

## Grandview Small Area Plan

### Steering Committee Notes

November 17, 2011

'Go To' and 'Stay At' uses:

- Do we want to limit Go To uses?
- The Crossing Street may set an edge to these uses
- What do we mean by "Stay at"?
- Maintain (or increase) a base of existing "Go To" uses.
- One of the main reasons people come here
- Change happens...make a plan to address this
- Be able to park once and make multi-trips
- Drive thru and no drive thru...how to deal with this
- Segregating things and measuring net change
- timing is also important
- Integrating "Go To" more with public space
- Auto oriented and Pedestrian oriented
- Big box here? NO! How to voice this in the plan

Park 'n Ride

- Metro Transit is very interested in the Grandview District; including funding help for structured parking
- Sequencing is key; act on this now because of willing partner
- city-owned property may be more feasible
- But East side might also serve City Hall needs
- Located where ridership needs are best met
- Off-ramp to Arcadia is free land...
  - Even partial free land should be considered – not big enough, but could you get enough land to make this work?
- Any capacity for Park 'n Ride at the existing city ramp
- Add a level to the existing city ramp
- Current uses of this – Public works and is there "Structure" enough to support more floors of parking
- Need more facts about this

Capacity; Usage; Ability to add more

- Shared facility for Park 'n Ride and bus storage at cloverleaf
- Bus storage site is too valuable for Park 'n Ride
- Public works and city ramp may be best...Need more info.
- Metro Transit interested in shared Park 'n Ride with bus storage
- Access to and from Public Works site
  - Pedestrian conflicts; traffic etc.
- Maybe mid-block Arcadia entrance to parking @ public Works
- Don't preclude future rail transit parking needs
- Should also include the MnDOT circle
- Arcadia ramp dimensions
- Streets, right sizing bikes

- Vacated ramps...by the Grille.
- Connection off Eden to Jerry's
- Does this plan conform to "living streets"?
- The crossing should be 2 way
- Favor 3 lane on Vernon
- Additional parking we get
- Crossing has bike lanes not parking
- ROW along rail/Brookside for bikes
- Eden bridge improvements
  - What, timing
- Great lighting, sparkly lights; also 50<sup>th</sup>.
- Bike access and connections N/S
- Truck access behind Walgreens
- Vacate ramps
- Southbound ramp from 100 to connect with Arcadia
- The Roundabout and the Ellipse about (The Egg)
- "Not every mode on every road"
- Consider keeping the Arcadia ramp
  - Don't throw it away yet.

#### Phasing

- Consider sequencing on this
- Vernon Ave included

#### Public Works Site – Land Use Etc.

- Don't want residential here...preclude future ops.
- Important to mix uses here...vibrant 24 hour city.
- Not 50 acres...
  - Just 3 1/2 acres.
- Balance in terms of finance
- Multi-story housing (not single family)...
  - Adding more cars
- Traffic management issues
- Don't want to see this demarcation
  - Boring...work with housing types
  - with more integration with green.
  - Big "T" over city ramp
  - Like the photograph of Toronto
  - Parking underneath is generally O.K. – hidden, but safe. Consider this for women.
- Not sure the green goes on top
- Back to the drawing board.