Downtown East Revitalization Plan

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Executive Summary

The area surrounding the current Metrodome in downtown Minneapolis is a sea of surface parking lots, concrete impervious surfaces, and underutilized spaces. With no true community gathering space and a lack of vibrant neighborhood feel, it will be critical for the neighborhood to develop a vision for the area surrounding the new Vikings Stadium once constructed.

The Downtown East Revitalization Plan that we have developed uses a forward-thinking vision and a set of goals to create a new setting for the area surrounding the new Vikings Stadium, which will improve connectivity, walkability, and quality of life in Downtown East. Building upon the existing assets and utilizing the concepts of Complete Streets and New Urbanism, Humphrey Developments, Inc. (HDI) seeks to revitalize the Downtown East Neighborhood and foster enhanced connections with the Cedar Riverside Neighborhood.

By using the existing assets in the Downtown East and Elliot Park neighborhoods as building blocks for the redevelopment, the Downtown East Neighborhood Revitalization Plan acknowledges the fact that the new Vikings Stadium will not exist in a vacuum, and as such, it will be critical to take full advantage of all available opportunities. Additionally, by obtaining air rights over Interstate-35W (I-35W) and constructing a land bridge to reconnect the existing 4th Streets in both the Downtown East and Cedar Riverside Neighborhoods, the area surrounding the new Vikings Stadium will serve and connect two different populations of people.

HDI expects to gain significant input from neighborhood residents and stakeholders before moving forward with implementation of the Downtown East Revitalization Plan. After completing a series of neighborhood meetings and collecting input and direction, the Plan will be amended to accommodate feasible changes before implementation stage begins. Additionally, to create this plan, we have conducted background research on the existing conditions in the neighborhood, including demographics, land use, and traffic analysis so as to create a plan that will best serve the neighborhood.

HDI prides itself on producing serious and comprehensive neighborhood plans that make the most of existing resources and assets while creating a vision to anticipate the future. The Downtown East Revitalization Plan sets the stage for a sustainable, walkable development that will serve the residents and workers in the area for decades to come.
HDI is proud to lead the redevelopment strategy for Downtown East and the area surrounding what is currently the Metrodome, but will soon be a newly built Vikings Stadium. Building on the energy and investment encompassed by the new Vikings Stadium, we aim to foster an improved quality of life and vibrant neighborhood feel in contrast to the current setting.

We know that the residents and workers in Minneapolis are busy and on-the-go. As such, using innovative and cutting edge strategies and principals, we will foster an increased sense of community, connectivity, and pedestrian oriented development where residents, visitors, workers, and employers will have numerous amenities just steps away, and the ability to travel wherever they need to go at a moments notice.
History of the Site

Interest in developing the Downtown East and Elliot Park neighborhoods arose primarily due to their proximity to Saint Anthony Falls and the industrious Mississippi River banks. Thanks to a contribution of land in 1893 from Dr. Joseph Elliot, the area was endowed its first landmark with Elliot Park. Due in part to green space afforded by the Elliot Park, Downtown East was an attractive residential area in the late 19th and early 20th Centuries. During this period, residential development was mixed between high-end single family estates and multi-family apartment buildings. With population increasing at the turn of the 20th Century, there was a focus on high-density residential development in the area. In addition, after the Great Depression hit, many large estate homes in the area were converted into multi-family dwellings. Around this period, the neighborhood became home to the city’s working class population. This represented the character of the neighborhood into the middle of the 20th Century.

While urban populations moved out into the suburbs after World War II, the Elliot Park community was further weakened by the construction of Interstate-35W and Interstate-94 in the 1960s. These projects demolished the southern and eastern portions of the area, displacing many residents and businesses alike. Between 1950 and 1970, Elliot Park’s population decreased by 54%. During this period, the Mill District on the river also saw large-scale deterioration with the decline of the milling industry. At this point, many city officials and other various stakeholders had different ideas about possible strategies of revitalization of Elliot Park and Downtown East. Revitalization ultimately took the form of the expansion of the Hennepin County Medical Center (HCMC) and the Hubert H. Humphrey Metrodome, which opened in 1982. However, despite high forecasts of redevelopment and influx of capital, Downtown East never underwent the dramatic turnaround that stakeholders and officials hoped it would. One bright spot in redevelopment remains the Mill District, which has added large amounts of office and residential space, along with the construction of the Guthrie Theatre. Nevertheless, this significant investment is still missing from much of the Downtown East neighborhood, which still contains a sea of surface parking lots and in lack of a vibrant business and residential community.
Building Blocks for Redevelopment

In light of potential development opportunity in East Downtown, at the focus of many is on the Metrodome site. With a recently collapsed roof, expiring lease of major tenant, and deteriorating infrastructure, the Metrodome site has been officially named as the potential location for a new Vikings Stadium, to be developed by Ryan Companies. As such, there is much work to do to create a vision for the surrounding area, and HDI is proud to take the lead. To foster the most successful development possible, we know it will be critical to build upon existing assets in the redevelopment process.

Today, East African immigrant populations have settled in Cedar Riverside. However, the neighborhood does face a number of problems including disinvestment, perception of crime, and a need for more community space. Nevertheless, the neighborhood presents an excellent opportunity for future investment, particularly given its geographic proximity to downtown and the University of Minnesota. Given proper financial and structural support, the Cedar-Riverside Community has the potential to flourish into a more attractive destination neighborhood in Minneapolis.

Across Interstate 35W from the Downtown East and Elliot Park Neighborhoods is the diverse and vibrant Cedar Riverside Neighborhood. Since the birth of the City of Minneapolis, the Cedar Riverside Neighborhood has long been a hub for immigrants. From European to Korean immigrants, the neighborhood has always contained vibrant ethnic businesses and gathering spaces, and a rich and diverse population.
Building Blocks for Redevelopment

Although the Downtown East, Elliot Park, and Cedar Riverside neighborhoods face a number of challenges, all of these communities have one thing in common as they look toward new opportunity and investment: assets.

Pictured: Downtown East, Downtown West, Elliot Park, and Cedar Riverside neighborhoods. Source: Google Maps

All of these neighborhoods are in close proximity to Downtown Minneapolis, hub to thousands of jobs, business activity, and investment. Just a train ride away from one of the richest centers of arts and cultural activity, quality gathering spaces like Loring Park, the Convention Center, and sports facilities, Cedar Riverside, Downtown East, and Elliot Park neighborhoods have much to gain based purely on their location.

