

TWO CITIES. ONE RIVER.

LAMBDA ALPHA INTERNATIONAL LAND ECONOMICS WEEKEND
MAY 13-15, 2010, TWIN CITIES, MINNESOTA



LAMBDA ALPHA INTERNATIONAL



AN HONORARY LAND ECONOMICS SOCIETY

Welcome

Lambda Alpha International Land Economics Weekend

Table of Contents

Schedule at a Glance	3
The Westin Hotel	5
Reception at the IDS Center	9
Introduction to the Twin Cities	12
Guthrie Theater	14
Mississippi Riverfront	17
Minneapolis Today	19
St. Paul and the Central Corridor	22
Target Field	37
Central Corridor Light Rail	38
Intro to St. Paul	39
Mississippi River Cruise	40
Grand Avenue • Summit Avenue	42
Minneapolis Park System	43
City of Edina	45
Minnesota Landscape Arboretum	52
Excelsior & Grand and Uptown	60
The Midtown Exchange	61
Cocktail Reception	64
LAI International Executive Committee	65

Schedule at a Glance

THURSDAY, MAY 13

6:30 – 8:30 pm **Opening reception**
 Windows on Minnesota, 50th Floor, IDS Center, Minneapolis
A block from the Westin – walk on the street or through the skyway system

FRIDAY, MAY 14

7:30 – 8:30 am **CONTINENTAL BREAKFAST** Bank Restaurant, Westin Hotel, 88 South Sixth Street

8:15-8:30 am **Board buses** Sixth Street Entrance, Westin Hotel

8:30 am **Buses depart**

8:30 – 8:45 am **Travel to Guthrie Theater**

8:45 – 10:30 am **Introduction to the Twin Cities** Level 5 Restaurant, Guthrie Theater, 818 South Second Street

10:30 – 10:45 am **COFFEE BREAK**

10:45 – 11:05 am **Development of the Guthrie**

11:05 am – 12:30 pm **Bus tour: Minneapolis Riverfront** Board buses at Second Street door of Guthrie

12:30 – 2:15 pm **LUNCH** **Looking Ahead: Minneapolis Planning Opportunities and Challenges**
 Metropolitan Club, Target Field, Minneapolis

2:15 – 2:30 pm **BREAK**

2:30 – 3:30 pm **Introduction to Saint Paul and Central Corridor**

3:30 – 4:00 pm **Tour of Target Field**

4:00 – 5:15 pm **Return to Westin Hotel; break**

5:00 – 5:15 pm **Board buses** Sixth Street entrance, Westin Hotel

5:15 – 6:30 pm **Bus tour: Central Corridor and Downtown Saint Paul**

6:30 – 8:30 pm **Mississippi River Cruise** **DINNER** Board Padelford boat at Harriet Island, Saint Paul

8:30 – 8:45 pm **Board buses**

8:45 – 9:15 pm **Return to hotel via Grand Avenue/Summit Avenue**

9:15 pm **Arrive at Westin Hotel**

Schedule at a Glance

SATURDAY, MAY 15

7:30-8:30 a.m.	CONTINENTAL BREAKFAST Bank Restaurant, Westin Hotel, 88 South Sixth Street
8:15-8:30 a.m.	Board buses Sixth Street entrance, Westin Hotel
8:30 a.m.	Buses depart
8:30-9:30 a.m.	Bus tour: Minneapolis Grand Rounds park and parkway system
9:30-11:45 a.m.	Bus and walking tour: Edina
11:45 a.m.	Board buses
11:45 a.m.-12:15 p.m.	Travel to Minnesota Landscape Arboretum
12:15-1:45 p.m.	LUNCH Introduction to the Minnesota Landscape Arboretum Synder Auditorium, Minnesota Landscape Arboretum, Chaska
1:45-2:15 p.m.	BREAK
2:15-2:30 p.m.	Board buses
2:30-3:30 p.m.	Bus tour: Excelsior and Grand / Uptown / Lyn-Lake
3:30-4:15 p.m.	Walking tour: Midtown Exchange 2929 Chicago Avenue South, Minneapolis
4:15-4:30 p.m.	Board buses
4:30-6:00 p.m.	CLOSING RECEPTION Bank Restaurant, Westin Hotel

THE WESTIN HOTEL *LEW Headquarters*

FORMERLY FARMERS AND MECHANICS SAVINGS BANK
88 SOUTH SIXTH STREET, MINNEAPOLIS, MN

History

The Farmers and Mechanics Savings Bank at Sixth Street and Marquette Avenue is a physical reminder of Minnesota's premiere mutual savings bank. The building is also an outstanding example of the private sector's answer to the problems besetting Minneapolis in the mid-twentieth century.

The Farmers and Mechanics Savings Bank (F&M) building dates from an important period of transition in American architecture, and its two phases exemplify that transition. The original 1942 structure took its inspiration from the Streamline Moderne style of the 1930s. New York's Rockefeller Center was a model for F&M's architects and artists. On a local level, the form (a commanding center unit flanked by lower, muscular "shoulders"), materials (light-colored stone), and articulation (smooth exterior surfaces ornamented with bas-relief stone carvings) were similar to a building just down the street that was produced by the Public Works Administration in 1936: the Minneapolis Armory.

While the character of the 1942 building was lightened by the tall decorative window on Sixth Street and the rows of windows along the east and west sides of the banking hall, the building's overall character was of solidity and weight. The onlooker could not help but be impressed by the building's connectedness to the ground. Like the Minneapolis Armory, the bank communicated stability and invulnerability. The architecture assured depositors that their money was safe at F&M.

To create the bank's new edifice, F&M turned to McEnary and Krafft, a Minneapolis firm established in 1934 by Dale R. McEnary and Edwin W. Krafft. The firm's preliminary sketches were approved in December 1939. After a year of refining the plans, Madsen Construction was selected as the general contractor in December 1940. Site work was initiated the following month. F&M's new facility opened on March 2, 1942, only fourteen months after the start of



construction. The main banking hall was a handsome, lofty space lined with teak paneling and trimmed with red Italian marble. To the west were tellers' cages edged by a continuous marble counter. Another long counter on the east side of the room created a workspace for the desks of executive staff. Executive offices were tucked beneath the east windows. North of the banking hall was a five-story tower housing bank offices, a cafeteria, and other amenities. Connecting the banking hall and tower was a lobby with a sleekly curved stair that rose from the basement to the second floor. Bronze railings were smooth bands accented by a single bead-and-reel course.

The bas-relief ornamentation on both the interior and exterior were designed by Warren Mosman (1908-1966), a local sculptor who taught at the Minneapolis School of Art (now the Minneapolis College of Art and Design). A dozen medallions in the banking hall, carved by local craftsmen, symbolize agriculture, mining, lumbering, and other industries that are products of Minnesota's natural resources. The large relief carvings of a farmer and a mechanic flanking the Sixth Street door were also of Mosman's design. First created as a plaster cast, they were carved in stone on-site by Italian-immigrant artisans from Saint Paul. The general design of the expansive window between the sculptures was initiated by McEnary and Krafft. "Based on the architects' ideas for an ornamental window," according to a pamphlet on the building, "Mosman drew detailed sketches and made plaster molds for each of the panels; the molds were then sent to Corning Glass in New York for fabrication." A bas-relief carving of a dog on a money chest, a modernized version of the corporate seal adopted in 1874, ornamented the Marquette facade.

It did not take long for F&M to grow into – and out of – its new facility. When the bank moved to the corner of Sixth and Marquette in 1942, it had 110 employees and assets of \$74 million. By the late 1950s, its staff had more than doubled and its assets had jumped to over \$300 million. In less than two decades, F&M had again reached a critical juncture.

While F&M was growing, downtown Minneapolis businesses were leaving for the suburbs. As the 1950s advanced and the city's urban renewal efforts crawled at a snail's pace, the trustees realized that the bank's sole location would be threatened by the continued deterioration of the urban core. Having witnessed the downhill slide of the bank's old neighborhood on Fourth Street in the 1930s, F&M's leaders were well aware that the same thing could happen at their Sixth Street location. Bank executives and trustees played a major role, mostly behind the scenes, in forwarding the city's urban renewal agenda through involvement with the Downtown Council and other organizations.

F&M's most visible charge in the urban renewal battlefield was its announcement in April 1961 of plans for a \$5 million expansion of the building at Sixth and Marquette, an initiative launched internally in 1959. The office building addition, which ultimately cost \$6 million, more than doubled the facility's size, adding 113,000 square feet to the existing 73,000 square feet. Six stories topped the five-story tower behind the banking hall, and a new eleven-story tower edged the hall to the west. The addition, like the original structure, was designed by the architectural firm McEnary and Krafft, which was working on the Minneapolis Public Library during the same period. Engineering services were provided by Evans, Michaud, Cooley, Hallberg and Erickson. Naugle-Leck was selected as the general contractor. Construction of the addition began a few months after the announcement with the demolition of the single-story west wing of the 1942 banking house and the adjacent retail structure. Departments displaced by the construction moved to temporary offices in nearby buildings.

The office building was of an altogether different character than the 1942 banking hall. While the stone

facade facing Sixth Street was clad in the same material as the earlier structure, the young upstart had clear allegiance to the International Style. The stamped-out windows on the asymmetrical facade seem to have taken their cue from the computer punch cards that were just beginning to transform America. The remaining area, an inverted "L," was as elegant as a Barcelona chair. The new stone facade was also distinguished from the old by the way it met the ground: rather than the firm stance exhibited by the 1942 structure, the base of the new section was recessed, leaving the stone facade floating above.

The addition's embrace of a new, lighter aesthetic was even clearer on the curtain walls that rose above the banking hall. Flaunting an unabashedly machine-made aesthetic, the window and panel units were an interchangeable kit of parts made of thoroughly modern materials: a sleek aluminum framework, single-pane pivoting windows, and porcelainized-enamel metal panels.

The office building, with its aqua porcelainized-enamel panels, quickly became a downtown landmark. The highlight of the main floor continued to be the 1942 banking hall. A drive-in bank facility was in the base of the office building to the west and featured a unique 20' wide turntable that would spin cars 180 degrees to exit after driving into this area of the building to conveniently transact their banking business. Between the banking hall and the drive-in bank was an escalator to the second floor, where the mortgage and school savings departments were located. A walkway through the mortgage department and a pedestrian bridge over the alley connected the bank with the J. C. Penney department store fronting on Nicollet, one of the first "skyways" in what was to become an extensive system linking most buildings in downtown Minneapolis.

As the 1960s and 1970s progressed, F&M began to suffer from changing markets and a charter that did not allow it to open bank branches. The bank fought for change to its charter in court and in the legislature, but was overruled in both arenas. In the early 1980s, a financially weak F&M began quietly spreading the word that it would welcome a buyout. In 1982, the bank was purchased by Bank Shares, a Minneapolis-based bank holding

company headed by Carl Pohlad. The mighty F&M was history, leaving as its most lasting legacy the distinctive building at the corner of Sixth and Marquette. The porcelainized panels were painted gray and the building sold, along with Pohlad's company, in 1992. The banking hall continued to serve its original function for the new owner, even after First Bank sold the building to a local limited-liability corporation in 1997. At that time, however, the bank vacated much of the office building. The buyers initiated a major rehabilitation of the office space and attracted a number of new tenants, putting the revitalized property up for sale in August 1998. In December of that year, investors represented by Hart Advisers of Simsbury, Connecticut, acquired the building and its neighbor to the north (510 Marquette).

Transformation into a Hotel

In 2005, Ryan Companies US began the process of rehabilitating the obsolete office building. Ryan Companies structured a complex redevelopment transaction that included capturing historic tax credits, reconfiguring the mechanical and electrical systems, and cutting in a single piece stainless steel lap pool on the third floor. Ryan secured the rights from Starwood Hotels and Resorts to franchise the property for a 214 room Westin Hotel and structured a presale agreement to sell the property upon completion of the renovation to HEI Hospitality (out of Stamford, Connecticut) as the new owner operator of the

Westin Minneapolis Hotel. Both the 1942 and 1963 sections were nominated to and listed in the National Register of Historic Places. This enabled Ryan to apply for federal historic rehabilitation tax credits. The rehabilitation project combined the forces of Ryan Companies US, Elness Swenson Graham Architects, and countless subcontractors, including Harmon Windows and Hess, Roise and Company.

The building's stone exterior was preserved, including vital repointing to the bas-relief sculptures. The gray paint was carefully removed from the porcelainized panels to reveal the original aqua color underneath. Inside, the teak, marble, and bronze in the banking hall and grand staircase hall have been preserved. The hall was sensitively adapted into a lobby and restaurant. The former bank executive offices have become private dining rooms. In the tower, important energy-saving changes were made to the interior of the curtain wall. Insulation was installed for the first time and new double-glazed windows were custom-made to match the originals. The office spaces have been transformed into 214 hotel rooms, meeting rooms, and an exercise center. Few historic details remained in the office tower, but the 1963 board room on the tenth floor was intact. It has been rehabilitated with new furnishing, but the original teak, marble, and even, light fixtures have been preserved. This Board Room is now incorporated into a Presidential suite where guests can host meetings adjacent to their spacious hotel suite.



Significance of Rehabilitation

The Farmers and Mechanics Savings Bank building is a physical reminder of a bank created for working people. It is also an example of the bank's dedication to the city of Minneapolis. As F&M President Arnott was quoted in the *Minneapolis Tribune* in December 1962: "When our building program is completed next May, we feel we will have made a major contribution to the tremendous growth and redevelopment of downtown Minneapolis."

Increasingly, many mid-twentieth century buildings are labeled as obsolete and fated for the wrecking ball. Ryan Companies, HEI Hospitality, and their partners chose to invest in the F&M Bank building and save a Minneapolis landmark. The sensitive rehabilitation, which followed the Secretary of the Interior's Standards, has returned the sparkle to F&M Bank and insured its future through a creative adaptive reuse.

Sources

- Cross, Marion. *Pioneer Harvest*. Minneapolis: Farmers and Mechanics Savings Bank of Minneapolis, 1949.
- Deyoung, Dirk. "Two Revamped Landmarks Trade." *Minneapolis-Saint Paul Business Journal*, January 1, 1999.
- "F&M Bank to Rise to Eleven Stories." *Minneapolis Star*, April 25, 1961.
- "The Farmers and Mechanics Savings Bank of Minneapolis Report for Trustees Year Ending December 31, 1962."
- Fuller, Jim. "F&M Merger was Many-Sided Rescue Effort." *Minneapolis Tribune*, February 28, 1982.
- Hoogesteger, John. "Pohlad Sells Banks to Wells Fargo," *Minneapolis-Saint Paul Business Journal*, October 5, 2001.
- Kafka, Peter. "First Bank Sells Its F&M Building for \$4.8 Million," *Minneapolis-Saint Paul Business Journal*, January 27, 1997.
- McCarty, Pat. "F&M Bank to Open New Facilities," *Minneapolis Tribune*, December 23, 1962.
- McEnary and Krafft drawings. Available at Northwest Architectural Archives, Elmer L. Andersen Library, University of Minnesota, Minneapolis.
- "Now That Construction Is Completed . . ." *Scraps*. 1963 (special edition).
- "Officers of Minnesota's Only Mutual Savings Bank Give You the Highlights of the Year's Accomplishments." Advertisement. *Minneapolis Star*, January 1, 1962.
- "Picture Magazine." *Minneapolis Sunday Tribune*, June 30, 1963.
- "Progress Report, 1962." Advertisement. *Minneapolis Tribune*, January 2, 1963.
- Yanson, Julie. *The Design Decade, 1931-1941*. F&M Marquette National Bank exhibit brochure, 1983.

LAI Members Associated with the Project

Collin Barr

President – Minnesota Region
Ryan Companies US
50 South Tenth Street, Suite 300
Minneapolis MN 55403
612.492.4207
Collin.barr@ryancompanies.com

Mark Swenson

Principal
Elness Swenson Graham Architects
500 Washington Avenue South,
Suite 1080
Minneapolis MN 55415
612.373.4625
mswen@esgarch.com

Charlene Roise

President
Hess, Roise and Company
100 North First Street
Minneapolis MN 55401
612.338.1987
roise@hessroise.com

RECEPTION: IDS CENTER *Thursday, May 13, 6:30 – 10:30 pm*

Reflections in Blue Glass

HOW A SINGLE SKYSCRAPER ALTERED A SUBURBAN GRADE-SCHOOLER, AND A CITY, FOREVER.

By Rick Nelson, Star Tribune , April 4, 2009

Every time my friend John says he becomes discombobulated when he can't see the IDS Tower, I know exactly what he means. The building has served as my compass – in more ways than I can count – since I was in the fourth grade.

When construction started on the IDS Center in 1969, my family lived in Brooklyn Center. For a kid raised on the supremacy of the Foshay Tower's slender obelisk profile, it was difficult to imagine the IDS' blunt impact on the city's then-modest skyline – and on my life. But soon enough, the tower's rising steel framework surpassed the Foshay's television mast, and one of the five stations our black-and-white Motorola received at the time – was it Channel 11? – became little more than snow flurries.

A building that could alter broadcast reception? Now that impressed me, and from that point on my geeky self tried to get my hands on everything IDS-related, poring over the Minneapolis Star the moment it would land on our front steps in the hope of seeing a photographic progress report or, better yet, reading a blurb about the building in Barbara Flanagan's column, my Bible at the time.

The center's principal architect, Philip Johnson, quickly became my latest Person I Wanted to Be When I Grew Up. When the mighty IDS finally opened to the public, I begged my parents to take me there so I could experience it firsthand. Loving the tower was a foregone conclusion, and when I found myself standing at 8th and Nicollet, with those 57 stories of crisp blue glass looming above me, it knocked me out, just as I knew it would. Then I walked inside the Crystal Court, and I was blown away all over again. That day marked the start of a lifelong love affair.

Fast-forward three decades. It's a few days before Christmas, and while typically trying to shoehorn all of my holiday shopping into a single lunch hour, I short-cutted my way into the IDS from my favorite vantage point: street level, under the 8th Street skyway. As the court's soaring white canopy burst into view overhead, I unconsciously found myself repeating the silent ritual I'd been practicing since I was 12. Namely, stopping dead in my tracks, a single motionless speck among the court's criss-crossing swarm, and drinking in the sights of downtown's secular cathedral.

My private reverie came to an abrupt halt, in the form of a friend of a friend, someone I'd met a week earlier at a holiday party, where we had bonded over bad chardonnay and our mutual affection for the IDS. "Don't tell me, you're having a Philip Johnson moment, right?" he asked with a laugh. "Busted," I sheepishly replied. "I hear you," he said, his eyes looking upward. "Same here."

JEREMY MAYBERG



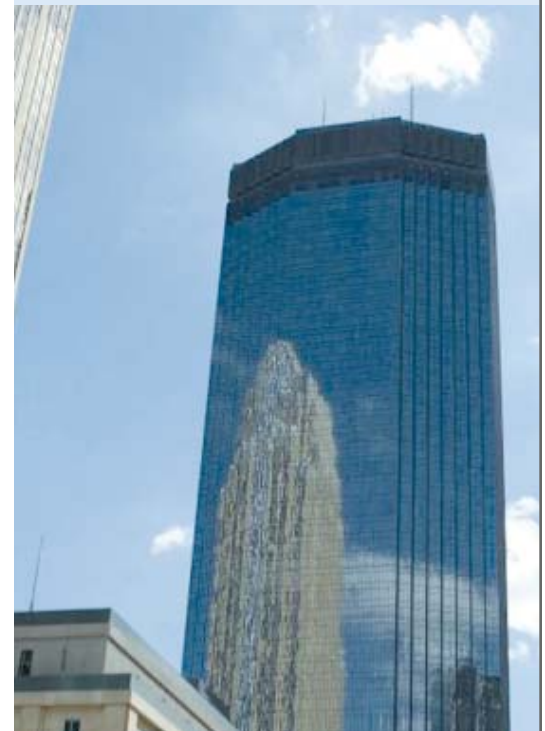
WES CHAPMAN



WELCOME BY:

JEREMY MAYBERG President, LAI Minnesota

WES CHAPMAN Vice President, Membership



IDS BY THE NUMBERS *By Rick Nelson, Star Tribune, April 4, 2009*

7 buildings were razed to make way for the center, including three banks, a parking garage and the F.W. Woolworth store at 7th St. and Nicollet Mall, a 1937 Art Moderne landmark.

8 banks and insurance companies funded the center's **3 1/2-year** construction period.

35 miles, viewable distance on a clear day from the tower's top tenant floor.

42 miles of pipe, **16,000 telephones** and **37 miles** of telephone cable were in place on opening day.

57 stories, including **51 tenant** floors in the tower and two three-floor segments devoted to mechanical services.

280 dollars, the difference between monthly rent for one of the **538 spaces** in the three-story underground parking ramp in **1973 (\$25)** and **today (\$305)**.

300-plus architects and engineers contributed to the center's design.

792 feet, the height of the tower. It originally topped off at **775 feet**, but a **17-foot** storage facility was later added to the roof.

42,614 panes of glass, including the tower's **28,468 panes**, make up the IDS Center's reflective skin.

90,000 cubic yards of concrete (enough to build a **402-mile** sidewalk) required for construction.

1,280 steps from the tower's first floor to the **51st**; an express elevator makes the trip in **36 seconds**.

320,000 cubic yards of soil and bedrock were excavated to a level **80 feet** below the sidewalk (enough to fill **1,000** average home basements).

2.4 million square feet (equivalent to 10 miles of a four-lane highway) of leasable space available, roughly the same as the Mall of America.

137 million dollars, the center's final construction price tag. That's **\$665 million** in 2008 dollars.



