

CITY OF MINNEAPOLIS

Upper Harbor Terminal – Public Realm & Infrastructure

Open House

Tonight's Panelists

Alexander Kado, Transportation Planner – City of Minneapolis

Nathan Koster, Transportation Planning Manager – City of Minneapolis

Ahmed Omer, Planning Engineer – City of Minneapolis

Chris Bower, Senior Engineer– Toole Consulting

Victoria Dan, Transit Planner – Metro Transit

Nathan Campeau, Senior Water Resources Engineer (representing) MWMO

Niko Kubota, Environmental Design Lab Lead – Juxtaposition Arts

Preston Dorsett– Juxtaposition Arts

Irene Woods – Juxtaposition Arts

Qadiym Washington – Juxtaposition Arts

Panelist Support

Craig Vaughn, Principal, Transportation Planner – SRF Consulting

Dan McNeil, Public Engagement Coordinator – SRF Consulting

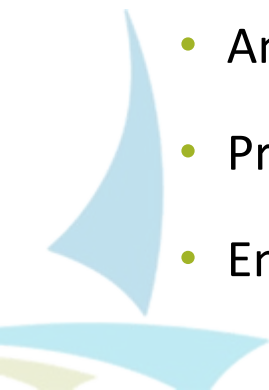
Lyssa Washington, Project Manager – 4RM+ULA

Meeting Format

Presentations on:

- Previous engagement takeaways
- Roadway layouts
- Transit considerations
- Green Stormwater Infrastructure
- Public Art Concepts

Meeting Purpose

- Share information about the Public Realm Infrastructure
 - Answer Questions regarding the Public Realm Infrastructure project
 - Provide information on Green Stormwater Infrastructure
 - Engage the community about Public Art
- 

Virtual Open House Instructions

- During the presentation attendees will be on mute and have their camera disabled
- This meeting is recorded and will be shared on the project website
- During the presentation, please use the “Q&A” function to type questions or comments. We will take questions after each section of the presentation



Land Acknowledgement

Every community owes its existence and vitality to generations from around the world who contributed their hopes, dreams, and energy to making the history that led to this moment. Some were brought here against their will, some were drawn to leave their distant homes in hope of a better life, and some have lived on this land since time immemorial. Truth and acknowledgment are critical to building mutual respect and connection across all barriers of heritage and difference.

We are standing on the ancestral lands of the Dakota People. We want to acknowledge the Ojibwe, the Ho Chunk and the other nations of people who also called this place home. We pay respects to their elders past and present. Please take a moment to consider the treaties made by the tribal nations that entitle non-Native people to live and work on traditional Native lands. Consider the many legacies of violence, displacement, migration, and settlement that bring us together here today. And please join us in uncovering such truths at any and all public events.

The acknowledgment given in the USDAC Honor Native Land Guide - edited to reflect Minnesota tribes. In review with SIA and endorsed by Shannon Geshick, Executive Director Minnesota Indian Affairs Council.

Engagement (Intent and Goals)

What We've Heard:

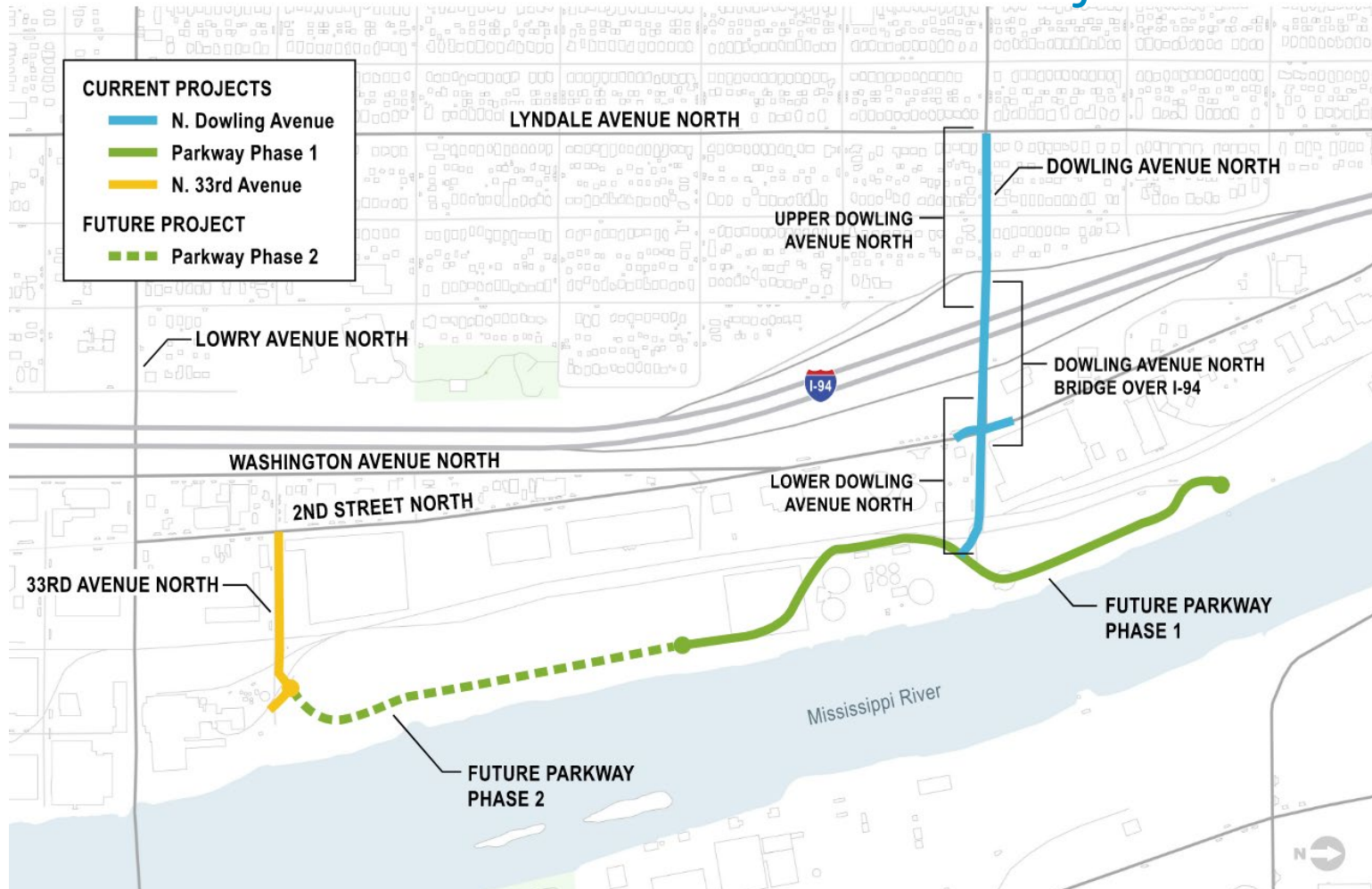
- Design, build, and support public spaces that prioritize inclusivity and community ownership for Northsideresidents
- Connect Upper Harbor into greater community and overcome I-94 barrier by providing safe transportation options
- Offer a river-front oriented experience with a focus on green infrastructure
- Support existing and future transit service

Intent & Goals:

- Ensure project info is readily available
- Strengthen the relationship between the diverse demographics of the North Minneapolis community, the project team, and project stakeholders
- Create desirable infrastructure and public realm elements that reflect community needs and create community excitement through a sense of ownership
- Ensure public questions and concerns are heard regarding the overall project while centering back on the public realm and infrastructure



Public Realm Infrastructure Project Area



- *Provide a connected transportation system and the complementary public utilities*
- *Prioritize safe and convenient pedestrian and bicycle connections*
- *Offer a riverfront-oriented experience with a focus on innovative stormwater solutions*

What is Public Realm Infrastructure?

The public realm refers to infrastructure that is designed to help people access the site comfortably and safely. Key components of public realm infrastructure include a connected system of sidewalks, bikeways, transit lines and streets as well as the extension of public utilities such as water, stormwater management, and sanitary sewer systems.

