Core area as well as districts to the east and west. The Core area should be developed with concentrated, mixed-use including office, research, medium-to-high density residential and limited retail/service. Flanking the Core Area there exists opportunity for more office and research uses. Residential should only be promoted where it already exists or where it is not in conflict with other uses.

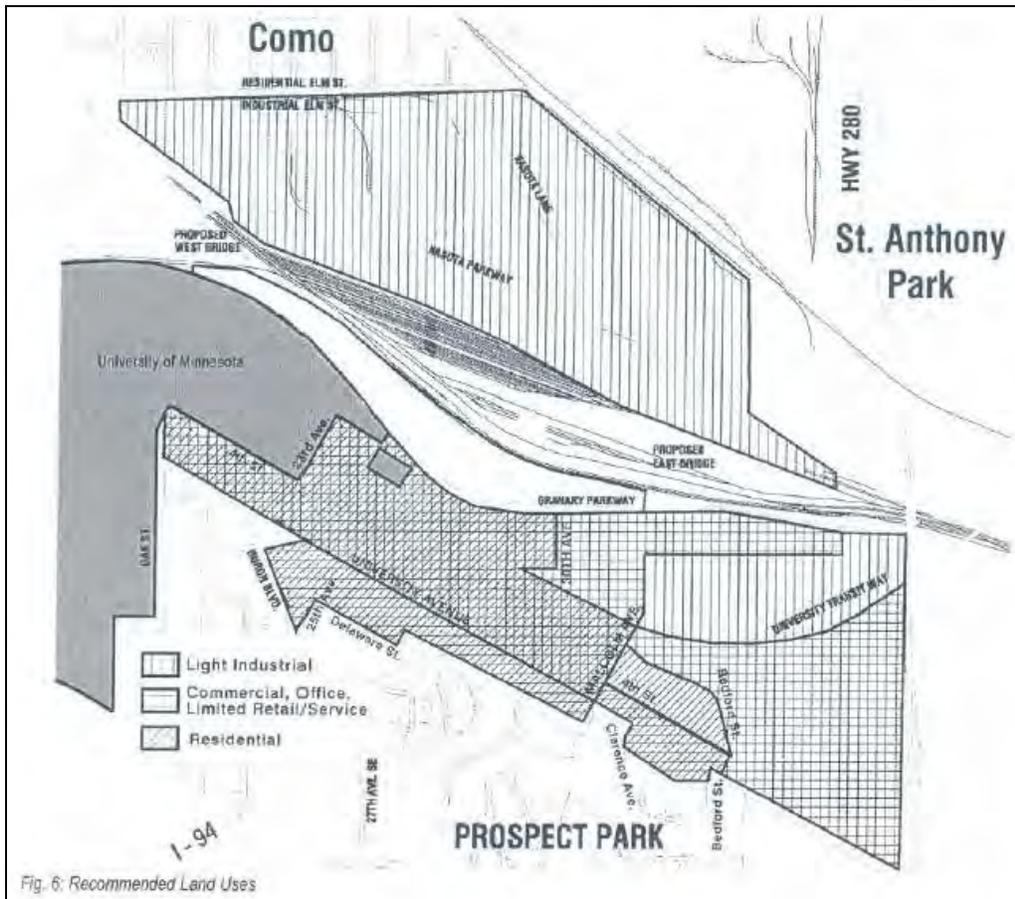


Fig. 6: Recommended Land Uses

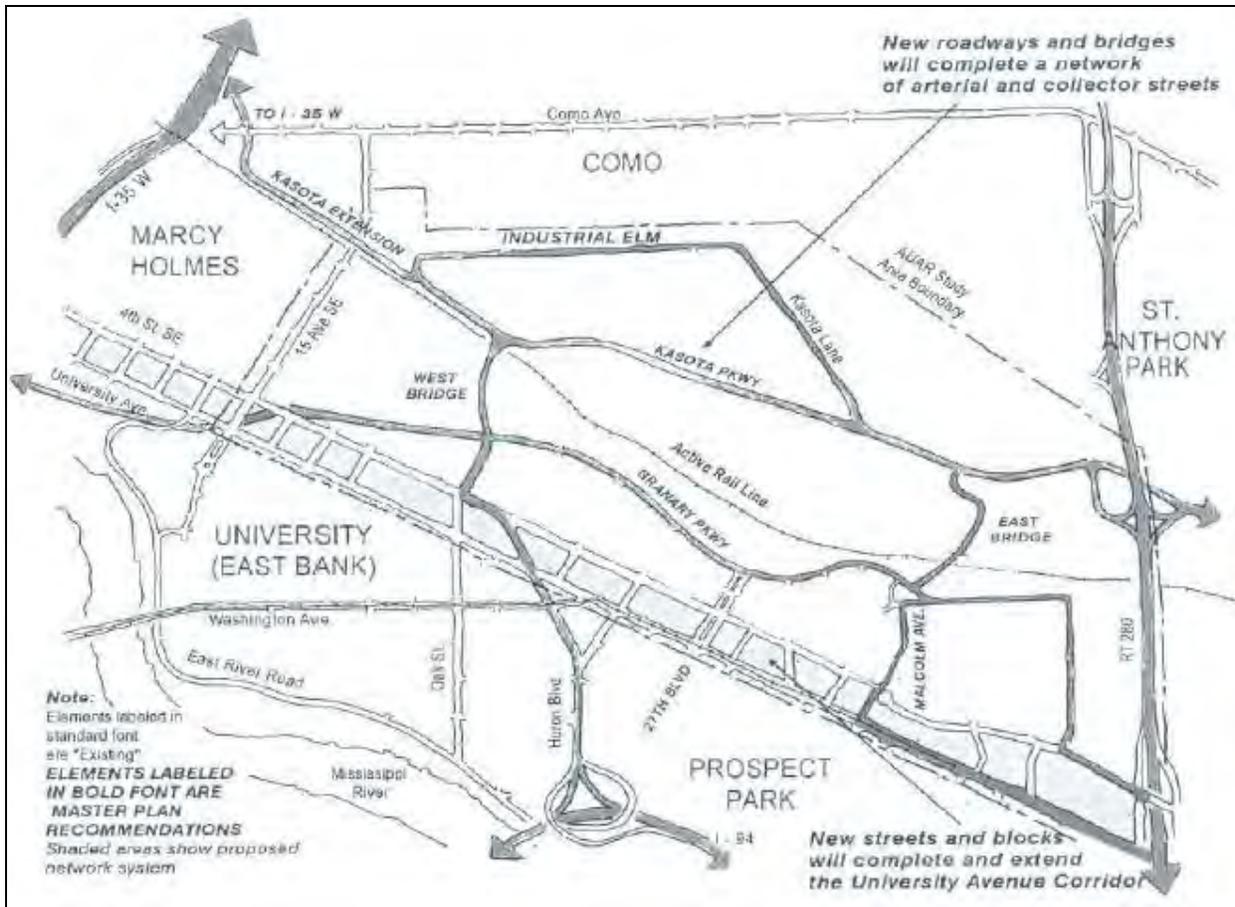
Source: SEMI/Bridal Veil Refined Master Plan, page 17

Important Infrastructure Improvements:

These infrastructure improvements will create a framework for development of the South Redevelopment Area. The new roadways will maximize access to the proposed Granary Park for the South Redevelopment Area.

- Create Granary Parkway and link it into the road connection in the Dinkytown trench. Granary Road will:
 - Complete the circulation system between the East and West Bridges and link through the Dinkytown trench to the Mississippi River, Stone Arch Bridge, 2nd Street, and Main Street
 - Permit vehicles to access I-35W via 8th Avenue SE (to go south) and 11th Avenue SE (to go north)
 - Provide relief to University Avenue between 11th Avenue and Oak Street as it will carry the local traffic to the South Redevelopment Area
 - Provide traffic calming features such as traffic circles, landscaping, bicycle lanes, separated pedestrian paths, and pavement changes at key intersections

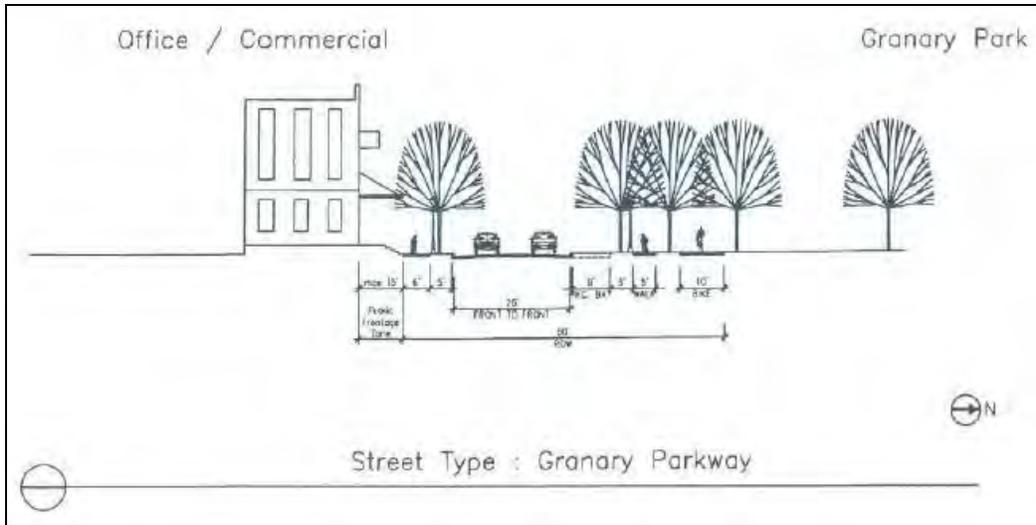
- Provide bicycle and pedestrian access to the intersection of 15th Avenue and 5th Street through a slip ramp
- Extend existing streets north of 4th Street to Granary Parkway
- Extend 27th Avenue SE north as an amenity boulevard from Prospect Park to Granary Parkway
- Extend 4th Street SE to Oak Street



Source: SEMI/Bridal Veil Refined Master Plan, page 20

Granary Parkway design features:

- Movement category: Slow
- Design speed: 25 MPH
- Curb radius: 10 feet
- Pavement width: 26 feet
- Pedestrian crossing: 8 seconds
- Parking: Parking bays, one side, short- and medium-term (i.e. not long-term parking)
- Bikes: Off-street dedicated lane in the park and off-street path east and west of park and striped lane on roadway



Source: SEMI/Bridal Veil Refined Master Plan, page 27

Green Infrastructure:

Development of a Green Infrastructure will provide a structure for stormwater management, recreational opportunities, and development amenities.

