

## Introduction

This document contains suggestions for revising the current “final draft” of the Nokomis East Station Area Plan, as prepared by Hay Dobbs and the City of Minneapolis, dated October 1, 2006.

To effectively use this document, you first need to download the plan sections or refer to a printed copy.

The plan sections may be downloaded from the City’s Web site at:  
<http://www.ci.minneapolis.mn.us/citywork/planning/nokomis.asp>

Each suggested revision contains a reference to the section, page, and paragraph of the original document. However, this document contains at least the relevant paragraph’s original text.

Text changes are shown as ~~strikeouts~~ (deletions) and underline (additions) in red text.

Comments are added after each suggestion or whenever general comment is appropriate.

The comments and changes are based in the most part from oral and written comments received during and after a November 2, 2006 open house. There, participants were shown highlights and key issues from the plan and asked for their comments and opinions. A structured dialog followed that further narrowed the issues into several important areas. NENA staff later distilled and prioritized that information into the document below.

*November 15, 2006*

## Section 1 - Executive Summary

### 1.2 *Urban Strategy and Recommendations* – p. 1-3; 1st ¶

Creating a physical sense of connection between the stations is a challenging main objective of the plan. The two stations are approximately 0.8 miles apart from one another. Three distinct physical segments of roughly the same length divide the area. The first segment is on VA Medical Center property. Here, wide open spaces ~~include park-like areas and large surface parking lots. dominated by surface parking lots create an experience not unlike a suburban office park.~~ While the parking areas are well landscaped, large surface lots are ~~It is~~ relatively unfriendly to pedestrians. Steps should be taken to ensure that future VA development is at a scale and orientation that encourages pedestrian activity along Minnehaha. The second segment is along Minnehaha where LRT travels in the street between 54th and 52nd Streets. Here is where old motels, automobile repair uses, and small homes are being replaced by urban residential development. The third segment is Old Hiawatha where residential uses face a frontage road and sound wall behind which light rail travels.

#### Comments:

Some of the open space at the VA has a park-like feel, especially the area east of Minnehaha Ave. The lot on the corner of Minnehaha and 54<sup>th</sup> is well landscaped, and as such, is *relatively* pedestrian friendly for a large parking lot.

### 1.2 *Urban Strategy and Recommendations* – p. 1-3; 6th ¶

The 50th Street/Minnehaha Park Station is a gateway to Minnehaha Park and into the heart of the Nokomis East neighborhood, leading to Nokomis Village, several blocks to the west. A signature redevelopment should punctuate this node, acknowledging the park and 50th Street. Eventual replacement of a parking lot with a landscaped pedestrian plaza and an improved pedestrian crossing should give the impression that the station is in Minnehaha Park, not separated from it by a highway. An extension of the promenade could run along Old Hiawatha north of 50th Street if property fronting Old Hiawatha is redeveloped. This would create an opportunity to connect the promenade to Minnehaha Park by bridging the creek.

#### Comments:

This idea was raised during the planning process, and brought up again at the Open House. People strongly support making this connection for bicyclists and pedestrians.

### 1.2.1 *Land Use Recommendations* – p. 1-5; 2nd ¶

The plan supports an increase in commercial services available to nearby residents through the creation of two mixed use nodes at the north and south ends of the planning area. Adjacent to the 50th Street LRT station, the plan recommends building heights between ~~3 and 4~~ 2 and 3 storeys. At the intersection of 54th Street and Minnehaha, the plan recommends a slightly higher scale of 3 to ~~5~~ 4 storeys.

#### Comments:

NENA supports limiting the number of storeys at 50th Street and Hiawatha Avenue to three storeys, and at 54<sup>th</sup> Street and Minnehaha Avenue to four storeys.

### 1.2.1 *Land Use Recommendations* – p. 1-5; 3rd ¶

These two mixed-use nodes are connected by residential districts along Minnehaha and Old Hiawatha Avenues. Minnehaha Avenue should be more urban in character, supporting building heights of 3 to ~~5~~ 4 storeys. Buildings along Old Hiawatha should be more residential in character, setback from a pedestrian promenade. They should have a more low-rise residential design, but nevertheless support additional density.