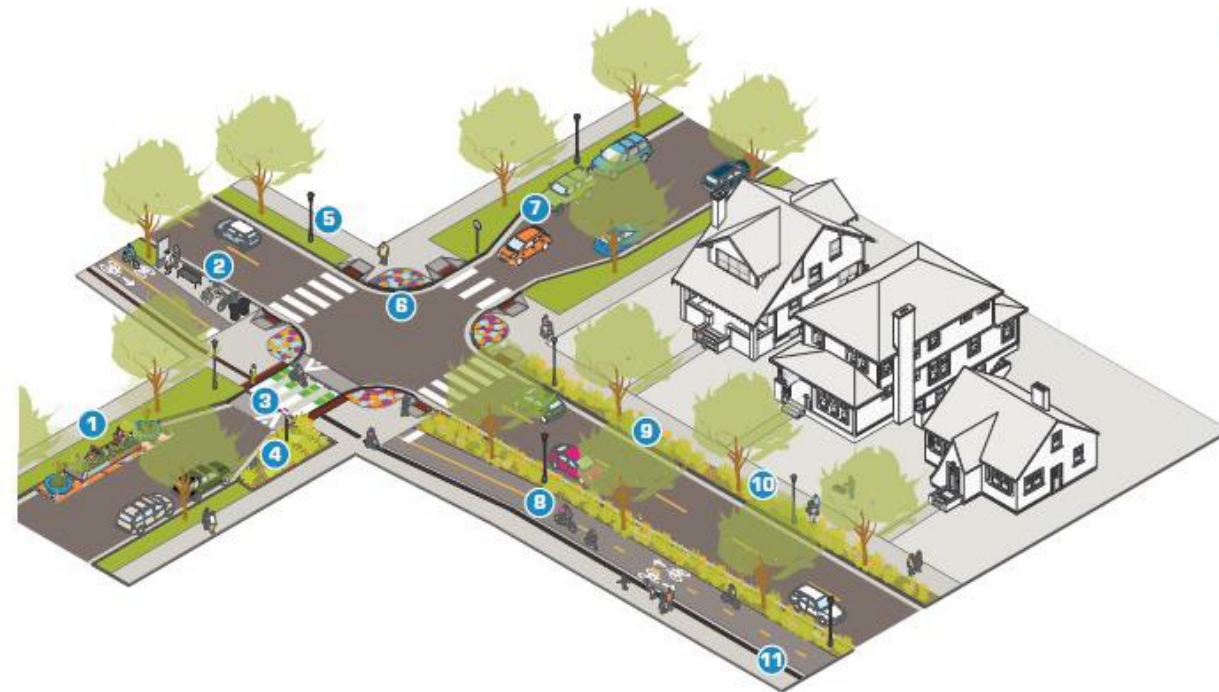
Commercial Context

- 1 Sidewalk
- 2 On-street parking
- 3 Pedestrian scale lighting
- 4 Directional indicator between sidewalk and bikeway
- 5 Mobility Hub
- 6 Pedestrian and bicycle wayfinding
- 7 Trees and landscaping
- 8 Bus stop with shelter and bench
- 9 Bikeway
- 10 Public art opportunities such as murals, benches, fences and landscaping
- 11 Banners
- 12 Protected intersections for pedestrians and bicyclists
- 13 Bicycle parking
- 14 Seating
- 15 Landscaped boulevard



What is Public Realm Infrastructure?

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Residential Context

- 1 Parklet
- 2 Benches, bicycle parking, wayfinding, trash and recycling bins
- 3 Raised crossing for pedestrians and bicyclists
- 4 Green stormwater infrastructure
- 5 Pedestrian scale lighting
- 6 Public art integrated with the sidewalk
- 7 On-street parking
- 8 Bikeway
- 9 Boulevard with trees and landscaping
- 10 Sidewalk
- 11 Directional indicator between sidewalk and bikeway

What we learned from the community

To inform the design of public realm infrastructure improvements the project completed an initial round of outreach and community engagement in January 2021.

Community engagement included:

- Project website
- Community survey
- Interactive comment map
- Range of promotional strategies.
- Four virtual focus groups meetings,
- Live virtual open house,
- Virtual office hours with Dowling Ave. residents

WHAT THEMES DID WE HEAR?

Prioritize pedestrians and bicyclists. Multimodal transportation should be safe, attractive and connected.

Public art should be welcoming and share development history of the Northside, including Dakota history.

Opportunity to **open the Mississippi River as a destination** and community asset.

Support for improvements to the entire mobility infrastructure:

- Address Dowling Ave safety issues (i.e. Lyndale Ave, I-94 bridge, Washington Ave).
- 33rd Avenue is an important access point and should provide welcoming entrance to the site.
- Connectivity with trails and road network beyond the planned improvements is a priority.

What we learned from the community

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WHAT CONCERNS DID WE HEAR?

Concern about **bicycle and vehicle safety along Dowling Ave.** Especially crossing the I-94 bridge and Washington/Dowling intersection

Desire to see public infrastructure and the UHT redevelopment **meet the needs of Northside residents.**

Concern about congestion along Dowling Ave, traffic back-ups on I-94 and Washington Ave, and **future congestion with UHT traffic and events.**

What we learned from the community

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- Project website
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WHAT SUGGESTIONS DID WE HEAR?

Improvements to I-94 bridge are important. Potential to partner with Wash. Ave business.

Foster a sense of arrival and vistas to connect the Northside to the river.

Support for green infrastructure. Capture and reuse water at the UHT site.

Public art elements could be linked together and lead you to and through the site.

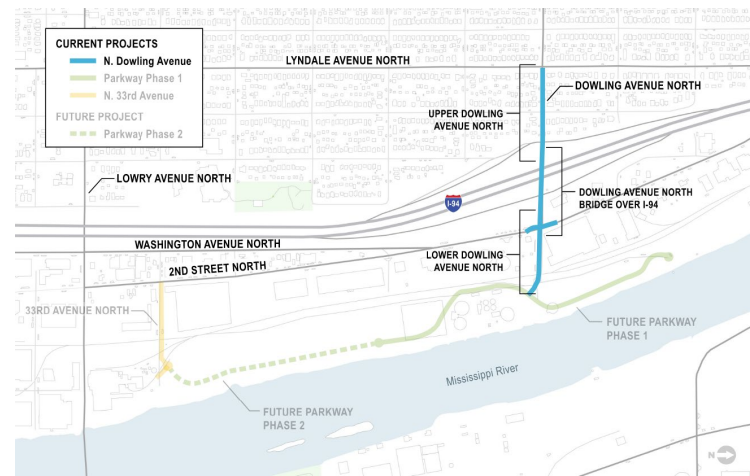
Public infrastructure should include pedestrian level lighting, signage, greenery and public art.

Desire to see bikeway and walkways with physical barrier and separation from cars.

