

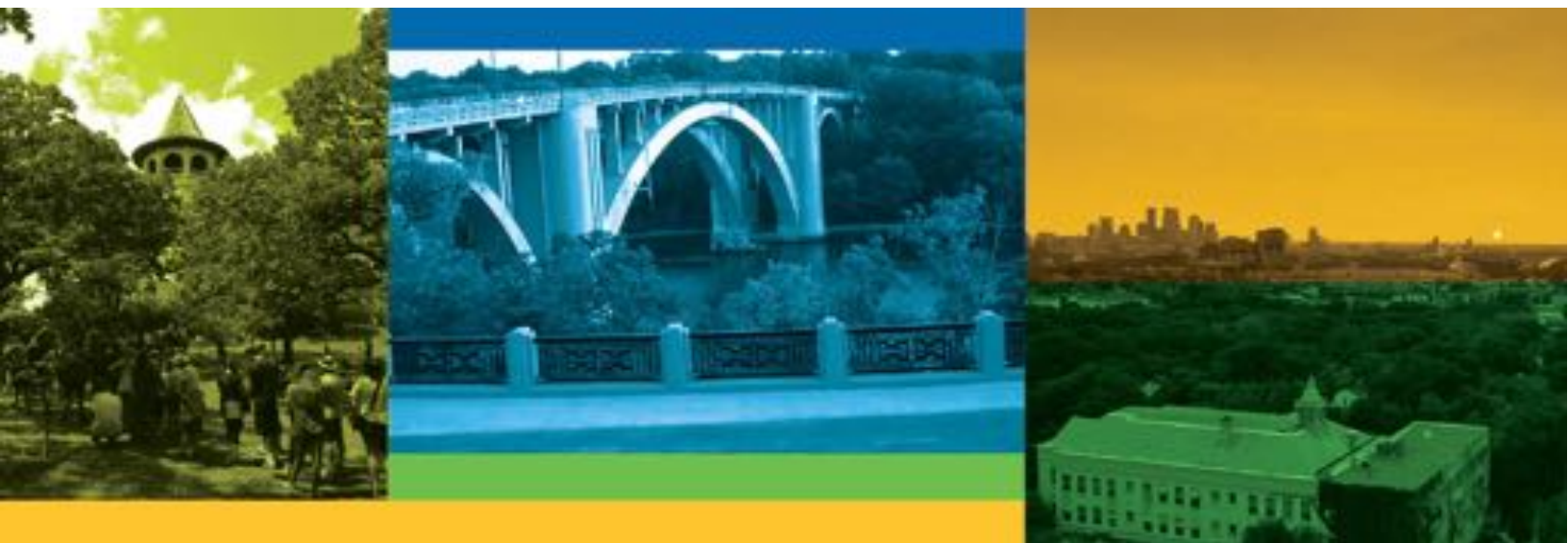


2017

Prospect Park Planning Framework for 2040

The Community's Vision for Change and Continuity
Informing the Minneapolis 2040 Comprehensive Plan

Approved by the Prospect Park Association Board of Directors, December 11, 2017



“Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has.” — Margaret Mead

“We shape our buildings; thereafter they shape us.” — Winston Churchill

“Make no little plans; they have no magic Make big plans; aim high in hope and work.” — Daniel Burnham



a. 2828 University Avenue SE, Suite 200 Minneapolis, MN 55414
t. 612-767-6531 e. staff@prospectparkmpls.org
www.prospectparkmpls.org



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Figure 1. Prospect Park rock at Malcolm Triangle and University Avenue SE. Authorized by the Parks Department in 1916 to compliment the “Witch’s Hat” Tower, today it marks the entry to the residential Historic District.

Part 1: Introduction

Planning Framework Objective

The Prospect Park Planning Framework 2040 represents the community’s vision for change and continuity into the future. Prospect Park Association (PPA) seeks to meet the opportunities and challenges of new housing and economic development through actions that support equity and diversity. The aim is to demonstrate inclusive community building and innovative development practices for the 21st Century. This planning framework will guide decisions related to development projects, public realm improvements, and infrastructure. The plan also contains an implementation section that shows how the plan can be achieved, including an MOU process, design guidelines, a new zoning overlay zone, call for financial tools, policies and resources, and capital improvements.

This planning framework is the culmination of coordinated work with Prospect Park 20/20, the University of Minnesota, the Towerside Innovation District, Minneapolis Park and Recreation Board, Mississippi Watershed Management Organization, St. Anthony Park Community Council, and the Towerside Business Alliance. The process included extensive community engagement including workshops, special events, walking tours and three written community surveys. The process also included review of numerous previously developed planning documents related to Prospect Park (see Appendix B).

This Framework supports the city’s long-term goals for 2040 through its comprehensive plan, community values, land use improvements, infrastructure investment proposals, and implementation directions. The following PPA committees reviewed the Planning Framework: Land Use & Planning, Livability, and Transportation & Safety. The plan was then approved by the Land Use & Planning Committee and the Board of Directors.



Figure 2: Prospect Park Association completed new community branding in 2017, including banners and bike stations installed through partnerships with local businesses and the University of Minnesota Good Neighbor Fund.

Minneapolis 2040 Goals

The update to the city's Comprehensive Plan will outline citywide policies and priorities, working toward a unified vision for Minneapolis in 2040. The following Goals were approved by the City Council in April, 2017 and form the basis of this report:



Adopted by the
Minneapolis City Council
April 14, 2017



People

1. In 2040, Minneapolis will have significantly reduced economic, housing, safety, and health disparities among people of color and indigenous peoples compared with white people.
2. In 2040, Minneapolis will have more residents and jobs, and all people will equitably benefit from that growth.
3. In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city.
4. In 2040, all Minneapolis residents will have the training and skills necessary to participate in the economy and will have access to a living-wage job.
5. In 2040, the people of Minneapolis will be socially connected, healthy, and safe.

Places

6. In 2040, Minneapolis will enjoy a high-quality and distinctive physical environment in all parts of the city.
7. In 2040, the physical attributes of Minneapolis will reflect the city's history and cultures.
8. In 2040, Minneapolis will have the creative, cultural, and natural amenities that make the city a great place to live.
9. In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

Systems

10. In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050.
11. In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem.
12. In 2040, Minneapolis will remain the economic center of the region with a healthy, sustainable, and diverse economy.
13. In 2040, Minneapolis City government will be proactive, accessible, and fiscally sustainable.
14. In 2040, Minneapolis will have an equitable civic participation system that enfranchises everyone, recognizes the core and vital service neighborhood organizations provide to the City of Minneapolis, and builds people's long term capacity to organize to improve their lives and neighborhoods.

Part 2: Prospect Park History & Land Use

Prospect Park is located in east central Minneapolis. It is 1.24 square miles in area and includes the greatest difference in natural land elevation in the city. The historic core of the community is an eclectic mix of residential architectural styles representing every era dating back to the late 19th century. This is adjoined by large educational and nonprofit institutions, wild and scenic open space, multi-unit residential buildings, dynamic commercial nodes served by light rail, and old industrial areas undergoing new development. The neighborhood is formally bounded by the Mississippi National River and Recreation Area on the south, Oak Street SE at the University of Minnesota campus on the west, the Burlington Northern Santa Fe railroad on the north, and the St. Anthony Park neighborhood in the city of St. Paul on the east (see Map 1). There were an estimated 7400 residents in Prospect Park in 2011, with 3500 more projected by 2020.

Over the years, Prospect Park has benefitted from an active, educated, and committed citizenry undertaking public work through both volunteers and professionals. This civic engagement is legendary in Minneapolis, from the founding of the first neighborhood improvement association in 1901, to preserving Tower Hill Park in the early 1900s, supporting construction of Glendale public housing in 1952, guiding the I-94 freeway route in the 1960s, and saving and reopening Pratt Elementary School in 2000. Citizens managed Neighborhood Revitalization Programs through the 1990s and 2000s, advocated for balanced freeway sound walls in the 2010s, and determined the alignment for the light rail METRO Green Line LRT built through the community in 2014. Most recently, they have re-envisioned the area around the Prospect Park station as an innovative and diverse laboratory for sustainable urban redevelopment.



Figure 3. Prospect Park at East River Parkway (c. 1890). The Short Line railroad bridge over the Mississippi River gorge (right) was built by the Milwaukee Road in 1882 and enlarged in 1902. Still in use today, it enters the neighborhood near the southeastern boundary.

History

Originally part of land ceded through treaties with the Dakota and Ojibwa in 1838, the region was first part of Wisconsin Territory, becoming part of Minnesota Territory when Wisconsin gained statehood in 1848. That year Franklin Steele built the first commercial sawmill on the east bank of the Mississippi River at St. Anthony Falls. The area was organized into St. Anthony Township when Minnesota became a state in 1858. A stagecoach line, roughly parallel to today's University Avenue, connected the falls with steamboat landings in St. Paul. The state's first passenger trains began running on the route in 1862 with a stop near Malcolm Avenue. Then the 10 mile journey took 2 hours.

In 1878, much of the undeveloped land which was to become Prospect Park was bought by flamboyant Minneapolis real estate tycoon Louis F. Menage. Four years later the nearby University of Minnesota moved its agricultural college to St. Paul and part of the former site became the so-called "Regents' Addition" to Prospect Park. This developed into the distinct Motley area, named after the original Motley School at Oak and Beacon Streets SE. After Menage successfully lobbied Minneapolis to annex Prospect Park, the neighborhood was platted as a subdivision in 1884. A few homes were built, but not until the inter-urban streetcar line opened on University Avenue in 1890 did development begin in earnest. The areas to the south along East River Parkway were platted 1903-08.

