

UPPER HARBOR TERMINAL

Public Realm Infrastructure

The City of Minneapolis - Department of Public Works, is preparing public realm infrastructure improvements to support community access to the Mississippi River and the Upper Harbor Terminal (UHT) site. The UHT site is located on the Mississippi River in north Minneapolis, on land originally inhabited by the Dakota people.

The UHT site will transition from its former industrial use as a barge shipping terminal to a mixed-use development with housing, commercial and jobs spaces, a community performing arts center, and park space. Public realm infrastructure improvements are necessary to support community access to the site and river.

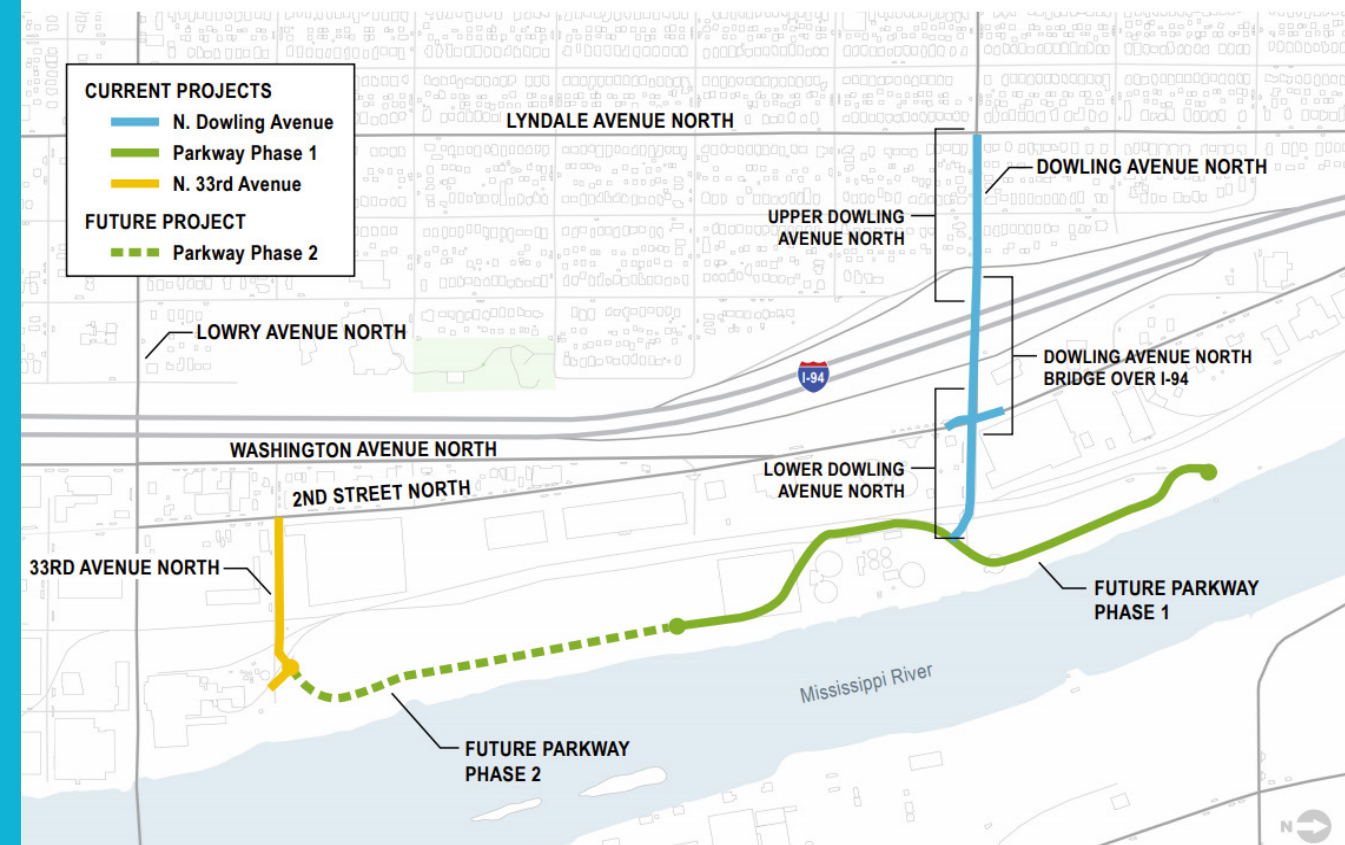


What is included in the Project?

This project focuses on the primary corridors that will be used to access the site, Dowling Avenue North from Lyndale Avenue North to the Mississippi River, 33rd Avenue North and a new segment of West River Parkway that will traverse north south along the site and adjacent to the western side of the Mississippi River.

The City of Minneapolis – Department of Public Works, has worked with project partners, stakeholders, and residents to identify innovative solutions to all elements of the project. Ultimately, Public Works intends to design public infrastructure improvements that support the creation of jobs, housing, community spaces, and recreational opportunities for Minneapolis residents and visitors.