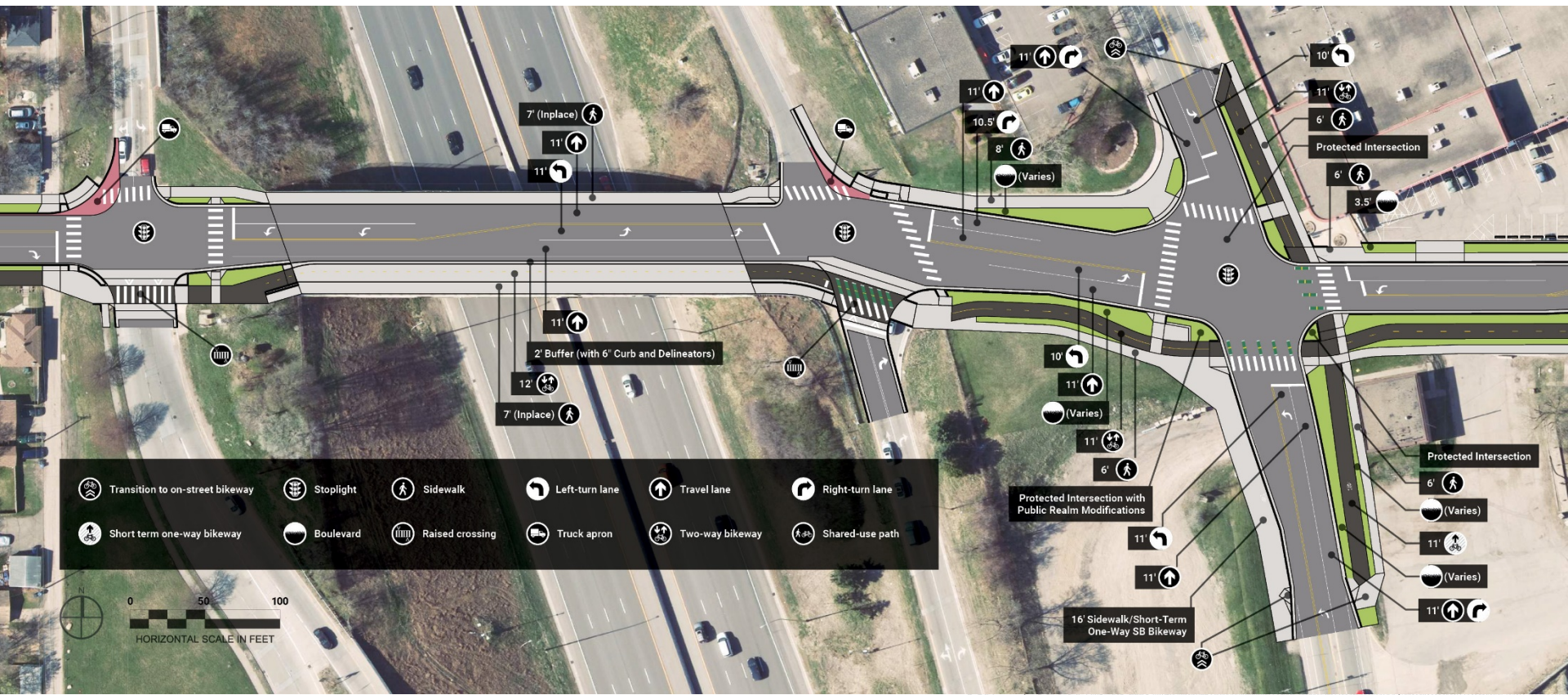
Roadway layouts

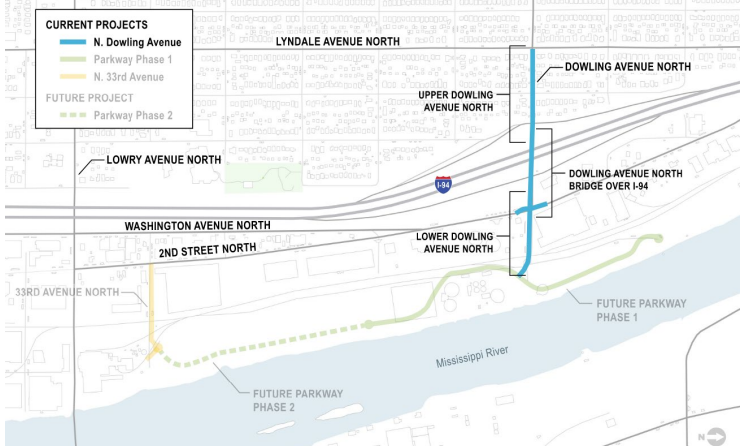
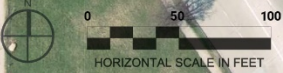


Upper Dowling Avenue

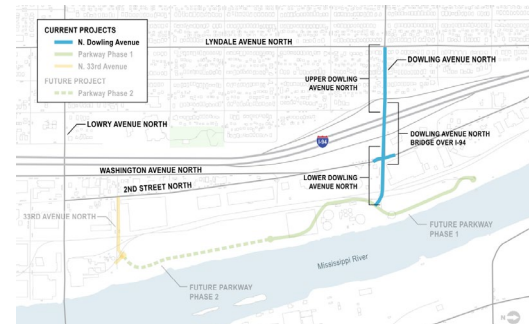
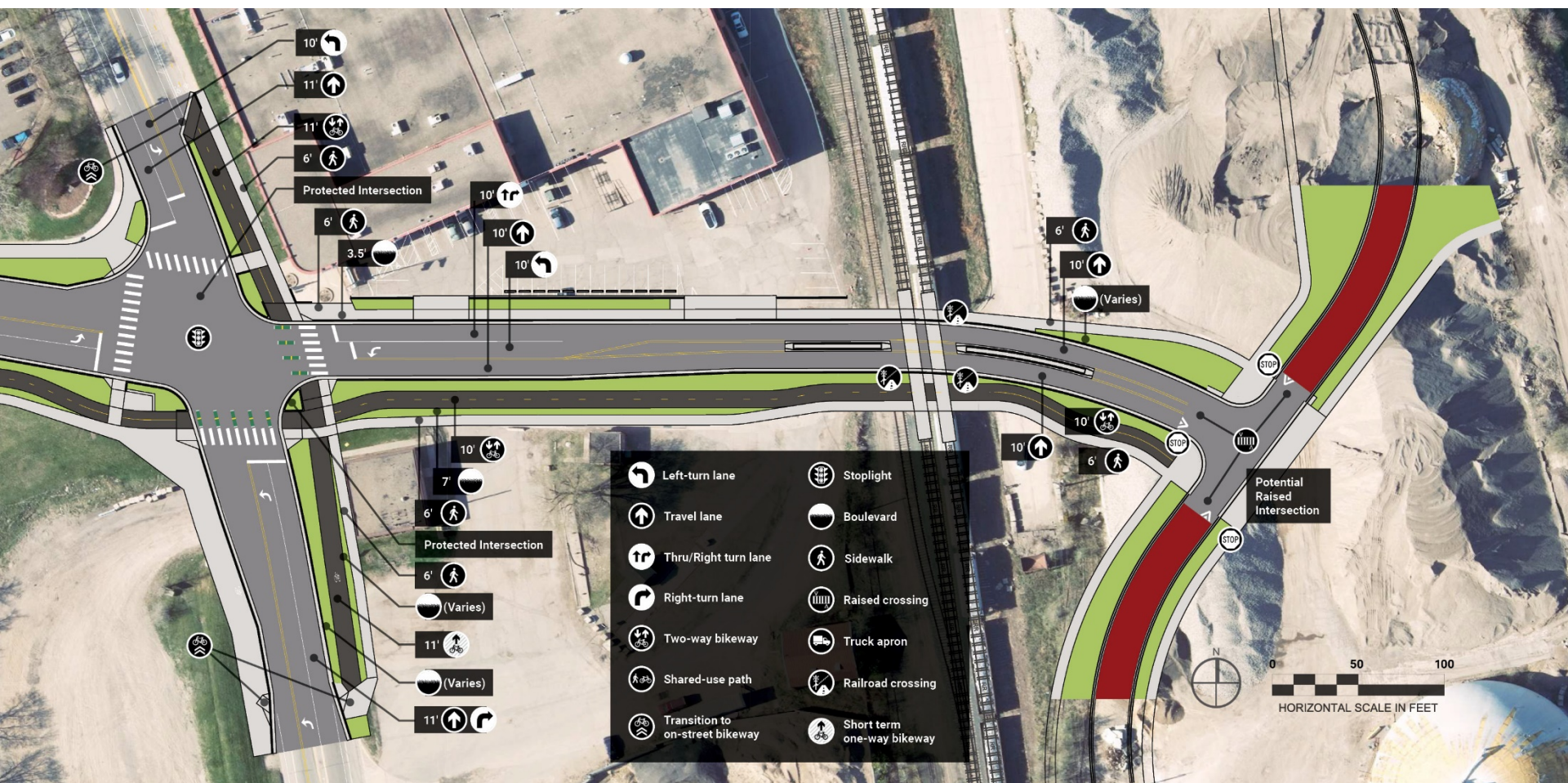