**Comments:**

As above (p. 1-5, 2nd paragraph).

Key should be changed to reflect the following:

Orange – 3-4 Storey Multi-Family Residential

Pink – 2-3 Storey Mixed Use

Red – 3-4 Storey Mixed Use or Commercial

### 1.2.2 *Traffic and Access* – p. 1-6; 2nd ¶

The increased traffic volumes and peak period queuing on 54th Street will continue to affect access to and from Riverview Road and Hiawatha Lane. Pavement marking and signage should be installed requesting drivers not to block the intersection. Parking and access along Minnehaha is restricted, therefore off-street parking must be accessed via the alley wherever possible. Anticipated traffic volumes for the planned commercial and residential uses can be partially offset by use of such an alley. In addition, consideration should be given to allowing forced right-in, right-out only curb cuts on Minnehaha Avenue. Creating a lane of parking bays along Minnehaha Avenue should also be considered.

**Comments:**

The right-in, right-out curb cuts would alleviate traffic in the alley somewhat, especially if the alley is not widened. Minnehaha Avenue has a very low traffic volume, so a parking lane with bump outs (such as those used on the parkways) might make sense. It would support any commercial use on the corner of 54<sup>th</sup> and Minnehaha, as well as visitors to residential properties along the avenue.

### 1.2.2 *Traffic and Access* – p. 1-6; 3rd ¶

Commercial uses will be limited to the corner of 54th and Minnehaha. Due to the fact that commercial uses and residential uses have different peak use times, the commercial traffic should have little effect on residential access. ~~Although use of the alley is recommended, widening of the alley is not recommended as this may support increases in vehicle speeds.~~ Further study is recommended to determine means to reduce the confusion at this intersection due to the LRT/vehicle interface. Recommendations might include additional signalization, new signage, or limitations on certain traffic movements. The proximity of Hiawatha Lane and the alley between Hiawatha Lane and Minnehaha contribute to this problem and should be part of this study.

**Comments:**

NENA believes that widening the alley between Minnehaha Avenue and Hiawatha Lane deserves further consideration, especially if curb cuts on Minnehaha Avenue are ruled out. In order to keep the option open, setbacks from the west edge of the alley should be established so that it can be widened if the need becomes apparent. Speed can be mitigated by the use of speed bumps.

1.2.3 *Economics* – p. 1-6; 2nd ¶

The rental market remains relatively weak, though metro area vacancy rates have improved. Rising interest rates for the purchase of homes make rental units more attractive as a dwelling option. The need for affordable rental housing remains strong, ~~including the need for senior housing.~~

Comments:

There may be a need for affordable senior housing, but the above statement is not supported by the economic research memo. NENA is aware that there is a perception of need and a desire for it, but we are not aware of any documentation confirming that, or whether the need is for primarily for rental or owner-occupied units. Minnehaha Place was originally supposed to be seniors (55+) only, but apparently the market for seniors only was not sufficient, because the builders/investors removed the age restriction.

1.2.3 *Economics* – p1-6; 3rd ¶

Condominiums received particular attention in the real estate market as of late. As an example, the condominiums at Minnehaha Place ~~absorbed fairly well, sold over a rapidly, although and~~ prices were generally low compared to most new development. It is interesting to note that many residents of Minnehaha Place had moved from another home in the neighborhood. Olin Crossings, another condominium development, has received a great deal of buyer interest and has somewhat higher prices than those of Minnehaha Place. Buyers at Olin Crossings include both neighborhood residents and others who work downtown and want the close proximity to the LRT line.

Comments:

This statement that the 'Minnehaha Place condominiums sold rapidly' may be misleading. A significant block of units (somewhere between 25-40%) in Minnehaha Place was purchased by investors/speculators, and the units were still being advertised as "for sale" or "for rent" well after the building opened.