PUBLIC REALM INFRASTRUCTURE PROJECT AREA



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.

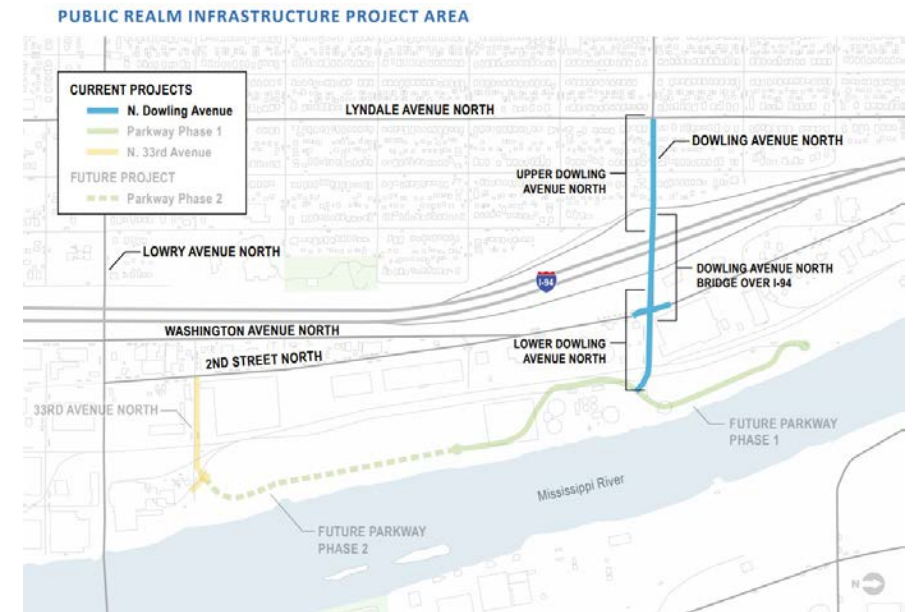
The image below shows an example of a commercial street with a multitude of public realm elements.

Commercial Context

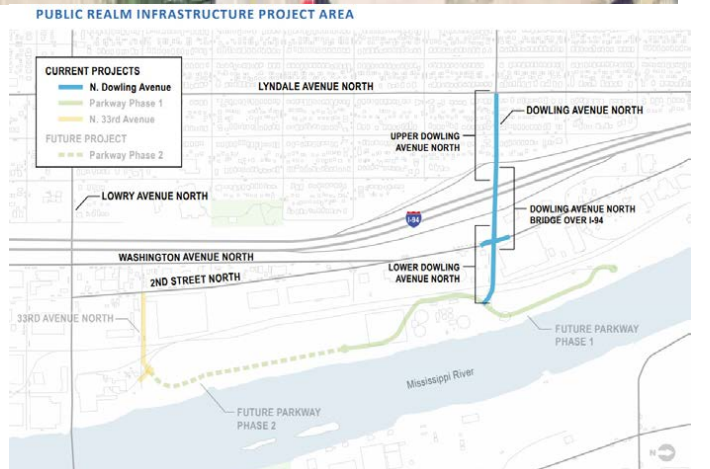
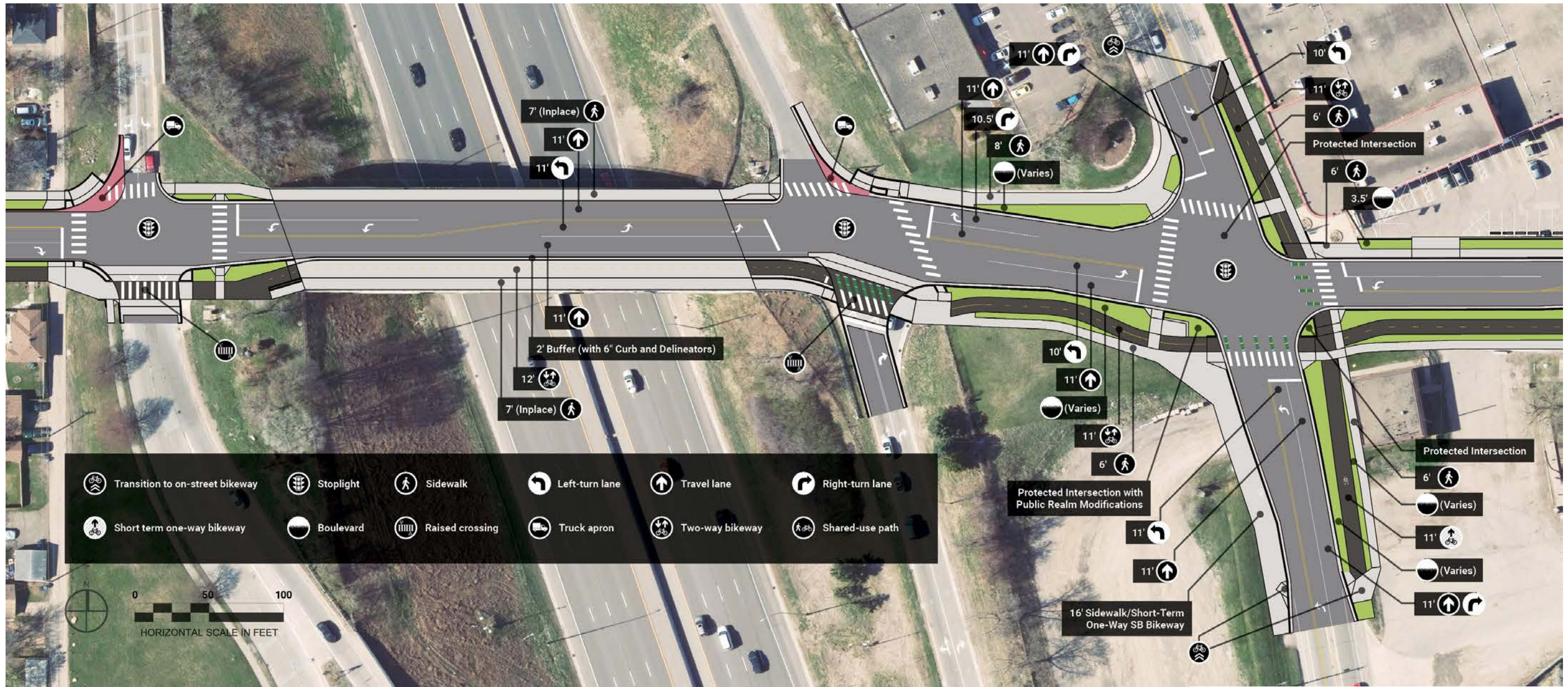
- 1 Sidewalk
- 2 On-street parking
- 3 Pedestrian scale lighting
- 4 Directional indicator between sidewalk and bikeway
- 5 Mobility Hub
- 6 Pedestrian and bicycle wayfinding
- 7 Trees and landscaping
- 8 Bus stop with shelter and bench
- 9 Bikeway
- 10 Public art opportunities such as murals, benches,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