AN IDS TIMELINE *Star Tribune, April 4, 2009*

- 1963** Baker Properties (developer of the nearby Northstar Center) and Minneapolis architect Edward Baker propose a 12-story tower at 8th St. and Nicollet Ave. S.
- 1966** IDS (now Ameriprise) joins the project.
- 1967** Dayton Co. (now Target Corp.) joins the project, which expands to a 50-story tower, hotel and indoor court, designed by architects Philip Johnson ("an extremely natty and articulate man," said the Minneapolis Star in October 1969) and John Burgee of New York City in association with Baker.
- 1969** Demolition begins.
- 1971** The tower's last structural steel is set on Sept. 2, one year and one day after the first column was installed.
- 1972** Tenants start moving into the tower in February. The tower's address is 80 S. 8th St., but principal tenant Dayton Hudson Corp. preferred the classier 777 Nicollet Mall, to the chagrin of the U.S. Postal Service. "The rules are supposed to apply to everyone," griped a Postal Service spokesperson.
- 1972** The Symphony Ball is held in the Crystal Court in June (the court opens to the public four months later). Among the guests is Andy Warhol.
- The Marquette Inn (now Marquette Hotel) opens.
 - 51st-floor observation deck opens Nov. 22.
- 1973** IDS becomes a TV star when it appears in the opening credits of "The Mary Tyler Moore Show."
- 1974** Orion Room restaurant and lounge opens, sharing the tower's 50th floor with the Minnesota Alumni Club.
- 1978** A pair of 111-foot-tall radio antennas are added to the tower's roof. "Antennas on the IDS? How about a mustache on the Mona Lisa?" asks a headline in the Minneapolis Star.
- 1981** Oxford Development buys the center for \$200 million. The deal stipulates that the IDS name remain.
- 1983** Observation deck closes.
- 1985** Orion Room moves from the 50th to the 51st floor.
- 1993** The tower's lobby and elevators receive a makeover (by Shea Inc. of Minneapolis), which "will update the building's look, brighten the too-dark lobby and bring in some elegant touches," said Star Tribune architecture critic Linda Mack. "It may also erode IDS' integrity. And it's hard to get back a classic."
- Woolworth's closes, replaced by the Gap and Banana Republic, among others.
 - Windows on Minnesota, formerly the Orion Room, closes. The Minnesota Alumni Club moves out of the center.
- 1995** Heitman Properties, the building's manager, adds sculptor Jonathan Borofsky's mammoth "Hammering Man" to the Crystal Court but clears the floor of all seating and retail kiosks, turning it into "a wasteland," decried Mack.
- 1996** In the tower's first suicide, a 32-year-old man jumped from a 30th-floor window, crashing through the roof of the Crystal Court. A similar Crystal Court death — a 30-year-old man breaking through a window on the 51st floor — occurred in 2001.
- 1998** White benches, black olive trees and a 105-foot fountain (designed by HGA Architects and Engineers of Minneapolis) inject new life into the Crystal Court. "A human-scale space within the city's piazza," said Mack.
- 2004** John Buck Co. of Chicago buys the center for \$225 million.
- 2006** The center is sold to Inland Real Estate Group of Companies Inc. of Chicago for \$277 million.

INTRODUCTION TO THE TWIN CITIES *Friday, May 14, 8:45 – 10:30 am*

*Presenters: David Lanegran, Peter Bell, Ted Mondale, Curt Johnson, and Mayor Jim Hovland
Jay Lindgren*



You may know it as the Twin Cities, but this area is a region. We will explore how land-use decisions are made in this thriving, naturally beautiful metro region of nearly 3 million people. First we'll get an overview of the Region's history and geography from Dr. David Lanegran. Then, we'll focus on the nationally unique regional governance model – the Metropolitan Council. Panelists include Met Council Chair Peter Bell, former Chairs Ted Mondale and Curt Johnson, and Edina Mayor Jim Hovland, who co-chairs the Regional Council of Mayors. Your moderator will be Jay Lindgren, Chair, Dorsey & Whitney Infrastructure Group, former administrator of the Met Council, and immediate past president of LAI Minnesota.



DAVID LANEGRAN



PETER BELL



TED MONDALE



CURT JOHNSON



MAYOR JAMES HOVLAND



JAY R. LINDGREN



DAVID LANEGRAN

David Lanegran is an expert on urban development and planning issues, the history of the Twin Cities and the Iron Range area of Minnesota. He is also a resource on riverfront development in St. Paul. He has published several books and articles and is working on a book examining the residential patterns of the Twin Cities. He is the co-author of *Grand Avenue: The Renaissance of an Urban Street*. He teaches courses in human and urban geography. Lanegran is former president of the National Council for Geographic Education and serves as coordinator for the Minnesota Geography Alliance, which administers programming for K-12 geography teachers and students in the state.

Education:

B.A., Macalester College, 1963
M.A., University of Minnesota, 1966
Ph.D., University of Minnesota, 1970

David Lanegran has been teaching at Macalester College since 1969.

PETER BELL – Metropolitan Council

Peter Bell is the Chair of the Metropolitan Council, a regional agency that runs the regional bus system, collects and treats wastewater, plans regional parks and administers funds that provide affordable housing opportunities. In partnership with local governments in the seven-county area, the Council also conducts long-range planning to ensure that growth is orderly, environmentally sound and cost-effective to preserve and enhance the region's cherished quality of life and ability to compete. The Council is appointed by and serves at the pleasure of the governor. From 2001 to 2002, Bell was executive vice president for publishing and educational services at Hazelden, in Center City, Minn.

Bell served as executive vice president for corporate community relations for TCF Bank, Minneapolis, from 1994 to 1999. Under his leadership, the bank earned an "outstanding" rating for its community reinvestment activities by federal regulators.

Bell was a member of the University of Minnesota Board of Regents and has served on the board of directors for many local and national social and civic organizations. They include the Citizens League, Center of the American Experiment, Greater Twin Cities United Way, the Center for New Black Leadership, the Greater Minnesota Housing Fund and the Family Housing Fund. He also has served on the transition teams for both Gov. Jesse Ventura and Gov. Tim Pawlenty.

TED MONDALE – Metropolitan Council

Ted Mondale is the Chair of the Twin Cities Metropolitan Council and President of RedTag World. The Metropolitan Council is a regional agency whose purpose is to improve the competitiveness of the region. The Council is in charge of implementing smart growth strategies, urban redevelopment, affordable housing, Metro Transit, parks and open spaces, and waste water treatment. RedTag World is a Global Business to Business exchange that facilitates consumer goods trading.

Mr. Mondale is a former Minnesota State Senator, and candidate for Governor. He is involved in the Democratic Leadership Council as a Roundtable Member, a member of the Public Policy Institute's New Economy Task Force, and a member of the Alliance for Global Competitiveness. He is also author of the book, *A New Commitment to Minnesota's Families*, and was honored as one of the top 40 business and community leaders under 40 years old by CityBusiness: The Business Journal.

Ted Mondale lives in St. Louis Park, Minnesota with his wife, Pam, and their 3 children, Louie, Amanda, and Berit.

CURT JOHNSON

Curtis Johnson's career plays on a split-screen – half devoted to being a leader in the public sector and the other half as analyst and commentator. His public service culminated with four years in the mid-1990s as chairman of the Metropolitan

Council, which coordinates growth management and operates the transit and wastewater systems for the Minneapolis-St. Paul region of Minnesota. Following ten years as a college president in the 1970s, Johnson for eleven years led the Citizens League, a well known public affairs research organization in the Twin Cities; and then three years as policy adviser to then-Minnesota Governor Arne Carlson, including a period as chief of staff.

MAYOR JAMES HOVLAND – City of Edina

James Hovland has served the City of Edina as Mayor since 2005, after eight years on the City Council. He is currently co-chair of the Regional Council of Mayors and a member of the I-494 Corridor Commission since 1998 (serving four years as chair). In addition, he serves on the Transportation Advisory Board to the Met Council as well as the Executive Committee for the Center for Transportation Studies, University of Minnesota. He also serves on the Counties Transit Improvement Board and chairs the Highway 169 Coalition Steering Committee. His non-profit activities include serving as chair of the Edina Community Foundation board, board member with the Family Housing Fund and World Without Genocide.

Education:

BA/ University of North Dakota
JD/ University of Colorado

JAY R. LINDGREN – Dorsey & Whitney

Jay Lindgren is a nationally recognized legal expert in innovative finance and regulatory strategies for urban redevelopment and public infrastructure projects. He practices in the areas of Land Use and Project Development, Municipal Law and Public Finance. He is a Partner and the Chair of the Urban Redevelopment and Infrastructure practices. Jay represents project developers and governments seeking to solve complex land use, real estate development, urban redevelopment, and infrastructure issues.

GUTHRIE THEATER *Friday, May 14*

10:45 – 11:05 am

Presenter: John Pfeifer

JOHN PFEIFER



JOHN PFEIFER – McGough

Located on the Mississippi, the Guthrie Theater is one of America's premier performance venues. Described by Time Magazine as "a 21st century dream factory," the theater provides unforgettable experiences for visitors. Designed by acclaimed international architect Jean Nouvel, who observed that "the Guthrie is a machine for capturing and radiating the enveloping vistas," the building replicates the Guthrie's first signature thrust stage (1,200 seats) for large-scale and epic classical plays. It also introduces a proscenium stage (850 seats) for more contemporary work and international productions and a flexible space (250 seats) for new work and actor/artist development. A prominent feature is the "Endless Bridge," a daring two-level cantilevered lobby that reaches out toward the river, creating a stunning public gathering area. There are education spaces, administrative offices, a production shop, the Guthrie Store, and a variety of restaurants and bars, including the Sea Change, Level Five Café, Level Five Express, and Target Lounge, all served by a multilevel 1,000-car parking garage. John Pfeifer, who worked on the project for contractor McGough, will provide a brief overview of the development of this world-class facility.

John Pfeifer, McGough Construction's lead project manager for the Guthrie Theater on the River, will comment about the development and construction of the project, including his experience working with acclaimed international "starchitect" Jean Nouvel, who won the coveted Pritzker Architecture Prize in 2008.

John has had more than a quarter-century of construction experience. During his 14-year career with McGough, he has managed construction of several complex campus and medical technology facilities, including the Great River Energy headquarters in Maple Grove, MN, the first LEED-Platinum certified project in Minnesota, and headquarters campuses for Medtronic and Ceridian Corporation. He will lead a short tour of the Guthrie following his presentation.

McGough
2737 Fairview Ave. N.
St. Paul, MN 55113
651.633.5050
jpfeifer@mcgough.com



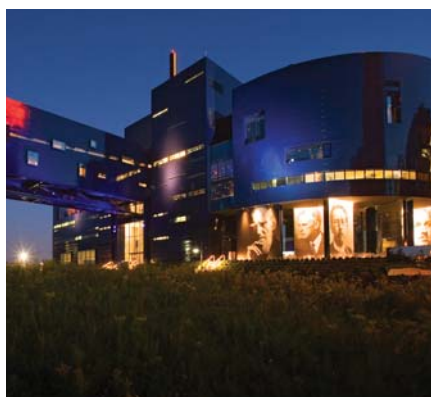
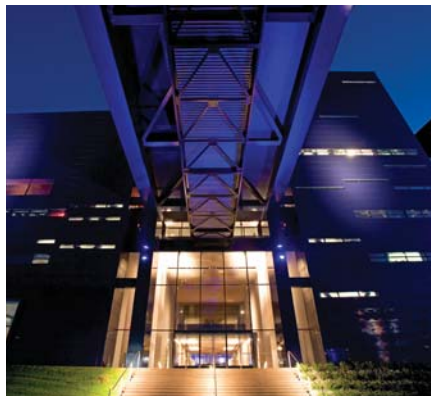
Following is a reprint of the text from the Sunday, June 11, 2006 edition of Time magazine.

Architecture: Curtain Up!

Jean Nouvel is standing in midair with his arms held high. O.K., he's not really in midair. He's standing on a window. Well, not exactly a window. It's a 5-ft. by 10-ft. plate of glass that's set into the floor of a long corridor of his new Guthrie Theater in Minneapolis, Minn. It's the corridor that's in midair. Actually, it's not simply a corridor. It's more a kind of covered bridge to nowhere that cantilevers 178 ft. across and 60 ft. above the city's West River Parkway. And then there's the other window, the mirrored one. But we'll get to that later.

By now you will have begun to understand that Nouvel's buildings can be hard to pin down. His name is one variant of the French word for new, and he does his best to live up to it. He likes to upend old notions of inside and out, solid and porous, to say nothing of where windows should be or how comfortable you should feel about standing on one over a 60-ft. drop. What Nouvel is doing with his arms over his head is making a little joke about floating in space, but he looks more as though he were about to take flight. And as it happens, he probably is.

For two decades Nouvel, 60, who is based in Paris, has been one of the world's best-known and most closely followed architects. But he's a late-comer to the U.S. After a number of false starts and canceled projects, the Guthrie will be his first completed U.S. commission. (His second, a condo building in New York City, opens later this year.) Although stage productions won't begin until next month,



the new Guthrie has its gala opening on June 25.

What the inaugural visitors will come upon is an ingenious stage production in itself. A building that looks at times to be a castle keep, bunkered and enclosed, turns out to be an enchanted castle, full of witty gestures and brilliant sleights of hand. Nouvel knows that this indigo metal box is a very visible commission, and not just because it's located on a high bank of the Mississippi. From the time it was established in 1963 by Tyrone Guthrie, the legendary British director, the Guthrie has been one of the most prestigious regional theaters in the U.S. And in the past two years, Minneapolis has abruptly emerged as a hotbed of high-profile architecture. The Minneapolis Institute of Arts has just added a stately new annex by Michael Graves. Last month the city opened a fascinating new public library by Cesar Pelli. Both of those came on the heels of Jacques Herzog and Pierre de Meuron's intricate addition to the Walker Art Center. If Mary Tyler Moore were still throwing her hat in the air, it would be hard for her not to hit a major design statement.

The original Guthrie Theater, a 1963 structure by a Minneapolis architect, Ralph Rapson, happens to be next door to the Walker, which owns it and plans to tear it down soon to make way for a four-acre sculpture garden. The old theater's signal feature is its thrust stage, an innovation at the time, which juts into the orchestra section like a runway. Although inventive thrust staging became the signature of Guthrie directors – what else could they do? – there were times when they would have preferred a conventional proscenium. In the late

1990s, Joe Dowling, the Irish director who has headed the Guthrie since 1995, decided it was time to order up a new theater with multiple stages. After a review of more than 35 architects, a search committee settled unanimously on Nouvel. “We were taken by his concern for the surroundings,” says Dowling. “It was important to him to connect the theater to the river and the city.”

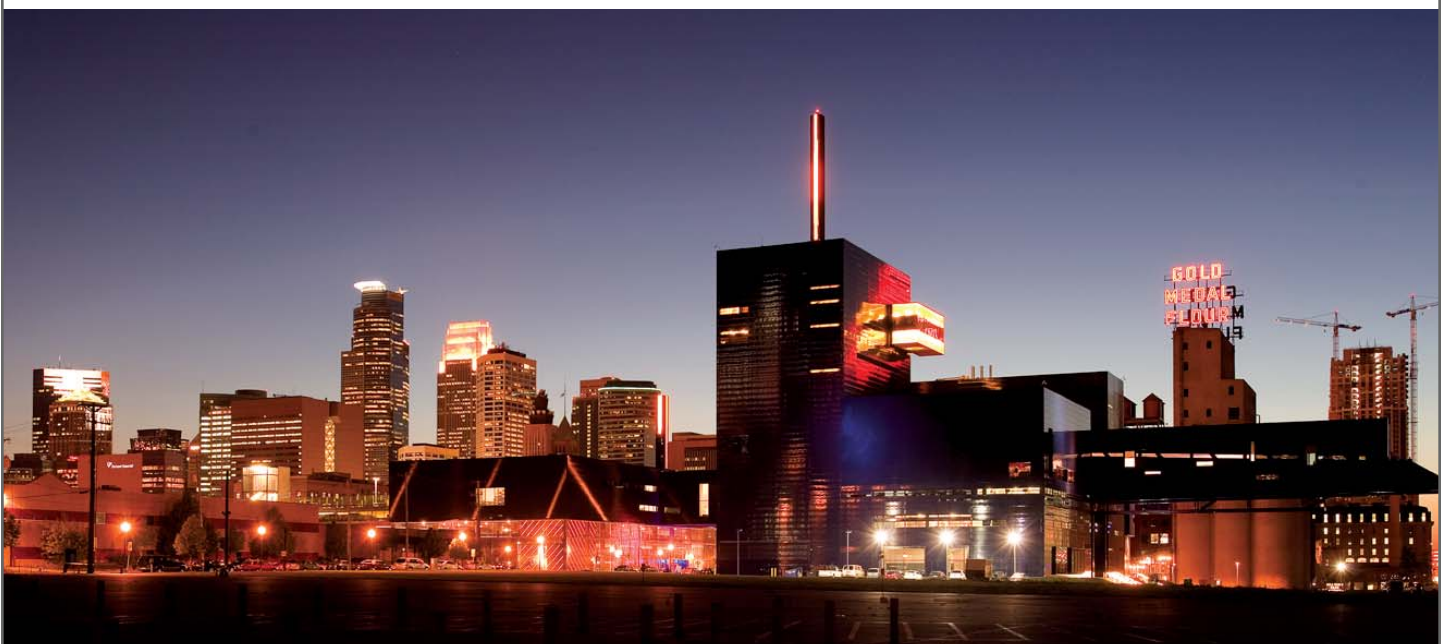
The \$125 million building that Nouvel has delivered is actually three theaters: a thrust stage that seats 1,100, a proscenium house for 700 and a 200-seat “studio” for new plays. The new Guthrie, which also has its own restaurants and bars, is situated on a stretch of the Mississippi that was once a thriving industrial waterfront. Old mills and factories still survive nearby, and Nouvel looked to them for his first inspiration. “It was important to me to create a link with the history of the city,” he explains. “I said to myself, ‘Theater is an industry too.’”

But theater manufactures intangibles – spectacles, sensations, memories. So while the Guthrie bears a resemblance to the mills and granaries of the past, it also announces that it’s a 21st century dream factory. Two vertical posts that rise from the roof may bring to mind industrial chimneys, but they’re actually electronic signboards. Words and images shoot upward like the flames of bygone furnaces. The Guthrie’s exterior walls are covered in dark-blue steel meant to recall grain silos. But the metal is imprinted with images from past Guthrie productions, scenes with great performers like Hume Cronyn and Jessica Tandy. “There are ‘ghosts’ on the walls,” says Nouvel. “These are the ancestors of the place.”

Nouvel has a shaved head and a bearish silhouette. When he pads around the theater, talking about ghosts and ancestors, he makes you think of Telly Savalas playing Macbeth, or he would if Savalas had been somebody who could use a word like polysemous to explain those electronic chimneys. (That means they have more than one meaning.) While anyone who can come up with polysemous speaks perfectly competent English, Nouvel’s is a bit idiosyncratic. As he indicates a large window that looks over the river, he says, “We want to keep it open so you can feel the noise of the river.”

Then again, he may mean just what he says about feeling the noise. Paradox, disassociation and derangement of the senses are things Nouvel loves to play with. That window, for instance, is set in a deep recess of mirrored stainless steel. Look up and you see, reflected in the upper panel, the cars on the roadway beneath you. Look down and the lower panel reflects the sky. Up, earth; down, sky. His Cartier Foundation in Paris is a glass-walled structure with a freestanding glass wall situated a few yards in front of it. The effect is to create multiple veils of transparency in which the building seems to dematerialize.

The Guthrie, by contrast, seems more weighty at first. But with its projections and “ghosts,” its mirrors and terraces, it turns out to be a very open place. That would be part of Nouvel’s love of paradox. If the Guthrie gains him the prestige in the U.S. he deserves, here’s another paradox you can count on. His buildings may aim to dematerialize, but you’ll be seeing a lot more of them.



THE MISSISSIPPI RIVERFRONT IN MINNEAPOLIS

Friday, May 14: 11:05 am– 12:30 pm

Presenters: Ann Calvert, Linda Mack

ANN CALVERT



LINDA MACK



Why are the Minneapolis and St. Paul riverfronts so different?

St. Paul is the head of navigation on the Mississippi, the last place to offload cargo before the rapids and waterfall upstream. St. Paul, then, became the transportation hub. For Minneapolis, the river – and St. Anthony Falls, its only waterfall – provided power. That power fueled the saw mills and grain mills that built the city's earliest industries, including General Mills and Pillsbury.

Soon after the land north of Fort Snelling was opened to white settlement, entrepreneurs established saw mills on both sides of the Mississippi River. Lumber harvested from forests upriver was floated down to the Falls. In 1855, the first Hennepin Avenue Bridge became the first crossing anywhere on the Mississippi River.

By 1880, flour milling had supplanted lumber and Minneapolis, the "Mill City," became the flour milling capital of the world for the next 50 years. In 1880, the Washburn-Crosby Company completed construction of its "A" Mill on the West Bank. Just a year later, Pillsbury built its "A" Mill on the East Bank. Both were the largest flour mills in the world at the time they were built and both are National Historic Landmarks. In 1883, the Great Northern Railroad Company's Stone Arch Bridge joined the two banks of the river and further opened up Minneapolis to economic development and the Northwest to settlement.

By 1930, changes in technology and the world economy had shifted flour milling elsewhere (to Buffalo and Budapest), and the Minneapolis riverfront began a slow decline. By the 1970s, most of the mills had closed, a row of them along the river's West Bank had been bulldozed, and both the Stone Arch Bridge and the Milwaukee Road Depot saw their last trains. The construction of the St. Anthony Falls Lock and Dam in the 1960s extended navigation north of downtown Minneapolis but did not significantly alter the industrial decline.

Planning for the riverfront's rebirth began in 1972 with the visionary "Mississippi/Minneapolis" plan, which called for green space along the river's edge and the development of appealing places to live, work and recreate. Over the next four decades, concerted, long-term efforts to achieve that vision were made by a broad range of public agencies, including the city's economic development agency, the Minneapolis Park and Recreation Board and the St. Anthony Falls Heritage Board, which focused on interpreting the area's history.

ANN CALVERT – City of Minneapolis

Ann Calvert, principal project coordinator with the City of Minneapolis' Department of Community Planning and Economic Development (CPED)

Phone: 612-673-5023

Fax: 612-673-5113

email: Ann.Calvert@ci.minneapolis.mn.us

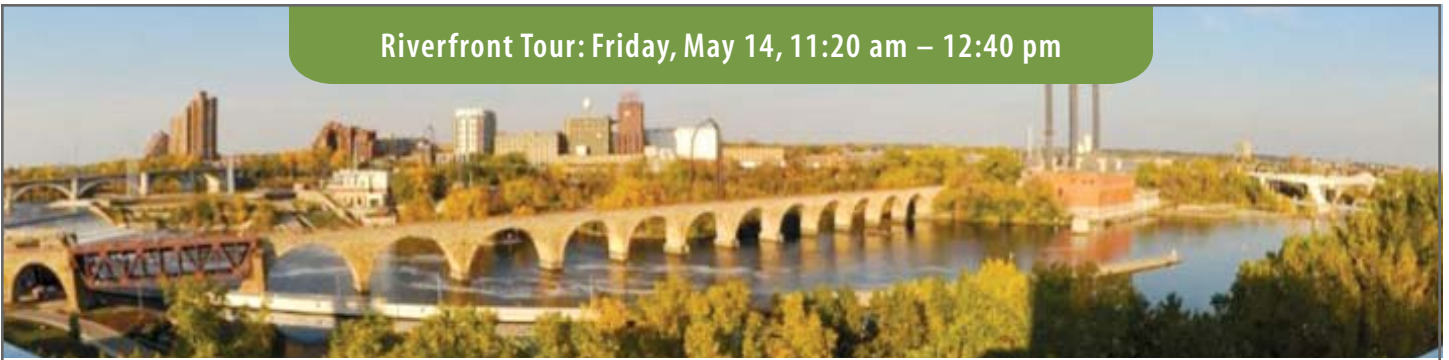
Ann Calvert is a Principal Project Coordinator with the City of Minneapolis Department of Community Planning and Economic Development (CPED). A life-long Minneapolis resident with a degree from the University of Minnesota School of Architecture, her over 30-year professional career at CPED and its predecessor agencies (the Minneapolis Community Development Agency and Minneapolis Housing and Redevelopment Authority) has been devoted to keeping Minneapolis a vital community. Until recently, her particular focus and passion has been the ongoing revitalization of the Minneapolis riverfront.

