



NIEBNA.VISION

.....○ NICOLLET ISLAND EAST BANK NEIGHBORHOOD ASSOCIATION ○.....



URBAN DESIGN PLAN: PHASE 2 OF 3

URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS

A BRIEF ABOUT PHASE II

THIS DOCUMENT IS THE PHASE II URBAN DESIGN PLAN, SYNTHESIZING THE INVENTORY, ANALYSIS, AND COMMUNITY FEEDBACK FROM PHASE I.

THIS PHASE DESIGNS AND VISUALIZES THE URBAN FORM AND FABRIC OF THE NICOLLET ISLAND/EAST BANK NEIGHBORHOOD.

OUR INTENTION IS TO GATHER FEEDBACK ON WHAT DESIGNS AND PROGRAM ELEMENTS APPEAL TO THE NIEBNA COMMUNITY, AND WHAT COULD BE MODIFIED, ADDED, OR REMOVED.

PHASE III WILL BE TO FINALIZE THE COMMUNITY'S COLLECTIVE VOICE IN VISUAL FORM TO HELP GUIDE THE FUTURE BUILT PROJECTS IN THE NEIGHBORHOOD.

VISUALIZING THE NIEBNA SMALL AREA PLAN

IN IDENTIFYING AREAS TO RE-DESIGN FOR NIEBNA, VISION STARTED WITH AN IN DEPTH STUDY OF THE NEIGHBORHOOD'S SMALL AREA PLAN.

AS STATED IN THE SMALL AREA PLAN:

“SEVERAL PARCELS WITHIN THE EAST BANK WERE IDENTIFIED AS OPPORTUNITY SITES FOR DEVELOPMENT THAT WILL INCREASE POPULATION AND COMMERCIAL ACTIVITY. EACH OF THESE PARCELS IS DISCUSSED SEPARATELY, TAKING INTO ACCOUNT VARYING OPINIONS ABOUT HEIGHT, DENSITY, AND HISTORIC PRESERVATION. THE NEIGHBORHOOD ENCOURAGES INCREASED HEIGHT WITHIN IDENTIFIED DESIGN PARAMETERS TO OBTAIN MAXIMUM DENSITY ALONG WITH AN ACTIVE STREET LIFE.

THE PURPOSE OF THIS LAND USE DISCUSSION IS NOT TO ENCOURAGE OR FACILITATE REDEVELOPMENT OF LAND NOW OCCUPIED BY EXISTING BUSINESSES, BUT TO PROVIDE THE NEIGHBORHOOD'S PERSPECTIVE AND DESIRES SHOULD THESE PROPERTY OWNERS DECIDE TO REDEVELOP THEIR PROPERTIES IN THE FUTURE.”

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PHASE I SURVEY RESULTS

PHASE I IN-PERSON EVENTS

PHASE II DESIGNS

LOOKING FORWARD

ONLINE SURVEY FEEDBACK FROM PHASE I

WHAT PROBLEMS OR ISSUES DO YOU SEE IN THE NEIGHBORHOOD AND HOW WOULD YOU LIKE THEM ADDRESSED?

- Scooters are a safety hazard in this area
- I hate the scribble graffiti. We should invest in murals on blank walls (eg the wall on main street by pivo).
- Traffic. Hopefully reconstruction projects already in the works address this
- Just looks sort of dumpy and uncared for, compared to mill district, for example.
- Not enough green space. Too much urban heat and traffic.
- Crime possibilities, more security
- Retail/restaurants to match housing
- Hennepin, university, and central don't feel safe to bike on. People speed a lot and there are often parked cars or delivery trucks blocking side lanes.
- Lack of identity - need something like north loop, dinkytown, etc. If old town isn't to people's liking, need something. Too many one-ways. Streetscapes look very 70's and 80's.
- 2nd street ne is way to wide! Some others, too. More trees and better walkways along all streets.W!Ss
- Please don't change nicollet island — but the downtown area could just use one piece of open space to help with problematic areas. It's come. Along way but could continue to improve! Lots of non-trafficked areas that could be cleaned up and more usable
- Difficult to impossible to get around in a wheelchair. Plowed snow gets piled up at crosswalk openings, road construction signs block sidewalks, lack of curb-cuts, 'walk-sign' button often inaccessible do to snow.
- Lots of growth in the neighborhood. Presumably the roadway was designed before that. There are a lot restaurants with outdoor seating now that make the sidewalks cramped
- Aging walkways. Repair but do not replace. Keep the unique brick characteristics.
- Too car-centric. Hennepin avenue is especially dangerous for pedestrians and bikes. Design roads for slower driving and improved bike and pedestrian experience.
- Not bicycle/ped friendly. More direct access w/o having to drive to the area would make it more attainable.
- Overly congested sidewalks with restaurant sidewalk-patios making sidewalks barely even ada compliant.
- Car drivers driving dangerously at high speed.
- Streets have potholes. Vacant retail spaces.
- Super fast and loud drivers.
- Small sidewalks that don't allow for pedestrians and outdoor seating for bars/restaurants.
- We need way more trees.
- Narrow sidewalks are symptomatic of street network oriented to pass-through traffic
- Poor condition of trails, roads & sidewalks.
- Planning is focused on younger population but actual age of residents is older.
- Late night groups of lawless youth; not enough decent restaurants; lack of rental bikes and helmets
- Fast traffic on hennepin and 1st av
- Bike-ability
- Riverfront could be more attractive if groomed
- Lots of vacant storefronts
- Garbage - i'd like to see the east bank area of the neighborhood made a special service district with more containers for garbage and recycling and more frequent pick-up.
- The stone arch bridge is dangerous after 10:00 at night. It should be a safe place to walk any time.
- Accessibility, as noted above. Lack of public restrooms for those unable to "hold it" for long periods of time.
- Allow boat housing and private businesses to be able to make the most of desirable areas on the river as long as they are clean and respectful.
- Safety concerns; stronger police presence; given so many bikes & walkers - crackdown on speeding, running red lights
- Non-residential property owners not maintaining property
- Need a pharmacy and more retail.
- One way streets encourage speeding. Sidewalks are crumbling. Post office trucks started going down hennepin to university to get to 35w after construction on washington and never reverted back to old pattern. Perhaps replace stoplights with stop signs to reduce speeding?
- Dangerous car traffic
- Speeding and red-light-running. No idea for addressing.

ONLINE SURVEY FEEDBACK FROM PHASE I

WHAT PROBLEMS OR ISSUES DO YOU SEE IN THE NEIGHBORHOOD AND HOW WOULD YOU LIKE THEM ADDRESSED?

- Traffic speeding and noise
 - The traffic is crazy fast, and it's become unsafe to cross the streets. Density requires changing the speed limit. Especially at 1st ave ne and main where i witness many accidents and one death.
 - Crime, graffiti, vagrancy
 - I would like to support the local small shops and restaurants nearby that we can walk to and bike to and can attract enough visitors to stay in business.
 - Improve/development , more pedestrian friendly cross-walks at intersections.
 - If hennepin is going to be more of a pedestrian area, something must be done about the speeding cars!
 - The neighborhood looks "tired". Especially main street and the cobblestones.
 - Many people cross from bank street to lunds. Maybe some kind of safe street crossing device.
 - We love the idea of chute square as a community gathering place. We often get take away and eat in the park. Not opposed to food trucks, but just once a week. Not a problem - just a comment. We love what they've done with riverplace, the astroturf, stairs!
 - Retail vacancies
 - Crime
 - I would like to see noise violations addressed, such as illegal fireworks.
 - The landscaping along all our local streets is overgrown or not adequately maintained. Create a cohesive plan and a regular schedule for maintenance of the landscaping.
 - Too many unused storefronts. Could use more artwork, outdoor eating spots, trees and other plantings to soften the views.
 - Petty crime
 - Too many people drive too fast on most roads...Well beyond the 30 mph. There is a need for playground equipment at father hennepin park and boom island.
- Safety and safe public transportation. Also parking so retail can survive.
Perception of unsafe environment, poor road condition on main street,
- Lack of trees and green space + lack of outside cafes, a coffee shop and retail. The surdyks parking lot is at the center of our neighbored. Trees should be planted throughout the lot. There are many larger brick surcease on tall building s that could be planted with ivy growing on them. Too many chain restaurants and not enough local business.
 - Not enough green space
 - Traffic and pedestrian conflicts
 - Pedestrian mess to cross roads. Too many wide major road and outdated too short traffic lights.
 - Business owners don't take care of the sidewalks in front of their businesses. Garbage gets accumulated. We need a name for our neighborhood. Niebna is not a name that people recognize or residents would use to describe where they live.. We want to be able to tell people where we live and what is happening here, the great restaurants that are here. Most vibrant neighborhoods have a name.
 - Streets are designed like freeways - encourage drivers to go way too fast. Looking forward to 1st/hennepin rebuild, and hoping university gets done soon.
- Crime. We have drug dealing in the open on the north end of nicollet island. It has attracted violent criminals. Unfortunately it seems to be a n-go zone for the police if their driving patterns on the island are any indication.
- Dark areas resulting in fear of walking at night
 - Some older residents trying to keep it old looking
 - The interaction with cars and pedestrians. Would like to have pedestrian only crossing times, or no right on red at some intersections where cars are likely not to care about pedestrians crossing and attempt to intimidate them
 - Maintaining safety and separation from crime communities
 - Homelessness in parks
 - More retail in the commercial spaces would increase pedestrian traffic and make the street level feel safer.
 - Speeding cars. Also need "watch-for-pedestrians" signs or something at bank st. And university, 2nd st. And 1st ave. Ne, 5th st. And ist ave. Ne
 - We have a great variety of shops, restaurants, bars, and even office space. The biggest problem I experience is that many of these spaces feel disconnected as you move through the neighborhood by foot or bike. I don't feel very welcome as a pedestrian with major roads criss-crossing the neighborhood, and excessive surface parking lots breaking up the continuity of businesses.
 - I believe there is a lot of dead space which could be used for pocket parks, plazas, and additional businesses.
 - Would also love to see Hennepin restricted to public transit, bikes & peds (say from 2nd to Central, where there is a solid stretch of businesses).
 - I would also single out Wells Fargo as a particularly oppressive/unwelcoming building with a large parking lot that severs the businesses north & south of 5th.
 - Improve street lighting.

ONLINE SURVEY FEEDBACK FROM PHASE I

PROBLEMS AND ISSUES



ONLINE SURVEY FEEDBACK FROM PHASE I

IF YOU COULD CHANGE ONE THING ABOUT NICOLLET ISLAND / EAST BANK NEIGHBORHOOD'S PUBLIC REALM, WHAT WOULD YOU CHANGE?

- Remove the drive-up garbage cans at chute square
- The parks are very poorly maintained. Plants are dead the parks just look run down and neglected.
- Complete the suburban feel in an urban setting that is already occurring
- Parks would be a lot nicer and better cared for. I'm really disappointed in how father hennepin park looks after the renovation.
- Increase green space/trees.
- More places to sit
- Get rid of one-way streets
- Greater focus on biking/walking and public transportation
- A roundabout where hennepin meets central.
- More trees, and well-maintained plantings. Better walking environment in urban spaces.l=mk
- Pedestrian improvements
- Better safe controls for the mix of uses in a manner that respects local residents
- Add a small park
- Improve hennepin and 1st ave intersections. Pedestrians should be able to cross safely in all 4 directions.
- Sidewalks need to be larger on hennepin between main and 5th or 7th. I almost feel it would be nice to try and route traffic such that it is primarily on the 1st or central to make hennepin more pedestrian/ biker focused. Certainly in spring/ summer and early fall this makes sense
- Slower car speeds
- More bicycle, pedestrian friendly.
- The intersection at 5th st and 1st ave is one of the worst intersections i encounter, both on foot and driving.
- Reduce traffic.
- Better and safer streets in the neighborhood
- More trees.
- Getting to know people
- Make the roads narrower, no longer truck routes. May require relocating the post office out of downtown.
- Improve conditions of infrastructure; very rundown
- More unique shops,less chain restaurants. More gathering spaces indoors.
- More trees on 2nd st
- Pedestrian safety
- Bike safety
- Powerful signage signaling one-way streets, eg to hennepin bridge
- The brick sidewalks of main street (and adjacent areas) need to be replaced as they are often a hazard to pedestrians. I know we want to keep the charm, but the bricks are in disrepair and there are alternatives such as the brick-stamped walkways in chute square.
- More bike lanes.
- More seating areas for those who need to take frequent breaks.
- Those red brick walkways.
- Enhance, build out new parks along the river
- Add dog park
- Better maintenance.
- Would love to see a canopy of lights over e hennepin from main street to 5th with neighborhood signage on both sides.
- More bike and pedestrian friendly
- More benches i guess
- Go back to 2-way traffic flow on 1st and hennepin

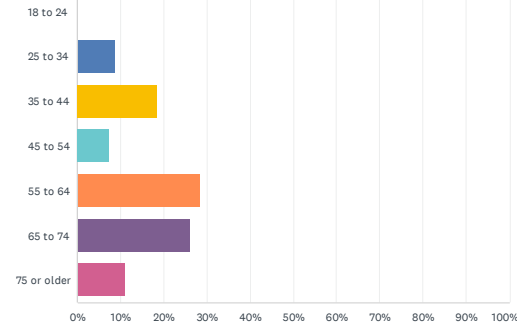
ONLINE SURVEY FEEDBACK FROM PHASE I

IF YOU COULD CHANGE ONE THING ABOUT NICOLLET ISLAND / EAST BANK NEIGHBORHOOD'S PUBLIC REALM, WHAT WOULD YOU CHANGE?

- Clean the streets and improve the sidewalks. It's cheap and really will encourage businesses to maintain them. They are ignored now.
- Bike lanes
- Better attention paid to their quality and safety - as a visually impaired resident i sometimes have difficulty navigating especially around construction. I've had to speak directly to crews.
- Emphasis should be on pedestrians
- Pedestrian safety cross-walks at busy intersections
- Speeding and loud traffic. It doesn't feel safe to walk on main street/marshall area or hennepin and 1st. The noise would also make it harder to enjoy the potential green spaces.
- Reduce traffic congestion
- More greenery
- Nic island is heavily used by pedestrians, runners, bikers, segways, etc but its sidewalks are haphazard and some pathways lead nowhere.
- Fresh plantings
- No parking on main from hennepin to end of father hennepin park. Too many drive very fast on this stretch of road and it is often dangerous to cross from one side to another.
- Parking rather than bike lanes. Bikers don't use the bike lanes and without parking retail can't survive.
- Poor road condition of main street
- More trees, planters and public art.
- More parks, greenspace
- Sidewalks
- Reduce noise pollution from motorcycles and loud cars at night
- Less street space, more sidewalk, bike lanes with physical buffers from the road.
- Take care of landscaping. Main street is nice in some area, but weeds are overgrowing in other areas.
- Narrower streets, less oriented to cars and more to pedestrians/transit/bikes
- Make it safer. It's become a dangerous place. The police don't police anymore.
- We have gunfire, screaming matches, and slow-rolling rusted out svus with dark tinted windows rolling by often enough to make you think you're in inner city baltimore.
- Bright walking areas to deter crime. Lighted street signs to improve deliveries
- Speed as people come across the hennepin ave bridge. Speed bumps?
- Clean up the landscaping. Mn has some rough land scaling
- Remove one way streets
- Way too many unused parking lots taking up space that could be used for affordable and dense residential zones
- Traffic volume (i realize this is unlikely); street noise and air pollution
- Slow down traffic
- Better maintenance of the sidewalks.
- Hard to keep it to one thing, but as discussed above, we need to bring continuity to the neighborhood. I think this involves narrowing streets/slowing cars, adding better bike/pedestrian/transit infrastructure, and filling in parking lots with plazas/parks or new businesses.
- Dedicated effort to clear sidewalks in winter. Current conditions make walking treacherous!

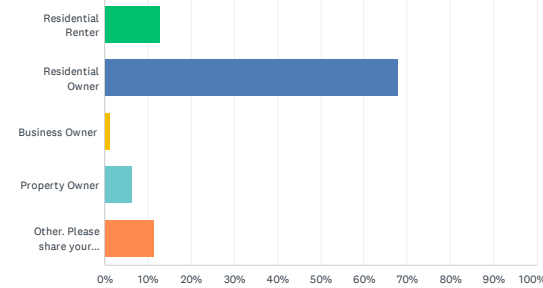
ONLINE SURVEY FEEDBACK FROM PHASE I

WHAT IS YOUR AGE?