Dowling Avenue over I-94

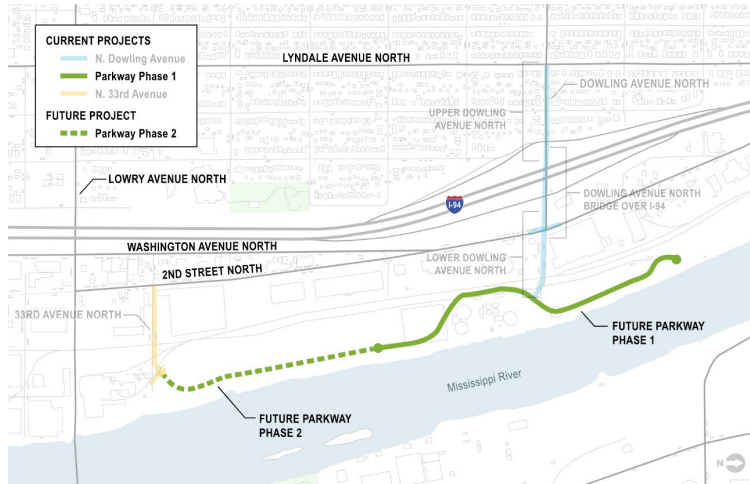




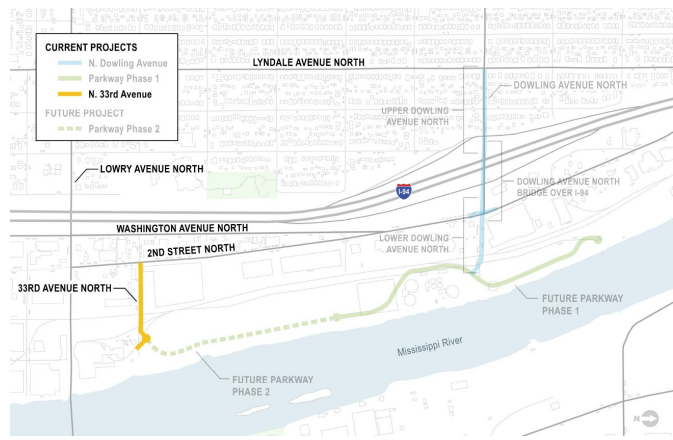
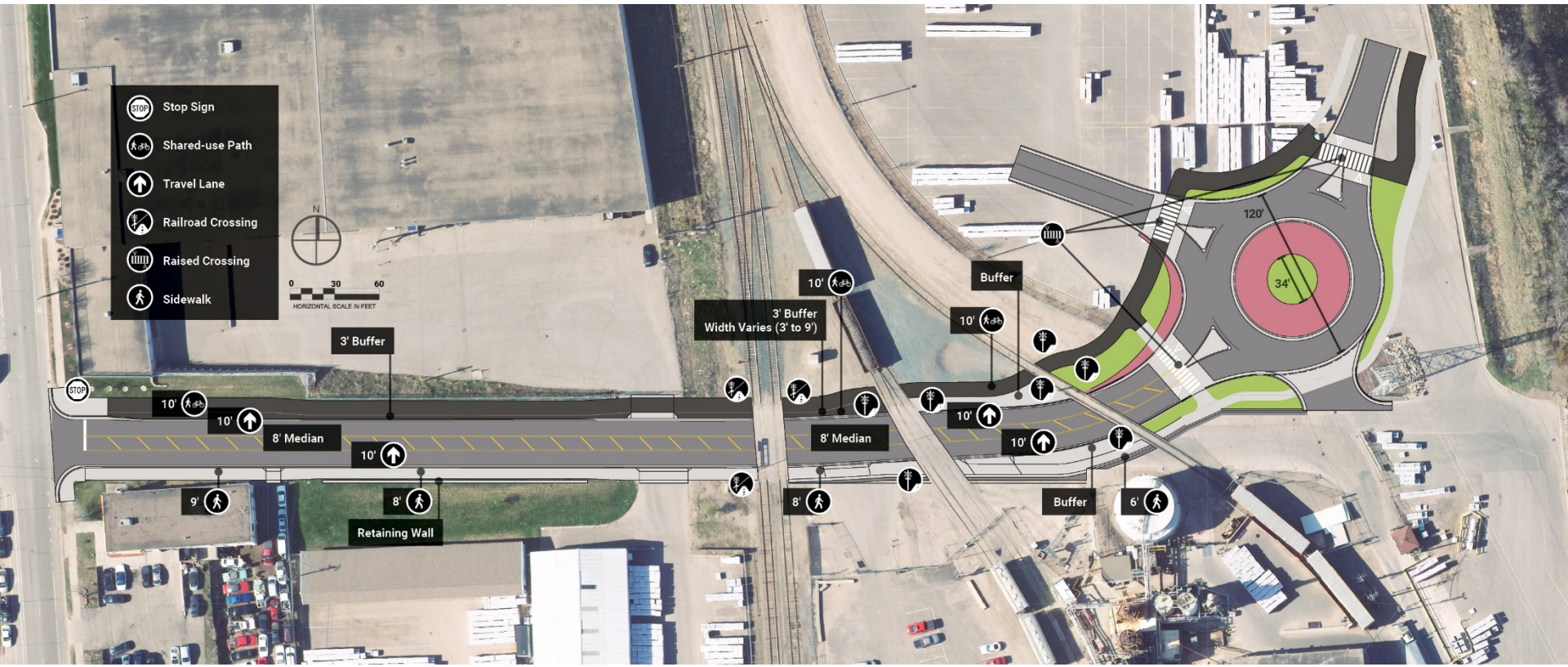
Lower Dowling Avenue



Parkway



33rd Avenue



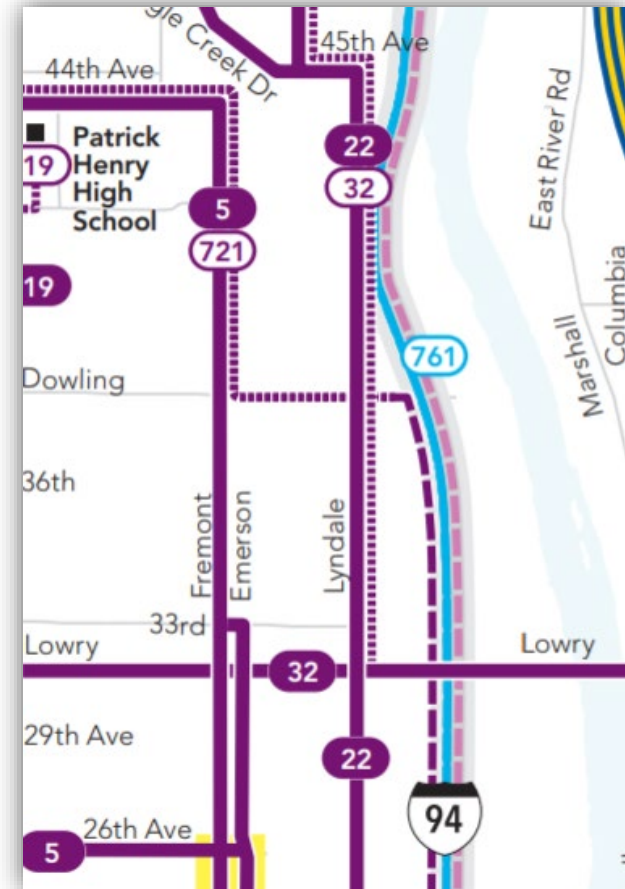
Transit Considerations



Transit Considerations

Current Service (August 2021)

- **Core Local Bus** – access to downtown or major activity center along important commercial corridors
 - **Route 5** (*1/2-mile of UHT*)
 - Brooklyn Center, Downtown, Chicago Ave, Mall of America
 - 170 trips daily
 - **Route 22** (*1/4-mile from UHT*)
 - Brooklyn Center, Downtown, METRO Blue Line stations
 - 121 trips daily
- **Supporting Local Bus** – crosstown connections and connecting core local routes
 - **Route 32** (*1/8 mile of UHT*)
 - Robbinsdale, Saint Anthony, Rosedale Center
 - 55 trips daily
- **Suburban Local Bus** – transit coverage throughout the region
 - **Route 721** (*1/8 mile of UHT*)
 - Brooklyn Park, Brooklyn Center, Downtown
 - 3 trips AM / 3 trips PM (weekdays only)



https://www.metrotransit.org/Data/Sites/1/media/pdfs/map_system.pdf

Transit Considerations



- **METRO D Line** *(under construction)*
 - Upgrades Route 5 corridor to bus rapid transit
 - Spring 2021: Construction started
 - Late 2021: Area service planning begins
 - Late 2022: Anticipated opening of D Line
 - More info at metrotransit.org/d-line-project
- **METRO Blue Line Extension** *(in exploration)*
 - Summer 2020: Hennepin County and Metropolitan Council announced advancement without using BNSF Railway right-of-way
 - 2020-2021: Exploration of community supported routes
 - Spring 2021: Release of revised potential route options
 - More info at bluelineext.org