Additionally, the junction of these three neighborhoods features the Hiawatha Light Rail line, numerous bus lines, proximity to the Northstar Rail line, and the incoming Central Corridor Light Rail line. Additionally, in one of the friendliest cities for bicyclists in the United States*, this cross section of neighborhoods benefits from important bike paths and bike-friendly streets that serve as thoroughfares for cyclists getting around to their jobs, homes, and other day to day activity.

Another benefit in terms of geography for these neighborhoods includes the institutional presence in the area. From the Hennepin County Medical Center, to the University of Minnesota, to Augsburg College, these neighborhoods have a strong institutional presence that has served and will continue to be an important building block for the neighborhood. Lastly, because of the enormous amount of investment that will be directed toward the Downtown East and Cedar Riverside Neighborhoods in coming years due to the new privately owned and operated Vikings Stadium, as well as the Central Corridor Light Rail line, it will be critical to direct the investment and development surrounding this infrastructure in the most complementary and forward-looking way possible.

It will be critical to utilize the existing assets in the redevelopment of Downtown East as the building blocks for success. These three neighborhoods have strong institutional strength, as well as the potential to serve as a multimodal transportation hub and a center of economic activity. The opportunity of continued investment and planning for a vibrant future is ripe, and it is important to not miss the potential that lies therein. As such, HDI has created this proposal to serve as a revitalization strategy for the land surrounding the new proposed Vikings stadium site to ensure that all amenities and assets are fully utilized, and that the areas in and around Downtown East are included and invested in throughout the redevelopment. To see what it looks like when a stadium investment is relatively isolated and lacking support of the surrounding land uses and infrastructure, we need not look further than the current Metrodome site. HDI will work with stakeholders in the public, private, and non-profit sectors to ensure that there is successful development surrounding the new stadium.

Neighborhood Residents

In order to produce a successful plan for redevelopment, HDI recognizes the importance of understanding current neighborhood trends. The Downtown East neighborhood is not heavily populated. Based on data from the 2000 United States Census, there were only 128 people who resided in the Downtown East neighborhood. This number was a significant increase from prior years; in 1980 there were only 70 residents, and just 25 in 1990. The population in Downtown East comprises only .03% of 2000 Minneapolis population, and the residents boasted a higher median income than the city as a whole. (U.S. Census Bureau)

The Elliot Park neighborhood, just to the south of Downtown East, has a much higher population in comparison. At more than 6,000 residents, the median income in 2000 was significantly less than that of Downtown East, but the percentage of people in poverty was also significantly less. Because there were so few residents living in Downtown East, the numbers may be unreliable in terms of a comparison of the two neighborhoods.

Cedar Riverside is similar statistically in a number of ways to the Elliot Park neighborhood. Both Elliot Park and Cedar Riverside have comparable median incomes, and a similar percentage of residents in poverty. Cedar Riverside also has a very diverse population, and is known for its high density. It will be critical to consider the demographic characteristics as this area of the city develops and changes in coming years to ensure that the populations are served and the public participation processes facilitate a quality outreach program.

Table 1 (right) compares Downtown East, Elliot Park, and Cedar Riverside to Minneapolis, the 7-County Metro Area, and Minnesota in terms of population, income and percent of people in poverty in Minneapolis.

### Table 1 – Minneapolis Population by Neighborhood

<table>
<thead>
<tr>
<th></th>
<th>2000 Population</th>
<th>2000 Median HH Income</th>
<th>2000 % of People in Poverty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown East</td>
<td>128</td>
<td>$45,313</td>
<td>53%</td>
</tr>
<tr>
<td>Elliot Park</td>
<td>6,476</td>
<td>$18,013</td>
<td>38%</td>
</tr>
<tr>
<td>Cedar Riverside</td>
<td>7,585</td>
<td>$14,367</td>
<td>42%</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>382,818</td>
<td>$37,974</td>
<td>17%</td>
</tr>
<tr>
<td>Metro Area</td>
<td>2,643,000</td>
<td>$54,304</td>
<td></td>
</tr>
<tr>
<td>Minnesota</td>
<td>4,919,479</td>
<td>$47,111</td>
<td></td>
</tr>
</tbody>
</table>

Sources: City of Minneapolis; Metropolitan Council; US Census
In spite of significant growth in employment centers in the Metro Area suburbs, Downtown Minneapolis currently has the highest concentration of jobs in the Minneapolis-St. Paul Metropolitan Statistical Area (MSA). The number of jobs in Minneapolis has held steady just under 300,000 since the early 2000s, after peaking at about 308,000 in 2001. Employment in the city is forecasted to rise over the next 20 years up to approximately 345,000 in 2030. Figure 1, below, demonstrates this projection.

**Figure 1 - Forecasted Employment in Minneapolis**

Annual averages wages for Minneapolis workers are slightly higher than the average for Hennepin County and for the 7-county Twin Cities Region. The disparity between Minneapolis’ annual average wages and those for the County and Region grew between 2000-2009, which indicates that Minneapolis workers are becoming slightly wealthier than workers from other areas of the MSA.

Unemployment in Minneapolis has been traditionally higher than the County, Region and MSA. Since 2006, the rest of the region has caught up with Minneapolis and recently unemployment in the MSA has risen higher than in Minneapolis. Minneapolis and the 7-County Region are about the same and Hennepin County’s unemployment is slightly lower than Minneapolis’. (See Appendix A)
Workers and Commuting

Approximately 25% of those who work in Minneapolis also live there. The greatest percentage of Minneapolis workers, about 40% in 2008, commute into the city from surrounding areas, including from communities outside of the 7-County Metro Region. (Met Council) See Appendix B for additional commuter data.

Minneapolis residents, just like residents throughout the region, mostly drive alone to their place of employment. In 2009, 62% of all Minneapolis residents drove alone to work. That number is slightly up from 60% in 1990. Public transit is the second most popular option for Minneapolis commuters. Carpooling is another highly used mode of transportation for Minneapolis residents, comprising 9% of all Minneapolis commuters. A graphic demonstration of these statistics is presented in Figure 3.

Figure 3

<table>
<thead>
<tr>
<th>Year</th>
<th>Carpool</th>
<th>Drive Alone</th>
<th>Other Means</th>
<th>Public Transportation</th>
<th>Walked</th>
<th>Worked at Home</th>
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</thead>
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<tr>
<td>1990</td>
<td></td>
<td>75%</td>
<td>25%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td></td>
<td>70%</td>
<td>30%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td>65%</td>
<td>35%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td>60%</td>
<td>40%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td>55%</td>
<td>45%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau Decennial Census and American Community Survey.

