

Phase 1: Station Area Planning

Community Working Group Meeting #5

Wednesday, January 14, 2015

6:00 – 8:00 pm

Urban Research and Outreach-Engagement Center (UROC)

2001 Plymouth Ave N, Minneapolis, MN

Agenda

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|---|----------------|
| 1. Welcome & Project Update | 6:00 PM |
| <i>Denise Engen and Andrew Gillett</i> | |
| 2. Station Area Breakout Sessions | 6:05 PM |
| <i>Facilitated discussion by station area</i> | |
| <ul style="list-style-type: none">• Icebreaker activity• Discuss Open House #2 Approach• Station Area Character Refinement• Review/discuss updated concept plans | |
| 3. Station Report Back | 7:20 PM |
| <i>Table note takers report back to large group</i> | |
| 4. Wrap up & Next Steps | 7:40 PM |
| <i>Denise Engen & Andrew Gillett</i> | |

Workshop #2: January 29, 2015

Next Meeting: February 18, 2015

METRO Blue Line extension (Bottineau LRT)

Phase 1: Station Area Planning

Community Working Group

Meeting #5

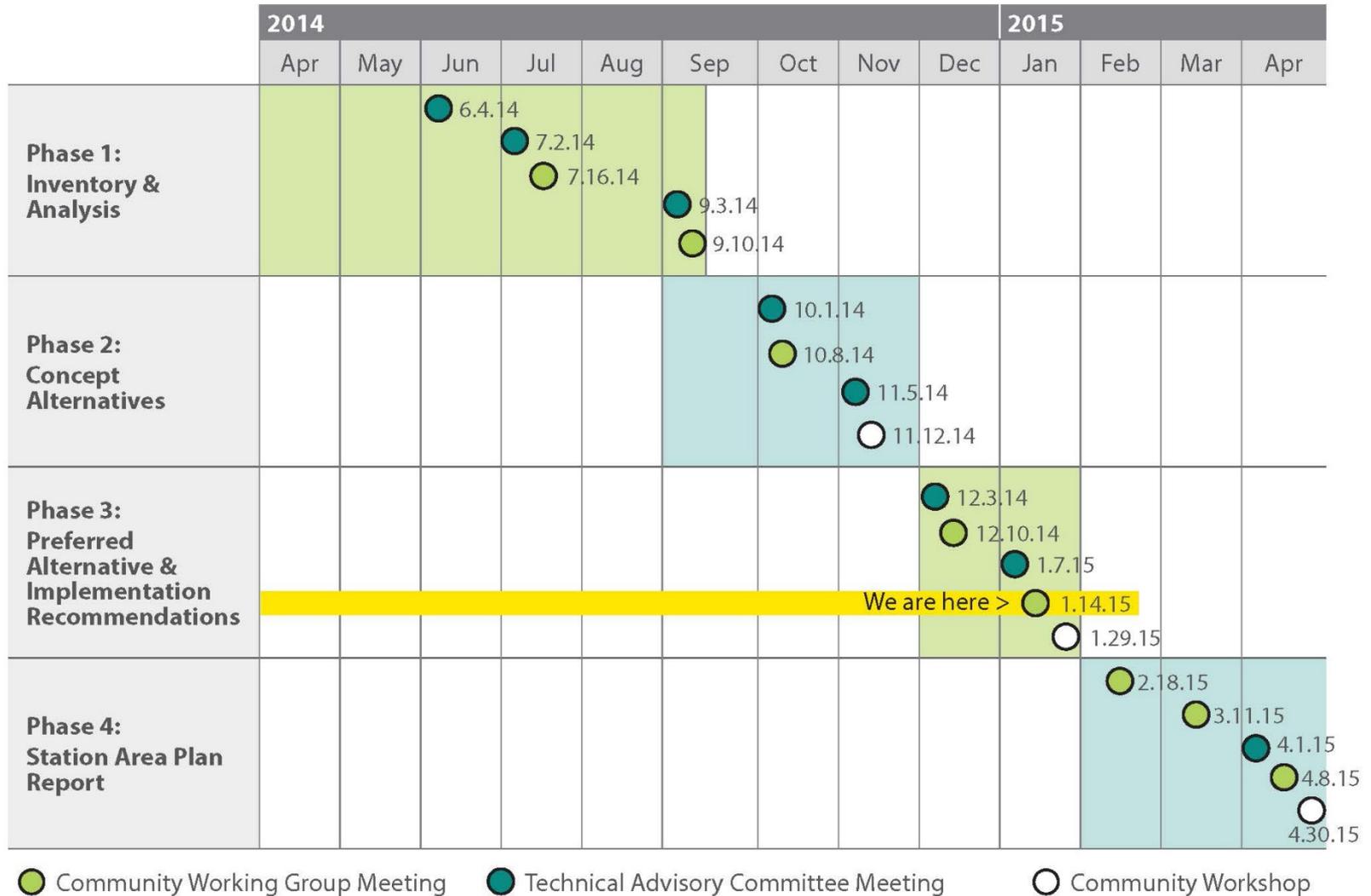
January 14, 2015



MEETING AGENDA

- » Welcome & Project Update 6:00 PM
- » Station Area Breakout Sessions 6:05 PM
 - Icebreaker Activity
 - Discuss Workshop #2 Approach
 - Station Area Character Refinement
 - Review/Discuss Updated Concept Plans
- » Station Report Back 7:20 PM
- » Wrap up and Next Steps 7:40 PM

PROJECT SCHEDULE



PROJECT UPDATE

STATION AREA BREAKOUT SESSIONS

STATION REPORT BACK

WRAP UP AND NEXT STEPS

FACILITATED DISCUSSION BY STATION AREA

Open House #2 Questions

- » What **information** do you think attendees will want to hear/see at the next open house?
- » What **recommendations** do you have for the next open house? (What should be kept and/or changed?)
- » What do **you or your elected officials** need to learn from attendees to help provide guidance to the process?

NOTES

Community Working Group (CWG) Meeting #5 – January 14, 2015

Golden Valley Road Station

- **General notes**
 - Projector- cycling of material
 - Development impacts handout
 - GV general theme
 - Coats
- **Open House #2 Questions**
 - What information do people want to know?
 - Basic info- alignment, noise, etc from DEIS,
 - 1-2 page handout- why are we doing this, sound levels
 - Projector with info as well
 - Impacts to neighborhoods
 - Will you use it
 - How will you use it
 - What destinations
 - How do you want to get there?
 - Provide a survey
 - Where do you live
 - Preferences