## Section 2 - Planning Framework

### 50th Street Gateway Precinct

#### 2.7 50th Street Gateway Precinct – p. 2-10; 4th ¶

All of the conditions combine to create the impression of a neighborhood gateway or threshold. The combination of the sloping road and the commercial buildings re-enforce the relationship of 50th Street to Hiawatha Avenue. ~~while the~~ The homes to the south and west serve to create a neighborhood “face” that is older and more formal or architecturally detailed relative to the other precincts. The break in the sound wall also aids in the creation of this threshold, as it is one of the three points of access from Hiawatha Avenue to the residential areas and to Minnehaha Park.

#### 2.7.2 Land Use and Urban Design Strategy – p. 2-12; 2nd ¶

In order to achieve these goals, the land use recommendations call for increased density at existing properties with commercial and mixed use services along 50th Street, possible improved walkways, and plazas or parks to encourage pedestrian traffic. In addition, ~~commercial uses~~ three storey multi-family tapering down to two-storey at the north end along with a continuation of the promenade for the properties facing Old Hiawatha Avenue to the north of 50th Street would increase pedestrian traffic and further define the neighborhood entry points. The recommended building heights for these locations are not to exceed three storeys along 50th Street from Hiawatha to 43rd Avenue and two storeys from 43rd Avenue to the west, with the intention of allowing development to take advantage of the sloping topography to create a gradual transition into the neighborhood from Hiawatha Avenue ~~as shown in Illustration A above.~~

#### Comments:

Any first-storey commercial along the one-block stretch of Old Hiawatha north of 50th Street would be hidden from view by the sound wall and by its approximate 125° orientation to 50th Street. Considering the above along with its proximity to Minnehaha Creek and the open parkland at the north end, a better use would be up to 3 storey multifamily at the south end tapering down to 2 storeys at the north end of the block. (Because of the sharp rise in land behind the southern-most homes bordering Old Hiawatha, 3 storeys there would have less impact on homes to the west while affording a view of the Park from upper stories.) Any development should accommodate a continuation of the 52nd Street precinct promenade, especially considering the desirability of a future pedestrian/bicycle bridge over Minnehaha Creek that would reconnect the neighborhood with Minnehaha Parkway and the existing bicycle and walking trail system (see 2.7.7, below).

The illustration on page 2-12 does not represent the slope from vantage point A as shown. The artist may have reversed an image taken from the other side of the street looking towards Hiawatha. In any case, the illustrated slope is far too great and in reality would not easily support an extra story with anything close to an at-grade, ADA compliant entrance.

The vast majority of attendees at the Open House expressed strong opinions that a 4 storey height was too much for this residential gateway. Most also disapproved of the

“flat roof line” and instead expressed a strong preference for a consistent number of storeys with a stepped roofline moving downwards, consistent with the slope.

Consensus was that the overall *mass* is too much to maintain or enhance the neighborhood feel and scale at Hiawatha and 50th Street.

#### 2.7.4 *Land Use Recommendation Map* – p. 2-14

Comments:

Key should be changed to reflect the following:

Orange – 3-4 Storey Multi-Family Residential

Pink – 2-3 Storey Mixed Use

Red – 3-4 Storey Mixed Use or Commercial

The Promenade should be extended between the 50th Street and Minnehaha Creek along Old Hiawatha.

#### 2.7.7 *Traffic and Parking* – p. 2-18; 1st ¶

The preferred traffic management strategy in this district is twofold. One, Old Hiawatha, ~~south of 50th Street~~, should be studied for conversion into a one-way street, or a narrowed two-way street, thus calming traffic. Secondly, either option would eliminate a parking lane or driving lane on the west side of the street. This would allow for the introduction of a continuous linear promenade, or greenway, ~~connecting the 50th and 52nd Street Precincts with the Minnehaha District to the south. It would also connect to the Minnehaha Park system to the east and north of the project study area. from Minnehaha Creek to the north and through the 52nd Street Precinct to the Minnehaha District to the south.~~