<https://www.flickr.com/people/metrotransitm/>

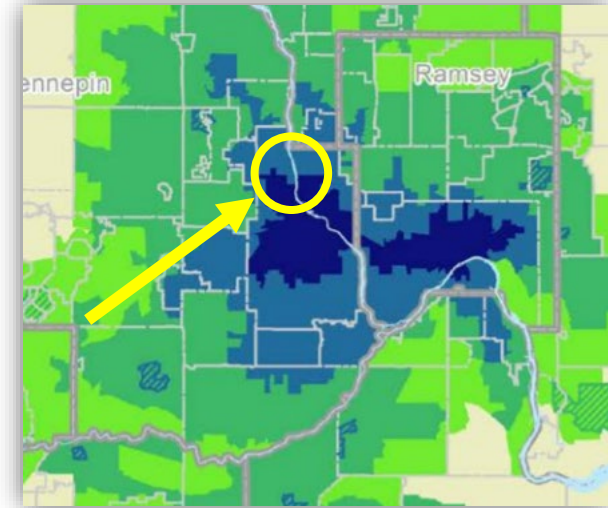


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Transit Considerations

Potential Future Service to Upper Harbor Terminal

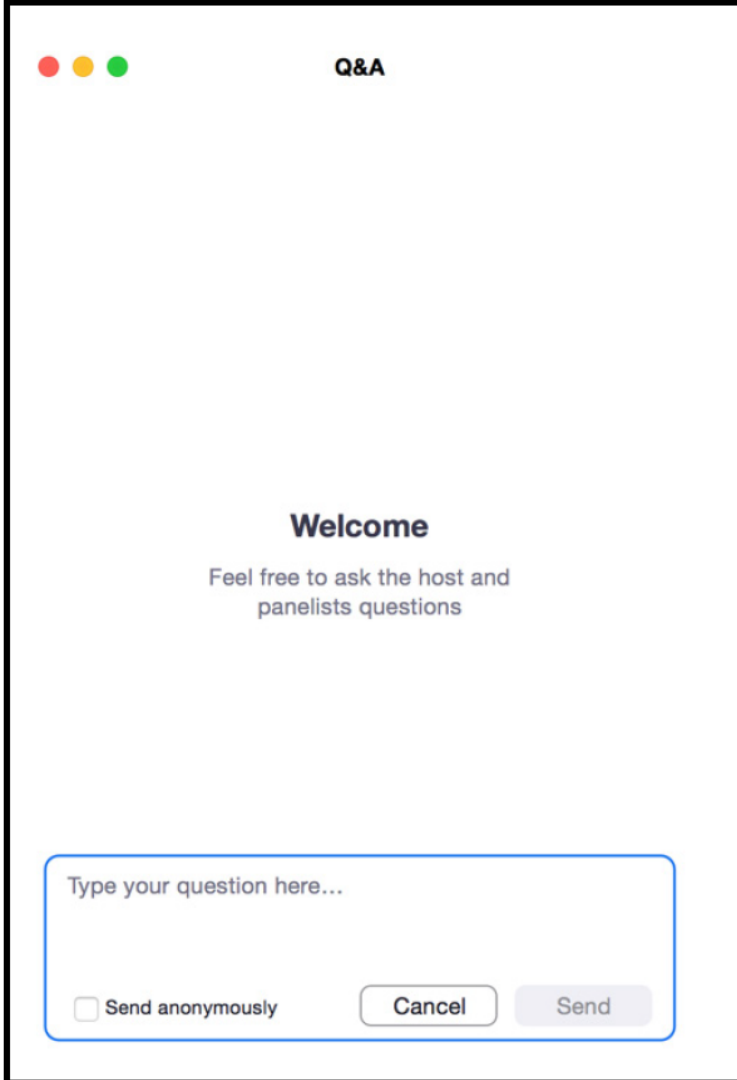
- **Transit Market Areas** – population, employment, autos, street connectivity, development
 - Transit Market Area II – Urban Center, transit-supportive
- **Transit Planning Basics – Local Routes** (*Transportation Policy Plan*)
 - Serve a variety of trip purposes and destinations
 - Match level of service to demand
 - Simple and direct
- **Planning Approach**
 - **Ongoing coordination** – design for compatibility with potential future bus service
 - Readiness for bus stops
 - Bus circulation, turnarounds, and parking (layover)
 - **Monitor** – Track activity growth, study travel patterns, and identify unmet demand



Transportation Policy Plan, Appendix G: Transit Design Guidelines

Questions?

- Please use the “Q&A” function to type questions or comments and project staff will respond to comments in the order received.
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A screenshot of a mobile application interface for a Q&A session. At the top, there are three colored circles (red, yellow, green) and the text "Q&A". Below this, the word "Welcome" is centered in bold. Underneath, a message reads "Feel free to ask the host and panelists questions". At the bottom, there is a text input field with the placeholder "Type your question here...". To the left of the input field is a checkbox labeled "Send anonymously". To the right of the input field are two buttons: "Cancel" and "Send".

Q&A

Welcome

Feel free to ask the host and panelists questions

Type your question here...

Send anonymously

Cancel Send

Green Stormwater Infrastructure



Green Stormwater Infrastructure

Presentation and Discussion



Green Stormwater Infrastructure (GSI) – District System

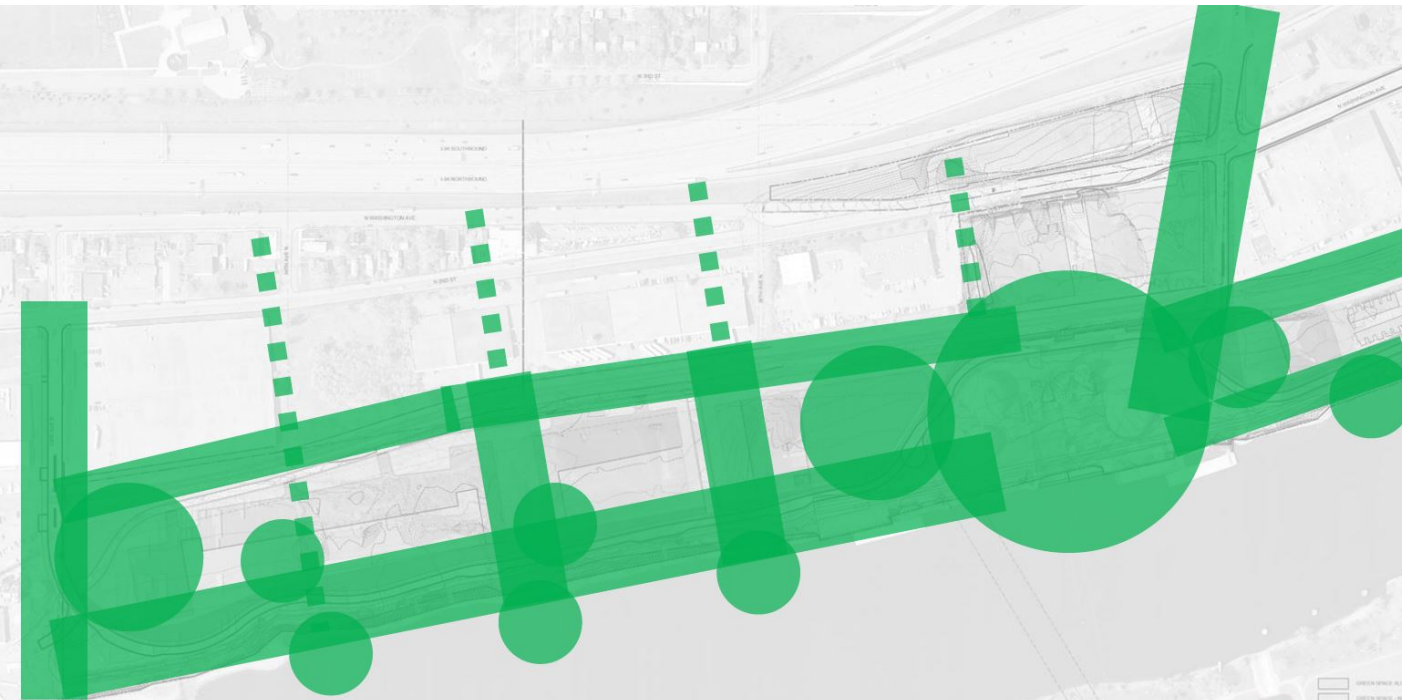
What it does: *Designed to clean stormwater, improve habitat and connect people with each other; in a natural setting that improves their mental and physical wellbeing.*

Where it's located: *In parks; and areas between buildings, streets, sidewalks, and trails. These can be publicly or privately owned with public access.*

