

**Golden Valley Downtown Study Phase II
Interim Report Presentation
Council Meeting, January 21, 2020**

Study Background

- **2040 Comprehensive Plan Update (2018/2019)**
 - Downtown West identified as a Redevelopment Planning District in need of further study
 - Large area west to Hwy 169, east to Country Club
- **Downtown Study Phase 1 (Summer/Fall 2018)**
 - City worked with panel of local real estate, development and finance experts (ULI MN)
 - Recommendations were to focus on smaller core downtown area, redevelopment sites, strong market potential, improving connectivity, public-private partnerships

Study Purpose

▪ **Downtown Study Phase 2 (Summer/Fall 2019)**

- Envision the potential future for the civic campus as buildings age and need reinvestment/replacement
- Explore targeted potential redevelopment scenarios
- Explore walk/bike connections between the regional trail and Brookview / south of Hwy 55
- Develop a detailed downtown walk/bike plan
- Seek community input
- Identify an overall vision and guiding principles for future downtown changes

Study Purpose

- **Downtown Study Phase 3 (2020)**

- Refined concepts for redevelopment sites
- Street section concepts that will guide key bike/walk infrastructure improvements
- Design guidelines for each quadrant and streets
- Gain community input
- Final downtown vision and guiding principles
- Implementation / phasing approach and actions
- Assembly of downtown framework plan document

Downtown Issues

- Commercial buildings in need of reinvestment / updating
- Some industrial buildings are obsolete and converting to non-industrial uses
- Most buildings are not oriented to the downtown main streets and sidewalks – Winnetka and Golden Valley Road
- Fire/police facilities need more space and upgrades, which resulted in a recent expansion / consolidation study
- The downtown core essentially consists of 4 quadrants that are not well connected

Downtown Issues (continued)

- Existing development is dominated by one-story buildings and large surface parking lots
- Walking environment is not comfortable or inviting
 - high traffic and wide streets that make street crossings challenging
 - lack of pedestrian streetscape design
 - large surface parking lots separate buildings from sidewalks
- Lack of bicycling facilities/trails
- Challenging for walking/biking across Hwy 55 and to the pedestrian bridge over Hwy 55

Downtown Opportunities

- Growing interest in development projects in the area, including residential and new businesses
- Lots of community interest in attracting more businesses, particularly a grocery store and pharmacy
- Community support for a broad mix of uses in downtown, including adding new housing options
- 2040 Comprehensive Plan's long-term guidance for more mixed land uses in downtown core area
- The City's interest in exploring future opportunities for the civic campus block as part of potential needs for reinvestment, expansion, relocation of facilities

Downtown Opportunities (continued)

- The downtown is adjacent to major recreational amenities, including the regional trail and Brookview
- The City has prioritized improving the walking and biking network in the downtown
- Community interest in a new walk/bike bridge over Hwy 55
- Planned Bus Rapid Transit (BRT) stations on Hwy 55 at Winnetka
- Community's desire for a public open space or multiple smaller public spaces in the downtown
- Bassett Creek is a hidden asset

Redevelopment Scenarios Explored: Southwest Quadrant

Partial Redevelopment



Concept A



Grocery store example



Commercial with outdoor dining example

Full Redevelopment



Concept B



Mixed use and pedestrian crossing example



Mixed use and parking garage example

What We Heard: Southwest Quadrant



- Support for street improvements (safer, more walkable)
- Support for attracting additional commercial businesses (grocery, pharmacy)
- Support for redevelopment, treat as gateway to the community
- Concerns of losing unique, small, local businesses
- Concerns about Wisconsin Ave/Hwy 55 intersection traffic movements
- Concerns about too much residential being added

