

Snelling-Midway
January 26th Public
Meeting Results

Topics the public voted on

- Types of uses
- Living in the Midway
- Storm Water
- Getting Around
- Jobs and Businesses
- Community Character
- Images
- Overall Vision

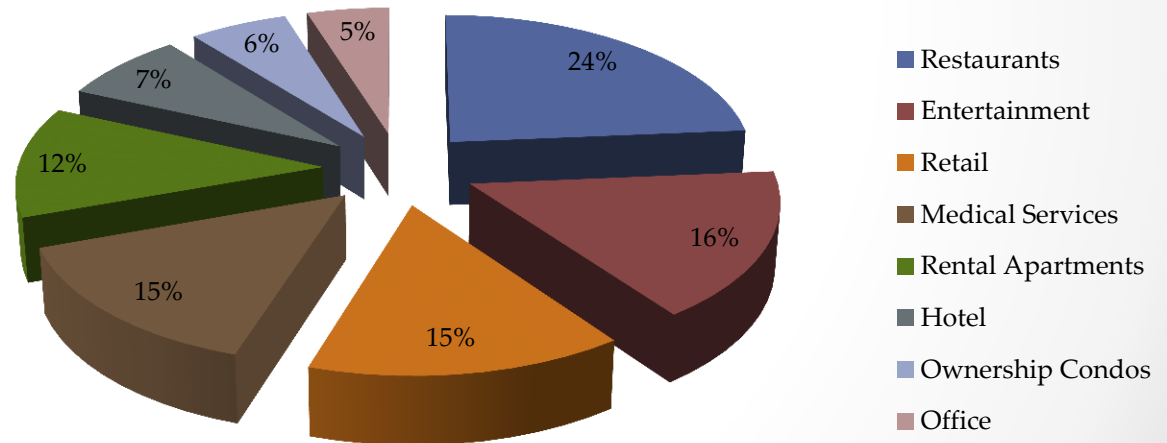


Types of uses

- What types of uses do you think are most important to include in any new development.

Category:	Number of votes:
Restaurants	97
Entertainment	67
Retail	61
Medical Services	60
Rental Apartments	50
Hotel	31
Ownership Condos	24
Office	20

Types of uses:



Types of uses continued...

- What do think is an ideal size for new retail establishments in the Snelling-Midway Site?



Small Scale

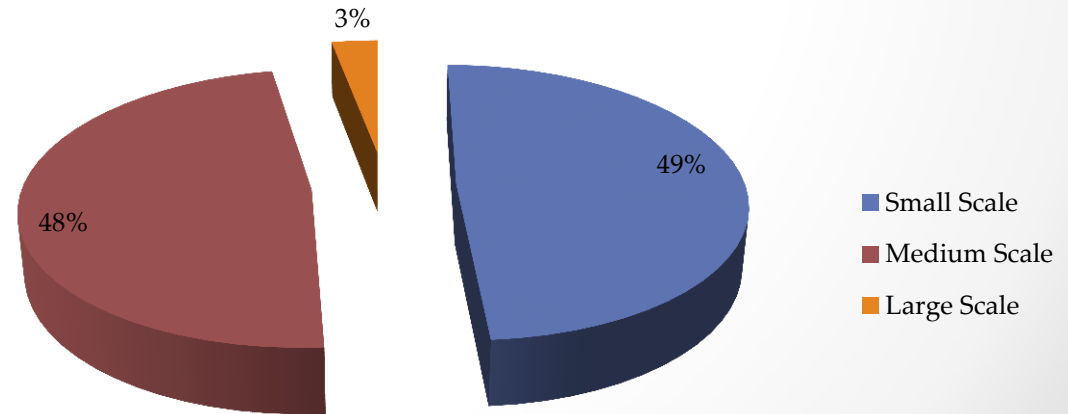


Medium Scale



Large Scale

Small Scale	65
Medium Scale	64
Large Scale	4



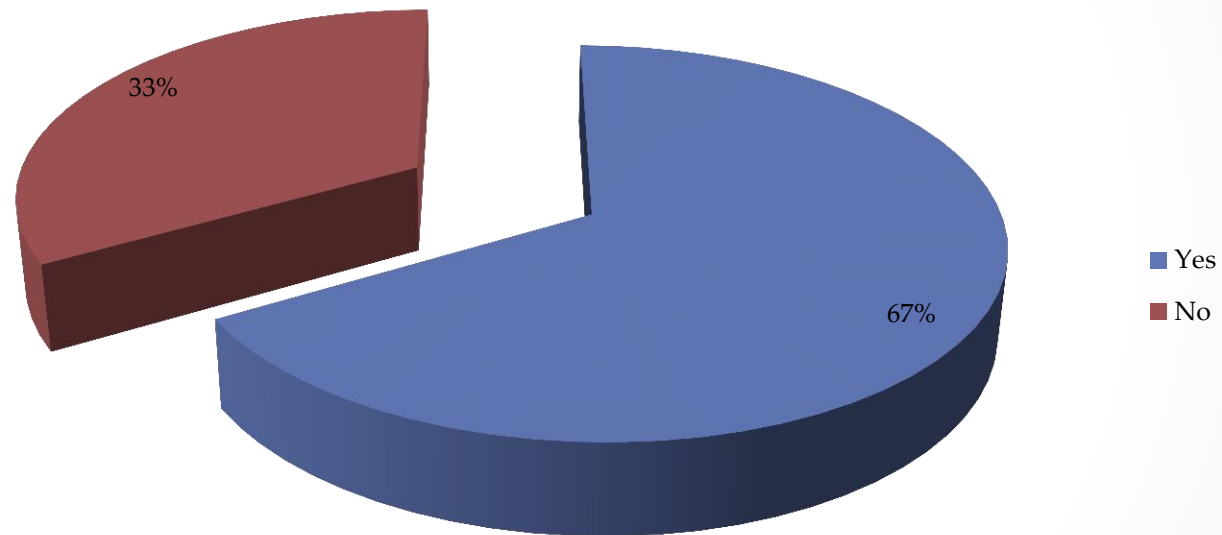
Types of uses comments

- There should be a mix of small and medium scale retail establishments
- Hotel should be modest in scale
- Need everyday stores like Petsmart, small hardware store, a vet, etc.
- We need a grocery store
- Ice skating path with lots of green space and with businesses built in
- Where is the parking? Please blend it in or build it underground
- So exciting
- How about a senior housing complex?
- No stadium