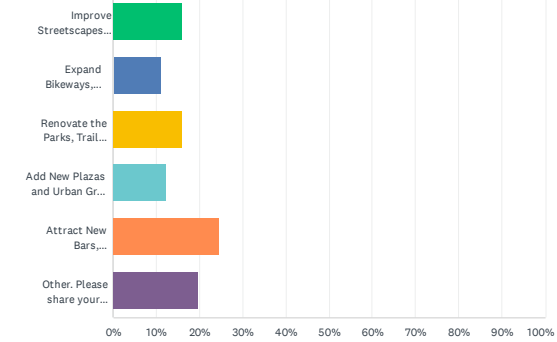
ANSWER CHOICES	RESPONSES	
18 to 24	0.00%	0
25 to 34	8.64%	7
35 to 44	18.52%	15
45 to 54	7.41%	6
55 to 64	28.40%	23
65 to 74	25.93%	21
75 or older	11.11%	9
TOTAL		81

WHAT BEST DESCRIBES YOUR PLACE IN THE NEIGHBORHOOD?



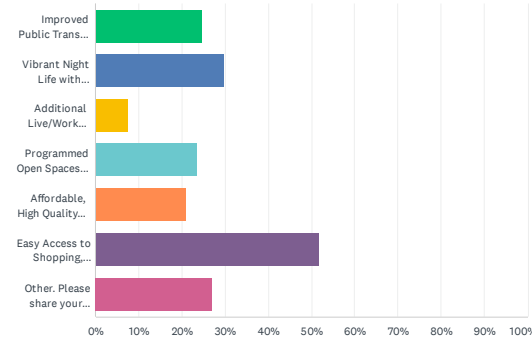
ANSWER CHOICES	RESPONSES	
Residential Renter	12.82%	10
Residential Owner	67.95%	53
Business Owner	1.28%	1
Property Owner	6.41%	5
Other. Please share your answer.	11.54%	9
TOTAL		78

WHAT PUBLIC REALM IMPROVEMENTS ARE THE HIGHEST PRIORITY FOR NEIGHBORHOOD RESIDENTS?



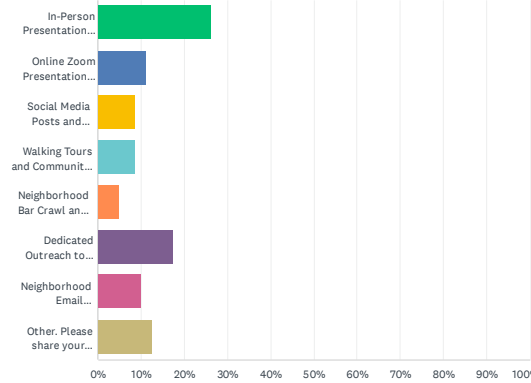
ANSWER CHOICES	RESPONSES	
Improve Streetscapes with Benches, Trees, Lighting and Outdoor Cafe Spaces.	16.05%	13
Expand Bikeways, Implement Safety Improvements, and add additional Bike Parking	11.11%	9
Renovate the Parks, Trails, and Open Space along the Waterfront	16.05%	13
Add New Plazas and Urban Green Spaces to the East Bank Neighborhood	12.35%	10
Attract New Bars, Restaurants, and Retail Businesses to the Community	24.69%	20
Other. Please share your answer.	19.75%	16
TOTAL		81

WHAT AMENITIES WILL MAKE THE NEIGHBORHOOD MORE ATTRACTIVE FOR RESIDENTS AND VISITORS?



ANSWER CHOICES	RESPONSES	
Improved Public Transit (BRT) and Multi-Modal (Bike, Pedestrian) Connections	24.69%	20
Vibrant Night Life with Unique Bars and Restaurants	29.63%	24
Additional Live/Work Spaces and Commercial Offices	7.41%	6
Programmed Open Spaces (Dog Parks, Playgrounds, Picnic Areas)	23.46%	19
Affordable, High Quality Housing Options	20.99%	17
Easy Access to Shopping, Services, and Amenities	51.85%	42
Other. Please share your answer.	27.16%	22
Total Respondents:		81

HOW SHOULD WE STRUCTURE OUR ENGAGEMENT PROCESS TO MAXIMIZE COMMUNITY INPUT?



ANSWER CHOICES	RESPONSES	
In-Person Presentations at Community Venues	26.25%	21
Online Zoom Presentations to the Public	11.25%	9
Social Media Posts and Engagement	8.75%	7
Walking Tours and Community Activities	8.75%	7
Neighborhood Bar Crawl and Networking	5.00%	4
Dedicated Outreach to Building Residents	17.50%	14
Neighborhood Email Listserver	10.00%	8
Other. Please share your answer.	12.50%	10
TOTAL		80

ONLINE SURVEY FEEDBACK FROM PHASE I

WHAT AMENITIES WILL MAKE THIS NEIGHBORHOOD MORE ATTRACTIVE FOR RESIDENTS AND VISITORS?

- Walkability
 - Attractive streetscapes with trees, especially on Hennepin, 1st and Central Avenues.
 - Cheap dense housing. More apts & homes with small sq ft area.
 - Improved safety
 - Ample parking for businesses
 - Traffic calming
 - Small children's play sculptures will make the neighborhood more attractive to families
 - A vibrant neighborhood with unique businesses of all kinds at all hours of the day and night.
 - Accessibility for strollers. Wheel chairs. Etc
 - Easy shuttle transportation to/from downtown and North Loop. Make it easier for our neighborhoods to interact-- I would go to both places more often but we cannot walk that far and parking is a nightmare.
 - I love the river boat taxi ride. Every time any of my family members and friends come here, it's the first thing I recommend.
- Safety programs
- Ensure those who own property and rent it keep their property up—for example, remove storm debris that has been laying around for 2 months
 - Hardware store, gift shop, other unique shops and restaurants
 - Fixed street cars would also help with current traffic issues
 - Cleaner streets and manicured curb.
 - With the good clinic leaving, we need a better option
 - Street level businesses
 - Sidewalks with views on the river and places to sit or gather. The river is our biggest draw and we still can't see it from main street. The 'historic' sidewalks of fake cobblestone are treacherous and very poorly maintained.
 - Calmer streets
 - Retail aimed at residents - pharmacy, hardware store, gift shop, convenience store, dry cleaners -- "the basics" so we don't have to leave the neighborhood by car so much.
 - Safety and violent crime prevention
 - Art

ONLINE SURVEY FEEDBACK FROM PHASE I

AMENITIES



A word cloud of amenities. The words are arranged in a roughly circular pattern. The largest word is 'neighborhood'. Other large words include 'businesses', 'street', 'safety', 'river', 'store', 'property', 'hardware', 'gift', 'sidewalks', 'shop', 'parking', 'places', 'streets', 'traffic', 'walkability', 'small', 'attractive', 'unique', and 'hardware'. The colors range from dark red to light red.

places
sidewalks shop parking
river unique safety
businesses street
store
small attractive
property neighborhood
hardware traffic streets
gift walkability

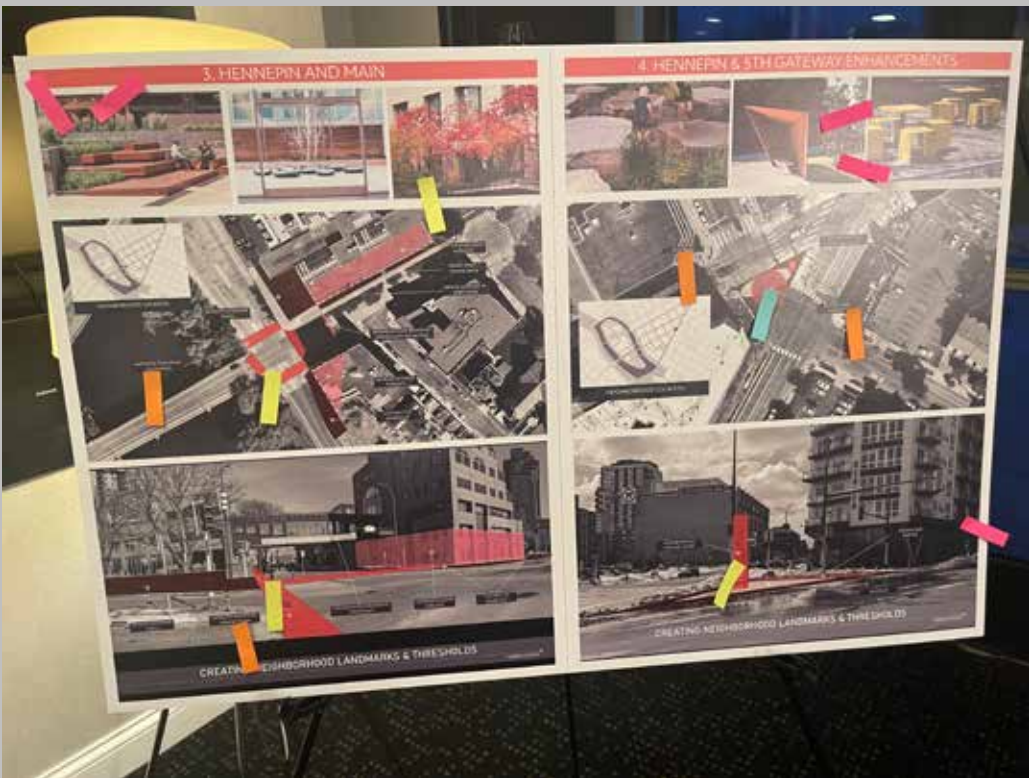
FEEDBACK FROM IN-PERSON EVENTS

- Study bike path usage and determine where they are actually being used.
- Consider scooters alongside bikes as a common transportation element that must be planned for.
- Don't make benches or spaces too comfortable as this attracts homeless people and bench sleepers.
- Less commuter bike lanes on busy streets. Very few bike commuters in winter, better to develop touring bike lanes.
- Don't disrupt historic main street cobblestone pavers.
- Concern about bringing in unsavory elements and will require after hours policing.
- Bike lanes on 1st avenue, busses on central ave only
- Amphitheater overlooking the river and the city (highline, kings cross, regents canal, byblos in lebanon!)
- Community garden plots / allotments instead of urban gardens.
- Green walls and vertical gardens.
- What would the city look like if it were designed for older people? For children? Pop-up fountains and places they can play in.
- Don't add planters or street landscape elements that will not be maintained. Low maintenance decorations only.
- Central ave + 1st avenue for bike lanes. Not hennepin.
- Love the different lighting options
- Stormwater gardens and parklets are a commendable idea
- I really like re-using the railroad bridge and crossing the tracks isn't possible, but the channel path would be a great connection.
- Hennepin & 2nd: love that the space will mask the parking lot behind
- Henn & main: need walkway on other side of main for sure.
- Henn & 5th need large ?
- Nicollet island: sidewalks around the outside and move dumpsters
- Bike lanes not on hennepin, move to 1st ave.
- Improve the park space above the railroad tracks to include more open green space.
- Improve the walkability of main street (i.e. Some areas with historic pavers, some with smoother surfaces.
- Homelessness is an issue, if park spaces are too comfortable they get taken over by homeless encampments
- Nicollet island should have a nicer view of the falls and bridges.
- More places to sit and eat around the neighborhood, with additional native american interpretation.
- Main Street planters that are publicly maintained are not well cared for. It really matters that the elements can be well maintained.
- Elderly residents and children? How can this be a great place for them with more places to play and recreate outdoors.
- Improve the amphitheater on Nicollet Island.
- A guy fell out of a tree near the old rail bridge and now there is an informal memorial for them beside the spur rail trail.
- Improve the ped / bike experience from Boom Island to Stone Arch Bridge and the Dinkytown Greenway connection.
- Chute Park is an actively used space and should not be enclosed with shrubs.
- Street Lighting - Lots of dark streets in the neighborhood. 4th street and Main Street in particular feel unsafe.
- It would be nice to have consistent pavement for the sidewalks. Also, having consistent lighting that has a district style throughout the neighborhood.
- Turn this area into a micro-city with more space for outdoor cafe spaces. A great place for doctors, pharmacies, and professional services. Easy transit to downtown and late night options for bar patrons.
- Where are all the trees currently. We need more trees!
- The Community needs better bike lanes on 1st & Hennepin. More residents are exclusively riding bikes.
- The neighborhood needs to have additional
- There are major safety concerns on Main + Riverfront. There needs to be improved lighting and pedestrian amenities.
- Create a pedestrian path along the waterfront and make sure that there are safe crossings.
- Bike lanes are good to have separated from automobile traffic and also separated from the sidewalk. This is particularly important during the summertime as bikes and scooters need separate space to avoid collisions and conflicts.

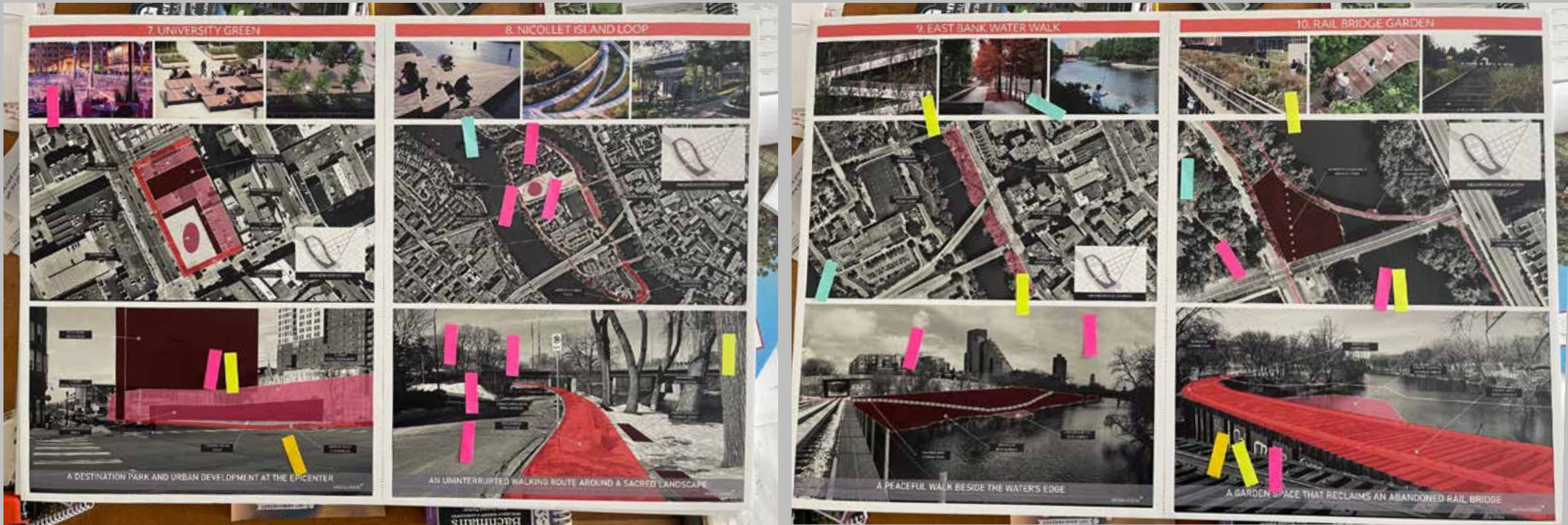
PHASE I EVENTS



PHASE I EVENTS VISUAL FEEDBACK



PHASE I EVENTS VISUAL FEEDBACK



UNDERSTANDING PHASE II

PHASE 2 INTERVENTIONS ARE DESIGNED TO ENCOURAGE COMMUNITY FEEDBACK FROM COMMUNITY MEMBERS, BUSINESSES, AND OTHER COMMUNITY STAKEHOLDERS.

THESE DESIGNS ARE JUST A STARTING POINT ILLUSTRATING WHAT COULD BE POSSIBLE IN THE FUTURE.

AS THE PROJECT CONTINUES TO EVOLVE WITH NEIGHBORHOOD FEEDBACK, DESIGN IDEAS WILL BE MODIFIED, ADDED, OR REMOVED.