#### 2.7.7 *Traffic and Parking* – p. 2-18; 2nd ¶

Parking strategies in this precinct should respond to the proximity of the 50th Street LRT station. Future parking strategies should seek the ~~elimination or~~ reduction of on-street parking by persons who are not residents ~~or patrons~~ of the neighborhood. Creative solutions to provide non-resident and patron parking might include parking structures over or under new commercial construction, stand-alone sub-surface parking, or metered/permit parking only. ~~Metered on-street parking would assist in reducing long-term on-street parking by non-residents or non-patrons, while providing the added benefit of evening or weekend parking for future commercial business. A combination of permit and time limit or metered parking might assist in reducing daily parking by LRT riders or long-term airport parking. Metered parking should be limited to sections of street not immediately in front of single family residential properties.~~

Comments:

Opinions strongly agreed that 1) metered parking is fine for Uptown or Downtown, but that this is a mostly residential neighborhood and meters would drastically alter the character negatively; 2) adding meters along residential streets would eliminate needed residential parking, which is already compromised by LRT parkers.

One of the most frequently mentioned concerns was that there is little or no surface parking shown or mentioned in the land use sections. The same also applies to, and especially in light of, the recommendation for increased mixed use at 50th Street as mentioned in 2.7.8 *Market Opportunities*. The consensus was that in spite of the good

intentions of TOD, small retail or restaurant storefronts will need sufficient and nearby on- and off-street parking to attract investors and remain viable. These spaces will compete with LRT riders, who currently have fewer than a dozen parking spaces that are not in front of a residential address.

If we are to continue supporting the LRT, then the importance of maintaining some rider parking at or near 50th Street cannot be ignored. The VA stop has no official parking within several blocks, and residents around both the 46th Street and 38th Street stations have received permit-only parking variances that eliminate parking close to the stations.

## 52nd Street Precinct

### 2.8.2 *Land Use and Urban Design Strategy* – p. 2-21

Comments:

There was overwhelming support for a promenade, although some concern was expressed about the cost and ability of the City to pay for such an amenity.

### 2.8.3 *Potential Building Expressions...* – p. 2-22; 3rd ¶

Landscaping, public art and signage would all contribute to create a friendly area for local and pedestrian traffic without losing the residential feel of the precinct. Landscaping strategies include vegetated swales, or rainwater gardens, to complement the infrastructure and topography within the precinct while creating a unique public/private amenity. Decorative street lighting should be used ~~in order~~ to create a street that is distinct from others within the precinct and to enhance pedestrian safety, encouraging use of the promenade for bicycle and foot traffic to and from the LRT Station.

Comments:

A streetscape plan for Old Hiawatha between 50th Street and 53rd Street is absolutely necessary for coordinating future growth before any development is proposed.

### 2.8.4 *Land Use Recommendation Map* – p. 2-23

Comments:

Key needs to be changed to reflect storey changes, same as 2.7.4, above.

## Minnehaha Corridor Precinct

### 2.9 Minnehaha Corridor Precinct – p.2-26; 2nd ¶

Despite the narrowness per se of the right-of-way being a problem, there are two main issues on Minnehaha: 1) the pedestrian realm is extremely constrained; and 2) the sidewalk sits at the edge of the right-of-way and there is no room to expand or shift the sidewalk within the right-of-way. In many cases there is no buffer other than the curb between the traffic moving in a 13' lane and the narrow 5' sidewalk. Ordinarily, there might be a parking lane (8') as well as a curbside zone or boulevard between the moving vehicles and the pedestrian travel zone, but this is not present on Minnehaha Avenue. Combined, these conditions create a substandard pedestrian realm in an area that is experiencing demand for development.

Efforts to create a better pedestrian conditions and a better sense of connection between the VA and 50th Street Stations are also at risk.

Comments:  
 The addition is for clarification.