- Create a major park with ponds and recreational amenities at the natural low elevation point in SEMI
- Create a boulevard link between the new park and the Mississippi River along 27th Avenue SE
- Completion of the Grand Rounds from the Como neighborhood through SEMI to Oak Street and/or 27th Avenue SE
- Provision of several on-site stormwater management techniques such as rain gardens and biofiltration strips

Timing and Priorities:

The redevelopment of SEMI/Bridal Veil is driven principally by market forces, traffic/transportation issues, and community priorities. The following redevelopment phasing assumptions have been made:

- The redevelopment of the area north of Kasota Parkway is well underway, with remaining tasks primarily focusing on traffic (including the Grand Rounds connection) and green space issues
- The sequence of redevelopment activity will occur next to the south of the rail yards and north of University Avenue (South Redevelopment Area)
- Following the South Redevelopment Area will be an area of rail yards currently owned by UP to the south of Kasota Parkway (North Redevelopment Area)
- The long term may hold redevelopment potential for areas of the current BNSF railyard

The following diagram lists the major road infrastructure improvements needed to address existing traffic problems, to facilitate future development, and to deal with distribution of traffic created by future redevelopment. The diagram lists the key projects in approximate rank-order of priority.

	Addresses Existing Problems	Access to Redevelopment Parcels	Required for Distribution of Future Traffic
Central Granary parkway (25 th to Oak)		X	X
Kasota Parkway (E/W road)	X	X	X
Elm Residential/ Industrial	X		
Granary Parkway (east of 25 th)		X	X
Granary Parkway (west of Oak; aka Dinkytown)	X	X	X
West Bridge	X		X
East Bridge	X		X
Kasota Expansion to I-35W	X		X

The “trigger” for the extension of Granary Parkway west of Oak Street (aka Dinkytown Road) will be when traffic volumes become excessive and intersection LOS become problematic (LOS F during peak periods) on 4th Street SE and University Avenue SE between Oak Street and 11th Avenue SE.

Stormwater Impact Summary:

- Untreated sanitary sewer overflow into the Mississippi River via existing combined sewers will be eliminated by new storm sewer main service to the North Redevelopment Area
- 25.72 acres of new impervious surface in the North Redevelopment Area will produce a Water Quality Volume (WQV) of 129,030 ft³. Of this 46,321 ft³ will be infiltrated in biofiltration swales, 75,222 ft³ will be infiltrated in rain gardens, and 7,487 ft³ will flow to West Granary Pond for treatment.
- 59.82 acres of new impervious surface in the South Redevelopment Area will produce a WQV of 310,443 ft³. Of this 26,140 ft³ will be infiltrated in new urban linear wetlands and 284,302 ft³ will flow to West Granary Pond for treatment.

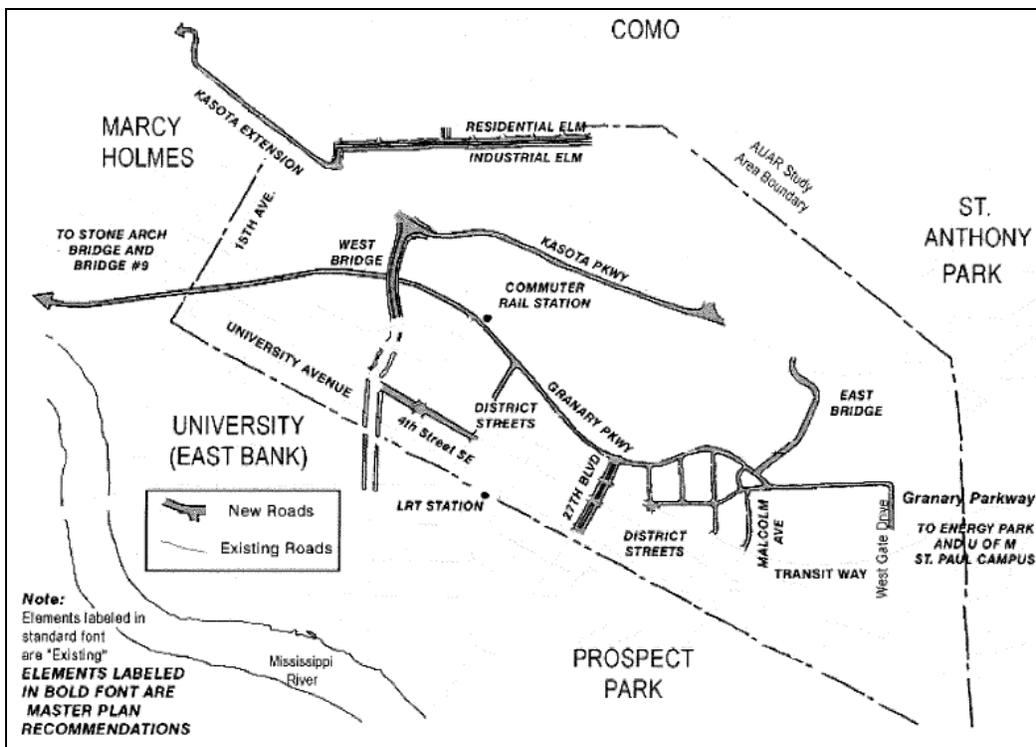
Traffic/Transportation and Mitigation Plan:

Objectives:

- Provide a circulation system that links on-site uses to minimize use of the existing street system
- Provide a circulation system that conveniently channels site-generated traffic to specific access points with the existing street system
- Provide convenient and efficient access to the regional highway system
- Facilitate use of alternative transportation modes such as bus, bicycle, and pedestrian and potential future LRT and commuter rail
- Minimize traffic impacts to residential areas that are adjacent to or otherwise neighbor the SEMI site

The following elements were included to help meet these objectives:

- West Bridge and East Bridge to connect the site’s North, Central, and South Redevelopment Areas and provide grade-separated crossings over existing railroad tracks
- West Bridge connection to Kasota Avenue Extension which links the site to the 15th Avenue railroad overpass to provide access between the site and a future I-35W interchange
- East Bridge connection to Kasota Avenue to provide an alternative access route between the site and TH 280 and I-94, that will not increase traffic volumes and turning movements at intersections formed by University, Franklin, and Cromwell Avenues and Eustis Street.
- Granary Parkway to provide east/west circulation across the site and a grade-separated link (via the Dinkytown Road) between the site and I-35W ramps on 4th Street and University Avenue
- The western segment of Granary Parkway (between 11th Avenue SE and Oak Street) to provide a bicycle path between the site and Main Street in Historic St. Anthony
- Potential future LRT and commuter rail alignments and a linkage between the commuter rail station on Granary Parkway and LRT station on University Avenue



Source: SEMI/Bridal Veil AUAR Volume 1 Executive Summary, page 37

- A grid street pattern in the South Redevelopment Area to facilitate orderly on-site traffic circulation



Transportation and Traffic Analysis:

The AUAR analyzed transportation and traffic conditions for five scenarios: 1) existing conditions, 2) forecast 2021 No Build alternative, and 3) three forecast 2021 build alternatives. The three build alternatives represented varying levels of development/redevelopment intensity: low-intensity, medium-intensity, and high-intensity build alternatives. Thirty-eight intersections were included in the analysis (28 in Minneapolis and 10 in St. Paul), of which all but four currently operate at acceptable LOS (LOS D or better). The four intersections with unacceptable LOS are:

- University Avenue/Eustis Street
- Franklin Avenue/Eustis Street
- University Avenue/Cromwell Avenue
- Franklin Avenue/Cromwell Avenue

The capacity issues at this system of intersections stem from three factors: 1) the overall volume of approaching traffic during the PM peak hours, 2) the presence of southbound, left-turning trucks approaching the Franklin Avenue/Eustis Street intersection, and 3) inadequate storage capacity for left-turning vehicles approaching the Franklin Avenue/Eustis Street intersection. These same conditions are forecast to occur under each of the build alternatives. Because right-of-way is not available, cost effective mitigation measures are limited. One mitigation measure would require reconstruction of the ramps between southbound TH 280 and eastbound and westbound I-94. With the ramps reconstructed, vehicles destined to eastbound I-94 from Eustis Street would no longer turn left onto Franklin Avenue before accessing the eastbound I-94 entrance ramp. Instead they access the entrance ramp after passing through the intersection of Eustis Street/Franklin Avenue.