The growing neighborhood worked to build an elementary school, opened in 1898 and still in operation today. It is named after Pfc. Sidney Pratt, a University of Minnesota student and the state's first casualty in the Spanish American War. By the end of the 19th century, Minneapolis had become the nation's flour milling capitol and Prospect Park was a growing suburb. The need for more infrastructure led to the construction of a rail line which cut through Prospect Park from southeast to northwest, connecting with extensive yards, grain elevators and industry along its northern tier.



Figure 4. Sidney Pratt School (1898), Tower Hill Park (1906), and the "Witch's Hat" Water Tower (1914) at the historic center of Prospect Park.

A major landmark of Minneapolis is the Prospect Park Water Tower, commonly known as the “Witch’s Hat,” built in 1914 and listed on the National Register of Historic Places. Legend has it that when Bob Dylan lived in Dinkytown, near the University of Minnesota, his view of the tower inspired him to write “All Along the Watchtower.” The residential core around and south of the tower was placed on the NHRP as the Prospect Park Residential Historic District in 2015, the largest such designation in the state (see Map 1). Additional listed structures include the Franklin Avenue Bridge built by F.W. Cappelen in 1923, then the longest concrete span in the world, and the Malcolm Willey house designed by Frank Lloyd Wright in 1932.

Steep hills, winding streets, eclectic architecture, and the Witch’s Hat all give Prospect Park a strong sense of place. Most recently, completion of the TCF Bank football stadium in 2009 and arrival of the Green Line LRT in 2014 have been major catalysts for change.

Land Use

Prospect Park is a diverse, urban community composed of nine sub-neighborhoods: Prospect North, Stadium Village, Motley, Glendale, Bridal Veil Falls, East River Parkway, South of Franklin, 4th Street, and Tower Hill (see Map 1). Current generalized land use shows a mix of urban applications that form the base for the future (see Map 2).

Much of the land uses in the residential core, about two thirds of which is encompassed by the Historic District, will not change. Yet change is already underway in the north and west. These areas of change (see Map 3) are planned to complement the existing blend of development, bring a contemporary addition to the mix, and be interconnected via streets, pedestrian pathways and bicycle lanes. In addition, new public realms are planned to connect with existing green spaces and parks to weave all of Prospect Park together. The local and regional transit network also serves the neighborhood (see Map 4).



Figure 5: Prospect Park Station, opened in 2014, one of three METRO Green Line LRT stations which serve the neighborhood.

Part 3: Planning Framework

Big Picture Priorities

The following list highlights priorities addressed by the planning framework for the neighborhood as a whole (See Maps 5 and 6):

1. Preserve and respect the historic core and residential sub-neighborhoods (4th Street, Glendale, Bridal Veil Falls, East River Parkway and South of Franklin and Tower Hill) and their housing diversity. Preserve significant community structures and places—Tower Hill, Pratt School, “United Crushers” grain elevator, Harris Machinery, and historic homes (e.g. Willey house).



Figure 6. The Malcolm Willey house, 225 Bedford Street SE, by Frank Lloyd Wright (1932). This was a turning point in Wright’s career and became the prototype for “Usonia”, a vision for the American landscape he would promote for the rest of his life.

2. Encourage the transport mode shift from private vehicles to public transit and active transportation (walking and biking) where possible. Prospect Park is effectively served by a high capacity light rail line, with three stops within short walking distance. Encourage the addition of public transit services so that Prospect Park has direct access to all parts of the city.
3. Improve pedestrian infrastructure throughout the community including safe crossings of University Avenue SE (Bedford, Malcolm, 29th and 27th), Franklin Avenue SE (Bedford, Seymour) and 27th Avenue SE (Essex, Luxton Park to Huron pedestrian overpass). Maintenance and improvements should focus on public safety, adequate lighting and landscape upkeep. Throughout the neighborhood residents have cited safety (particularly at night), sidewalk disrepair, narrowness, snow and ice issues and have expressed support for full ADA compliance.

4. Complete the Minneapolis Grand Rounds and the Granary Corridor to enhance community access to city and regional parks and trails as well as to adjoining neighborhoods. Provide greenspace connections between existing and new parks and pedestrian/bicycle trails. Provide an alternative truck traffic route to Highway 280 and the regional highway system relieving University Avenue SE.
5. Support redevelopment and improve infrastructure in Prospect North. The Prospect North sub-neighborhood is an area with considerable redevelopment activity occurring at present, which is likely to continue into the future. Redevelop the Towerside Prospect Park innovation district as a mixed use, flexible, sustainable job and research focused “new style” industrial-commercial area for the 21st Century with district systems and green infrastructure. The planning framework supports mixed-use redevelopment with the focus on residential development (housing units for a variety of incomes and household types) south of the current University Transitway and mixed-use with a focus on jobs and economic activity north of the current University Transitway. Create an overlay zone that allows flexibility in zoning.
6. Build out the street, pedestrian and bicycle grid in Towerside Prospect Park to enhance neighborhood access, and connections to the University of Minnesota, St. Paul, and regional highway system. Relocate the University Transitway to the north along the existing railroad yard. The current University Transitway should be studied to how to best support the needs of the district.
7. Enhance the University Avenue commercial corridor with improved landscaping, lighting, and pedestrian crossings (Bedford, Malcolm, 29th and 27th) to support a mix of old and new office, retail, hospitality, housing and services as the gateway to Prospect Park and the University of Minnesota.
8. Work with the University of Minnesota as it plans new medical facilities and redevelopment in the Motley and Stadium Village sub-neighborhoods between Fulton and Washington Avenues SE and west of Huron Blvd. Support the re-introduction of the street grid in the area and two-way traffic lanes (Essex, Delaware and Erie Streets SE) with pedestrian and bicycle friendly design.
9. Mitigate the impact of Interstate I-94. Prospect Park is both served and severed by this corridor. While the freeway provides residents and businesses with quick access to the region’s highway network, it also has considerable negative environmental impacts. Mitigating these should be a priority for MNDOT and the city. The long-term vision is to cover as much of the freeway trench as possible.
10. Support the development of a variety of housing types, costs and tenures in the neighborhood.

11. Improve connections to city and regional bike lane networks. The city, county and region/state should make it a priority to support the extension of the Midtown Greenway across the Mississippi River on the Short Line Bridge and build the new Prospect Park bike trail in an abandoned rail corridor, connecting both to St. Paul trails, the East River Parkway, and the University of Minnesota.
12. Promote and implement sound policies and practices throughout the neighborhood to protect and enhance the environment. Ensure that natural resources, including stormwater and habitat elements – existing and restored – are at the core of a coordinated concept plan and implementation framework. Encourage and support projects of importance to natural resource preservation and habitat restoration including air quality, noise pollution, water or land health, greenspace, wildlife, and other concerns as part of the overall planning and implementation framework. Test ideas and synthesize options into a preferred concept plan with focus on replicable system components and improved urban habitat/urban ecology.

Community Themes: Survey Findings

Three different surveys were designed and implemented June – October 2017, and were analyzed to inform this planning framework. Community surveys were available on-line and given out at community meetings including three listening and input sessions, the annual PPA meeting, and two community development tours. Respondents (n=130) represented all sub-neighborhoods but primarily resided in Tower Hill, East River Parkway and South of Franklin where the majority of residents and single-family homeowners live.

Arts and Culture surveys were conducted at the Community Concert at Luxton Park and the Textile Centers Indigo-go family festival. Respondents (n=95) included both residents (25%) and visitors from other Minneapolis neighborhoods (25%), suburban communities (25%), and 12.5% each St. Paul and elsewhere. The large number of non-Prospect Park residents reflects the draw of the Textile Center. The Walkability survey (n=92) was conducted at the neighborhood ice cream social. (See Appendix C for detailed results.)

Major themes:

- **Residents engage in a variety of neighborhood activities.** Nearly 75% use local businesses and services and attend local events; over 40 % shop locally; and a third work in the community. Job opportunities have long been missing from this section of Minneapolis. Attracting businesses is an essential component to making this community walkable, bikeable, and livable. Three types of business opportunities are needed: small businesses that take risks and provide essential services, startup incubators for the University of Minnesota that draw a highly educated workforce,

and larger companies with resources to create ladders of opportunity for lower income residents.

- **Residents welcome all housing types.** In descending order, respondents indicated need for additional senior housing (69%), affordable family/work force (68%), single-family (50%), low income/public housing (43%), condominiums (40%), townhouses (35%), and to lesser degree, rental apartments (28%) and student housing (22%).
- **Residents regularly use a variety of transportation modes.** Over 90 % of respondents said they regularly walk in the neighborhood, while slightly fewer (84%) indicated using a car to get around. Nearly three-fourths reported using the Green Line LRT. Forty percent indicated bus transit and biking as a regular part of their travel routine.
- **Overall residents report they feel safe in the neighborhood.** Over half indicated they felt “fairly safe”; a third indicated “very safe”. However, respondents also noted needed improvements including lighting and sidewalk maintenance.
- **Residents say walkability and green spaces are very important to neighborhood livability.** While most appreciate what is available, improvements are needed for current and future residents.
- **Residents support changes in city rules.** Specifically, residents noted that the City needs to revise/loosen concepts reflected in the zoning code to facilitate mixed uses. They also indicated support of design principles that require developers to demonstrate how their project and company addresses equity and diversity. This includes employment of minority owned businesses as vendors, as well as the mix of development proposed.
- **Residents named equity and diversity as important community values and related issues.** Support more density and a variety of housing types to include low income and public housing. New construction should give priority to minority and women-owned businesses. Support of development smaller business space/incubators with shared amenities and makers spaces.
- **Residents and visitors expressed strong interest in supporting arts and cultural events in the neighborhood, and encouragement for arts organizations to locate in Prospect Park.** Representations include maker spaces, public art, artist studios, arts organizations, and arts-related businesses.