Living in the Midway

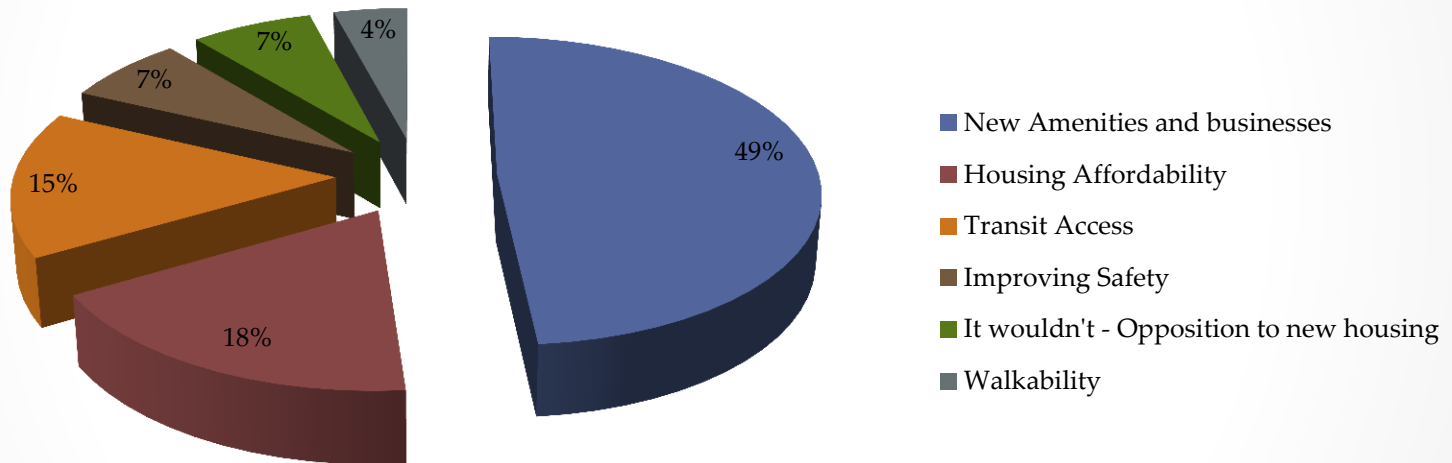
- Do you see housing as an important element in the new development on the midway site?



Yes	No
78	39

Living in the Midway continued...

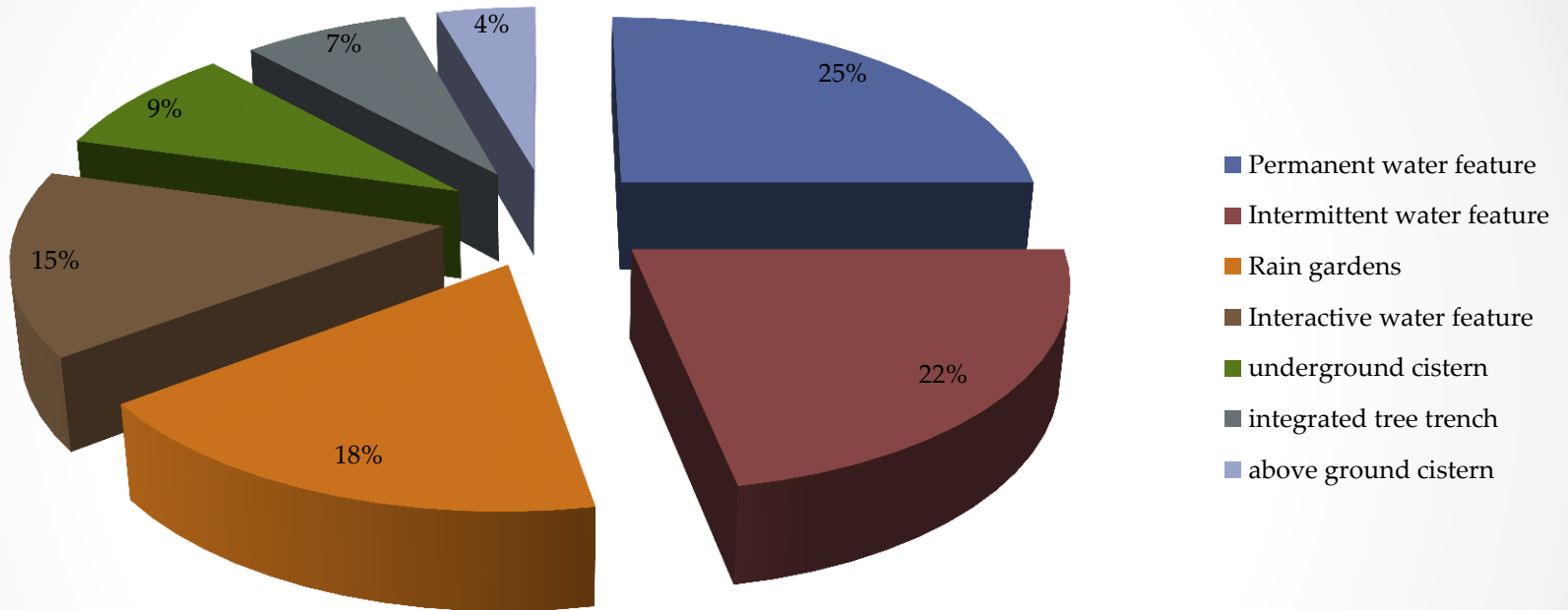
- What would make this a site a great place for housing?