Redevelopment Scenarios Explored: Northeast Quadrant

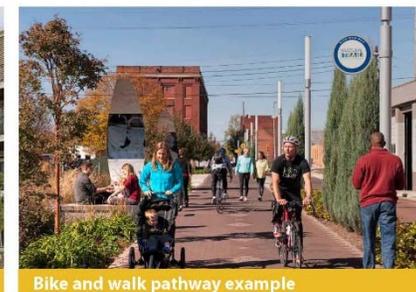
Partial Redevelopment

Full Redevelopment

Full Redevelopment



Residential example



Bike and walk pathway example



Fire station example



Bike and walk pathway example

What We Heard: Northeast Quadrant



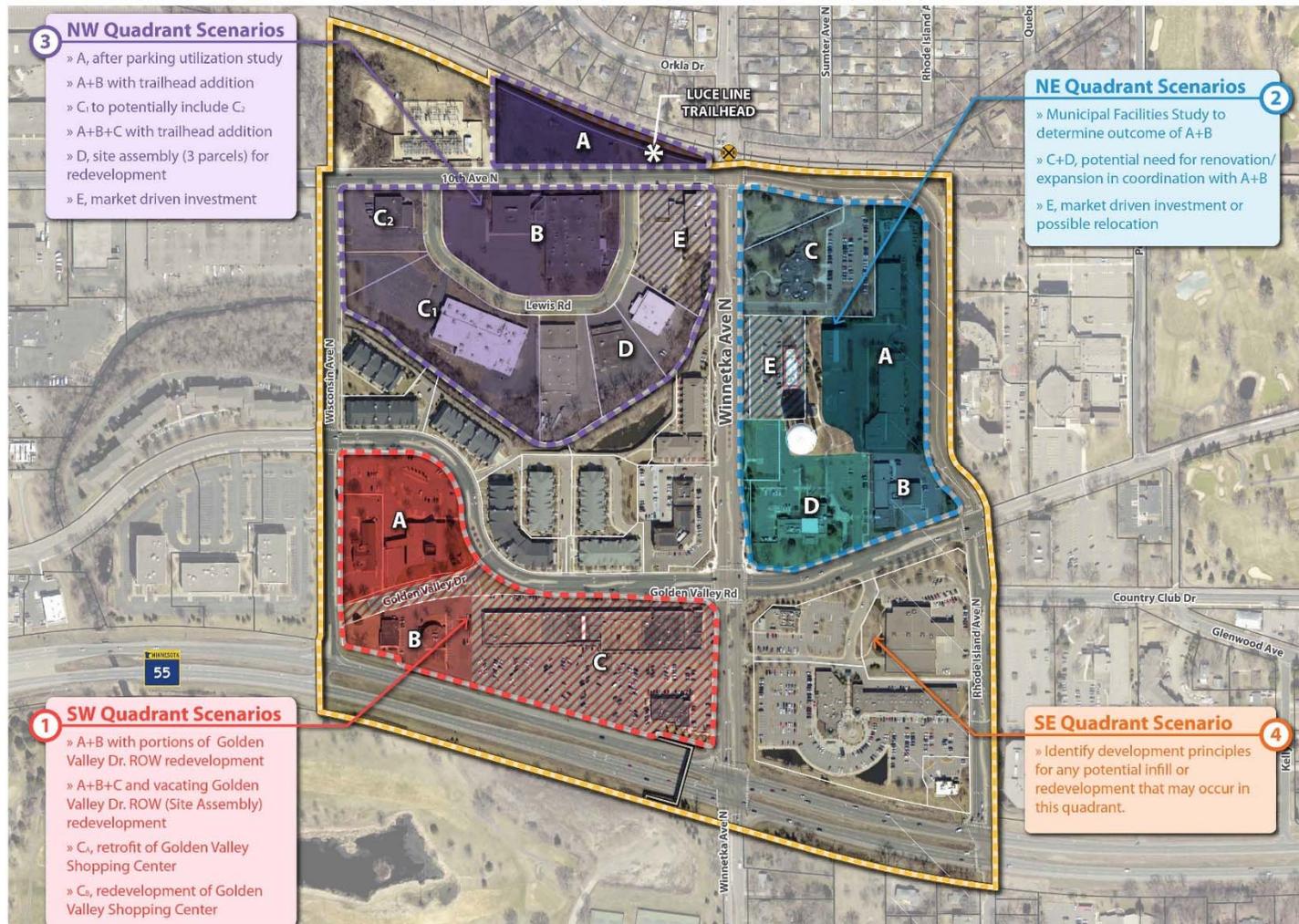
- Support for improving walking environment/network
- Concerns about new streets/preference for pedestrian only streets
- Concerns about potential changes to the library
- Support for adding public outdoor spaces
- Support for adding residential in downtown