PHASE II URBAN DESIGN VISION

OVERALL PLAN/AXON/MAP

1. HENNEPIN STREETScape

2. HENNEPIN AND 2ND PARKLET

3. HENNEPIN AND MAIN

4. HENNEPIN AND 5TH

5. RIVERPLACE CONNECTION

6. CHUTE SQUARE ENHANCEMENTS

7. UNIVERSITY GREEN

8. NICOLLET ISLAND ENHANCEMENTS

9. EAST BANK WATERWALK

10. RAILBRIDGE GARDEN

11/12. OUTDOOR REC. + WELLS FARGO

13. BREWPUB

14. MIXED USE/PARKING

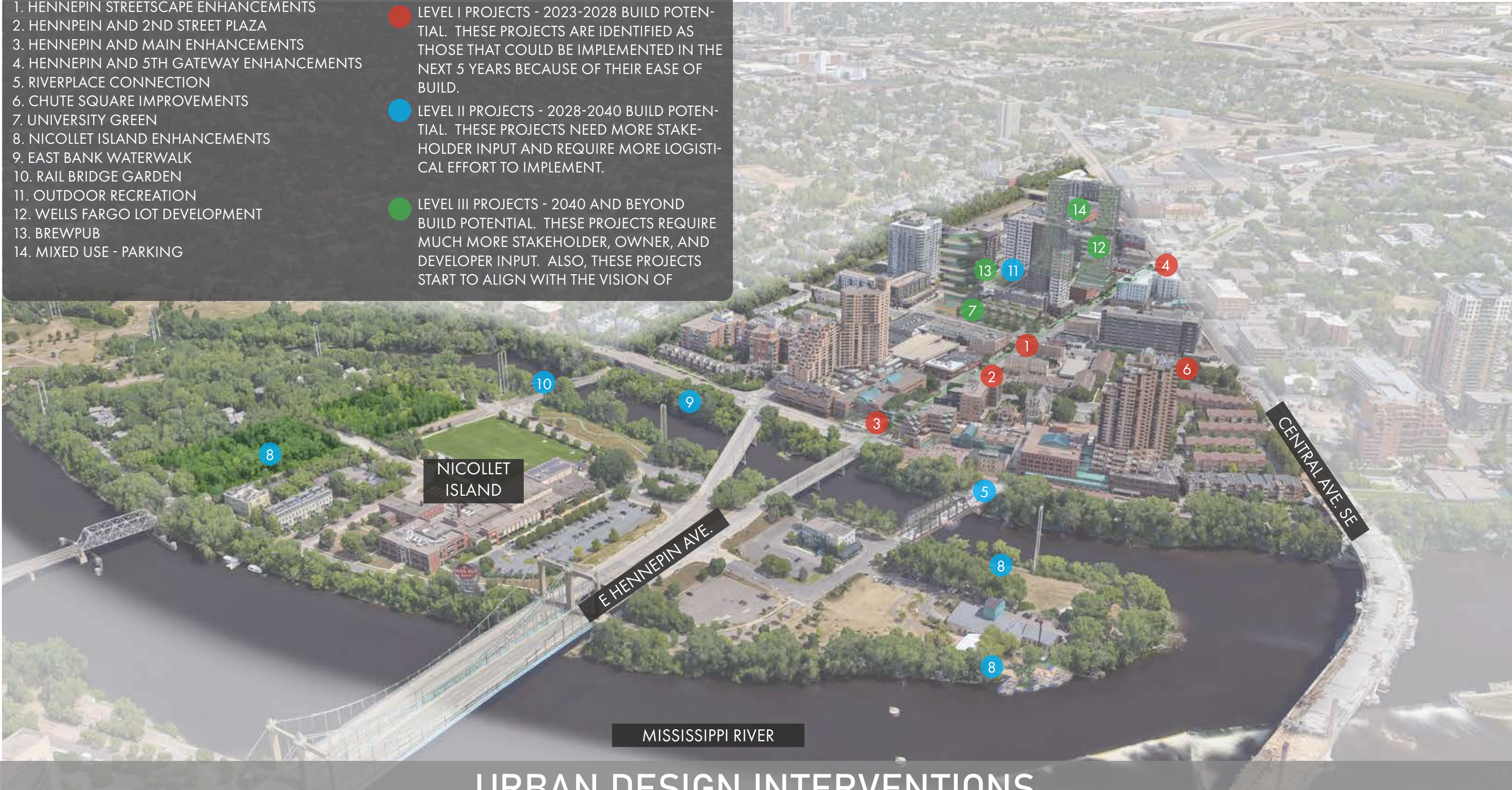
OVERALL DESIGN MAP

PROJECT KEY

1. HENNEPIN STREETSCAPE ENHANCEMENTS
2. HENNEPIN AND 2ND STREET PLAZA
3. HENNEPIN AND MAIN ENHANCEMENTS
4. HENNEPIN AND 5TH GATEWAY ENHANCEMENTS
5. RIVERPLACE CONNECTION
6. CHUTE SQUARE IMPROVEMENTS
7. UNIVERSITY GREEN
8. NICOLLET ISLAND ENHANCEMENTS
9. EAST BANK WATERWALK
10. RAIL BRIDGE GARDEN
11. OUTDOOR RECREATION
12. WELLS FARGO LOT DEVELOPMENT
13. BREWPUB
14. MIXED USE - PARKING

POTENTIAL PROJECT TIMELINE

- LEVEL I PROJECTS - 2023-2028 BUILD POTENTIAL. THESE PROJECTS ARE IDENTIFIED AS THOSE THAT COULD BE IMPLEMENTED IN THE NEXT 5 YEARS BECAUSE OF THEIR EASE OF BUILD.
- LEVEL II PROJECTS - 2028-2040 BUILD POTENTIAL. THESE PROJECTS NEED MORE STAKEHOLDER INPUT AND REQUIRE MORE LOGISTICAL EFFORT TO IMPLEMENT.
- LEVEL III PROJECTS - 2040 AND BEYOND BUILD POTENTIAL. THESE PROJECTS REQUIRE MUCH MORE STAKEHOLDER, OWNER, AND DEVELOPER INPUT. ALSO, THESE PROJECTS START TO ALIGN WITH THE VISION OF



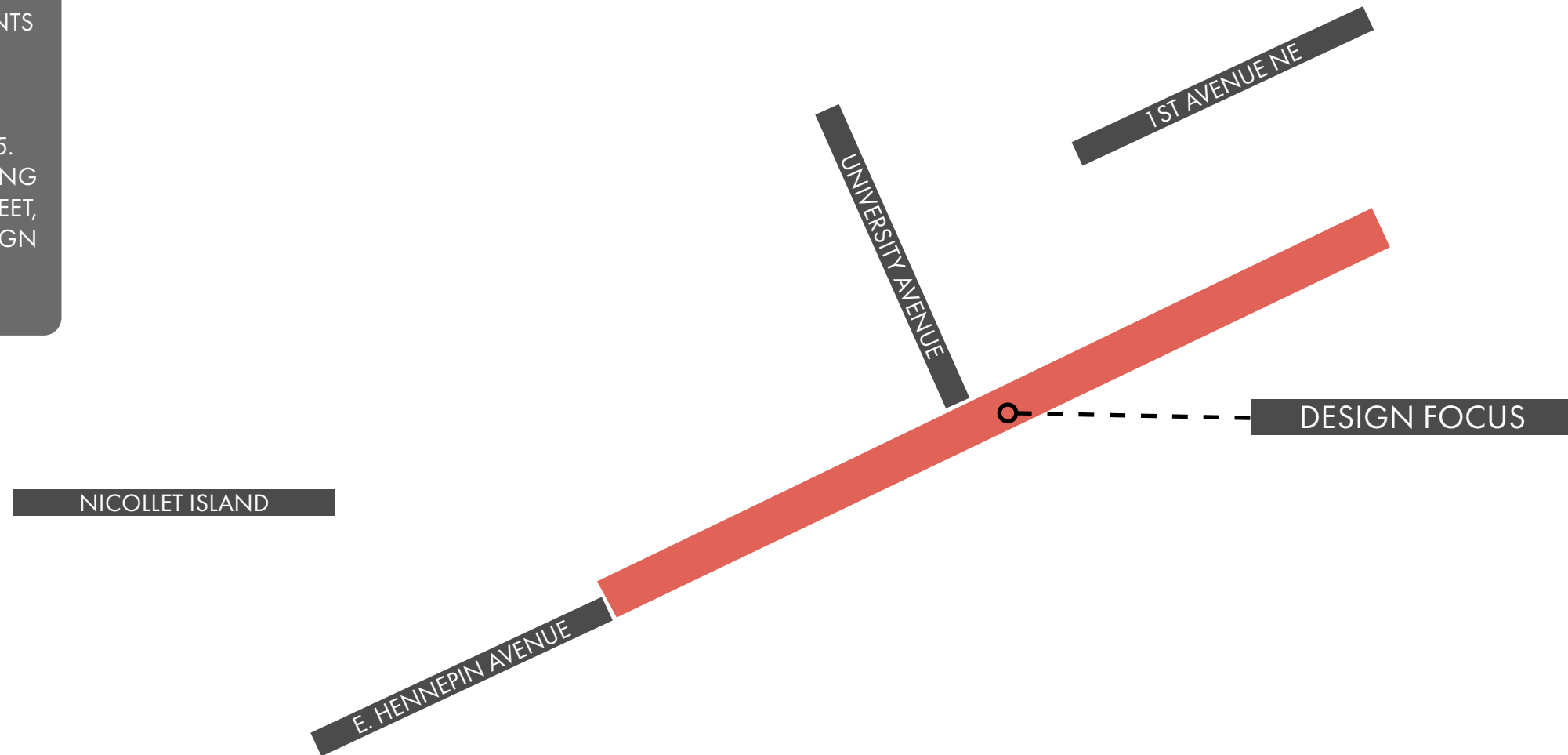
URBAN DESIGN INTERVENTIONS

1. HENNEPIN AVE. ENHANCEMENTS

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: HENNEPIN COUNTY
PROPOSED INTEGRATION TIMELINE: 2023-2028

THE GOAL OF THE HENNEPIN AVE. ENHANCEMENTS IS TO INTEGRATE SITE FURNISHINGS SUCH AS PLANTERS, BENCHES, SEATING ELEMENTS AND PEDESTRIAN SCALE LIGHTING TO ENHANCE THE PREFERRED PLAN THAT WILL BE BUILT IN 2024-2025. OTHER FUTURE CONSIDERATIONS INCLUDE HELPING BUSINESSES CREATE SEATING AREAS ON THE STREET, ENHANCE GREEN AND BLUESPACE, AND TO DESIGN WAYS TO SEPARATE PEDESTRIANS FROM BIKERS/ CARS.



URBAN DESIGN INTERVENTIONS

1. HENNEPIN AVE. ENHANCEMENTS



CURRENT STATE

1. HENNEPIN AVE. ENHANCEMENTS



CURRENT STATE

1. HENNEPIN AVE. ENHANCEMENTS



URBAN DESIGN INTERVENTIONS

1. HENNEPIN AVE. ENHANCEMENTS



URBAN DESIGN INTERVENTIONS

1. HENNEPIN AVE. ENHANCEMENTS



URBAN DESIGN INTERVENTIONS

1. HENNEPIN AVE. ENHANCEMENTS



URBAN DESIGN INTERVENTIONS

1. HENNEPIN AVE. ENHANCEMENTS



URBAN DESIGN INTERVENTIONS

1. HENNEPIN AVE. ENHANCEMENTS



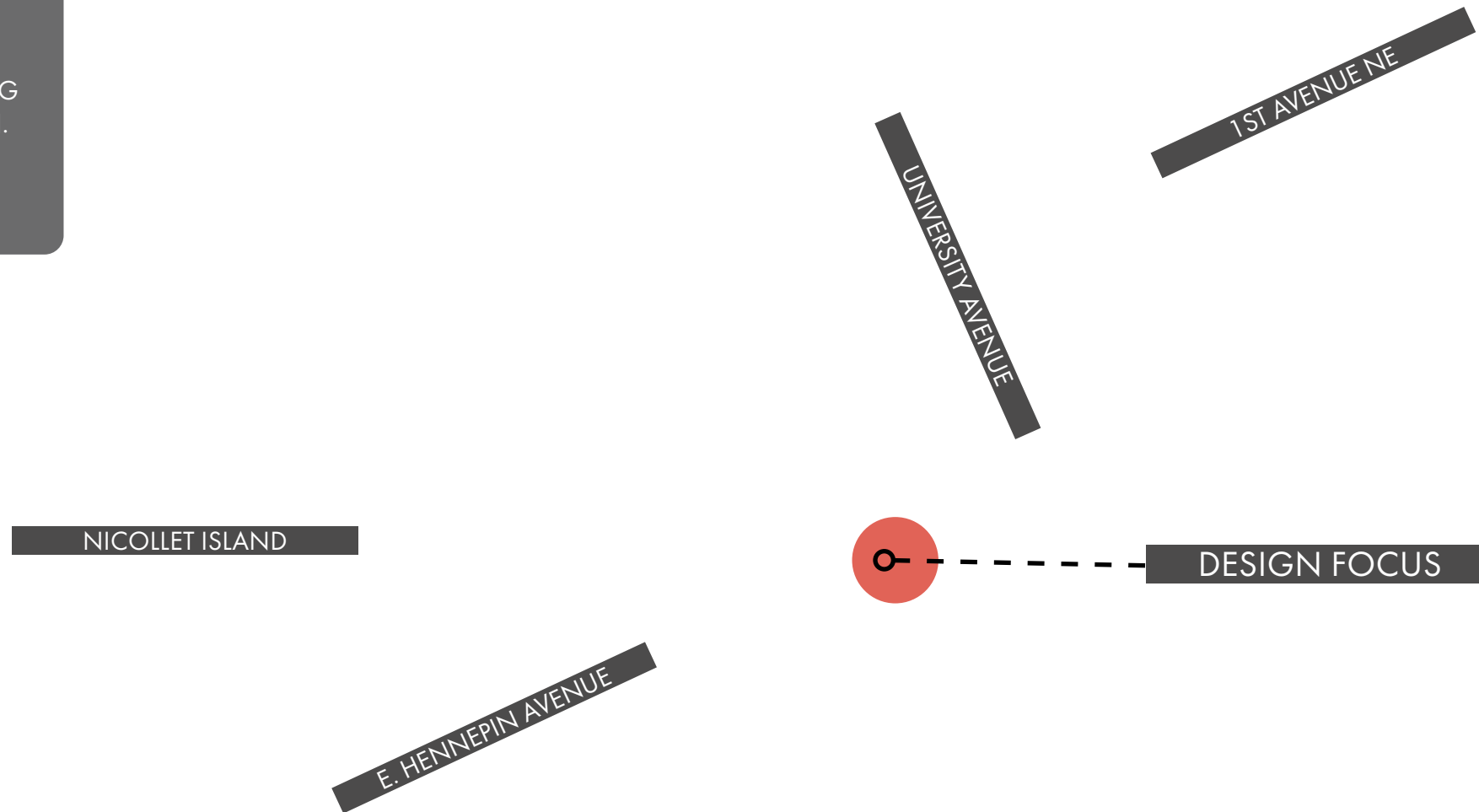
URBAN DESIGN ELEMENTS

2. HENNEPIN AND 2ND

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: AP 208 E HENNEPIN AVE LLC
PROPOSED INTEGRATION TIMELINE: 2023-2028

THIS PLAZA AREA IS INTENDED TO BE A RESPITE FROM THE STREET AND CREATE AUXILLARY SEATING FOR THE FUTURE BUS STOP AT THIS INTERSECTION. THE SPACE ALLOWS FOR INFORMAL SEATING, A PLACE TO SIT IN THE SHADE, AND A LOCATION FROM POTENTIAL NEIGHBORHOOD SIGNAGE.