2.9.2 *Land Use Recommendations and Urban Design Strategy* – p. 2-28; 1st ¶

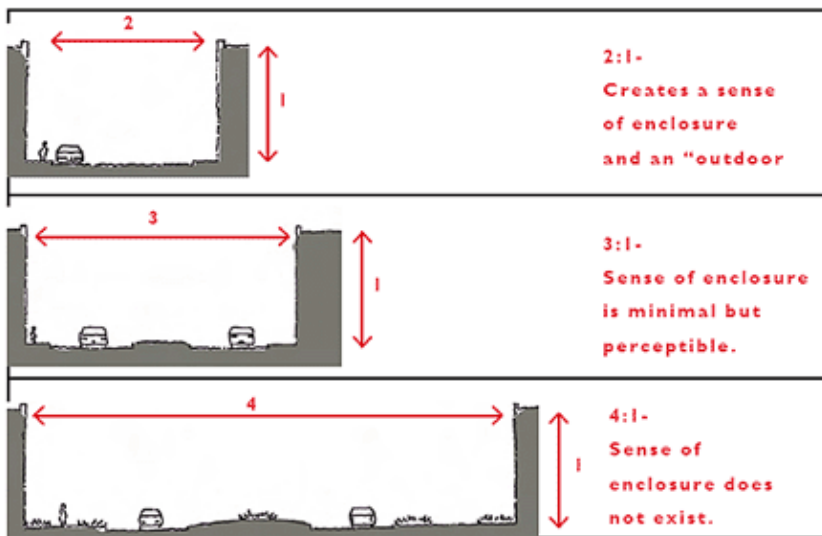
The plan designates the intersection of Minnehaha and 54th Street as future 3 to ~~5~~ 4 storey mixed use development. While this does create an opportunity for increased development and public amenities, it does pose some complications relative to the public realm. In general, mixed-use commercial zoning in Minneapolis does not require any setbacks from the front property line. Furthermore, it limits setbacks to eight feet from the property line. These requirements are intended to maintain an urban quality to development in Minneapolis commercial districts. However, it presumes a variety of conditions that normally include on-street parking, street furnishings, a boulevard and sidewalk. Given the absence of most of these conditions, a setback of some kind is needed in order to accommodate pedestrian enhancements with new development at the corner and along Minnehaha. This setback is needed to provide an expanded buffer (i.e., boulevard), pedestrian (i.e., sidewalk) and building frontage zones (e.g., landscaped setback or paving).

2.9.2 *Land Use Recommendations and Urban Design Strategy* – p. 2-28; 2nd ¶

An absolute minimum scenario for new commercial and mixed-use development at this scale should be that no portion of the building shall be located closer than 13 feet from the property line or 18 feet from the curb, with the sidewalk moved just inside the property line. This will create a five-foot boulevard, five-foot sidewalk and eight-foot building frontage zone between the building and sidewalk. Residential, multifamily development could have front porches and steps extend up to five feet into the eight foot building frontage zone. Traffic and regulatory signs, ornamental lighting, trees in structured soils and decorative paving could be placed in the boulevard.

2.9.3 *Potential Building Expressions* – p. 2-29; 4th ¶

Development along Minnehaha should be of sufficient scale to create a sense of an “outdoor room.” The ratio of building heights to distance between buildings opposite one another is critical to this endeavor.



*Left: A desirable spatial condition created by buildings and open space is that of an “outdoor room”. Common building height to street width ratios that can create this sense of enclosure (and “outdoor room” are illustrated here.*

Comments:

NENA agrees with the 2:1 “Outdoor Room” spatial formula. Assuming an approximate 90 foot distance between building frontages under the plan (18’ + 13’ + 20’ + 13’ + 18’), a 45 foot building height is appropriate. Unfortunately the illustration does not represent the three ratios in an easy-to-understand manner and has led to confusion among readers. Because the Minnehaha cross-section is a relatively fixed width, it would be better to redraw the three sections with a constant width (perhaps as in the 3:1), but with varying vertical sections to better illustrate the ratios. The illustration either needs changing or dropped from the Plan’s text.