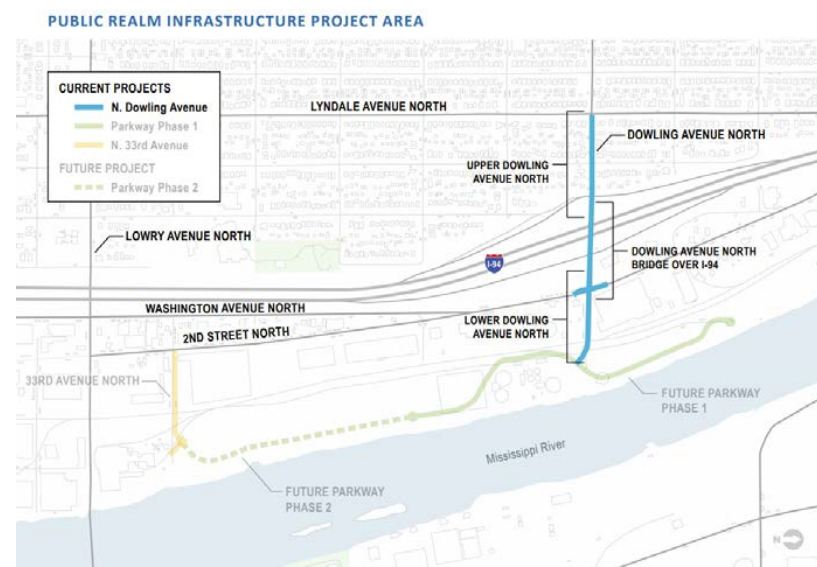
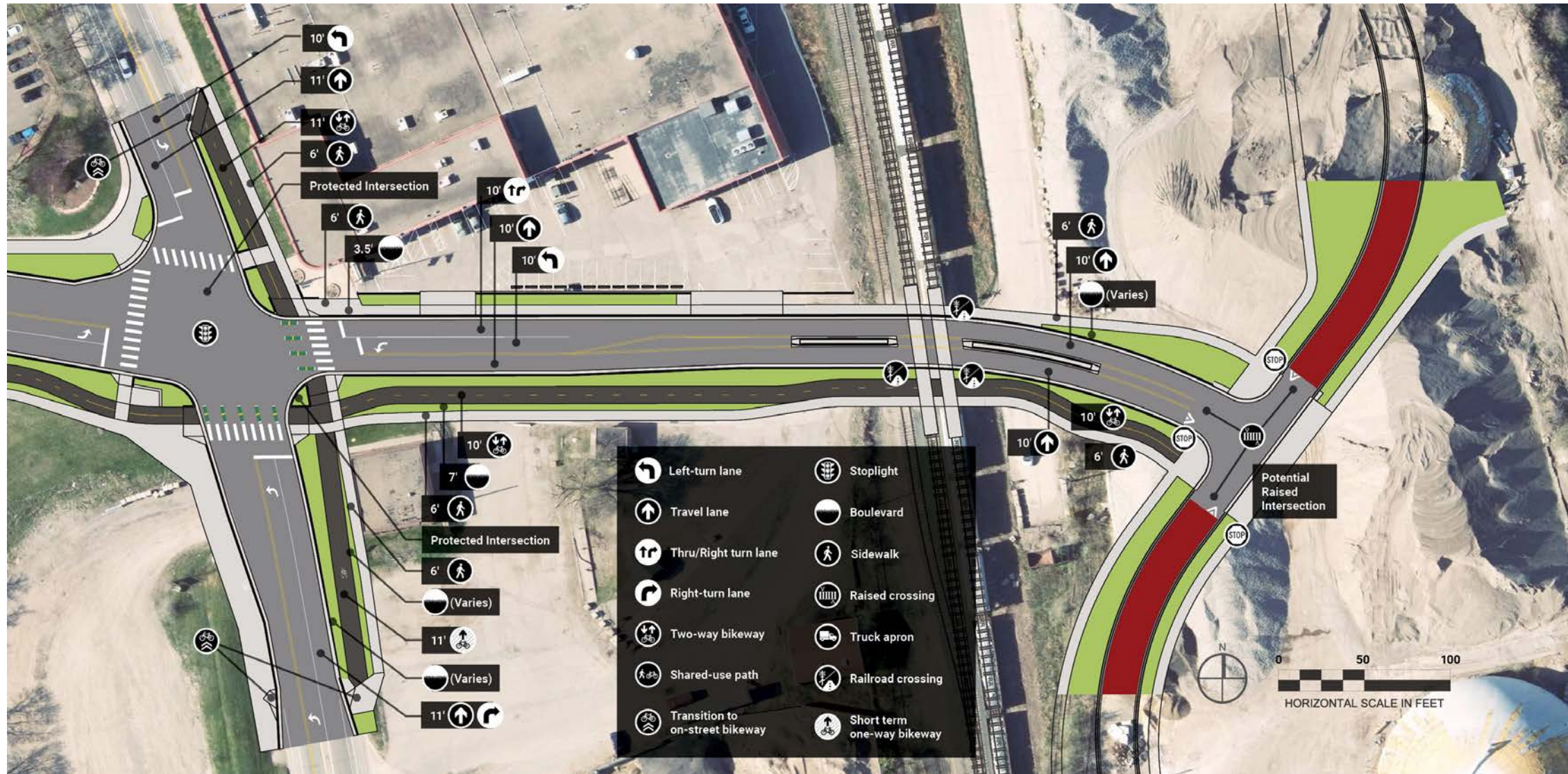
Dowling Ave North (Upper Dowling) Planned Improvements