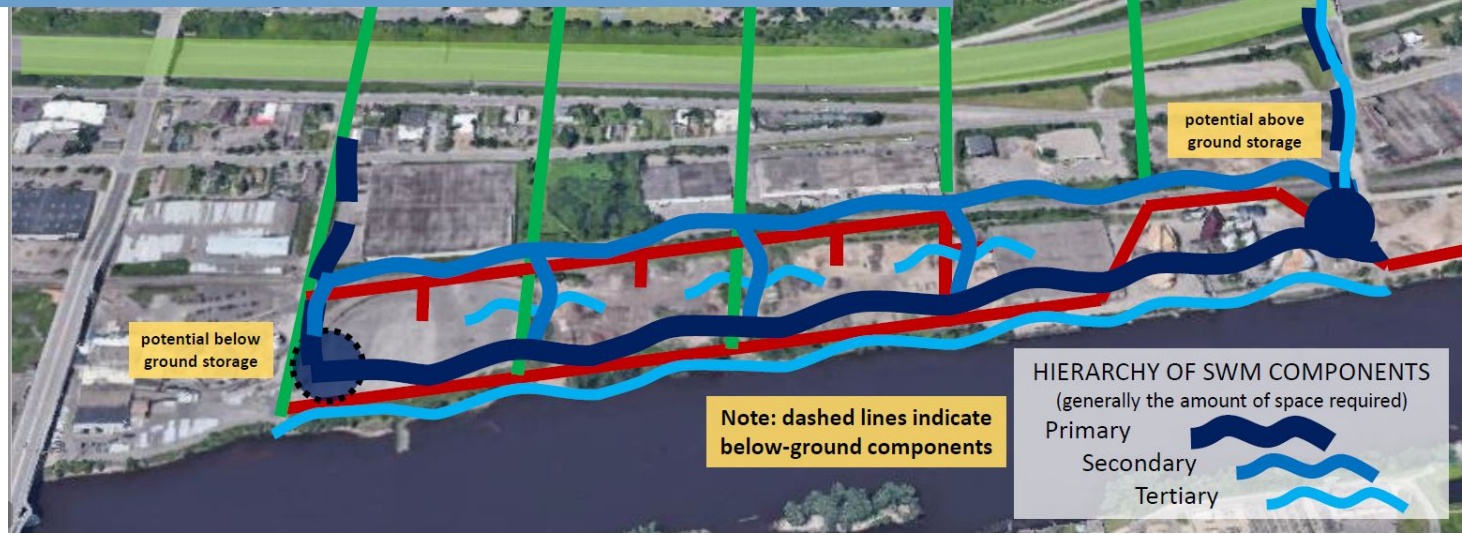
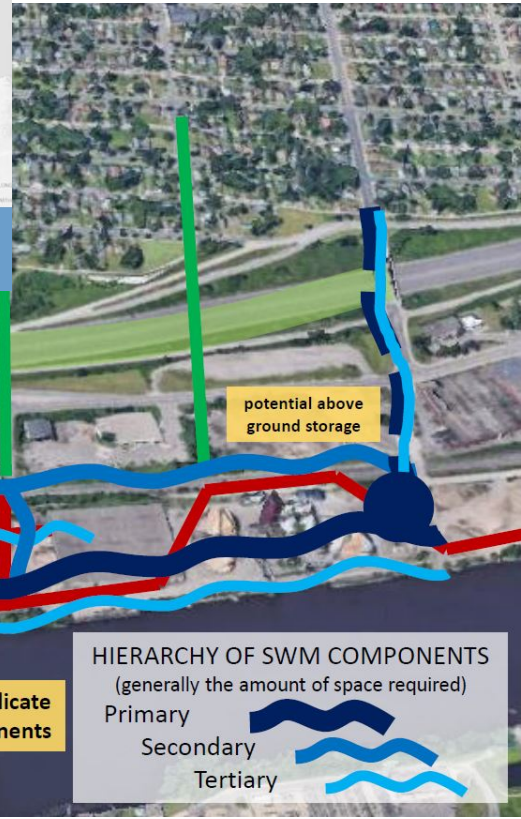
How it works: *It uses above ground vegetation and water features to convey, clean, store, and reuse stormwater.*



Green Stormwater Infrastructure (GSI) – District System



UHT Public Realm Diagram — the 21st Century Piazza . . . everything is connected!



HIERARCHY OF SWM COMPONENTS
(generally the amount of space required)

- Primary 
- Secondary 
- Tertiary 

Note: dashed lines indicate below-ground components

Green Stormwater Infrastructure (GSI) District System Overview



Green Stormwater Infrastructure (GSI)

Precedent Example: Heritage Park, Minneapolis



Green Stormwater Infrastructure (GSI)

Precedent Example: MWMO Headquarters, Minneapolis



Green Stormwater Infrastructure (GSI)

Precedent Example: Bell Museum, Saint Paul



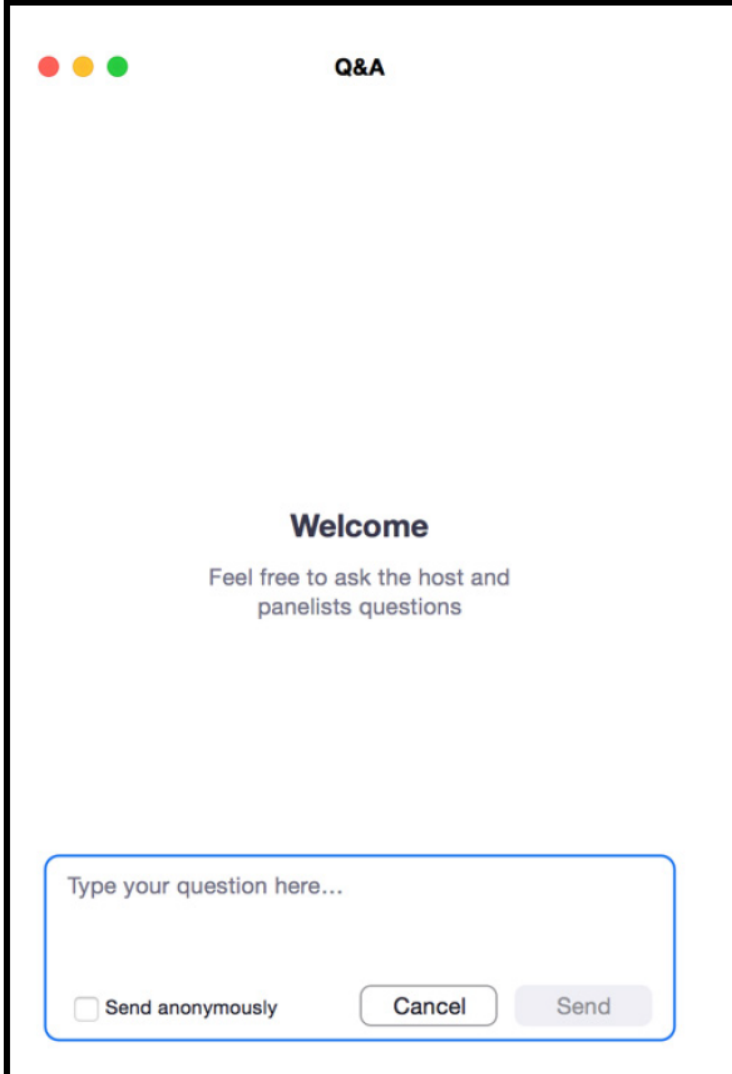
Green Stormwater Infrastructure (GSI)

Precedent Example: Stormwater Plaza 8th &
Riverside Ave., Minneapolis



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Q&A

Welcome

Feel free to ask the host and panelists questions

Type your question here...

Send anonymously

*Public Art in the Public
Realm*



Public Art in the Public Realm

Storylines and Themes for Public Art

- **Histories of ecological harm and disconnection from this place**
ways that Native communities, Black communities and communities of color have connected to and been disconnected from the river; reconnecting to the river
- **Environmental justice work and vision**
ways that environmental justice organizing is shaping the Northside riverfront
- **Artists' appropriation of the Upper Harbor Terminal**
aerosol artists' mark on the UHT and its role in imagining a park
- **Settlement history of the Northside**
histories and presence of the Northside's diverse communities
- **Food sovereignty in Black, Native and POC communities**
food justice leadership on the Northside



Food sovereignty in BIPOC communities:

The Northside has been labeled a food desert. Working against this lack of access to fresh foods is a movement of growers and chefs, gardeners and organizers, entrepreneurs and non-profits. Many of these efforts are led by BIPOC community members who are working to create access to fresh and healthy food and bring wellness, ownership, and autonomy to the community.

UHT has the potential to amplify Northside food justice efforts. UHT could offer space for community gardens, processing of raw foods into products for sale, and for food vendors and restaurateurs.

For too long, native communities have been denied their rights to gather plants from public lands for medicine, food and other uses. This park, along with all the parks in the MPRB system, should be a place where Native community members can harvest.

Food is a central part of family and community gatherings, celebrations, as well as health and sustainability-focused education. Through cooking and eating together, people can learn about the relationships between the land and our wellbeing.

Art idea: images and recipes from Northsiders and local restaurants embedded in the sidewalk



JD Rivers Children's Garden on the Northside.

Ecological harm & disconnection:

Over the last two centuries, the Mississippi River has been altered to benefit settlers, businesses and industry. Before Minneapolis was settled by European-Americans in the 1840s, the Mississippi River flowed swiftly around many islands and over a large waterfall. The Falls, called St. Anthony by settlers and Owamni yomni by Dakota, was destroyed by timber and flour mills. Today, the Falls have been replaced with a concrete spillway.

As milling declined, locks and dams were built to make the River through the Northside accessible to barges. Construction of the lock at St. Anthony Falls/ Owamni yomni destroyed Spirit Island, which was a sacred place for Dakota. The destruction of this and other islands also destroyed valuable habitat for migrating birds and other animals.