2.9.4 *Land Use Recommendation Map* – p. 2-30

Comments:

Key needs to be changed to reflect storey changes, same as 2.7.4, above.

2.9.5 *Street Sections* – p. 2-31

Comments:

Bottom illustration labeled, “*Street section b-b’ - Recommended street section,*” needs changing to reflect a four storey maximum height.

2.9.6 *Traffic and Parking* – p. 2-33; 2nd through 4th ¶

The lack of on-street parking and the awkwardness of access mean that the viability of commercial uses along Minnehaha should be limited to the intersection of Minnehaha Avenue and 54th Street. The City of Minneapolis has a policy of prohibiting new curb cuts on Minnehaha ~~where alley access is available~~ because of the risk of traffic turning left ~~or across~~ against the one-way or trying to cross the LRT tracks. Although this improves pedestrian conditions along the sidewalk, it limits access to, and location of, off-street parking. The depth of parcels and the necessary realignment of the sidewalk indicate that creating on-street parking bays/pullouts ~~would~~ may not be a ~~desirable~~ viable option, but should be considered.

However, 54th and Minnehaha remain a viable location for limited commercial services in addition to residential development. To accommodate automotive and service access without further curb cuts, alley access to off-street parking is appropriate. Future development should be designed to allow access to surface parking or access to in-building parking spaces from the alley behind buildings facing Minnehaha Avenue. This would allow a more pedestrian focus to the Minnehaha Avenue and 54th Street frontages and reduce congestion along 54th Street.

To avoid constrictions and allow reasonable access from the existing alleys, further study is needed. Consideration should be given to parking bays, pullouts, truck loading areas or a general widening to prevent blockage from passing or stopped passenger and commercial vehicles. Additionally, any development plans should leave enough distance between the building’s rear façade, including access ramps and permanent landscaping, to allow for future access or width adjustments should they become necessary. Speed issues may be mitigated by traffic calming devices such as speed bumps.

In addition, signal controls could also be installed at the intersection of Minnehaha Avenue and 54th Street in order to create more order for drivers and pedestrians. This would have the added benefit of allowing for automobiles to enter and exit the alleyways and offset roadways in a more structured manner.

Comments:

With the potential for several hundred new housing units and additional commercial employees and patrons along Minnehaha, the alleys will become the single biggest source of frustration for residents and patrons unless preventative steps are taken to avoid bottlenecks and blockages.

Signals at 54th and Minnehaha may help eliminate driver confusion, but they might also exacerbate the backup times at 54th, which would in turn make access to 54th from Hiawatha Lane and the alley more difficult.

## Yardville Precinct

### 2.10.2 *Land Use Recommendations and Urban Design Strategy* – p. 2-36; 4th ¶

The public owned right-of-way would become a buffer and transition area between existing single-family homes on Hiawatha Lane and what future development scenarios might occur along Riverview Road and 54th Street. Redevelopment with extensive property owner participation could incorporate this ROW. Although it would be inappropriate as a public park, the City could stipulate that it remain as open space as part of development, perhaps maintaining a public easement along its length ~~and/or fulfilling yard and landscaping requirements~~. As a feature and internal focus for future development (e.g., a mews or courtyard), it could be of aesthetic benefit to the residents of the entire area.

Comments:

The corresponding map on 2-38 does not show the Yardville right-of-way continuing to 54th, although the text on 2-36 mentions that it should. Several comments showed that participants felt that this strip should run continuously between 53rd Street and 54th Street as a public or shared green space between buildings. It should not replace yard and landscaping requirements for development.

### 2.10.4 *Land Use Recommendation Map* – p. 2-38

Comments:

Key needs to be changed to reflect storey changes, same as 2.7.4, above.

To properly reflect the text on 2-36, the map should display the Yardville right-of-way as “Public Open Space” (green) instead of a promenade (blue).