URBAN DESIGN INTERVENTIONS

2. HENNEPIN AND 2ND



CURRENT STATE

2. HENNEPIN AND 2ND



URBAN DESIGN INTERVENTIONS

2. HENNEPIN AND 2ND



RESPIRE FROM TRAFFIC

2. HENNEPIN AND 2ND



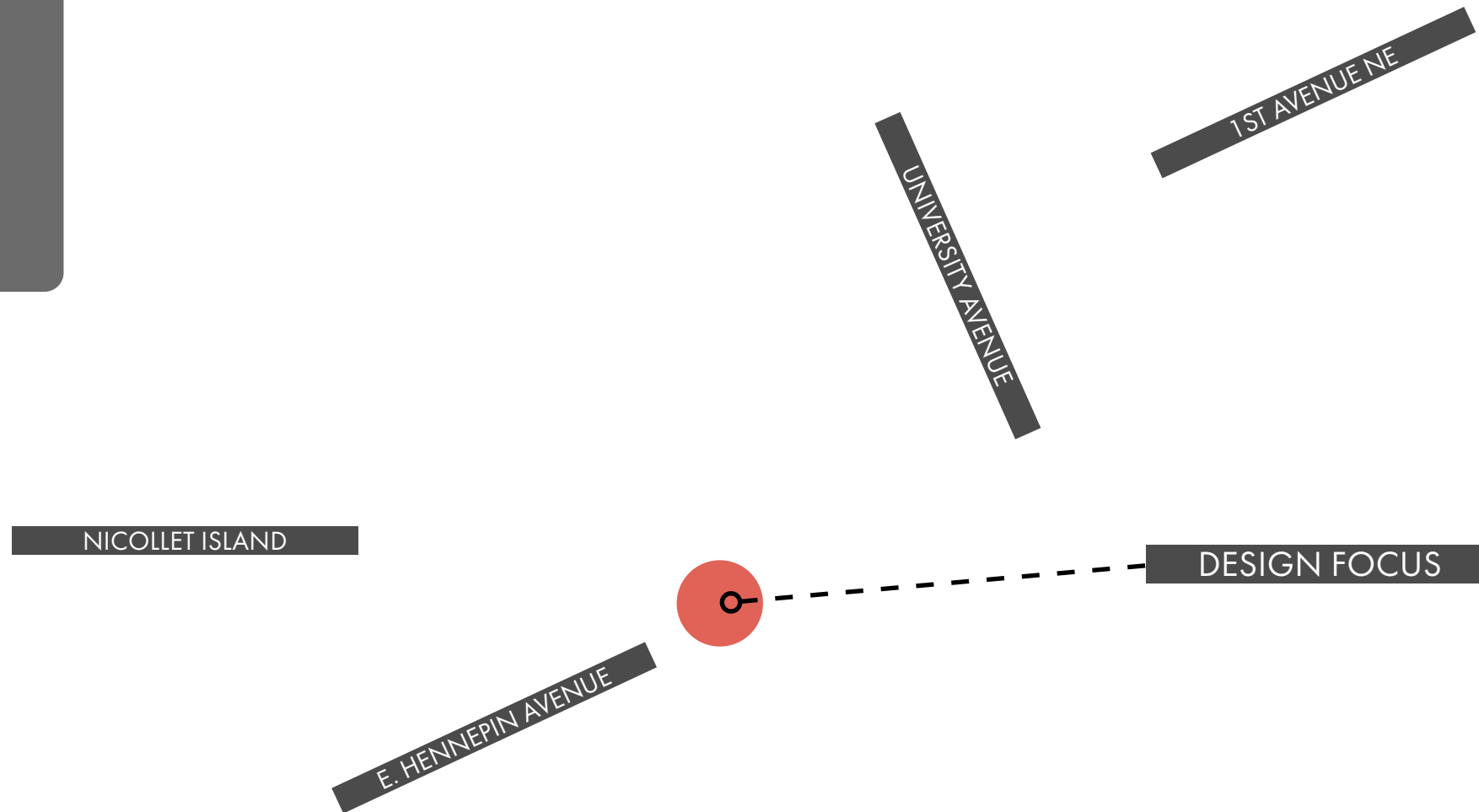
ICONIC ELEMENTS TO HELP BRAND THE NEIGHBORHOOD

3. HENNEPIN AND MAIN

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: RP MINNEAPOLIS PROPCO
PROPOSED INTEGRATION TIMELINE: 2023-2028

REVIVING THIS INTERSECTION IS A KEY INITIATIVE OF NIEBNA.VISION. WHEN TRAVELING FROM DOWNTOWN ACROSS THE HENNEPIN AVE. BRIDGE, THIS AREA INTRODUCES VISITORS TO THE NEIGHBORHOOD. CREATING WELCOMING SPACES WITH SEATING, GREENSPACE, AND PERMEABLE FACADES WILL HELP CREATE A BETTER NEIGHBORHOOD BRAND.



3. HENNEPIN AND MAIN



CURRENT STATE

3. HENNEPIN AND MAIN



INVITING ENTRANCE

3. HENNEPIN AND MAIN



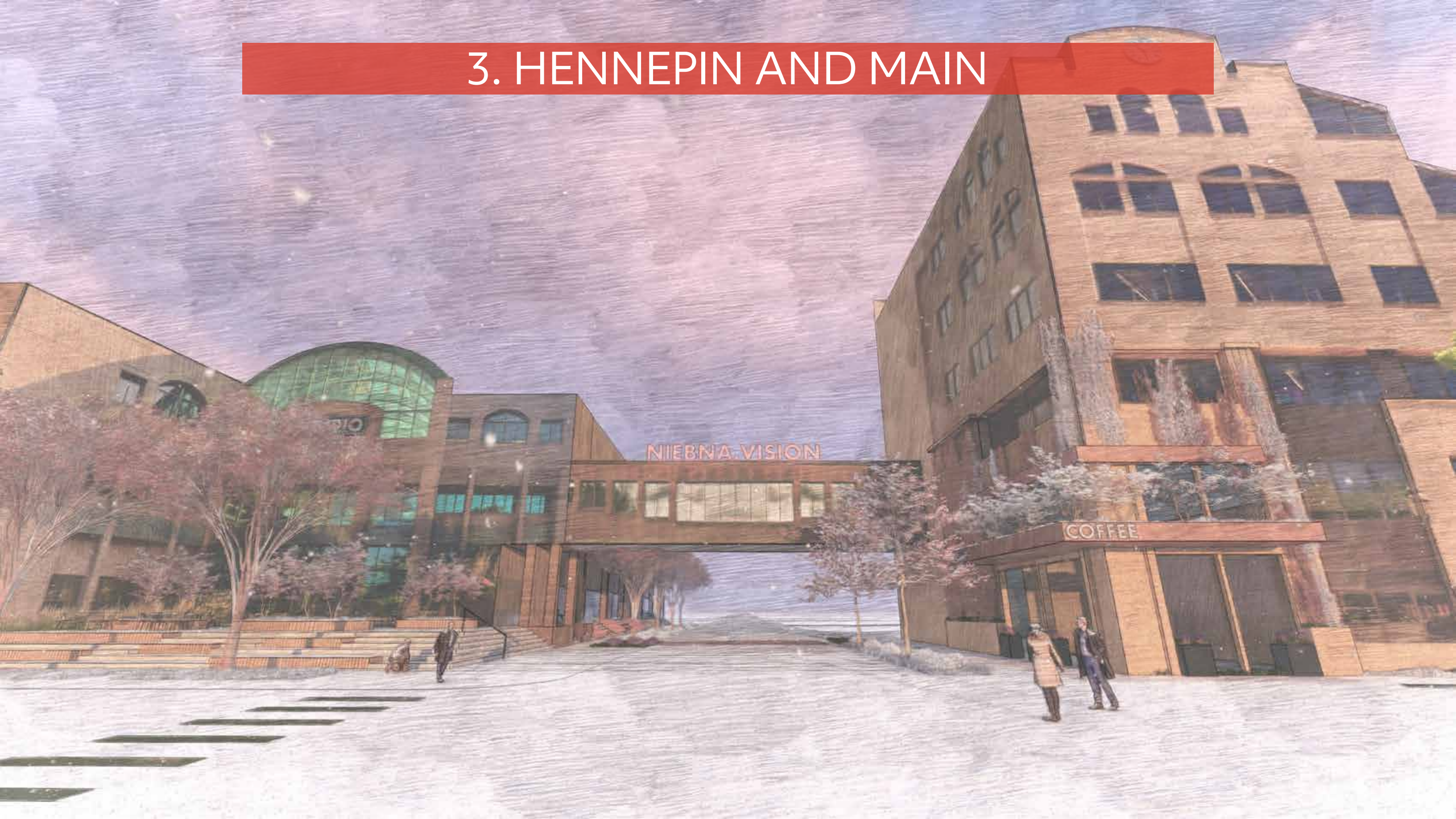
OPENING UP HARD EDGES

3. HENNEPIN AND MAIN



NEW WALKWAYS AND SPACES

3. HENNEPIN AND MAIN



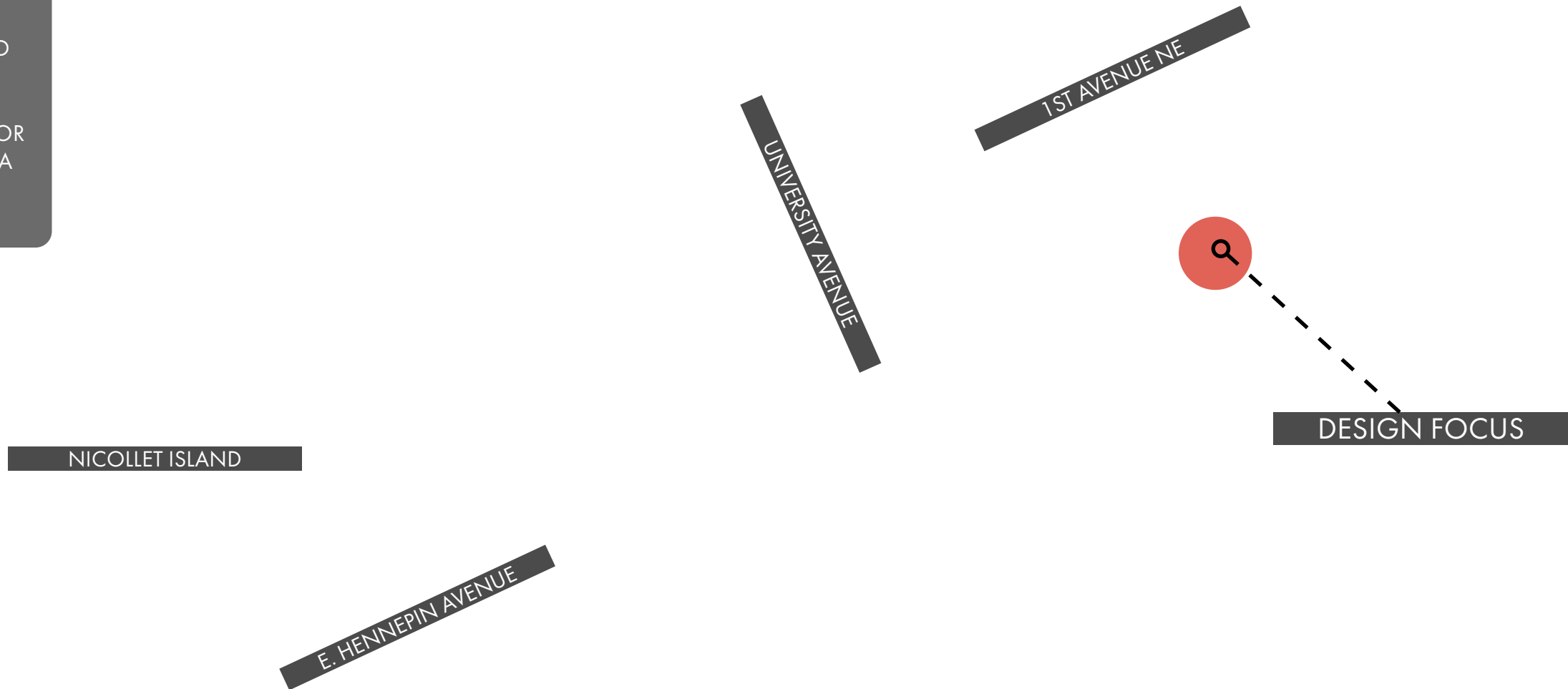
NEW WALKWAYS AND SPACES

4. HENNEPIN AND 5TH

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: HENNEPIN COUNTY
PROPOSED INTEGRATION TIMELINE: 2023-2028

THIS OPEN SPACE IS A PART OF THE HENNEPIN AVE. RECONSTRUCTION PROJECT. OUR PROPOSED DESIGN IS TO CREATE A WELCOMING MINI-PLAZA FOR THOSE TRAVELING SOUTH INTO THE NEIGHBORHOOD. THIS AREA IS ALSO A NEXUS FOR PEOPLE AND BIKES, SO CREATING A SEATING AREA WITH SHADE, PLANTINGS AND WAYFINDING IS APPROPRIATE.



4. HENNEPIN AND 5TH



CURRENT STATE

4. HENNEPIN AND 5TH

HENCEN APARTMENTS



HENNEPIN AVE.

SHADE STRUCTURE

SEATING AREAS

BIKE ROUTES

BIKE ROUTES

CENTRAL AVE.

URBAN DESIGN INTERVENTIONS

4. HENNEPIN AND 5TH



URBAN SPACES TO HELP BRAND THE NEIGHBORHOOD

4. HENNEPIN AND 5TH



ELEMENTS TO HELP SOFTEN THE URBAN ENVIRONMENT

4. HENNEPIN AND 5TH



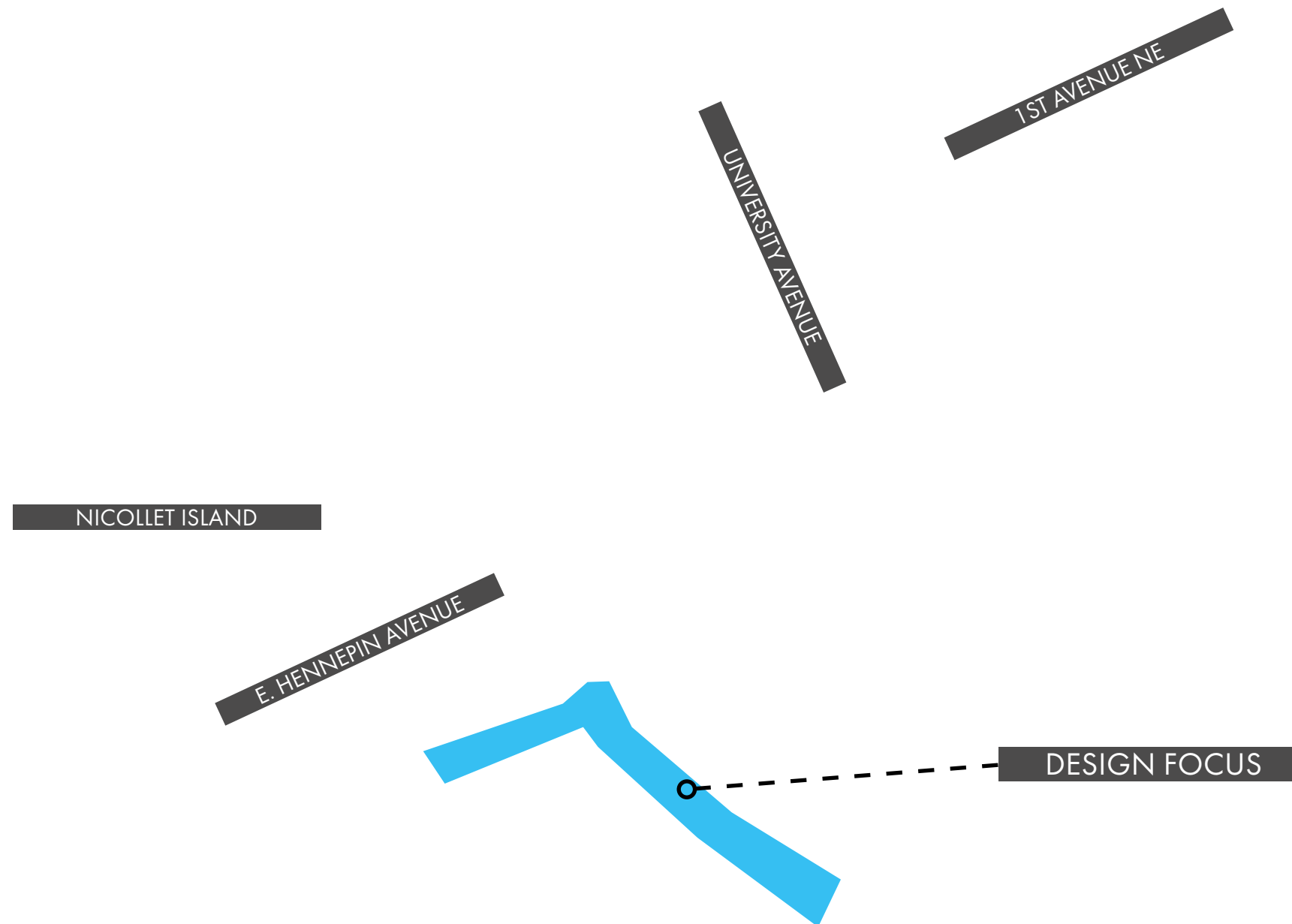
HIDDEN DETAILS

5. RIVERPLACE CONNECTION

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: CITY OF MINNEAPOLIS
PROPOSED INTEGRATION TIMELINE: 2028-2040

THE MERRIAM ST. BRIDGE IS AN ICONIC BRIDGE THAT WAS ORIGINALLY BUILT IN 1887 FOR BROADWAY AVENUE IN MINNEAPOLIS AND THEN RELOCATED TO NICOLLET ISLAND IN 1987. THE CONNECTION FROM NICOLLET ISLAND TO MAIN STREET IS VERY SIGNIFICANT AND DESERVES TO BE CELEBRATED AS A PEDESTRIAN SPACE AND A VEHICULAR BRIDGE. KEEPING THE BRIDGE OPEN FOR VEHICLES DURING PEAK TRAVEL TIME, AND CLOSING THIS BRIDGE FOR VEHICLES DURING WEEKENDS AND EVENTS WOULD BE APPROPRIATE BECAUSE OF THE OTHER ACCESS ROUTES UNDER HENNEPIN AVENUE AS WELL AS THE TURN ONTO HENNEPIN AVENUE ADJACENT TO NICOLLET ISLAND INN. ADDITIONALLY, ENHANCING THE PEDESTRIAN CORRIDOR ALONG MAIN STREET IS IMPORTANT TO CREATE A SAFE AND WELCOMING EXPERIENCE. AN ARTIST MURAL, NEW PLANTINGS, AND HARDSCAPE MATERIALS ARE RECOMMENDED.