New Amenities and businesses	35
Housing Affordability	13
Transit Access	11
Improving Safety	5
It wouldn't - Opposition to new housing	5
Walkability	3

Storm Water

Water Features



Permanent water feature	17
Intermittent water feature	15
Rain gardens	12
Interactive water feature	10
underground cistern	6
integrated tree trench	5
above ground cistern	3

Storm Water Continued...

Storm water could enhance redevelopment by:

- Connecting us with our mind, body, spirit, the Mississippi, and our natural habitat.
- use/reuse in the stadium and on the pitch
- Inviting nature (birds and wildlife) into the environment
- community gardens
- cutting costs of the water and irrigation which could be re-appropriated to the stadium and neighborhood needs
- Reuse
- irrigating the landscape or gardens
- taking all the snow and melting it to use as gray water in the winter.
- having cisterns large enough to flush all the toilets for the whole super block.



Getting Around

- How can transit be supported, both on game days and non game days?
- How can biking to and within the site be encouraged?
- What is important to make sure this is an area where people want to walk?
- How should parking be handled on both game days and non game days?



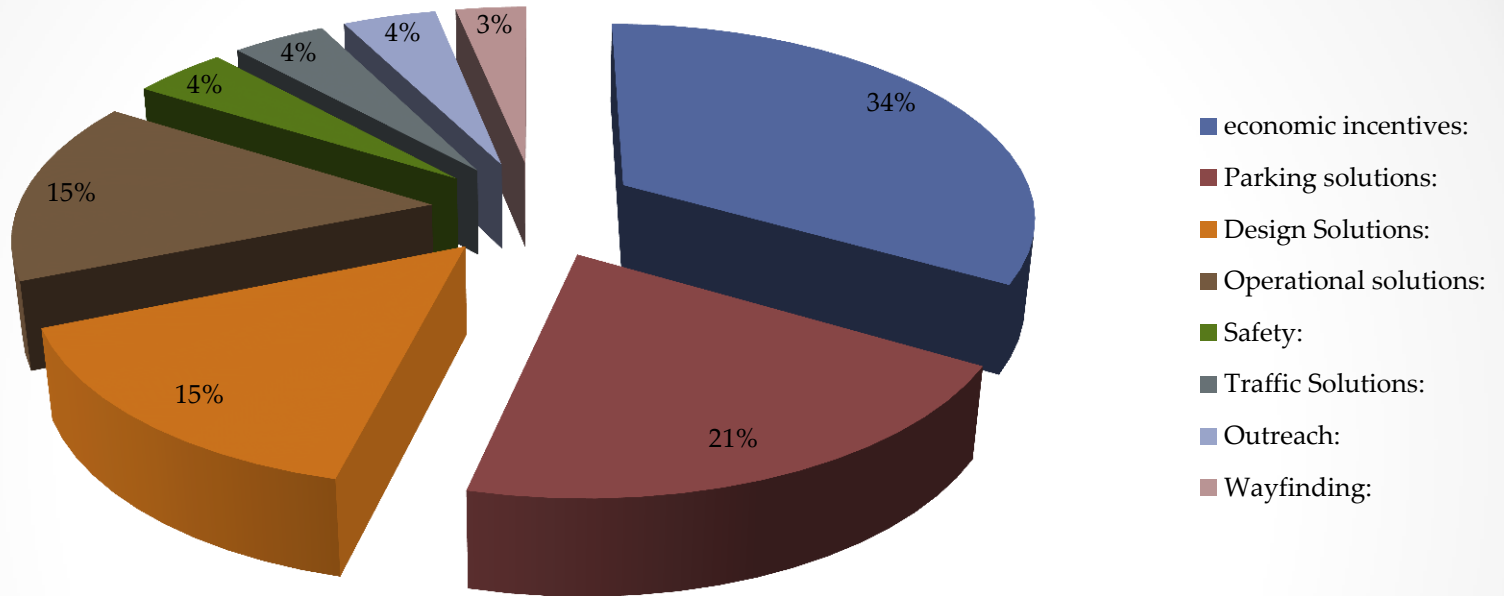
Getting Around

How can transit use be supported and encouraged, both on game days and non-game days?

- **Economic incentives:** free tickets on game days
- **Parking solutions** Ex: Do not provide parking - at the same time do not penalize neighborhood either.
- **Safety:** More safety precautions like police on trains
- **Design Solutions:** Provide access to station without encountering autos i.e pedestrian bridge to station platforms
- **Operational Solutions:** Time lights so light rail does not have to stop for reds.
- **Traffic Solutions:** Close or connect Ayd Mill Rd.
- **Outreach:** advertise park and ride locations.
- **Wayfinding:** signage, directions, discounts