HDI understands the critical importance of ensuring that future development of the Downtown East neighborhood serve not only football fans who travel to the area for games, but also the people who live and work in the area. We aim to ensure that the land in Downtown East is being maximized to its fullest potential. Redevelopment of this area must serve the surrounding communities in the most beneficial way possible by fostering greater connectivity between Downtown East, Elliot Park, and Cedar Riverside.
Currently, the Downtown East neighborhood is zoned primarily for commercial and light industrial uses. There are a small number of parcels zoned for high-density and low-density residential, as well as small amounts of parks and open space zoning, and mixed-use commercial-residential.

The redevelopment area being considered for this project is outlined in dark black on the map to the left.
**Project Goals**

**Use a Forward-Looking Approach**

At Humphrey Developments, Inc. it is our primary goal to implement a plan that serves the people who live and work in the vicinity of the redevelopment using principals of New Urbanism and Complete Streets, in conjunction with Green Streets design elements. In particular, this plan places the greatest emphasis on connectivity, walkability, and quality of life.

**Maximize Existing Community Resources and Assets**

As noted previously, HDI is putting forth a plan that will use the existing building blocks as anchors for the revitalization strategy. It is our goal to make sure that we only enhance the existing assets, and that we highlight and not hinder all of the benefits that can already be found in Downtown East. We want to make sure that all of the community’s assets and resources are maximized in the redevelopment process.

**Ensure a Quality Public Participation Program**

HDI is well-known for engaging, successful, and thorough public participation processes in every redevelopment that we have undertaken. We know that it will be critical with such a large development and diverse stakeholder group that we produce an innovative and engaging participation plan. This public participation plan is outlined in coming pages of this document.

**Create Places that Serve Diverse Populations**

HDI aims to create uses within the redevelopment that will serve diverse populations, including retail, market rate and affordable housing, office, and open space. Through our intensive research process, which allows us to get to know the neighborhood, as well as the thorough public participation process, we know that our redevelopment will serve a broad base and diverse network of people instead of just isolated special interest groups.
Understanding the unique characteristics of the neighborhoods and planning for maximized utility of the existing assets in Downtown East, HDI has created a strategic vision for the redevelopment of this area. New Urbanism is an approach to development that involves the promotion of walkable, mixed-use developments that foster a sense of place and accessibility for those who live and work in the neighborhoods. Currently, the Metrodome and surrounding area is dominated by impervious surfaces like roads and parking lots. Immediately adjacent to the Metrodome, there is no green space for visitors, residents, or area workers to enjoy. Northeast of the Metrodome, Gold Metal Park runs along the river bank, providing walking areas and green space.

Using the principals of New Urbanism and Complete Streets, as well as an innovative air rights development, HDI has created a plan that will promote transit and pedestrian friendly development, an improved sense of place, and seamless connectivity between the Mississippi River, Downtown East, Cedar Riverside, and Elliot Park neighborhoods. Our vision promotes mixed-use, transit-oriented development, functional green and open space, increased residential, office, and retail space, centered around a new state-of-the-art Vikings Stadium.

Additionally, we have created a land use plan for the Metrodome area that includes a pedestrian mall to serve as a connector between the newly renovated Vikings Stadium and Gold Metal Park near the river. The connections that the pedestrian mall will have with the light rail lines, the bike paths along the river, and several bus routes, fostering multimodal transportation use and a walkable, bikable lifestyle.
Design Strategy

New Urbanism

The changing dynamics of the Downtown East and Cedar Riverside neighborhoods mean that the increased public and private investment with the Vikings Stadium and the Central Corridor LRT line will require a strong strategy for the surrounding areas to encourage sustainable, consistent development. Humphrey Developments, Inc. believes that the best way to achieve this goal is by employing many of the concepts of New Urbanism, in conjunction with Complete Streets design principles. The underlying concepts found in New Urbanist development include:

Walkability
A walkable neighborhood should be safe and inviting for pedestrians, with low traffic speeds, wide sidewalks, trees and green space, and an overall inviting atmosphere. Destinations, such as shops, jobs, and schools, should be relatively close to one-another. Traditional pedestrian-scale distances are considered to be ½ - ¾ of a mile. Residents and visitors alike should feel comfortable navigating the neighborhood on foot.

Mixed-Use & Diversity
A rich mix of residential, retail/commercial, and professional uses are important to new urbanist development. Residents and visitors should have convenient access to their many of the places they need to go every day within the development. A diverse mix of business activity will attract and retain a broad range of residents and visitors to the area.

Mixed Housing
A range of housing options for different life stages and a mix of incomes is important to new urbanist development. This will ensure a diverse residential mix and will help to provide density to support nearby transit lines and businesses.

Quality Architecture & Urban Design
The built environment of the new urbanist environment is important in creating a sense of place and unique character for the development. A high-quality, esthetically pleasing development will enhance the pedestrian experience and give residents a higher quality of life.

Traditional Neighborhood Structure
The new urbanist development should have a discernable center and a clear edge. The center of the development should contain a public space, such as a park or civic building, and the public space should be high quality. There should be a diverse mix of housing options, from single-family houses to condominiums and apartments, and everything in between. Densities should be highest in and around the town center, tapering off toward the edge of the development to fit in with surrounding neighborhoods or with the surrounding natural environment, if the development is Greenfield.

Source: http://wsm.wsu.edu/s/we.php?id=194
**Design Strategy**

**Increased Density**
Higher density development will help to meet walkability goals and will increase the efficiency of land use. Additionally, higher density allows for more efficient delivery of services and use of resources, and creates more convenient, accessible neighborhoods.

**Smart Transportation**
Traditional new urbanist principles call for high-quality trains to connect cities, towns and neighborhoods, as well as pedestrian-friendly design that encourages greater use of non-motorized modes of transportation (walking, biking, or rollerblading).

**Sustainability**
Development should minimize impacts to the natural environment. Eco-friendly, energy-efficient technologies should be used as much as possible, both during and after construction. The new urbanist neighborhood should encourage more walking and biking, use of local products, less driving, and less use of finite resources.

**Connectivity**
Access to multiple transportation options is important in new urbanist developments. Residents and visitors should have convenient access to transit, bicycle, and automobile amenities. The general rule of thumb is that people will walk ¼ mile for bus service and ½ mile for rail.

