



# Midtown Exchange NEWS

Midtown Community Works  
Neighborhood Revitalization Program  
City of Minneapolis  
Ryan Companies

The [Midtown Community Works Partnership](#) and [Phillips Partnership](#) adopted the following comments in September 2003 concerning sustainable design goals for the Midtown Exchange development:

1. **Lake Street Orientation:** The Partnerships urge that the redevelopment of the Sears site be designed so as to highlight the Lake Street “front door” of the development, highlighting Lake Street as a prime regional destination of vibrant commercial activity, and supporting the growth of all of the businesses along Lake Street.
2. **Lake Street – Greenway Connection:** The Partnerships find that it is essential for the developers to integrate successfully the street-level commercial activity on both east and west sides of the Sears building, pedestrian and bicycle access between Lake Street and the Greenway, and transit accommodations for both the Metro Transit Hub and a future streetcar station. The Partnerships urge that further design elements such as sight lines, landscaping, and public art draw attention to the connections between Lake Street and the Greenway.
3. **Greenway Orientation:** The Partnerships urge that the redevelopment of the Sears site create a premier interface with the Midtown Greenway, by including design elements such as publicly accessible open space adjacent to the Greenway’s cycling and walking trails, strong sight lines looking into the Greenway and an atrium in the 1964 building, landscaping and public art in and visible from the Greenway, minimal use of north-facing retaining walls in the area south of the Greenway trails between Chicago Avenue and the train shed, and minimal surface parking adjacent to the Greenway.
4. **Transit Orientation:** The Partnerships find that the Chicago-Lake intersection will grow intensely as a major transit hub, and that this hub must be fully integrated into and supported by the Sears site design. The Metro Transit Hub works best for transit operations and for neighborhood pedestrians and bicyclists if sited closer to Lake Street than to the Greenway. Further, the Partnerships urge that the future development of the Midtown Greenway streetcar be incorporated into the project so as to provide for a future streetcar station in the vicinity of the existing train shed.
5. **Public Art:** The Partnerships urge that the Sears site design include a public art program that includes planned interface with the new Chicago Avenue bridge over the Greenway; permanent and temporary Greenway public art exhibition opportunities, and interior space in the Sears complex for community-based art exhibits or performances.