

Upper Harbor Terminal Open House Q&A



Updated January 5, 2021

Upper Harbor Terminal Open House December 15, 2020 Q&A Responses

General Project Questions

WHAT ARE THE DIFFERENT WAYS PEOPLE CAN PARTICIPATE AND PROVIDE COMMENT DURING THE PUBLIC COMMENT PERIOD?

Community members can find opportunities to participate in online events on the project website at upperharbormpls.com. The public can submit public comments via the online survey which can be found on the project website at www.upperharbormpls.com.

WHAT IS AN AUAR?

The Alternative Urban Areawide Review (AUAR) is a form of environmental review that reviews a project's environmental setting, the potential environmental effects of the project, alternative scenarios, and a very specific mitigation plan.

WHY IS THE CITY COUNCIL APPROVING THE SCOPE OF THE AUAR FOLLOWING THE PUBLIC COMMENT PERIOD?

An AUAR will be completed for the Upper Harbor Terminal Project. The Alternative Urban Areawide Review (AUAR) is a form of environmental review that reviews a project's environmental setting, the potential environmental effects of the project, alternative scenarios, and a very specific mitigation plan.

The City can use an AUAR as a planning tool to understand how different development scenarios will affect the environment of their community before the development occurs. The process is designed to look at the cumulative impacts of anticipated development scenarios within a given geographic area, including noise, traffic and impact on cultural resources. Environmental analysis information from an AUAR can be used to inform local planning and zoning decisions.

The City Council will approve the scope of the proposed AUAR, which is anticipated to occur in the first quarter of 2021. Once the AUAR analysis is complete and the proposed mitigation strategies are identified, the Minneapolis City Council will make a determination on the adequacy of study following a public comment period.

Once that has occurred, the normal development review process may begin. This includes the final design of the required infrastructure (roads, stormwater management, utilities, etc.) and site and building design for each individual component of the development. This will occur as each building within the development is brought forward for review. As with any development review process, this is a critical opportunity for community input and feedback.

Redevelopment

WHAT AFFORDABLE HOUSING IS BEING PROPOSED ON THE SITE?

The Phase 1 rental housing on Parcels 1B and 6A will be 100% affordable with 245 rental mixed-income units priced for residents earning at or below 30-70% of Area Median Income (AMI), including 160 units (65% of the Phase 1 units) attainable to Northside residents earning at or below 30-50% of AMI. The majority of the units in Phase 1 are two bedrooms or larger, with a focus on providing housing options that work for families.

The Phase 2 housing developments proposed by the development team include units that are listed as “Unrestricted Housing”, which could be open in terms of both target demographics and incomes—creating a broader diversity of housing options within the overall site as recommended by the Upper Harbor Terminal Collaborative Planning Committee (UHT CPC). This could allow the site to be built out more quickly, as a market rate development does not require adherence to the same funding cycles as affordable housing.

For Parcel 1A, the Senior Housing as shown could be delivered either as an ownership (cooperative, condominium, etc.) or rental housing. The UHT CPC was unable to arrive at a consensus about a recommendation, as there was interest in both options. If the developer pursued rental housing, the UHT CPC would ideally like to see a mix of incomes including some unrestricted units depending on the financial feasibility.

For the high-density housing proposed on Parcel 7A, the development team would propose a mix of approximately 92% unrestricted units and 8% of units affordable to 80% AMI, which would maximize the potential ground lease payments available to fund anti-displacement and wealth creation efforts in the Northside. While recognizing that the development needs to be financially feasible, the UHT CPC encouraged the development team to continue to explore ways to have a wider mix of incomes within the higher density building proposed for Parcel 7A.

A detailed description of the housing plan is on page 84 of the Draft Coordinated Plan.

WHAT ARE THE HOMEOWNERSHIP OPPORTUNITIES?

Phase 1 anticipates approximately 32 townhomes that will be available for home ownership on Parcels 1B and 6A. Phase 2 could provide between 21 – 93 home ownership units depending on which Phase 2 programmatic options are recommended.

WHEN DOES THE DESIGN OF THE SPECIFIC BUILDINGS OCCUR?

Once the Alternative Urban Areawide Review (AUAR) is officially approved by the Minneapolis City Council, the development team may begin working on the land use approvals. Based on the

implementation schedule (page 70 of the Draft Coordinated Plan), design of Phase 1 developments will generally begin in late 2021 with projected completion in 2022.