Community Values

Discussion and articulation of community values has been an iterative process in the Prospect Park community over many years. These values provide a foundation for future plans and are reaffirmed in their current form in this planning framework. Survey findings align well with the following value statements.

- **Diversity and Equity:** inclusion of all residents in public activities, in housing, recreational, educational and employment opportunities. It also means sustaining a welcoming, open environment for visitors.
- **Healthy living:** opportunities for walking and bike access to green spaces in the design of buildings. It also includes healthy eating linked to community gardens and other programs.
- **Arts and Culture:** opportunity for participatory art making, cultural festivals, music, visual arts, theatre and dance, and the literary arts.
- **Life-long Learning:** support for a learning community that affords opportunities for age specific and intergenerational experiences.
- **Sustainability and Resilience:** encouragement of environmentally sound and innovative development and business practices.
- **Innovation, Experimentation, Economic Development:** creation of a living laboratory of new technologies and new ways of doing things.
- **Housing opportunities for all:** residential options for people of all incomes and physical abilities.
- **Access to open space and restoration of natural environments:** opportunities to experience four seasons in a public realm that avails residents and visitors a high quality natural environment.
- **Walkability and bikeability:** development of a public realm that supports transportation alternatives for accessing resources and facilities in the community.
- **Preservation of historic sites and places:** Protection of the places and structures that connect to the past and respect the unique character of the neighborhood.

Prospect Park Sub-neighborhoods

Prospect North

Description

Prospect North lies north of University Avenue SE. It has become the major area for change and redevelopment since the opening of the Green Line LRT in 2014. Historically railroads and granary operations influenced land uses. Economic uses and markets have since changed over time. It was recently called the Southeast Minneapolis Industrial Area (SEMI). Today it is major portion of a newly created 370-acre innovation district established by both the city of Minneapolis and St. Paul, branded as “Towerside.” The Minneapolis portion is referred to as Towerside Prospect Park (See Map 7).

Towerside Prospect Park development has its origins in the neighborhood vision and planning undertaken by PPA during the development of the Green Line LRT. This vision is supported by a broad partnership of developers, businesses, community residents, higher education institutions, nonprofit organizations and government agencies. It is envisioned as a rich mix of places with a district-wide network of innovative services and systems including stormwater management, heating and cooling, shared parking and a connected green public realm. The neighborhood planning framework for 2040 moves the Towerside vision further with development guidelines and new infrastructure plans.



Figure 7. The gateway to Prospect North. ADM-Delmar #4 Elevator (1931), known as “United Crushers,” forms a prominent backdrop to community gardens and open space envisioned as a future urban park. In the foreground is an innovative district stormwater facility built through partnerships with MWMO and Towerside.

Innovation District Outcomes

Towerside Prospect Park provides a physically compact location that benefits from a district approach to redevelopment. The following outcomes provide a fuller definition what an innovation district should achieve.

- **Mixed use buildings and projects:** job and maker spaces on the lower levels with additional office space and/or housing above; ¹
- **Joint, eco-friendly stormwater management:** reuse of captured stormwater within the district to facilitate sustainability and resilience. This allows for joint use for treating storm water while adding to green space;
- **Shared energy source** for district heating and cooling;
- **Shared parking** for businesses, housing and mixed-use developments;
- **District-wide interconnected green spaces:** includes connecting all parks, plazas, stormwater treatment ponds, community gardens with a greenway network for pedestrian and bicycle movement;
- **Green streets** focused on pedestrian, bicycle travel and accommodating motorized vehicles;
- **Arts and culture integration** includes organizations and places for activities supporting arts and culture, life-long learning and healthy living;
- **Innovative policies and programs** to provide education, career development and employment, businesses and housing to a diverse group of people;
- **Collaborative research and business** environment to connect researchers and companies with start-ups and new businesses; ²
- **Regional system integration** to maximize use of the Green Line LRT and bus accessibility, regional parks and trails, and other regional resources;
- **Mixed-use housing** as a component of projects that provide opportunities for range of incomes and tenures.

¹ Maker space activities include workshops, laboratories, kitchens, and spaces where physical and virtual products are produced, fabricated, created, and/or distributed.

² This includes business incubators, minority and women-owned businesses, research and development laboratories.

City and Implementing Agency Support

When the city adopted the resolution creating the innovation district, it recognized the need for additional staff time, funding, regulatory changes, capital project prioritization, economic development assistance, or other assistance. This planning framework addresses what the City and other implementing agencies need to do to achieve the vision of the innovation district as indicated in the implementation section. These include:

- Job creation,
- Amplify development area of regional significance,
- New and desired density (toward the City population goal),
- New tax base,
- Transit Oriented Development, and
- Pilot “next city” sustainability concepts.

Planning Issues, Opportunities and Recommendations

- The Granary Corridor is essential to improving vehicular, pedestrian, and bicycle access and movement within Towerside Prospect Park and to adjacent areas and to the rest of the Metropolitan Area. The Granary Corridor transportation networks are important north/south and east/west linkages. An integrated, comprehensive approach is essential to unlock the potential economic value and to increase the ecological/environmental contribution to the large development area included in the entire Towerside innovation district.
- Granary Crossing, a proposed bridge over the railroad yards, is key to providing improved east/west and north/south transportation movement and connections. The bridge will provide vehicular access to MN 280 to the east, thereby connecting to the regional interstate freeway system. It will also provide vehicular, pedestrian and bicycle access to Como and areas in northeast Minneapolis and St. Paul via Kasota Avenue SE/Energy Park Drive. Additionally, it provides a needed pathway for areas from the north to Towerside, the University of Minnesota Minneapolis campus, the traditional Prospect Park residential neighborhood, and the University Avenue commercial corridor. Importantly, the bridge will also serve as a parkway to complete the Missing Link of the Minneapolis Grand Rounds with attractive, safe pedestrian and bicycle spaces.
- Completion of the Minneapolis Grand Rounds is envisioned to be accomplished with the new railroad crossing and connections through Prospect Park to East River Parkway. The proposed routing goes from the railroad bridge along Granary Road to 27th Avenue SE corridor to East River Parkway. Right-of-way, easements and space may require separate routing for vehicular, pedestrian and bicycle movements.
- Vehicular, pedestrian and bicycle connections are needed from Prospect North and Towerside Prospect Park to the west. The pedestrian and bicycle pathways should

connect along the Dinkytown Greenway to the Mississippi River and Stone Arch Bridge. Vehicular movements could be accomplished using new connections to existing streets.

- The city street network needs to be completed in the Towerside Prospect Park district north of University Avenue SE and south of the railroad yards between the St. Paul border and 25th Avenue SE. Streets will include sidewalks and bicycle lanes to connect to city/county bicycle networks. Connection to the three Green Line LRT stations is an essential component to region-wide access for workers, residents, patrons and businesses.
- The University of Minnesota Transitway is an essential link between the two Twin Cities campuses, but its current location is an impediment to development and street connections and poses significant safety concerns. The Transitway should be relocated north, close to the railyards to avoid unnecessary crossings. The existing right-of-way should be studied as to how best to serve the needs of the district.
- Streetscape improvements along University Avenue SE from Emerald Avenue SE to Oak Street SE, including lighting (continuation of the lighting project implemented along the Green Line LRT), safe crossings of University Avenue SE at Bedford, Malcolm, and 29th Avenues SE to the Green Line LRT stations, and 27th Avenue SE. Installation of pedestrian and bicycle infrastructure and facilities are needed.
- Implementation of a district shared commercial parking plan with interim surface lots and permanent ramps is a priority in this plan as are modifications to the city zoning code for district commercial parking.
- Finally, the planning framework calls for development of green spaces and greenways including a new signature park at 29th Avenue SE, Green 4th, Granary Park and “United Crushers” grain elevators and the completion of the connected pedestrian/bikeway network shown in the plan. (See Map 6)



Figure 8. Prospect Park is famous for vibrant public green spaces and homeowner gardens. Prospect Park Community Gardens received the Minnesota State Horticultural Society award for excellence in contributing to community livability in 2012.

Stadium Village

Description

Stadium Village sits at the eastern edge of the University of Minnesota and the western edge of Prospect Park. It is primarily a commercial district straddling Washington and University Avenues SE, divided down the middle by Oak Street SE. It is named after the former Memorial Stadium, replaced by TCF Bank Stadium in 2009. Stadium Village Station, adjacent to the east side of the stadium, is one of three METRO Green Line LRT stations serving Prospect Park. In addition to a growing array of student-focused businesses and services, the area also includes large student housing developments, hotels, and various University-related facilities. Unlike the adjacent Motley area, Stadium Village has few single-family homes or permanent, long-term residents. The northern edge of Stadium Village is part of the Towerside innovation district (see Map 7).

Planning Issues, Opportunities and Plan Recommendations

- Improve bike circulation and vehicular traffic in the area by converting Essex Street SE into a conventional two-way street with a bicycle lanes in both directions
- Support the re-introduction of the street grid to support pedestrian and bicycle movements and appropriate vehicle access in the University of Minnesota redevelopment area.
- Support streetscape improvements along University Avenue SE from Emerald Avenue SE to Oak Street SE, including the continuation of the lighting project implemented along the Green Line LRT and pedestrian and bicycle infrastructure and facilities.



Figure 9. Oak Street SE and Washington Ave SE at the commercial center of Stadium Village. New protected bike lanes were installed in 2016.

Motley

Description

Motley encompasses the residential area generally south of Stadium Village and the University of Minnesota properties on the western edge of Prospect Park, and west of Huron Boulevard SE. As the University expands, the remaining residential area has concentrated south of Fulton Street SE to the Mississippi River. It is home to a mix of student rentals, fraternities, churches and a few long-term homeowners. Motley is named for the former school which sat on the land now occupied by the Dartmouth Townhomes.