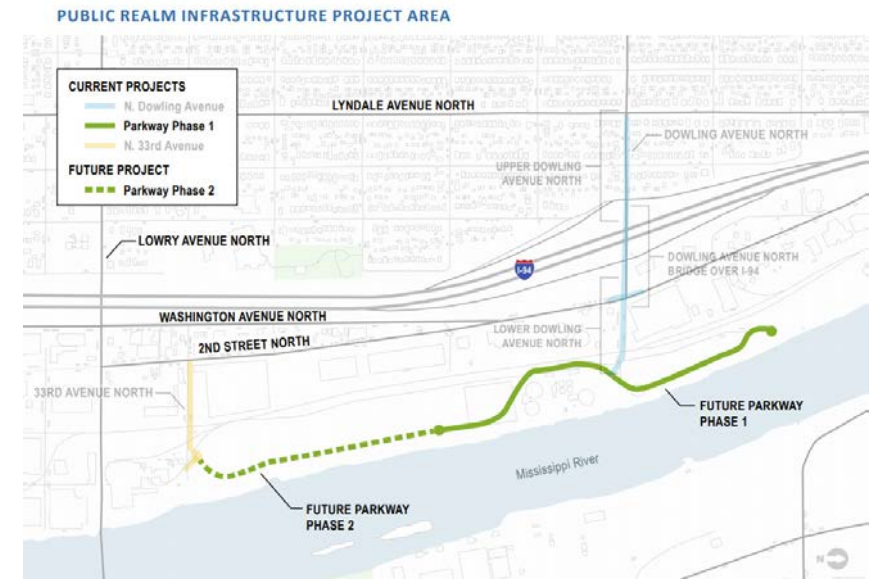
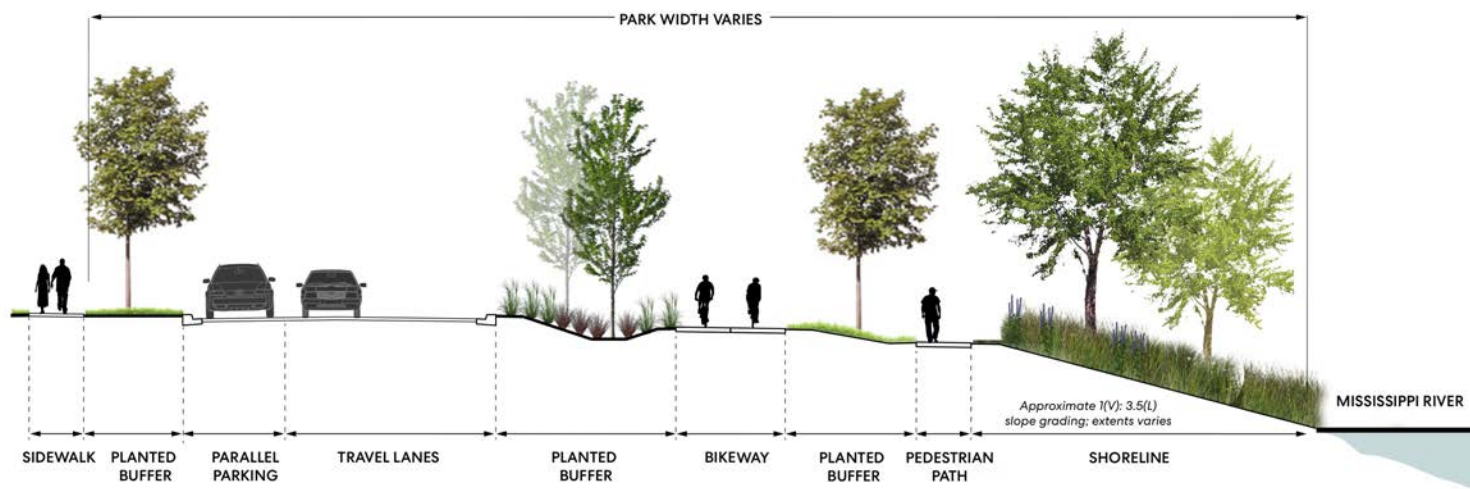
Dowling Ave North (The Bridge) Planned Improvements