Getting Around: Transit

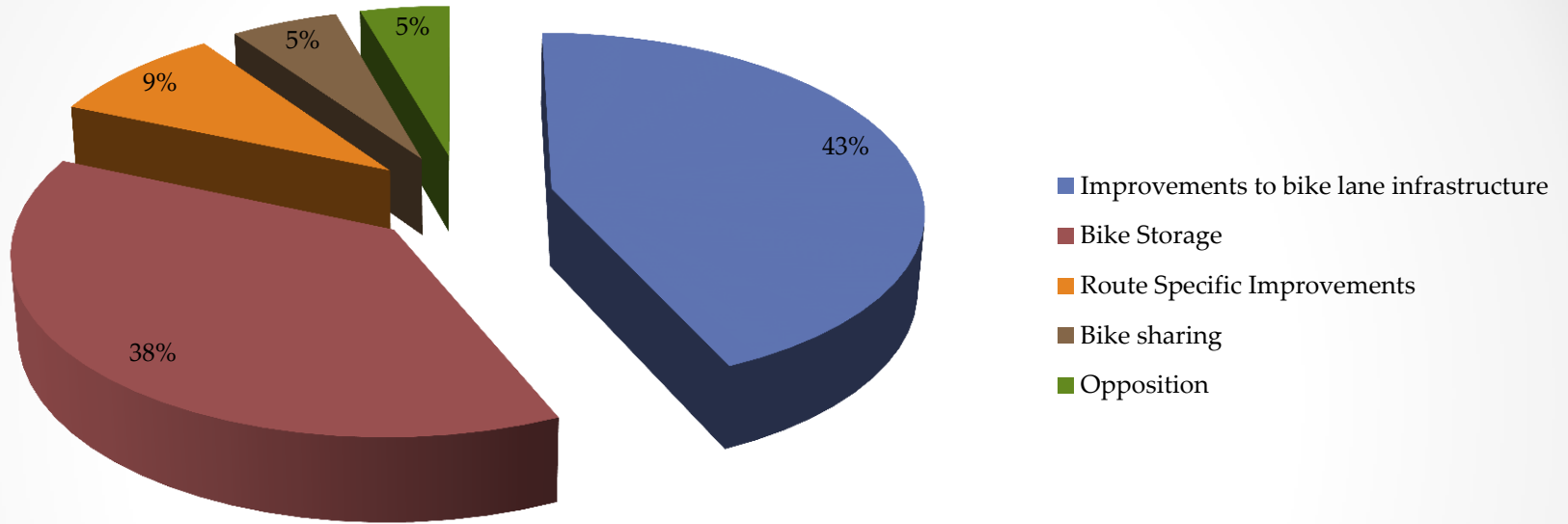


Economic incentives:	31
Parking solutions:	19
Design solutions:	14
Operational solutions:	14
Safety:	4
Traffic solutions:	4
Outreach:	4
Wayfinding:	3

Getting Around: Biking

- **Improvements to bike infrastructure.** Ex: Dedicated bike routes that are not on the bus routes.
- **Bike Storage:** More bike racks
- **Route Specific improvements:** make bike paths connecting to Thomas bike path
- **Bike sharing:** Provide bike storage and more green bikes.
- **Opposition:** don't - I hate all these bikes everywhere. It makes driving more difficult and dangerous for both the bike rider and the driver.

Getting Around: Biking



Improvements to bike lane infrastructure	49
Bike Storage	43
Route Specific Improvements	10
Bike sharing	6
Opposition	5

Getting Around: Walking

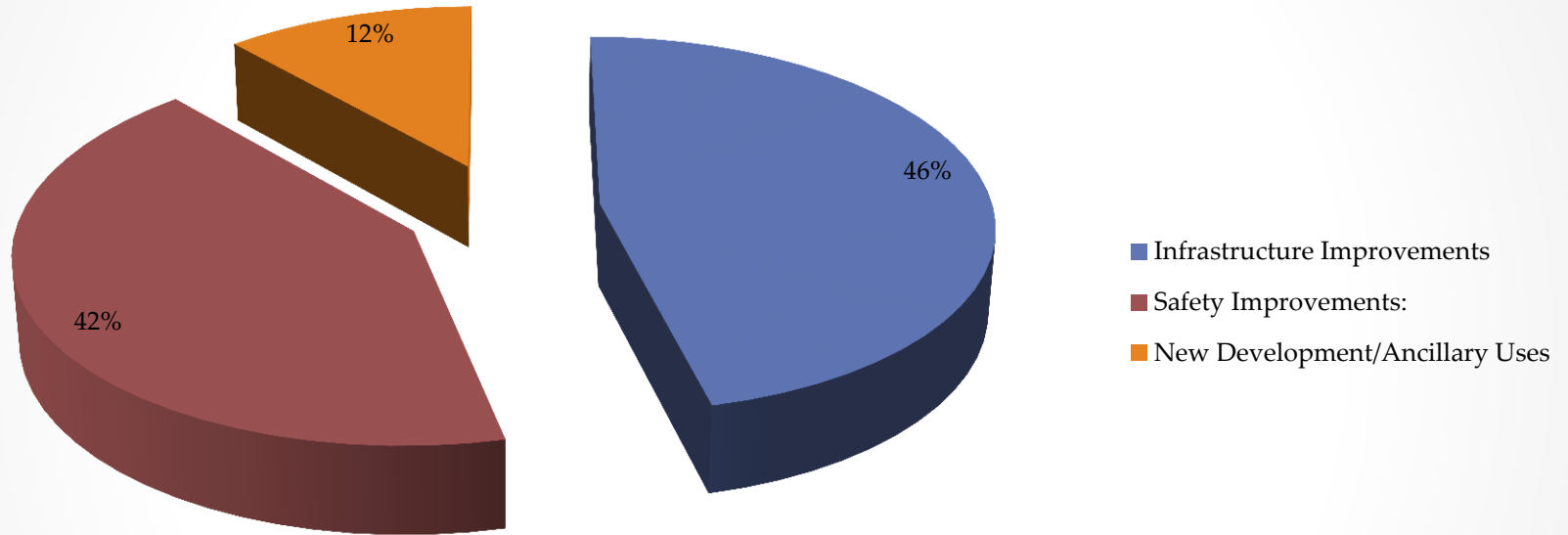
Infrastructure Improvements: Wide sidewalks with green space between street/bike path and sidewalk

Safety Improvements: Safe space to walk. Cameras.

New Development/Ancillary Uses: Ped. scale development. Interesting shops restaurants and open space. Appropriate lighting.