Planning Issues, Opportunities and Plan Recommendations

- Support maintenance and preservation of the mixed density residential neighborhood south of Fulton for homeowners, renters, university students, and short-term housing like the Ronald McDonald House.
- Work with the Minnesota Department of Transportation and the city to redesign the Huron Blvd on- and off- ramps of I-94 when they reach the end of their structural life, with a view to reclaiming significant additional developable land between Erie and 27th Avenues SE and to the north of the existing bus-stop along I-94.
- Support the re-introduction of the street grid in the area and two-way traffic lanes (Essex, Delaware and Fulton) with pedestrian-bicycle friendly design.

Glendale

Description

Glendale sits just east and south of 27th and University Avenues SE. At its center is the 184-unit Glendale Townhomes, a public housing development owned and managed by the Minneapolis Public Housing Agency (MPHA). Built in 1952 on 14.5 acres, it was designed for families and is the oldest property owned by MPHA. Named after two Minneapolis aldermen, Glen Wallace and Dale Stanchfield, Glendale Townhomes was originally built to house returning GIs and has served as home and a welcoming community to thousands of low-income families. In recent history, it has provided housing for Southeast Asian and East African refugee families who have immigrated to Minnesota. Luxton Park is adjacent to Glendale and the Tower Hill sub-neighborhood. Because of the interest of MPHA in accessing district heating and storm water options, Glendale has also been included as part of Towerside Prospect Park.

Planning Issues, Opportunities and Plan Recommendations

- Support the Glendale residents and the MPHA to improve this residential sub-neighborhood.

- Improve pedestrian infrastructure for safe crossings at 27th Avenue SE and better access to the Prospect Park Green Line LRT station and to Arthur Avenue SE for students attending Pratt School. Also needed is improved access from Luxton Park to Huron Blvd pedestrian overpass with access to the University of Minnesota.

Bridal Veil Falls

Description

Prospect Park's small Bridal Veil Falls area encompasses apartment buildings, single family houses, townhomes, and a few businesses at the foot of the Franklin Avenue Bridge. Two high-rise buildings and the East River Mews townhome and condominium development occupy the segment closest to I-94, along with a flourishing community garden. The area is named for the waterfall and an underground creek that empty into the Mississippi River just west of the Franklin Avenue Bridge. While the area's natural character has been dramatically altered by civil engineering, the falls and creek are still visible from the paths along Mississippi National River and Recreation Area.

Planning Issues, Opportunities and Plan Recommendations

- Preserve and maintain this historic core residential sub-neighborhood and the diversity of ownership and rental housing options with compatible redevelopment around the Franklin Bridge-East River Parkway intersection.
- With the implementation of the Grand Rounds, the five-way intersection at the Franklin Avenue Bridge should be studied for improvements for pedestrian and bicycle movement and safety.



Figure 10. View of the Mississippi National River and Recreation Area (established 1988), which stretches along Prospect Park's southern boundary from the University of Minnesota through the Motley, Bridal Veil Falls, and East River Parkway sub-neighborhoods.

East River Parkway

Description

East River Parkway is a strip of Prospect Park that lies between the Mississippi River gorge and Interstate 94, bordered by Franklin Avenue SE to the northwest and St. Paul to the southeast. Residences are primarily single-family dwellings along East River Parkway and the adjacent East River Terrace, built somewhat later than other parts of the neighborhood. Included in this area are the Shriner's Hospital for Children, the East River Terrace Apartments, and the Short Line railroad bridge across the Mississippi River.

Planning Issues, Opportunities and Plan Recommendations

- Preserve and maintain this historic core residential sub-neighborhood and the diversity of ownership and rental housing options with compatible redevelopment around the Franklin Bridge-East River Parkway intersection.
- Improve lighting along East River Parkway; remove plantings encroaching on sidewalks; and maintain overgrown boulevards.
- Improve pedestrian access to Mississippi River Gorge.
- Use the Short Line railroad bridge across the Mississippi River and rail right of way on the northern tier to connect Prospect Park to the Midtown Greenway and the planned St. Paul greenway for bicycles and pedestrians.

South of Franklin

Description

This area is situated in the triangle created by Franklin Avenue SE to the north, I-94 to the southwest and St. Paul to the east. The area is predominantly single-family homes and a few duplexes and low-density apartment buildings. Its most famous landmark is a residence designed by Frank Lloyd Wright where Bedford Street SE ends at I-94. The small Chergosky Park is located at the foot of Seymour Avenue SE, near a footbridge over I-94 that connects to the East River Parkway area. To the east the former Weyerhaeuser site in the St. Paul is undergoing residential development and the addition of a new park.

Planning Issues, Opportunities and Plan Recommendations

- Preserve and maintain this historic core residential sub-neighborhood and the diversity of ownership and rental housing options.
- Improve pedestrian crosswalks on Franklin at Bedford and Seymour Avenues SE; create sidewalks along the south side of Sharon Avenue SE between Emerald and Bedford Avenues SE to provide access to the new park in St. Paul; remove plantings encroaching on sidewalks for better maintenance of overgrown boulevards.

Tower Hill

Description

Tower Hill is the largest residential section of Prospect Park and the heart of the Historic District. It is named for Tower Hill Park, home of the iconic Prospect Park Water Tower, commonly known as the "Witch's Hat". The area is bounded by University Avenue SE on the north, the city of St. Paul on the east, Franklin Avenue SE on the south and Williams Avenue SE on the west.

The tangle of winding streets surrounding the park leads to single-family homes and duplexes, many more than a century old, as well as small apartment buildings. Like the other residential areas in Prospect Park, it is known for its private and community gardens. Pratt Community School sits across the street from Tower Hill Park. The University Avenue corridor contains modest sized apartment and condominium buildings and a variety of commercial properties undergoing change.



Figure 11. The iconic "Witch's Hat" (1914) crowns Tower Hill Park on the highest natural land elevation in the city.

Planning Issues, Opportunities and Plan Recommendations

- Preserve and maintain this historic core residential sub-neighborhood and the diversity of ownership and rental housing options.
- Narrow intersection widths to ensure pedestrian safety at Malcolm & Arthur, Orlin & Seymour, and Malcolm & Sidney where intersections are unnecessarily wide.
- Remove plantings encroaching on sidewalks and better maintain overgrown boulevards. Additional pedestrian improvements include a new sidewalk along

Malcolm Avenue SE at Tower Hill Park for access to the Prospect Park Green Line LRT Station and Prospect North sub-neighborhood.

- Tower Hill Park improvements will be addressed in the updated Minneapolis Park and Recreation Board's *East of the River Park Master Plan*. The plan should connect sidewalks in and around the park, improve lighting and safety at the observation area at base of the tower, replace stairs and improve maintenance, and add pedestrian access from Pratt Elementary School.
- Changes to the public domain within the Historic District should be reviewed by the State Historic Preservation Office (SHPO) so as not to jeopardize the status of the historic district.

4th Street

Description

The 4th Street residential sub-neighborhood is a short strip of single-family homes, duplexes, small apartment buildings and townhomes on the north side of University Avenue SE just west of the city limits. It sits on land that was the original Eustis farm, platted in 1885 as Eustis Park, and contains many homes built before 1900, as well as the Bedford Townhomes development built in 2002. Along the north side of University Avenue are five more homes as well as a mix of institutional and commercial properties. The 4th Street area is part of Towerside Prospect Park.

Planning Issues, Opportunities and Plan Recommendations

- Preserve and maintain this historic core residential sub-neighborhood and the diversity of ownership and rental housing options. As development changes along University Avenue SE on the south and the vacant Hubbard property it should complement and enhance this area in terms of height, density, building design and access.
- Improve the lighting along 4th Street SE, enhance the pedestrian and bicycle connections to Green 4th and the Westgate Green Line LRT Station, and install sidewalks on the east side of Bedford Avenue SE.
- Improve the Bedford and University Avenue SE intersection as a safe and welcoming entry to Prospect Park and the University of Minnesota by removing the Super America Station to realign Bedford Street SE.
- Investigate ways to improve circulation by opening 4th Street SE/Territorial Road to the east and extending Bedford Street SE to the north.

Part 4: Implementation Framework

MOU Process for Development Proposals

This delineates the current collaborative process between developers and Prospect Park Association (PPA), sponsored by its Land Use and Planning Committee. The MOU process intends to enhance the contributions of development projects in the neighborhood and maximize their potential for success. The purpose of the MOU is to detail commitments the developer makes to secure PPA support for those projects seeking City Planning Commission and City Council approvals. The process is as follows:

1. Developer seeking city approvals for a proposal in Prospect Park prepares an initial project description including:
 - a. Project parcel description and parcel size;
 - b. Development type: mixed use, residential, commercial (retail, office), industrial, institutional;
 - c. For projects with residential components: number of proposed units, density, and/or square footage;
 - d. For mixed use or non-residential projects: proposed activities and uses, delivery and customer access needs, proposed hours of operation;
 - e. Parking requirements, surface and/or structured spaces.
 - f. Open space;
 - g. Pedestrian movement;
 - h. Site access.
2. Developer prepares a qualitative response to Design Guidelines for Project Review.
 - a. Mixed-use and urban density;
 - b. Connections;
 - c. Public realm;
 - d. Urban context;
 - e. Buildings, landscape and public safety design;
 - f. Sustainability;
 - g. Equity and diversity.
3. Points 1 and 2 are presented to PPA Land Use and Planning Committee for a discussion where an initial list of neighborhood issues/concerns and developer needs/requirements for implementation are identified.
4. The Land Use and Planning Committee may create a task force to meet with the developer over a specified period of time to gather information and considerations to address the identified issues and need/requirements. The task force or staff will prepare a draft project plan/MOU for Land Use and Planning committee

consideration, revised as needed and submitted to the City for documentation. It can be further revised and presented to PPA with recommendation from the Land Use and Planning Committee.