**Quality of Life**
When implemented together, these concepts all contribute to a higher quality of life and an increased sense of place and community for residents of and visitors to new urbanist neighborhoods.

New Urbanist design principles, Bethesda, Maryland. Source: http://www.umich.edu/~econdev/smartgrowthdc/index.html
Green Streets

Green Streets design principles correspond well with the concepts touted by New Urbanists. The Green Streets initiative promotes urban design that:

- Increases urban green space
- Improves pedestrian and bicycle safety
- Improves air quality and provide shade for pedestrian corridors
- Reduces stress on city sewer system and improves stormwater management
- Reduces impervious surfaces

The goal of the Green Streets movement is to beautify urban areas, creating a more pleasant and sustainable place to live. Most significantly, the concepts that HDI would like to see employed and emphasized in our development strategy for the Vikings Stadium site are walkability, connectivity, and quality of life. By incorporating these core principles of Green Streets and New Urbanism, HDI has designed a redevelopment plan for the Downtown East neighborhood that will revitalize the area and create a more livable, sustainable, and beautiful community.

Green Streets principles in practice.
Sources: http://www.myballard.com; http://hpigreen.com/tag/green-streets/
Design Strategy

Complete Streets

The design principles employed by the Complete Streets model are focused on improving safety and functionality of the transportation network for all users - from pedestrians and bicyclists to motorists alike. Complete Streets can be found in rural and urban settings, and what it means to be a “complete street” depends on the specific needs and wants of the neighborhood. At HDI, we understand the importance of designing transportation networks that work specifically for the people who will be using them. Every neighborhood is different.

A complete street may include, but is not limited to:

• wide, comfortable sidewalks
• bike lanes
• bus lanes
• accessible transit stops and shelters
• frequent, well-marked, safe crosswalks
• street medians
• curb extensions
• narrower traffic lanes

These are just examples of some complete streets design options. Other designs may be more or less appropriate, depending on the specific environment in which the designs will be employed. HDI will survey neighborhood preferences on specific Complete Streets design features during our intensive public participation process.
At HDI, we know that it is important to learn from experience. The New Urbanist style developments at Excelsior and Grand, in Saint Louis Park, Minnesota, and Fruitvale Village, in Oakland, California, provide real world examples of the principles that HDI plans to incorporate into the Downtown East neighborhood.

Excelsior and Grand

Additionally, the Excelsior and Grand development involves an “eyes on the street” approach. The first level of each structure lines the street with windows and wide sidewalks to accommodate foot traffic. Lastly, this complex redevelopment involved lengthy planning and ground breaking stages and involved a strong partnership between the public and private sectors. It is certain that the redevelopment of the Metrodome site can play off of the lessons of partnership and cooperation provided in the Excelsior and Grand example.

One of the developments that offers inspiration for the redevelopment of Downtown East is right here in Minnesota: Excelsior and Grand. Excelsior and Grand is a 16-acre site in Saint Louis Park that transformed an auto-dominated land use pattern into a mixed use, walkable environment. This example provides a good lesson in successfully implementing a walkable environment and connectivity to the regional bike trail system.
Fruitvale Village

Fruitvale Village, located in Oakland, California is an award-winning Smart Growth initiative situated along a Bay Area Rapid Transit (BART) line. Offering a walkable, mixed-use development, the original goals of this project were to revitalize and reinvest in a blighted area. Additionally, the project sought to coordinate land use and existing transit while serving the low income population.

The Fruitvale Village example provides insight and inspiration for how to successfully redevelop an area along a transit line in a way that will serve the population with quality retail development, a range of housing options, and usable community spaces. Uses, in addition to public transit, include ground-floor retail, upper-level apartments, a library, children’s and senior centers, and even a small charter school. Fruitvale Village maintains a distinct sense of character and is considered to be a highly desirable place to live, work and shop by locals.

The design principles used in Fruitvale Village provide strong insight into how redevelopment strategies should proceed in Downtown East. Similar to Fruitvale Village, Downtown East also serves low-income populations that should not be marginalized either during or after the redevelopment process. Additionally, the Downtown East redevelopment should take note from Fruitvale in utilizing the existing and future transit corridors that serve the area.

In the end, valuable lessons are to be learned from the diversity of outcomes provided by the Fruitvale Village development. In the same light, the Downtown East revitalization seeks to revamp a previously blighted area for a positive future.
Air Rights Development

One of the key components of the redevelopment plan involves the land bridge that will span I-35W to serve as a connector between the Downtown East and Cedar Riverside Neighborhoods. Once constructed, this bridge will be transformed into a park and pedestrian walkway. Mixed-use buildings will also be placed on the bridge to give continuity to the urban environment and to make use of the extremely valuable added land. The City of Boston has been successful in implementing an air rights development and has increased connectivity to neighborhoods that were isolated by the construction of the Boston Turnpike. Boston has been able to realize significant infill development and has experienced a revitalization of the affected neighborhoods. (Schulte, 2009)

Seattle has also had similar successes. In an attempt to increase the amount of green space in the city, Seattle developed “green” bridges that are covered with trees, shrubs and grass that enhance the natural beauty of the city without having to reclaim land that was already designated for other uses.

Use of air rights in Minneapolis will offer the city an opportunity to create a sustainable development to open up the downtown area and connect it with Riverside Plaza. The air rights development is proposed to span eastward from the current Metrodome site, across the interstate and to the Cedar-Riverside Neighborhood. This strategic location was selected based on the varying elevations of the topography and the existing freeway interchanges in order to safely and efficiently connect the two neighborhoods which are currently isolated. Further, not only does this addition serve to increase the connectivity of Downtown East and surrounding neighborhoods, but it adds to the functionality and mystique of the area. Although only a partial component of the overall redevelopment of Downtown East, the air rights development will ensure that this area is a sustainable destination for residents, corporations, and retail outlets alike.
Based upon the principles of New Urbanism, the implementation of new land uses in the redevelopment area is critical to the success of our overall design and development. First and foremost, the transformation of surface parking and undeveloped parcels to the north and northeast of the stadium site to a mixed use designation shall achieve critical increases in density. This mixed use designation will include retail and commercial space on the surface level with office and residential space on the subsequent floors above. Overall, this designation is in line with current development surrounding the Guthrie and the Mill District. Also, portions of parcels to the south of the stadium site will also be designated mixed use where available.