 - Expectations
 - Benefits of LRT handout
 - Identify vacant lot / townhomes for ownership
 - Lighting and safety
 - Improved bus frequency
 - Changes?
 - Too crowded to see tables
 - Orientation to what info is in the room- road map to room
 - What do we need to learn from attendees?
 - Preferences at site- would you use it, how, for what purpose?
 - Thoughts on parking- how will you get to the station
 - Survey for quantifiable results- convenience of metro pass, etc
 - How much development is needed to sustain the community?
 - Put signage to direct people to find info
- **Station Area Characteristics**

Community Working Groups (CWG)

UROC – Wednesday, January 14, 2015

- Connections must be main focus
 - Station design- concerns about access and safety
 - Regular bus service could encourage use at station / LRT
- Reference Theodore Wirth vs. Basset Creet
- GO cards located at station
- Define enhanced ped crossings
- Better labels of destinations
- Define community corridor and transitional / industrial for folks
- Wirth gateway
- Land ownership
- Natural areas and parkland
- Regional focus- make “connections” first word
- **Public Realm**
 - Need for improved lighting near GVR/TW intersection
 - Lighting along GVR for Basset Creek Trail project
 - Priorities
 - Courage center to Xerxes or TVR
 - New/enhanced trail in Mary Hills
 - Theodore Wirth/Glenwood, especially north
 - Public art in Glenview park, oriented towards kids
- **Land Use**
 - Map seems appropriate
 - Label reference places/points such as Courage Center, etc
- **Trail/Ped**
 - Trail connection with GVR on east side- well lit

Penn Ave Station

Station Area Character Statements

Questions from the Group:

- We’d like to know more information about how they will link the Harrison and Near North neighborhoods together, because HWY 55 is a barrier (ex. Similar to 38th St. and Hiawatha)?
- Will there be bike and pedestrian bridges?
- How will development be scaled to the neighborhood (will it be larger-scaled with more density, or smaller)?
- How will this project foster the “welcoming of new immigrants” to the neighborhood?

Community Working Groups (CWG)

UROC – Wednesday, January 14, 2015

- Are there important features of this area that we need to capture that need to be incorporated into this plan (like public space, public art)?
- Will the transitway enhance public safety (pedestrian access, multimodal transit enhancements, lighting)?