5. Specific findings of the MOU may include the following:
 - a. Project support Design Guidelines for Project Review (see Appendix B, page 24). A qualitative narrative completed by the Developer becomes an attachment to the MOU document.
 - b. PPA support for any necessary rezoning requirements.
 - c. PPA support for specific design features and operational conditions of the Project Plan and approval of any conditional use permits, variances, encroachment permits, or other permits or approvals required to allow them.
 - d. PPA understandings regarding long-term operation/management of the completed project.
 - e. Developer agreement for projects located in the Towerside Innovation District (designated by the City) to meet other matters such as support for district systems (e.g. storm water, energy, parking); sustainability; green space; street, pedestrian, and or bicycle infrastructure; participation as appropriate in Green 4th Street maintenance agreement.
 - f. Developer agreement to inform and consult with PPA's Land Use and Planning Committee on any future changes to the design.
 - g. If substantial changes to Project plans including exterior materials are proposed, they shall be reviewed with PPA's Land Use and Planning Committee in a timely manner, to allow a minimum of 7 days for review and comment before changes are approved or implemented.
 - h. Final project plans shall be reviewed and approved by Minneapolis CPED-Planning Division staff.
 - i. The General Contractor for the Project will be licensed, insured, bonded and experienced with the type of work to be performed. Subcontractors will be qualified and will be licensed, insured, and/or bonded as required to obtain permits for the work to be performed. Contracts between the Developers and its contractors will include a provision that any permits required by the building code for work performed on the project site shall be obtained prior to commencement of such work.
6. MOU signed by Chair of the Land Use and Planning Committee or designee (on-behalf of PPA) and developer(s). Copies of MOU are sent to City and appropriate agencies. Copies of the MOU may be sent prior to PPA Board approval if necessary to meet city schedule, in conformance with our bylaws.

Design Guidelines for Project Review

This evaluation tool helps neighbors, planners and developers discuss how to build a better Prospect Park. It is a qualitative description of proposed projects or developments. It is used as the basis for discussion between proposers and the neighborhood. These discussions are then formalized in the Memorandum of Understanding. The design guidelines are based on those developed by the University District Alliance.

Presentation

- Developers should describe, and neighborhoods should judge, how the proposed project helps achieve neighborhood objectives. Developers/proposers should include, and the neighborhood should expect narratives, maps, site plans, elevations, and sketches that show how the proposed project fits into the neighborhood's setting and advances the neighborhood's plan.
 1. **Mixed-use and urban density** to accommodate all the people who want to work and live in the neighborhood.
 - Provide a mix of uses for the diversity of people who live, work, learn, do business and visit in the district.
 - Provide the density to support a walkable, transit-oriented urban place, with access to services and amenities.
 - Contribute to the variety of unit types and rents to accommodate those who want to live in the neighborhood.
 2. **Connections** to create a pedestrian friendly, transit-oriented community.
 - Create a walkable, bikeable district, with connectivity within the neighborhood and to the rest of the city and region.
 - Support a high-quality pedestrian network and public realm and a network of public transit.
 - Reinforce neighborhood connectivity through the site plan, the architecture, and the landscape design.
 3. **Public realm** enhanced and enlivened by the adjacent buildings.
 - Enhance the safety and friendliness of the street through the street-level design of the building.
 - Enliven the street with active spaces and entry ways.
 - Incorporate landscaping, appropriate to local conditions, which contributes to a healthy urban ecology.

4. **Urban context** where each building and public space contributes, in a neighborly way, to a sense of place.
 - Respect and reinforce the intrinsic character, scale, and architectural fabric of the individual sub-neighborhoods.
 - Reinforce the diversity of the neighborhood with infill that is bold, imaginative and uniquely appropriate to its context.
 - Contribute to a sense of place by enhancing good qualities of adjacent properties and the broader neighborhood.
5. **Buildings, landscape and public safety design** that respects adjacent conditions and strengthens neighborhood identity.
 - Complement and enhance adjacent neighborhood landscaping and architecture, for example scale, materials, and rooflines.
 - Contribute to the visual vitality, richness, and distinctiveness of the street and neighborhood.
 - Use materials and methods that assure the building will be an enduring part of the public realm.
 - Use of materials and designs that assure public safety, for example lighting, windows, doorway sightlines with clear day/night view of public spaces, and landscaping that promotes visibility.
6. **Sustainability** with durable, energy-efficient buildings designed for future reuse.
 - Conserve energy and resources through orientation, massing, choice of materials and operating systems.
 - Promote easy evolution, maintenance, and repair over time.
 - Protect existing ecosystems and habitat.
7. **Equity and diversity**
 - Promote employment of Disadvantaged Business Enterprise/Women-Owned Business certified businesses
 - Promote affordable housing options

Zoning Overlay Framework for Towerside Prospect Park

The purpose of the Towerside Prospect Park Overlay Zone is to guide new development projects to create a mixed-use, employment intensive urban laboratory supporting innovation, research and new technology. The University Avenue Innovation District (hereafter referred to as “Towerside Prospect Park”) Overlay Zone is shown on Map 8.³

Principal uses in the Towerside Prospect Park Overlay Zone

Towerside Prospect Park encourages maker spaces—low impact uses, which produce little or no noise, odor, vibration, glare or other objectionable influences and which have little or no adverse effect on surrounding activities. Maker space activities such as workshops, laboratories, kitchens and spaces where physical and virtual products are produced, fabricated, created or distributed are allowed. The sale of retail or wholesale products produced on site and similar or complementary products produced elsewhere is permitted.

The design and structural capability of the building must anticipate and accommodate production and fabrication activities by bay size and slab-to-slab height within the building.

After the minimum floor area of maker space or other non-residential use is provided housing units are permitted within the building or on the site adjacent to the maker space/other nonresidential use building. Specifically, the following uses are also allowed:

1. Multi-family housing when the minimum FAR for maker space and other non-residential at the site;
2. Office uses;
3. Apparel and other finished products made from fabrics;
4. Computers and accessories, including circuit boards and software;
5. Electronic components and accessories;
6. Fabricated leather products such as shoes, belts and luggage, except no tanning of hides;
7. Furniture and fixtures, except no metal working;
8. Household appliances and components, except metal working;
9. Measuring, analyzing, and controlling instruments;
10. Medical and optical goods and technology;
11. Musical instruments;
12. Novelty items, pens, pencils, and buttons;
13. Office and commercial equipment, except no metal working;

³ A MOU was signed by PPA, Prospect Park Development Companies, and Wall Development Company for the redevelopment of 16.68 acres bounded by the U of MN Transitway on the south, 29th Avenue SE on the west, the railroads on the north, and Malcolm Ave SE and the east. This part of the Planning Framework is an extension and refinement of the MOU. To date, much planning has occurred by the developers under these current guidelines. It is the neighborhood's intention to support past guidance, if necessary, as it specifically pertains to the 16.68 acres to ensure the MOU is upheld by all parties.

14. Paper and paperboard products, except no pulp, paper or paperboard mills;
15. Pharmaceuticals, health and beauty products;
16. Precision machined products, including jewelry;
17. Printing and publishing, including distribution;
18. Signs, including electric and neon signs;
19. Sporting and athletic goods;
20. Telecommunications products’
21. Glass and glass products, ceramics, and china and earthenware such as dishes and kitchenware;
22. Textiles and fabrics.

Conditional Uses for the Towerside Prospect Park Overlay Zone

These uses and adjustments are also allowed as Conditional Uses:

- Commercial parking lots as regulated in Chapters 541 and 530 and parking ramps satisfying the parking required by uses in the Towerside Prospect Park Innovation District overlay zone
- Adjustments to the allowed maximum height of the building
- Adjustments to the allowed maximum or minimum FAR of the building
- Adjustments to the minimum or maximum building setback

Building Bulk and Height

- The minimum FAR of maker space or other non-residential use shall be 1.0
- The maximum FAR shall be 2.5
- The maximum building height shall be 80 feet.

Parking Standards

- Required parking for maker space and other non-residential uses shall be one space per 500 square feet of floor area.
- Required parking for residential uses shall be one space per unit or that required by the UA University Area Overlay Parking District, whichever is less.
- Required parking may be satisfied by allocation to a commercial parking lot or ramp not in excess of the unallocated capacity of the facility and located within the Overlay District and within 1000 ft. of the site.

Building Design and Exterior Materials Standards

The provisions of Chapter 530 Building design and Chapter 536 Specific Development Standards as applicable and informed by the “Towerside District Vision and Development Guidelines” shall apply to all development in the Towerside Prospect Park.

Financial Tools, Policies and Resources: Towerside Prospect Park

The city should develop financial tools, policies and resources to support the redevelopment within Towerside Prospect Park including consideration of a defined area tax increment district for pooling resources to:

- Support affordable housing, affordable business space including maker space, infrastructure, and district systems.
- Expand the Minneapolis economy to create more living-wage jobs, with an emphasis on providing job opportunities for the unemployed and underemployed.
- Support the development of mixed use buildings or projects with job and maker spaces on the lower levels or site adjacent and residential development with a portion of affordable work housing above or adjacent on site.
- Attract and expand new and existing services, developments and employers in order to position Minneapolis and the region to compete in the economy of the 21st century.
- Increase the city's property tax base and maintain its diversity. Clean contaminated land to provide sites for uses that achieve City redevelopment objectives.
- Eliminate blighting influences.
- Support district systems including:
 - joint, eco-friendly stormwater management with use of captured stormwater within the district and whose design integrates infrastructure to facilitate sustainability and resilience for the community while adding new public amenities like green space;
 - shared energy source for district heating and cooling;
 - shared parking for use by other district businesses and mixed-use developments;
 - district-wide interconnected green spaces (parks, plazas, stormwater treatment ponds, community gardens) and greenway networks for pedestrian and bicycle movement for easy district-wide accessibility;
 - Multiple projects connected by green streets focused on pedestrian, bicycle travel and accommodating motorized vehicles.
- Support neighborhood retail services, commercial corridors and employment hubs.
- Support redevelopment efforts that enhance and preserve unique urban features and amenities, including historic structures.