LINDA MACK – Journalist

Linda Mack, former architecture critic for the Minneapolis Star Tribune.

2539 Thomas Av. S. Mpls. Mn 55405, ljmack@earth-link.net; 612-374-4199; 612-309-1942

As architecture critic for the Minneapolis Star Tribune for 21 years, Linda Mack traced the development of the Twin Cities as a vibrant arts and design community and chronicled the return to the river in both Minneapolis and St. Paul. Before joining the Star Tribune in 1986, she was editor of *Architecture Minnesota*. She has also written for national magazines including "Landscape Architecture," "Planning" and "Town and Country."



An infusion of public money developed amenities such as the West River Parkway and Mill Ruins Park, an unusual urban park encompassing the remnants of the razed mills. Most of the riverfront is now accessible to the public with riverfront trails, parkways and open space, connecting it to the city's famous Grand Rounds Scenic Byway system and, via the Great River Road and Mississippi River Trail, the entire length of the Mississippi from headwaters to gulf. The Stone Arch Bridge was reopened as a pedestrian and bicycle pathway—and a thrilling place to view St. Anthony Falls. Industrial pollution in the derelict railyards was cleaned up, and numerous environmental enhancements have been added to improve the Mississippi's water quality and add natural habitat. Public improvements were renovated or added to support new development. Over 60 historic buildings have been rehabilitated for new uses, and visitors can learn about the riverfront's history through the Mill City Museum, a self-guided walking tour along the St. Anthony Falls Heritage Trail and exhibits spread throughout the district. The riverfront's national significance was recognized by its designation in 1988 as part of the Mississippi National River and Recreation Area, a unit of the National Park Service. To date, just over \$300 million has been invested by a broad array of public partners, from local to federal.

These public investments have attracted private investment totaling about \$1.75 billion to date. Commercial developers brought historic buildings to life and added compatible new construction filled with restaurants, commercial space, offices and hotels. Residential developers renovated old warehouses and mills and built new condos. The timing was perfect: the new riverfront housing captured the "back-to-the-city" movement of the late 1990s and 2000s. Over 4,600 housing units have been built in the Central Riverfront, adding thousands of new residents and creating new urban neighborhoods. And an entire new cultural neighborhood has emerged as well. The Open Book Literary Center, the Mill City Museum, the world-renowned Guthrie Theater and the beloved MacPhail Center for Music both attract visitors to the area and serve the new residents. In addition to cultural amenities, visitors and residents can enjoy excursion boat rides, Segway tours, carriage rides, movies, live music and comedy.

This resounding success in the Central Riverfront is now inspiring those looking to the future of the Upper River, the stretch of the river above downtown Minneapolis that is woefully underdeveloped. Minneapolis is famous for its park system and its basic premise: that the land next to lakes, rivers and creeks should belong to the public. This idea has resulted in maintaining public access while creating thousands of beautiful places to live. Through the Minneapolis Riverfront Corporation the city and Minneapolis Park and Recreation Board are collaborating to extend this concept to the upper reaches of the Mississippi in Minneapolis and over time also redevelop the "Above the Falls" segment of the riverfront with green edges on either side.

Resources:

City of Minneapolis Riverfront:

www.ci.minneapolis.mn.us/cped/riverfront.asp

Minneapolis Park and Recreation Board:

www.minneapolisparcs.org

Minneapolis Riverfront Corporation:

www.mplsriverfrontcorp.org

St. Anthony Falls Heritage Board:

www.stanthonyfalls.org

Mississippi National River and Recreation Area:

www.nps.gov/miss

Minneapolis Riverfront District:

www.minneapolisriverfrontdistrict.com

MINNEAPOLIS TODAY Opportunities and Challenges

Friday, May 14: 1:15 – 2:15 pm

Presenter: Barbara Sporlein



BARBARA SPORLEIN

Director of Planning

Department of Community Planning and Economic Development (CPED)

Barbara Sporlein joined the City of Minneapolis as its Director of Planning in January 2004. The Planning Division of the Department of Planning and Economic Development is responsible for the City's long range planning, transportation planning, development consultation and review, heritage preservation planning and administration, environmental review, arts and culture coordination, airport planning, and zoning administration and enforcement. Prior to this position, Barbara was the Deputy Director of the St. Paul Public Housing Agency and a City Planner in St. Paul. Barbara has a Bachelor of Science degree in Geography, Master of Planning degree and a Certificate of Advanced Studies in Public Administration.

City of Minneapolis, 250 South 5th Street, #210 City Hall, Minneapolis, MN 55415

612.673.2597

barbara.sporlein@ci.minneapolis.mn.us

Minneapolis is a world-class city recognized for its commitment to environmental stewardship and civic engagement, as well as for its livable neighborhoods, dynamic downtown, and strong corporate presence.

Heart of a Region

In terms of employment and transportation access, Minneapolis is the center of the upper Midwest and the 7-county metropolitan area. The city is strategically located at the nexus of a complex network of interstate, state and county highways, the first of several planned light rail lines connecting the metropolitan area, and the hub for a sophisticated transit system. By reinforcing its position, the city can concentrate growth in its boundaries, preserve neighborhoods, emphasize access, protect natural environments and critical areas, and provide affordable housing.

According to the Metropolitan Council's Regional Development Framework, Minneapolis is classified as a "Developed Community." This designation applies primarily to communities near the center of the metropolitan region, which have largely been developed. Metropolitan Council investments in regional systems and incentives for the Developed Communities are to maintain current infrastructure; renew and improve infrastructure, buildings and land to provide for additional growth, particularly at centers along transit corridors; and support developments that integrate land uses.

This plan is fully consistent with the Framework's policy direction for this classification, with a focus on:

- Accommodating growth forecasts through reinvestment at appropriate densities and targeting higher density in locations with convenient access to transportation corridors and with adequate sewer capacity.
- Supporting the conversion or reuse of underutilized lands in order to accommodate growth forecasts, ensuring efficient utilization of existing infrastructure investments and meeting community needs.
- Make local transportation, transit, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities.
- Encouraging the preservation of existing neighborhoods and expansion of housing choices within the city.
- Implementing best management practices to control and treat stormwater as redevelopment opportunities arise.

Resilient and Diversified Economy

Over 150,000 people are employed in downtown Minneapolis alone. Through its planning for employment centers and targeted industries the city accommodates and welcomes employment and business growth.

With proximity to institutions of research and higher learning, like the University of Minnesota, renowned for its innovations in health care, Minneapolis is seeing expansions in the health care industry.

The city plans for development and revitalization of commercial corridors through its land use actions and supports that change with strategic investments in infrastructure, business support and through partnerships with the private sector and not-for-profit agencies.

A Vibrant Downtown

Minneapolis' downtown is distinctive in its successful mix of office towers, stores, restaurants, hotels, and theaters, along with institutions like museums, the central library, educational institutions like St. Thomas University and the McPhail Center for the Arts, as well as the Minneapolis Convention Center and the Target Field Twins Ballpark. An increasing number of people live downtown where apartment and condominium complexes coalesce into neighborhoods attractive to young professionals and empty-nesters.

Neighborhoods with Distinct Character

Minneapolis is a great place to live. In 2007, over 387,000 people make the city their home. There are a variety of housing types and living environments to choose from, ranging from quiet older neighborhoods to active environments near unique shopping and entertainment experiences. There are also options for senior and assisted living housing for residents who want to stay in Minneapolis as their housing needs change.

Literate and Involved People

Minneapolis is one of the most literate cities in the country and over 44% of its residents have college and advanced degrees. Minneapolis residents care about their community and those living there. More Minneapolis residents volunteer their time to worthy causes than any other city in the country.

CHALLENGES FOR THE FUTURE

Following are some of the challenges facing Minneapolis as it moves to implement this comprehensive plan.

Achieving Access through Reduced Dependence on Single-Occupancy Vehicles

Expanding access through investments in alternative modes of travel to reduce dependence upon single-occupancy vehicles is consistent with the city's land use and transportation vision. The challenge will be to ensure that these investments are accomplished in ways that maximize access and provide viable and sustainable options for residents, business users and visitors.

Housing Affordability and Choices

Minneapolis has a fascinating mix of housing stock, with single family homes nestled next to duplexes and multi-family structures. The goal is for residences to be within walking distance of city parks and other amenities and to support mixed income housing in poverty impacted areas so that all residents can benefit from stable housing and amenities in their communities.

Achieving Downtown's Potential

In partnership with the Downtown Council, business associations, and downtown neighborhoods, the city will strive to provide an effective foundation to envision, encourage, and guide development that achieves outcomes described in this plan. Together we can realize a downtown that is a destination for shopping, working, recreating and residing.

Growth Strategy Outside Downtown

Minneapolis is a Midwestern city founded in the 19th. Century. Its pattern of growth, out from the banks of the Mississippi River near St. Anthony Falls, was strongly influenced by the lakes, river and other natural features of the city. The historic

streetcar grid and curvilinear arterials constructed over time promoted development of commercial and neighborhood corridors and nodes. These areas of the city, some more than others, have been affected by economic conditions and consumer demand. By understanding the underlying social and economic factors affecting economic health, and by planning for land use, infrastructure investments and business development, these areas can be revitalized. These areas contribute to the dynamic urbanism that makes Minneapolis a community of choice.

Maintaining and Improving Neighborhood Livability

Since the streetcar era, Minneapolis has fostered a strong fabric of neighborhoods. Residents are closely tied to the communities they live in. Since 1990, the city's 81 neighborhoods have aligned their activities under the Neighborhood Revitalization Program, an approach for civic engagement and neighborhood mobilization. As current funding for this program is scheduled to sunset in 2009, the city contemplates refinements to its service delivery, including community engagement, to address this change.

Economic Vitality

Early childhood education and opportunities for lifelong learning are critical to the long-term economic vitality of a community. While the city is home to many institutions of vocational, artistic and higher learning, the public school system struggles to maintain enrollment and graduate students. The strategic direction of the public school system and the viability of that system are critical to the economic vitality of Minneapolis. The vitality of the city is also linked to the metropolitan region. Sprawl threatens vitality as it taxes environmental systems and escalates competition for increasingly scarce fiscal resources.

Changing Demographics

The city has always been a port of entry for immigrants. Minneapolis continues to grow and diversify, due in part to the international trend towards urbanization, and also due to immigration. Another demographic factor

is the aging baby-boomer generation. The City needs to refine its services to meet the needs of a demographically changing community.

Maintaining a High-Quality, Sustainable Urban Environment

Minneapolis is already a leader in environmental stewardship. The challenge is to maintain the balance between growth and environmental protection, while dealing with external developments such as changes to regulations and laws governing environmental protection. In addition, the City will need to step up and set the example on how sustainability can be incorporated into business practices and operations, as well as site and building design and development. Finally, environmental stewardship is a role shared with the Minneapolis Parks and Recreation Board. The Park Board's comprehensive plan should be implemented in tandem with the city's to maximize and leverage investments in facility development and maintenance.

Sustaining and Developing Dynamic Culture and Arts

Minneapolis is recognized nationally as a center for arts and culture. Arts and culture are major components of competitive economies and lure workers to a community. The challenge will be to identify and maintain a stable funding source to grow this sector of our economy and maintain and add to existing public art in the community.

Regional Governance

Minneapolis is the heart of a large and complex metropolitan region. With seven counties, 138 cities and 44 townships and numerous special purpose districts, decision-making is challenging. More work is needed to represent Minneapolis' interests while helping the region make better decisions and focusing needed infrastructure investments, contain urban sprawl and bolster urban areas where substantial past investments, both public and private, have already been made.

INTRO TO SAINT PAUL AND THE CENTRAL CORRIDOR

Friday, May 14: 2:30 – 3:30 pm

*Presenter: Lucy Thompson, Congressman Jim Oberstar
may join the discussion.*

Saint Paul, Minnesota's Capitol, is built on a strong foundation. The financial investments that have been made over the past several years have positioned the city to be a powerful economic force that drives change in the region. Saint Paul is a city of rich tradition, strong values and a unique sense of place. That ethic can be seen in its commitment to the Mississippi River, historic and cultural landmarks, diverse cultures and time-honored traditions. Now is the time to build on these assets to maximize the benefits for Saint Paul's future.

Minnesota Congressman Jim Oberstar, Chairman of the House's Committee of Transportation and Infrastructure, hopes to join us in a discussion about transportation opportunities and challenges that are exemplified by the evolving intermodal hub by Target Field.

TIMELINE OF SAINT PAUL'S REMARKABLE RENAISSANCE LED BY CAPITAL CITY PARTNERSHIP *Information highlighted in blue indicates new investment in buildings in St. Paul from 1996 – 2009.*

1996

- Saint Paul Mayor Norm Coleman and Doug Leatherdale, CEO of Saint Paul Companies, form Capital City Partnership to organize and channel the energies and resources of the business community to form an effective public/private partnership to plan, develop, promote, and market downtown Saint Paul.
- April 1, Capital City Partnership recruits John J. Labosky as President & CEO and holds its first Board Meeting with 16 charter members.
- Capital City Partnership purchases the Taste of Minnesota Festival. Over the next 12 years, the festival earns over \$2.4 million, which is reinvested in downtown infrastructure and marketing initiatives.

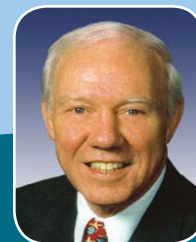
1997

- Capital City Partnership forms a partnership with the City of Saint Paul, Port Authority, and the Riverfront Corporation to develop a new urban framework, The Saint Paul on the Mississippi Development Framework, and a unified vision for the future development of the downtown core.
- Capital City Partnership develops a 5-step city building process including: commercial office development and office tenant retention, expansion, and recruitment, expanding downtown entertainment, expanding and cross-promoting arts & culture resources, expanding downtown housing, and developing retail amenities.
- Capital City Partnership supports and funds Mayor Coleman's efforts for Saint Paul to be selected for an NHL expansion franchise.

LUCY THOMPSON



JAMES OBERSTAR



LUCY THOMPSON – Principal City Planner
Saint Paul Department of Planning and Economic Development (PED)

Lucy Thompson joined PED in 1988, and has worked on neighborhood planning, heritage preservation, riverfront redevelopment, infill mixed-use development, zoning for traditional neighborhood design, transit-oriented development and urban design over her 22 years with the City. Currently, her emphasis is on planning and urban design for downtown Saint Paul and the central Mississippi riverfront, as well as the Central Corridor Light Rail Transit line.

Ms. Thompson is a founding member, past co-director and current member of the Saint Paul on the Mississippi Design Center, a public-private partnership created in 1995 to implement the Saint Paul on the Mississippi Development Framework, the City's vision for a revitalized downtown reconnected to the Mississippi River.

Ms. Thompson is a charter member of the Congress for the New Urbanism, and a member of the Urban Land Institute, National Trust for Historic Preservation, 1000 Friends of Minnesota and Friends of the Mississippi River.

1300 City Hall Annex
25 W. 4th Street
Saint Paul, MN 55102
651.266.6578
lucy.thompson@ci.stpaul.mn.us



MAYOR CHRIS COLEMAN – Mayor of Saint Paul

Mayor Chris Coleman took office in 2006 and was re-elected in 2009 as the 45th mayor of Saint Paul, bringing a wealth of experience to the office as an attorney, a community and neighborhood leader, an investment advisor, and a city council member. He is also guided by his experience as a lifelong resident of Saint Paul whose family has deep roots in the community. Mayor Coleman is proud of his hometown and passionate about making Saint Paul the Most Livable City in America.

Mayor Coleman put bridging the education gap at the core of his agenda. The Mayor's Early Childhood Learning Initiative, the Second Shift afterschool initiatives, and access to college information, resources, and scholarships are revolutionizing the role city government plays in education. He has marshaled the best minds and resources to enrich the lives of children by extending social and academic opportunities beyond the school day, opening new doors of opportunity to a better life, and creating a safe environment for them to live and play.

In January 2010, the National League of Cities recognized Mayor Coleman's work in education, naming him as chair of the NLC's 2010 Council on Youth, Education, and Families.

The Council works to assist municipal leaders in identifying and developing effective programs for strengthening families and improving outcomes for the children and youth in their communities. The Council also oversees the work of NLC's Institute for Youth, Education, and Families.

Mayor Coleman lives on the West Side of Saint Paul with his wife Connie and his two teenage children who attend Saint Paul Public Schools.

1998

- Capital City Partnership recruits Lawson Software to Saint Paul and leads efforts to build a \$100 million corporate headquarters for Lawson in downtown Saint Paul.
- The \$65 million (394,827 sq. ft.) Harold E. Stassen Building opens for the Minnesota Department of Revenue.
- The \$77.5 million Saint Paul RiverCentre opens, providing convention/meeting/ballroom space to attract new conventions and meetings to Saint Paul.

1999

- The \$100 million Science Museum of Minnesota opens adjacent to the RiverCentre and connects downtown to the Mississippi Riverfront.
- Capital City Partnership establishes the Capital City Flower and Lights Programs to create a unique urban experience and make the city more inviting.

2000

- Securian Financial (formerly MN Life) builds a \$102 million (572,044 sq. ft.) corporate headquarters at 401 North Robert Street.
- In October 2000 the puck drops in Saint Paul with the opening of the \$170 million, state-of-the-art Xcel Energy Center.
- Capital City Partnership creates and manages Saint Paul's 5-year tribute to Charles M. Schulz drawing over 3.3 million people to visit Saint Paul from all 50 states and 60 countries.
- Construction is complete on Phase I of Wacouta Commons, a new urban village, multi-phased project that features 521 housing units.

2001

- Capital City Partnership receives the Award of Excellence from the U.S. Conference of Mayors as the Best Public/Private Partnership in the nation, and holds its 5-year anniversary gala "On the Ice" at Xcel Energy Center.
- Saint Paul receives Standards and Poor's AAA bond rating indicating the highest level of confidence in the city financial health, and it has been reaffirmed each subsequent year.
- Marshall Field's (now Macy's) renews their commitment to Saint Paul with a \$22 million renovation, and 10-year lease commitment.

2002

- The Mayor of Saint Paul announces plans for a Housing 5000 initiative to create 5000 additional housing units in Saint Paul.
- The Saint Paul Central Library and Cathedral of Saint Paul undergo major renovations.

2003

- Capital City Partnership creates a lasting legacy to Charles M. Schulz by producing permanent bronze sculptures of the Peanuts characters to reside in Landmark Plaza and Rice Park in downtown Saint Paul.
- US Bank's \$79 million (350,000 sq. ft.) Operations Center opens, relocating 2,200 employees to the new facility on the downtown waterfront.

2004

- Capital City Partnership produces Wells Fargo Winter-Skate, downtown Saint Paul's artificially-chilled ice rink to create vitality in the downtown core.
- Saint Paul was declared one of America's Most Livable Cities by Partners For Livable Communities.
- Construction began on the Upper Landing \$170 million, housing and mixed-use development, representing one of the largest redevelopment projects in Saint Paul's history.

2005

- Capital City Partnership recruits Gander Mountain's corporate headquarters to Saint Paul.
- The Saint Paul Public Housing Agency's \$15 million (57,000 sq. ft.) office building opens.
- Capital City Partnership receives the International Downtown Association's Merit Award for Business Retention, Expansion, and Recruitment efforts.
- Three new state office buildings, representing a \$250 million investment and 913,000 sq. ft. of new office space (Elmer L. Andersen Building, Orville L. Freeman Building, MN Department of Agriculture/Health Lab) open in Saint Paul, and help link the Capitol Campus to Saint Paul's CBD.
- Minnesota Public Radio expands their downtown headquarters campus with a \$46 million building project.

2006

- Capital City Partnership produces Rice Park powered by Xcel Energy to create a Rockefeller Center experience in downtown Saint Paul.
- St. Joseph's Hospital breaks ground on a \$70 million expansion of the 150-year old hospital.

- Capital City Partnership and the OCOS hold a joint 10-year anniversary gala at the Ordway Center for Performing Arts.
- Capital City Partnership partners with the City of Saint Paul to administer the Saint Paul Sister Cities Program.

2007

- Region's Hospital breaks ground on a \$179 million expansion.
- United Hospital announces plans for \$75 million investment in their Saint Paul campus.
- Xcel Energy breaks ground on a new \$380 million High Bridge Power Plant.
- Children's Hospital announces plans for a \$300 million expansion of both their Saint Paul and Minneapolis campuses.
- Capital City Partnership facilitates a Neuss, Germany Sister City delegation trip.

2008

- Saint Paul hosts the 2008 Republican National Convention, which had an estimated economic impact of \$150 million.
- Capital City Partnership facilitates a Changsha, China and Nagasaki, Japan Sister City delegation trip.
- Xcel Energy High Bridge Power Plant opens.

2009

- Capital City Partnership recruits Cray, Inc. to relocate 235 employees to downtown Saint Paul from Mendota Heights.
- Region's Hospital completes its \$179 million expansion project.
- St. Joseph's Hospital completes its \$70 million expansion project.
- New restaurants including The Bulldog and Barrio open in the Lowertown neighborhood.
- Microsoft's Expression Division moves from Minneapolis to Wells Fargo Place.