The mitigation measure that was acceptable for analysis in the AUAR was construction of the East Bridge, which would allow on-site vehicles to access southbound TH 280 and westbound and eastbound I-94 from Kasota Avenue.

Further evaluations of the build alternatives showed that the increase in traffic that is due to the site development/redevelopment activities, additional lanes will need to be constructed at some existing intersections to ensure acceptable LOS. These are outlined below:

- Low-intensity build alternative
 - University Avenue/27th Avenue
 - University Avenue/Malcolm Avenue
- Mid-intensity build alternative
 - University Avenue/27th Avenue
 - University Avenue/Malcolm Avenue
- High-intensity build alternative
 - University Avenue/27th Avenue
 - University Avenue/Malcolm Avenue
 - Hennepin Avenue/Johnson Street (to northbound I-35W)

The mitigations identified for these intersections are as followed:

- University Avenue/27th Avenue (all build alternatives): Reconstruct the southbound approach to the intersection to provide one shared left-turn/through lane and one exclusive right-turn lane
- University Avenue/Malcolm Avenue (all build alternatives): Reconstruct the southbound approach to the intersection to provide two exclusive left-turn lanes and one shared through/right-turn lane
- Hennepin Avenue/Johnson Street (high-intensity build alternative only): Reconstruct the eastbound approach to the intersection to provide an exclusive left-turn lane

Traffic-Related Air Quality

According to the MN Pollution Control Agency, vehicle-produced carbon monoxide is considered to be an issue when intersections operate at LOS D, E, or F. The intersection analysis above found that each of the 38 intersections is forecast to operate at LOS A, B, C, or D.

Traffic-Related Noise Pollution

A noise study was conducted using the MINNOISE noise prediction computer program. This program was developed by MnDOT by modifying STAMINA 2.0, the FHWA's noise prediction model, to more accurately represent MN's noise emission factors. The study showed that implementing any of the three build alternatives will not result in perceptible noise level increases within the study area. However, efforts should be made to mitigate what can be accurately be called "an existing noise problem that will worsen under the No-Build alternative and, depending on location, will slightly improve or slightly worsen under the build alternatives." Mitigation measures could include the following:

- Constructing barriers between the redevelopment site and neighboring residential land use, including but not limited to:
 - Sound walls
 - Buildings
 - Berms
 - Tree rows
 - Shrubs
- Soft ground cover can be used to absorb noise that will be generated by the building alternatives
- Fencing can be constructed along the property edges and 3-foot high, jersey-style barriers can be constructed along the outside edge of the proposed Kasota Extension, which would consist of a road that would be constructed alongside the train tracks.

Transit Services and Facilities

A transit hub was included in the analysis. The transit hub would be located at the intersection of Eustis St and Franklin Ave in St. Paul and could serve up to 27 buses during a 1.5 hour peak period.



Contaminated Properties and Mitigation Plan:

An inventory performed as part of the AUAR identified 55 on-site and 26 off-site listings of contaminated sites in the SEMI/Bridal Veil area where environmental impacts may require mitigation in conjunction with redevelopment. File reviews at the MPCA (MN Pollution Control Agency) show that some of these sites have been extensively investigated and remediated while many others will require considerable future environmental mitigation.

South Redevelopment Area (SRA)

Future redevelopment of the SRA in SEMI/Bridal Veil will encounter some contaminated soil and groundwater from historical land uses that must be properly managed on-site or removed for proper off-site disposal. Based on the available environmental information, the cost for the required environmental actions on most of the parcels in the SRA is estimated to be less than or equal to \$1/ft² of land area.

Some of the existing structures have other environmental concerns that must be addressed related to redevelopment. In particular, some of the structures may contain hazardous building materials, primarily asbestos-containing materials. This includes some of the existing grain elevators along the northern edge of the SRA. Some of the existing structures may also have petroleum or chemical storage tanks or other stores of chemicals that must be addressed prior to demolition or renovation.

North Redevelopment Area (NRA)

More distant future phases of NRA redevelopment will involve some parcels with potentially significant environmental issues due to intensive industrial use and some significant documented environmental releases. It is likely that more of the parcels in these future phases will be contaminated than the parcels in the SRA. With the limited environmental information to date, up to \$2/ft² of land area should be budgeted to address soil and ground water contamination and a like amount to address hazardous building materials.

1.5 Analysis of Rail Operations in the Granary Road Corridor – Minneapolis, Minnesota

Agencies:	City of Minneapolis
Authors:	Bolton & Menk, Inc. Amfahr Consulting
Date:	June 2010
Resources:	SEMI/Bridal Veil AUAR Volume 1 Executive Summary (2001) SEMI/Bridal Veil Refined Master Plan (2001)
Summary:	This document provides a detailed review of railroad and related business operations in and along the Granary Corridor.

Importance to Granary Road:

This document outlines the effect Granary Road will have on rail operations in Minneapolis.

Objectives:

- Study rail operations along Granary Road Corridor between I-35W and the east city limit including the Burlington Northern Santa Fe (BNSF), Union Pacific (UP), Minnesota Commercial (MNNR), and the businesses being served by rail
- Provide detailed descriptions of rail operation including examination of track activity, leases, and operating agreements
- Advise City regarding potential impacts of Granary Road on rail operations

Existing Facilities and Impact of Granary Road Corridor (GR):

- Lower D Yard
 - Location: Directly east of I-35W and south of University Ave
 - Ownership: BNSF owns property; MNNR owns and maintains track
 - Present use: Support activities of Rescar – a private company that provides railcar maintenance and repair services
 - Impact of GR: Most potential alignments would make it impractical to continue rail activities at the yard in the future – any reduction in the size of the yard could constrain rail operations to the point of becoming impractical
- University of Minnesota SE Steam Plant Trackage
 - Location: East of Lower D Yard and south of University Ave
 - Ownership: Portions of property owned by BNSF and University of Minnesota; portions of track owned/maintained by MNNR and University of Minnesota
 - Present use: Generates electricity and produces steam for University buildings. Currently burns coal and biomass but also has the capability to burn fuels such as natural gas and fuel oil. Coal and biomass are currently transported by rail and truck.
 - Impact of GR: No foreseeable direct conflict between the Steam Plant’s rail unloading operation and the proposed GR alignment. Potential complications related to access roads, bike paths, and other improvements, other than those associated with GR.
- Upper D Yard
 - Location: East of 14th Avenue and just north of 4th Street
 - Ownership: BNSF owns property; MNNR owns and maintains track
 - Present use: Support rail-truck transload operations. One track used by Rescar and two tracks leased to companies that transfer and distribute plastic pellets.
 - Impact of GR: Impact depends on chosen GR alignment. Several proposed alignments would allow Upper D Yard to continue with current operation – the least disruptive are those that route GR along the southern edge of the yard. Efficient yard operations require vehicle access from both ends (east and west). If a GR alignment is chosen that materially reduces the size of the

yard or restricts truck access in some way, it would then likely be necessary to relocate all or part of Upper D Yard’s activities to another site.

- **BN SE Minneapolis Transload – also known as the “Peavey Elevator Stub”**
 - **Location:** West of 27th Avenue, north of 4th Street, and northwest of Whitebox Elevator
 - **Ownership:** BNSF owns property; MNNR may lease the track – unknown
 - **Present use:** Support the rail-truck transload activities of a company that handles plastic pellets
 - **Impact of GR:** The preferred alignment for GR along the southern edge of the BN SE Minneapolis Transload site has no direct impact upon the property. Any impacts would be a result of limitations for truck movements needing to reach the facility (both east and west ends of site).

- **Whitebox Elevator**
 - **Location:** East of BN and UP SE Minneapolis Transload sites
 - **Ownership:** Whitebox Comm. Holding Corp. owns elevator; Union Pacific (MNNR lease) owns east end tracks; Whitebox Comm. Holding Corp. owns remainder of elevator trackage
 - **Present use:** Storage facility for barley on behalf of Anheuser-Busch. During excessive demand of track use, MNNR stores overflow cars on the UP SE Minneapolis Transload site.
 - **Impact of GR:** The preferred alignment for GR along the southern edge of the Whitebox Elevator site has no direct impact upon the property – assuming proposed stormwater ponds would not encroach upon existing railcar holding tracks or access roads. However, the proposed GR alignment would likely eliminate the tracks that make up the UP SE Minneapolis Transload facility that are presently used to store overflow cars for Whitebox – would need a new storage location.