In this precinct, participant opinion was nearly split over 2 or 3 storey maximum height in the “yellow” section of the Riverview Road/54th Street area, and NENA makes no recommendations for change.

### 2.10.6 *Illustrated Annotated Perspectives* – p. 2-40

Comments:

In a show of hands at the Open House, and later in written comments, participants preferred the infill approach by a small margin. Note that Yardville residents were not well represented in either case.

While a developer favored the larger scale approach, stating that a larger development would afford better architectural scale and interest, most of the justification comments were along the direction of smaller projects. Typical replies were: 1) smaller projects

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would allow more architectural interest and diversity, 2) would allow more of the current homeowners to remain in the area and, 3) would better blend with the small home character of the area, and 4) would attract families with children.

NENA favors a slightly modified infill approach where over time, where a mix of 2-3 story townhomes or rowhouses and 2-4 family homes with back yards bordering Yardville would replace existing properties along Riverview Road. A slightly higher density would be more appropriate for 54th Street west of Yardville.

It is important that the green space remain in the center of the area. This space would afford a location for a small playground, sheltered from the street but accessed through Yardville and in view of all the developments.

## Section 3 – General Recommendations

### 3.1.3 *Scale* – p. 3-2; 1st ¶

The recommended scale of development varies between the study area precincts. Refer to the individual precinct land-use recommendations in order to identify the maximum recommended height. These recommendations are not to suggest that the volume of new construction should use the maximum allowable envelope. Instead, future development should follow the general strategy of the land use recommendations and be designed with the goal of physically clarifying relationships between the centers and edges of the specific study area nodes. This can be achieved through the careful articulation of the building facades and building heights relative to the context and neighboring structures. Particular attention should be paid to transitions in scale that blend new development into the existing neighborhood.

**Comments:**

The only specific mention of transitions in the General Development Guidelines is the caption on the sketch. It should be mentioned in the text. Having transitions or buffers between higher/more intense uses and single family residential was very important to participants at the Open House.

### 3.1.5 *Implementation Activities* – p. 3-3

Add new bullet:

- Pedestrian Lighting

Decorative pedestrian lighting should be considered a priority for all precincts. Pedestrian lighting would increase safety throughout the plan area, and should be part of any redevelopment plans. It may also be initiated as a separate project independent of new development.

**Comments:**

Pedestrian safety, particularly for LRT riders walking to and from the train, is of utmost concern for station area residents. Participants at the Open House overwhelmingly cited this as their top priority for public investment.

### 3.1.5 *Implementation Activities* – *Old Hiawatha Promenade* – p. 3-3

The plan envisions a “promenade” or “greenway” being created along Old Hiawatha between from north of the 50th Street station and to where the LRT enters Minnehaha at 52nd Street. Amenities might include wider sidewalks, boulevards, street trees and ornamental lighting. Such a scenario might include a narrowing of the street to provide space for the promenade and/or redevelopment alongside the promenade. This should be studied to determine potential funding sources and if this idea might leverage and/or be contingent upon redevelopment.

**Comments:**

This change is consistent with our recommendation in the Executive Summary page 1-3 (section 1-2, 6<sup>th</sup> paragraph).

3.1.5 *Implementation Activities – Mn/DOT Land Disposition / Yardville ROW – p. 3-3*

In its consideration of future development in the Yardville precinct, the City may develop more explicit guidelines for the potential transfer of the ROW this public land, which preserve the location as well as the historic “Yardville” name and shared nature of this open space.

Comments:

It is not clear whether this paragraph is referring to the ROW only, or to all the Mn/DOT property. If it is a reference to the ROW only, then the paragraph conflicts with the recommendation concerning the ROW on page 2-36, and NENA recommends the above change.