URBAN DESIGN INTERVENTIONS

5. RIVERPLACE CONNECTION



Heritage Trail
←
↑
↑

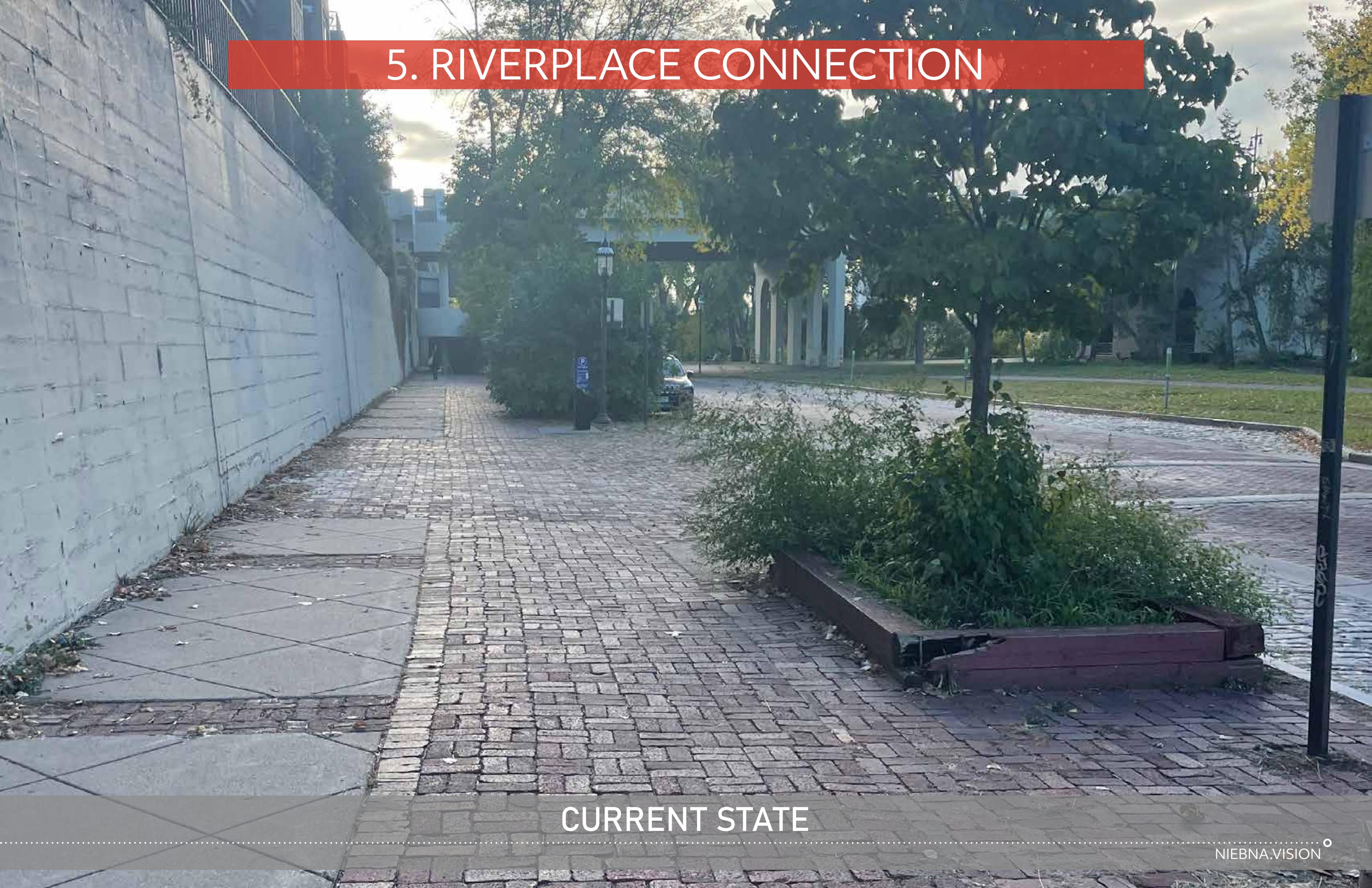
CURRENT STATE

5. RIVERPLACE CONNECTION



CURRENT STATE

5. RIVERPLACE CONNECTION



CURRENT STATE

5. RIVERPLACE CONNECTION



RETRACTABLE BOLLARDS

MISSISSIPPI RIVER OVERLOOK

PEDESTRIAN WOONERF

MISSISSIPPI RIVER OVERLOOK

RETRACTABLE BOLLARDS

MISSISSIPPI RIVER

SE MAIN ST

PLAZA CONNECTION TO RIVERPLACE

URBAN DESIGN INTERVENTIONS

5. RIVERPLACE CONNECTION



MISSISSIPPI RIVER
OVERLOOK

SE MAIN ST

PLAZA CONNECTION
TO RIVERPLACE

MISSISSIPPI RIVER
OVERLOOK

MISSISSIPPI RIVER

URBAN DESIGN INTERVENTIONS

5. RIVERPLACE CONNECTION



REPURPOSING ICONIC ELEMENTS

5. RIVERPLACE CONNECTION



ACTIVATING PEDESTRIAN SPACES

5. RIVERPLACE CONNECTION



CONNECTING THE NEIGHBORHOOD

5. RIVERPLACE CONNECTION



REVITALIZING A CONNECTION

5. RIVERPLACE CONNECTION



REVITALIZING A CONNECTION

5. RIVERPLACE CONNECTION



REVITALIZING A CONNECTION

5. RIVERPLACE CONNECTION



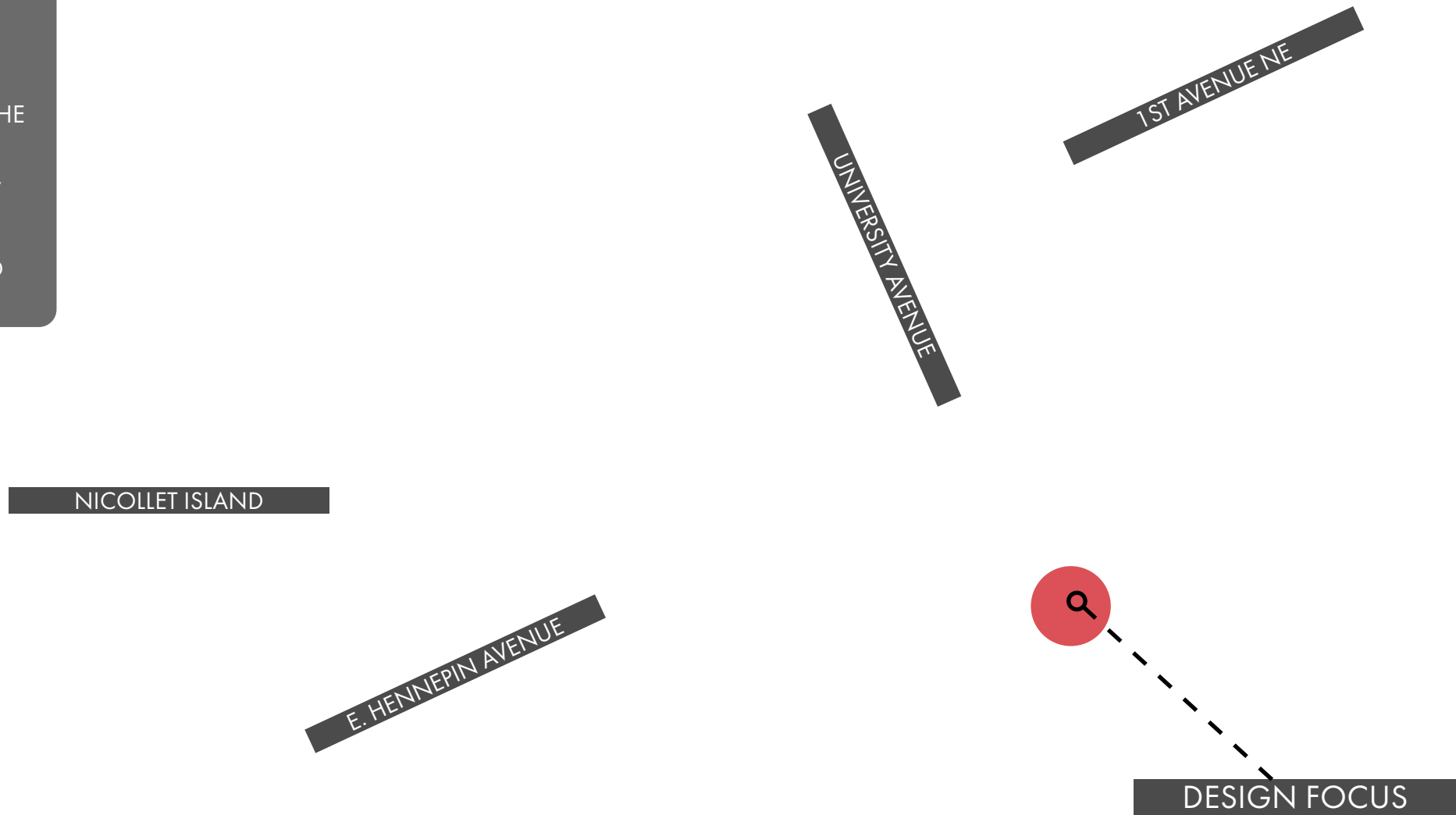
REVITALIZING A CONNECTION

6. CHUTE SQUARE

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: MINNEAPOLIS PARK AND RECREATION
PROPOSED INTEGRATION TIMELINE: 2023-2028

CHUTE SQUARE IS AN IMPORTANT GREEN SPACE IN THE NEIGHBORHOOD THAT NEEDS TO BE UPDATED TO FOSTER BETTER CONNECTIONS TO THE STREET, PLACES FOR ACTIVITIES, AND INTERACTIVE PLAY FOR YOUNG FAMILIES. CREATING A LARGER, MORE INVITING SPACE AMONGST MATURE TREES IS IMPORTANT, AS WELL AS MAKING ROOM FOR COMMUNITY AMENITIES LIKE FOOD TRUCKS AND MUSIC.



6. CHUTE SQUARE



CURRENT STATE

6. CHUTE SQUARE



CURRENT STATE

6. CHUTE SQUARE



CURRENT STATE

6. CHUTE SQUARE



POLLINATOR GARDEN

PLAY YARD

PERGOLA

UNIVERSITY AVE.

GATHERING SPACE

EXPANDED PLAZA

POLLINATOR GARDEN

ST. ANTHONY FALLS
INTERACTIVE WATER
FEATURE
(HOMAGE TO ARD
GODFREY)

