Stadium Policy Framework – August 7, 2012 - *DRAFT*

The City of Minneapolis has worked with neighborhoods and other stakeholders to envision how the area around the stadium site will look, feel, and function over the next 20 years. Each of these efforts is complementary in calling for intense, mixed-use development that is transit-oriented and takes advantage of the nearby amenities. An improved public realm is also identified as critical to the success of this neighborhood, including enhancing street connections both north-south and east-west. The selected recommendations below are from adopted plans that can be found on the City of Minneapolis website at www.minneapolismn.gov.

City-Adopted Plans

- ***Downtown East/North Loop Master Plan***
- ***Historic Mills District Master Plan and Update***
- ***Elliot Park Neighborhood Master Plan***
- ***Access Minneapolis Ten-Year Transportation Action Plan***
    - *Downtown Action Plan*
    - *Design Guidelines for Streets and Sidewalks*
    - *Bicycle Master Plan*
    - *Pedestrian Master Plan*

Land Use

- Concentrate future Class-A office development in the Downtown office core.
- Develop a Complete Community in Downtown East so people can walk to where they work, shop, and go to school.
- Organize land uses to encourage and support movement by public transit, bicycle, and walking as viable options to the private automobile.
- All land uses within one-quarter mile of new and potential rail transit stations should incorporate either high- to medium-density mixed-use development in order to capitalize on the benefits of creating vibrant transit nodes.
- Discourage second level retail outside of the office core as it detracts from on-street pedestrian activity.
- Encourage retail uses that promote extended hours of operation – such as restaurants, coffee shops, bookstores, and the like – in pursuit of city streets that are lively at most of hours of the day and night.

Parking

- The City should prohibit construction of new commercial parking structures within a block of Downtown LRT stations.
- Phase out existing surface lots in Downtown with an emphasis on those within two blocks of all Downtown LRT stations.
- Encourage shared use of parking structures.
- Above ground parking structures should be incorporated into mixed-use projects in such a way that the parking structure is "lined" with or surrounded by actives uses facing the street.

Transportation

- Support future demand for trips to/from and within downtown by expanding walking, bicycling and transit options and managing automobile traffic and parking.
- Prioritize automobile traffic operations and parking facilities on one-way streets with freeway access, including 3rd, 4th, 6th, and 7th Streets.
- Improve pedestrian connectivity between Elliot Park and downtown and between Cedar Riverside and downtown.
- Enhance the Primary Pedestrian Corridors in this area as identified in the Downtown Action Plan – Chicago, 11th Ave, Washington, 5th St, and 8th St – to include wider sidewalks, enhance pedestrian facilities and improved streetscaping.
- Skyways should not be built into existing, revitalized, and emerging neighborhoods in Downtown East but instead concentrated in the office core. Two different pedestrian networks undermine the character and quality of neighborhood streets by giving the impression that there is little foot traffic.
- Create highly visible connection points between skyways and the sidewalk.

Urban Design

- Design streets and buildings to eliminate long stretches of black, inactive building walls.
- Introduce building components that offer protection to pedestrians, such as awnings and canopies.
- Incorporate public art into all infrastructure projects.
- Establish significant public spaces in Downtown East. These spaces should be designed to encourage their use, place a strong emphasis on "green", and connect directly to city streets.
- Forge a strong east-west connection along 5th Street through enhanced streetscape.
- Develop Chicago Avenue as a neighborhood "Main Street".
- Create streetscape improvements along Chicago Avenue and 11th Avenue, which encourage "green street" connections to LRT station at 5th Street and to the riverfront.
- Better weave large megastructures such as stadiums and hospitals into the rest of the Downtown fabric. Create more humane public spaces and streetscapes surrounding these buildings to provide a greater sense of comfort for pedestrians. These areas should feel like gateways rather than barriers. Create strong connections north and south.
- Decking over freeway entry/exit trenches on the northeast corner of the Metrodome site would allow for the creation of a new public open space on the north side of the stadium.
- Focus on creating human-scaled elements and spaces (public art, fountains, gardens, etc.) around the stadium in an effort to balance its overwhelming scale.

*Stadium legislation may require programmatic and design features that are inconsistent with some of these policies.