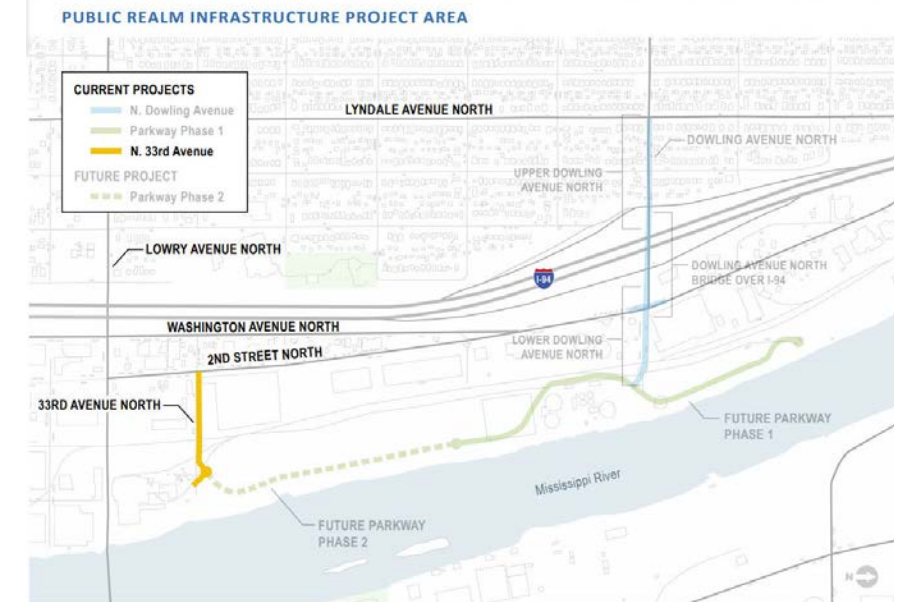
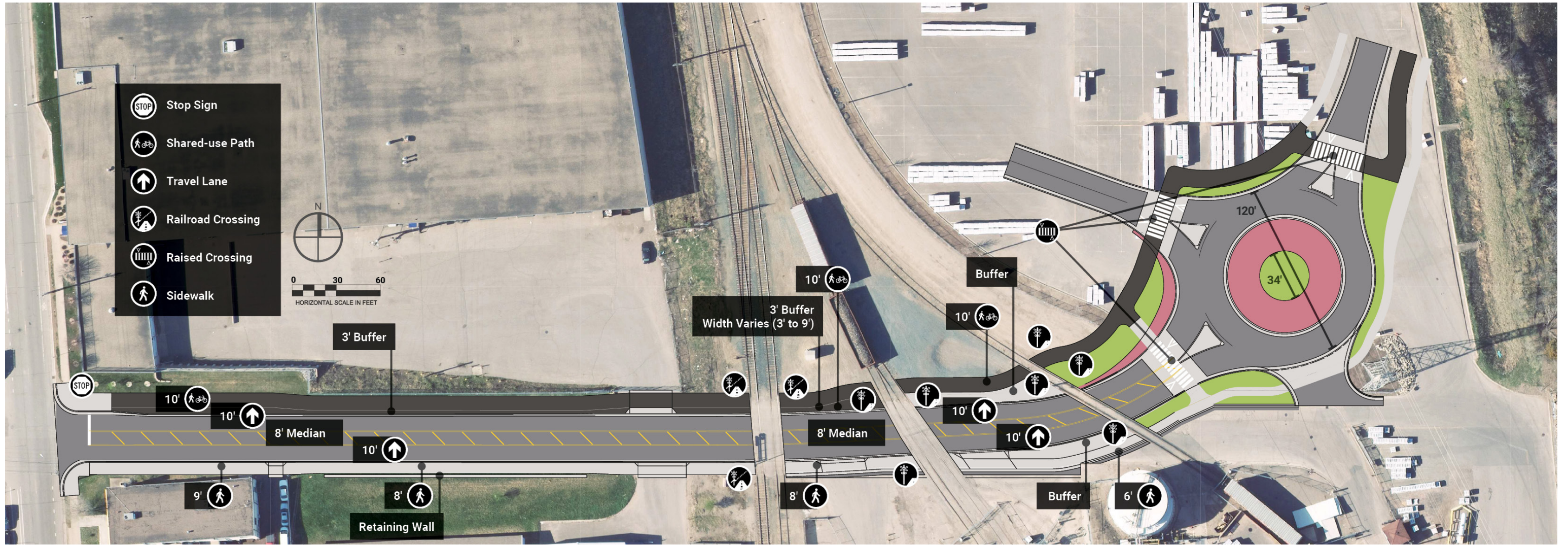
Dowling Ave North (Lower Dowling) Planned Improvements