SAINT PAUL'S LARGEST EMPLOYERS



PRIVATE SECTOR		SAINT PAUL FTE EMPLOYMENT	TOTAL FTE EMPLOYMENT
1	U.S. Bancorp	4,700	58,000
2	HealthPartners, Inc./Regions Hospital	4,534	8,409
3	Allina/United Hospital	3,519	7,764
4	HealthEast/St. Joseph's Hospital	3,132	5,196
5	The Travelers Companies, Inc.	2,500	33,000
6	Securian Financial Group	2,416	3,604
7	Ecolab, Inc.	1,316	26,000
8	University of St. Thomas	1,158	1,699
9	Children's Hospitals & Clinics of MN	1,055	3,205
10	Comcast	856	90,000
11	Ford Motor Company	816	213,000
12	Lawson Software	800	4,200
13	Merrill Corporation	748	5,200
14	Pioneer Press	660	660
15	Hamline University	607	607
16	Qwest	593	30537
17	Macalester College	573	573
18	St. Catherine University	551	675
19	Amherst Wilder Foundation	515	515
20	Concordia University	484	484
21	Wells Fargo	439	261,557
22	Metropolitan State University	434	635
23	Hubbard Broadcasting, Inc.	417	1,052
24	GreenTree	330	1,650
25	Morrissey Hospitality Companies, Inc.	322	528
26	Marsden Building Maintenance	312	2,413
27	Minnesota Public Radio/ American Public Media	299	403
28	Crowne Plaza/City Center	277	277
29	Memorial Blood Centers	265	355
30	Science Museum of Minnesota	248	248
31	Cray, Inc.	235	850
32	Minnesota Historical Society	233	265
33	Gander Mountain	225	5,500
34	Internet Broadcast Systems	219	340
35	Impressions, Inc.	209	270
36	American Security LLC	204	1,093
37	Agribank, FCB	185	185
38	Minnesota Sports & Entertainment (MSE)	179	206
39	TKDA	179	179
40	Lutheran Social Services	162	1,327
41	William Mitchell College of Law	161	161
42	Bremer Financial Corporation	122	1,760
43	Macy's	105	35,320 (Macy's East)

PRIVATE SECTOR		FTE EMPLOYMENT	FTE EMPLOYMENT
1	State of Minnesota	13,500	42,600
2	Saint Paul Public Schools	5,403	5,403
3	United States Federal Government	4,184	—
4	City of Saint Paul	2,982	3,219
5	Ramsey County	2,667	3,680
6	U.S. Postal Service	1,711	765,088
7	Metropolitan Council	1,401	3,582

A CITY WHERE PEOPLE LIVE

Capital City Partnership promotes housing development as an essential part of downtown's growth into a 24-hour community. Saint Paul's residential growth plays a significant role in the city's long-term viability, retail success, and quality of life because downtown residents have 4 times the economic impact as downtown workers.

Downtown Saint Paul has gained popularity as a desirable place to live because of the ease of commuting; the diversity of entertainment, dining, and retail options; proximity to arts and culture venues; the stimulating environment; and a diverse range of housing, from lofts in renovated turn-of-the-century warehouse buildings to apartments, to luxury condominiums and renovated single-family historic homes. There is a growing trend to convert obsolete Class C office space into residential.

Since 2000 downtown Saint Paul (District 17 and downtown fringe) has experienced a 36% increase in the total number of housing units (from 5,600 to 7,613), and a 28% increase in residents (from 9,694 to 12,391). An additional 650 housing units are currently proposed, adding an additional 870 residents.

A CITY OF NEIGHBORHOODS

Downtown Saint Paul neighborhoods and strategic investment areas for major downtown housing include:

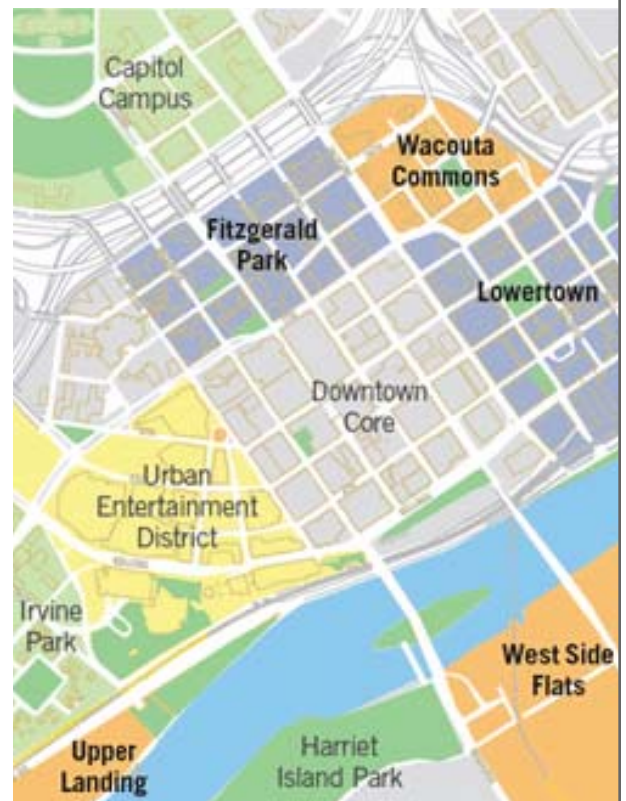
Wacouta Commons – a mixed-use new urban village surrounding the new Wacouta Commons Park.

Fitzgerald Park – redevelopment plans on the site of the former Public Safety Building include The Penfield.

Upper Landing – construction is completed on the \$175 million, mixed-use development along a 21-acre riverfront site and is among the largest redevelopment projects in Saint Paul's history.

West Side Flats – a proposed new \$64 million mixed-use urban village to complement the new U.S. Bancorp Operations Center.

Lowertown – redevelopment of this downtown district includes conversion of many historic office buildings to condominiums. Significant redevelopment will continue to occur along the Central Corridor route.



DOWNTOWN DEMOGRAPHIC STUDY

Resident Profile

- 88% of residents enjoy living downtown because of easy access to culture, entertainment, events, restaurants, proximity to work, and the urban setting.
- 13,348 people currently are living downtown – an estimated increase of 38% from 2000.
- 63% of residents have a Bachelor's degree or higher.
- 32% of households have a pre-tax annual income of more than \$75,000.
- 53% of residents are employed full-time and 23% of residents are employed downtown.
- 68% of residents have lived downtown 5 years or less.
- 60% of residents are under 55 years old, 30% of residents are under 35, and 38% of the downtown population is over the age of 55.
- 64% of residents are not married.
- 88% of downtown households have no school-aged children living in residence.
- 55% of residents are male, 45% are female.
- 52% of residents own, and 48% of residents occupy rental units.
- Average apartment rent: \$1,072*.
- Median sale price of downtown/Capital Heights housing: \$ 198,950**

Resident Spending Habits

- 76% of residents shop downtown on a monthly basis.
- 75% of residents dine downtown on a monthly basis.
- 68% of residents attend theatre, sporting events, concerts, festival and museums on a monthly basis.
- 44% of residents go to bars and nightclubs on a monthly basis.

Resident Commuting Patterns

- 56% of residents commute less than 10 miles to work, 21% of residents commute less than 20 miles to work.
- 56% of residents use a car, 18% walk, and 19% use the bus as their source of transportation.
- 44% of residents would use light rail for work and 83% of residents would use light rail for pleasure if available.

Employee Profile

- There are an estimated 77,550 people employed in downtown Saint Paul, employed by 1,175 employers.
- 80% of employees enjoy working downtown to a great or moderate extent, and cited atmosphere and green space, commute, restaurant selection, arts and cultural opportunities, as well as special events and festivals as primary reason they enjoyed the downtown area.
- 35% of employees are male, 64% are female.
- 60% of employees have Bachelor Degrees or higher.
- 81% of the employee population is between the ages of 25 and 55.
- 69% of the downtown employee population has an annual pre-tax income of \$30,000 - \$75,000.
- 95% of the employees do not live downtown.
- 63% of the downtown employees work for larger firms with more than 250 employees.

Employee Spending Habits

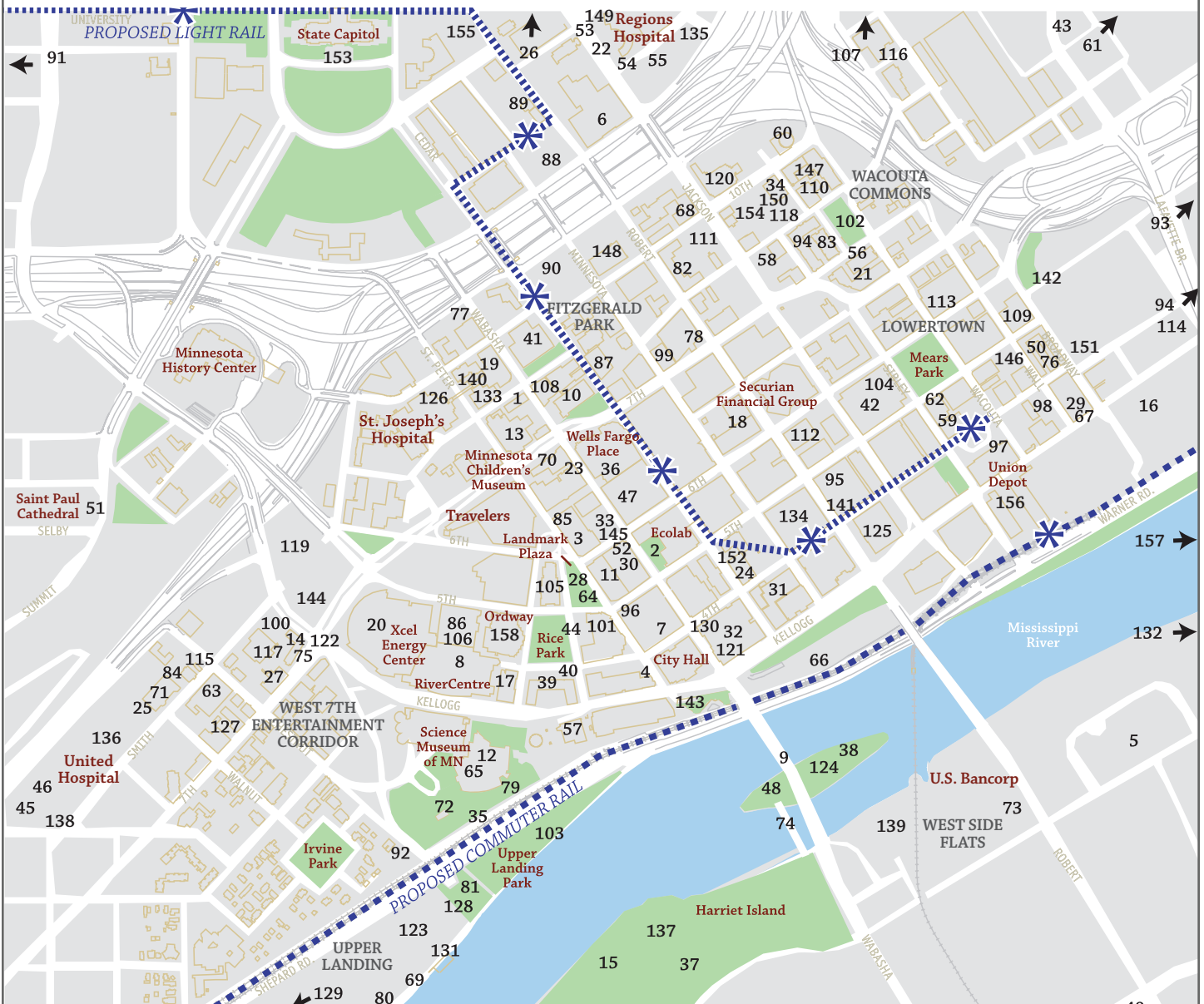
- 58% of workers report staying downtown after work to eat out up to 4 times per month.
- 41 % of workers go to bars and clubs downtown after work up to 4 times per month.
- 49% of workers stay after work to shop up to 4 times per month.
- 36% of workers stay after work to attend a concert up to 4 times a month.
- 29% of workers stay after work to attend a sporting event up to 4 times a month.
- 27% of workers stay after work to go to a museum or attend special events/festivals up to 4 times a month.
- 26% of workers stay after work to go to a theatre up to 4 times per month.

Employee Commuting Patterns

- 75% of employees drive to work. 76% of employees have a commute of less than 20 miles.
- 25% of employees use alternative commuting modes (bus, walk, bike, car pool).
- 63% of employees would use light rail to commute to work if available.

DOWNTOWN SAINT PAUL DEVELOPMENT & PROJECT MAP

Confidence in Saint Paul's future has led to significant investment in Minnesota's Capital City. Over \$3 billion of new investment has been completed in downtown since 1998 and nearly an additional \$3 billion of investment is under construction or planned through 2015.



Intro to St. Paul / Central Corridor: Friday, May 14, 2:30 – 3:30 pm

1998		In Millions	2003		116	HealthPartners 435 Building	13.0	
1	Central Towers Rehab	8.0	57	Biomass Cogeneration Plant	55.0	117	Holiday Inn RiverCentre Addition	1.5
2	Ecolab Plaza	13.0	58	Workforce Bldg. Housing Renovation	19.3			
3	Hamm Building Renovation	15.0	59	American House	1.3	2007		
4	Jemne Building Renovation	1.0	60	North Quadrant District Cooling Station	13.0	118	Printers Row - Phase I	23.0
5	Media One Renovation	10.0	61	Bureau of Criminal Apprehension	58.0	119	Smith Avenue Transit Center	25.0
6	Minnesota Department of Revenue	75.0	62	Straus Apartment Renovation	13.0	120	Embassy Suites Hotel Renovation	4.0
7	City Hall Annex Renovation	4.6	63	West 7th Street Parking	10.0	121	Crown Plaza Renovation	4.5
8	RiverCentre	77.5	64	Landmark Plaza	4.2	122	Holiday Inn RiverCentre Renovation	1.0
9	Wabasha Bridge	35.0	65	Mississippi River Visitor Center	.84	123	Upper Landing Housing	175.0
10	World Trade Center Ramp	13.5	66	Shepard Road Renovation	6.5			
11	Lawson Commons & Ramp	101.0	67	Great Northern Lofts - James J. Hill Bldg.	27.0	2008		
			68	Produce Exchange Building	32.6	124	Raspberry Island Restoration	5.0
1999			69	Xcel Energy Flood Wall	3.0	125	Warren E. Burger Federal Courts Bldg.	70.0
12	Science Museum of Minnesota	100.0	70	MN Children's Museum Rooftop ArtPark	1.3	126	St. Joseph's Hospital Expansion/Renovation	90.0
13	Ramsey County Juvenile Justice Ctr.	19.7	71	John Nasseff Neuroscience Institute I	1.5	127	West 7th Professional Center	12.0
			72	Science Museum Science House	1.0	128	Chestnut Plaza	2.4
2000			73	U.S. Bancorp Operations Center	79.2	129	Xcel Energy High Bridge Plant	380.0
14	Holiday Inn RiverCentre	10.5	74	Raspberry Island Bridge	1.6	130	Commerce Building	10.4
15	Harriet Island Redesign - Phase I	14.5	75	The Liffey	1.8			
16	Lafayette Parking Lot	3.0				2009		
17	Minnesota Club Redesign	7.0	2004			131	City House Park Pavillion & Interpretive Ctr.	2.7
18	Minnesota Life Building	102.0	76	St. Paul Farmers' Market Expansion	2.2	132	Holman Field Improvements	48.0
19	Minnesota Business Academy	6.0	77	Saint Paul Public Housing Agency	15.0	133	Gallery Professional Building Renovation	1.4
20	Xcel Energy Center	175.0	78	Block 19 Ramp	18.5	134	First National Bank Renovations	20.0
21	Wacouta Commons - Phase I	25.0	79	Science Museum Environmental Park	2.5	135	Regions Hospital Expansion	180.0
22	Regions Hospital	82.0	80	Samuel H. Morgan Regional Trail	3.0	136	United Hospital Expansion/Renovation	75.0
23	Rivertown Market Grocery	.7	81	Upper Landing Park - Phase I	3.0	137	Harriet Island - Phase II	13.0
24	St. Paul Athletic Club	8.6	82	Rossmore Building Condos	8.6			
25	Nasseff Heart Hospital and Ramp at United	23.0	83	Ninth Street Lofts	12.9	COMPLETED PROJECTS 1998 - 2009		
			84	John Nasseff Neuroscience Institute II	18.0	SUB TOTAL		
2001			85	Saint Paul Chamber Orchestra	2.0			\$3,493,198,359
26	Capitol Heights Housing	4.5	86	Roy Wilkins Dance Space	1.25	2010		
27	Cossetta Restaurant	4.0				138	Children's Hospital & Clinics Exp./Ren.	150.0
28	Firstar Site Demolition	2.0	2005			139	West Side Flats Housing	32.0
29	James J. Hill Building	24.0	87	Minnesota Public Radio Headquarters	46.0	140	Commerce Building Apartments - Phase II	8.1
30	Lawson Ramp Retail	2.1	88	MDA - MDH Lab Building	60.0	141	Minnesota Place	15.8
31	Capital City Plaza Garage	20.0	89	Orville Freeman Offi ce Building	74.0			
32	Radisson Hotel Renovation	10.0	90	Elmer L. Anderson Human Svcs. Bldg.	101.0	2011		
33	Wabasha Court Acquisition/Demolition	3.2	91	BioScience Center	19.0	142	Saint Paul Saints Ballpark	35.0
34	Renaissance Box	1.8	92	Armstrong Quinlan House	2.7	143	Ramsey County River Bluff Redevelopment	200.0
35	Shepard Road Realignment	30.0	93	Vento Nature Sanctuary	10.0	144	Seven Corners Redevelopment	80.0
36	Wells Fargo Rehab	16.0	94	Lyon's Court, Senior Housing	9.7	145	415 Wabasha Court Redevelopment	45.0
37	Target Stage - Harriet Island	1.0	95	Gander Mountain	1.8	146	Farmers Market Flats and Indoor Market	13.5
			96	Lowry Lofts	34.0	147	Printers Row - Phase II	15.0
2002			97	Union Depot Lofts	8.4	148	Penfield/Lunds	57.0
38	Schubert Band Shell	2.0	98	Lot 270	9.6	149	Gillette Children's Hospital Expansion	42.0
39	Central Library Rehab	16.0	99	Northern Furniture Building Exterior Ren.	1.0	150	Renaissance Box Renovation	16.3
40	RiverCentre Skyway Tunnel	10.7	100	Holiday Inn Ramp	4.5			
41	Music Tech	3.5	101	The Saint Paul Hotel Renovation	10.0	2013		
42	Galtier Plaza Retrofit	3.0	102	Wacouta Commons Park	1.2	151	LRT Maintenance Facility	30.0
43	Ramsey County Law Enforcement Ctr.	61.0	103	Upper Landing Park	3.0	152	4th and Cedar Transit Hub	35.0
44	Streetscape Redesign	21.0	104	LoTo	2.4	153	MN State Capitol Restoration & Expansion	260.0
45	United Hospital Parking Ramp	14.0	105	Conservatory for the Performing Arts	2.0	154	Pressman Lofts	12.0
46	United/Children's Hospital Addition	41.0	106	Roy Wilkins Renovation	2.0			
47	Marshall Field's Renovation	22.0	107	HealthPartners Specialty Care Center	22.0	2014		
48	Minnesota Boat Club	1.0				155	Saint Paul Portion of Central Corridor	850.0
49	Drake Marble Building	11.0	2006			156	Union Depot/Post Office Redevelopment	350.0
50	St. Paul Farmers' Market	3.7	108	Fitzgerald Condominiums	2.5	157	Lafayette Bridge	185.0
51	Cathedral of Saint Paul	35.0	109	Crane-Ordway Building Renovation	11.7			
52	Fhima's	2.1	110	Wacouta Commons - Phase IV	27.0	2015		
53	Regions Hospital Breast Health Care	.62	111	Tenth & Jackson Lofts	55.0	158	McKnight Theater Renovation	35.0
54	Regions Hospital Cancer Care Center	1.2	112	Metropolitan Council HQ Renovation	16.4			
55	Regions Hospital Surgical Specialty Clinic	2.1	113	River Park Lofts	30.0	PLANNED PROJECTS 2010 - 2015		
56	Wacouta Commons - Phase II	26.6	114	Lowertown Bluffs	18.4	SUB TOTAL		
			115	John Nasseff Specialty Care Center	18.0			\$2,466,700,000

CITY OF SAINT PAUL CENTRAL CORRIDOR DEVELOPMENT STRATEGY, 2007

The Central Corridor represents a tremendous opportunity and challenge for Saint Paul. If the community takes full advantage of plans to construct light rail transit (LRT) on University Avenue, linking downtown Saint Paul with the University of Minnesota and downtown Minneapolis, the result will be stronger businesses, more vibrant neighborhoods and a more beautiful urban place.

While constructing the light rail line is a multi-jurisdictional effort, planning for the related physical, economic and social development of the Central Corridor is the City of Saint Paul's responsibility. This document, the Central Corridor Development Strategy, establishes a vision and set of strategies for how the Central Corridor should grow and change over the next 25 – 30 years in response to the LRT investment.

The work represented here is the result of a nine-month process of community involvement, discussion and review. To guide this work, Mayor Chris Coleman asked the Planning Commission to establish two community-based task forces, one focused on University Avenue, the other on the downtown core and Capitol area. These taskforces each include 15-20 people who are representative of area residents, businesses and communities of color, as well as those with interest and expertise in areas such as affordable housing, real estate, urban design, finance, sustainability and transit-oriented development. The task forces were assisted by City of Saint Paul staff and a consultant team led by Urban Strategies, Inc. The Central Corridor Development Strategy will frame dozens of individual decisions that will be made in the Corridor over the next decade and beyond. It will guide public decisions about land use and zoning, capital investments and the delivery of city services. And it will guide private decisions relative to buying homes, and locating and expanding businesses. It will challenge the community to think about incorporating alternative strategies into redevelopment activities, connecting transit with pedestrian and bicycle routes, enhancing the role of the arts in neighborhood life, and preparing a skilled work force to build the rail line itself. The Strategy will not include all the detail, but it will create a framework for more detailed planning in the future. This will include work on regulatory changes and station area planning, as well as special studies and initiatives related to inclusionary housing, parking management, strengthening local businesses, public art, bicycle-pedestrian connections and more.

THE CENTRAL CORRIDOR OPPORTUNITY

A \$1-billion investment in public transit is a once-in-a-century opportunity for any city. In addition to the resulting transportation improvement, it is a tremendous occasion for city-building and place-making.

As our transportation infrastructure – the roads, highways, and bridges we rely on every day – become increasingly congested and strained under the pressures of age, rising demand and deferred maintenance, cities must increasingly find efficient ways to accommodate new growth and demand within existing transportation networks.

In many instances, these networks actually pre-date the automobiles they now serve, with additional layers of activity expanding over time to include heavy commercial traffic, buses, street cars, pedestrians and bicycles. The effects of this over-burdening and dependence on our road and highway systems are well-documented: decreased economic competitiveness, increased reliance on cars, environmental degradation and decreased quality of life and health.

A modern, efficient and accessible public transit system, as a component of a balanced, multi-modal transportation network, can play a vital role in ameliorating these negative effects. Cities across North America are rediscovering

and reinvesting in transit in impressive numbers, and the City of Saint Paul is now poised to receive a similar boost in its public transit network.

