

MEMORANDUM

Date: January 17, 2020

To: Upper Harbor Collaborative Planning Committee

From: Hilary Holmes, CPED; Upper Harbor project team

Subject: Draft Upper Harbor Survey Questions

Purpose

We introduced the possibility for a survey at the 1/8/2020 UHT CPC meeting and the project team has drafted a survey to be distributed to the broader community for input into the UHT CPC and project team process. The project team has identified an opportunity for input from the broader community on the same topics that the UHT CPC has been working on. This community input would be gathered through a short series of questions. The questions are intended to help inform the UHT CPC and project team as we create the development scenarios at the UHT CPC design/work day and then as we (UHT CPC and project team) decide on a preferred development option.

Distribution

The survey will be available through the project website. The survey link will be shared in electronic communications (Gov Delivery) and the City's in social media posts, print ads in North News and Insight News and on postcards mailed to the neighborhoods proximate to the Upper Harbor site. There may be other opportunities on the radio to promote the survey. The project team will be scheduling time on proximate North and Northeast neighborhood board meeting agendas to give a project update and share the survey. Results will be shared with the CPC and posted to the project website.

Survey open date: 1/23/2020

Survey close date: 2/19/2020

The draft survey text and questions begin on the next page and are for your review. Note: Visuals and intro text will accompany each section

DRAFT Upper Harbor Survey (to be retitled)

Background

The Upper Harbor Terminal is a 48-acre site owned by the City of Minneapolis. The City has been working with the Minneapolis Park and Recreation Board (MPRB) since 2015, when we began community engagement to plan for redevelopment of the site. Planning for redevelopment became important after the federal government closed the lock on the Mississippi River in 2015 and barging operations ended at the site in 2014. In 2016 the City and MPRB issued a joint Request for Qualifications (RFQ) for a master developer for the entire site. Multiple developers toured and expressed interest in the site, and the City received one response to the RFQ, from a development team led by United Properties. The City Council considered United Properties' RFQ response and awarded (hyperlink) Exclusive Development Rights to the company in 2017. Since 2017 the City and MPRB have been working with United Properties on redevelopment planning for the entire site.

In March 2019 the City Council approved a Concept Plan for redevelopment of the site and established a 17-member Upper Harbor Terminal Collaborative Planning Committee (UHT CPC) (hyperlink). The UHT CPC has met since June 2019 to discuss the following topics related to redevelopment of the site: Housing, Jobs, the Outdoor Music Venue, Community Ownership, Community Benefits and Infrastructure.

Since July 2019, the Learning Table event created and convened by a group led by the Public Policy Project through Pillsbury United Communities (link) has hosted monthly events around the same topics considered by UHT CPC related to real estate development in general and the Upper Harbor Terminal redevelopment. These events are for the broader Northside community to deepen their knowledge of the development process and provide feedback to the developer, City and UHT CPC through the redevelopment planning process.

The purpose of this survey is for the broader community to provide input to UHT CPC, the development team and the City project team. Beginning in February 2020, together we will begin creating development scenarios for the site. We will work together through February and March 2020 to decide on a preferred redevelopment for Upper Harbor Terminal – this will be a mix of housing, jobs uses, commercial spaces and park space. The results from this survey will be shared with UHT CPC, the development team and the City project team, and available on the project website (link)

Infrastructure

Visual: Site map showing transportation infrastructure plan

City of Minneapolis Department of Public Works and the Minneapolis Park and Recreation Board are working together to improve access to and throughout the Upper Harbor Terminal site.

1. **How will you travel to, from, or through the Upper Harbor Terminal area once it is redeveloped?**
 - a. Walk or Roll
 - b. Bike, Scooter, or another Low Powered Vehicle (I.e. Electric-bike, Onewheel, etc.)
 - c. Bus
 - d. Personal Vehicle
 - e. Taxi or Uber/Lyft/rideshare

Jobs

Visual: Site plan showing what parcels support which jobs uses.

Jobs and opportunities for businesses text: The Upper Harbor redevelopment will support a range of career opportunities across the site, in various buildings and in different uses within those buildings. Jobs will be a part of the following proposed uses on the site: commercial space (retail or service) in mixed-use buildings on parcels 1, 6 and 7; the park space on parcel 2; the music venue on parcel 3; and the production and processing space on parcels 4 and 5.

2. What job sectors should be prioritized in the Upper Harbor redevelopment?

- a. Production and processing or manufacturing
- b. Technology such as coding, computer programming, robotics, etc.
- c. Agriculture/aquaponics/new growing technologies
- d. Creative/Artistic
- e. If you have ideas for partners or resources that the project team should be considering – please list them below.

3. What level of career opportunities should be prioritized in the Upper Harbor redevelopment?

- a. CEO and manager positions
- b. Entry level
- c. Apprenticeships, on the job training for adults
- d. Youth employment opportunities

4. How should the Upper Harbor redevelopment support small businesses and entrepreneurs as part of the development – what do you think should be the top 3 priorities?