UHT Parkway Planned Improvements



33rd Ave North Planned Improvements



UPPER HARBOR
TERMINAL

Public Realm
Infrastructure

Green Infrastructure

Green Stormwater Infrastructure (GSI) - District System Overview: The Mississippi Watershed Management Organization, working with the community, the City of Minneapolis, the Minneapolis Park and Recreation Board, and United Properties is designing a district stormwater system for the Upper Harbor Terminal redevelopment to clean the runoff from the site to protect the Mississippi River.

Stormwater from the approximately 50-acre site is treated in a series of above and belowground treatments that clean runoff from the planned buildings, streets, and parking areas before allowing the water to infiltrate into the groundwater and flow into the Mississippi River. Some of the runoff will receive a higher level of treatment and could potentially be reused for irrigation in the park and developments.

The district stormwater system includes connected treatment practices such as rain gardens, swales, stormwater wetlands, stream-like channels, tree trenches, and underground infiltration systems that work together to provide efficient and cost-effective stormwater management and provide different types of habitat and public access connections throughout the site and to the Mississippi River.



Upper Harbor Terminal District Stormwater Concept Plan (7/30/2021)

Primary Components - 30% District Stormwater System Design

DRAFT

Green Infrastructure

Precedent Examples: These local examples highlight similar GSI treatments that have been successfully installed through the Twin Cities metro area. These examples have all contributed to improved filtration of stormwater and have also integrated more natural elements into the urban landscape.



Heritage Park - Minneapolis: The city of Minneapolis wanted to transform a 145-acre site and former home to four public-housing developments into a place for mixed-income residents and sustainable green space. Plans for the development included incorporating a natural stormwater treatment system for managing urban stormwater runoff and creating a community park system. This effort has succeeded in creating a thriving neighborhood with a healthy habitat for plants, insects, amphibians, and other wildlife.



MWMO Headquarters – Minneapolis: The MWMO's headquarters involves a wide array of uses and public benefits—not only as a home to MWMO's staff but as a unique setting that supports interpretation, education, and training on water quality and stormwater issues. Ecological principles were the basis for the design, which works with nature to filter stormwater, restores habitat on the Mississippi flyway, conserves building energy, and sequesters carbon. The integrated treatment of stormwater BMPs treats more than 2 inches of runoff from the MWMO building and hardscape, as well as adjacent properties for both quantity and quality. More than 90-percent annual volume and nutrient reduction is achieved.



Bell Museum – St. Paul: Rainwater collected from the museum's roof—supplemented with well water—supports a community of plants, insects, amphibians, and other aquatic life within the pond. Pollinator gardens, native wildflowers, grasses, trees and shrubs provide opportunities to learn about Minnesota's biodiversity.



Stormwater Plaza 8th Street & Riverside Ave – Minneapolis: Barr's designs included two connected BMPs on either side of the newly aligned 8th Street to provide stormwater storage and infiltration: a stormwater infiltration basin (with a curved, concrete retaining wall and railing and a rain garden of shrubs and grasses framing the basin) and a permeable-paver plaza over a tree-trench system. A stone bench completes the pedestrian friendly plaza. The 8th Street BMPs are designed to capture and treat 0.5 inches of runoff from over two acres of nearby streets, sidewalks, and rooftops.