What We Heard: Northwest Quadrant



- No major concerns were identified for the proposed concepts and support was expressed for residential and office development in this area
- Residents to the south expressed concern over the concept of a proposed bridge connection and bike/walk traffic on private streets

Redevelopment Scenarios Explored: Potential Site Opportunities/Phasing



Potential Redevelopment Concept Short-Term



Potential Short-Term Redevelopment Concept

SW Quadrant

- Redevelopment of three freestanding buildings at intersection of Hwy 55 & Wisconsin Ave with Golden Valley Shopping Center remaining
- Site assembly involving two private properties and City's vacation of Golden Valley Drive public road right-of-way
- Development of a new (private) road access on Wisconsin Ave that connects through the site to Golden Valley Road

NW Quadrant

- Large surface parking lot on north side of 10th Ave offers a potential short-term redevelopment site for office use
- Potential for development of a regional trailhead on triangle green space at corner

NE Quadrant

- The 2020 Municipal Facilities Needs Study will provide additional long-term needs, options, and direction for determining the priorities, sequencing, and financing of any changes to the civic campus
- Relocates public works facilities away from the downtown core
- Redevelopment of public works site to residential
- Potential need to hold northern portion of public works site until future plans for library site are determined

Walk/Bike Bridge Ideas



Walk/bike bridge over Hwy 55 @ Winnetka

Replacement and redesign of existing bike/walk bridge should include the following considerations:

- Determine the priority landing points and how many landing points, e.g. priority connection may be Golden Valley Commons to Brookview or could there be 3 or 4 landings rather than 2
- More user friendly design, including avoiding ramps with tight switchback turns and easy access from trails, sidewalks and bike lanes
- Coordinate location of BRT stations with bridge landing points, e.g. consider shifting westbound station to east side of Winnetka
- Potential for the bridge to provide community identity, landmark, e.g. explore precedents like Sabo bridge (Hiawatha Ave), planned Bruce Vento bridge (downtown St. Paul), Lakeshore Drive bridges (Chicago)



Walk/bike bridge examples



DOWNTOWN GOLDEN VALLEY WALK/BIKE CONNECTIVITY

ACTIVE LIVING COMMUNITY ENGAGEMENT PROJECT

Project Report JANUARY 2020

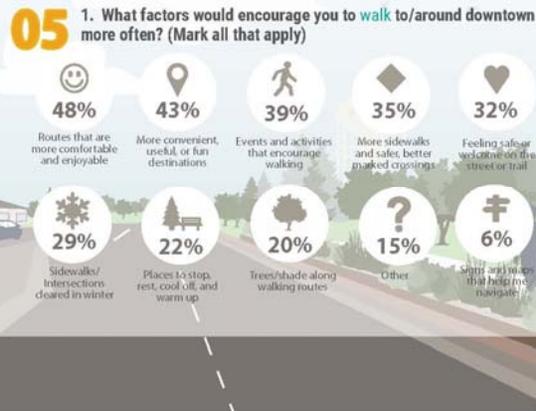
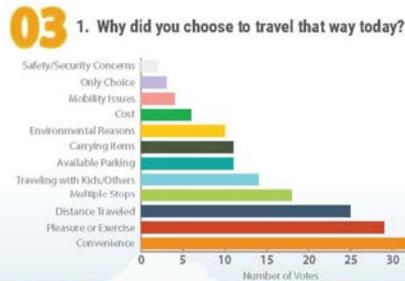
- Collaborative effort between Hennepin County Active Living and City of Golden Valley
- Fall 2019 community engagement to promote walking and biking to and within the downtown
- Arts & Music Festival, library, regional trail, and civic campus walk/bike audit
- Informed Downtown Study Phase 2