- a. Affordable/subsidized commercial space (for businesses to rent)
- b. Affordable/subsidized commercial space (for businesses to own)
- c. Business incubator space
- d. Cooperative ownership options for commercial space
- e. Ownership options for commercial space – commercial land trust to own space for businesses to rent
- f. Technical assistance to prepare small businesses for available commercial space at UHT.
- g. Technical assistance and operating support for small businesses once located at UHT.
- h. If you have ideas for partners or resources that the project team should be considering – please list them below.

Housing

Visual: Site map with housing parcels highlighted.

Housing text: The Upper Harbor redevelopment will support multiple housing options with a range of affordability. Feedback to date has affirmed that housing on the site should be affordable to Northsiders, while also allowing for a mix of incomes. The Area Median Income (AMI) is the midpoint of a region's income distribution – this means half of families in a region earn more than the median and half earn less than the median. The AMI for North Minneapolis is 50% of the AMI for the Minneapolis-Saint Paul region.

When referring to what is affordable to Northside, this means what's affordable to North is 50% of the AMI. The AMI for the region is around \$100,000/year for a family of four. This means the AMI for North Minneapolis is \$50,000/year for a family of four. The UHT CPC and the project team are considering the following questions related to housing at Upper Harbor.

4. **What amount of housing do you think the development team and UHT CPC should propose to provide new housing supply to North Minneapolis and to support the other uses on site?**
 - a. Highest number of housing units in the Concept Plan (maximum in Concept Plan is 530)
 - b. Lowest number of housing units in the Concept Plan (minimum in Concept Plan is 240 units)
 - c. Somewhere in the middle
5. **Who should the housing at Upper Harbor serve? The housing developments should focus on:**
 - a. More Families (which means more 2- and 3-bedroom units in the housing developments)
 - b. More Individuals (which means more studio and 1 BR units in the housing developments)
 - c. More equal mix of families and individuals
6. As stated above the AMI for the Northside is half of the Minneapolis-Saint Paul AMI. For the answers below: deeply affordable housing is housing available at 30% of the Minneapolis-Saint Paul AMI, workforce is around 50% AMI and market rate is 100% AMI. Rents that are affordable to the Northside at 50% of the Minneapolis-Saint Paul region AMI are: \$937 for a 1BR, \$1125 for a 2BR and \$1300 for a 3BR.

What is the right affordability strategy for Upper Harbor?

- a. 60% of the units for workforce and deeply affordable housing,
- b. 40% of units for market rate housing
- c. 100% of units for workforce and deeply affordable housing, no market rate housing
- d. Other options for a mix of affordability – please list them

The HUB

Visual: Site map with the HUB options/locations noted.

The Community HUB text: The Community HUB is proposed as part of the Upper Harbor redevelopment to provide space for multiple uses that the Northside community has expressed interest in.

7. **Out of the following types of possible uses in a Community HUB space, which do you think should be the top 3 priorities for the development team to focus on?**
 - a. Job training programs
 - b. Commercial kitchen space
 - c. Small business incubator space
 - d. Urban agriculture/growing space
 - e. Office space for green businesses
 - f. Food hub/space for food related businesses
 - g. Please list other uses you think should be a priority for the HUB
8. **There are two development options to include the Community HUB space as part of the redevelopment. Please select the option you think that the development team should pursue:**
 - a. A stand-alone building that is only for the HUB on parcel 6
 - b. Multiple, smaller spaces for different uses of the HUB: in mixed-use buildings on parcels 1 and 6 and in modern buildings for production and processing on parcels 4 and 5

- c. Open ended: Potential partners? Other resources?

Community Ownership

Community is defined as current North Minneapolis residents and business owners within the priority area of 55405 north of Bassett Creek, 55411, 55412, and 55430 south of 53rd Avenue North. The UHT CPC, the development team and the City are identifying feasible models for community ownership as part of the Upper Harbor redevelopment. These include ownership of land or buildings, and potentially individual units within buildings. There are many perspectives on community ownership. Possible outcomes of community ownership are listed below with the exception of the park land, which will be owned by the MPRB. These questions relate to the non-park land.

9. Please select the ownership options that you believe should be prioritized within the redevelopment.

- a. The City of Minneapolis retains ownership of the land. Then, the City of Minneapolis will provide a long-term ground lease to the developer. This does not include day-to-day control over the private development
- b. Community ownership through community shares invested into a development. Risks and financial returns are not mitigated or guaranteed for individual investors.
- c. Community ownership where community members own commercial space or residential units. Some examples are residential or commercial cooperatives or condos, or residential townhomes (proposed on parcel 7)
- d. Is there a community nonprofit ownership entity that should be explored? Please describe.