- **UP SE Minneapolis Transload**
 - **Location:** East of 25th Avenue between the Whitebox Elevator and the University of Minnesota Transitway
 - **Ownership:** BNSF, UP and others own property; MNNR leases and operates facility
 - **Present use:** Several customers – several tracks used to conduct transload operations (transloading, holding, and staging railcars) and a significant portion of property used for parking/staging of shipping containers
 - **Impact of GR:** The current, preferred GR alignment would make it very difficult to continue operation of the transload in its present location in the future

Other Issues Related to Granary Road Corridor:

- **Extension of bike trail in the immediate vicinity of the Steam Plant**
 - Potential for at-grade crossing of path and active railroad tracks
 - Safety concerns with increased truck traffic in the area if rail supply of fuel is not used (four trucks are necessary to replace each railcar)
- **Granary Road/rail crossing**
 - Potential at-grade crossing may be impacted if Steam Plant receives fuel by rail

- Potential grade-separated crossing:
 - Expensive
 - Safety risks such as visibility or icing conditions
 - Sight and noise issues

1.6 Granary Road Federal Funding STP Application

Agencies: City of Minneapolis
Date: June 2009
Resources: SEMI/Bridal Veil Refined Master Plan (2001)
 Request for City Council Committee Action – 2009 SAFETEA LU Submission
 City of Minneapolis 5-year Capital Improvement Program

Summary: This document is a PDF of the application for STP funding for the second phase of the Granary Road Corridor project from 25th Avenue to 17th Avenue.

- Functional class of road: “A” Minor Augmenter
- Road system: MSAS
- Location: From 17th Avenue SE to 25th Avenue SE
- Funding request: \$7 million in STP funds of a total \$9 million (City of Minneapolis responsible for \$2 million or 22.22% of the total project cost)

Importance to Granary Road:

This document outlines the impacts of Granary Road in an application for funding.

Conclusions:

Crash reduction: Granary Road is anticipated to result in a reduction of 10 crashes per year for the area or 30 crashes over 3 years

Air quality: Granary Road is anticipated to reduce total emissions by 360 kg/day

Congestion reduction: Granary Road will provide congestion relief to University Avenue, 4th Street, and I-94

Cost effectiveness: Total project cost/crashes reduced = \$300,000 per crash reduced

Air quality: The cost effectiveness of this project is \$25,084/kg/day

Congestion reduction: Cost = \$8,333 per increase in vehicle throughput

1.7 2010 Capital Bonding Request Granary Rd

Agencies: City of Minneapolis
Date: June 2009

Summary: This document summarizes the project cost and requests for states funds for Granary Road.

Importance to Granary Road:

This document outlines the costs of Granary Road in a request for funding.

Conclusions:

Project cost and request for funding:

- Total project cost: \$43,700,000
- Request for State Funds in 2010: \$5,565,000
- Request for State Funds in 2012: \$5,565,000
- Request for State Funds in 2014: \$3,750,000
- Non-State Funds Contributed to Project thru 2009: \$4,910,000 City Sources

Total project costs:

	Phase 1	Phase 2	Phase 3
Land Acquisition	\$4,700,000	\$8,850,000	\$6,130,000
Pre-Design	\$150,000	\$350,000	\$300,000
Design	\$650,000	\$1,400,000	\$1,200,000
Construction	\$3,720,000	\$8,750,000	\$7,500,000
Total	\$9,220,000	\$19,350,000	\$15,130,000
Grand Total	\$43,700,000		

Project schedule:

- 2010-2011: Granary Road Phase 1 (25th Avenue SE to City Limits)
- 2012-2013: Granary Road Phase 2 (25th Avenue SE to 17th Avenue SE)
- 2014-2015: Granary Road Phase 3 (17th Avenue SE to 11th Avenue SE)

1.8 East River Parkway Extension – Concept Study

- Agencies:** City of Minneapolis Public Works Department
University of Minnesota
City of Minneapolis Planning Department
City of Minneapolis Parks & Recreation Board
City of Minneapolis Community Development Agency
- Date:** April 1999
- Resources:** East River Parkway Extension Concept Study – PowerPoint
East River Parkway – Bob Carlson Fax
East River Parkway – Memorandum of Understanding
East River Parkway – U of MN Correspondence to Bob Carlson
East River Parkway – Memorandum of Layout Approval
East River Parkway – Petition
East River Parkway Plan Sheets and Cross Sections
East River Parkway/Main Street Extension Summary
East River Parkway Preliminary Cost Estimate Summary
Street Vacation and Development Agreement By and Between City of Minneapolis and Minneapolis Stone Arch Partners, LLC
- Summary:** Presented five alignments with advantages and disadvantages of each. Estimated cost for each alignment and provided potential funding sources.

Importance to Granary Road:

The East River Parkway extension would directly impact Granary Road and its potential westernmost connection to the U of MN area.

Vision:

- Provide a connection from Main Street SE at 6th Avenue SE to East River Parkway
- Facilitate vehicular, pedestrian, and bicycle traffic
- Locate roadway and pedestrian/bicycle paths as close to the River as possible

Recommendations:

- Alignment Option 2A
 - Continuous full-service parkway connection between Main Street at 6th Avenue SE and East River Road/Pillsbury Drive
 - 2-lanes each for vehicular, bicycle, and pedestrian traffic
 - Bridge structure with East River Road/Pillsbury Drive
 - Accommodates potential Dinkytown Bypass and rail service for University of Minnesota's coal transfer facility

1.9 Westgate Station Area Plan

Agencies: City of St. Paul
Authors: Urban Strategies, Inc.
 Colliers
Date: October 2008

Summary: The document outlines the future of the Westgate Station Area with respect to the Central Corridor.

Importance to Granary Road:

The Westgate Station Area may affect the location of a Granary Road connection to the TH 280 area.

Area: The Westgate Station Area in St. Paul is bounded by TH 280 to the east, I-94 to the south, City of Minneapolis to the west, and the University of Minnesota Transitway to the north.

Key Features:

- Current Westgate Station Area:
 - Functions as a mixed-use area with employment, residential, commercial, and industrial uses
 - Offers a strong transit ridership base
 - Gateway into St. Paul
- Future Westgate Station Area:
 - Westgate LRT Platform: split side platform centered on the intersection of University Avenue and Berry Street
 - Market Forecasts: strong employment center and emerging residential area
 - Priority Investments to improve public spaces and pedestrian environment
 - Streetscaping
 - Passive and active park spaces
 - Public art opportunities
 - Policy Directions
 - Create an employment hub in St. Paul
 - Develop parking solutions for large employment uses
 - New residential development – mixed-use urban village to integrate/transition between employment areas and residential areas
 - Transportation
 - Improved pedestrian and bicyclist connections from the adjacent neighborhoods and broader region to the Westgate Station Area
 - Improved bus service
 - Improved freeway crossings

1.10 University Avenue SE / 29th Avenue SE Transit Corridor Development Objectives

Agencies: Hennepin County Department of Transit and Community Works
Minneapolis Community Planning and Economic Development

Authors: SEH
Cornejo Consulting

Date: April 2005

Summary: This document outlines development objectives for the University Avenue SE and 29th Avenue SE Transit Corridor. The objectives formulate a baseline set of criteria by which current and future development activities in the corridor should be directed and implemented. The area includes a ½ mile radius around the intersection.

Importance to Granary Road:

Granary Road's connections to the streets around University Avenue will impact the area's future transit and corridor development highlighted in this document.

Conclusions:

- Density, diversity, and design are needed for transit-oriented and supportive development to work
 - High density residential and commercial
 - Mixed use and parking management
 - Clear design guidelines
 - Principles for Transit-supportive Development:
 - Use transit as a catalyst
 - Promote partnerships to create development synergies
 - Promote mixed uses to create economic spin-off
 - Leverage positive relationships
 - Foster a mature, diverse neighborhood with expanded housing choices
 - Create a pedestrian-scale neighborhood with special places and buildings
 - Respect the natural environment
 - Promote locational advantages
 - Provide public sector incentives and flexibility in regulation and review
 - Think, plan, and act with a future orientation
-

2. University of Minnesota

2.1 Multimodal Traffic Study of Stadium Village Intermodal Transportation Center – 15th Avenue SE Urban Design Plan

Agencies: University of Minnesota
Date: March 2010
Resources: Event departure TMC data (vehicle and pedestrian) for a sold-out University of Minnesota football game
Event departure traffic signal timing plan

Summary: Document summarizes a traffic study for the effects of CCLRT, existing U of MN Transitway, potential ground-level bus facility, and a parking facility.

Importance to Granary Road:

Granary Road's connections to the streets around U of MN will impact the traffic operations summarized in this document.

Conclusions:

- Existing event departure conditions operate at LOS E
- Parking structure should accommodate 1,300-1,350 vehicles with the construction of Granary Rd
- Granary Road would provide an additional exit option leaving the parking facility and the immediate event area. Granary Road would receive an estimated 100-150 veh/hour for event departures.
- Sixth Street would receive an estimated 200 veh/hour
- Granary Road is planned to be completed in the following phases:
 - Year 2011: construction of Granary Road from 25th Avenue to the eastern city limits
 - Year 2013/14: likely the construction from 25th Avenue to 17th Avenue (strong STP funding candidate)
 - Long-term: potential connection of a fly-over bridge connecting north of the railroad tracks to 25th Avenue. Any additional vehicles using this connection during event game days would reduce the ability to accommodate the event traffic.



2.2 University of Minnesota Twin Cities Campus Master Plan

Agencies: University of Minnesota Board of Regents
Date: March 2009
Resources: 1996 Master Plan
Strategic Positioning Report, 2007

Summary: Document establishes a framework for guiding the evolution of the campus environment to support the academic mission. It sets the vision for the future, building upon the existing physical attributes, including natural features, open spaces, existing buildings and infrastructure, land use relationships, and the network for movement to, from, and around the campus.

