



MEETING NOTES

CITY OF SAINT PAUL

MEETING DATE: Wednesday, July 01, 2020

LOCATION: District 10 Land Use Committee, Virtual Meeting via Zoom, 7:00-8:00pm

ATTENDANCE: Maggie A., Bob J., Debra V., Michael K., Rebecca C., Anne G., Cheeneng Y.

NOTES BY: Chee Yang, July 8, 2020

DISCUSSION TOPICS:

Anne welcomed audience and opened the presentation. Anne provided presentation agenda and project overview. Refer to page 1-3 of Presentation.

- Agenda
 - Project Overview
 - Site Analysis & Preliminary Concepts
 - Site History
 - D10 Como Report Summary
 - Opportunities & Constraints
 - Parking Lot Concepts
 - Next Steps
- Anne Gardner is the project manager and Cheeneng Yang is the assistant project manager
- The Como Regional Park Parking Lot Improvements project is funded by the State Legacy Grant, approx. \$1.6M
 - Approx. \$168K for design
 - Design includes: Design, Engineering Consultant, Park Survey, Construction Document, and Construction Administration
 - Approx. \$1.5M for construction
- Project Objective: To resurface the Como Golf Course parking lot and the north & south Lakeside Pavilion Parking lots including updating stormwater management, and bicycle and pedestrian circulation.
- Project Goals: Design for a sense of arrival and to utilize space for full potential.

Anne went through the site history and site context. Refer to pages 4-9 of Presentation.

- The land is historically Dakota land until 1840. Mid-1840s Como Regional Park was a farmed land.
- 1887: Horace Cleveland, a famous landscape architect, hired to design Como Park.
- 1896: The Schiffman Fountain was installed. A round-about which connected 4 different roads.
- 1905: The Lakeside Pavilion was constructed. You can see steps going up to the pavilion. The dirt road was most likely as carriage route.

- 1906: A pergola was constructed across from the Lakeside Pavilion.
- 1907: A building extension built outside near Lake Como for performances.
- 1925: Aerial view of now Como Golf Course and Lakeside Pavilion surrounding area. New Como Lake shoreline and Cozy Lake is drained. You can see 4 roadways connecting towards Schiffman fountain.
- 1929: Money for the golf course raised.
- 1938: Another aerial photo. Cozy Lake no longer is present. A parking area south of the Lakeside Pavilion can be seen.
- 1938: The pergola and the building extending out to Como Lake are removed.
- 1956: New sewer & water installed to Lakeside Pavilion.
- 1986: Renovation to Lakeside Pavilion.
- 1992: Lakeside Pavilion rebuilt based on original 1905 architecture design.
- 1993: Construction of parking lots in current layout.

Site Context

- Multimodal Connections – Illustrates ways to get into Como Regional Park.
- Allows us to comprehend and understand future access improvements which may or may not directly impact project location.
- Grand Round Regional Trail from Como Ave and Wheelock Parkway.
- Project Location Site Context – Highlighting parking lots for renovation.
 - Golf Course Parking Lot – 158 Parking Stalls
 - Lakeside Pavilion North Parking Lot – 77 Parking Stalls
 - Lakeside Pavilion South Parking Lot – 144 Parking Stalls

D10 Report Summary

- Summarized key points from the District 19 report and highlighting features that relate to areas surrounding the parking lots
- Add signage to Lakeside Pavilion and Golf House Signage
 - Kiosk and wayfinding
- Add signage & wayfinding for trails
 - Existing trails are confusing and incorrect
- Preference for a two-way north and south trail between Lakeside Pavilion & Lexington Ave
- Reduce speed limits w/tailed crosswalk at key locations
- Addition of site furnishings along trails
- Screening of commercial trash containers

Chee presented site opportunities & constraints and preliminary concepts. Refer to pages 11-16 of Presentation.

*Please note, all concepts presented are preliminary and will change based on feedback. Parks and Recreation Dept. is still in the planning and designing phase of the project.