Getting Around: Walking

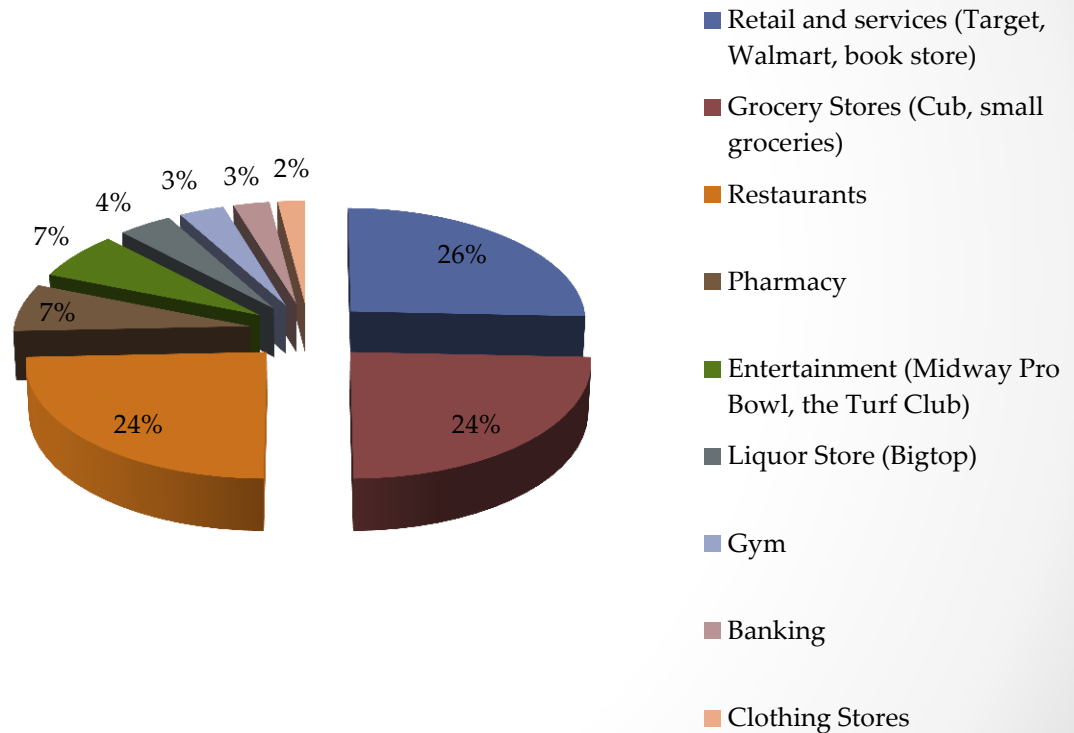


Infrastructure Improvements	44
Safety Improvements:	40
New Development/Ancillary Uses	11

Jobs and Businesses

- What types of existing Midway area businesses or services are especially valuable for the community?

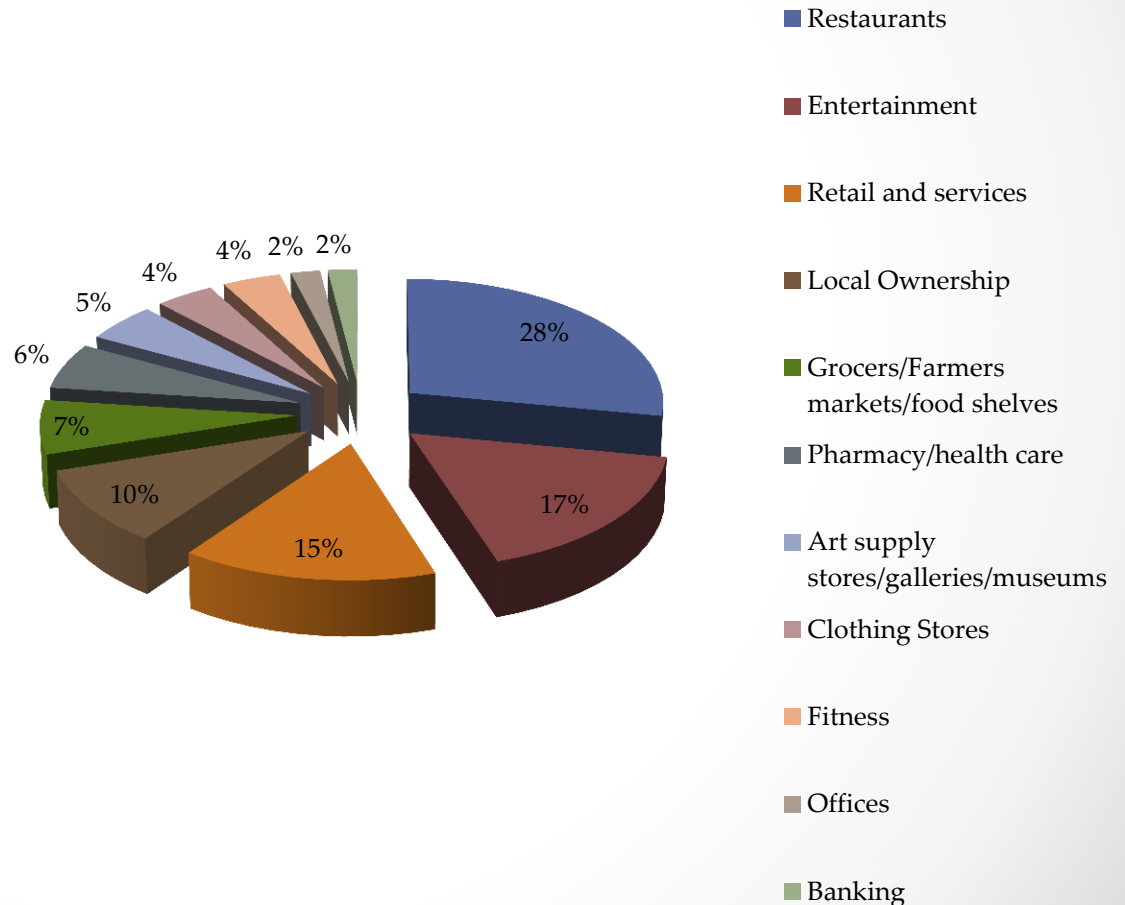
Retail and services (Target, Walmart, book store)	38
Grocery Stores (Cub, small groceries)	36
Resturants	36
Pharmacy	10
Entertainment (Midway Pro Bowl, the Turf Club)	10
Liquor Store (Big Top)	6
Gym	5
Banking	4
Clothing Stores	3



Jobs and Businesses

- What types businesses or services should be added to the midway?