Importance to Granary Road:

Granary Road will impact the U of MN area; specifically access to campus, integration of campus with the stadium area, integration of the stadium area with the surrounding community, and increase opportunities for pedestrians and bicyclists.

Master Plan Guiding Principles:

- Cultivate a genuine sense of community and strengthen connections to adjacent communities
- Create a cohesive, memorable system of public spaces
- Provide a compatible and distinctive built environment
- Steward historic buildings and landscapes
- Foster a safe, secure, and accessible campus environment
- Preserve and enhance natural systems and features
- Integrate transportation systems to emphasize pedestrians, bicycles, and transit
 - Prioritize pedestrian movement over other modes whenever feasible
 - Vehicle-free zones
 - Extend existing network of weather protected environments
 - Provide a barrier-free, safe, and accessible pedestrian experience
 - Meet ADA requirements for pedestrian facility improvements
 - Design and build signature streets that reinforce campus identity for all modes of travel
 - Invest in streetscapes on signature streets that create meeting places, with spacious sidewalks, trees where feasible, and attractive street furniture to foster interaction between people
 - Discourage through traffic on local campus streets using techniques that limit speed
 - Encourage agencies to construct bypass routes to reduce congestion resulting from non-university destined trips
 - Enhance wayfinding and orientation for all modes of travel
 - Develop unified signage and orientation tools designed for each mode of travel
 - Deploy digital and wireless technology when practical
 - Require legible, safe, and welcoming pedestrian connections from public parking sites to centers of campus

- Designate gateway locations and make them readily identifiable
- Accommodate bicycles in on-street lanes at critical locations
- Design other streets and paths so that bicycles share space and circulate safely alongside pedestrians or vehicles
- Maintain high frequency, easily accessible transit service to link all campus districts and connect the St. Paul and Minneapolis campuses
 - Coordinate route and schedule synchronization of intra-campus service with regional transit service providers
 - Promote use of regional transit services by offering incentives and low-cost fares
- Limit vehicular access in the core of campus to service, lading, or short-term access to buildings
- Build or retrofit centralized building service and loading facilities whenever possible
- Optimize the use of campus land and facilities and apply best practices
- Utilize the campus as a living laboratory to advance the University's mission
- Make the campus environmentally and operationally sustainable

Primary transportation challenges:

- Vehicle congestion stemming from competition for street space and movement
- Managing conflicts between different modes of travel, such as pedestrians and cyclists
- Construction and maintenance of important connecting segments in all circulation networks

Parking:

- Promote existing park-and-ride lots and expand park-and-ride service to primary campus destinations
- Locate parking structures in proximity to arterial streets to minimize conflicts with pedestrian or bicyclist travel
- Maintain a limited supply of conveniently located short-term parking within a 10 minute walking distance of academic and administrative buildings

Granary Road:

- Route will provide access to the district while offering an alternative to travel on University Avenue and 4th Street
- Segment of Grand Rounds parkway and trail system will connect to the University
- Important for athletics and recreation district to integrate with other campus areas
- Route will increase the visibility of athletics and recreation district to the public. Crossings of future Granary Rd at key locations, such as 17th Avenue, will be pursued to better connect existing athletic facilities north of the rail corridor to campus.

3. University District Alliance

3.1 The Alliance: A University District Partnership – 2007-2009 Progress Report

Author: Cornejo Consulting
Date: February 2009
Resources: U of MN Minneapolis Area Neighborhood Impact Report (2008)
Area Plans in the University District
The Big Picture: Trends and Influences in the Area PowerPoint (2008)
Developing a Vision for the University District
University District: What Would Success Look Like?

Summary: This report summarizes the actions the University District Alliance has taken from 2007 to 2009 and addresses future steps and recommendations. The University District Alliance was formed in November 2007 from the request of the Neighborhood Impact Report.

Importance to Granary Road:

The University District Alliance is invested in the residential and commercial community of the U of MN area. Granary Road will impact this community through connections to existing roadways.

Alliance Initiatives:

- Developing coordinated approaches to plan for off-campus student housing
- New partnerships with Augsburg College, Fairview Health System, and community organizations to improve safety and public spaces in the West Bank/Cedar Riverside neighborhood
- Preserving and increasing home ownership
- Creation of “Live Near Your Work” website and marking campaign
- Student welcome packet and campaign to provide students with information and resources about neighborhoods
- Student neighborhood liaisons
- Property maintenance, standards, and regulation initiative
- West Bank small business fellows program with University of Minnesota’s Carlson School of Management
- Learning resources directory for children and adults in the University District
- University District Master Plan
- Capital and human investment
- Receive the requested \$8.3 million in funding from the Legislature to support achievement of these goals



3.2 Moving Forward Together: U of MN Minneapolis Area Neighborhood Impact Report

Agencies: Minnesota State Legislature – Governor Tim Pawlenty
University of Minnesota
City of Minneapolis
Stadium Area Advisory Group (SAAG)

Author: Cornejo Consulting

Date: August 2008

Resources: Area Plans in the University District
The Big Picture: Trends and Influences in the Area PowerPoint (2008)
Developing a Vision for the University District
University District: What Would Success Look Like?

Summary: This report is a collaborative action of the University of Minnesota and neighborhood and commercial districts to provide an urban policy perspective that will enable the University of Minnesota to become one of the top three public research universities in the world and the surrounding area to become a strong revitalized community.

Importance to Granary Road:

Granary Road's connections to the streets around the U of MN will impact the area's future neighborhoods, traffic, and development highlighted in this document.

Vision:

The communities adjacent to campus will be vital, safe, and attractive places where current and future residents will want to invest their time, talents, and resources for the long term. Together, the campus and neighboring communities will be an environment rich in culture, creativity, community, and human capital and will be a premier asset to the cities and the region of which they are a part. The University, the City, and the community organizations will have a partnership to achieve and maintain this vision.

Findings:

- University of Minnesota campus is a unique asset to the state, City, and adjacent neighborhoods.
 - 50,000 students, 16,300 employees, hundreds of millions of dollars in employee compensation
 - In 2006, University of Minnesota attracted \$576 million for research sponsored by the federal government and private sector sources, most of that research being carried out on campus
 - University of Minnesota and adjacent neighborhoods are inextricably linked
- University of Minnesota's size puts demands on the urban character, systems, and infrastructure of the adjacent communities.
 - Housing market
 - A growing imbalance in neighborhood demographics

- Homeowner flight
- Blighted rental properties
- Rising rates of violent crime
- Transportation/traffic/parking issues

Recommendations:

- Declare a University Community Partnership District
 - A district of special interest that includes the neighborhoods of Cedar-Riverside, Marcy-Holmes, South East Como, Prospect Park, and University of Minnesota
 - Create an alliance (form and legal status to be determined) governed by representatives from University of Minnesota, the City, the neighborhoods, and others that plans, manages programs, and initiates projects
 - District is to be the subject of joint efforts to preserve and maintain a vital, safe, and attractive community that will be a premier destination and choice of a place to live, learn, and work
- Continue the City and University initiatives already underway
- Initiate organizational steps to create a new alliance that brings together the University, the City, and the neighborhoods and empowers them to act collaboratively. Provide start-up funds (\$500,000) to begin the work immediately.
- Take immediate action on first priority initiatives (Phase I) needed to reverse the neighborhood decline. Provide an initial capital grant (\$5 million) to begin this work in 2007.
- Capitalize an endowment to provide sustained funding for alliance activities, including development of a long-term plan (\$20 million)
- Provide additional endowment funds (\$5 million), to be matched by alliance fund-raising, to implement Phase II projects arising out of long-term plan.

Transportation Goals and Needs:

- Expanded and well-connected transit, especially light rail, is critical
- Need transit connections to both downtowns, University and Hiawatha Avenues, state capitol, Northstar commuter line, major sports and entertainment venues, and the airport
- Need to address traffic and parking pressures
- Pedestrian and bicycle use need to function more effectively as alternatives to car usage
- Need to improve streetscapes
- Gateways need to be created
- Need to establish wayfinding measures



3.3 Toward an Urban Design Framework for the University District

Agencies: Metropolitan Design Center – College of Design – University of Minnesota

Summary: This document provides general background concepts for the Granary Road Corridor. These concepts include geophysical conditions, ecological conditions, neighborhood mapping, urban conflicts, and sustainability.