Capital Improvement Program

Priorities Next 3-5 Years

The planning framework supports the inclusion of the following capital investments in the appropriate agency capital improvement programs, including the City of Minneapolis, the Minneapolis Park and Recreation Board, the University of Minnesota, Hennepin County, and the Mississippi Watershed Management Organization.

Transportation

- University of Minnesota Transitway relocation and repurposing of existing Transitway.
- Construction of Granary Crossing over railroad yard as a part of the Missing Link Grand Rounds connection and vehicular connection to Kasota and Energy Park Drive.
- City street grid construction in Towerside Innovation District.
- Granary Road construction connecting Prospect Park Towerside east to Highway 280 and St. Anthony Park neighborhood in St. Paul and west to University of Minnesota and Marcy-Holmes neighborhood.

Parks, Open Space and Greenways

- Construction of the Grand Rounds Missing Link.
- Acquisition and development of signature park development at Green 4th and 29th Avenue SE (both sides of University Transitway).
- Luxton Park rehabilitation.
- Acquire the area of the former railroad spur along the eastside of 27th Avenue SE and the bridge over I-94 to Franklin Avenue SE for bicycle and pedestrian travel.
- Tower Hill rehabilitation including pedestrian pathways around the park.
- Construction of the Prospect Park Bike Trail from Franklin to Essex Avenues SE.
- Implementation of the pedestrian and bikeway network throughout Prospect Park.
- Development of Granary Park.

District Systems

- District Stormwater system serving the Malcolm Yards developments and other redevelopment areas.

- Construction of shared commercial parking facilities (interim surface lots and permanent ramps) serving developments along University Avenue SE and Towerside Prospect Park.
- Construction of district energy system to serve developments along University Avenue and Towerside Prospect Park.

Priorities Longer Term

Transportation

- Reconstruction of the Huron Blvd/I-94 on/off ramps.
- Street reconnection in the Motley/Stadium Village sub-neighborhoods serving the University Medical Campus with two-way traffic lanes (Essex, Delaware and Fulton) with pedestrian-bicycle friendly design.
- Land bridge over I-94 between the Tower Hill/South of Franklin sub-neighborhoods and East River Parkway/ Bridal Veil Falls neighborhood.

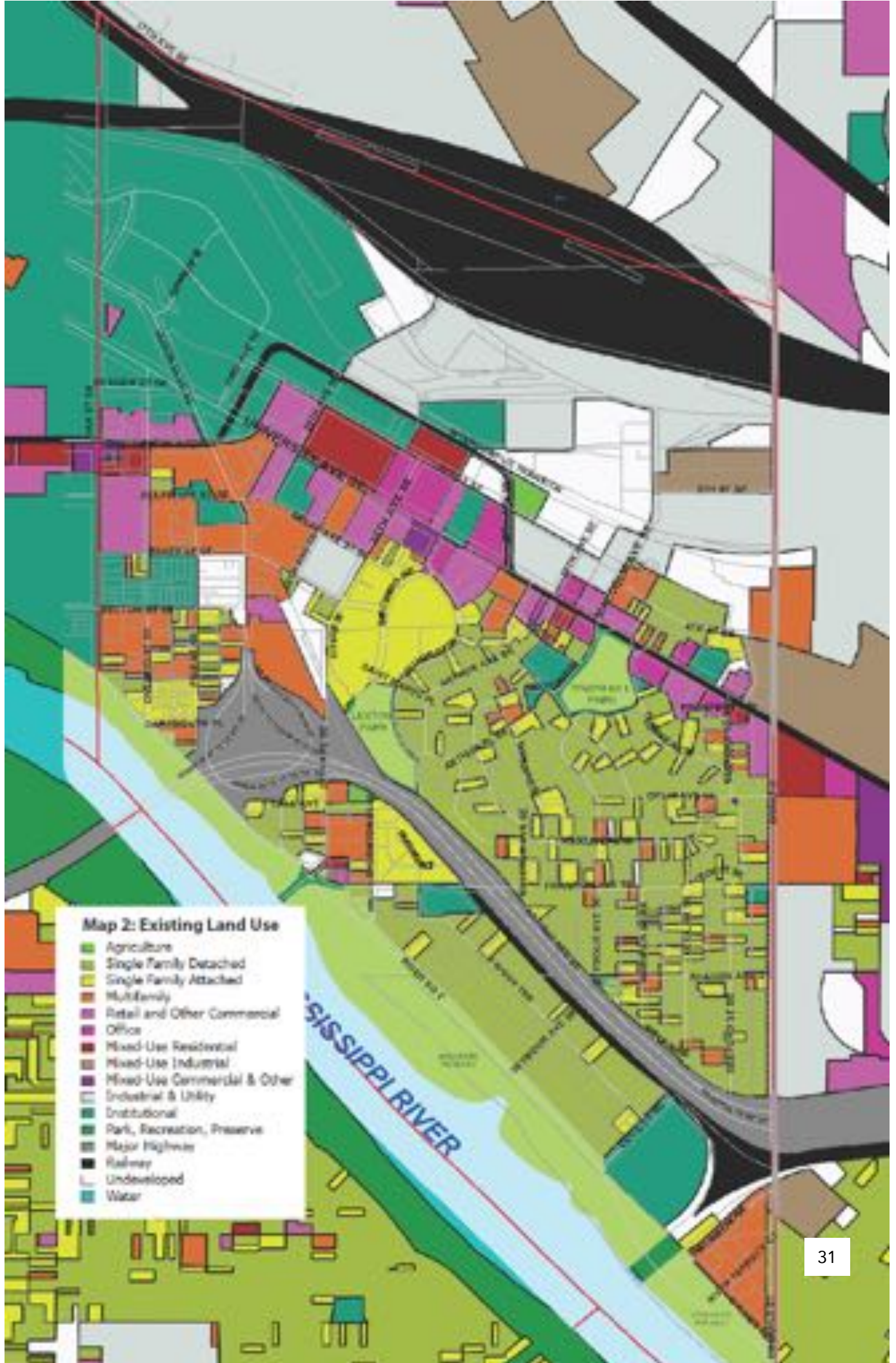
Parks, Open Space and Greenways

- Acquisition and construction of the Midtown Greenway connection.
- Mississippi River Gorge park improvements.
- Reconstruction of the intersection at Bedford and University Avenues SE.
- Rehabilitation of Chergosky Park.
- Implementation of the pedestrian and bikeway network throughout Prospect Park.