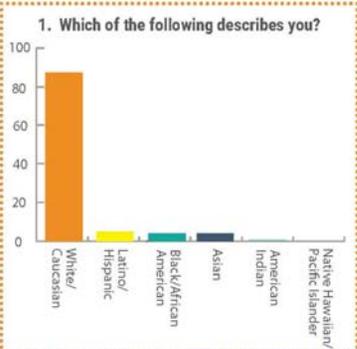
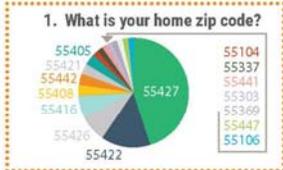
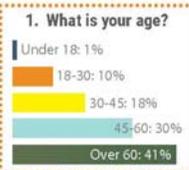
Community Input

FINDINGS: SUMMARY OF DOWNTOWN WALKING/BIKING SURVEY

Survey Responses from Walking Audit (August 2019) and Golden Valley Arts & Music Festival & Library Patrons (September 2019)



BIKING



RECOMMENDATIONS

1 Design and install temporary demonstration bike/walk projects

- Community feedback gathered during this study supports the City's plan for installing bike lanes on each side of 10th Ave and Rhode Island Ave west from Winnetka Ave to Hwy 55 in 2020. It is recommended that these bike lanes be installed with clear connections to the adjacent Luce Line Trail, such as:
 - Include a connection for the northbound bike lane on Rhode Island Ave to the regional trail at the corner of 10th/Rhode Island by adding a curb cut and trail connection between the roadway and regional trail.
 - For access to the east/southbound bike lane from the regional trail, add a dedicated bike crossing of 10th Ave at Winnetka (e.g. green crossing next to the white pedestrian crossing) and consider testing a mid-block crossing of 10th Ave from the regional trail to the library driveway/sidewalk.
- Demonstration bike/walk facility from the Luce Line Trail through the center of the Civic Campus down to Golden Valley Commons and Golden Valley Road between Winnetka Ave and Rhode Island Ave:
 - Include temporary mid-block crossings of 10th Ave and Golden Valley Road
 - Include temporary wayfinding signage
 - Include temporary bike parking facilities
- Demonstration bike lanes from the Luce Line Trail to the Hwy 55 pedestrian bridge using Wisconsin Ave and the north side of Hwy 55 -and/or- from the Luce Line Trail to Winnetka Ave using Golden Valley Road:
 - Work with commercial property owner
 - Include temporary wayfinding signage
 - Include temporary bike parking facilities



- Design and install temporary demonstration bike/walk projects
- Resolve the existing bike lane gap on Winnetka Ave
- Broaden the City's inventory of non-motorized transportation facilities