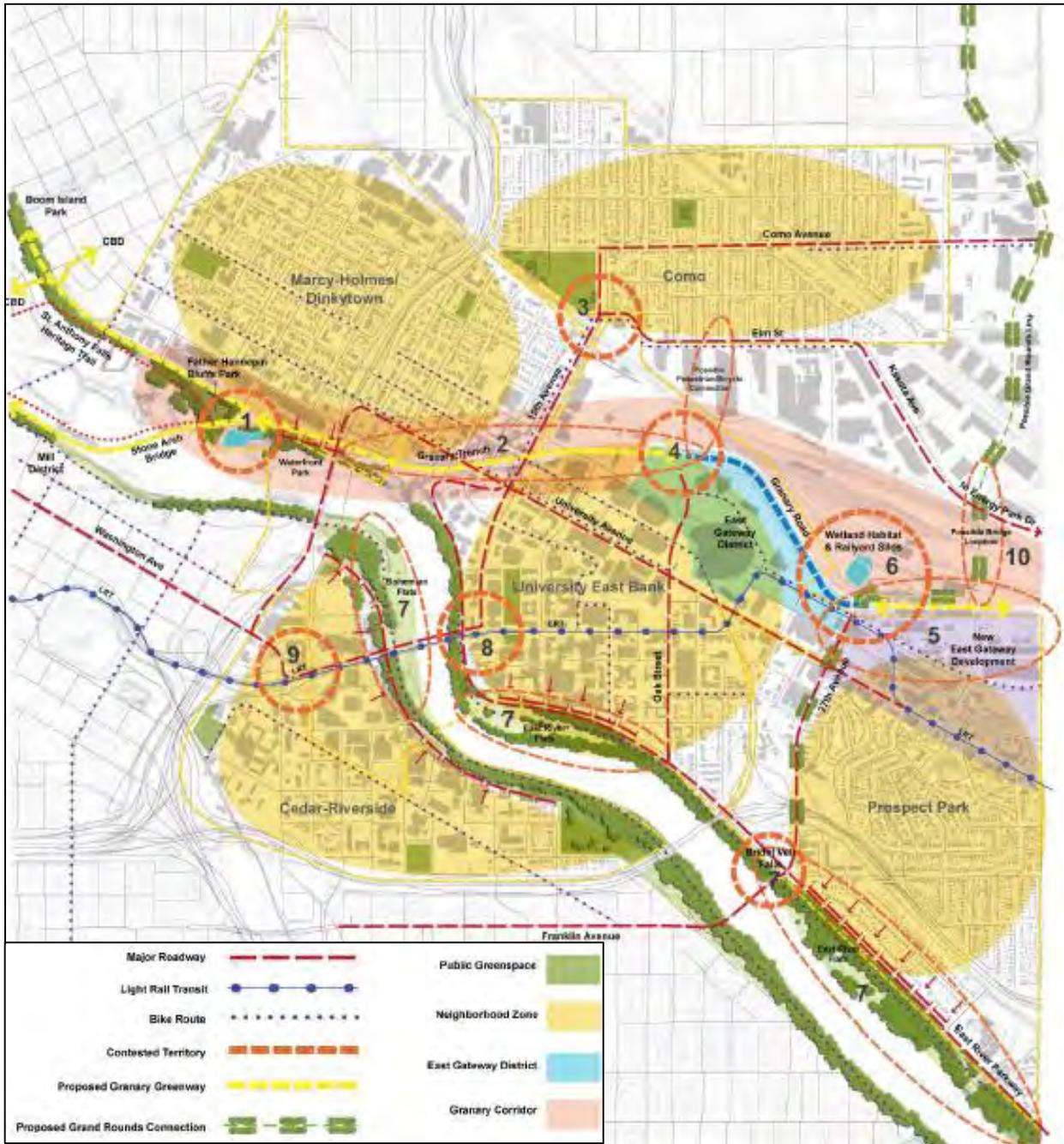
Importance to Granary Road:

This document is directly related to Granary Road and its many impacts to the U of MN area.

- The principal and defining physical relationship for the District is to the Mississippi River
 - Home to native plant and animal species
 - Contributes to urban forest
 - Attractive to human habitat
- Land cover:
 - Less than 6% of the native plant communities remains intact today (of the original area making up the northern metropolitan Twin Cities)
 - 52% of the total land surface area within the University District is 91-100% impervious

Urban Design Framework Timeline:

Contested Territories Map – The District’s Urban Conflicts:



1. Connecting Father Hennepin Park/Granary Corridor/Stone Arch Bridge
 - Opportunity for Granary Road to become a greenway and connect Historic Main Street and Stone Arch Bridge to the campus and surrounding neighborhoods
2. Future Granary Corridor
 - Conflicts:
 - Truck access to Granary Road would compete with pedestrian and bicycle access and complicate I-35W intersection
 - No direct access to the River from Dinkytown
 - Opportunity for Granary Road to become a multi-modal greenway and provide direct connection between Dinkytown, the River, and other East Bank neighborhoods
3. 15th Avenue Squeeze
 - Bicycle, pedestrian, truck, bus, and car traffic converge at the 15th Avenue underpass
4. Oak Street Crossing/East Gateway District
 - Rail yards are a huge obstacle for additional connection between SEMI/Southeast Como area and the University, LRT, and Mississippi River
 - Opportunity for Granary Greenway to provide pedestrian/bicycle connections and encourage development
5. East Gateway Transit and Development Zone
 - Rail yards are a huge obstacle for any connection between SEMI/ Como area and the University, LRT, and Mississippi River
 - Opportunity for Granary Greenway and Light Rail Transitway intersection to provide mixed-use transit oriented development
6. Railyards and Silos/Wetland Habitat
 - Rail yards are a huge obstacle for any connection between SEMI/Southeast Como area and the University, LRT, and Mississippi River
7. Bridal Veil Falls/East River Flats/Bohemian Flats
 - Falls are poorly maintained and in need of restoration
8. East Bank Transit Zone
 - Diverting Washington Avenue traffic creates congestion and safety concerns on other corridors
9. West Bank Transit Zone
 - Washington Avenue traffic congests the campus and river corridors
10. Grand Rounds Connection
 - Rail yards are a huge obstacle for additional connection between SEMI/Southeast Como area and the University, LRT, and Mississippi River
 - Opportunity for connection with Granary Greenway increases accessibility to natural areas for Como residents and encourages redevelopment



3.4 Transforming the Materiality of the Void: Realizing the Urban Vitality of Granary Corridor

Date: Fall 2010

Summary: The PowerPoint provides illustrations and graphics for the proposed Granary Road Corridor

Importance to Granary Road:

This document summarizes the benefits and design concepts of Granary Road.

Benefits of Granary Corridor in Dinkytown Trench:

- Brings activity from Dinkytown and U of MN into currently barren space
- Opportunity to link Dinkytown, U of MN, St. Paul, downtown Minneapolis, the Grand Rounds system, and the Historic Main Street district

Proposed Design Plans:







pedestrian-oriented street development, including patterned paving elements and street trees

pedestrian-oriented street development, including patterned paving elements and street trees

green roof/outdoor plaza development

new building

pedestrian-oriented street development, including patterned paving elements and street trees

plaza entrance to trench

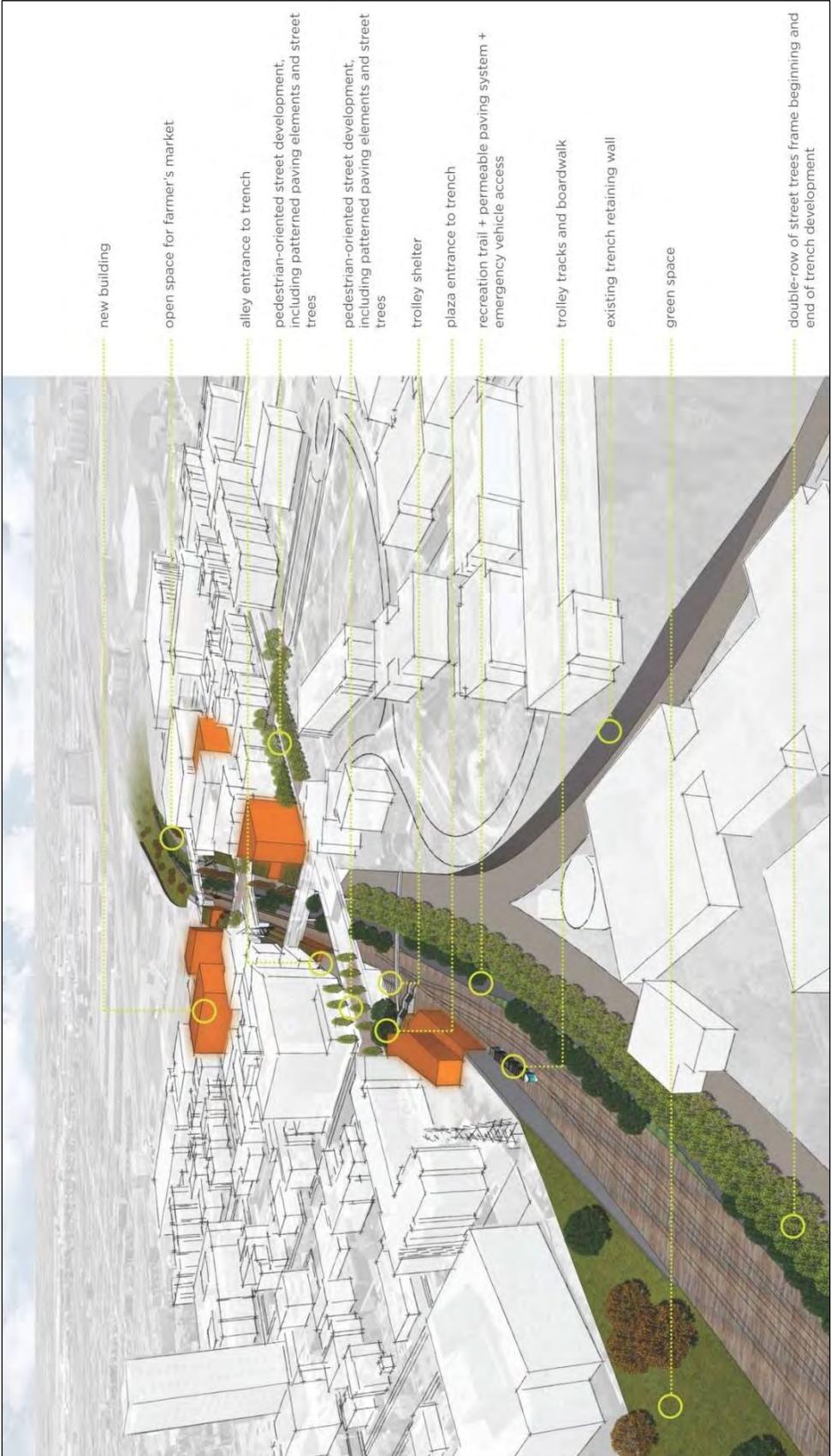
recreation trail + permeable paving system + emergency vehicle access