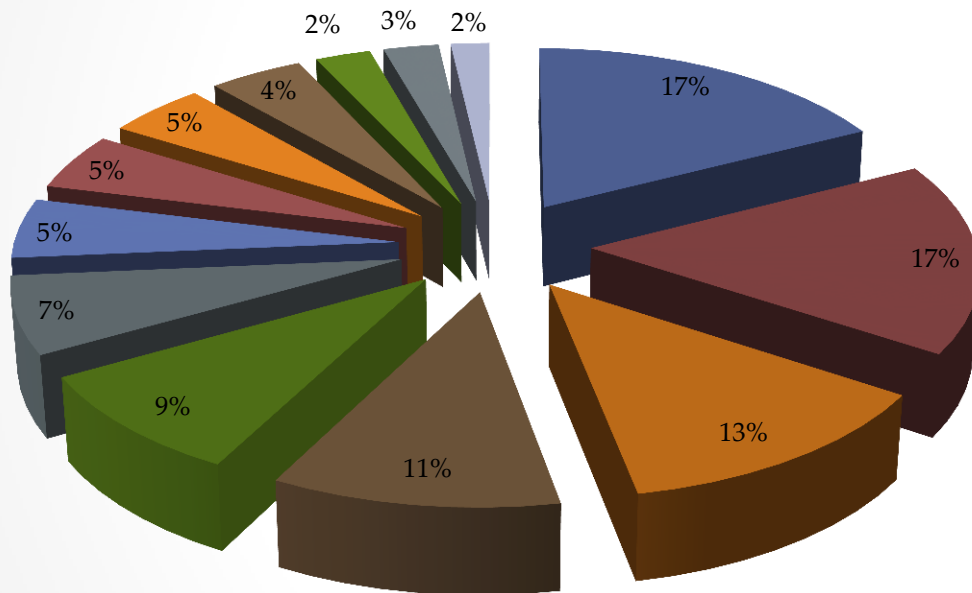
Restaurants	28
Entertainment	17
Retail and services	15
Local Ownership	10
Grocers/Farmers markets/food shelves	7
Pharmacy/health care	6
Art supply stores/galleries/museums	5
Clothing Stores	4
Fitness	4
Offices	2
Banking	2



Community Character

Pedestrian only areas, convertible streets	67
Festivals, Special events, farmers markets	64
Architecture - element of surprise - small cafes - small store fronts	49
Spaces that invite people to linger	41
Millennium Park example from Chicago, with a combination of uses	35
Easy access for shopping	26
Day and night lighting experiences	20
Covered walkways to shelter people from weather - example of Bryant Park	19
Local monuments & public art, history and culture	18
Oppertunities for live art and street art	17
Clear wayfinding	10
Promote and Host local entertainment	10
Flexible seating options	7

Community Character and Public Life



- Pedestrian only areas, convertible streets
- Festivals, Special events, farmers markets
- Architecture - element of surprise - small cafes - small store fronts
- Spaces that invite people to linger
- Millenium park example from Chicago, with a combination of uses
- Easy access for shopping
- Day and night lighting experiances
- Covered walkways to shelter people from weather - example of bryant park
- Local monuments & public art, history and culture
- Oppertunities for live art and street art
- Clear wayfinding

Images

6 votes



10 votes



6 votes



4 season
Festivals

3 votes



1 vote



9 votes



Hardscapes with active uses
and seasonal events

8 Votes



1 vote



1 vote



Boulevard Streetscape

11 votes



7 votes



2 votes



Ped first streetscape

4 votes



9 votes



7 votes



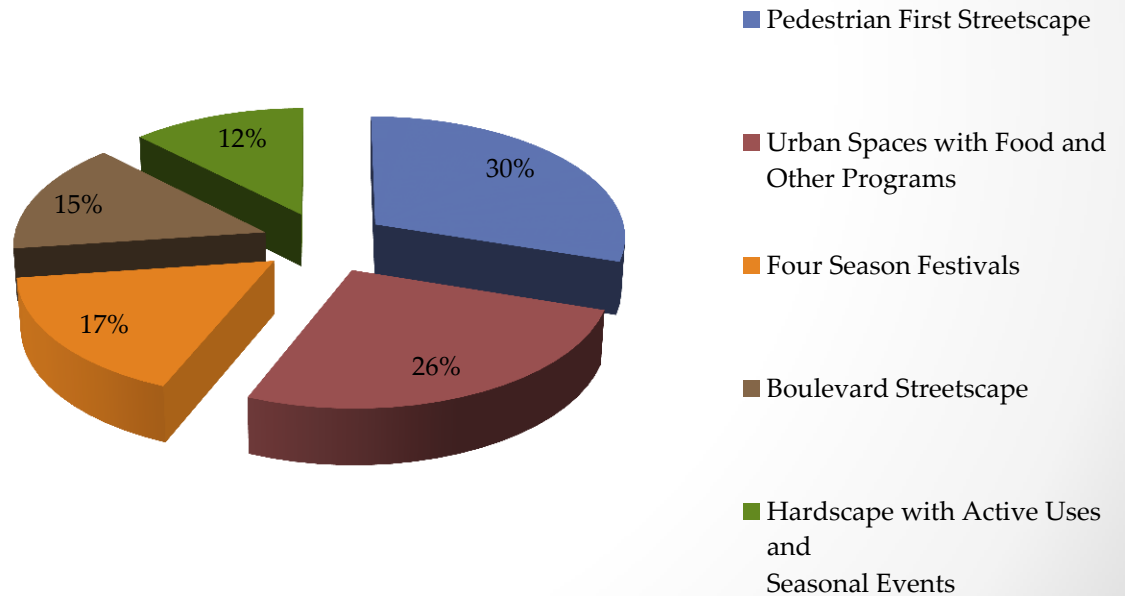
Urban spaces with food
and other programming

Images

- Here are five options presented as possibilities for on the Snelling-Midway site. Which ideas are your favorites (pick up to three)?