WHAT IS THE PROPOSED LAND OWNERSHIP OF THE LAND?

All of the development parcels (with the exception of the land under the Community Performing Arts Center/Parcel 3) will continue to be owned by the City of Minneapolis with financeable ground leases provided to the developer(s) of each parcel. The Draft Coordinated Plan recommends that the City Council direct that all proceeds from the annual ground lease payments be held in a dedicated fund to support anti-gentrification and anti-displacement efforts in North Minneapolis.

Due to the state bond financing, the Community Performing Arts Center land will be owned by a new entity which will be a limited liability company formed by First Avenue (FA) and a to be determined community entity (CE). This new FA+CE entity will own the land, the City of Minneapolis will ground lease the land and own the Community Performing Arts Center structure for a period of time equal to 125% of the useful life of the structure, and the structure will be operated by First Avenue (or affiliate) with such entity assuming all costs related to the facility.

The 19.5 acres of parkland on the Mississippi River will be owned by the Minneapolis Park & Recreation Board.

Public Realm and Infrastructure/Parks

WILL THERE BE PUBLIC ART ON THE UHT SITE AND HOW CAN ARTISTS GET INVOLVED?

Public art opportunities are being explored in a manner that can be integrated directly into infrastructure throughout the public realm. Artists can participate directly with Public Works during the community engagement effort for the public realm and infrastructure work to help guide artistic elements of the project. If artists are interested in learning more about future design or fabrication opportunities at UHT, they are encouraged to contact Public Works staff so they can be notified about future calls for artists for this project. For more information, please visit the UHT Public Realm Infrastructure webpage [here](#).

WHAT TYPE OF PUBLIC TRANSIT SERVICE IS PLANNED FOR THE AREA?

The City is working with Metro Transit to review current and future transit needs, understanding that the nearby community relies on transit service for access to essential jobs, goods, and services that are not conveniently located in the neighborhood. The upcoming development and construction of the D-Line provides opportunities to review changing service needs within the broader Northside community.

WHAT IS THE PLAN FOR PEOPLE TO ACCESS AND LEAVE THE AREA FOR THOSE LARGER EVENTS AT THE MUSIC VENUE?

As part of the City's site plan approval process for the Community Performance Arts Center, a robust, multi-faceted, multi-modal Traffic Management Plan (TMP) will be required to address events. The TMP will include toolkit of strategies that can be pursued to handle event related traffic, parking, and access. This includes, but is not limited to, the following strategies:

- Design physical layout that supports safe routes for walking, rolling, and biking. Traffic management plan that prioritizes pedestrian access and circulation.
- Provide remote parking with shuttle services.
- Provide sufficient (and convenient) bike parking (for both riders' owned bikes and shared bikes).
- Commit to "distributing" transportation information via normal event PR channels (advertisements, web site, social media, etc.). Transportation information to include info on transportation modal options, remote/shuttle opportunities, on-site parking opportunities (if any) and recommended travel approach routes.
- Set start times of events to not coincide with peak hours of surrounding roadway network.
- Promote Transit as a key mode to the venue. Explore adding supplemental Transit service to facilitate event access.
- Use Traffic Control Agents to help safely and efficiently manage traffic at key intersections and access points in and around site and on nearby external roadway network.
- Establish designated area for TNC's (Uber, Lyft, etc.) and work with TNC's to geocode these areas as keyed to the event.
- Establish designated drop off/pick up zones for Disability Transfers and other non-TNC users.
- Establish a process for scheduling and managing truck access to/from the site for the trucks that load the equipment for the large events.
- Review neighborhood parking restrictions to limit impacts to adjacent neighborhoods.
- Develop a plan to manage access for local residents, businesses, and visitors of the park.
- Commit in the Traffic Management Plan to monitor, evaluate and adjust TMP based on initial events.

ARE THERE ANY ACTIVE USES PROPOSED ON THE RIVER?

Yes, a parkway design is proposed with a two-way roadway for vehicles, a separate two-way bike trail and a separate pedestrian path to provide visitors with safe and convenient riverside transportation access. Minneapolis Park and Recreation Board (MPRB) is currently working to determine which riverfront park amenities might be completed in the first phase of improvements planned in 2022 – 2023. Future park features are likely to evolve with the park over time. The park process is a separate, but coordinate effort, with the development. More information on the park engagement and process can be found [here](#).