In addition to this increase in density, we feel it necessary to preserve open space to the west and direct north of the stadium site to operate as a plaza and gathering space connected to the stadium and East Downtown in general. This is important in ensuring quality of life factors that are essential to filling a design based in new urbanism. Building upon this point, the land use map also shows the designation of a pedestrian mall running north-south along 9th Ave. This is intended to increase pedestrian accessibility and connectivity. In addition, this area should serve as the cultural center of Downtown East, connecting the Guthrie and Gold Medal Park to the new Vikings stadium site.

In terms of a new urbanist design, this area has excellent transit access with a multitude of bus lines and the Central and Hiawatha LRT lines in close proximity. Finally, a transformation of current warehouse space to the northeast of the stadium site to high-density lofts will complete the transformation of Downtown East based in a new urbanist design.

Regarding the land bridge and subsequent development over 35W, the land uses will be split between mixed use development, similar to Downtown East, and an overpass park, spanning the southwestern section of the land bridge. This park will be designed to increase pedestrian access between Cedar Riverside and downtown Minneapolis. Also, the designation of greenspace in this area once again will enrich residents’ travel and living experience throughout the development area.

In terms of the mixed use designation, this development will be focused along the extension of 4th Street to Riverside Avenue. This extension will include bikeway access in addition to auto traffic. The only exception to the mixed use designation remains a smaller area designated for community or civic use. This area will be important in connecting the Downtown East and Cedar Riverside communities. As for the rest of the Cedar Riverside area, the current zoning shall remain the same. This community is certainly rebounding and attracting greater investment and does not warrant any significant changes.
HDI’s proposed zoning for redevelopment of the Metrodome site and the Downtown East Neighborhood will help to recreate the area, from an underused industrial and commercial area to a vibrant, mixed-use commercial and residential activity center.

In addition to rezoning the parcels directly surrounding the Stadium, HDI has also proposed development of a land bridge over I-35W to the southeast of the Stadium site. The land bridge will feature mixed-use commercial and residential development as well as a large public park. This will further enhance connections and walkability between Downtown East and the Cedar Riverside neighborhoods.
Master Plan

Downtown East Revitalization Plan
Placement of the land bridge

The land bridge was placed in the area between the stadium and the Cedar Riverside neighborhood for a variety of reasons. The grades in this area produced a rather deep trench for I-35W to sit in. The highway is over 30 feet below grade at some points beneath our land bridge. This would mean that I-35W would not need to be trenched to allow development overhead. We had also looked at creating a bridge along Washington Avenue, but the existing grades would result in I-35W needing to be excavated to allow traffic to flow beneath a new land bridge.

A strong and direct connection is needed between the Cedar Riverside neighborhood and the east downtown area in order to facilitate a revitalization of the area as a whole. People on all modes of transportation will easily move directly between these two areas and the traffic along Washington Avenue will also be reduced. In creating the extension of 4th Street and Riverside Avenue, we straightened the portion of 4th Street that was along the northern side of the stadium. Bringing back the grid system will make movement around the area easier by removing awkward, potentially dangerous intersections.

The construction of a land bridge in this area also allows for an expansion of Currie Park. This is the only large park for the residents of the Cedar Riverside neighborhood and its expansion will create a great amenity for children and adults alike. Finally, the proximity to the new Vikings Stadium will mean that any new development that happens on the land bridge will benefit from the draw that occurs at such an activity center. There will be great opportunities for enhanced commercial development, including new bars and restaurants, to occur within our new mixed-use communities.
Development

In considering locations for new structural development, we first looked at the large surface parking lots. The abundance of surface parking must be addressed; therefore, these lots are where the majority of our new buildings will be located. We retain as many of the historically designed buildings as possible in order to maintain the historical character of the Downtown East neighborhood.

The footprints our buildings occupy are derived from the Excelsior and Grand development in Saint Louis Park. The benefits of a multi-story, mixed-use structure meet a need in this neighborhood. There are a few structures like this north of Washington Avenue, but there are none nearer to the Vikings Stadium activity center. The design of these buildings also allows us to integrate a parking ramp into the structure of the building. This reduces the visual impact that a large parking structure can have and also locates the parking where drivers want it: right next to their destination.

We have prescribed underground parking to be built below the new buildings to further expand the parking needs that will arise from such a development. The hotel that is integrated into our development is placed near an LRT stop and is in proximity to existing dinning and transportation nodes. We feel that by placing a hotel in this location it will achieve the greatest outcome possible, by being able to accommodate the significant tourism center that the new Vikings Stadium will create.

Excelsior and Grand, Saint Louis Park, MN.
Source: http://www.skylinescenes.com
Public Space

Accompanying large scale development is a need to also redevelop public spaces and rights of way. First, and most importantly, we have used the Access Minneapolis report to redesign our streets to be safe for all users. This includes pedestrians, bicyclists, motorists, public transit users, and persons of disability. The lane widths have been reduced in accordance with the city guidelines, street parking has been increased, curb bump outs reduce pedestrian distances across streets, and bike lanes have been added to most streets.

The pedestrian realm along the streets has been significantly addressed. The pedestrian right-of-way between street and building is now 15 feet. This will result in more pedestrian traffic and a greater feeling of safety when walking down the street. The creation of a pedestrian mall north of the stadium will provide easy access for people to move between the Guthrie Theatre Gold Medal Park area and the Vikings stadium. In the middle of the pedestrian mall there is a large plaza that we envision will become an iconic gathering space with outdoor dining, shopping, and free of all vehicular traffic. The creation of two larger park spaces to the north and west of the Vikings stadium will create tailgating locations that can be used in all weather. We envision these places to have trees as well as manmade shade structures to provide spaces for year round usage.
Before:

Currently, the redevelopment area is auto-oriented and uninviting for pedestrians. The sidewalks in the area are narrow and lifeless. There are few, if any, shade trees or inviting open spaces. It is not generally thought to be an area that people visit without a reason.

After:

Using the principles of New Urbanism, we will reinvigorate the streetscape within the redevelopment area. Larger pedestrian spaces and increased public open space will allow new restaurants and shops to attract customers and create a welcoming environment for everyone.
Before:
The image below shows the current view from the Metrodome looking down 10th Avenue toward Gold Medal Park. There is a large amount of surface parking, streets are not pedestrian friendly, and the area is just generally not very inviting for visitors or residents. The area has little character and almost no neighborhood atmosphere to speak of. Additionally, the entrance to Gold Medal Park is not inviting and there are no natural directives that would psychologically connect the Stadium to the assets of the park and river.