UPDATED FENCING

GODFREY HOUSE YARD

6. CHUTE SQUARE



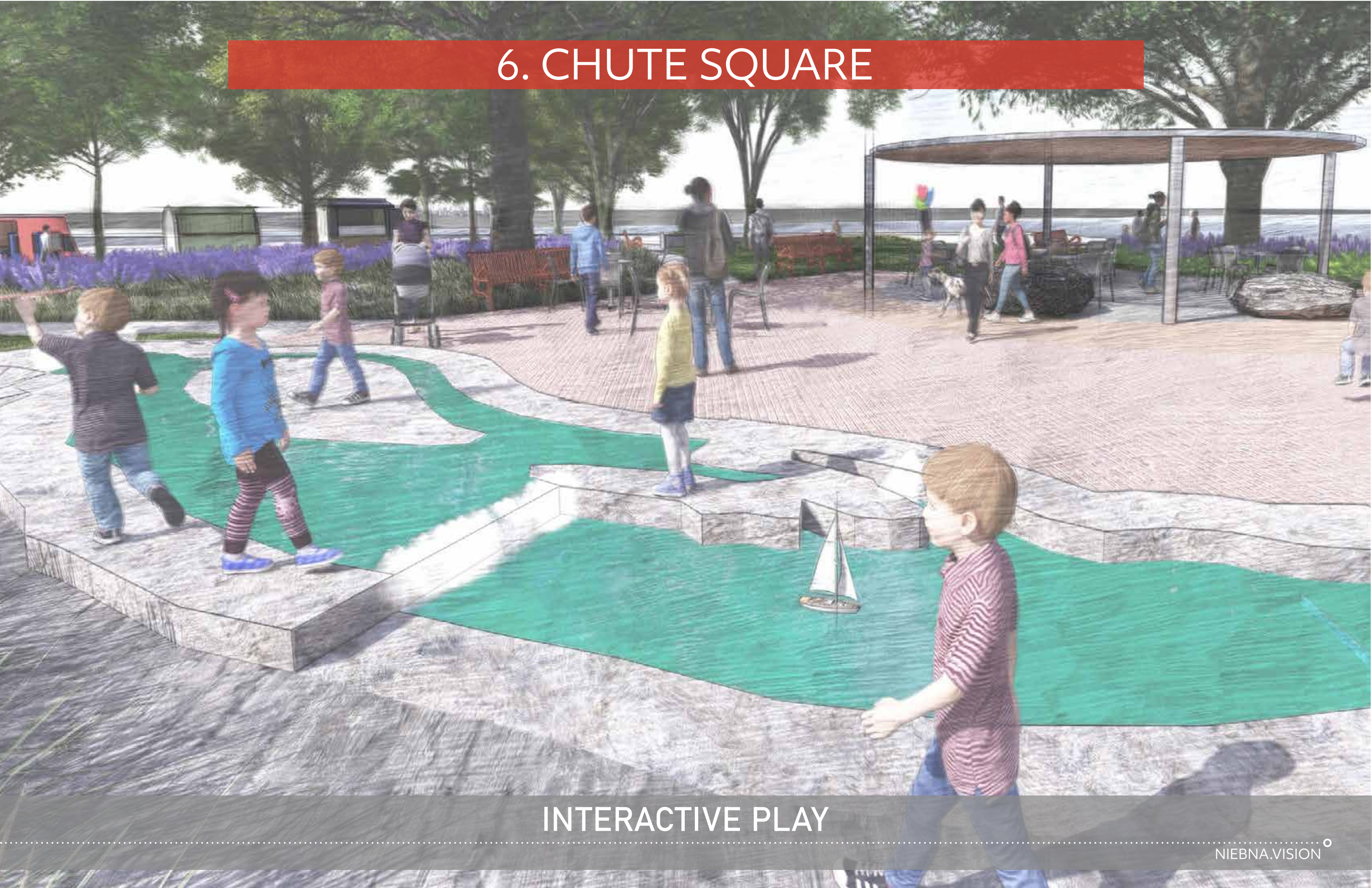
ACTIVATING EDGES

6. CHUTE SQUARE



INVITING ELEMENTS

6. CHUTE SQUARE



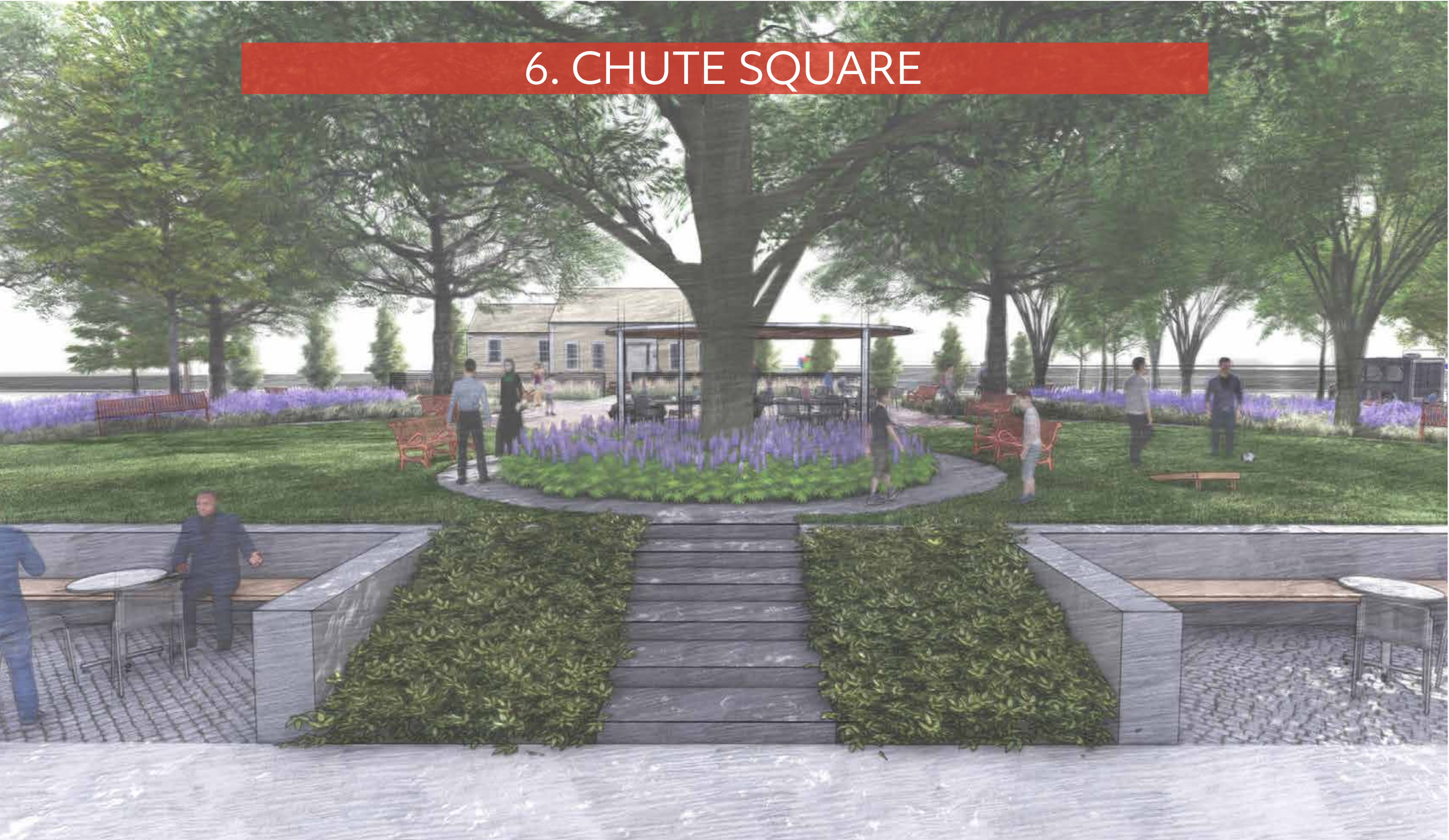
INTERACTIVE PLAY

6. CHUTE SQUARE



ENGAGING THE NEIGHBORHOOD

6. CHUTE SQUARE



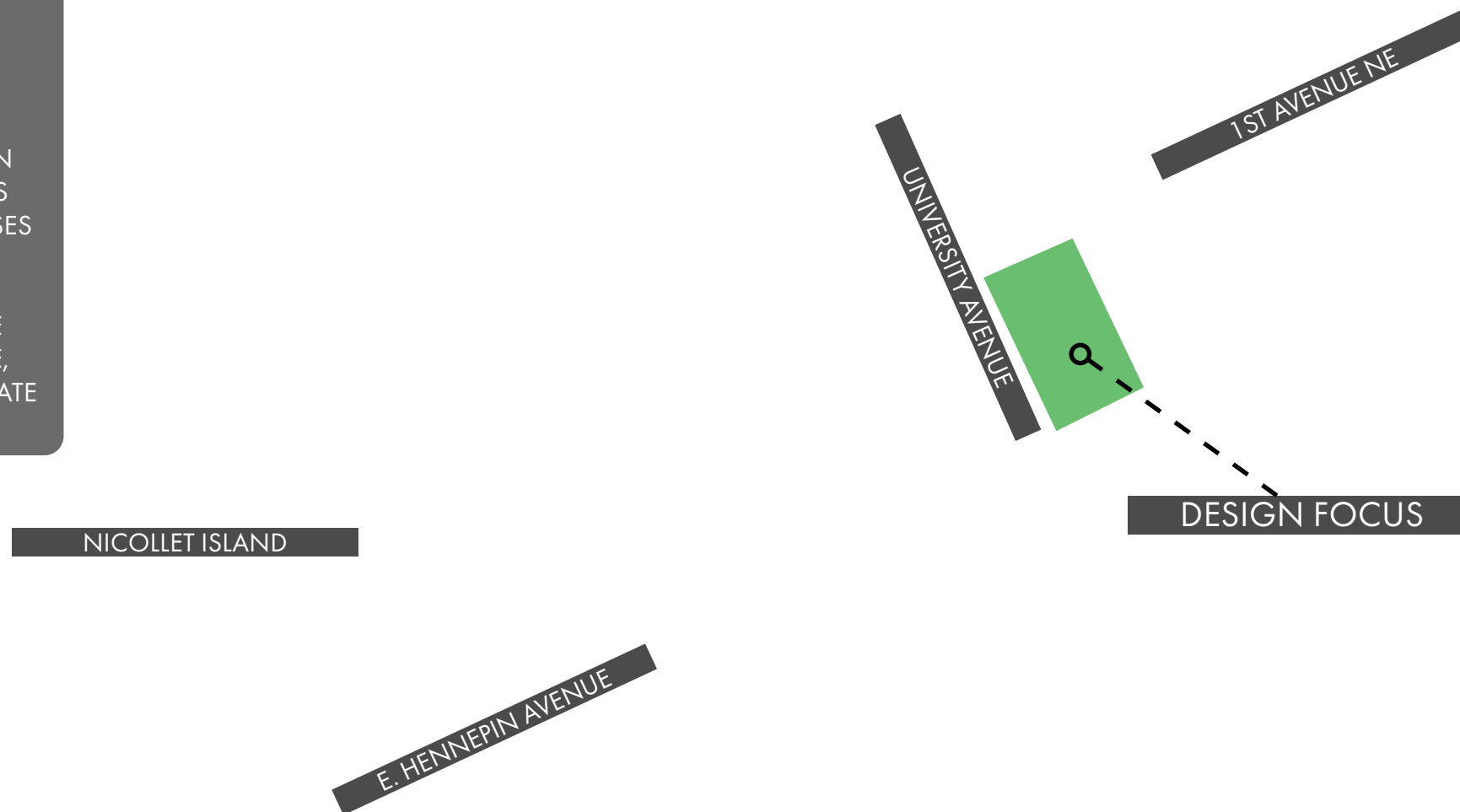
INVITING ENTRANCES

7. UNIVERSITY GREEN

PROJECT KEY INFORMATION

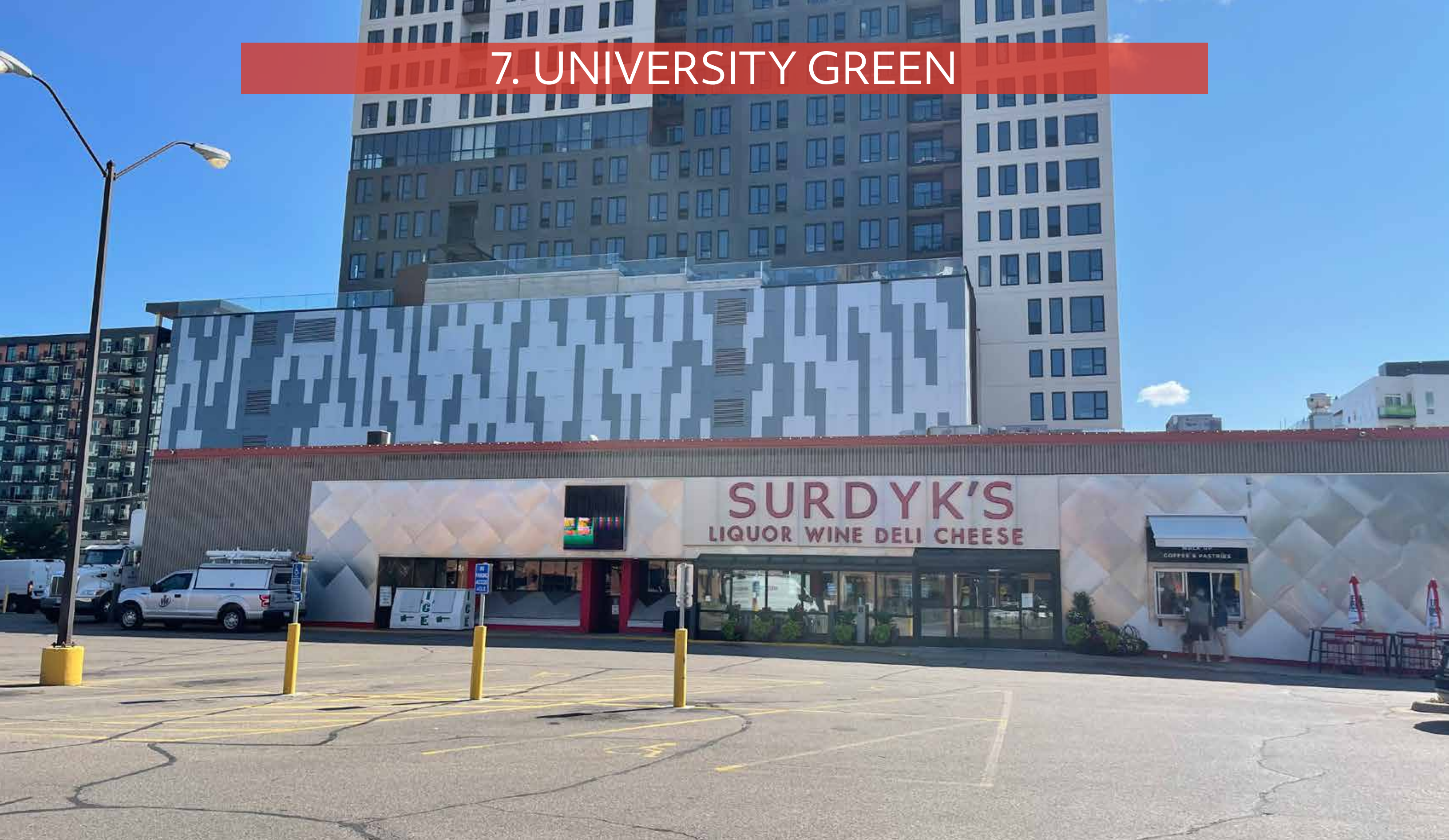
OWNER/STAKEHOLDER: EAST HENNEPIN LTD
PTNRSP, GABRIEL JABBOUR REV TRUST
PROPOSED INTEGRATION TIMELINE:
2040 AND BEYOND

AS THE HEART OF THE NEIGHBORHOOD, THIS GROUP OF PROPERTIES CREATES AN EXTREMELY IMPORTANT OPPORTUNITY FOR A CENTRAL GREEN SPACE SURROUNDED BY HOUSING, RESTAURANTS AND BUSINESSES. AS THE COMMUNITY INCREASES IN DENSITY, PLANNING FOR A LARGE, ICONIC OPEN SPACE IS IMPERATIVE TO BUILD AROUND. MUCH LIKE MANY OTHER AMERICAN CITIES HAVE INTELLIGENTLY DEVELOPED AROUND OPEN SPACE, THIS IS THE NEIGHBORHOOD'S BEST PLACE TO CREATE A THRIVING TOWN SQUARE.



URBAN DESIGN INTERVENTIONS

7. UNIVERSITY GREEN



CURRENT STATE

7. UNIVERSITY GREEN



CURRENT STATE

7. UNIVERSITY GREEN



RESIDENTIAL BLDG.

GREEN ROOF +
OUTDOOR ROOMS

OFFICES/RESTAURANTS

INDOOR OUTDOOR

RESTAURANTS

SURDYK'S

AMENITY PLAZA

CENTRAL PLAZA/
FARMERS MARKETS/
CONCERTS

HENNEPIN AVENUE

UNIVERSITY AVENUE

BLUE/GREEN SPACE

7. UNIVERSITY GREEN



AN ICONIC CENTRAL PLAZA

7. UNIVERSITY GREEN

INNOVATIVE ARCHITECTURE

7. UNIVERSITY GREEN



NEW EXPERIENCES

7. UNIVERSITY GREEN

SURDYK'S

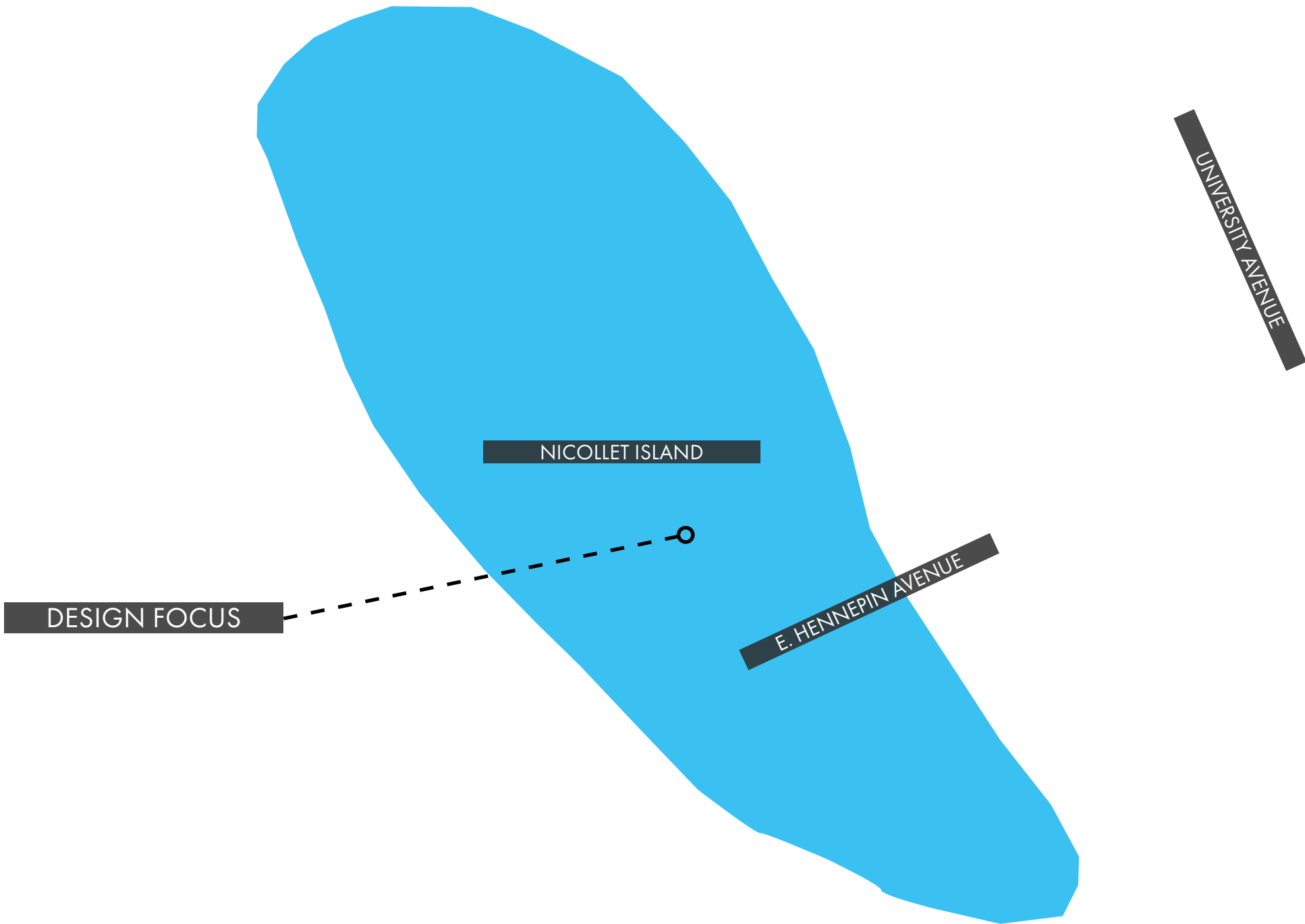
ICONIC PLACES REIMAGINED

7. UNIVERSITY GREEN



ICONIC PLACES REIMAGINED

8. NICOLLET ISLAND ENHANCEMENTS



PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: MINNEAPOLIS PARK AND RECREATION
PROPOSED INTEGRATION TIMELINE: 2028-2040

CREATING SUBTLE BUT IMPORTANT ENHANCEMENTS FOR NICOLLET ISLAND ALLOWS FOR BETTER CONNECTIVITY, ACCESSIBLE TRAILS, AND VIEWS TO THE MISSISSIPPI RIVER. MAINTENANCE IS IMPORTANT FOR CLEARING OUT INVASIVE SPECIES ALONG THE RIVER'S EDGE AND THE INTERIOR FOREST SPACES. ADA COMPLIANT PATHS ALLOW FOR THE ISLAND TO BE ENJOYED BY ALL. BETTER PATHWAYS/SCREENING/AND REMOVALS NEAR THE NICOLLET ISLAND PAVILION AND BEYOND CREATE A BETTER PUBLIC AMENITY THAT IS UNDERUTILIZED.