Barges were supposed to propel industry along the River and at Upper Harbor Terminal. Instead, industry lagged. In 2015, the lock at St. Anthony Falls/ Owamni yomni was closed to prevent the spread of invasive carp. This led to the closing of Upper Harbor Terminal, but left the River deeply scarred.

Railroads and highways were also built to open the river banks to industry. As a consequence, the Northside was disconnected from the river. To this day, the Northside's connection to the river is blocked by the I-94 freeway, two blocks of industrial land and a lack of desirable and safe access points.

The river has the power to heal our communities but first we need connection.

Art idea: gateway plaza showing the historic impact of I-94



To this day, the Northside's connection to the River is blocked by the I-94 freeway, two blocks of industrial land, and a lack of desirable and safe access points. (Image from Hennepin County Library)

Environmental justice work & vision:

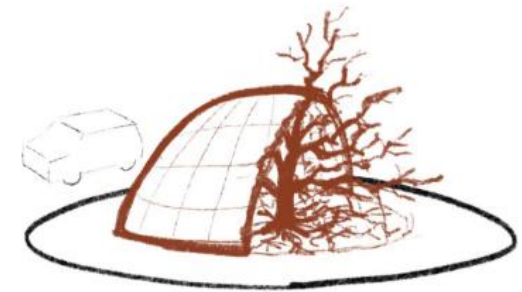
Industry up and down the river has polluted the water, soil and air. Although businesses that remain on the river continue to pollute, there is a movement by local leaders to shut down these polluters.

One of these fights has been against Northern Metals, a metal shredding company operating in North Minneapolis along the Mississippi River. In 2010, they were caught out of compliance with their air pollution permit. In 2012, the community stepped up and challenged Northern Metals. After a years-long fight, the community ultimately won. Northern Metals was ordered to pay a settlement and shut down their metal shredding operation in North Minneapolis by 2019. \$600,000 of this settlement went back into the community.

When 2019 came around, Northern Metals refused to stop and claimed they weren't ready to move. But the community members intervened in the litigation. Northern Metals agreed to a large monetary settlement and finally stopped shredding metal in their North Minneapolis location.

Within that time, organizers pushed for policies including the Minneapolis Green Zones policy. The policy was created by community members and addresses the disproportionate environmental burdens on neighborhoods with majority Black residents, Native residents and residents of color. The hope of this policy was to address these burdens in ways that won't displace residents when the environmental burdens are removed.

As community organizing forces the industry and polluters along the North Minneapolis riverfront to change and move out, it's critical that the Northside community is at the table to envision and drive what is next for this environmental justice community.



Sculpture idea: A tree breaking out of a silo

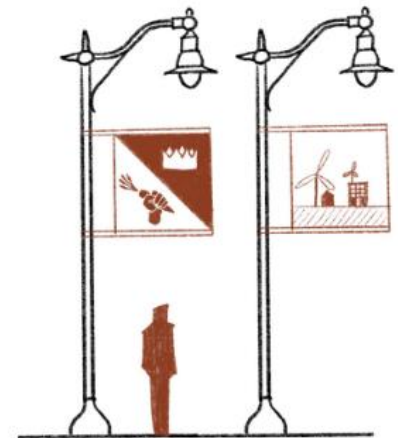
Appropriation of UHT by artists:

The Minneapolis Park and Recreation Board are not necessarily the first people to think of the Upper Harbor Terminal as a public resource and potential park. Soon after the barge terminal closed in 2014, local graffiti artists began using the domes and other structures as canvases, redesigning the area as an outdoor gallery.

This DIY approach to placemaking lended a more public identity to an area that for many Northsiders was somewhat of a mystery. It even turned UHT into place to visit for out-of-town graffiti artists when they visited the Twin Cities., and it became a popular site for filming music videos.



Graffiti at the UHT



Art idea: Different artists each appropriating a light pole.

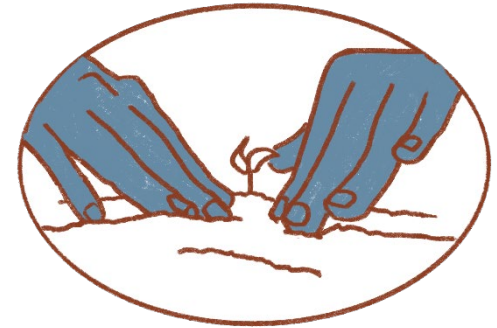
Settlement history of the Northside:

The Northside is the most diverse part of Minneapolis. We are defined by our population of resilient people who came together from different historical traumas. We have always been a revolutionary community, and we are defined by our victories as much as our struggle.

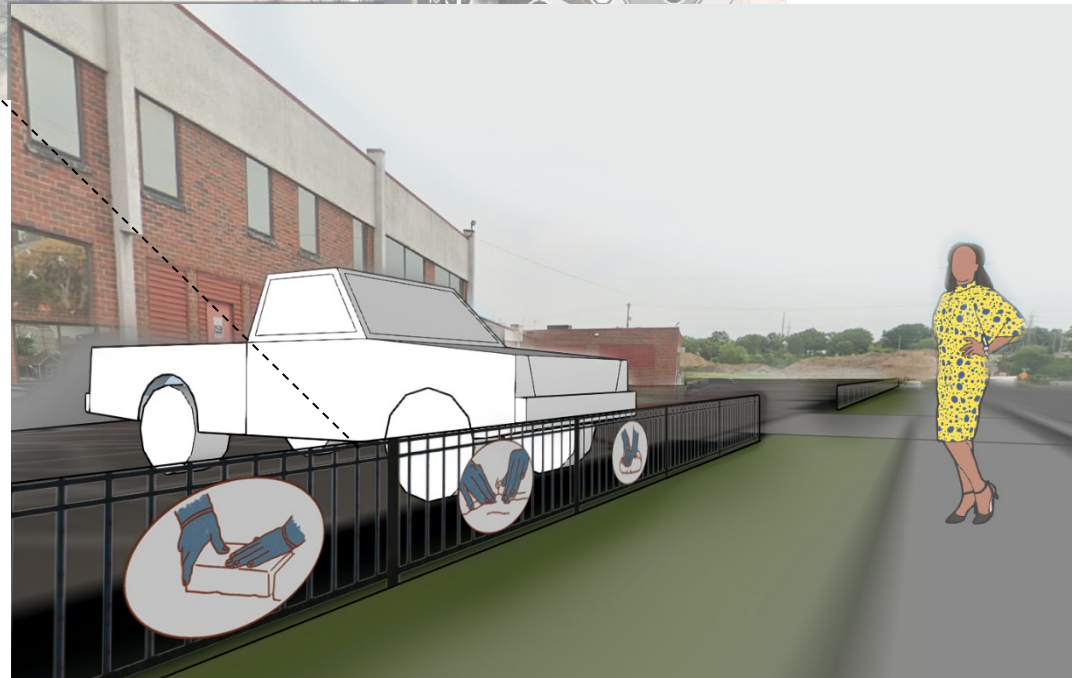
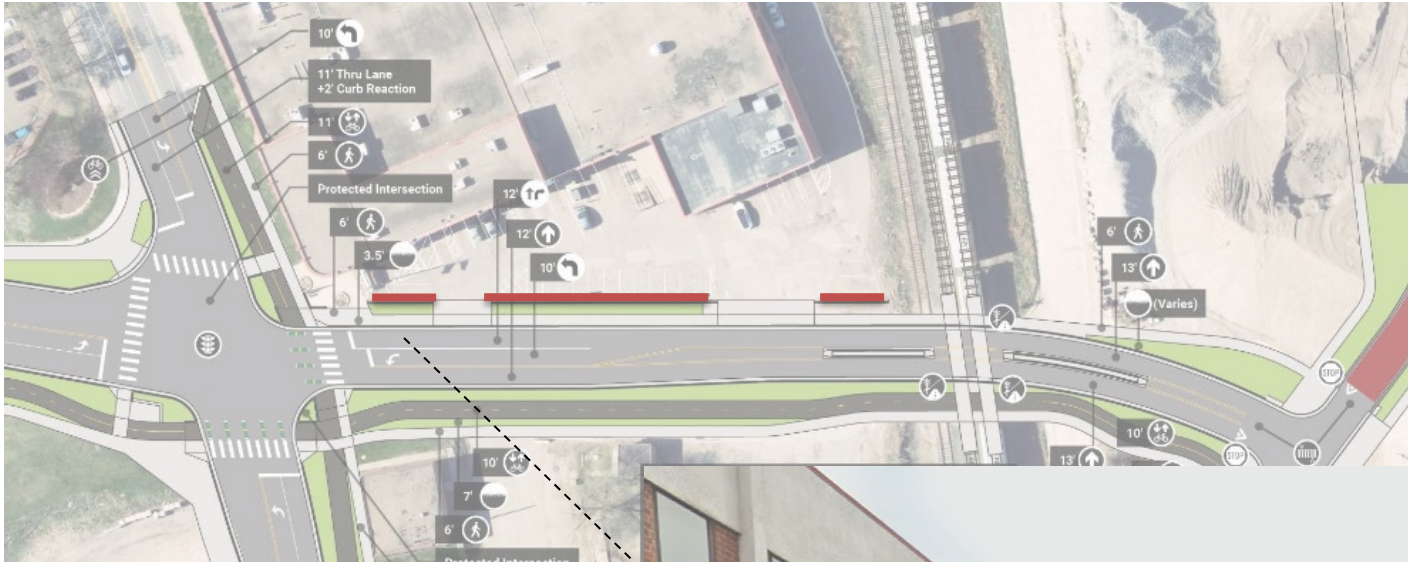
From the ground up, a lot of us have had to recreate a vision for our community. We have this history, and now we have a new generation who is creating a new vision and reality. What will this be for the new generation?