Pedestrian First Streetscape	63
Urban Spaces with Food and Other Programs	55
Four Season Festivals	35
Boulevard Streetscape	31
Hardscape with Active Uses and Seasonal Events	26

Images:





Union Park District Council Midway Center Community Visioning Team Report Highlights



Midway Center Task Force

- Set up in April 2015 to begin community discussion about development at this prime location
- Its mission: engage community stakeholders in a visioning process and gather ideas and concerns
- Its goal: develop recommendations for redevelopment of whole 34.5 acre Midway Center super block
- Final report approved by UPDC Board of Directors January 6



Surveys and Outreach

- Conversations with business owners on Snelling and University
- Surveying of shoppers at Big Top
- Discussion with the Frogtown Board
- Engaging students at Concordia College
- Talking with Aurora St. Anthony leadership



Engagement at events

- Central Baptist Church block party
- Annual event in Merriam Park
- Lex-Ham Annual meeting





August 11 community meeting

1. Small groups worked at stations to share fears and hopes on specific topics
2. Participants completed fears and hopes worksheets
3. The group convened and shared an overview of what was discussed at each topic station





Recommendations

- Enhance the quality of life in the Midway
- Support local businesses
- Improve transportation and safety
- Increase public and green space
- Protect taxpayers



Midway Quality of Life

- RK Midway develop community outreach tools to create new lines of communication and partnership with the neighborhood.
- MN United and neighbors should begin conversations now
- Future development should enhance the visual appeal and beauty of the Midway
- Develop a construction mitigation plan
- Leverage stadium as a year-round community asset



Support Local Businesses

- City should develop effective measures to understand and track impact of redevelopment
- City should work with RK Midway to assure culturally diverse entrepreneurs and existing small businesses are engaged
- City should explore public financing to support existing businesses through redevelopment transition
- Developers and construction firms for the stadium and surrounding redevelopment should set specific targeted goals for the employment of local workforce and utilization of local businesses



Improve Transportation and Safety

- Traffic, safety and parking must be addressed throughout planning process
- Approved site plan should include a safety plan
- Site plan should serve as a catalyst to launch a comprehensive review of safety and transportation for the Snelling Station Area



Increase Public and Green Space

- Approved site plan should include a plaza or central space open to the public
- Approved site plan should dramatically increase smaller green spaces across the entire superblock
- UPDC invites MN United and RK Midway to explore partnership on the future of “Snelling Commons” (west side of Snelling; south of Bremer bank)



Protect Taxpayers

- City should develop tools to measure the overall economic impact—positive ROI for taxpayers
- UPDC Seeks a written contingency plan if MN United departs

Snelling - Midway

Environmental Review Process

Why is Environmental Review Required?

- Sports or entertainment facilities: 20,000 or more persons meets the threshold for a mandatory EIS Environmental Impact Statement

Environmental review is not a permitting process. It is a disclosure process where project effects are identified along with mitigation to avoid significant effects.

Type of Environmental Review

- **AUAR** - Alternative Urban Areawide Review is a hybrid of EAW and EIS review process
- A planning tool designed to look at cumulative impacts of anticipated development scenarios
- Begin with a **Scoping EAW** – Environmental Assessment Worksheet
 - Identify scenarios to be evaluated in AUAR (2)
 - Identify relevant issues for AUAR
 - Identify level of analysis of those issues for AUAR
- The AUAR uses the EAW form but provides for level of analysis of typical urban impacts comparable to an EIS

Schedule for Scoping EAW

- Anticipate publishing availability of the Scoping EAW in the *EQB Monitor* on February 15
- 30 day comment period ends March 15
 - Purpose of comments is to suggest additional development scenarios and relevant issues to be analyzed during environmental review
- City considers comments received when finalizing order for AUAR
- City adopts a final order to prepare an AUAR by early April

Draft AUAR

- EAW form used for AUAR document
 - Project described in detail
 - Project impacts are identified (construction through project opening and operation)
 - Mitigation measures to avoid significant environmental effects from the project are identified and a Mitigation Plan is created
 - A commitment by city, agencies, and project partners to take action to prevent impacts from the project

AUAR Items Evaluated

- Cover types – before and after evaluation
- Permits and approvals required for the project
- Existing land use, plans, and zoning – project's compatibility with area
- Geology, soils, and topography
- Water resources - surface water, groundwater, wastewater, stormwater, water appropriation
- Contamination/Hazardous Materials/Wastes
- Fish, wildlife, plant communities, sensitive ecological resources
- Historic properties
- Visual
- Air - stationary source emissions, vehicle emissions, dust and odors
- Noise
- Transportation - traffic, parking, transit, bicyclists, pedestrians
- Cumulative potential effects

AUAR Schedule

- February – May
 - AUAR research, analysis, and preparation
 - Mitigation Plan preparation
- Late May
 - Draft AUAR released for review and 30-day comment period begins
 - Public meeting held on Draft AUAR and Mitigation Plan
- Late June
 - comment period ends
- Early July
 - Respond to comments
 - Finalize AUAR and Mitigation Plan
- Mid-July Final AUAR and Mitigation Plan distributed
- July Final AUAR and Mitigation Plan adopted