After:
The proposed pedestrian mall along 10th Avenue will connect the new Vikings Stadium to Gold Medal Park and The Guthrie. It will increase walkability and pedestrian access to the area and will add to the sense of place and identity for the area. Downtown East will become a residential, commercial, and retail destination. This increased degree of locational completeness will be accomplished with additional street parking, the greening of public spaces, and the creation of public space for increased neighborhood interaction.
HDI approaches all development projects with the understanding that a thorough public participation process is vital to ensuring that the project is successfully implemented and reflects the needs and wants of the community. In order to ensure a successful and meaningful public participation process, our approach will be based upon a number of established goals:

- Offer a public participation process that allows individuals directly and indirectly affected by our plan to share their support or concerns during the planning process.
- Utilize methods of outreach and participation activities that are inclusive of the communities that are affected, and ensure that language, culture, and other varying aspects of the neighborhoods are accommodated and supported.
- Vary the activities and mechanisms of participation so that the public can be actively involved and interested in the participation process.
- Lead a collaborative planning process that will facilitate stakeholders’ ideas and allow for a general consensus at the conclusion of the planning process.
- Ensure that the established vision is a reflection of the community, and that community members get to provide input on their vision.
- Ensure transparency throughout the public participation process so as to promote public confidence.
Public Participation

Through experience working on similar projects, HDI knows that the goals outlined previously will allow the public to carefully consider our plan and highlight any concerns or suggestions that they may have. While we realize that universal public participation is not possible or expected, we insist on being transparent and laying the groundwork for an inclusive public participation process. We have developed a 5-Step Participation Process to ensure that public participation is meaningful and engaging.

1. Identify stakeholders through a thorough stakeholder analysis process. (Complete stakeholder list in Appendix B)

2. Conduct outreach to all stakeholders, and coordinate one or more meeting times with each stakeholder to share with them the plan’s vision, and to gain and understand their perspective and concerns with respect to the redevelopment surrounding the current Metrodome Site.

3. Organize and conduct numerous public hearings on the proposed redevelopment plan to solicit input. At each public hearing, organize active participation methods such as dot exercises or a board for people to write their concerns on paper and post them near the location of the concern area on a map.

4. Revisit the existing plan after public input is taken in order to incorporate ideas, concerns, and suggestions.

5. Follow up with another round of public hearings once the final plan is designed and set for the area to iron out any remaining concerns.
Public Participation

Methods of Outreach

To ensure thorough outreach, HDI has established methods to reach out to all stakeholders including the utilization of the following methods:

- Disseminate information about upcoming hearings in neighborhood newspapers and newsletters, and through neighborhood groups (including those that serve immigrant populations)

- Ensure that the public participation processes are friendly to those who do not speak English by providing a translator at each public meeting

- Translate all documents and meeting notices related to the plan into Spanish and Somali to accommodate the populations

- Establish a Twitter-feed so people can follow the plan on Twitter for updates and developments

- Create a Facebook page and update it with new information, dates of public hearings and forums related to the plan, and offer this page as a venue for people to provide their input

- Maintain an e-mail account and phone line through which individuals can call or e-mail with their input, questions, or concerns about the plan

- Post all public meeting notices at all apartment and condominium complexes in the Downtown East, Elliot Park, and Cedar Riverside neighborhoods
Cost/Benefit Analysis

Costs

In any development or redevelopment, there are certainly going to be costs to weigh in contrast to benefits. In the central city, the costs are often much greater, but the benefits that will be provided through new development have the potential to significantly outweigh the price.

Construction

The proposal put forth by HDI is a transformative redevelopment surrounding the proposed new Vikings Stadium. While development and construction costs will certainly cost a great deal of money, we are not concerned with losing money on our proposed development as we already have a significant amount of investment declared on our proposed structures. Table 2 outlines the line item costs and proposed square footages for each of our development types. The most expensive development costs are attributed to the land bridge of I-35W, where estimates were derived from an MIT study conducted on a similar development in Boston.

Using RSMeans software to estimate construction costs for our retail/office, residential, hotel, and structured parking developments, we derived estimated costs for each. Additionally, based on an article in The Real Deal online, we found average costs per square foot of actual air rights in New York City and adjusted it to current levels of Minnesota pricing. The total cost for the construction of our development surrounding the new Vikings Stadium is $783.6 million, which, as mentioned, would not include the stadium itself, which will be constructed by a separate private development firm. With a number of investors and tenants for these developments, we are certain that this development will be able to move forward in a timely manner.

Table 2 - Construction Costs

<table>
<thead>
<tr>
<th>Development</th>
<th>Square Footage</th>
<th>Cost per Square Foot</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail/Office</td>
<td>642,000</td>
<td>$105</td>
<td>$67,410,000</td>
</tr>
<tr>
<td>Residential</td>
<td>1,490,000</td>
<td>$134</td>
<td>$199,987,800</td>
</tr>
<tr>
<td>Hotel</td>
<td>250,000</td>
<td>$134</td>
<td>$33,500,000</td>
</tr>
<tr>
<td>Structured Parking</td>
<td>282,000</td>
<td>$34</td>
<td>$9,686,700</td>
</tr>
<tr>
<td>Air Rights</td>
<td>1,100,000</td>
<td>$30</td>
<td>$33,000,000</td>
</tr>
<tr>
<td>Land Bridge</td>
<td>1,100,000</td>
<td>$400</td>
<td>$440,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$783,584,500</strong></td>
</tr>
</tbody>
</table>

Cost/Benefit Analysis

Congestion Related to Construction

While one of the main goals of HDI is to ensure a redevelop- opment surrounding the proposed Vikings Stadium site that will ensure easy access by bike, foot, transit, or vehicle, we are aware that the construction phase will cause some congestion in the area due to detours, closed lanes, or other transitional measures. We aim to make the transition from the area’s current state to full redevelopment with as little disruption as possible due to construction, utility work, or other redevelopment action. As mentioned, throughout the development phase, a voice mail line will be available so that concerned individuals can share their suggestions, comments or concerns regarding the construction period.