Comments/Concerns from the Group:

- Let's remove the "corner stores" wording from the 3rd bullet point in the character statement
- Let's insert "bikable and walkable" into the 2nd bullet point of the character statement
- Add more lighting, but make sure that it's not too intense for the neighboring properties
- Things to add to the "welcoming new immigrants" bullet point in the character statement:
 - Affordable and "economically sustainable" housing
 - Sustainable (environmentally) housing
 - We need to think about the richness of the cultures in the community (the "fabric")
 - A community that has reflections of its cultural richness
 - Landmarks that display the cultural richness of the area
- Consider inserting "community identity" into the 2nd bullet point

Harrison Neighborhood Concerns/Wants from Residents:

- Pedestrian level lighting and way finding signage (ex. Logan Avenue to Queen Avenue on Glenwood really gets people turned around, so way finding in this area is key)
- Callboxes
- No bike lanes on Penn Avenue
- Lighting improvements in Harrison Park is really important for safety
- Edible landscaping incorporated into the new streetscape
- More safety features along Glenwood Ave
- Artistic way finding signage
- "Matched Dwelling Units" to replace any housing that is taken away (same amenities as people had in the units that are taken away as part of redevelopment)
- Increased crossing times at Humboldt and HWY 55 intersection

Idea for the next open house:

Have a more diverse participation of the consultants in the next open house. The last open house was young Caucasians, which shows no diversity and beats the whole purpose of engaging the community where the project is happening

Public Realm Enhancements:

- Artful way finding signage

Community Working Groups (CWG)

UROC – Wednesday, January 14, 2015

- Moving of Harrison Gateway Artwork: It depends on how we prioritize this. It would be better to move it to Harrison Park because it will draw people in and help with creative place making.
- Bike parking: we'd like to see bike lockers at the Penn Ave station
- Improvements that are high priority:
 - Lighting
 - Way finding (not just sidewalks)
 - Callboxes
 - Pedestrian and bike enhancements
- A station between Logan Ave and Humboldt Ave would be more ideal for the neighborhood (everyone would be covered that way)
- Crossing the street at Sumner Library and HWY 55 is way harder than it should be
- Oliver Ave in Harrison has a lot of community connections (people who are very involved in the neighborhood live on this street), and would be better for a bike lane or boulevard than Penn Ave or Queen Ave
- Commercial Development:
 - Glenwood – keep it so that mixed-use development can happen here
 - Lincoln School – neighborhood doesn't want any residential on this site
 - Take advantage of what can be done at Penn and HWY 55 with adding retail
- Land Use: Just because a part of Penn is zoned residential (medium and high density), doesn't mean that commercial development can't and shouldn't happen
- Community identity embraces, is comfortable with diversity
- Walkable and bikeable area, well lit but not too bright (safety concerns)
- Safety—enhance safety—pedestrian safety, highway safety, multimodal safety
- Station area character—affordable + ownership

Plymouth Ave Station

- Open House questions
 - Show most recent versions- already posted online
 - Maybe do an inset for the wayfinding
 - People are still asking about parking at Plymouth
 - More explicit recognition that eminent domain NOT being used
 - Focus on education
 - Opportunity for influencing is declining
 - What will happen to me?
 - Explicitly- we are almost done, we are narrowing in
 - Feedback on vision at Jan 29th open house- ask whether station should be north or south
 - When asking questions, their input is part of a larger puzzle with lots of other input and factors

Community Working Groups (CWG)

UROC – Wednesday, January 14, 2015

- Critical information points for handouts and/or boards
 - Eminent domain
 - Showing that the input has been provided
- Vision / Character
 - Remove corner stores out of character
- Something should be done that's unique
- Need to define "community corridor" and "potential transition area"
- How to communicate transitional land uses?
- Circulation
 - No trail
 - Keep asking about preference for station location but clarity about input being just one factor
- Public realm
 - Gateway/intro to theo
 - More lighting but needs to be focused downward
 - Enhanced lighting on Plymouth to chalet and welcome center
 - There needs to be a way for people to get their equipment to the ...
 - Ramp would be good with stairs and elevators
 - Bike lockers (for fat bikes too) would be useful
 - Bike ramp (conveyor belt)
 - Destination station should fit that function
 - Fat tire or mountain bike riders—doesn't need to be paved
 - MPLS bike plan, MPLS off-road cycling advocates
- Need to know property owners and what's allowed in different areas (i.e. no P+R in Minneapolis)
- Focus on education at open house, not input
- People just want to know what will happen to them
- CW group wants comments from open house afterwards
- Put info at the front, use vertical space

Maps (note: look at maps for more notes)

- Housing diversity
- Economic development
- People want bike lockers, lighting, call boxes, edible landscapes, wayfinding, public art

Note: No facilitator notes were submitted as of 1/23/2015 for the Van White Station discussion group