trolley shelter

open space for farmer's market

trolley tracks and boardwalk

double-row of street trees frame beginning and end of trench development



new building

open space for farmer's market

alley entrance to trench

pedestrian-oriented street development, including patterned paving elements and street trees

pedestrian-oriented street development, including patterned paving elements and street trees

trolley shelter

plaza entrance to trench

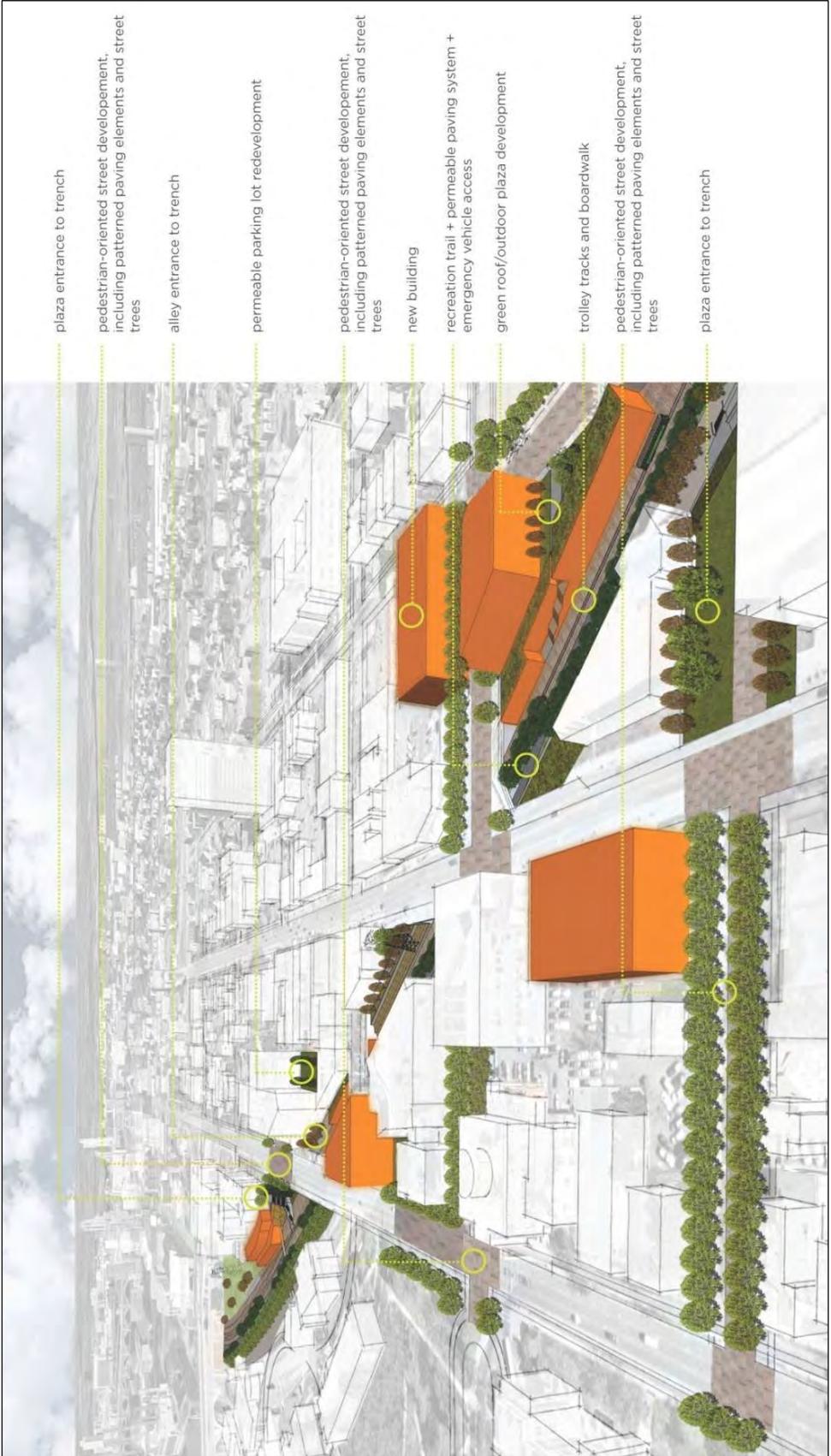
recreation trail + permeable paving system + emergency vehicle access

trolley tracks and boardwalk

existing trench retaining wall

green space

double-row of street trees frame beginning and end of trench development





4. Minneapolis Parks & Recreation Board

4.1 Comprehensive Plan 2007-2020

Agencies: Minneapolis Parks & Recreation Board (MPRB)

Date: October 2007

Summary: This plan identifies the vision, goals, and strategies for the MPRB until 2020.

Importance to Granary Road:

Granary Road may provide greater opportunity for pedestrians and bicyclists, and the chosen alignment should be coordinated with Minneapolis Parks & Recreation Board goals and strategies for the area.

Vision, Goals, and Strategies:

- Urban forests, natural areas, and waters that endure and captivate
 - Management plans that protect and enhance – natural areas, lakes and water bodies, public areas, water quality
 - Maximize opportunities to reforest city boulevards
 - Environmental education and community connection
 - Recreation that inspires personal growth, healthy lifestyles, and a sense of community
 - Community outreach and programs – all ages and lifestyles
 - Improve health and fitness
 - Promote volunteer opportunities
 - Dynamic parks that shape city character and meet diverse community needs
 - Expand physical access to Mississippi River
 - Provide a well-maintained, safe, and continuous trail system
 - Identify and support multi-mode transportation corridors between parks
 - Create financially independent and sustainable parks
 - A safe place to play, celebrate, contemplate, and recreate
 - Better lighting and park amenities
 - Safety education
-

4.2 Grand Rounds – Missing Link Development Study Report

Agencies: Minneapolis Park and Recreation Board
Author: HNTB Corporation
 Hoisington Koegler Group Inc.
 Hess, Roise and Company
Date: May 2008
Resources: Southeast Minneapolis Industrial (SEMI)/Bridal Veil Area Alternative Urban Areawide Review (AUAR) Volume 1 Executive Summary (2001)
 SEMI/Bridal Veil Refined Master Plan (2001)
 Industrial Land Use Study and Employment Policy Plan (2006)
 Above the Falls Master Plan (1999)
 Grand Rounds Missing Link Development Study Report (2008)
 Grand Rounds Scenic Byway: Master Plan for the Missing Link (2009)
 Grand Rounds Scenic Byway: Master Plan for the Missing Link Addendum 1 (2010)
 Grand Rounds Scenic Byway: Master Plan for the Missing Link Addendum 2 (2010)
 Bridal Veil Creek Watershed History and Planning Study (1996)
 Marshall Street Studies and Plans (2002)

Summary: Study recommends a route and adjacent amenities to complete the three-mile missing link in the Minneapolis Grand Rounds parkway system. The missing link is between St. Anthony Parkway in Northeast Minneapolis and East River Parkway along the Mississippi River in Southeast Minneapolis. The estimated cost, including ROW acquisition and park improvements, is \$105.1 million.

Importance to Granary Road:

Granary Road may provide greater opportunity for pedestrians and bicyclists with a connection to Grand Rounds.

Goals and Objectives:

- Provide parkway system continuity and enhance recreational opportunities
- Enhance the natural environment
- Improve mobility
- Stimulate economic development

Traffic Impacts:

- Identified locations for future traffic analysis studies:
 - 27th Avenue SE (Grand Rounds) and Granary Road
 - Grand Rounds (south bridge terminal) and Granary Road
 - 27th Avenue SE and University Avenue
 - Intersection of Grand Rounds with 27th Avenue SE
 - 27th Avenue SE and East River Parkway
 - Grand Rounds and Bridal Veil Circle

- Kasota Avenue and Bridal Veil Circle
- Grand Rounds/Industrial Blvd and East Hennepin Avenue
- Industrial Blvd and Broadway Avenue

Proposed Granary Road Cross-Section:



Source: Missing Link Development Study Report, page 99

5. Marcy-Holmes Neighborhood

5.1 15th Avenue SE Urban Design Plan

Agencies: Marcy-Holmes Neighborhood Association
Author: Cuningham Group Architecture
Date: December 2008

Summary: Document outlines the community expectations for new, aggressive, high-quality future development in the Marcy-Holmes neighborhood.

Importance to Granary Road:

Granary Road's connections to the streets around the U of MN may impact the Marcy-Holmes Neighborhood traffic and development highlighted in this document.