If this paragraph is referring to the transfer of all the Mn/DOT property in the Yardville precinct, then “ROW” should be deleted from the heading:

Mn/DOT Land Disposition / Yardville ~~ROW~~

3.2 *Streets, Parking and Infrastructure – p. 3-4; 2nd ¶*

Presently, the 50th Street Station generates traffic and parking associated with travel to work in downtown Minneapolis as well as sporting events in downtown. It is currently neither desirable nor practical to provide large volumes of off-street parking to alleviate the use of nearby streets being used for parking. The desired character of the station area is compact and neighborhood-like. Large parking areas or structures may diminish this character and are discouraged at this time. Long-term this may change and it should be evaluated over the next decade. Regulation of on-street parking ~~should~~ may be used to discourage long-term parking near stations. This approach is consistent with creating an environment where walking and bicycling is encouraged.

Comments:

The regulation of on-street parking is a topic of continuing discussion because there are advantages and disadvantages to the various means of restricting parking. We know that, at the 50<sup>th</sup> Street LRT station, the majority of LRT parkers live within or near the neighborhood, but too far to walk (in a Minnesota winter) to the station. LRT should be accessible to those residents and visitors not living in the immediate station areas, and excessive limits on parking will discourage their ridership.

## Section 4 – Public Participation

### 4.1 *Framework for Public Participation* – p. 4-2; 3rd ¶

In December of 2005, Hay Dobbs was brought in to assist with the process of developing a station area plan. Data from the city, local community members and consultants were all used to ~~help define the create a document that helped define a~~ twenty-year vision for the study area ~~articulated in this document~~. Included in the team were urban design, planning, traffic engineering and economic consultants.

**Comments:**

The language may leave some people wondering if the twenty year vision is in a separate document.

### 4.1.1 *Steering Committee Participation* – p. 4-2; 1st ¶

The steering committee was comprised of members of the ~~community and representatives of~~ Nokomis East Neighborhood Association (NENA). NENA is the official neighborhood organization established to represent the neighborhoods of Keewaydin, Minnehaha, Morris Park and Wenonah. A goal of the association is to foster neighborhood improvement, revitalization, and citizen participation. As part of their efforts, the neighborhood association ~~formed the steering committee to assist~~ed in the process and advertising of public meetings in the community. The steering committee was ~~also~~ responsible for the review and approval of the project assumptions and the project goals.

**Comments:**

The Steering Committee was not comprised of only NENA representatives. The paragraph implies that the Steering Committee was a sub-group of NENA, but it was a separate entity in which NENA participated.

### 4.2 *Public Process* – p. 4-3; 2nd item

Community Workshop #1 (Not Hay Dobbs led) 8 December 05 Public presentation ~~by NENA of project objectives by steering committee on the planning process, the study area, and planning and urban design principles.~~

## Section 5 - Appendix

### 5.4 *Transportation Recommendations – Minnehaha – p. 5-12; 3rd ¶*

~~Alternatively, the introduction of medians on 54th Street near the LRT to convert Minnehaha Avenue on the north side of 54th Street to right-in/right-out only would reduce the complexity of the offset intersection while retaining the access necessary for the VA facility to the south. This treatment, combined with the alternate circulation/access opportunity noted above would maintain an adequate level of access to the redeveloped commercial areas in this precinct.~~

#### Comments:

This recommendation is not well thought out and should probably be dropped from the traffic recommendations. Depending on how this suggestion is interpreted, it could make access to the VA much more difficult (not allowing Minnehaha Avenue traffic to cross 54<sup>th</sup> Street) or make access to the surrounding area more difficult by further limiting circulation in an area where circulation is already severely hampered by the inability to cross Minnehaha Avenue.

### 5.5 *Economic Analysis – Site specific Influences – p. 5-16; 2nd ¶*

In 2000, about ~~30~~ 13 percent of that census tract rented their home and ~~22.4~~ 8.6 percent used public transportation. (Note: LRT was available to residents starting in 2001.)

#### Comments:

The correct percent of renter-occupied units in Minnehaha is 13% (253 out of 1,901 occupied units -13.3%; or 253 out of 1,939 total housing units – 13%). 200 workers out of 2,335 workers over age 16 in the neighborhood used public transportation, or 8.6%.