PUBLIC ART

Approach to Art

Two types of spaces define the site and organize how art is located.

Dowling and 33rd

Entry paths from the neighborhood.

Informational art - visitors walk in and learn about the place they are passing through.

Art that is energetic, with verticality and color.

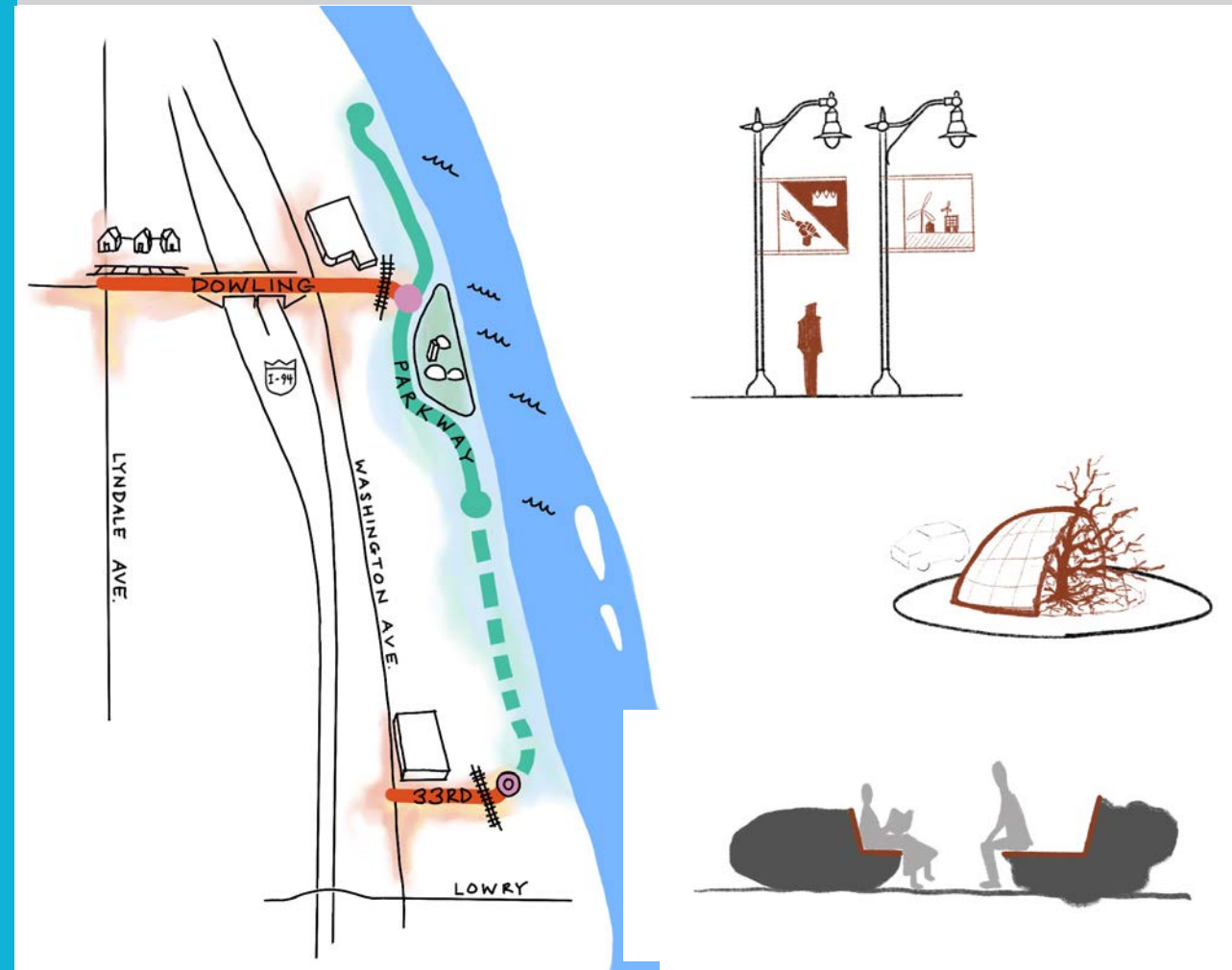
Along the River Parkway

Story lines celebrating settlement history of the Northside and food sovereignty in Black, Native and POC communities.

Juxtaposition Arts is working with project partners, Public Works and an artist team to identify opportunities to integrate public art into the infrastructure of the project. The inclusion of public art elements is dependent upon securing necessary funding.

During the design process, the project team conducted community outreach seeking input from residents and businesses on potential public art themes and projects.

Examples of public art projects that may be integrated into the infrastructure include custom utility covers, railings, light pole banners, utility box wraps, and colored or stamped concrete.