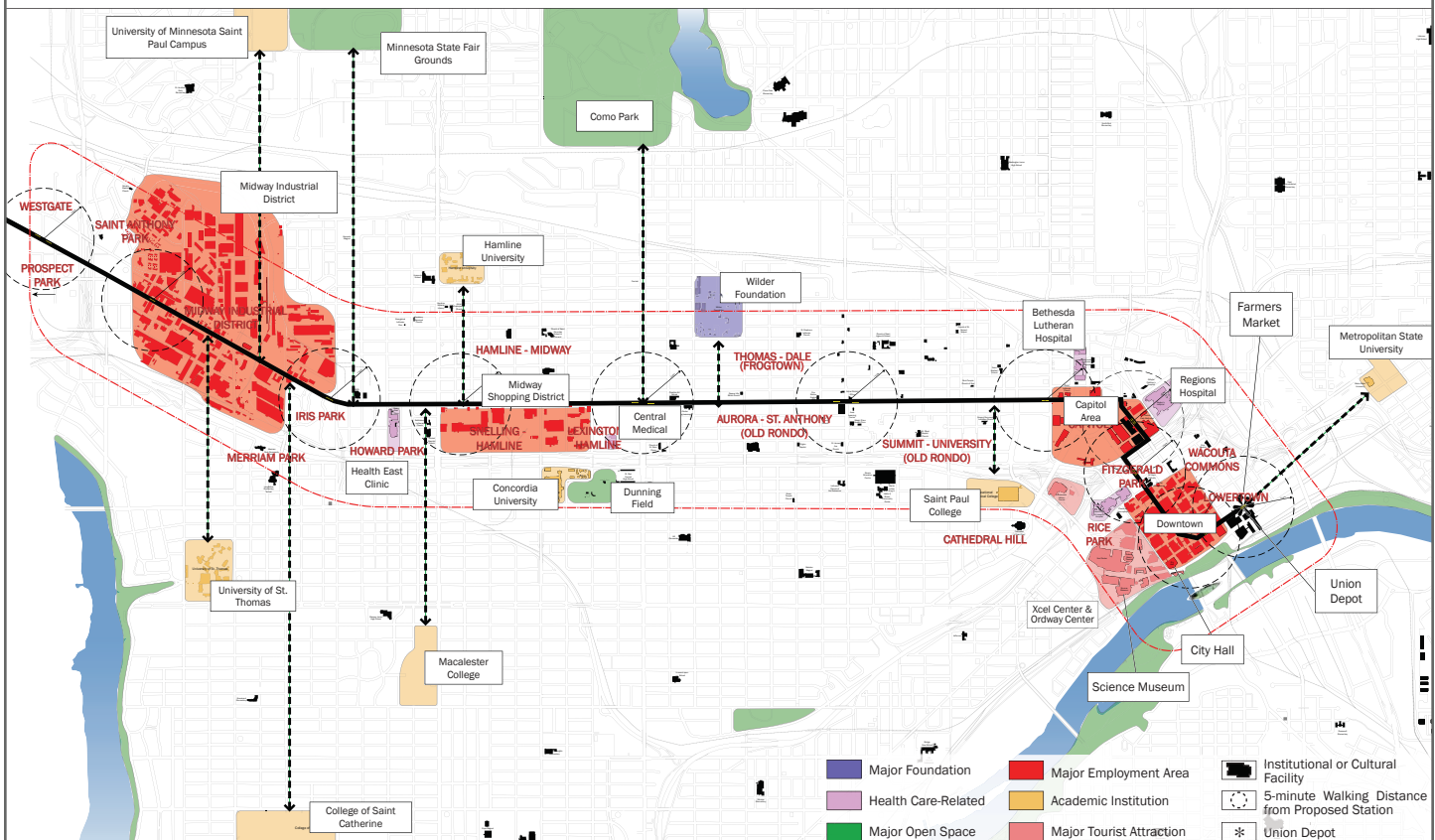
The Central Corridor LRT, totaling 11 miles in length with 16 planned stations, will provide a direct link between the downtowns of Saint Paul and Minneapolis via a route that traces the most important east-west transportation corridor within the Twin Cities region. It will connect major activity and employment centers such as the State Capitol campus, the Midway Shopping District and Industrial District, and the University of Minnesota. With a direct link to almost 280,000 jobs, 123,000 residents and 15 distinct neighborhoods that include many cultures, schools, places of worship and community institutions, the Central Corridor LRT represents an opportunity to 're-think' how people move in Saint Paul – between home, work, shopping and recreation.

But a major investment in public transit, such as the Central Corridor LRT, represents much more than a new way to get from point A to point B. Successfully planned

and executed, LRT can become the launching pad for a whole range of city- building and place-making initiatives. For Saint Paul, this means a chance to:

- redefine the role of the Central Corridor in the region;
- promote the evolution of University Avenue as a “place” where friends and families meet, and guests come to explore
- enhance the Corridor’s economic competitiveness, its strong and diverse neighborhoods and its evolving downtown; and
- begin a dialogue between the many residents, businesses and stakeholders for whom the Central Corridor is a part of their daily lives, and to create new partnerships between them.

In short, the planned LRT is an opportunity to reposition the Central Corridor, and Saint Paul, as a contemporary, healthy and livable urban center that inspires both residents and visitors alike. This document is the first step in making that happen.



MOVING THROUGH THE CORRIDOR - TODAY & TOMORROW

University Avenue evolved as a major transportation corridor between Saint Paul and Minneapolis – first as a shared automobile and streetcar corridor, along which many of the neighborhoods that exist today first emerged; and later, after construction of I-94 in the 1960s and the termination of the streetcar, as a heavily-trafficked throughfare serving approximately 22,000 bus riders and 28,000 automobile trips per day.

As lanes were widened and concessions made to accommodate the increase in vehicular volume on I-94, entire neighborhoods were displaced. In a pattern repeating itself across North America, commercial development along traditional main streets and corridors began to orient itself exclusively to the demands of vehicular parking and access. In Saint Paul, the urban structure, activity, and movement along the Avenue became characterized by parking lots, wide lanes, a lack of connectivity and fewer comfortable options for walking.

Cities are changing, however. A combination of demographic shifts, traffic congestion and a renewed preference for living in urban areas is requiring us to create more balanced transportation systems. Our movement corridors today must integrate many layers of movement within their boundaries: pedestrians, buses, light rail, automobiles, commercial traffic and bicycles.

The following themes reflect current conditions, patterns and issues with respect to mobility in the Corridor as observed by area residents and stakeholders. Each is followed by a set of key directions for future decisions affecting how people move through the Corridor.

Theme 1: **Putting the Pedestrian First**

As noted above, the Central Corridor today is dominated by automobiles and auto-oriented uses. Pedestrians report feeling neglected, even unsafe, by the volume and prominence of automobiles, a lack of passive surveillance, and general lack of amenity provided for pedestrians.

A pedestrian-priority approach to movement is one that puts the pedestrian first in the decision-making

equation. This equation includes all variables affecting the design and orientation of buildings, streetscape treatments, network of sidewalks and crosswalks, regulation of parking provisions and access, placement of LRT stations, installation of public art, and creation of new parks and open spaces.

Theme 2: **Enhancing Existing Transit Service**

A major investment in public transit should provide a 'lift' to all those for whom transit is a part of their daily lives. Residents are fearful of being 'left behind' by this addition, which is perceived by some as serving 'outside' demand at local expense. Any shift towards a two-tiered transit system, wherein one level or type of service is enhanced to the detriment of another, should be avoided. This can be accomplished by pursuing three main objectives:

- First, **a commitment to maintain local transit service at current service levels.** The frequency of local service provided by the #16 bus, often described as a "life line" for the community, is critical to meeting the day-to-day needs of residents who work and shop in the Corridor, a number of whom rely on bus service as their sole means of transportation. A combination of LRT and bus service should continue to fully serve this ridership segment. Also, if the #16 service level is reduced and station distances remain 1 mile apart within the eastern segment of the Corridor, provide circulator service to the LRT line to ease transportation access to planned station where there is a high concentration of transit dependent population (elderly, people of color, students, disabled).
- Second, improve north-south connections to LRT from neighborhoods and destinations adjacent to the Avenue. Explore the use of circulator buses to serve



neighbors adjacent to the LRT line along University Avenue to encourage access to business and to transit. This may help to lessen 'hide and ride' activity in neighborhoods and is a must for commuters who wish to access LRT at the most convenient location. The Central Corridor is the spine along which a number of Saint Paul's major destinations, employment centers and central neighborhoods are located. However, many of these fall outside a comfortable, five-minute walk of planned transit stations. Enhanced north-south bus service will expand the ridership base for LRT, increase modal splits for major commercial and employment uses, and improve access and mobility options for central area residents, especially those who are transit-dependent.

- Third, complement current transit service in the downtown with a downtown circulator. Structure bus service to more effectively serve the circulator needs of riders, particularly to the SMM/RiverCentre complex, Saint Paul College/Cathedral Hill area and Metro State University.

Theme 3: *Preserving Opportunities for Future Stations*

Just as the preservation of Union Depot has permitted its planned reuse as a regional transit hub, or the creation of a long-term vision for the Athletic Club Block can initiate momentum and support for its future development, so too should the identification of future LRT expansion opportunities start today. Residents have expressed strong interest in new stations on University at Western Avenue,

Victoria Street, Hamline and/or Cleveland Avenue/Transfer Road as well as future extensions to Wacouta Commons and the East Metro.

Where stations cannot be added initially, accommodating for future stations may include: ensuring base infrastructure is put in place to minimize the cost of adding stations in the future; promoting transit-supportive densities and mix of uses along possible routes; planning for future parks and open spaces; and the creating and/or revising of precinct and small area plans.

Theme 4: *Maximizing Parking Efficiency*

There are currently over 250 acres of surface parking located within a five-minute walk of the proposed LRT line. Many of these large paved areas are under-utilized, the presence of which contributes to the experience of the Corridor as an auto-dominated environment. Despite the large amount of surface parking, area businesses have documented portions of the Corridor where there is currently insufficient parking to meet local business needs, and are concerned with the anticipated net loss of approximately 800 on-street parking spaces due to LRT. In addition, residents frequently cite 'Hide & Ride' impacts on local streets as a key concern.

Clearly, the management of parking along the Corridor will be critical issue in the implementation of LRT. One of the keys to addressing these concerns is to shift

from a single-user to a pooled resource approach in the provision of parking. Second, it will be important to maximize the efficiency of on-street parking through design, enforcement, and potential user fees captured by metered parking. Third, the potential variances to current parking standards and allowing for some creativity in their application must be explored. Finally, there may be need for proactive public, private and community-based partnerships to secure shared structured parking facilities.

Theme 5: ***Promoting the Co-Existence of Cars and Transit***

The tension between private automobiles and public transit is universal. In every city where these two modes share roadways, advocates of one can be expected to cast blame on the other for worsening congestion, clogging intersections, and draining public resources for maintenance and expansion.

To address this seemingly inherent conflict, we must seek opportunities to integrate cars and transit – rather than segregate or prioritize one at the expense of numerous transit-oriented and place-making objectives. For example, the construction of a grade-separated crossing over a busy intersection, as a means to facilitate through auto traffic, could potentially introduce enormous physical constraints to the development potential of strategic Transit-Oriented Development (TOD) sites, and should only be considered if pedestrian accommodations and redevelopment potential is enhanced by such a design.

THE CORRIDOR TODAY **Market Conditions and Potential**

Light rail transit has the potential to create opportunities in real estate markets.

There are a number of factors that shape market opportunity, including supply/demand market dynamics, demographic trends, regulation of development through zoning ordinances, and the responsiveness of government to encourage and facilitate private

development. Other important factors and market influences include the availability and suitability of developable (or redevelopable) land or properties at feasible price levels, streetscape amenities and the availability of financing.

In addition, LRT and/or proximity to an LRT station can enhance or amplify a market opportunity that already is present or accelerate the timing of an opportunity that is trending toward development feasibility. Where market support is marginal, LRT in some, but not all, cases may tip the scale toward positive feasibility. There are several new projects springing up along the Hiawatha Line where this has been the case. However, market support, as determined by supply/demand dynamics, and a site's particular competitive locational attributes, are the most important determinants of development success.

The Saint Paul Central Corridor: A Market Overview

From a real estate standpoint, the Central Corridor is not one real estate market, but five distinctive sub-markets, each with visibly different land use characteristics, and dramatically different demographic profiles.

Population, households and employment for the Central Corridor are expected to grow by a factor of at least 20%-25% between 2010 to 2030. This translates to approximately 11,000 to 14,000 new housing units (both for sale units and rental units) and a population increase ranging between approximately 20,000 to 30,000. In general, the strongest part of the Central Corridor, from a real estate market perspective, is the West Market Area. Income and degree of home ownership diminishes as one moves from west to east along University Avenue toward the State Capitol.

West and Central Market Area

The West Market Area contains very promising development potential, especially from 2010-2015. Positive market demand is already being demonstrated in this sub-market. The Central Market Area is ripe for more intense residential development. A finer-grained, more pedestrian-oriented retail and employment environment oriented towards the Avenue would help

to complement the significant retail base that is already present. In the presence of the Midway Shopping Center and “big box” shopping centers, and with market confidence and synergy flowing from the planned Super Target and other potential developments, there may be support for the addition of 3-4 large-format retail stores within the 20-30 year study period. Attention to the sensitive design and placement of these structures will be warranted in the context of an evolving transit-supportive regulatory framework. New housing in the Central Market Area Shopping District should be a diverse mix of rental apartments, for-sale medium-density units, student housing and life-cycle housing for seniors in all price ranges. Densities of 50-75 units per acre and building heights up to 4-8 stories are warranted by the market.

East Market Area

The East Market Area presents market development challenges, at least in the early years of the LRT. The predominance of several ethnic populations with relatively low incomes will require that development be carefully targeted to the needs of the Thomas-Dale, Summit-University and Lexington-Hamline neighborhoods. The small storefronts and independent retailers in the East Market Area should be supported and the businesses preserved (either in existing buildings or as

tenants in new projects). The streetscape should be significantly upgraded to strengthen the real estate potential of the area. Promising development opportunities will be rental housing with a mix of both affordable and market-rate units in the early years, introduction of ownership housing in the 2020-2030 time frame. Two- and three-story structures along University are appealing to the Hmong entrepreneurs prevalent in the East Market Area. The World Cultural Heritage District incorporating, for example, the Historic African American Rondo Heritage District and a Pan Asian Village branding concept has market validity in this stretch of University, if realistically scaled. There are a number of vacant or underutilized sites in the East Market Area with redevelopment potential that must be shaped to address the development needs and aspirations of this segment of the Corridor.

Capitol Market Area

The Capitol Market Area will continue to be dominated by office pressures and retail demand serving primarily State government workers. The Sears site represents one of the most potent redevelopment sites in the entire Central Corridor, with the potential for an exciting, mixed-use urban village containing 1000+ residential units, and over 700,000 square feet of new employment space in the form of retail and office uses.



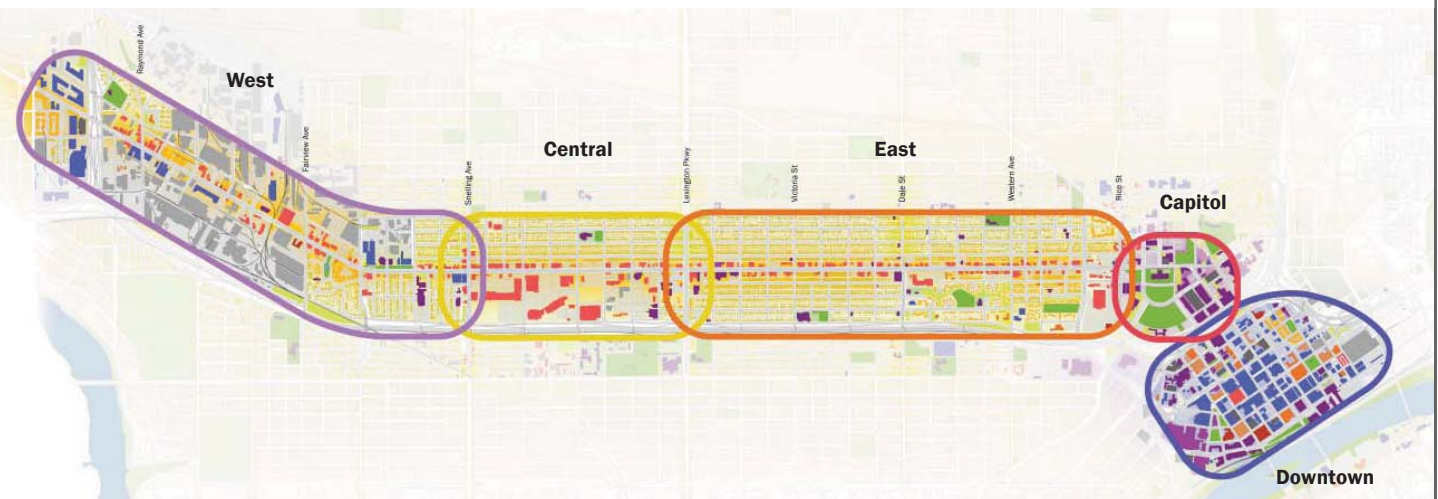
Downtown Market Area

Downtown Saint Paul is largely built-up with limited sites for significant redevelopment or infill. The retail landscape is likely to change, with more retail development appearing on the street level near station stops and major upgrades to skyway retail near station stops. Within the horizon of the 20-30 year study period, a significant redevelopment of the Athletic Club Block at 4th and Cedar could occur, the potential for which would be considerably aided by an on-site connection to LRT, and by convenient links to the current bus system and planned regional transit hub operating out of Union Depot. This mixed-use, landmark redevelopment could take several forms, including a base building with a large bank, grocery store or cultural institution at its concourse and lower levels, and different configurations of towers with residential, hotel and office uses – each

important components in reaching the critical mass of people and economic activity needed to support neighborhood businesses in the downtown. It is not likely this development would occur in response to latent market demand for the above-mentioned uses. Rather, it will instead require a coordinated marketing and design effort to secure a primary, prestige tenant interested in realizing the benefits of this unique development.

Likely Growth Around the Station Stops

Market analyses and both supply-side and demand-side studies were performed for the 12 station areas within a 1/4-mile radius, or approximately a five-minute walk of each station. Based on this research and analysis, likely growth or initial market direction has been forecasted for each Saint Paul LRT station area stop.



Estimated Development Potential of Each Station Area

Station Area	Potential Number of Residential Units		Potential Office Space	Potential Retail Space	Status of Existing Industrial Uses	Potential Number of Hotel Rooms
	Rent	Own				
Westgate	1,500-2,000	300-500	700,000 sq ft	45,000 sq ft	Mostly Preserved	150
Raymond	500-600	250-500	950,000 sq ft	60,000 sq ft	Mostly Preserved	-
Fairview	400-500	200-300	300,000 sq ft	70,000 sq ft	Slightly Reduced	-
Snelling	500-600	300-400	300,000 sq ft	450,000 sq ft	-	150 (Future)
Lexington	200-250	75-150	150,000 sq ft	90,000 sq ft	-	-
Dale	400-600	50-100	50,000 sq ft	50,000 sq ft	-	-
Rice	150-200	800	750,000 sq	100,000 sq ft	-	200 (Future)
Capitol	150-200	N/A	50,000 sq ft	50,000 sq ft	-	200 (Future)
Downtown Area	5,000-6,000	500-1,000	2,350,000 sq ft	100,000-150,000 sq ft	-	300 (Future)
Totals (Rounded)	9,000-11,000	1,750-3,000	5,600,000 sq ft	1,015,000 sq ft		1,000

TARGET FIELD

Friday, May 14: 3:30 – 4:00 pm

Presenters: *Chuck Ballentine and Dick Strassburg*

Target Field, the new home of the Minnesota Twins, has become what many critics are already calling the “Best Urban Ballpark in America.” Located within steps of the Minneapolis central business district, the ballpark lies immediately adjacent to a new epicenter for public transportation that brings together a new commuter train line with light rail service, while creating a path for a critical missing link in the regional bike trail system. To fit the site, portions of the ballpark and associated public spaces were constructed over nine lanes of freeway traffic and two operating rail lines, while other elements extend beneath two adjacent bridges and a light rail platform. Target Field currently holds the distinction of being the “greenest” major league ballpark in America, with sustainable features that include the utilization of steam created by a nearby solid waste energy recovery facility, and the on-site treatment and use of rain water for playing field irrigation. Finishing under budget and two months ahead of schedule, the project is a shining example of a very successful public/private partnership. This impressive outcome and the process it took to reach it will be described by Chuck Ballentine, project coordinator of the Hennepin County Ballpark Project, and Dick Strassburg of the Tegra Group.



CHUCK BALLENTINE



CHUCK BALLENTINE

Senior Administrative Manager

Chuck Ballentine serves as the Senior Administrative Manager for the Hennepin County Transportation Interchange Project Office. The Transportation Interchange Project Office handles preparing for the people arriving by various transportation modes now and in the future near the Ballpark. Previously Chuck served as: the Deputy Coordinator for the Hennepin County Ballpark Project Office, 2006 to 2009; Hennepin County Housing, Community Works & Transit Director, October, 2003 to September, 2006; Minneapolis Planning Director from 1998 to 2003; and various positions at the Metropolitan Council of the Twin Cities from 1975 to 1998.

Hennepin County Transportation Interchange
Project Office

200 Grain Exchange Building
400 4th Avenue South
Minneapolis, Minnesota 55415

612.543.7274

612.348.7537 fax

chuck.ballentine@co.hennepin.mn.us

DICK STRASSBURG

Tegra Group

Dick, a licensed architect, provides highly-specialized project leadership for expansion, new construction or adaptive reuse of a property. His focus ranges from board-level advisory, strategic project leadership, selecting and directing the construction/design team, managing the budget and schedule, and delivering a successful project with “no surprises.” Dick holds a Bachelor of Architecture degree from North Dakota State University.

Tegra Group

801 Nicollet Mall, Suite 1850
Minneapolis, MN 55402

612.752.5756

dstrassburg@tegragroup.com

CENTRAL CORRIDOR LIGHT RAIL TRANSIT

Friday, May 14: 5:15 – 6:00 pm

Presenter: Donna Drummund, Lucy Thompson

A nearly \$1 billion investment in public transit is a once-in-a-century opportunity for any city. In 2014, light rail service will be extended from downtown Minneapolis to downtown Saint Paul, completing a critical link in the Twin Cities regional transportation system. With a direct link to almost 280,000 jobs, 123,000 residents and 15 district neighborhoods, Central Corridor light rail transit (LRT) has the potential to re-position Saint Paul in the region. Minnesota Congressman Jim Oberstar, chairman of the House's Committee on Transportation and Infrastructure, hopes to join us in a discussion about transportation opportunities and challenges that are exemplified by the evolving inter-modal hub adjacent to Target Field.

