

LNA Housing Minutes

11/2/23

Present: 10 community members, 2 LNA staff, 2 City staff

Kmart Presentation:

<https://drive.google.com/file/d/1W9CryZo7NnErqPjEaUVNcqPWj9zmDOlh/view?usp=sharing>

(Note: if you have NOT taken the online survey yet, please do so before Nov. 15 at:

<https://www2.minneapolismn.gov/government/programs-initiatives/new-nicollet/roadway-public-space-survey/>)

Initial questions related to access to greenway, why does it have to change, what causes the choke points, why can't we access from the south of the greenway?

Public Space comments:

Concept A linear on greenway

Question about where else along the greenway has extra recreation space been carved out:

- Some developments have created this along the greenway on their own.
- There is one MPLS park board owned space behind Global Market, (where Bare Bones performed.)

Questions on ownership:

- Intent will be the park board will own and operate the space.
- Park board has interest to own it as it is a gap in the system. (Note: should be determined if there are park dedication fees to support this build out or acquisition of new park space.)
- Does the county ever own parks in the city? Could a different entity bring in different elements of space planning and use?
- As mentioned above, sometimes developers have created and owned the space and then turned it over to the park board.

Design details:

Plaza that steps down to the greenway

Park on both sides? And green on both sides?

How do we design and make clear that this park serve the community not just those buildings that touch it?

Concept B linear on roadway

- How does this all connect to Eat Street? does it feel contiguous or separated? It should feel like a funnel just dumping into two very different areas...how is it tied together?
- Roadway width across Nicollet below 28th? Right of way is 80 and we are looking at 100 foot right of way.

- More bike and ped paths crossing the site, as people will do it anyway.

Concept C diagonal

- Overwhelmingly the favorite.
- Broke the linear pattern of the site and the city.
- Created more space near the Greenway entrance.
- Carried greening onto Nicollet where it is needed but felt less like a “straight shot” of green through the site.

Roadway Designs:

Less time was left to really dig into each of the roadway designs but the comments overall focused on “how it really be used vs how we want it to be used”. (i.e. we may not want door dash or amazon to park where there is not parking but they will so plan for it and design for it.)

There was also a lot of questions as to how businesses will receive deliveries and have parking for shoppers, and how waste will be collected and removed from the site. Understanding how the development parcels will be required to provide access for tenants, solid waste and emergency vehicles, and business deliveries and who this access may further cut roads and access through the site will be important to show people.

Mentioned at the meeting, how this report by the Urban Land Institute (ULI), will influence design and outcomes of development:

<https://drive.google.com/file/d/1ACtwfHDyN5L-s6DdtRJf4OfUBLI1WKH1/view?usp=sharing>

Item #2 on the agenda was the Multi-Neighborhood Affordable Housing Collective project
<https://docs.google.com/document/d/1kJh5K-fwcFhOqKwVGjhPMOVof9GzItgC/edit?usp=sharing&ouid=108344216937939817899&rtpof=true&sd=true>

This project proposal was sent to 20 neighborhood association on 10/26/23. As of the meeting LNA Committee Meeting, 11 groups had responded that they were interested in learning more and are considering participating.

LNA committee members brought up multiple points in favor of supporting the project:

1. The PPL project is in Lyndale and we should show our support as it benefits our neighborhood.
2. We should give more than the \$25,000 because it is our neighborhood and we want to encourage others to give.
3. Leveraging LNA’s money to bring in other money is a good idea.
4. LNA could partner in additional dollars at the end of the phase I PPL campaign , if needed.
5. It has been hard for neighborhoods to give away small pots of money, including Lyndale, so this cobbling together of multiple pots of money from different places is a good idea.

6. Encouraging other neighborhoods to have conversations about affordable housing is good as maybe they will look for opportunities within their own neighborhoods.
7. Spending uncontracted dollars before the city takes it again is smart.
8. Working on ideas for Kmart is a good way to get neighborhood working on a collective project.
9. Working to speed up the Kmart project is a good idea because there is concern that a partially developed site can still attract unwanted behaviors and make development of the remaining parts of the site harder.

Members of the committee and community present approved recommending to the LNA Board that \$25,000 be provided to PPL for 3030 Nicollet as a forgivable loan. Michael Nelson, LNA Housing Chair also suggested that the Board be open to moving additional housing dollars to the project, if needed.