Conclusions:

- Seeks mixed-use redevelopment
 - High density housing along periphery
 - SE library
 - Preservation of historical buildings
 - Public spaces
 - Non-residential expansion of Dinkytown
- Pedestrian, bicycle, and transit-friendly
- Inspire community members with 'what could be'
- Aggregate lots to create better redevelopment opportunities
- Parking – located mid-block and below or above ground

5.2 Master Plan for the Marcy-Holmes Neighborhood

Agencies: Marcy-Holmes Neighborhood Association
Author: Dahlgren, Shardlow, and Uban, Inc.
Date: December 2003

Resources: The Minneapolis Plan (comprehensive plan of the City of Minneapolis)

Summary: Document outlines the vision of the community for the Marcy-Holmes neighborhood within the context and overall direction of The Minneapolis Plan. The document also provides an implementation schedule and potential funding sources.



Importance to Granary Road:

Granary Road's connections to the streets around the U of MN may impact the Marcy-Holmes Neighborhood traffic and development highlighted in this document.

Goals/Vision:

- Strong sense of community and respect
 - Diverse population
 - Quieter, cleaner, better kept-up, and safer neighborhood
- Mixed land use that allows variety but protects residential areas from commercial and industrial expansion
 - New higher density housing limited to periphery
 - Single family homes and townhouses in the core of the area
 - Healthy economic development
 - Preservation of Dinkytown – balance of shops and business establishments
 - Preservation of unique locally owned small business
- Encourage non-vehicular modes of transportation
 - Public land use along Mississippi riverfront
 - Expanded transit service
 - Streetscape improvements

Transportation Specific Vision:

- Transit and transportation:
 - Expanded bus routes
 - More bus shelters
 - LRT through campus on Washington Avenue or through Dinkytown in the existing trench
- Bicycles and pedestrians:
 - Parks and greenways
 - Streetscape improvements
 - “Share the Road” signs
- Parking:
 - One-side parking plan like in the neighborhood east of I-35W
 - Parking structure in Dinkytown
- Roads and sidewalks:
 - Abandonment of 4th St and University Avenue one-way pair or reduced speed limit
 - Granary Road should be constructed only if it is demonstrated that it will not deter the eventual development of residential uses along Second Street SE between 9th Avenue SE and Central Avenue

Granary Road (The Dinkytown Bypass) is a key capital project identified in The Minneapolis Plan; the primary responsible agency is Public Works

6. Prospect Park / East River Road Neighborhood Revitalization Program

Agencies: Prospect Park and East River Road (PPERR) Neighborhood
 Luxton Park Community Center
 Pratt Community Education Center
 PPERR Improvement Association (PPERRIA)

Date: October 2005

Resources: PPERR Neighborhood Phase I Action Plan (1995)

Summary: This document outlines revitalization strategies for the Prospect Park/East River Road Neighborhood. PPERR is located in Southeast Minneapolis bounded by Oak Street on the west, the Mississippi River on the south, the St. Paul city boundary on the east, and the railroad tracks and SE industrial area on the north.

Importance to Granary Road:

Conclusions:

Granary Road's connections to the streets around the U of MN may impact Prospect Park and the East River Road Neighborhood traffic and development highlighted in this document.

Program Objectives, Strategies, and NPR Funding:

- Education
 - Pratt School Transitional Funding - \$58,000
 - Objective: ensure that Pratt School continues to provide primary school education to the neighborhood
 - Strategy : provide support to the Minneapolis School staff until the school attendance reaches its full potential
 - Southeast Minneapolis Council on Learning (SEMCOL) - \$5,000
 - Objective: ensure that early learning and student support opportunities are readily available
 - Strategy: support education and vocational work with parents and children in Glendale
- Human Services: SE Seniors - \$14,000
 - Objective: encourage and support programs that can enhance the quality of life for seniors with limited incomes
 - Strategy: support neighborhood programs that can provide home care, food savings, and/or transportation options for senior citizens
- Livability - \$14,000
 - Objective: strengthen the attractive and livable characteristics of the neighborhood
 - Strategy:
 - Support community gardening, neighborhood clean ups, and exotic plant control

- Support efforts to enhance the use of Luxton Park
- Increase community awareness of neighborhood activities and issues
- Promote the management of traffic on neighborhood streets
- Housing
 - Home improvement and affordable housing - \$152,225
 - Objective: facilitate improvement and rehabilitation of the housing stock
 - Strategy: encourage the upkeep of and find innovative ways to provide affordable housing in the PPERR neighborhood
 - Historical district project completion - \$28,000
 - Objective: assure that future development respects historical district designation
 - Strategy: provide historical district designation
 - Somali Women in Minnesota (SWIM) home purchase education program - \$35,000
 - Objective: continue to support Glendale residents transition to non-public housing
 - Glendale Housing project provides transition housing for refugee communities as well as an ethnic and cultural mix to the neighborhood and schools
 - Strategy: support a program specifically designed for Somali refugees in their quest to become knowledgeable renters and first-time home buyers
- Administration
 - Plan development - \$14,412
 - PPERR Improvement Association - \$27,229

Additional Items in the PPERR Neighborhood Phase I Action Plan (1995)

- Transportation
 - Reduce the negative impact of motor vehicles on the neighborhood
 - Develop community transportation plan
 - Reduce the impact of truck and business traffic on the community, with special attention to the boundaries of the neighborhood
 - Minimize the negative impact of I-94 and Hwy 280 on the neighborhood
 - Eliminate and reduce traffic noise in the neighborhood
 - Improve pedestrian, bicycle, and vehicle safety throughout the community
 - Reduce the speed and volume of automobile traffic
 - Traffic calming program
 - Radar speed display carts
 - Speed watch program
 - Improve pedestrian-friendliness
 - Adjust timing of walk lights at intersections
 - Repair sidewalks
 - Reduce dependence on automobiles
 - Improve and promote intra-community and inter-community access
 - Support Southeast Industrial Area Study
 - Review and promote LRT options along the University Avenue corridor
 - Increase the number of non-motorized linkages, pathways, and bike lanes

- Encourage and facilitate the use of public transportation
 - Transportation plan will evaluate the following issues:
 - Expansion of the service area of the proposed Dinkytown circulator to include PPERR
 - Additional inter- and intra-neighborhood transit needs and solutions
 - Installation of additional bus shelters
 - Collaboration with businesses to increase transit ridership
-

7. Southeast Como Minneapolis Neighborhood Revitalization Program

Agencies: Southeast Como Improvement Association (SECIA)
Date: October 2006

Summary: This document outlines revitalization strategies for the Southeast Como neighborhood. Southeast Como is committed to cooperatively working together to continue to improve the quality of Como as a secure, comfortable, and vibrant place to live, work, invest, play and study. The area is in southeast Minneapolis north of Dinkytown and the east bank of U of MN.

Importance to Granary Road:

Granary Road's connections to the streets around the U of MN may impact the Southeast Como Minneapolis Neighborhood traffic and development highlighted in this document.

Conclusions:

Housing conditions are a large concern

- Classification has been downgraded from Protection Status to Targeted Status by Community Development Block Grants program

Approved yearly allocation guidelines for Phase II Plan implementation:

- Environment - \$24,522
 - Good neighbor agreements and pollution reduction
 - Community gardens, volunteer outreach, and recruitment
 - Rain gardens and other low impact development
- Housing - \$348,924
 - Revolving loan and emergency loan program
 - First time homebuyer incentive program
 - Installation of motion sensing lights
 - Solar projects
- Safety and Livability - \$27,525
 - Block clubs
 - Increased police presence
 - Aesthetic improvements/streetscape
 - Improved street and parking lot lighting
 - Housing code enforcement
- Building Community - \$108,696
 - Neighborhood office and staff, neighborhood communication
 - Community outreach and events

- Business Development - \$4,004
 - Establish and support business association
 - Commercial fix-up programs
- Transportation
 - Promote multimodal transportation
 - Grand Round/U of MN connection
 - Bike racks and benches
 - Promote the use of mass transit and ensure SE Como has access to metro bus service, U of MN transit, and new light rail line
 - Metro Transit buses
 - University transit services
 - Reinstating the Park and Ride Lot on 29th Avenue SE as a user-friendly, comfortable, and highly visible transit station
 - Develop a high frequency of inter-campus route service for Como neighborhood
 - Shuttle service between parking lots
 - Limiting suspension of bus service only on official University holidays to encourage staff and faculty ridership
 - Address parking and traffic congestion
 - Como and Hennepin Avenue improvements
 - Increase the visibility of crosswalks at busy intersections
 - Stripe edge lines on Como Avenue and Hennepin Avenue
 - Goal to increase safety for pedestrians, bikers, and motorists
 - Parking in SE Como
 - Reduce the strain of over parking and explore the regulation of permit parking on residential avenues
 - Address and mitigate issues as a result of U of MN Gopher Stadium
 - The Stadium Area Advisory Group (SAAG) and Gopher Stadium
- Support Community Services - \$20,518
 - Southeast library and new community services
 - Southeast seniors
 - Restorative Justice Community Action (RJCA)



Granary Corridor Cost/Benefit Analysis

SUMMARY OF BACKGROUND INFORMATION

PREPARED FOR:



Minneapolis
City of Lakes

PREPARED BY:



**Kimley-Horn
and Associates, Inc.**

AUGUST 2012