Part 5: Maps

Map 1: Prospect Park and Sub-neighborhoods





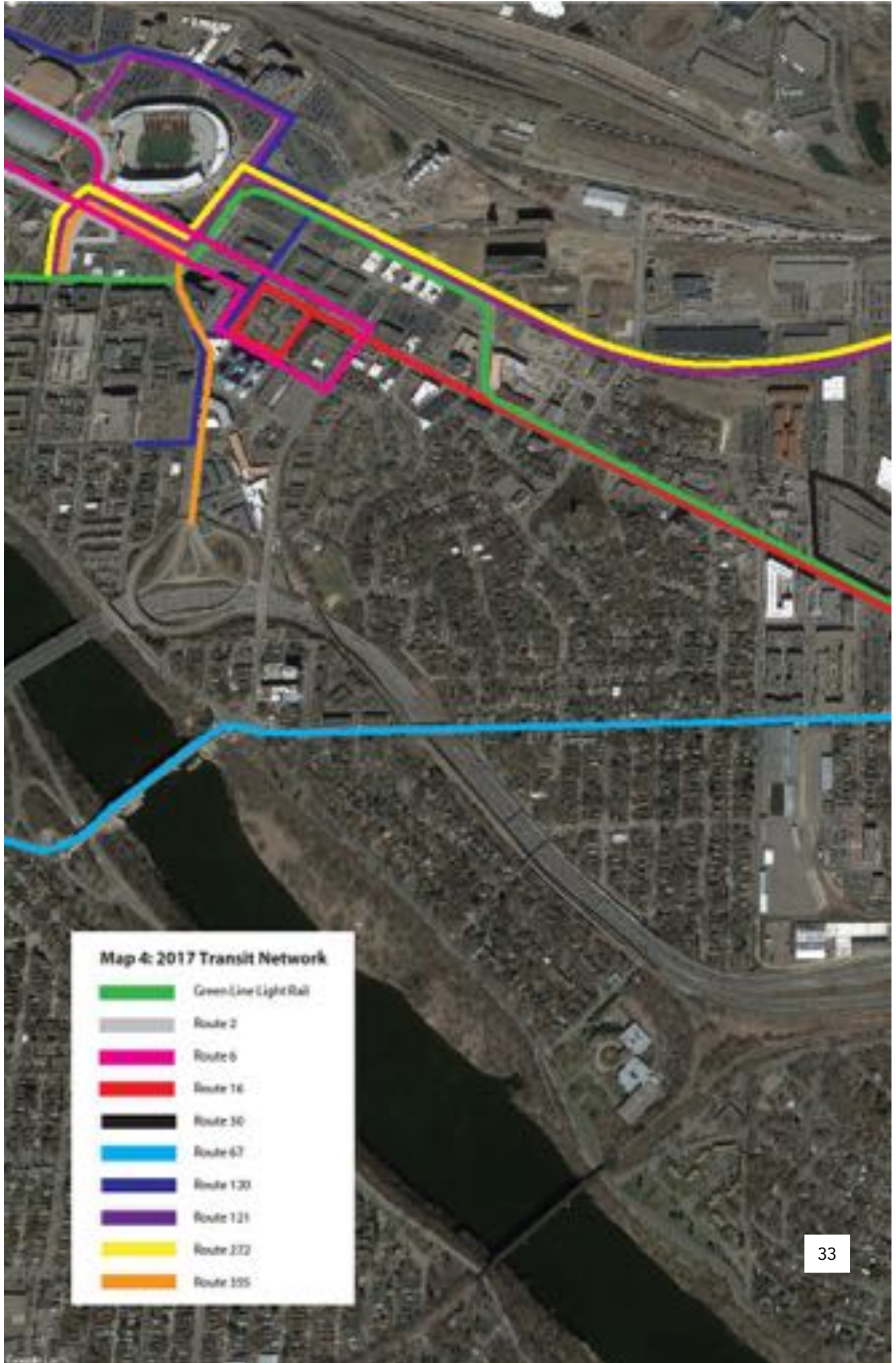
Map 2: Existing Land Use

- Agriculture
- Single Family Detached
- Single Family Attached
- Multifamily
- Retail and Other Commercial
- Office
- Mixed-Use Residential
- Mixed-Use Industrial
- Mixed-Use Commercial & Other
- Industrial & Utility
- Institutional
- Park, Recreation, Preserve
- Major Highways
- Railway
- Undeveloped
- Water



Map 3: Areas of Change

	Prospect North
	University Avenue
	Motley North / Stadium Village
	Girndale
	Bridal Veil Falls



Map 4: 2017 Transit Network

-  Green Line Light Rail
-  Route 2
-  Route 6
-  Route 16
-  Route 30
-  Route 47
-  Route 120
-  Route 121
-  Route 272
-  Route 355



Gravelly road
existing transitway

Map 5: Infrastructure Connections

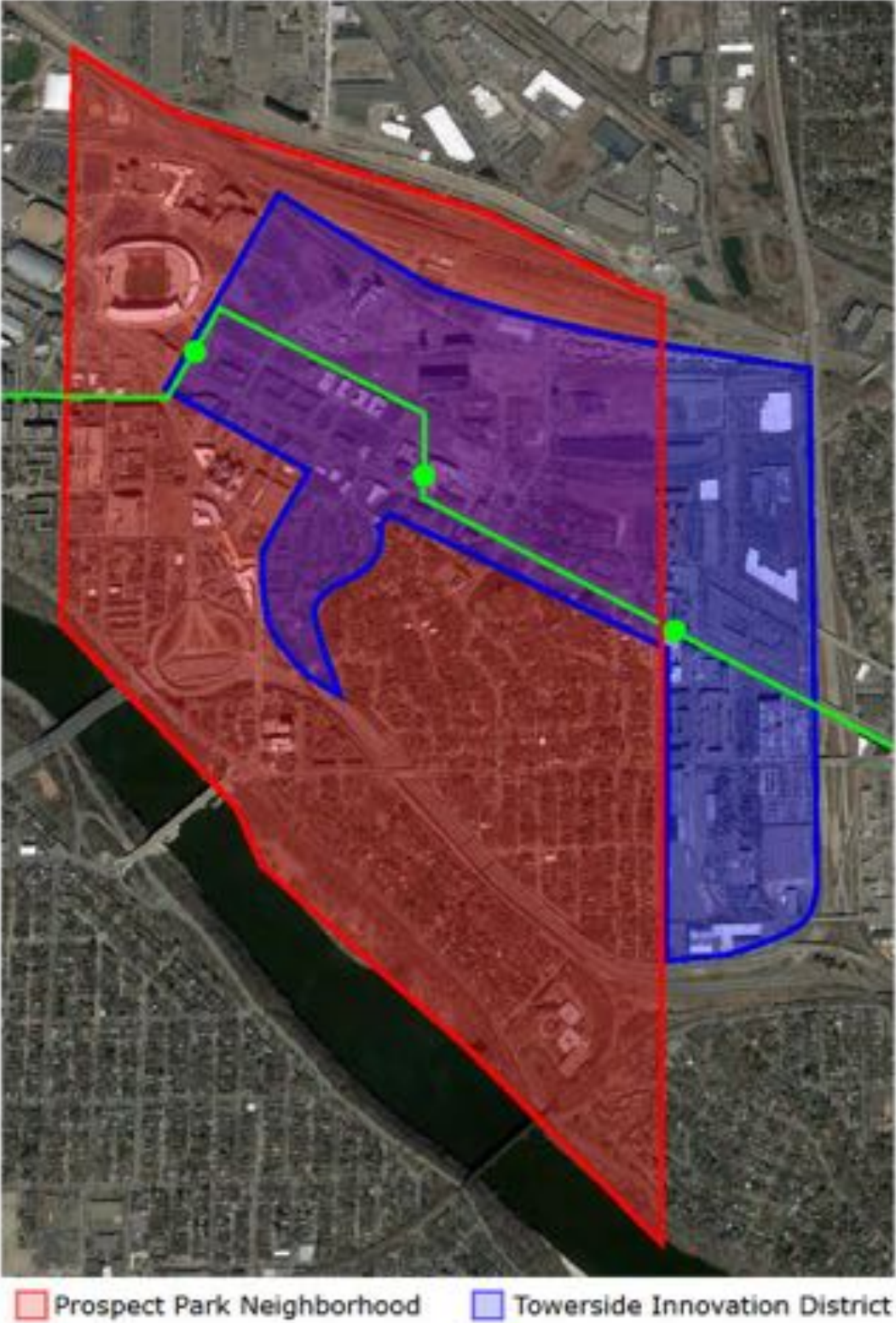
-  Existing Street
-  New Street
-  New Parkway
-  New Bridge
-  Convert to 3-Way Street
-  Existing LMN Transitway
-  New LMN Transitway
-  Gravelly road
-  GreenLine Light Rail



Map 6: Connected Open Space

- Existing Open Space
- Future Open Space
- Existing Pedestrian/Bikeway
- Future Pedestrian/Bikeway

Map 7: Towerside Boundaries





Map 8: Towerside Prospect Park Overlay
Overlay Zone Boundary

Appendices

Appendix A: Resource Materials

- **District Systems and Green 4th Concepts.** Cunningham Group, MWMO, Cornerstone Group, and Prospect Park Association collaborative report, September 2014.
- **Granary Corridor Strategic Vision.** University Alliance Task Force Report, April 2015.
- **Prospect North District Framework and Guidelines for Development.** Metropolitan Design Center, November 2015.
- **Prospect Park Station: Central Corridor Light Rail Minneapolis Development Framework.** Prospect Park 20/20, March 2012.
- **Prospect Park, Minneapolis: A Historical Survey.** Marjorie Pearson, Hess/Roise & Company, October 2001.
- **RESOLUTION of the CITY OF MINNEAPOLIS 2015R-402,** supporting the Redevelopment of the University Avenue Innovation District, October 9, 2015.
- **Stadium Village University Avenue Station Area Plan.** City of Minneapolis, August 2012
- **Towerside District Stormwater System.** MWMO, June 2015.
- **Towerside District Vision and Development Guidelines.** Minnesota Design Center, September 2017.
- **Towerside Framework for Planning and Implementation Phase 1 (draft report).** Minnesota Design Center, September 2017.
- **Towerside MSP Innovation District Parking Study.** Metro Transit and Prospect North Partnership, June 2016.
- **Urban Design Framework Phase III - *Transforming the SEMI into a New Innovation District.*** Metropolitan Design Center, 2013.
- **University Avenue District - *Update on the Opportunity.*** Prospect North Partnership, December 2015.
- **University Avenue SE /29th Avenue SE Transit Corridor Design Guidelines.** Short Elliott Hendrickson/Cornejo Consulting, April 2006.
- **University of Minnesota Area Transportation Study.** Kimley-Horn, January 2017.
- **University of Minnesota Twin Cities Campus Master Plan,** March 2009
- **University of Minnesota Minneapolis Campus Development Framework,** February 2016

Appendix B: Community Planning Process

Prospect Park Association launched the community engagement process in May 2017 with the Land Use and Planning Committee. PPA prepared background materials for information and discussion, organized or participated in a variety of neighborhood events to engage community perspectives, convened three neighborhood workshops or listening sessions, led walking development tours, and collected input through three surveys:

1. Preparation of background and supporting materials

- Large scale neighborhood aerial photo
- Prospect Park community map (Nine sub-neighborhoods comprise greater Prospect Park: 4th Street, Bridal Veil Falls, Glendale, Motley, East River Parkway, Prospect North, Stadium Village, South of Franklin, Tower Hill)
- Current land use (2010)
- Current comprehensive land use plan (2010)
- New developments and projects maps (under construction/advanced planning and review)
- Minneapolis city goals and policy topics for 2040.
- Materials summarizing previous/adopted plans and studies recognizing that the plan does not start from scratch but builds on and refines previous work.

2. Neighborhood listening sessions with participant surveys:

- Argyle House, Stadium Village, September 9, 2017;
- Textile Center, September 11, 2017; and
- Luxton Park/Glendale, with Somali, Oromo and Hmong translators, September 14, 2017.
- The Prospect Park Community Survey was given to all attending the PPA annual meeting September 25, 2017 and was available on-line online from September 9 through October 25, 2017.
- In addition to social media announcements, invitations to the listening sessions with surveys were hand-delivered to 1500 residential and business addresses.

3. Public engagement events and information gathering:

- Pratt Ice Cream Social, June 2, 2017, with a neighborhood Walkability Survey.
- Luxton Park neighborhood concert, August 8, 2017, with Arts and Culture Survey.