8. NICOLLET ISLAND ENHANCEMENTS



CURRENT STATE

8. NICOLLET ISLAND ENHANCEMENTS



CURRENT STATE

8. NICOLLET ISLAND ENHANCEMENTS



CURRENT STATE

8. NICOLLET ISLAND ENHANCEMENTS



URBAN DESIGN INTERVENTIONS

8. NICOLLET ISLAND ENHANCEMENTS



ACTIVATING OLD PLAZAS

8. NICOLLET ISLAND ENHANCEMENTS



ACTIVATING OLD PLAZAS

8. NICOLLET ISLAND ENHANCEMENTS



PAVED WALK LOOP

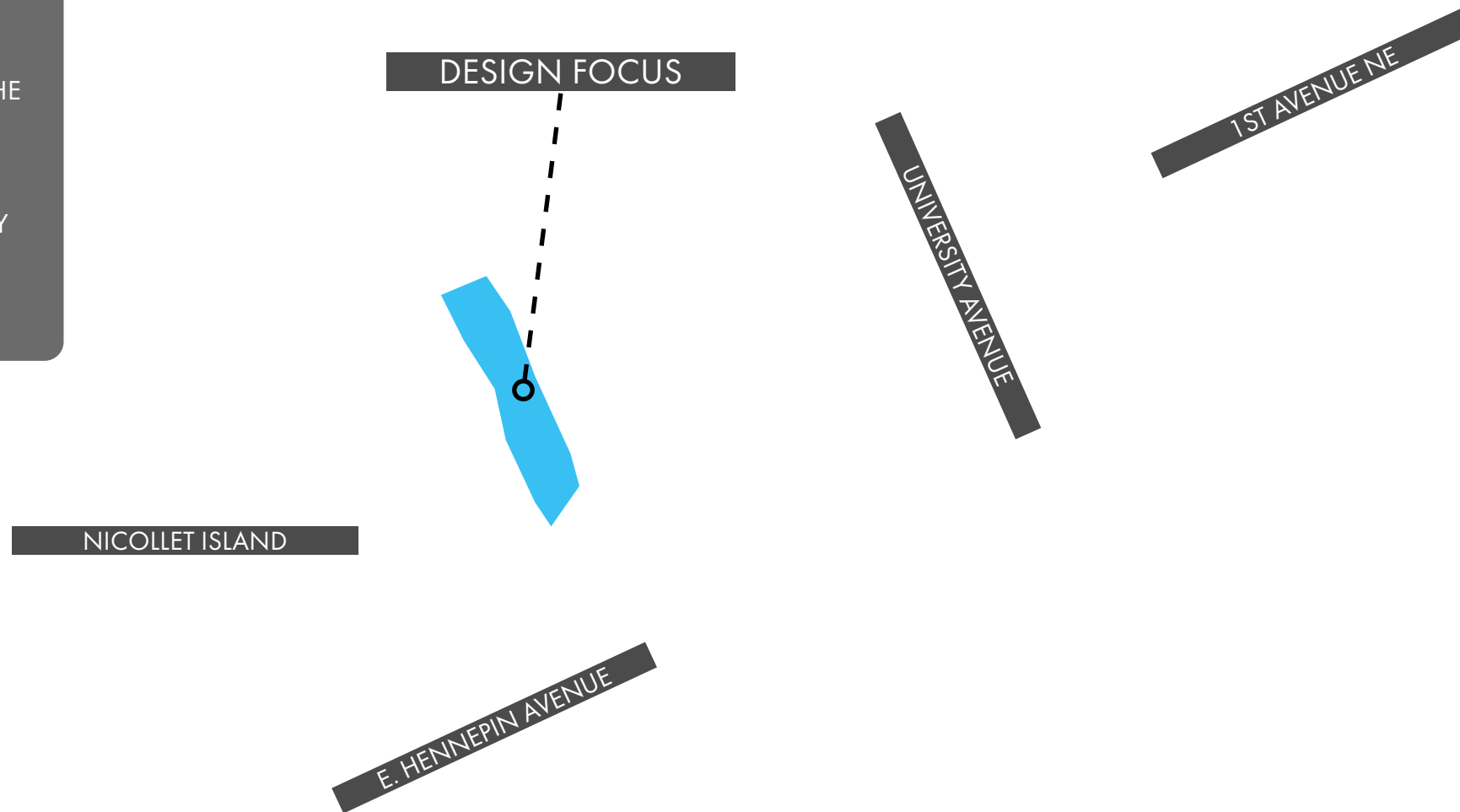
NEW PATHWAYS AND SPACES

9. EAST BANK WATERWALK

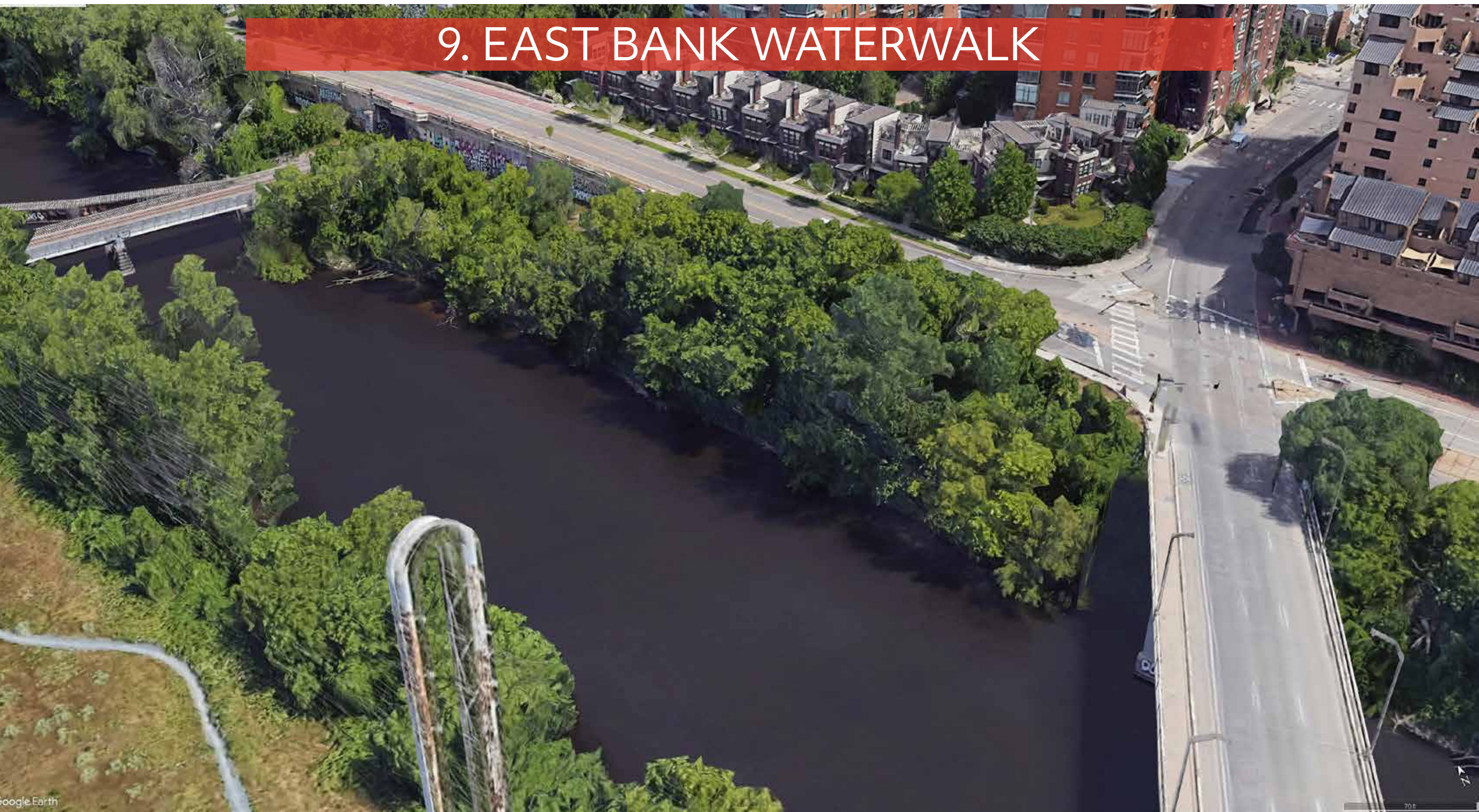
PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: BNSF, NOR STATES POWER CO, MINNEAPOLIS PARKS AND RECREATION
PROPOSED INTEGRATION TIMELINE: 2023-2028

CREATING AN ACCESSIBLE PEDESTRIAN CONNECTION TO THE MISSISSIPPI RIVER GIVES THE NEIGHBORHOOD A CHANCE TO RE-CONNECT WITH THE RIVER IN A NEW WAY AND REVITALIZE THIS RIPARIAN EDGE. AS AN EXTENTION TO THE TRAIL SYSTEM ALONG MAIN STREET AND POSSIBLY NICOLLET ISLAND, PEOPLE WOULD HAVE AN ACCESSIBLE ROUTE TO ENJOY A NEW TYPE OF SPACE AT THE MISSISSIPPI RIVER BANKS.



9. EAST BANK WATERWALK



CURRENT STATE

9. EAST BANK WATERWALK



9. EAST BANK WATERWALK



VIEWS TO THE RIVER

9. EAST BANK WATERWALK



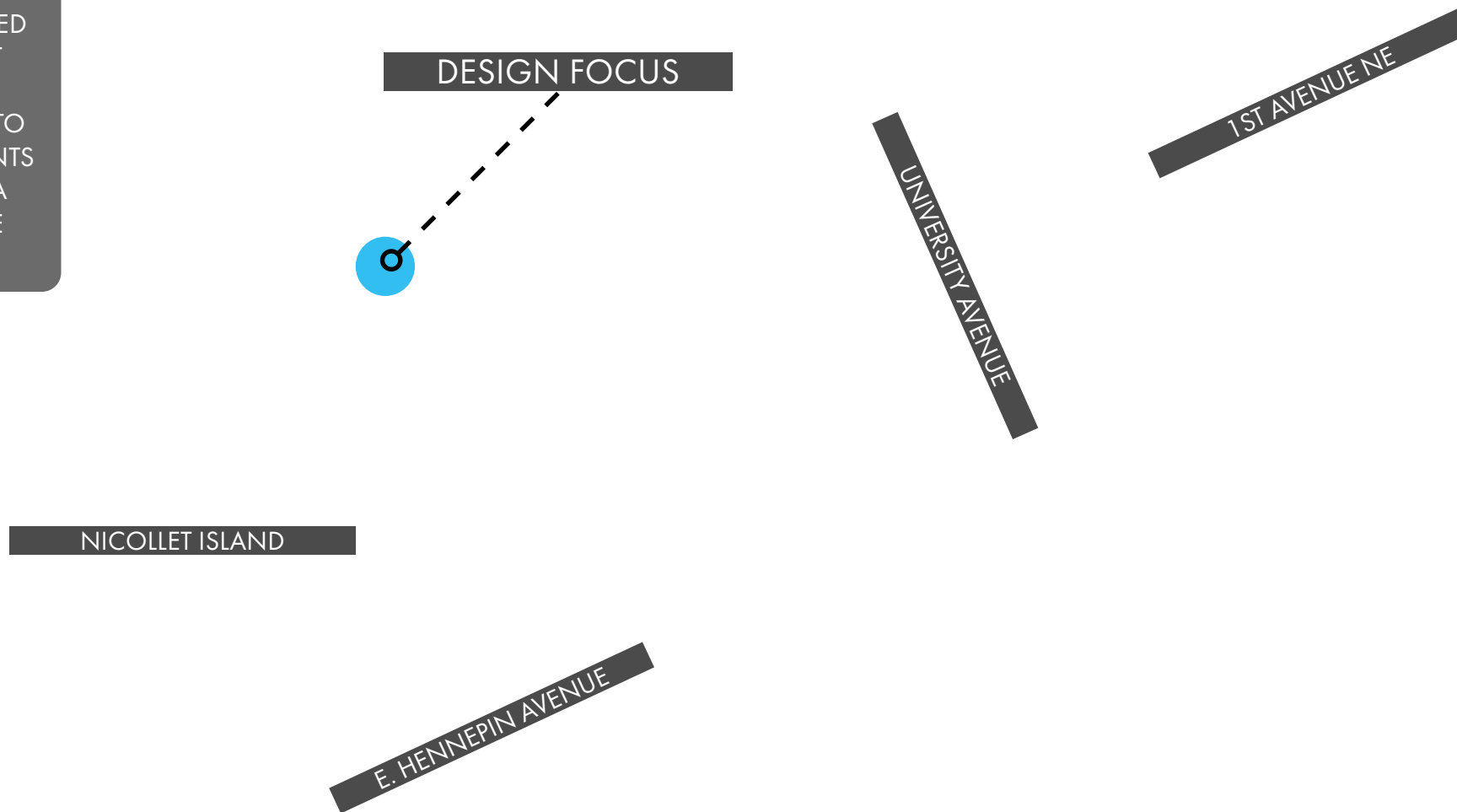
RIVER INTERACTION

10. RAIL BRIDGE GARDEN

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: BNSF
PROPOSED INTEGRATION TIMELINE: 2023-2028

THE RAIL BRIDGE, CURRENTLY ABANDONED, IS USED BY THOSE HIKING ALONG NICOLLET ISLAND THAT WANT TO EXPLORE OLD RELICS AND GET BETTER VIEWS OF THE MISSISSIPPI. WE ARE PROPOSING TO MAKE THE BRIDGE A SPACE FOR PEOPLE AND PLANTS AND MAKE THE CURRENTLY DANGEROUS SPACE A NEW PLACE FOR PEOPLE TO ENJOY IN THE MIDDLE OF THE RIVER.