In Saint Paul, Central Corridor LRT is being celebrated not only as a new way to get from Point A to Point B, but also as an incredible place-making and city-building initiative. For most of its run, the line will go down University Avenue, through the heart of several of Saint Paul's most diverse and unique neighborhoods. We will tour University Avenue and learn about station area planning along the Corridor; recent and planned development projects; zoning and other regulatory measures to encourage transit-oriented development; the challenges of inserting a major infrastructure project into built-up urban fabric; and local efforts to maintain diversity and affordability as the adjacent neighborhoods change and grow in response to LRT. Lucy Thompson and Donna Drummund of Saint Paul's Department of Planning and Economic Development will be our guides to this complex project.

DONNA DRUMMOND



LUCY THOMPSON



DONNA DRUMMOND

Director of Planning and Economic Development,
City of Saint Paul

Donna Drummund is the director of planning for the City of Saint Paul's Department of Planning and Economic Development, leading a 19 member staff team. Prior to becoming planning director in early 2009, she was the lead City staff person for Mayor Chris Coleman's Central Corridor LRT initiative. As part of that work, she has spoken at conferences in the U.S. and Canada. Other areas she has worked in as a city planner in Saint Paul include neighborhood planning; college campus planning; and economic development and housing project management. She has also been active in her community of residence, previously serving as Planning Commission chair for the City of Richfield, Minnesota, and as a commissioner for the Richfield Housing and Redevelopment Authority. She has a bachelor's degree from the University of Wisconsin-River Falls and a master of planning degree from the Humphrey Institute of Public Affairs at the University of Minnesota.

25 4th Street West, Suite 1400
St. Paul, MN 55102
651.266.6575
donna.drummond@ci.stpaul.mn.us

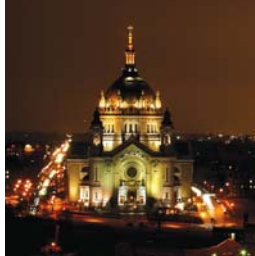


DOWNTOWN SAINT PAUL

Friday, May 14: 6:00 – 6:30 pm

Presenters: Lucy Thompson, Patrick Seeb

With its brick streets, human scale, central greens, and unique setting on the Mississippi River, downtown Saint Paul is a charming alternative to downtown Minneapolis. Long an employment and cultural center, downtown saw its residential population grow between 2000 and 2008, adding 800 units of both market-rate and affordable housing during that period. Central Corridor LRT will traverse downtown, repositioning six key parcels for significant redevelopment along the line, including the city's historic train station, Union Depot, which will be converted to a multi-modal transit hub.



LUCY THOMPSON



PATRICK SEEB



PATRICK SEEB – Saint Paul Riverfront Corporation

Patrick Seeb is Executive Director of the Saint Paul Riverfront Corporation. Saint Paul Riverfront Corporation is a private, nonprofit corporation providing leadership in the implementation of the Saint Paul on the Mississippi Development Framework, the city's redevelopment vision. He and his organization have been central to Saint Paul's renaissance of the past decade. Once a city on its heels, Saint Paul has regained its stature as a vital urban community on the Mississippi.

The Saint Paul Riverfront Corporation's current focus is the National Great River Park, which involves all 26 miles of the Mississippi riverfront in Saint Paul.

Before joining the Saint Paul Riverfront Corporation in 1995, he was deputy mayor for Saint Paul Mayor Norm Coleman. Mr. Seeb has a background in health care management. He owned and operated a consulting firm specializing in health care market research and new service development.

Mr. Seeb is a native of Fargo, North Dakota. He earned his Master's degree from the University of Wisconsin – Madison. He has lived in Saint Paul for the past 19 years.

25 West 6th Street
St. Paul, MN 55102
651.293.6861
seeb@riverfrontcorporation.com



RIVER CRUISE ON THE MISSISSIPPI RIVER

Friday, May 14: 6:30 – 8:30 pm

Presenters: Lucy Thompson, Patrick Seeb



Padelford Packet Boat Company • Harriet Island • St. Paul

Related web sites:

Saint Paul Riverfront Corporation:

www.riverfrontcorporation.com

Padelford Packet Boat Company:

www.riverrides.com

Mississippi National River and Recreation Area:

www.nps.gov/miss/

City of Saint Paul:

www.stpaul.gov/

Friends of the Mississippi River:

www.fmr.org

Upper Landing Housing:

www.rottlundhomes.com

Covington Inn Bed and Breakfast:

www.covingtoninn.com



SAINT PAUL ON THE MISSISSIPPI

Like many U.S. cities, Saint Paul turned its back on its waterway. For most of the 20th century, the river corridor was used for transportation infrastructure and industrial development. The river itself was polluted with unmitigated runoff. Commercial barge operations dominated river use.

This began to change for Saint Paul in the early 1990's when civic leaders recognized the inherent value of reconnecting the community to its most important natural resource, the Mississippi River. Visionary work by Ben Thompson, Bill Morrish and Catherine Brown, and Ken Greenberg, each building on the others insights led to the Saint Paul on the Mississippi Development Framework. The Framework, completed in 1997, has shaped the subsequent \$3 billion of public and private investment in the downtown and riverfront.

From a dinner cruise aboard the Jonathon Padelford, one can see first hand the transformation underway. Harriet Island, home to the Padelford Packet Boat Company, was renovated and reopened in 2000. In addition to the river cruise operation, on Harriet Island you will find the Centennial Showboat, the University of Minnesota's floating theater; the Covington Inn, a bed and breakfast; the River Boat Grill, a floating diner; the St. Paul Yacht Club, a 200 slip marina; and the Minnesota Boat Club, the oldest rowing club in the state. Moreover, Harriet Island and its companion park, Raspberry Island, host two performance stages. The Target Stage on Harriet Island was designed by AIA Gold Medal winner, Michael Graves. Jamie Carpenter, noted artist and MacArthur Fellow, designed the curved glass bandshell on Raspberry Island.

Together, Harriet Island and Raspberry Island host dozens of events and more than 500,000 people each year.

Across from Harriet Island is the bluff side Science Museum of Minnesota, which opened in 1999. Its grand stairs lead you down the bluff to the just completed Upper Landing neighborhood. The Upper Landing is a mixed income neighborhood of more than 800 families. This 18 acre parcel was, as recently as the mid 1980s, occupied by grain elevators and a scrap yard. Now, in addition to the apartments, town houses, and condos, it has parks and trails that link to the regional trail system.

The Upper Landing development helped spur Xcel Energy to decommission its riverside coal burning power plant, replacing it with a physically smaller but more productive gas fired turbine plant. Now Xcel is working with the community to determine what to do with the resulting 35 acres of surplus riverfront property.

Remarkably, within a few minutes of travel by river from the downtown, one finds oneself in the midst of a spectacular urban wildlife area. Restoration of natural areas has been on par with physical development of the river valley. Saint Paul has more than 3500 acres of public land along its 17 mile river corridor. It is not uncommon to find bald eagle pairs nesting, anglers fishing, and dogs swimming in the river.

The National Great River Park master planning process, which is just underway, will lead to a framework for the long term capital investment, programming, and maintenance of the natural and recreation areas of the Mississippi River in Saint Paul. This work is led by Saint Paul's parks division.

Saint Paul's riverfront is a work in progress. But now the river is cleaner than it has been in 40 years. It is visited by hundreds of thousands of people each year, throughout all four seasons. And with new homes along its banks, it has more advocates than ever before. The next 15 years are sure to bring even more investment in this important asset.

GRAND AVENUE • SUMMIT AVENUE

Friday, May 14: 8:45 – 9:15 pm



In 2008, Summit Avenue was designated as one of America's Great Streets by the American Planning Association. A monumental boulevard of mansions, churches and schools, it runs 4.5 miles on Saint Paul's upper plateau level, stretching from the St. Paul Cathedral on the east end to the Mississippi River Gorge on the west end. The scale, beauty and historic character of Summit Avenue are the result of a remarkable series of planning, zoning and preservation efforts sustained over centuries.



MINNEAPOLIS PARK SYSTEM

Saturday, May 15: 8:30 – 9:30 am

*Presenters: Charlene Roise, Ted Tucker,
Barbara Sporlein*

When this area first opened for settlement 150 years ago, it was an oak savannah fading into prairie to the west. Aesthetics were not a high priority, and few could envision the need for parks in frontier communities. Pioneers were mostly concerned interested in trees as fuel or building material.

The profession of landscape architecture was likewise in its pioneer phase during this period. Most of the people creating the new field still called themselves landscape gardeners. The development of Central Park was just underway guided by a rising star, Frederick Law Olmsted. His contemporary, Horace William Shaler Cleveland, worked on the East Coast before moving to Chicago in 1869. In 1872, Cleveland was invited to give a lecture series in the Twin Cities, during which he outlined a plan for an ambitious intercity park system. He returned on several occasions, eventually relocating to Minneapolis.

He convinced a number of the city's business leaders about the importance of parks, but was less successful in getting the city council to make parks a priority. In 1883, the city claimed a mere six acres of parkland. The city council members can perhaps be forgiven for their shortsightedness, given the incredible challenges they faced as the population rose from 2,564 in 1860 to 46,887 in 1880 and 129,200 in 1885. Fortunately, the businessmen persisted. Going around the city council to the state legislature, they got authorization for a city referendum to create a board of park commissioners completely separate from city government. "The parks are triumphant," the Minneapolis Evening Journal proclaimed after the vote was tallied in April 1883.

CHARLENE ROISE



TED TUCKER



BARBARA SPORLEIN



CHARLENE ROISE – Hess Roise

Charlene Roise has been president since 1997 when the company's cofounder, Jeff Hess, retired. Charlene enjoys working with a dedicated staff of historians, architectural historians, and researchers.

Hess Roise qualifies as a woman-owned business and is certified by a number of agencies including the Minnesota Department of Administration, Minnesota Department of Transportation, Metropolitan Airports Commission, Metropolitan Council, Hennepin and Ramsey Counties, and the cities of Minneapolis and Saint Paul. In addition, the company is prequalified as a vendor with a number of government entities.

Charlene holds a Master of Arts degree in historic preservation from Boston University and completed her undergraduate work at Saint Olaf College, with majors in history, American Studies, and German. Currently on the boards of The Cultural Landscape Foundation and Lambda Alpha International, she has also served on the boards of Preservation Alliance of Minnesota, Artspace Projects, and the National Trust for Historic Preservation. She co-chaired the National Trust's 2007 national preservation conference in the Twin Cities.

President
Hess, Roise and Company
100 North First Street
Minneapolis MN 55401
612.338.1987
roise@hessroise.com

TED TUCKER –J.Theodore ("Ted") A.Tucker

Tucker has retired after 25 years at Community Action of Minneapolis, but continues his long career as a citizen activist. He is currently vice-president of the Minneapolis Planning Commission where, during his four years of service, the city completely revised its comprehensive plan. He has also served on numerous advisory committees for the Park Board and the University District Alliance. In recent years Tucker has led tours of Minneapolis for the national conventions of the National Trust for Historic Preservation and the American Planning Association. He is a graduate of Princeton University.

319 5th St SE
Minneapolis MN 55414
612.432.1164
jtatucker@me.com

BARBARA SPORLEIN – See page 19.



One of the first acts of the Board of Park Commissioners was to invite Cleveland to present his ideas for a comprehensive park and parkway system. Cleveland envisioned a system of picturesque parkways linking such natural features as the Mississippi River gorge and a series of lakes, making “the city itself a work of art.” The circumferential route that Cleveland proposed became the basis of what board member William Watts Folwell christened the “Grand Rounds” in 1891. Cleveland’s plans were carried out by Park Superintendent William M. Berry, then greatly expanded under the leadership of Park Superintendent Theodore Wirth to achieve the fifty-mile route that is today’s Grand Rounds.

As Cleveland hoped, the park system fundamentally shaped the growth of Minneapolis. Almost from its inception, the Minneapolis Grand Rounds was recognized nationally as a exceptionally innovative, comprehensive, and beautiful park system. The acclaim continued as the system grew and evolved in response to changing recreational needs,

landscaping practices, and aesthetic preferences. The changes, including one done in the 1970s by San Francisco landscape architects Eckbo, Dean, Austin and Williams and a local firm, InterDesign, have added layers of new buildings, landscaping, circulation, and furnishings, that have sometimes enhanced – and sometimes detracted from – the original design.

Regardless of these modifications, the Grand Rounds as a whole retains its integrity as a historic landscape. Hess Roise has completed an inventory of its component parts, landscape elements, and character-defining features that will provide guidance for management decisions as the system continues to evolve in the twenty-first century. The company has also nominated the Grand Rounds Historic District for listing in the National Register of Historic Places. This nomination will raise awareness of the system’s national significance and reinforce the importance of respecting the historic character of this beloved resource.



CITY OF EDINA *Day Three*

Saturday, May 15: 9:30 – 11:45 am

*Presenters: James Hovland, Cary Teague
Arijs Pakalns, Mike Fischer*

JAMES HOVLAND



CARY TEAGUE



ARIJS PAKALNS



MIKE FISCHER



Overview

Situated immediately southwest of Minneapolis, Edina is a first ring suburb with a population of 47,425 and an employment base comprising more than 50,000 jobs.

Several major highways run through or adjacent to Edina, making it readily accessible within the Twin Cities metropolitan area. Minnesota State Highways 62 and 100 divide the City into four sections, while Minnesota Highway 169 generally forms the west boundary of the City and Interstate 494 generally forms the south boundary.

Major employers in the City include Jerry's Enterprises, Fairview Southdale Hospital, Macy's – Southdale Center, Edina Public Schools, Nash Finch Co., J.C. Penney Co., Dow Chemical, Regis Corporation and Edina Realty. International Dairy Queen and Regis Corporation world headquarters are located in Edina.

Edina has numerous retail shopping centers, including Southdale Center, the first climate-controlled fully-enclosed mall in the United States. Other shopping centers include Galleria, Yorktown and Centennial Lakes Plaza. The City also boasts a thriving downtown area at 50th Street and France Avenue, known simply as "50th & France."

JAMES B. HOVLAND – Mayor, City of Edina

jhovland@krausehovland.com

James Hovland has served the City of Edina as Mayor since 2005, after eight years on the City Council. He is currently co-chair of the Regional Council of Mayors and a member of the I-494 Corridor Commission since 1998 (serving four years as chair). In addition, he serves on the Transportation Advisory Board to the Met Council as well as the Executive Committee for the Center for Transportation Studies, University of Minnesota. He also serves on the Counties Transit Improvement Board and chairs the Highway 169 Coalition Steering Committee. His non-profit activities include serving as chair of the Edina Community Foundation board, board member with the Family Housing Fund and World Without Genocide.

Education: BA – University of North Dakota; JD – University of Colorado

CARY TEAGUE – Planning Director, Edina, Minnesota

cteague@ci.edina.mn.us

Cary has over 20 years of municipal planning experience in the Twin Cities. The last four years as city planner for the City of Edina. Previous to that was seven years as the principal planner with the City of Minnetonka; four years as the city planner for the City of New Brighton; five years as a consulting planner with Northwest Associated Consultants and four years as assistant planner for the City of Minnetrista.

Education: BA – St. Cloud State University

ARIJS PAKALNS – URS, Vice President of Planning and Urban Design

Arijs_pakalns@urscorp.com

Mr. Pakalns has over 35 years of experience in the planning and design of urban redevelopment and improvement projects. He has been involved in the management and design of a wide variety of projects ranging from comprehensive planning to district and corridor framework plans to detailed streetscape design. He also has developed unique expertise in the design of infrastructure improvements such as roadway bridges and noise and visual mitigation screen walls. In addition, he has developed special expertise in transit system and transit station planning and design and is currently involved in a number of transit projects throughout the United States.

Education: BS /Architecture – University of Minnesota

MICHAEL A. FISCHER, AIA, LEED AP – LHB, Senior Vice President

mike.fischer@lhbcorp.com

Michael is an architect and Senior Vice President at LHB, Inc., a 165-person architecture and engineering firm with offices in Minneapolis and Duluth, Minnesota. He is currently responsible for the leadership of the Minneapolis office. Michael has twenty three years of experience in architecture, planning and urban design. Since moving to Edina, Minnesota from Boston in 2000, Michael has served on several committees and task forces for the City, currently serving as Chair of the Planning Commission.

Education: Bachelor of Architecture – North Dakota State University
Master of City Planning – Massachusetts Institute of Technology
MS/Real Estate Development – Massachusetts Institute of Technology
Certificate of Urban Design – Massachusetts Institute of Technology



History of innovative development in Edina

Edina has always been a community that has recognized the importance of its past while preparing itself for the future. From its incorporation in 1888 as a milling area on the banks of Minnehaha Creek, Edina has evolved to be a model among municipalities in the Twin Cities metropolitan area. The history of land use in Edina has notable regional and national significance. It has been an innovator and leader in many ways as evidenced by:

- Approval and construction of the Country Club neighborhood in 1924 featuring contoured streets, parks, trees, an eighteen-hole golf course and over 600 period revival homes built with private covenants governing unit placement, architectural style and property maintenance.
- Adoption of a comprehensive zoning ordinance in 1929, the first Minnesota village to do so.
- Establishment and renewal of the 50th and France commercial area into one of the Twin Cities area's most popular shopping districts.
- Development of Southdale Center, the first climate-controlled, fully enclosed mall in the United States.
- Development of Centennial Lakes and Edinborough, which have become contemporary models for the integration of commercial and residential land uses together with public park and recreation centerpieces.

Edina Country Club District, 1924

The Edina Country Club District, located in the heart of the City, is a residential suburban neighborhood covering a 14-block area along Minnehaha Creek north of West 50th Street. The District boundaries encompass approximately 559 dwellings and a City park. The County Club District was platted in 1924 by Thorpe Brothers Realty Company and the majority of the homes were constructed between 1924 and 1941. The District was listed in the National Register of Historic Places in 1980, with the historical significance of the District including community planning, zoning, and suburban residential development. The Edina Country Club District was one of the first modern planned communities in Minnesota and the land use controls exercised by the original Country Club Association formed the basis of the municipal zoning ordinance adopted in 1929.

The District represents a significant, well-preserved concentration of historic domestic architecture and related historic landscape features. Examples of English Cottage (Tudor), Colonial Revival, Mediterranean (Spanish Colonial Revival), and Italian Renaissance Revival style homes predominate. In 1980, 36 percent of the buildings in the District were regarded as having “pivotal” historical significance and 63 percent were evaluated as “complementary” (i.e., contributing to the historic character of the District). There has been relatively little postwar infill construction. In general, the District retains a high degree of historic integrity and the majority of the historic homes are in a good state of preservation.

The Country Club District is featured in several publications, including *History and Architecture of Edina, Minnesota* by William W. Scott and Jeffrey A. Hess (City of Edina, 1981), and *Chapters in the City History: Edina* by Deborah Morse-Kahn (City of Edina 1998).



50th and France, 1920's with major public investment in 1975 and 1990

The 50th and France District is located on the Eastern edge of Edina at the Southwest border of Minneapolis. It is an older suburban downtown that was on the major commuting route from the Southwest suburbs to downtown Minneapolis before the construction of Highway 100 and Interstate 35W. It maintains its status as a significant crossroads in the metro area due to its geographic location and considerable commercial activity as a destination for specialty shopping.

This area has a long history as a transportation route, beginning with an old Indian path following the present alignment of 50th Street and Vernon Road. Edina Mills was built in 1857 where 50th Street crosses Minnehaha Creek. The old bridge at this crossing was one of the few bridges that crossed the creek, making 50th Street the connector of Eden Prairie to the Mississippi River at Saint Anthony Falls. By the early 1920's, a streetcar line was built just South of 50th Street connecting a growing Edina commercial district to lake Harriet and downtown Minneapolis.

50th and France is a compact and lively place that feels more like the downtown of a small town than a downtown of a typical suburb. Most of the shops and restaurants are upscale and the buildings maintain a small town pedestrian scale and character, with many of them built in the 1920's streetcar era. The public realm is well developed and filled with amenities.

The pedestrian quality of the 50th and France District is supported and maintained as a result of a parking strategy in the Edina portion of the district articulated as part of a 1974 District Framework planning process. The result of the planning process was construction of public parking ramps, a ring road system and streetscape reconstruction with phase one beginning in 1975 and phase two in 1990. The parking ramps are clustered off the main streets behind buildings. To reach them by car, traffic is routed away from 50th and France to the ring road. Well-lighted and well-appointed pedestrian paths connect the parking to the shopping streets. This public parking strategy minimizes traffic congestion and allows for a more dense development pattern, creating a street alive with people, not cars. While it provides parking, it also encourages walking to a variety of destinations.

Southdale Mall, 1956

The eyes of the nation were upon Edina in 1956 when Southdale Mall opened. Lauded as “The Splashiest Center in the U. S.,” by *Life* and a “pleasure-dome-with-parking,” by *Time*, the development initiated the double store anchor concept, a radical departure from traditional merchandising, which saw only the competitive impact and not the synergistic potential of two large stores selling similar goods in close proximity. This concept, offering a retail mix in a single development to act as a strong magnetic force, was highly successful and was duplicated in thousands of malls world-wide.

Beyond being a triumph of “cooperative capitalism,” Southdale represented a breakthrough in technological innovation. Retailing had formerly been hampered by the inability to adjust the climate to enable shopping year-round. To address this issue, Southdale was constructed with a massive heat pump, the largest in the world at the time, to maintain a constant indoor temperature of 72 degrees. Donald Dayton, one of Southdale’s department store presidents, said “We plan to make our own weather at Southdale. Every day will be fair and mild.”