- Golf Course Parking Lot | Opportunities & Constraints
 - Golf clubhouse is located north and park maintenance facility south of the parking lot.
 - An existing sidewalk in good condition.
 - Existing parking lot has approx. 158 parking stalls.
 - Parking lot in poor condition. Opportunity to repave parking lot and to meet current parking lot standard.
 - Repaving parking lot allows opportunity to enhance stormwater.
 - Topography around the parking lot act as physical barriers limiting the placement of the parking lot.
 - Opportunity to provide future signage to the golf course.
- Golf Course Parking Lot Preliminary Concept
 - Approx. 158 total parking stalls
 - Two-way entry/exit and one-way traffic along the perimeter of parking lot beginning from the drop off zone.
 - First bay of parking stalls is a two-way and the remaining parking bays are one-way for ease of traffic flow
 - Modify the drop off zone to create a welcoming space from the parking lot to the golf clubhouse
 - Potential stormwater area treatment south of parking lot.
 - Opportunity to thin out large existing vegetation and plant more trees.
 - Addition of a potential stormwater treatment system in the medians of the parking stalls. Looking at the Maplewood Mall parking stormwater management as a precedent study.
- Lakeside Pavilion N Parking Lot | Opportunities & Constraints
 - Existing parking lot has approx. 77 parking stalls.
 - Lexington Pkwy (north), topography (west & east), Lake Como (west), and Lake Side Pavilion (south) all are physical barriers to the existing parking lot. It limits constrains the parking lot location.
 - Current entry/exit in the parking lot is confusing and has no signage.
 - Parking lot in poor condition. Opportunity to repave parking lot and to meet current parking lot standard.
 - Repaving parking lot allows opportunity to enhance stormwater.
 - Lack of signage for bike and pedestrian trails. Opportunity to correct and install signs in strategic location.
 - High bike-pedestrian traffic at the northern node. Explore ways to decrease high traffic.
- Lakeside Pavilion N Parking Lot Preliminary Concept
 - Northern node removed separating the bike and pedestrian trails.
 - Proposing a new 8' bituminous trail two-way bike trail running north and south.
 - Parking lot will have designated entry and exit route. Parking lot entry is located south of the parking lot with a potential drop-off zone. Maneuvering lanes are two-way directions with 90-degree parking approx. 65 stalls.
 - Potential stormwater area treatment south of parking lot. Will need to look in

more detail on how this would work.

- Enhance green medians in parking lot.
- Connecting pedestrian trail to the Lakeside Pavilion.
- Lakeside Pavilion S Parking Lot | Opportunities & Constraints
 - Existing parking lot has approx. 144 parking stalls with 2 existing charging stations.
 - Parking lot in poor condition. Opportunity to repave parking lot and to meet current parking lot standard.
 - Explore better land use of existing drop-off area. An opportunity to remove unnecessary impervious surface.
 - Physical barriers surround the parking lot. The Lakeside Pavilion to the north, Lake Como to the east, Schiffman fountain to the south, and topography to the west. Constrains
 - One-way bike trail on the west edge of the parking lot has incorrect signage. One-way bike trail lacks northern connection to Lexington Pkwy and bike path along Lexington.
 - Bike and pedestrian node south of parking lot is a high traffic area. A poor design of shared path with one-way bike trail.
 - Existing trail signage is confusing and incorrect. Opportunity to correct and add signage in strategic locations.
 - Opportunity to add site furnishings along pedestrian trail.
 - Opportunity to explore ways to screen existing commercial trash container next to the pavilion.
 - Ongoing maintenance problem with flagpole. Potential opportunity to remove, replace, and relocate flagpole.
- Lakeside Pavilion S Parking Lot Preliminary Concept
 - Concept has approx. 151 parking stalls.
 - Expand parking lot north utilizing some area of the existing drop-off zone.
 - Utilizing drop off zone to its full potential limiting excessive use of impervious surface.
 - Drop-off zone opens up to a walkway allowing direct access to the Lakeside Pavilion and to the pedestrian trail along Lake Como.
 - Potential stormwater area treatment east of parking lot.
 - Propose bike path from one-way to a two-way trail. Allows connection to the north parking lot and to Lexington Pkwy. The two-way bike path meets up to the recent repaved bike trail along Lexington Pkwy south of the parking lot.
 - Running parallel to the bike trail, is a proposed 4' pedestrian path leading up to the Lakeside Pavilion.
 - Addition of a non-motorized boat launch into Lake Como.
- Lakeside Pavilion
 - It is outside of the project limit, but it would be a missed opportunity if we did not look at the outside area of the Lakeside Pavilion during the parking lot improvements.
 - Potential area as a future project.

- The existing space lack the design complementing the grand architectural structure of the Lakeside Pavilion.
- The proposed scheme includes an open space boarded by green space on the north and south edge having a more formal design.
- The pedestrian trail from the north connects to the open space down to the drop off area from the south parking lot.

Next steps – refer to page 17 on Presentation.

- Next Steps
 - Refine concepts based on comments.
 - Hire engineering consultant.
 - Review plans with CRWD for stormwater treatment grant opportunities.
 - Meet with Lancer, Lakeside Pavilion Tenant
 - Signage/wayfinding development
 - Tentative Schedule:
 - Summer 2020 – Community outreach and engagement & plan development
 - Explore platform for a digital community outreach
 - Fall 2020 – Site Plan Review
 - Winter 2020 – 100% Construction Documents
 - Early 2021 – Bid Project
 - Late Summer to Fall 2021 – Construction

Anne and Chee opened presentation for discussion and questions.

Overall Discussion

- Review Capitol Region Watershed District stormwater plan for Como Regional Park.
- Provide key locations for signage
- Provide areas for bike racks and site furnishings
- Determine if any flooding occurs in parking lot

Golf Course Parking Lot Comments

- Add a crosswalk at golf course entry
- Review arrows in golf course
- Water in hole 15, 8, & 9
- Lexington crossing – need a pedestrian crossing and pathway to the golf course
- Determine how parking is managed during events for shared use/overflow use.

Lakeside Pavilion North Parking Lot Comments

- Locate signage and wayfinding
- Explore efficient ADA parking location
- Determine garden south of the parking lot.
 - Parks and Recreation asked for contact information on group that manages the garden.