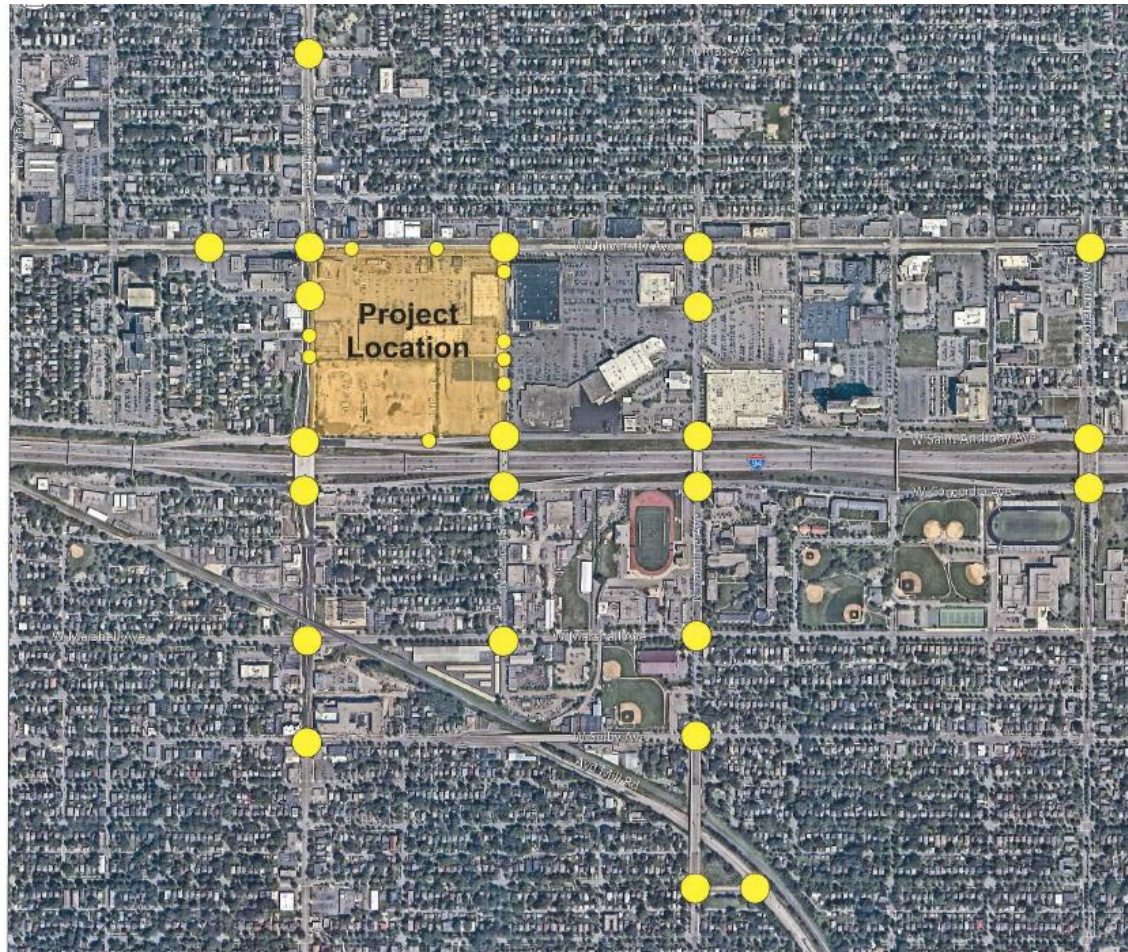
Transportation Study: Overview

- Comprehensive study to look at all aspects of how people will get to and from the site
- Partial list of things to be analyzed:
 - Understanding modal split
 - Pedestrian, bike and transit connections
 - Auto traffic and parking
 - Event management
- The findings and recommendations of the transportation study will be incorporated in to the AUAR

Transportation Study: Outcomes

- Understanding of how the site and surrounding area will function in regard to transportation
- Understanding of how site, operations, and connections to site can be designed to improve function and experience

Transportation Study: Monitoring/Analysis Locations



Transportation Study: Schedule

Task	January		February				March				April				May				June						
	18	25	1	8	15	22	29	5	12	19	26	2	9	16	23	30	6	13	20	27	4	11	18	25	
1 Meetings with TAC																									
1a Kick-Off Meeting - Describe Traffic Analysis and Schedule	X																								
2 Meeting #2			X																						
3 Meeting #3				X																					
4 Meeting #4						X																			
5 Meeting #5							X																		
6 Meeting #6								X																	
7 Meeting #7									X																
8 Meeting #8										X															
9 Meeting #9											X														
10 Meeting #10												X													
11 Meeting #11																					X				
A Data Collection and Baseline Volume Development																									
B Traffic Analysis Input Assumptions																									
1a Stadium Model - Trip Generation, Direction of Approach and Modal Choice																									
2a Site Development Traffic Flow of Opening - Trip Generation, Direction of Approach and Modal Choice																									
3a Site Development for Comp Plan - Trip Generation, Direction of Approach and Modal Choice																									
4a Site Development for Master Plan - Trip Generation, Direction of Approach and Modal Choice																									
C Traffic Analysis (Excludes/Other Traffic)																									
1 Existing foot computing, use near-term No Build																									
2 Volume Forecasting for Baseline Conditions																									
3 No Build - Year of Stadium Opening																									
4 Build - Year of Stadium Opening with Stadium Event																									
5 No Build - Year of Full Development 2020																									
6a Build - Year of Full Development 2020 for Comp Plan and 2020 Stadium Event																									
6b Build - Year of Full Development 2020 for Master Plan and 2020 Stadium Event																									
6c Build - Year of Full Development 2020 for Comp or Master Plan and Stadium Event																									
7 Mitigation Strategies																									
10 Freeway Analysis - Planning Level																									
D Transportation Analysis (Detailed)																									
1 Initial Model - Input Assumptions - Traveltime 100																									
2 Initial Model - Traveltime 100																									
3 Initial Model - Traveltime 100																									
4 Mitigation Model - Traveltime 100																									
E Site Review/Coordination																									
1 Parking Needs and Location																									
2 Site Plan Input																									
F Traffic Documentation and Mitigation																									
H Vehicle Related Air Emissions																									
I Traffic Noise Analysis																									
AAAS Timeline																									
1 Closing COA		X																							
2 Allow To GO																									
3 Publication of MOU																									
4 Comments on MOU																									
5 Response to AAAS Comments																									
6 Final AAAS																									

- Data gathering (February)
- Assumptions (Feb.-March)
- Analysis/modeling (March-April)
- Recommendations (April-May)