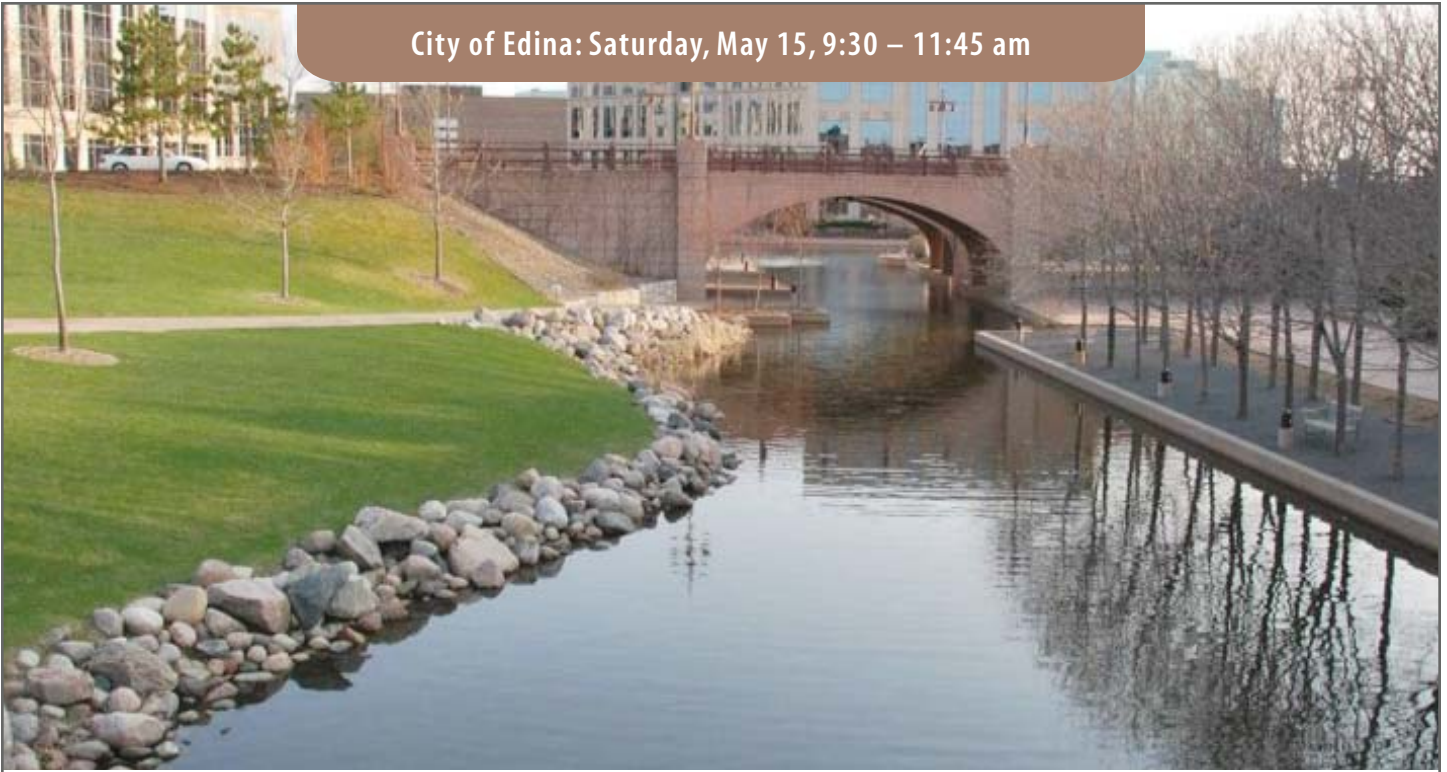
This shift was not simply a change in retail format. It was a fundamental alteration of the retail development model that sought to include different land uses within a single domain. Victor Gruen, the Austrian émigré architect of Southdale, pulled as much park, street, and community life as economically feasible into the large enclosed space where the pedestrian experience reigned. The mall was constructed with two stories to shorten walking distances and an open garden court to facilitate a pleasant walking experience.

Edinborough, 1985

Edinborough is a 26-acre mixed-use development that borders the 494 strip in Edina. This mixed-use community comprises 392 modest priced condominium units, a 100,000 square foot office building, a 142 room suites hotel and a 202 unit senior luxury apartment. The centerpiece is Edinborough Park, a one-acre enclosed park owned by the City of Edina. The park is completely climate controlled and links the various residential, hotel and commercial uses which are privately owned.

Edinborough, built in the mid 1980’s, was one of the first suburban mixed-use developments in the country. Moderately priced condominium units were very attractive





especially to first time home buyers able to take advantage of special financing offered by the City. The senior apartments provide a “residential hotel” environment for affluent seniors who typically come from homes within Edina. The office and hotel rounded out the project’s goal of being a one of a kind environment for working, playing and living.

Edinborough Park provides space for year round recreation, both active and passive, in a unique interior plantscape reminiscent of the north woods of Minnesota. The park includes a lap pool, running/walking track, amphitheater, multi-purpose recreation floor and a multi-story children’s playground.

Centennial Lakes, 1988

Centennial Lakes is an extensive, 100 acre multi-use development in Edina carved from a 40-year-old gravel pit. The project was developed under a unique public/private partnership involving the City of Edina and various private developers. The development comprises a 250 unit moderately priced condominium complex, 97 high end townhomes, a two level 200,000 square foot retail center, and approximately 1,000,000 square feet of office space. Interspersed is Centennial Lakes Park with 23 acres of ponds, trails, shirtsleeve athletics and performance venues. The Centennial Lakes pond, widely known as a community gathering spot for paddle-boating, model yacht club events and winter ice skating, is actually a sophisticated storm water management tool.

Centennial Lakes is a world class development that organizes a number of different land uses around a unique public open space. It creates a vital, round the clock environment in which people can work, shop, play and live. Centennial Lakes Park is designed for year-round recreation including strolling, sitting, watching cultural events in a 1,000 seat amphitheater as well as a premier ice skating venue during the winter months.

Centennial Lakes exemplifies a unique landscape design in a dense urban setting. Groupings and combinations of landscape materials are used to identify and frame individual spaces and views. Rows and clusters of trees line pedestrian walks and dense clusters of evergreens create unique settings for more contemplative park visitors.

PLANNING FOR THE FUTURE

One of the key attributes of the community's success has been the interest in proactively preparing itself for the future. Edina's Vision 20/20, a long-range strategic plan that articulates Edina's purpose and values, continues the pattern of anticipating the future and shaping it to better serve the Edina community.

Edina's mission statement is:

"Our mission is to provide effective and valued public services, maintain a sound public infrastructure, offer premier public facilities, and guide the development and redevelopment of lands, all in a manner that sustains and improves the uncommonly high quality of life enjoyed by our residents and businesses."

The Vision Statement, as articulated in the following goals, is:

Edina will be the preeminent place for living, learning, raising families and doing business, distinguished by:

A Livable Environment

Our residents regard their quality of life in Edina as very high. Many factors contribute to this opinion, including premier schools, exceptional neighborhoods, an advantageous location in the metropolitan area, excellent public facilities and services, safe streets, a clean and adequate water supply, access to new technology and communications systems and a strong sense of community identity.

Effective and Valued City Services

Our customers (we view our residents and businesses as customers as well as taxpayers) have an extraordinarily high regard for city services. They associate an outstanding value with these services. They also distinguish Edina from other places by the quality of our services. These services change as the needs of our customers change, but their effectiveness and value will be the benchmarks of our success.

A Sound Public Infrastructure

Edina streets, utilities, parks, and public buildings are the essential components of the foundation of our city. A sound public infrastructure encourages the development of a stable private infrastructure, leading to an enhancement of the sense of quality that Edina has and will enjoy.

A Balance of Land Uses

Edina is a model of urban development: a diversity of land uses, housing choices for all stages of a person's life, outstanding neighborhoods and an extensive network of parks and open spaces all arranged in a manner of development that is pedestrian- and transit-friendly. It also includes the employment of reinvestment and redevelopment strategies to address changing housing and business needs and prudent policies that sustain Edina's enormous investment in its housing stock and neighborhoods.

Innovation

"Innovation" means matching our technological resources with the needs and desires of our residents. "Innovation" means creating value in what we do to serve our citizens. "Innovation" means operating local government in a business-like manner even though we are not a business. "Innovation" means forging partnerships with our schools, community organizations and volunteers to serve our customers. "Innovation" can also mean risk-taking. Although our residents are highly satisfied with their community, we always seek innovative ways to improve their lives.

Comprehensive Plan 2009

In 2009, the City of Edina completed the update of its Comprehensive Plan, establishing the following goals:

- Protect and preserve the essential character of existing residential neighborhoods.
- Preserve and maintain housing that serves a range of age groups and economic situations.
- Facilitate the development of new housing and recreation facilities that accommodate the special needs of aging City residents.
- Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
- Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
- Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
- Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
- Ensure that public realm corridor design is contextual, respectful of adjacent neighborhood character, supportive of adjacent commercial and/or mixed use development, promotes community identity and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users.
- Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
- Improve the current development review and approval system to provide clearer direction as to community design goals and encourage high-quality development.

Related web sites

City of Edina: <http://www.ci.edina.mn.us>

Centennial Lakes Park: http://www.ci.edina.mn.us/content/facilities/centennial_lakes

Edinborough Park: <http://www.edinboroughpark.com>

50th and France: <http://www.50thandfrance.com>

Presenters

Mayor Jim Hovland

City of Edina

4801 West 50th Street

Edina, MN 55424

952.927.8861

jhovland@krausehovland.com

Cary Teague

Planning Director

City of Edina

4801 West 50th Street

Edina, MN 55424

952.826.0369

cteague@ci.edina.mn.us

Arijs Pakalns

V.P. of Planning and Urban Design

URS

100 South Fifth Street, Suite 1500

Minneapolis, MN 55402

612.373.6333

Arijs_pakalns@urscorp.com

Michael A. Fischer, AIA

Chair, Edina Planning Commission

Senior Vice President, LHB

250 Third Avenue North, Suite 450

Minneapolis, MN 55401

612.752.6920

Mike.fischer@lhbcorp.com

MINNESOTA LANDSCAPE ARBORETUM

Saturday, May 15: 12:00 Noon – 2:30 pm

Presenter: Mary Bujold

Overview

In 1958, the Minnesota Landscape Arboretum was a little-known horticultural research station sitting on 160 acres of remote marshland.

Today, 50 years later, the Arboretum has blossomed into an international research center and cultural destination that contributes to the horticultural, economic, and intellectual lives of people all over the world. Named in 2000 as one of the “10 great places to smell the flowers” in America by USA Today, the Arboretum boasts 20,000 members, 1,400 volunteers and more than a quarter-million visitors each year. With its 1,047 acres, 32 display and specialty gardens, 48 general plant collections and more than 5,000 plant species and varieties, the Arboretum has become one of the premier horticultural field laboratories and public display areas in the country, reaching out as a living, vibrant extension of the University of Minnesota.

From its interactive displays of Minnesota’s natural environment to the scores of plant labels designed to allow visitors to replicate favorite gardens at home, the Arboretum is a kinetic wellspring of education, research and inspiration.



PETER C. MOE



MARY BUJOLD



PETER C. MOE

Director of Operations
Landscape Arboretum

Peter is the Director of Operations at the Landscape Arboretum. He is a Horticulturist with expertise in cold-hardy fruit and vegetable breeding and is knowledgeable regarding the U of M's work in local food development and plant breeding.

Contact information:

Minnesota Landscape Arboretum
3675 Arboretum Boulevard
Chaska MN 55318
952-443-1408
moexx004@umn.edu

MARY BUJOLD

President/Director of Research
Maxfield Research

Mary joined the firm in 1984 shortly after Maxfield Research was established. Working initially with multifamily residential developments, Mary rapidly expanded her expertise to include financial institution studies, retail, mixed-use and redevelopment analyses. She is considered a market expert in the field of residential real estate and in market analysis for financial institutions.

Maxfield Research
615 First Avenue NE,
500 Banks Building
Minneapolis, MN 55413
612.904.7977
mbujold@maxfieldresearch.com

Mission

The mission of the Minnesota Landscape Arboretum, as part of the University of Minnesota, is to provide a community and a national resource for horticultural and environmental information, research and public education; to develop and evaluate plants and horticultural practices for cold climates; and to inspire and delight all visitors with quality plants in well-designed and maintained displays, collections, model landscapes and conservation areas.

History

Faced with a substantial need to research plants suitable for growing and surviving in a rugged northern climate, in 1956 the Men's Garden Club of Minneapolis approached the Minnesota State Horticultural Society with an idea for an arboretum. An option was taken on 160 acres of land near the University of Minnesota Fruit Breeding Farm west of the Twin Cities, and with the help of a gift from the Lake Minnetonka Garden Club, the land was purchased in 1958 and given to the University.

Dr. Leon C. Snyder

In 1970, Dr. Leon C. Snyder, head of the Department of Horticulture, was selected as the first full-time director. Having outgrown its small education building, ground was broken in 1971 for a new research and education building. The structure, subsequently named the Leon C. Snyder Education and Research Building, houses the Andersen Horticultural library, offices, classrooms, research facilities, conference areas and an auditorium. With this new facility, the number of visitors increased markedly and many more classes were offered, plant collections continued to grow, and new greenhouses were added.

Dr. Francis de Vos

Upon Dr. Snyder's retirement in 1976, Dr. Francis de Vos became the Arboretum's second director, ushering in eight years of refining and redesigning. A new master plan emphasized plants relevant to gardeners and the general public. During Dr. de Vos' term as director, high-interest display gardens were developed, linked by paved walkways. A perennial garden, herb garden,

rose garden, home demonstration garden, hosta glade, woodland azalea garden and Japanese garden were all developed through generous gifts from individuals and organizations. A small conservatory was added to the Snyder Building and in 1982 the Learning Center was built nearby.

Peter J. Olin

In 1985, Peter J. Olin became the third and current Arboretum director. With the new gardens near completion, his focus turned to expanding research and educational programs. Today, more than 53,000 school children and teachers participate in the Arboretum's science and nature programs, including a unique Urban Gardening program. The Arboretum's internationally recognized Therapeutic Horticulture Program was initiated during Olin's tenure, as well as a growing list of family activities and adult educational classes that help people connect with plants and our environment in new ways.

Olin also developed the Nelson Shrub Rose Garden, expanded the Wilson Rose Garden, and built the Irvine Sensory Garden and Horticultural Therapy Center. The Pillsbury Shade Tree Exhibit, Spring Peeper Meadow, MacMillan Terrace Garden, Bailey Shrub Walk, model gardens and the Andersen Library additions were also added. Olin continues to lead the implementation of the institutions master plan that has resulted in an expansion of the Marion Andres Learning Center, the opening of its new 45,000 square-foot Oswald Visitor Center, development of new gardens, and educational and interpretive programs-revitalizing the Arboretum to inspire and educate 21st century families.

Research

Research at the Arboretum's Horticultural Research Center has taken on global significance as it continually develops improved, hardy strains of fruits and woody plants. Since its inception in 1908, the Horticultural Research Center (HRC) has been a strong contributor to Minnesota's "green" industry, generating more than 98 fruit introductions, many of them internationally known and in demand.

The Arboretum's heritage as a trendsetter in plant research began in the early 1900s when the researchers' singular task was to develop apple varieties that could survive in Minnesota's subzero temperatures. Over the last century, the HRC has emerged as the center of fruit research for the upper Midwest with connections throughout the United States, as well as in Europe and Asia.

While apple breeding remains the cornerstone of the research program, home gardeners, nursery professionals and commercial fruit growers have benefited from Arboretum plant introductions such as 'Northwood' Red Maple, 'Northern Sun' Forsythia, selections in the 'Northern Lights' Azalea series, and the many varieties of hardy apples, blueberries, plums, apricots, pears, raspberries and strawberries.

Today, the HRC encompasses 230 acres and continues as a research arm of the Arboretum and the University of Minnesota's Department of Horticultural Science.

The Arboretum's Spring Peeper Meadow Wetlands Restoration Project (SPM) is bringing back to life a sedge meadow as it develops model prairie wetlands restoration landscapes. Originally slated to become an industrial park, Spring Peeper Meadow was acquired by the Arboretum in 1995. The 30-acre project is the country's first restoration of a sedge meadow on a tiled cornfield.

Because restoring a wetland is an incredibly long process, long-term data for inland wetlands simply doesn't exist. Dr. Sue Galatowitsch and her team are working to change that as they gather data on everything from birds and amphibians to soil chemistry and temperature.

A site for cutting-edge data collection, SPM is also a groundbreaking project designed to demonstrate techniques used to effectively restore biodiversity in urban wetlands. Private and public agencies from around the country can turn to SPM for a model they can replicate in their own communities.

Education

It's not by chance that the Marion Andrus Learning Center is the first facility to benefit from the Arboretum's Capital Campaign. The award-winning Learning Center creates educational experiences for children, teachers, and

families, and is at the heart of the Arboretum's mission. Children's educational programs reach about 53,000 students and teachers each year through school field trips, an Urban Gardening program and the popular Plantmobile.

Renovated in 2003 the Learning Center has new and existing programs and state-of-the-art learning spaces, including an interactive greenhouse and gallery, where children can get their hands dirty as they touch and experience plants; the new Harvest Kitchen, a unique and innovative demonstration kitchen and fiber lab where visitors can connect plants with their uses in everyday life; a Potting Shed for growing plants; a treehouse, and a children's garden. In the Sally Pegues Oswald A Growing Place for Kids, two new hands-on educational labs allow the Arboretum to reach children and their families more effectively than ever before.

The Arboretum's Therapeutic Horticulture Program serves people of varying abilities in every stage of life via programs in the community and in the Clotilde Irvine Sensory Garden, where visitors can indulge their senses as they experience plants chosen for their fragrance, texture and form. The Therapeutic Horticulture program has established itself as an international leader in incorporating horticulture into a process that fosters individual and community health and well-being. By helping to connect people to plants and the earth, the program promotes healing, self-esteem, pride, and socialization.

The Arboretum's Adult Education Program provides rich opportunities for life-long learning, offering seminars, lectures and workshops in a variety of topics-from aromatherapy and handmade papermaking to prairie plant propagation, edible landscaping, butterfly gardening, and ecological landscape design. The new Gardening School launched in the fall of 2005 is a way for beginner gardeners, gardening enthusiasts and industry professionals to learn from expert instructors in the Midwest's Largest and most spectacular classroom – the 1047 acres of the Minnesota Landscape Arboretum. The school offers seasonal classes so students can immediately apply what they've learned to their own garden.

Visitor Services

The heart of the Arboretum is its new Oswald Visitor Center, with its soaring McQuinn Great Hall, Reedy Gallery, MacMillan Auditorium, Wall Education Wing and Teaching Garden, and expanded gift store and restaurant. The Oswald Visitor Center is the formal entry point to the Arboretum's gardens and starting point for exploration of Arboretum grounds on foot, or by car, bike or tram. It is joined with the Snyder Building by an enclosed skyway, allowing both facilities to be used as one.

The Leon C. Snyder Education and Research Building was dedicated in 1974 and plays host to the world-renowned Andersen Horticultural Library, which houses 15,000 volumes on horticulture, natural history, and children's literature. The only horticultural research library in the Upper Midwest, it also maintains one of the largest seed and nursery catalog collections in the country, with more than 45,000 entries dating from 1840 to the present. Also in the Snyder Building is the Meyer-Deats Conservatory, which offers visitors an opportunity to learn about indoor plants and their care.

Spaces are available within the Oswald Visitor Center and Snyder Building for meetings, retreats, banquets, and other special events. The Arboretum's exquisite gardens and terraces are also available for business receptions and weddings.



Grounds

The Arboretum features 1,047 acres of beautiful public gardens designed to inspire ideas for visitors' own backyards. From spring's pastels to autumn's blazing palette, garden highlights include:

Grace B. Dayton Wildflower Garden: This popular garden features native plants of the deciduous woodlands and includes a collection of Minnesota's state flower, the Showy Lady's-slipper. A population of the Dwarf Trout-lily, a plant listed on the federal endangered species list, is also preserved here.

Pauline Whitney MacMillan Hosta Glade: This cool summer spot borders the fern walk and features more than 300 varieties of this foliage shade plant. Constructed in 1980 on a gently sloping site, shaded by a canopy of mature sugar maples, it is a favorite place for many visitors.

Johanna Frerichs Garden for Wildlife: From butterflies to bullfrogs, the Garden for Wildlife is a working laboratory designed to demonstrate the most effective ways to attract birds, insects, mammals to the backyard by providing food, shelter, and a reproductive habitat.

Mary L. Griggs Annual Garden: Situated near the scenic Three-Mile Drive, this new annual garden display features more than 75,000 plants, enhanced by circular stone walls, walkways, and a large Victorian-style fountain.



Richard and Judith Spiegel Entrance Garden: One of the first gardens visitors see as they enter the Arboretum grounds is this spectacular perennial display in front of the Snyder Administration Building

Herb Gardens: Specialty collections feature culinary herbs appropriate for a home garden, an English Knot garden, a cloistered garden with medicinal herbs and a collection of fragrant herbs. The gardens are small but well-designed, and offer plenty of ideas for the home herb gardener.

Palma J. Wilson Rose Garden and Nelson Shrub Rose Garden: These gardens display 400 varieties of hybrid garden roses and hardy shrub roses, and are enhanced by fountains, trellises and a gazebo.

Clotilde Irvine Sensory Garden: A model display of accessible containers and planting designs suitable for a variety of gardening styles and abilities, this garden engages the senses and refreshes the spirit.

Elizabeth Carr Slade Perennial Garden: This spacious oblong garden is modeled after traditional European formal gardens. The extensive perennial collection emphasizes a complementary color and texture display of hardy plant material, and provides continuous bloom from late March until frost.

Gordon Bailey Shrub Walk: This area features 350 shrubs whose form, hardiness and availability make them particularly suitable for Minnesota landscapes.

Spring Peeper Meadow: Spring Peeper Meadow is a model wetland restoration project. It is home to more than a dozen species of sedges and many native wetland grasses and wildflowers. The meadow is accessible from the main building via walking paths or visitors may use a parking lot adjacent to the meadow on County Road 41 and 82nd Street.

Japanese Garden: Seisui-Tei (Garden of Pure Water) was designed by nationally renowned landscape architect Koichi Kawana. This traditional Japanese wet garden (featuring Minnesota-hardy plants and a stone waterfall) is perfect for contemplative viewing throughout the seasons.

Woodland-Azalea Garden: This beautiful display of azaleas showcases many specimens of the hardy “Northern Lights” azalea series developed at the Arboretum. It also features woodland plants, such as native ferns and wildflowers suitable for Minnesota gardens.

Francis De Vos Home Demonstration Garden: This collection of gardens presents visitors with a variety of plants and ideas for home gardening. Each garden combines the best plant materials for Minnesota land-

scapes with attractive building materials and innovative construction techniques.

Sarah Stevens MacMillan Terrace Garden: This wonderful garden represents a model northern perennial and annual garden, featuring a refreshing color palette of pinks, whites and blues throughout the growing season.

Waterfall Garden: The headwaters, pool and granite bridge that allows visitors to literally “walk over water,” was added to the reconstructed Waterfall Garden, as well as an accompanying Dwarf Conifer Collection.

Crabapple Tree Collection: One of the most spectacular bloom periods at the Arboretum is in May, when the Crabapple Tree Collection on Three-Mile Drive is in full bloom. The collection features more than 300 crabapple trees, including 100 different varieties.

Eleanor Lawler Pillsbury Shade Tree Exhibit: Designed to demonstrate the importance of the urban forest and the characteristics of shade trees, this exhibit is made up of informal stations that cover topics such as shade quality, sensory appeal, how trees modify the climate and tree diseases.

Bennett/Johnson Prairie: The Bennett/Johnson Prairie, established in 1965, is designed to showcase plants that existed on the tall grass prairies of central Minnesota before the days of settlement.