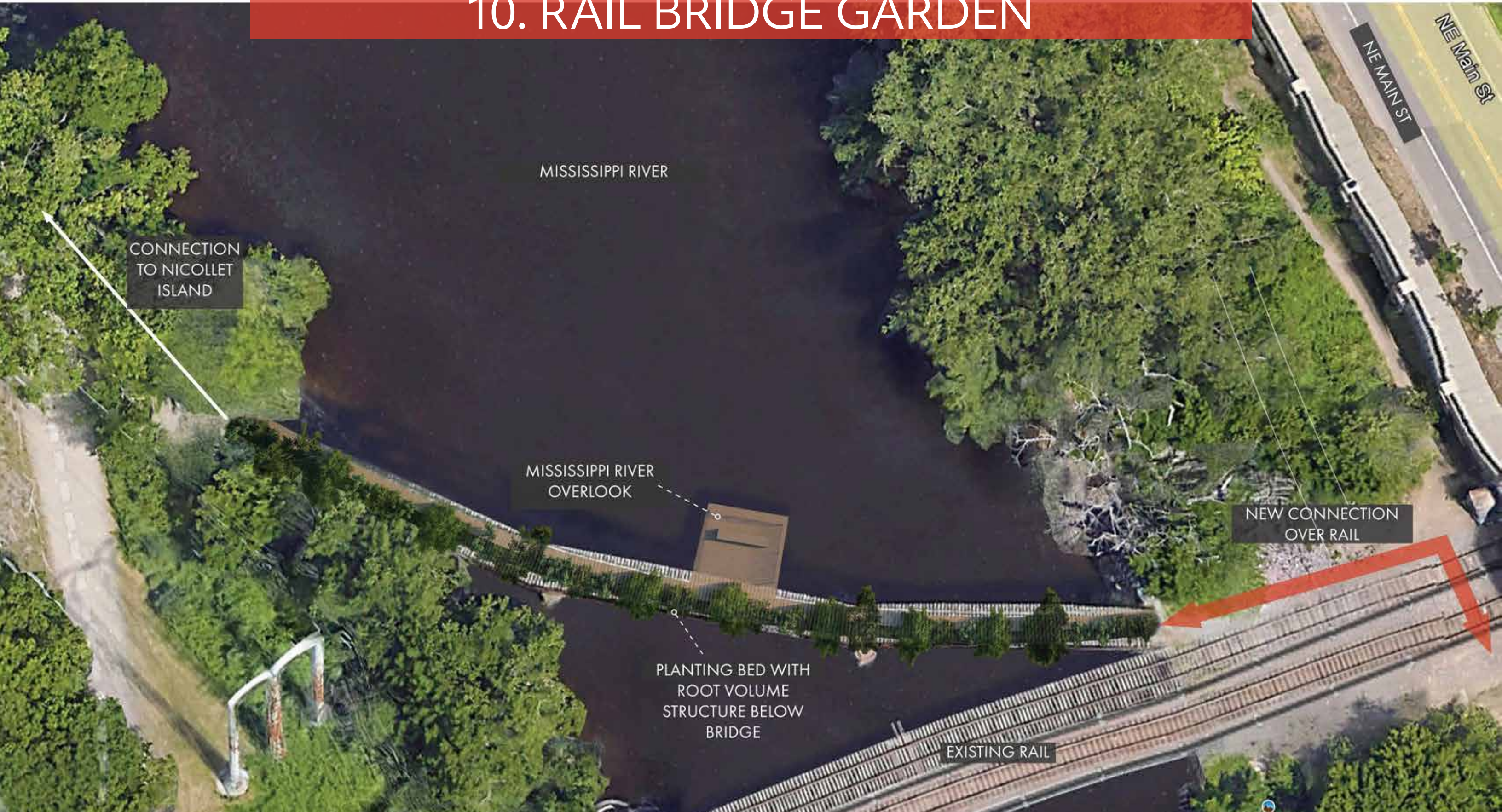


10. RAIL BRIDGE GARDEN



CURRENT STATE

10. RAIL BRIDGE GARDEN



CONNECTION TO NICOLLET ISLAND

MISSISSIPPI RIVER

MISSISSIPPI RIVER OVERLOOK

PLANTING BED WITH ROOT VOLUME STRUCTURE BELOW BRIDGE

EXISTING RAIL

NEW CONNECTION OVER RAIL

NE MAIN ST

NE Main St

URBAN DESIGN INTERVENTIONS

10. RAIL BRIDGE GARDEN

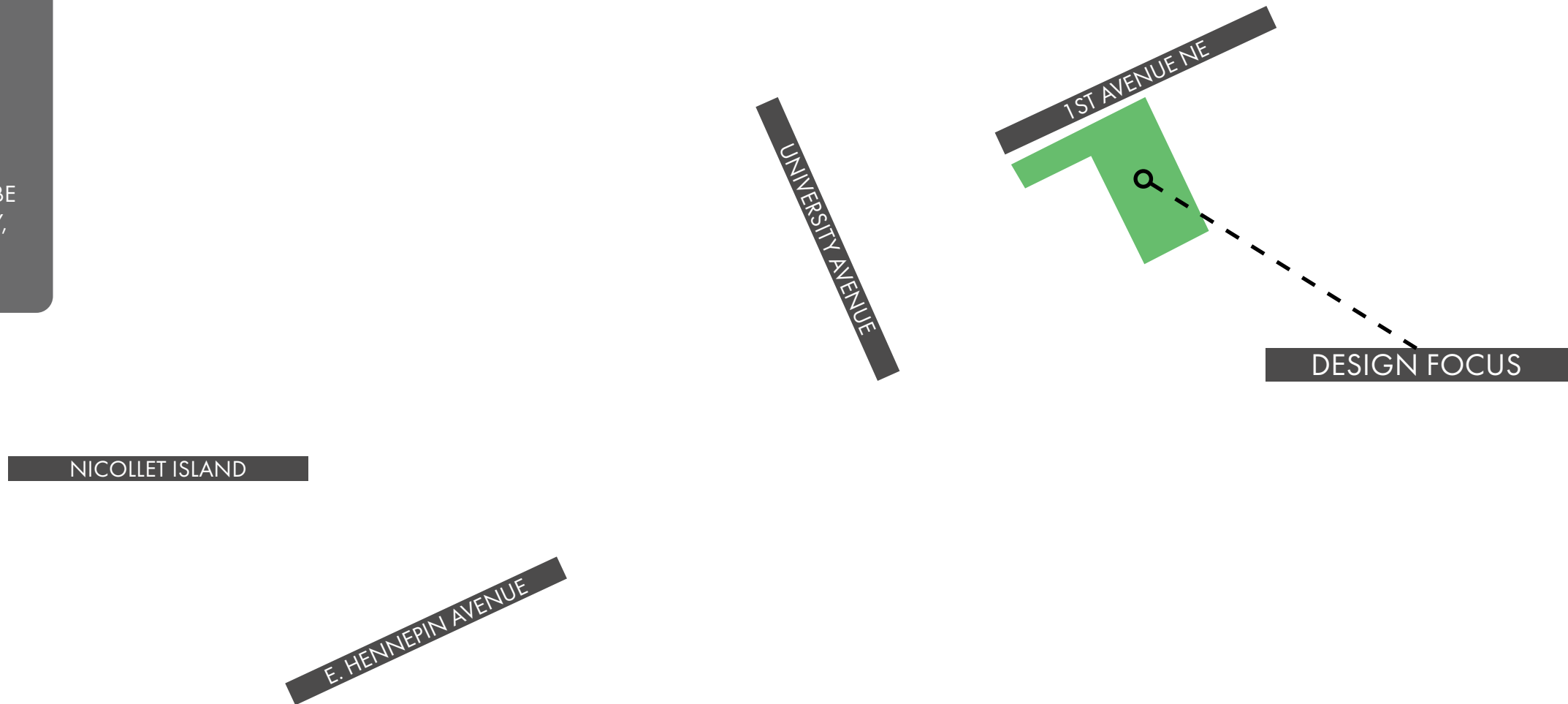
GREEN SPACE, TRAIL, AND LOOKOUT OVER RIVER

11/12. OUTDOOR REC. + WELLS FARGO LOT

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: WELLS FARGO BANK, GLMC CORP
PROPOSED INTEGRATION TIMELINE:
2040 AND BEYOND

ONCE THE WELLS FARGO BANK IS DEMOLISHED, SUSTAINABLE, TALL RESIDENTIAL TOWERS SURROUNDED BY GREENSPACE, PEDESTRIAN WALKWAYS, AND RECREATION SHOULD BE BUILT IN ITS PLACE. THIS ALLOWS THE STREETScape TO BE A THRIVING PLACE AMONGST HOUSING DENSITY, AND CREATES VIBRANT INTERSTITIAL SPACES FOR PEOPLE TO ENJOY.



URBAN DESIGN INTERVENTIONS

11/12. OUTDOOR REC. + WELLS FARGO LOT



URBAN DESIGN INTERVENTIONS

11/12. OUTDOOR REC. + WELLS FARGO LOT



CURRENT STATE

11/12. OUTDOOR REC. + WELLS FARGO LOT



CURRENT STATE

11/12. OUTDOOR REC. + WELLS FARGO LOT



PLAZA SPACE AND OUTDOOR YOGA

11/12. OUTDOOR REC. + WELLS FARGO LOT



PICKLEBALL AND OUTDOOR GYM

11/12. OUTDOOR REC. + WELLS FARGO LOT



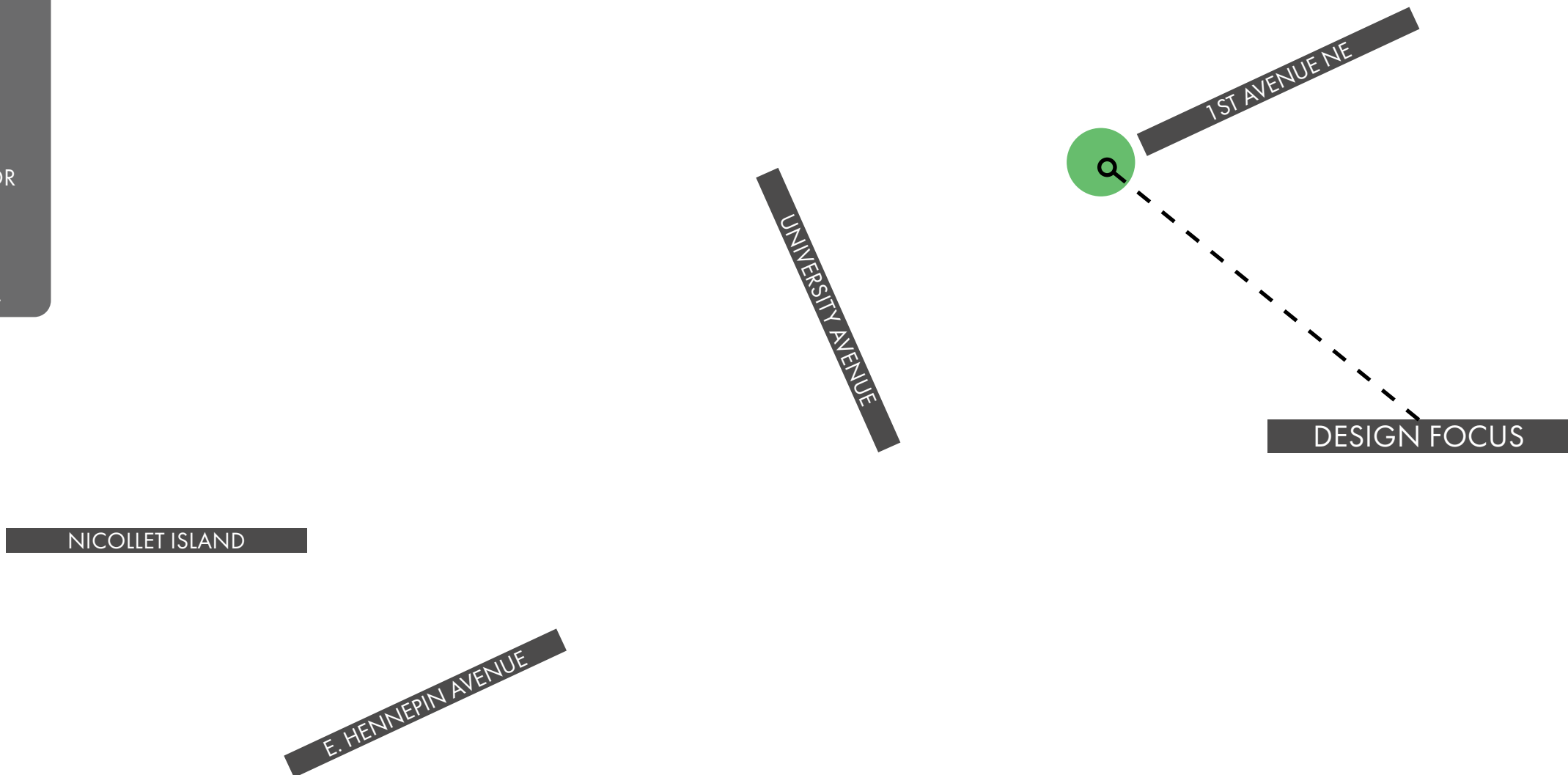
ACTIVATING CORNERS

13. BREWPUB

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: LAVINA VENTURES LLC,
PROPOSED INTEGRATION TIMELINE:
2040 AND BEYOND

A NIGHTTIME BEACON ON THIS SIDE OF THE NEIGHBORHOOD IS A NECESSITY TO ALLOW FOR MORE EYES ON THE STREET AND SAFER PLACES FOR PEOPLE AT NIGHT. THIS PROPERTY MAY BE TOO SMALL FOR FUTURE HOUSING, SO PROPOSING A BREWPUB THAT CREATES A SOCIAL HUB MAKES SENSE FOR THE FUTURE OF THE NEIGHBORHOOD.



13. BREWPUB



CURRENT STATE

13. BREWPUB



URBAN DESIGN INTERVENTIONS

13. BREWPUB



OLD BUILDINGS WITH NEW PURPOSE

13. BREWPUB



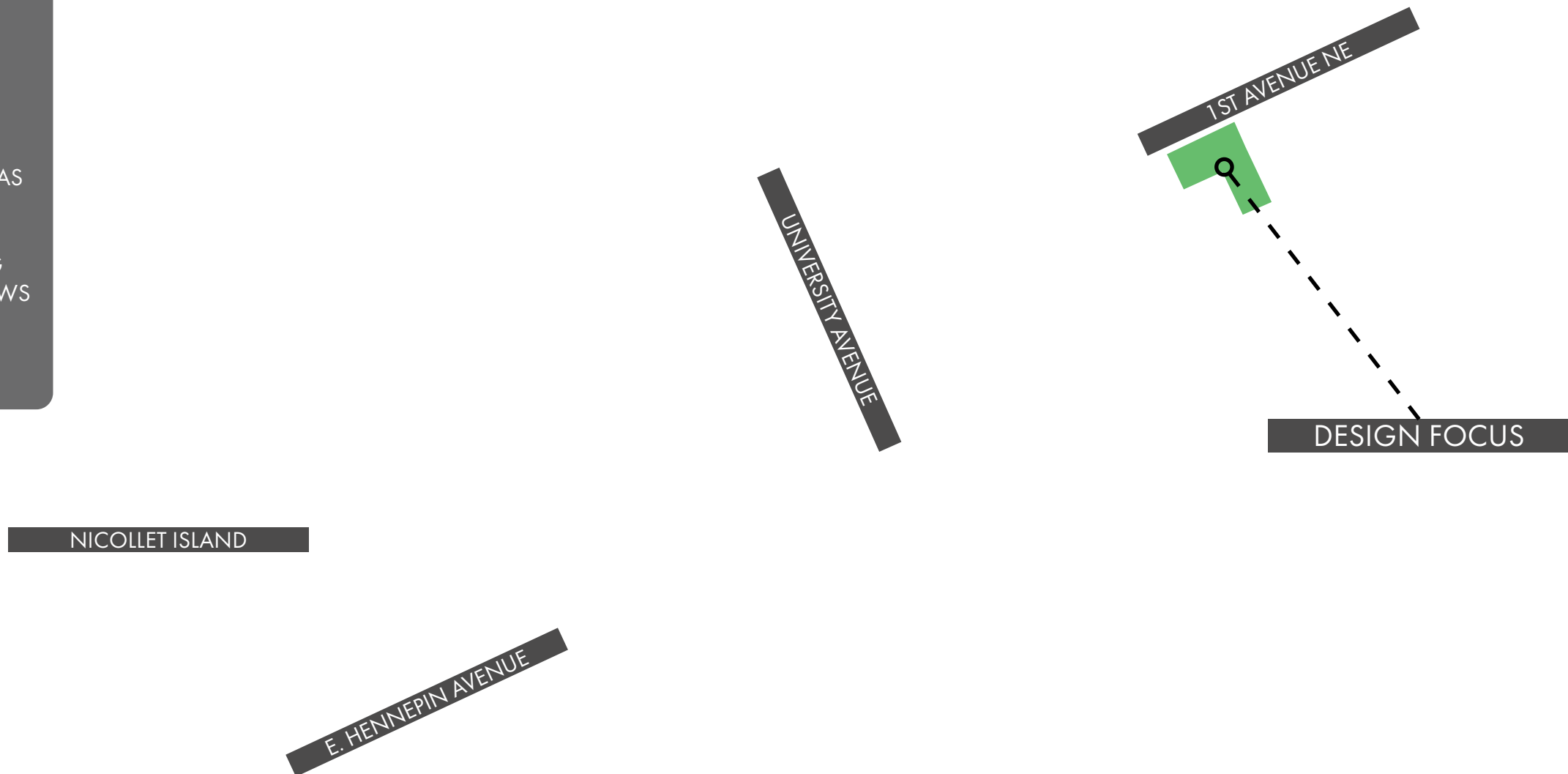
A BEACON AT NIGHT

14. MIXED USE PARKING

PROJECT KEY INFORMATION

OWNER/STAKEHOLDER: WELLS FARGO, LAZAROS CHRISTOFORIDES
PROPOSED INTEGRATION TIMELINE:
2040 AND BEYOND

WITH GREATER DENSITY COMES THE NEED FOR PARKING ON THE EDGE OF A NEIGHBORHOOD. AS PARKING BECOMES LESS OF A NEED IN THE NEXT 100 YEARS, A PARKING GARAGE THAT HAS THE ABILITY TO BECOME REPURPOSED INTO HOUSING OR MIXED USE IS IMPORTANT. THIS DESIGN ALLOWS THE NEIGHBORHOOD TO ABSORB SOME OF THE PARKING CONSTRAINTS AND ALLOW FOR MORE VISITORS.



14. MIXED USE PARKING



CURRENT STATE

14. MIXED USE PARKING



URBAN DESIGN INTERVENTIONS

14. MIXED USE PARKING



PARKING ON THE EDGES WITH SPACE TO GROW

NEXT STEPS

IN PERSON ENGAGEMENTS
ANALYZING PHASE II FEEDBACK
PHASE III COMMENCEMENT