RECOMMENDATIONS

3 Conduct Follow-up Community Engagement

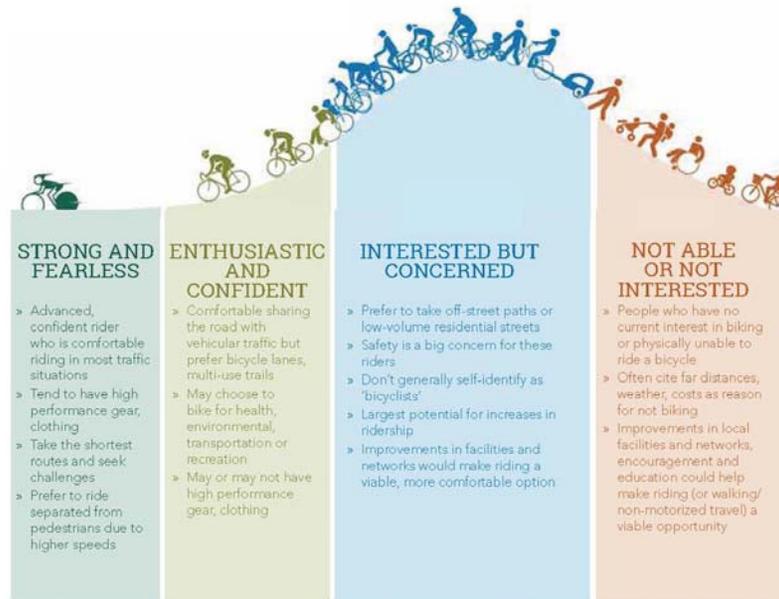
Conduct follow-up community engagement/surveys to find out what types of cyclists are in Golden Valley, e.g. strong & fearless, enthusiastic & confident, interested but concerned, not able or interested. What features would make biking routes more comfortable and enjoyable to and within downtown for these types of cyclists? Also, what features would make crosswalks safer and more comfortable for bicyclists?

Not all people have the same level of comfort when it comes to biking. The “Four Types of Bicyclists” (see figure below) are meant to guide efforts in evaluating what certain segments of the community require or want in a bikeway facility. The approach proposes that most people can be categorized into the following four typologies:

- Strong and Fearless: People willing to bike with limited or no bike-specific infrastructure
- Enthusiastic and Confident: People willing to bike if some bike-specific infrastructure is in place
- Interested but Concerned: People willing to bike if high quality bike infrastructure is in place
- Not able or Interested: People unwilling to bike even if high quality bike infrastructure is in place

These typologies help us identify which segments of the community need lower stress facilities to try biking or to bike more often.

Most cities find that as they build safer and more comfortable bike facilities, the number of people biking increases. This occurs due to the fact that one of the largest groups of bicyclists identify as “Interested but Concerned” with biking. When bike facilities are built to the needs of the “Interested but Concerned”, the results of investment yield the highest number of users. Additionally, when more people start bicycling because of a more comfortable network, biking becomes safer due to the fact that motorists are more aware of the bicyclists’ presence.



The Four Types of Bicyclists (Source: Roger Geller, *Four Types of Cyclists*. Portland, OR: City of Portland Office of Transportation, Undated, circa 2007).

- Conduct follow-up community engagement to find out what types of cyclists are in Golden Valley
- Partner with existing downtown businesses, civic groups and other organizations to draw bicyclists and walkers to the downtown
- Use of temporary public art