Lakeside Pavilion South Parking Lot Comments

- Determine new flagpole location
- Comments agree on the separation of the bike and pedestrian trails.
- Review and make sure drop-off zone have enough clearance for emergency vehicles and buses

District 10 Community Resident Comments

General Comments/Out of Scope

- Add more rain garden barriers to keep peds/bikes on designated trails / force specific crossings.
- Rain gardens are a good idea.
- More bike racks near Pavilion.
- Disappointed the plan does not increase the number of parking spots. Should restripe the picnic overlook area to increase the number of spaces (perhaps diagonal parking instead of parallel?)
- Area needs a lot more signage. How do bikes get to/from the zoo? (Ped bridge? Lexington underpass near Street Car Station?)
- There is still a pedestrian path that leads from the pedestrian bridge over Lexington, by Gates Ajar, to the Pavilion by the waterfall (marked on their map as a bike path). I think that path should be pedestrian only, no bikes. Bikes should be routed north to the two-way bike path after crossing the bridge over Lexington.
- Add bicycle-friendly trash cans: Angled for use while riding.
- Add community art along trails.
- Lake side of Pavilion used to have plants, shrubs and, a few years ago, morning glories. Now they are just dead. Should add shrubs, easy perennials, or large potted plants with a watering system.

Golf Course Lot Comments

- Add a designated pedestrian/bike path along the entrance drive. We added a high-tech crosswalk, but nowhere to walk on the golf-course side of Lexington.
- Make entrance drive near the handicap parking spots one way, not two way.
- Can green space “islands” at end of parking rows be designed/oriented in such a way as to encourage correct traffic flow down aisles?
- Flow of vehicle traffic will have to be clearly marked.
- Golf course should be able to reserve spaces only for tournaments or large events. It's too big a parking lot to only be used by the golf course/Cozy's.

North Lot Comments

- Happy to see the design concept removes the node at the north end of the parking lot. Keep bikes and pedestrians separate all through this area, is my feeling
- At areas where bicycle path and pedestrian path merge point will be removed (north end of project area), extend rain garden plantings to prevent cutting through the grass. Ideally extend to beginning of parking lot area along bicycle path.

- Add directional signs to steer cyclists to Pavilion: such as forward-pointing arrow and "Pavilion xxx-feet" or "Pavilion next left"
- Thumbs up on giving bikes their own route to the Pavilion
- Separating bicycle and pedestrian paths north of Pavilion will force cyclists to cross traffic, which they can avoid now
- Add warning devices at the parking lot entrance; especially with two-way bike path, motorists will be less aware of bicycles approaching from behind them as drivers turn:
 - Along Lexington, caution signs for turning motorists
 - For motorists exiting parking lot: stop bar and "Stop Here -- Trail Crossing" sign
 - Table the bicycle path where it crosses parking lot entrance
 - Add green paint bars where path crosses parking lot entrance
 - Widen the curb cuts where bicycle path crosses parking lot entrance
 - Ideally install a motion-activated or other passive-detection RRFB (like in use at Griggs & Concordia / Griggs & St Anthony)
- Table bicycle path where it crosses entrance to upper picnic area. Add "trail crossing" warning sign for motorists. Add green paint bars at crossing.
- Entrance drive to north lot is marked one way. How will this affect delivery trucks? Is there enough room for them to turn around at Pavilion/new lot?
- Will drop-off zone be large enough, obvious enough?
- Flow of vehicle traffic will have to be clearly marked.

South Lot Comments

- I have concerns about the 4' wide pedestrian path along the west side of lot -- will bikes know? How will it be marked? Right now, it seems more like a combination bike/ped path, which I'd like to avoid.
- Parked vehicles that overhang path and interfere with bikes and pedestrians is a very common problem at present. What measures can prevent this, especially near wheelchair parking?
 - Add a barrier or boulevard that separates parking from bicycle/pedestrian path.
 - Can bike path be asphalt and pedestrian portion a concrete sidewalk to help distinguish the two?
 - Could wheel stops be used? Or some other sort of buffer?
 - Ensure this portion of path is plowed in winter. Historically the path area is used for snow storage. Use part of the parking lot for snow storage instead.
- Table the bicycle path where it crosses the parking lot entrance/exit. Add green paint bars to highlight trail crossing.
- Reconfigure median at south end of lot and move it closer to exit to calm traffic.
- Will drop-off zone be large enough, obvious enough?
- Where does charging station go?
- What happens to paved path where existing handicap parking exists?
- Add sign directing motorists to Lexington.
- I like the new location of handicap parking.
- Hooray, boat launch!
- Designate who has right-of-way at ped/bike crossings.

Meeting concluded. Next community engagement is to be determined. Please see project updates on project website at: www.stpaul.gov/ComoParkingLots.

Special thank you to District 10 Land Use Committee for allowing Saint Paul Parks and Recreation Department to present.

Please contact Anne Gardner, Project Manager, at Anne.Gardner@ci.stpaul.mn.us or Chee Yang, Assistant Project Manager, at Cheeneng.Yang@ci.stpaul.mn.us if any items are missing from the meeting notes or items were listed incorrectly.