Gentrification of the Neighborhood

We recognize that by creating these improvements in the Downtown East neighborhood and creating better connectivity to the Cedar Riverside neighborhood, there is a possibility that some of these improvements may have a gentrifying effect in the Cedar Riverside neighborhood due to the significant amount of low income individuals living there. HDI will work with the government officials at the City of Minneapolis, Hennepin County and the State of Minnesota to ensure that this possibility is considered and precautions are put into place should residents need some relief in order to avoid any displacement whatsoever.
Benefits

Though the aforementioned costs are something to be taken into serious consideration, HDI knows that the costs, monetary or otherwise, do not outweigh the benefits that this redevelopment plan will bring to Minneapolis. HDI believes that the benefits outlined below will prove to be an asset to the community, the City, and those who live and work in Minneapolis.

Quality of Life
HDI does not want the new Vikings Stadium area to be an isolated development amidst a sea of parking lots, as the current Metrodome site exists. As such, our development will promote an exciting and inviting atmosphere, increased green space, more retail amenities, and a walkable environment. Whether you’re staying at the new hotel, catching a football game at the new stadium, or spending the day shopping and dining around the new retail development, we want your walking, biking, riding and driving experience in the development surrounding the new stadium to be something to remember.

Connectivity
Right now, the Cedar Riverside neighborhood is bounded by two freeways and the Mississippi River. The Downtown East neighborhood is bounded by a sea of skyscrapers, two highways and the river. With this plan, the Cedar Riverside and Downtown East neighborhoods will be connected by a developable land-bridge spanning I-35W from the eastern side of the current Metrodome site to the western side of the Cedar Riverside neighborhood. We are pleased to provide the key to access between these two neighborhoods, which each can benefit from the amenities on the other side.

Promotion of Transit Use
The City of Minneapolis and the State of Minnesota have been taking great strides in the area of public transportation, especially in recent times. With the construction of the Hiawatha Light Rail, the North Star Commuter Rail, Bus Rapid Transit, and hybrid buses, HDI is proud to provide a redevelopment strategy that will foster the use of the existing transit infrastructure while supporting the new Central Corridor Light Rail. Our development strategy is forward-looking in anticipation of this new transit line, and we aim to create the most conducive development to transit users, pleasing those who already use transit, and enticing those who do not to get on board.
Cost/Benefit Analysis

Economic Stimulus
With such a large construction project, one obvious benefit is the addition of thousands of jobs. From the construction-related jobs to the permanent jobs created by the new development, our economic analysts at Humphrey Developments, Inc. estimate that more than 1000 jobs will be created by our redevelopment surrounding the current Metrodome site. Additionally, the new buildings and activity will increase the tax base through property, sales, and income tax revenue for the City as well as the State.

Accessibility
By creating a pedestrian and transit friendly development in Downtown East, the overall accessibility of those living and working in and traveling through the area will have better overall accessibility to amenities, as well as the amenities that are connected by the existing and future networks. Currently, with the human-made and natural barriers that section off the neighborhoods from one another make it difficult to access nearby amenities. By creating a connection between Downtown East and the Cedar Riverside neighborhoods we will be fostering better accessibility in spite of the divisive freeway, and enhancing the overall accessibility of the area in the context of diverse transportation options.

Sustainable Development
Our overall strategy and approach take on a theme of sustainable development, which encourages the three E’s: equity, economics, and environment. To foster sustainability from the perspective of equity, we are ensuring that our massive redevelopment strategy does not displace any current residents in either the Cedar Riverside or Downtown East Neighborhoods. We are also improving the ability for a variety of populations to become more mobile and access the amenities throughout the area. In terms of sustainable development from the perspective of economics, we know that our redevelopment strategy will create good paying jobs for the construction trades as well as permanent jobs for people to obtain once the development is done both in the retail sector as well as the office-professionals sector.

The redevelopment strategy that we are proposing will also increase tax revenue generation, which will ensure that our state and local governments are able to provide the services that our citizens need and rely on. Lastly, from the perspective of the environment, our application of the green streets principals ensures that those taking any mode of transportation whether it is bicycle or traveling by foot is a safe endeavor. Additionally, through our emphasis on transit and pedestrian-oriented developments, we are fostering the ability for people to use automobile alternatives as their main mode of transportation.
Traffic Analysis

Current Transportation and Land Use Conditions

The street network in and around Downtown East is mature and highly developed. It is bounded on the east by I-35W which directs traffic along 3rd Street into the site. Washington Avenue runs through the northern edge of the site area and directs a considerable amount of traffic as a major arterial through Minneapolis. From the south, I-94 and I-35W have access to 5th Avenue and Grant Street, which act as arterials and flow north along the eastern edge of the site. The eastern edge of the proposed site is fully integrated into the city grid extending from the Downtown central business district (CBD).

Pedestrian walkability is minimal in the area. Automobiles dominate the streetscape and sidewalks are small and need maintenance. Crosswalks are ill-defined, and bicycle access is fairly limited. There are no clearly delimited bikeways and most of the streets are inhospitable to cycling. Bicycle storage facilities are far and few between. The existing transit service is extensive. Twelve local bus routes service the area, as well as thirteen regional routes. In addition to bus service, the Hiawatha Light Rail transit (LRT) line runs right through the site with a station located on the existing Metrodome grounds.

The existing land uses in the area are highly diverse. Pockets of high-, mid-, and low-density housing exist across the area, mostly clustered along Washington Avenue and in Cedar Riverside. A handful of mixed-use zones are also located along the same corridors. The majority of the land is designated commercial and is dispersed throughout the area. Numerous surface parking lots, vacant buildings and light industrial uses lay in the immediate vicinity around the Metrodome.

Projected Traffic Conditions and Proposed Transportation-Related Site Improvements

LRT

The new Central Corridor LRT line between downtown Minneapolis and Saint Paul will be a remarkable benefit to the entire region, especially those living in the Downtown East neighborhood. The Central Corridor line will merge with the Hiawatha line at the existing Metrodome station and. Once completed, passengers will be able to travel from Target Field east to Saint Paul or south to the Mall of America and the Minneapolis-Saint Paul International Airport. Although the LRT and the Downtown East redevelopment plans were not conceived simultaneously, the respective plans will have a mutually beneficial relationship.