- Neighbor-Fest at the Profile Center, September 25, 2017, with Arts Culture Survey;
- Indigo-go Textile Center family festival event, September 26, with Arts and Cultural survey;
- Walking tours showing recent projects and planning/development issues, September 24 and October 7, 2017, sponsored by PPA Livability Committee;
- Community design activity to generate ideas for a new green space, October 7, 2017, at the Harvest Fest community celebration, jointly sponsored by PPA, Prospect Park 20/20 and Minneapolis Park and Recreation Board;
- The finalized plan draft was presented back to the community, with further opportunities for input, at town hall meetings held at the Textile Center on November 21 and Prospect Park United Methodist Church on November 27;
- Engagement opportunities also included ongoing interactions through social media, the PPA website, the PPA newsletter, and the neighborhood e-list.

4. Planning coordination included the following groups:

- University of Minnesota, Capital Planning and Project Management
- Minneapolis Park and Recreation Board
- Towerside MSP Innovation District (Minnesota Design Center consultant team)
- PPA Transportation, Environment, and Livability Committees
- Prospect Park 20/20
- Towerside Business Alliance
- Mississippi Watershed Management Organization

Appendix C: Survey Findings

1. Community Survey Findings

- **Residents engage in a variety of neighborhood activities.** Nearly 75% use local businesses and services and attend local events; over 40 % shop locally; and a third work in the community.
- **Job opportunities have long been missing from this section of Minneapolis.** Attracting businesses is an essential component to making this community walkable, bikeable, and livable. Three types of business opportunities are needed: small businesses that take risks and provide essential services, startup incubators for the University of Minnesota that draw a highly educated workforce, and larger companies with resources to create ladders of opportunity for lower income residents. Prospect Park would welcome, for example:
 - Small businesses, incubators, shared office arrangements, bio-medical start-ups and manufacturing, high tech firms—opportunities that provide white-collar and blue-collar jobs.
 - More density with all types of businesses that would increase street life on University Avenue SE with shops, restaurants, bars, grocery, and services with adequate parking.
 - Student employment opportunities.
- **Residents welcome all housing types.** In descending order, respondents indicated need for additional senior housing, affordable family/work force, single-family, low income/public housing, condominiums, townhouses, and to lesser degree rental apartments and student housing.
- **Residents regularly use a variety of transportation modes.** Over 90 % of respondents said they regularly walk in the neighborhood, while slightly fewer (84%) indicated using a car to get around. Nearly three-quarters reported using the Green Line LRT. Forty percent indicated bus transit and biking as a regular part of their travel routine. A quarter use Uber, taxis or Lyft. Regularly. Improvement ideas include the following.
 - Parking options: permit parking; adequate parking at businesses and new construction sites.
 - Bikeway improvements: connection between Franklin Ave. SE and 27th to the University Transitway;
 - University Ave SE Crossing: build safer crossings and increase timing of traffic lights; build a bridge over University Ave. SE at Malcolm Ave. SE to ensure safe crossing for children, people with disabilities, and older adults.

- Traffic issues in Motely: Resolve traffic problems along Fulton Ave. SE and the new University Medical Center, including Huron Blvd./I-94 exit to access 27th and pedestrian and bicycle connections from 27th to the University of Minnesota campus.
- Winter weather concerns: Shovel Snow from sidewalks, particularly along University Ave. SE.
- **Residents share perceptions of personal safety.** Overall, most respondents feel safe in the neighborhood. Over half indicated “fairly safe” and a third indicated “very safe”. However, improvements are needed, solutions named include:
 - Improve lighting throughout the neighborhood, specifically for night time safety along University Ave. SE, Williams Ave. SE, East River Parkway, 4th Street SE, and in and around Tower Hill.
 - Remove overgrowth from sidewalks and boulevards -- trees, shrubs and tall grasses.
 - Enforce traffic laws.
 - Pay particular attention to three areas perceived to be unsafe after dark: Alliance Clinic on University Ave. SE, Tower Hill and Chergosky Park.
 - Address recent car and home break-ins with more police patrols. Related, respondents expressed concern that the Minneapolis Police Department, University of Minnesota Police Department, Metro Transit, and Park Police increase staffing proportional to the influx of new residents.
- **Residents say green spaces are very important to neighborhood livability.** While most appreciate what is available, improvements are needed for current and future residents. Ideas and issues include:
 - Improve linkages between park areas.
 - Complete the Grand Rounds through the neighborhood.
 - Extend the greenway across the Mississippi River via the Short Line Bridge to connect to Midtown Greenway.
 - Increase green space proportional to increased density.
 - Improve maintenance and beautification of existing parks (Tower Hill, Luxton Park, Chergosky Park) and green spaces, including triangles and sidewalks.
 - Add small green spaces similar to the new garden at Bedford and University Aves. SE.
 - Provide better Mississippi River access; consider creating a river bottom arboretum.
 - Add more active park areas for children and families.
 - Cover I-94 for park land and install better noise walls along the freeway.

- **Residents support changes in city rules.** Specifically, residents noted:
 - The city needs to revise/loosen concepts reflected in the zoning code to facilitate mixed uses; and
 - Support of design principles that require developers to demonstrate how their project and company addresses equity and diversity. This includes employment of minority owned businesses as vendors, as well as the mix of development proposed.
- **Residents name equity and diversity as important community issues.** Suggestions for improvement include:
 - Support minority and women-owned businesses. Any new construction should give priority to bidding companies that employ women and minorities.
 - Support Glendale community as it currently exists, with needed improvement/redevelopment. Glendale families need affordable, safe, attractive housing so that they can continue southeast ties including Pratt Elementary School.
 - Build more density and encourage additional low income/public housing.
 - Support fair housing. Require all landlords to accept Section 8 housing vouchers or at least a certain percentage.
 - Encourage student participation in improving the neighborhood.
 - Increase job opportunities at all levels.
 - Use moderated, informal discussions where neighbors of all backgrounds, races, ages and beliefs can discuss “hot topics”.
 - Support more density and a variety of housing types and costs.
 - Support the construction of smaller businesses spaces/incubators with shared amenities and maker spaces that are affordable to new businesses.

2. Arts and Culture Survey Findings

- **Most participants drove alone or carpoled.** A fifth of participants, most likely the majority of Prospect Park participants, either walked or rode a bike.
- **Participants, about two-thirds, attend many other neighborhood arts and cultural events.** Venues indicated other Textile Center, Pratt Elementary school, Tower Hill, Luxton Park, and local church events.
- **Strong interest, 3 in 4 participants, in seeing more arts and cultural events in Prospect Park.** Event options include in descending order included participatory art making, cultural festivals, music, visual arts, theatre/dance, and visual arts.
- **Strong interest is having more arts and cultural organizations locating in Prospect Park.** Representations include maker spaces, public art, artist studios, arts organizations and arts businesses.

3. Walkability Survey Findings

Participants (n=92) included both residents and visitor; surveys conducted at Pratt Ice Cream Social and PPA committee meetings; 72 completed full survey, about evenly divided between residents and visitors.

- **Walkability is viewed positively overall.** When asked to rate walkability on a 3-point scale -- poor (1); mediocre (2); or good and appealing (3), -- the average score among neighborhood residents was 2.6. Non-residents gave an average walkability rating of 2.7. Ideas for improving walkability:
 - Signage that gives a brief history of neighborhood places,
 - Maps to help new people find their way,
 - More shade trees and benches, better lighting, drinking fountains, additional walking paths, front porches and more interaction.
- **Crossing University Avenue SE is viewed as problematic by residents by older residents.** Of 37 neighborhood residents, the response was evenly divided with the majority responding “yes” in the 65+ age category.
- **Safety Concerns and suggestions for making walking in the neighborhood more enjoyable:**
 - Ice and snow removal comments: intersection at Pratt dangerous when icy; better snow removal at corners after snow has been plowed needed.
 - Improved lighting comments: better lighting on Tower Hill.
 - Overgrown vegetation and sidewalk landscaping comments: shrubbery encroaching on sidewalks, overgrown boulevards.
 - Unmarked or poorly marked crosswalks comments: crosswalks needed at Orlin Ave. SE and Bedford Ave. SE; better marked crosswalks on Franklin Ave. SE, particularly at Bedford Ave. SE; assure full ADA compliance.
 - Sidewalk disrepair comments: some sidewalks too narrow; sidewalks uneven; disconnected sidewalks along Tower Hill and across from Pratt; connection between Tower Hill stairs and sidewalk; along 27th Ave. SE near Glendale.
 - Traffic issues comments: traffic too fast; people coast through intersections, ignore stop signs; traffic lights not pedestrian friendly; too many trucks on Malcolm Ave SE; give pedestrians priority for crossing University Ave SE.

Acknowledgments

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Technical Contributors

- John Carmody, Minnesota Design Center
- Michael Cronin, planning and zoning consultant
- Susan Larson-Fleming, Prospect Park history
- Nan Kari, editor
- Stephen Klimek, community design coordinator
- Monique MacKenzie, University of Minnesota
- Joe Ring, Prospect Park Residential Historic District lead
- Bob Straughn, St. Anthony Park Community Council liaison
- Michael Tenlen, survey development and analysis

Staff Support

- Coco Banks, community outreach intern
- Jessica Buchberger, PPA Program Manager
- Megan Olson, social media intern



a. 2828 University Avenue SE, Suite 200 Minneapolis, MN 55414
t. 612-767-6531 *e.* staff@prospectparkmpls.org
www.prospectparkmpls.org

Founded in 1901, Prospect Park Association is the city's officially recognized citizen participation organization for the Prospect Park neighborhood of Minneapolis. Our mission is to promote the health, safety, and general well-being of the community and work to improve the aesthetic, residential, and physical qualities of the neighborhood environment.