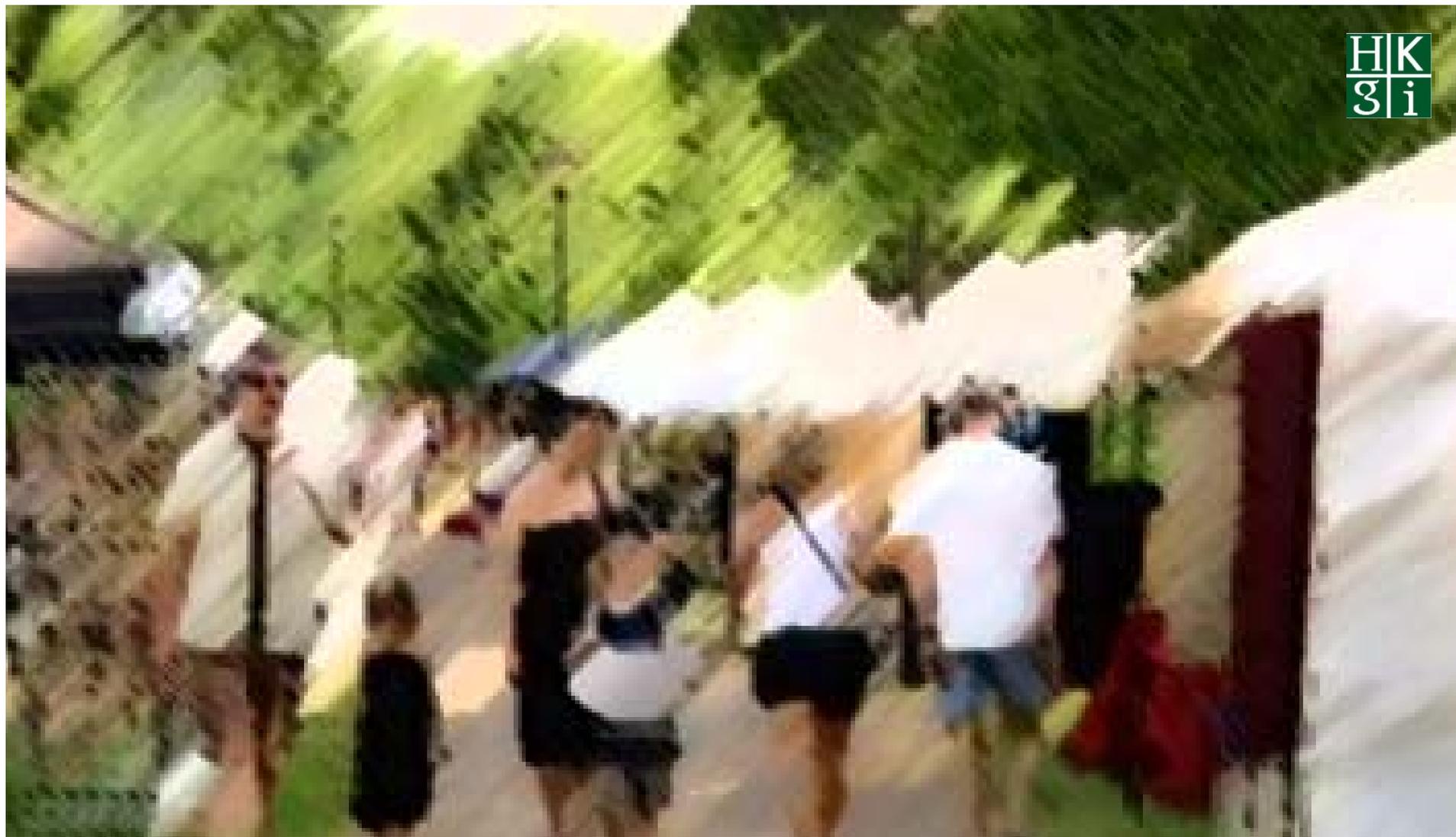
Draft Downtown Vision

Golden Valley's downtown will continue to evolve into the community's central destination for a wide variety of desirable places and activities for residents, employees and visitors, including places to shop, eat and drink, access civic services, work, live, walk, bike, sit outside, enjoy recreational and natural spaces, and interact with neighbors.

Through strategic redevelopment and reinvestment, the downtown will become a more attractive, connected and walkable place that is conveniently accessible to people walking, bicycling, driving, and taking transit.

Draft Downtown Guiding Principles

- Weave together all four quadrants of the downtown through development of more walkable streets, improved street crossings, and a strong bike/walk network.
- Ensure that buildings and outdoor gathering spaces will have a strong orientation toward the downtown's main streets – Winnetka Ave and Golden Valley Road.
- Attract a greater variety of uses to the downtown to make it a stronger destination, including employment opportunities, unique restaurants, entertainment, daily needs (e.g. grocery, pharmacy), and recreation.
- Cluster and expand commercial uses at the downtown's core intersection of Winnetka/Golden Valley Road and in prominent locations along Hwy 55.
- Leverage redevelopment to incorporate additional public outdoor gathering spaces in the form of plazas, outdoor seating areas, small parks, and trails.
- Strengthen the downtown's connectivity to adjacent neighborhoods and recreational amenities, particularly Brookview and the Luce Line Regional Trail.
- Add new housing and job options that have convenient access to commercial, transportation and recreational amenities and create a desirable downtown living and working environment.



Questions and Comments