Connection from 4th Street to Cedar Riverside

The arterial connection from Cedar Riverside to 4th Street will improve the connectivity between two neighborhoods that are close in proximity but isolated from one another nonetheless. This amenity will increase access for everyone to this living, working, shopping, and entertainment destination. Such a steady flow of foot traffic combined with the culmination of multiple means of public transportation like light rail and bus transit will certainly help to stimulate this neighborhood’s blossoming economy. Students and employees from the University of Minnesota and Augsburg College, as well as residents of the Seward and Cedar Riverside neighborhoods will now be able to bike, bus, walk, or drive to Downtown East and beyond.
Traffic Analysis

Bicycle Access
Whereas previously bicycle access and lanes were fragmented and dangerously narrow, cycling amenities in the new Downtown East development will be numerous and effective. A higher degree of bicycle lane connectivity, coupled with the addition of the 4th street and Cedar Riverside connection will make cycling a very attractive mode of transportation in this area. In addition, the new air rights development will also be a valuable amenity to cyclists in and around Downtown East.

Nice Ride is a new bicycle sharing program in Minneapolis, founded in 2008. Nice Ride bicycle rental stations are and will continue to be strategically located throughout Minneapolis. A partnership between residential developers and Nice Ride could result in residents of the development area qualifying for free or greatly discounted Nice Ride memberships. Additionally, privately owned bicycles can be stored either within residential parking lots or on state of the art public bicycle racks, located throughout the development.

Parking
Auto-dependent residents will benefit from many private parking structures located within the core of each residential building. These sizable and efficiently designed parking structures are not visible from the street, are very safe and secure, and mitigate surface street congestion by removing the need for residents and shoppers to spend time searching for on-street parking.

Although nearly 450,000 square feet of surface level parking will be removed during the various stages of development, over 280,000 square feet of structured parking will be added to mitigate the high demand for parking. Structures will be several stories above ground and will be continued below ground whenever feasible. In addition, on-street parking will be plentiful thanks to the newly designed streets and sidewalks. On a single city block there will be seventeen parking spaces on each side of the road. This will add another 1400 parking spaces to the surface streets of the Downtown East development.
Traffic Generation Analysis

Using the 8th Edition *Trip Generation Manual* to estimate traffic that will be generated by the new development, it is expected that 2364 new trips will be added to the area during the evening peak driving hours. 473 of these trips are expected to be generated by new residential developments. The large park that will be constructed, mostly on top of the land bridge across I-35W, will add about 40 driving trips per day. Hotel rooms and office space are expected to bring 175 and 478 trips per day, respectively. Finally, the bulk of the traffic that is generated will come from the 1197 trips per day expected from area’s new retail space.

The amount of new traffic that this development is expected to create would normally be alarming for the infrastructure of any site. Parking ramps included in the design will be sufficient to handle the area’s parking needs. Because the capacity of the streets will not be increased, and potentially may be decreased from the addition of expanded sidewalks and bike lanes, it is likely that the area will experience more congestion. This effect will be mitigated by the incredible transit service to the area. LRT and buses connect the site to the entire Metro area and can handle the increase in demand. Transit service to the area will likely cause the traffic generator numbers to be over-estimated as travelers will likely be absorbed into the public transportation network. Also, the mixed-use and walkable nature of the development will reduce the need for people to travel by automobile once they are in the area.

<table>
<thead>
<tr>
<th>Use</th>
<th>Rate</th>
<th>Units</th>
<th>PM Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>0.38</td>
<td>1242</td>
<td>473</td>
</tr>
<tr>
<td>Park</td>
<td>1.59</td>
<td>25.3</td>
<td>40.227</td>
</tr>
<tr>
<td>Hotel</td>
<td>0.56</td>
<td>313</td>
<td>175.28</td>
</tr>
<tr>
<td>Retail</td>
<td>3.73</td>
<td>321</td>
<td>1197.33</td>
</tr>
<tr>
<td>Office</td>
<td>1.49</td>
<td>321</td>
<td>478.29</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>2364.127</strong></td>
</tr>
</tbody>
</table>

Source List


# Appendix A

## Minneapolis Commuting Patterns

### Table A.1 – Top ten workplaces of people who live in Minneapolis (2008)

<table>
<thead>
<tr>
<th>Workplaces</th>
<th>Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minneapolis</td>
<td>72,438</td>
</tr>
<tr>
<td>St. Paul</td>
<td>14,426</td>
</tr>
<tr>
<td>Bloomington</td>
<td>9206</td>
</tr>
<tr>
<td>Edina</td>
<td>6501</td>
</tr>
<tr>
<td>Saint Louis Park</td>
<td>4545</td>
</tr>
<tr>
<td>Minnetonka</td>
<td>4522</td>
</tr>
<tr>
<td>Eden Prairie</td>
<td>3818</td>
</tr>
<tr>
<td>Golden Valley</td>
<td>3400</td>
</tr>
<tr>
<td>Plymouth</td>
<td>3329</td>
</tr>
<tr>
<td>Eagan</td>
<td>3009</td>
</tr>
<tr>
<td>Other</td>
<td>30,658</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau Local Employment-Household Dynamics

Note: Workplaces and residences outside the seven-county area are counted in "Other".

### Table A.2 – Top ten residences of people who work in Minneapolis (2008)

<table>
<thead>
<tr>
<th>Workplaces</th>
<th>Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minneapolis</td>
<td>72,438</td>
</tr>
<tr>
<td>St. Paul</td>
<td>22,814</td>
</tr>
<tr>
<td>Brooklyn Park</td>
<td>7668</td>
</tr>
<tr>
<td>Bloomington</td>
<td>7154</td>
</tr>
<tr>
<td>Saint Louis Park</td>
<td>6763</td>
</tr>
<tr>
<td>Plymouth</td>
<td>6650</td>
</tr>
<tr>
<td>Eagan</td>
<td>5714</td>
</tr>
<tr>
<td>Blaine</td>
<td>5448</td>
</tr>
<tr>
<td>Coon Rapids</td>
<td>5386</td>
</tr>
<tr>
<td>Edina</td>
<td>5045</td>
</tr>
<tr>
<td>Other</td>
<td>113,944</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau Local Employment-Household Dynamics

Note: Workplaces and residences outside the seven-county area are counted in "Other".
Appendix B

Stakeholder List

- Minnesota Vikings
- Metrodome owner
- East DT/Elliot Park residents
- landowners
- business owners
- renters
- Hennepin County
- City of Minneapolis
- State of Minnesota
- Met Council
- MnDOT
- transit users
- Metro Transit
- U of M
- Minneapolis Park and Recreation Board

- downtown workers
- commuters
- downtown employers
- Guthrie
- HCMC
- hospital patients
- Theater goers
- Star Tribune
- local law enforcement - Minneapolis PD, Hennepin County Sheriff
- bicyclists
- Vikings ticket holders
- people who go downtown for entertainment
- Metrodome users
- park/trail users