Bartenders at the Riverview Supper Club, a beloved Northside gathering spot that stood at 2319 West River Parkway. Photograph by Charles Chamblis, 1984. (Minnesota Historical Society).

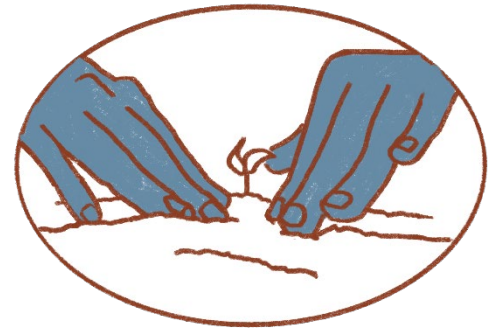


Screen Wall Concept



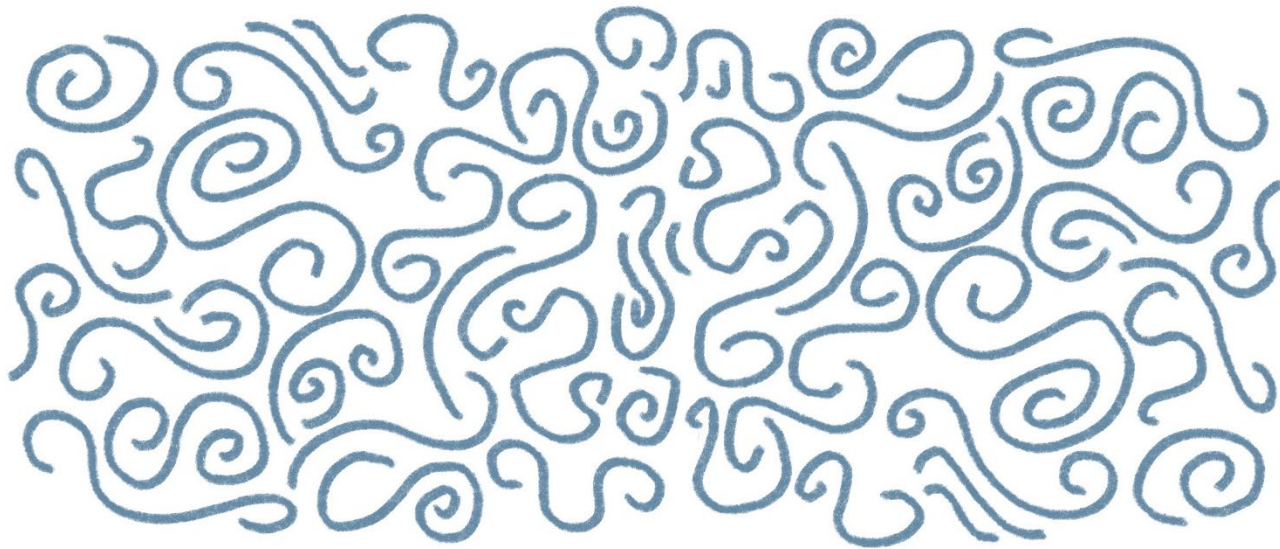
Screen Wall Concept

Working Hands



Screen Wall Concept

River Movement



Screen Wall Concept

Graffiti Energy



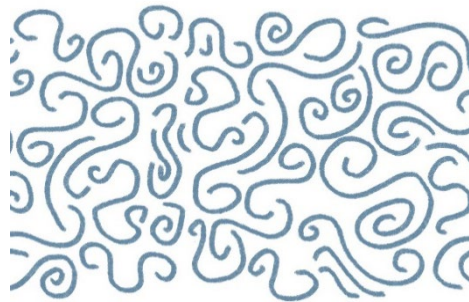
Poll Questions

How supportive are you of the follow screen wall concepts?

Working Hands



River Movement



Graffiti Energy



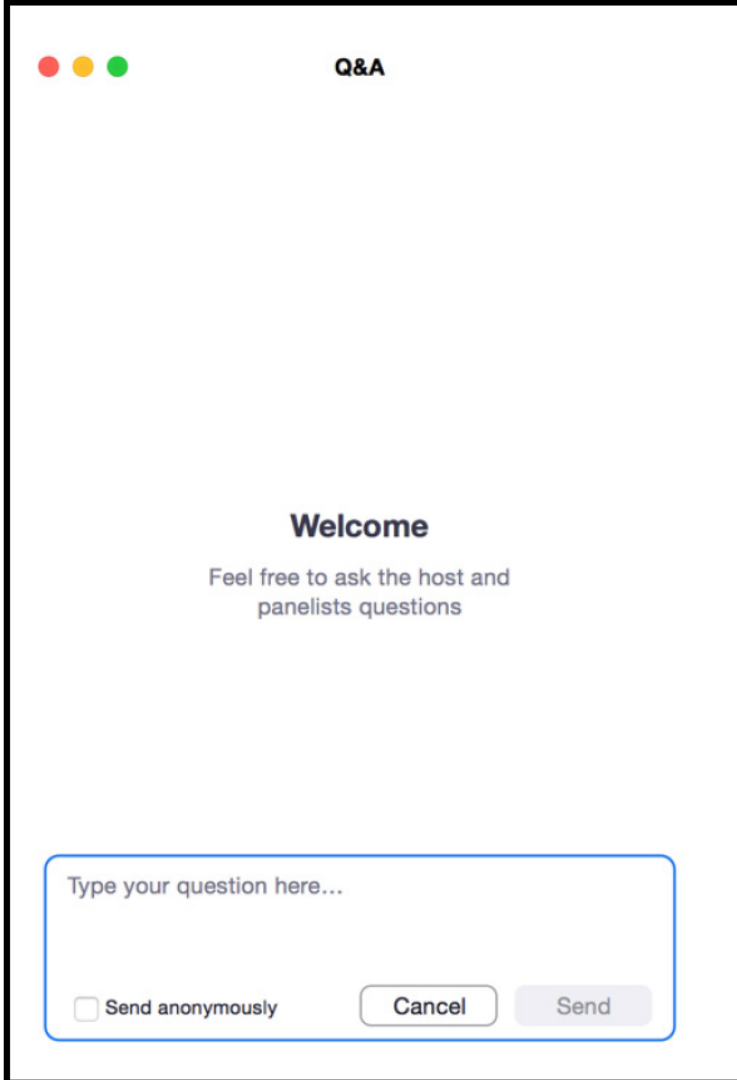
Do these storylines feel appropriate to this place
and to inspire art for this project?

Email: Mary.Altman@minneapolismn.gov

To get added to the official call for art

Questions?

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Q&A

Welcome

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Type your question here...

Send anonymously

Cancel Send

Additional Questions?

Please use the “Q&A” function to type questions or comments.
We will take questions and answer as many of them as possible.



Contacts

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(primary at this time)

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(voicemail only)

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Planning Principal

*Mississippi Watershed Management
Organization*

dkalmon@mwmo.org

(612) 746-4977

Closing thoughts

- Website: www.upperharbormpls.com
- Call for local artists to participate in creation of art in the public realm
- *Stay involved* – provide input on public art in the public realm
 - What do you want to see?
 - How will it represent the Northside?
- Look out for the Public Realm Infrastructure Design Booklet



THANK YOU FOR YOUR TIME AND INPUT!