Year-Round Trails: The Arboretum also features 12 miles of hiking trails, 8 miles of cross-country ski trails, and 1.25 miles of snowshoe trails.

SUSTAINABILITY PRACTICES

The Minnesota Landscape Arboretum strives to be a leader in sustainability and horticultural best practices, both in its daily routine and its community education initiatives. The Green at Heart initiative conveys the Arboretum’s long-standing embrace of sustainability and its ongoing journey toward solutions that advance its overall mission of sharing examples of sustainable practices and dynamically teaching these practices to Minnesotans. Our longstanding commitment to preserving Minnesota’s environment is demonstrated in the following areas:

Native Plant Restoration

The Arboretum is committed to providing a safe-haven for Minnesota plants and animals that are increasingly encroached upon by urban development. Prairies and wetlands are quickly diminishing and, with them, the flora and fauna that make our heartland ecosystem diverse. Today, the Bennett-Johnson Prairie, Grace B. Dayton Woodland Wildflower Garden, and Spring Peeper Meadow Wetlands attest to the Arboretum’s commitment to preserving Minnesota’s environment.

Geothermal Heating and Cooling

The Arboretum’s commitment to the environment is reflected in the construction of the 45,000-sq.-ft. Oswald Visitor Center, which uses geothermal energy- a free, highly efficient and renewable resource- to provide heating and cooling 365 days a year. In addition to its geothermal heating and cooling system, the Oswald Visitor Center has been outfitted with other energy and environmental standards, including energy efficient windows and doors, a daylight-based computerized lighting control system throughout the building to minimize electric consumption, and an automation system and heat exchanger. The building was also constructed with recycled timbers where possible.

Water, Irrigation & Storm Water Management

The Arboretum relies almost entirely on surface water to keep its 1,137 acres hydrated and nourished. Well water is used minimally and city water is not used at all. Thanks to a recently completed audit by Irrigation Consultants & Control, the Arboretum will be taking steps to improve its irrigation system further, using the best and most up-to-date methods.

Invasive Plant & Pest Control

A major goal at the Arboretum is to reduce damage from destructive pests and plants while protecting the environment and the safety of staff and visitors. Pests and invasive plants are managed using biological control – the process of mitigating pest populations with their natural enemies – whenever possible as an alternative to toxic pesticides and herbicides. Purple Loosestrife, a major invasive plant species, has been effectively contained using this chemical-free, eco-friendly process. Biological control is also being used in an integrated management plan to control Leafy Spurge, and research is currently underway at the University of Minnesota to eradicate other invasive species such as Buckthorn and Garlic Mustard.

Compost and Fertilization Practice

Nitrogen and phosphorus are important elements for plant growth that are supplied to plants through composting and fertilizing. When misused, they can have adverse effects on water quality by causing eutrophication (an over-stimulation of aquatic organisms and algae). The Arboretum has followed standard fertilization recommendations for many years, using chemical fertilizers along with mulch and composts. Through the years, both composted animal manure and regular municipal yard waste compost have been used.

Organic Dining Services

University Dining Services (UDS) is an extension of the University of Minnesota and supplies the Arboretum Restaurant's dining and catering needs. UDS offers Arboretum visitors certified organic produce, cage-free and free-range meat products, and eco-friendly packaging materials. All plastic cups, lids, straws and to-go containers are corn resin-based and biodegrade within 45 days. The Arboretum is also a proud participant in UDS' organic compost program, whereby all waste is meticulously sorted and biodegradable products are collected and recycled for use in Arboretum gardens.

Social Responsibility: Locally Grown & Fair Trade Products

Through University Dining Services' commitment to local and regional food sourcing and socially responsible agriculture, Arboretum diners can enjoy a wide

variety of locally grown and fair-trade food and coffee. Meat products, vegetables and fruits are supplied by local companies such as Pepin Heights and Thousand Hills Cattle Company. All coffee beverages are 100% fair trade and meet eco-friendly standards set by the Rainforest Alliance.

Composting & Plant Material Recycling

The Arboretum serves as host site for the Carver County composting program, and organics from a number of Chanhassen neighborhoods and from the Arboretum's restaurant are composted here.

Ongoing Sustainability Audits to Ensure Best Practices

Outdoor Audit for Sustainability. In the summer of 2008, the Arboretum employed University of Minnesota grad students to conduct a thorough audit of the practices in the gardens and around the grounds. Recommendations were made and a number were implemented or will be pursued in the future as funding is available

Indoor "Green Audit." While the Arboretum's efforts to be "more green" indoors have brought on positive change, there is room for improvement. In December of 2008, the Ashkin Group, with the help of Tennant Company, conducted a green audit of Arboretum buildings and provided best practices and steps that can be taken in the short term and long term to improve our sustainability efforts and make the buildings more environmentally friendly.

Energy Audit. Centerpoint Energy conducted a Custom Energy Analysis of the Snyder Building in May 2007 and provided a report showing current natural gas usage and making recommendations for projects that will save energy in the future. The report gives costs and estimates of energy saved for many improvements and also includes payback periods which range from 1 to 12 years.

Irrigation Best Practices. Thanks to a recently completed audit by Irrigation Consultants & Control, the Arboretum will be taking steps to improve its irrigation system further, using the best and most up-to-date methods.

Cold Hardy Plant Research

The Arboretum is a world leader in developing fruit trees and ornamental landscape plants that will thrive in cold

northern climates, an achievement that in the long term keeps food supplies local and drastically reduces shipping costs. Over the years, more than 98 fruit introductions have included apples, apricots, cherries, raspberries, blueberries, grapes and strawberries.

Education Classes

Sustainability and environmental awareness form the heart of Arboretum educational offerings for all ages – from the Urban Garden outreach program to cooking lessons emphasizing organic, local foods and much more. Every year, more than 55,000 children participate in Arboretum education programs, including field trips, Plantmobile classes and on-site summer classes. Likewise adult classes and symposia draw nearly 4,000 participants each year.

Public Policy Conferences

Through several symposia each year, the Arboretum is a leader in ongoing public dialogue over various sustainability issues - from the children in nature movement to alternative fuels to stormwater runoff issues.

Future Green Projects

The Arboretum prioritizes projects that address sustainability and restoration; however, as a 501(c)(3) organization, there is never enough budget to accomplish goals as quickly as the public would prefer. Many of the projects below can be accomplished more quickly with the help and support of individuals, companies, and organizations. Here's a wish list of future green projects. Alternative energy demonstrations including solar and wind Pervious concrete demonstration.

Bottled Water

“Actions speak louder than words.” If Arboretum is serious about its role as a good steward of the Earth's natural resources, it must show it by taking meaningful, appropriate action.

Cleaning Maintenance

The Arboretum received a state-of-the-art Tennant Company floor cleaner that uses very little water and no detergent to clean the floors of the Oswald Visitor Center and the Snyder Building.

*Reprinted with the permission of the University of Minnesota
Landscape Arboretum: www.arboretum.umn.edu*



EXCELSIOR & GRAND AND UPTOWN

Saturday, May 15: 2:30 – 3:30 pm

Presenters: Kevin Locke, Stuart Ackerberg

Excelsior & Grand Excelsior & Grand is an award-winning vertical mixed-use redevelopment project located in the Minneapolis suburb, St. Louis Park. Referred to as “the granddaddy of New Urbanism in the Twin Cities,” Excelsior & Grand serves as the town center and functions as a well-designed gathering area for community residents. This pedestrian-friendly, multi-phased project includes 338 apartment units, 306 condominiums and 88,000 square feet of retail space constructed on 15 acres. It also features a central pedestrian area that connects to a community park, civic space and public art. The \$170 million project resulted from a public/private partnership between the City of St. Louis Park and TOLD Development Company. Recently, Excelsior & Grand was honored with the nation's first LEED for Neighborhood Development Certification for a “Stage 3, Completed Project”.

According to the USBC, “*Excelsior & Grand earned this recognition for excellence in the built environment and a place among the finest developments incorporating the principles of smart growth, urbanism and green design.*” A short walking tour of the area will be incorporated into this field demonstration.

Uptown Uptown is one of the most strategically located communities in the region. Minutes from downtown Minneapolis and adjacent to the Chain of Lakes, Uptown offers the best qualities of urban living – it is green, well-connected, and urban. Throughout the past century, Uptown has attracted a mixture of residents, businesses, visitors, and investors. The result is a mixed-income and mixed-use community that is a regional destination for shopping, dining, entertainment, and recreation. It is a haven for artists and a full-service community with access to daily uses and activities for local residents. Uptown has geographic brand recognition unmatched by any other locale in the region.



KEVIN LOCKE



STUART ACKERBERG



KEVIN LOCKE

Kevin Locke is a graduate of the University of MN School of Architecture with a degree in Environmental Design; and, Metropolitan State University with an MBA. He has spent 30+ years in community planning and economic development. In that time he has worked on numerous redevelopment projects and community plans. He has worked in the private sector as a consultant, the non-profit sector as executive director of the City Center Development Corporation of Hopkins; and, in the public sector as a community development director in the City of New Brighton MN and now St. Louis Park MN. For the past six years, Kevin has served as both the Executive Director of the St. Louis Park Housing Authority and St. Louis Park's Director of Community Development Department.

5005 Minnetonka Boulevard
St. Louis, Park, MN 55416
952.924.2575

STUART ACKERBERG

Mr. Ackerberg is Chief Executive Officer and owner of The Ackerberg Group where he is responsible for generating new business along with quality control for development, acquisition, property management, leasing, and construction services.

Prior to forming The Ackerberg Group, he served as General Partner, President and Chief Operating Officer for Birtcher Financial Services and was Vice President for Heitman Financial Services, Ltd.

Mr. Ackerberg is an active member of the Urban Land Institute, a member Lambda Alpha International, and a director of various non-profit and for-profit boards.

Mr. Ackerberg attended the University of Wisconsin, Madison where he received a Bachelor of Science Degree with emphasis on Economics and Real Estate.

3033 Excelsior Boulevard
Minneapolis, MN 55416-5147
612.824.2100
stuart@ackerberg.com

THE MIDTOWN EXCHANGE

Saturday, May 15: 3:30 – 4:30 pm

Presenters: Rick Collins, Charlene Roise

RICK COLLINS



CHARLENE ROISE



The Midtown Exchange

We will stop to explore the Midtown Exchange project. Originally built as a Sears store and wholesale warehouse, a recent rehabilitation converted this abandoned, one-million square-foot structure into offices, apartments, condominiums, and the unique retail “Global Market.”

The Midtown Exchange Story

FORMERLY SEARS, ROEBUCK AND COMPANY RETAIL STORE AND WAREHOUSE
2929 CHICAGO AVENUE SOUTH, MINNEAPOLIS, MN

When Sears, Roebuck and Company announced plans to close its historic retail store in south Minneapolis in 1994, the news was a harsh blow to the struggling inner-city neighborhood. Four years earlier, Sears had shut down its catalog distribution center and warehouse at the same location. The building’s 16-story tower, once a landmark beacon for shoppers, became a symbol of urban decay in an area with the city’s highest concentration of minority residents, new immigrants, and low-income families.

RICK COLLINS – Vice President of Development

Rick Collins has spent more than 24 years in real estate focused on the development, leasing and management of office properties. Over the past 10 years, Rick has also developed a strong track record of success in mixed-use development and redevelopment, and award-winning historic preservation and adaptive re-use. Rick’s tenure as a senior executive at several real estate firms has provided him the necessary experience to assemble the highly skilled development teams necessary to address complex development opportunities. In addition, Rick’s commitment to industry leadership has manifested itself in cutting-edge office building development, as in the LEED-Gold Two MarketPointe office development completed in 2008 in Bloomington, MN.

Ryan Companies US
50 South Tenth Street, Suite 300
Minneapolis, MN 55403
612.492.4233 rick.collins@ryancompanies.com



The Sears building had dominated the intersection of Lake Street and Chicago Avenue since 1928. A one-million-square-foot behemoth, the structure dated from a period of incredible expansion for Sears. By the 1970s, Sears had become the world's largest retailer, and the Minneapolis facility had received several additions, bringing its total size to nearly 2 million square feet. Some of the newer sections of the warehouse found occupants after

Sears's departure, but the 1920s structure sat vacant. Courted by several developers over the course of a decade, the property frustrated all plans, including one calling for the building's demolition.

In the meantime, though, there were some signs of hope. Hispanic and Somali families were moving into the neighborhood, opening restaurants and other small businesses. An ethnic marketplace – El

Mercado Central – started attracting customers from throughout the metropolitan area. And a derelict railroad corridor began a metamorphosis into a bicycle-walking path that will someday tie the Mississippi River, the city's eastern border, with Lake Calhoun near its western edge. The railroad corridor, which runs along the property's north side, had originally drawn Sears to the site, but was largely abandoned by the end of the twentieth century. Its renaissance as the Midtown Greenway was a harbinger of the area's transformation.

A major milestone came in 2001 when the City of Minneapolis acquired the property. Its Community Planning and Economic Development Department (CPED – formerly the Minneapolis Community Development Agency, a National Trust award winner) worked with neighborhood associations and businesses to establish redevelopment objectives before issuing a request for proposals for the site in 2003. Prospective developers were required to address job creation, public safety, parking needs, and services and amenities for area residents. The project had to preserve the historic Sears building, be economically viable, have a positive neighborhood impact, and create linkages to existing business corridors and the Midtown Greenway.

Ryan Companies, a Minneapolis developer, had just completed the successful rehabilitation of the Grain Belt Brewhouse into an office for RSP Architects, a project that received a National Trust Honor Award in 2005. Fortunately for



Minneapolis, Ryan was ready to take on another preservation challenge. Its proposal to CPED envisioned a vibrant living-working-shopping environment inside the historic Sears building, with seven floors of affordable apartments (supported, in part, with HUD financing), eight floors of higher-end loft condominiums, a leading-edge marketplace of up to sixty-two ethnic vendors featuring local food and crafts (“Midtown Global Market”), nine floors of office space, a county service center, a branch bank, and other retailers and services – all accessed from a central “Main Street,” enlivened with the work of local artists. Ryan christened the project “Midtown Exchange” to create a revitalized identity for the area – “Midtown,” to distinguish it from the popular Uptown neighborhood to the west and downtown Minneapolis to the north.

CPED selected Ryan as the developer in January 2004. In less than two years, residents and tenants started moving into the \$200 million project. Historic rehabilitation tax credits were an important part of the financing package, so plans for the building and site had to meet the exacting standards of the Secretary of the Interior. HUD funding also ensured compliance with Section 106. In addition to the transformation of the historic Sears building, the project included construction of a new Sheraton Hotel,

pedestrian promenade, and city transit center on a surface parking lot in front of the building. An enclosed bridge over the Midtown Greenway provides pedestrian access to Abbott Northwestern Hospital, which is operated by Allina Hospitals and Clinics, the major office tenant in the renovated Sears building. Another surface parking lot to the rear of the building now holds a parking garage edged on two sides by affordable, for-sale townhomes.

The substantial scale, rapid pace, and broad impact of the development are a credit to Ryan and its many partners in the project, including Allina, which consolidated over 13 different office locations to bring 1,860 employees to its Midtown headquarters; housing developers Sherman Associates (219 apartments, 80 percent affordable, and 89 condominiums) and Project for Pride in Living (52 townhomes); and a consortium of non-profit economic development agencies led by the Neighborhood Development Center, creators of the Midtown Global Market (a 58,000 square-foot marketplace with 62 vendors). All worked together with federal and local agencies, including HUD, to overcome myriad issues to make the project a success. The project has received a number of awards including the National Trust/HUD Secretary’s Award for Excellence in Historic Preservation.

Related web sites

Midtown Exchange News:

<http://www.midtownexchange.com>

Midtown Global Market:

<http://www.midtownglobalmarket.org/>

The Chicago Lofts:

<http://sherman-associates.com/the-chicago-lofts/>

Midtown Exchange Condos:

<http://www.midtownexchangecondos.com/>

Midtown Exchange Apartments:

<http://sherman-associates.com/midtownexchange/>

Sheraton Minneapolis Midtown Hotel:

http://www.starwoodhotels.com/sheraton/property/overview/index.html?propertyID=1546&EM=VTY_SI_minneapolismidtown_1546_overview

Farewell

COCKTAIL RECEPTION

Saturday, May 15: 4:30 – 6:00 pm

THEN IT IS BACK TO THE WESTIN HOTEL FOR SOME
WELCOME LIBATIONS TO CONCLUDE THE LEW!



PROGRAM DESIGN COURTESY OF AIMEE FIERKE, MCGOUGH

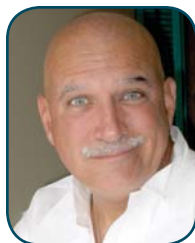
LAMBDA ALPHA INTERNATIONAL – Minnesota Chapter Officers

Board of Directors and Officers: 2008 – 2010



President

Jeremy Mayberg
RSP Architects
1220 Marshall Street NE
Minneapolis, MN 55413
612.677.7220 *phone*
612.677.7499 *fax*
jeremy.mayberg@rsparch.com



Vice President Membership

J. Wesley Chapman, Jr.
Orfield Laboratories, Inc.
2709 East 25th Street
Minneapolis, MN 55406
612.721.2455 *phone*
wes@orfieldlabs.com



Vice President Programs

Charlene Roise
Hess Roise
The Foster House
100 North First Street
Minneapolis, MN 55401
612.338.1987 *phone*
612.338.2668 *fax*
roise@hessroise.com



Assistant Vice President Programs

Brad Wood
McGough
Executive V.P. Marketing
2737 Fairview Ave. N.
St. Paul, MN 55113
651.634.4664 *phone*
bwood@mcgough.com



Secretary

Barb Sporlein
Director of Planning, City of Mpls.
250 South 5th Street
#210 City Hall
Minneapolis, MN 55415
612.673.2616 *phone*
612.673.2728 *fax*
barbara.sporlein@ci.minneapolis.mn.us



Scribe / Chapter Administrator

Patricia Arnst
5480 Teal Circle
Shorewood, MN 55331
952.393.5407 *phone*
pat@laimn.org



Treasurer

Dick Strassburg
The Tegra Group, Inc.
801 Nicollet Mall, Suite 1850
Minneapolis, MN 55402
612.7525756 *phone*
dstrassburg@tegragroup.com



Immediate Past President

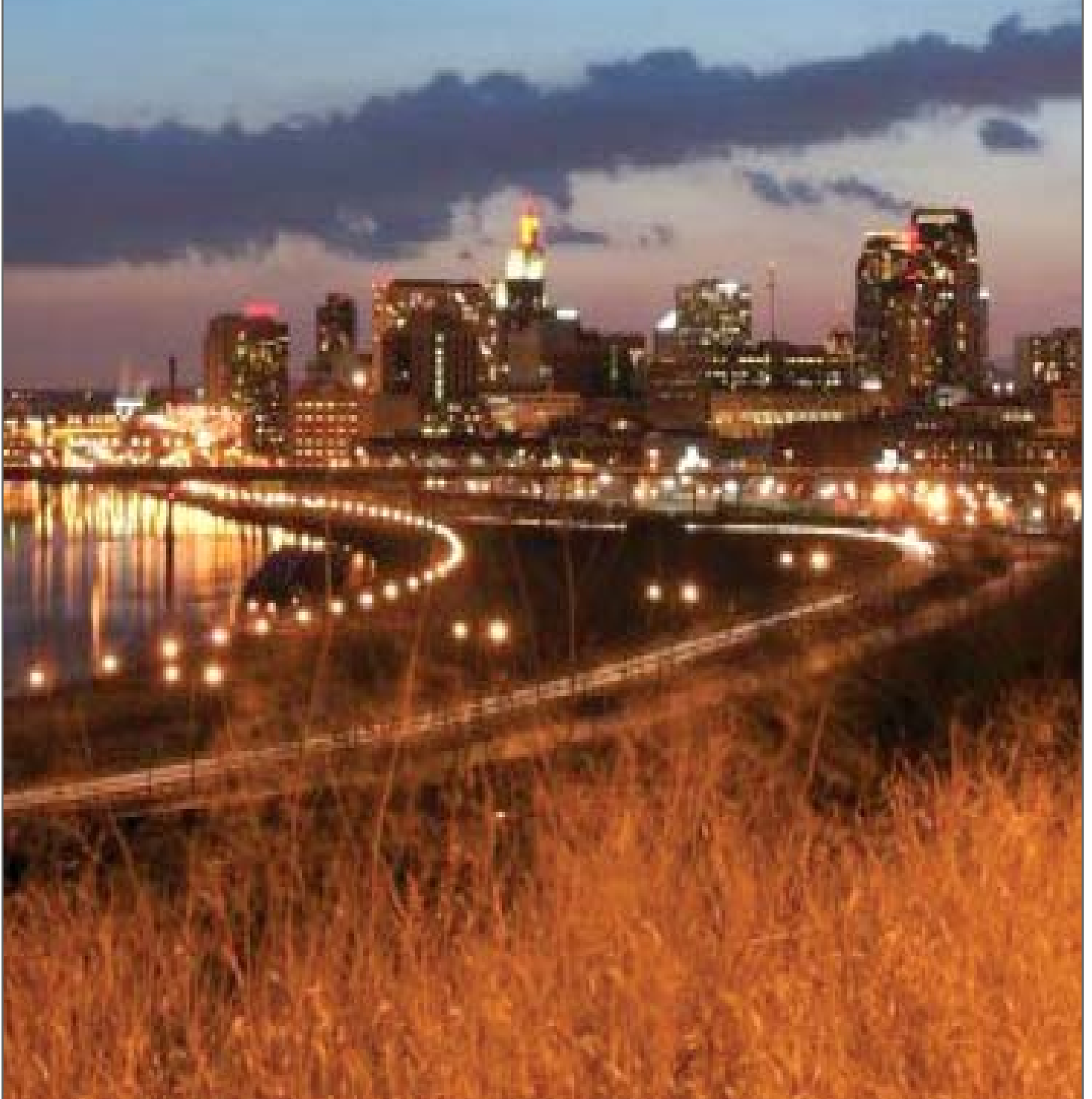
Jay Lindgren
Dorsey & Whitney LLP
50 South Sixth St, Suite 1500
Minneapolis, MN 55402
612.492.6875 *phone*
612.340.8800 *fax*
lindgren.jay@dorseylaw.com

Executive Director of LAI

Shane Weinand Nonprofit Solutions, Inc.
1821 University Avenue West, Ste S256 St. Paul, MN 55104
651.917.6257 *phone* 651.917.1835 *fax*

THANKS FOR VISITING

Saint Paul





AND

Minneapolis

LAMBDA ALPHA INTERNATIONAL



AN HONORARY LAND ECONOMICS SOCIETY