Transit

There are currently no transit routes that directly serve the development site. The closest bus stops that could be accessed from the development are located at the following locations:

Route 721: Dowling Avenue North & North 6th Street

Route 22 & 721: Dowling Avenue North & Lyndale Avenue North

Route 32: Lowry Avenue North between Washington Avenue North & North 2nd Street

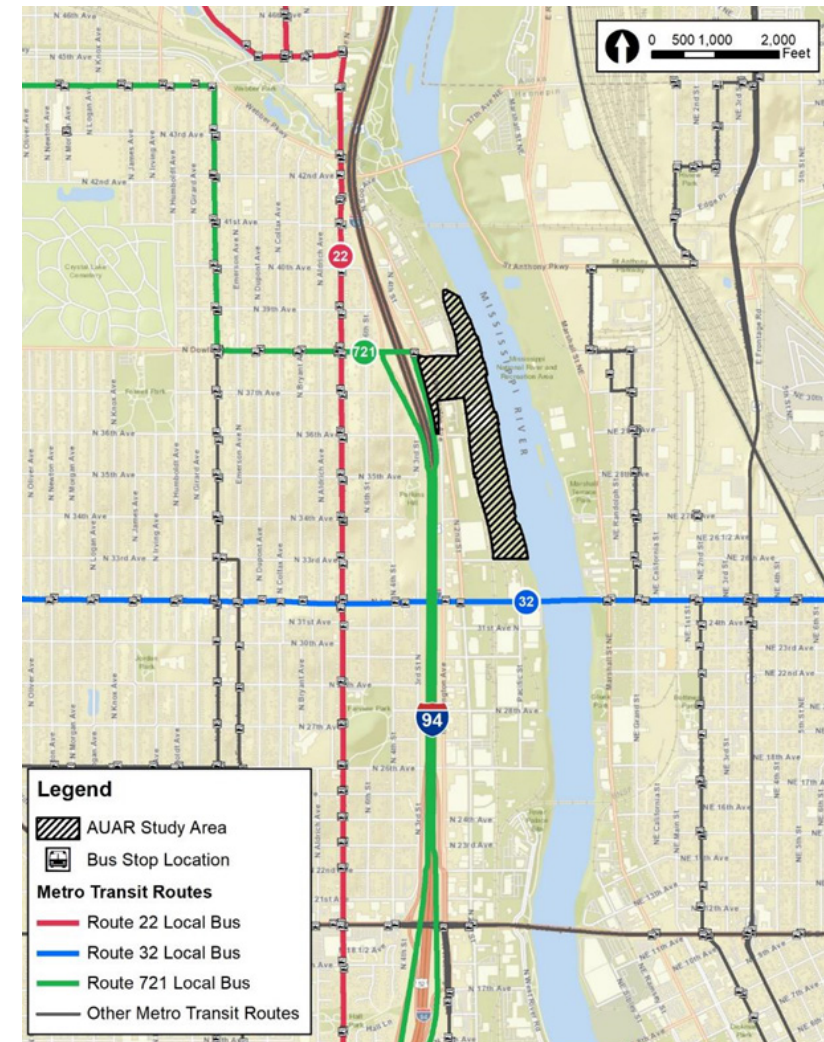
Public Works and Metro transit have collaborated on the UHT roadway designs to ensure that all roadway facilities have the ability to fully integrate transit stops/shelters as transit ridership demand increases and the need for enhanced transit service is realized.

Parking

The Draft Coordinated Plan proposes several parking structures within the UHT site. Each development will have parking as part of the development, and each development will need to go through the City's site plan and development review process that would determine the off-street parking calculations and designs of each project.

A parking study was also performed to assess street parking capacity utilization in its current state and with the future build of the UHT site. Further details of this study are provided at the following link:

Parking Study (see Appendix F): <http://upperharbormpls.com/wp-content/uploads/2021/05/2021-05-17-Draft-UHT-AUAR-with-Appendices.pdf>



Event Management Plan

A draft event management plan was also conducted to ensure that traffic impacts associated with events at the music venue would not adversely impact the surrounding neighborhoods or other visitors, workers or residents traveling to or from the UHT site. Further details on the event management plan can be found at this link: http://upperharbormpls.com/wp-content/uploads/2021/06/CPAC_Phase-1-ETMP_2021-06-17.pdf

Public Engagement

Public realm infrastructure improvements will include a multi-modal transportation system and accompanying public utilities that support community access to the UHT site and to the Mississippi River.

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 a project website, community survey, interactive comment map, five virtual focus groups meetings, a live virtual open house, virtual office hours, and a range of promotional strategies.

Focus groups included representatives from neighborhood organizations, faith groups, local businesses, youth as well as recreational advocates. Below is a summary of the community feedback and insights that were shared.

HOW DID WE GATHER FEEDBACK?

The Minneapolis Public Works department hosted a first round of public engagement from January 4th – February 1st, 2021.

Round 1 outreach and input opportunities included a project website, community survey, interactive comment map, five virtual focus groups meetings, a live virtual open house, virtual office hours, and a range of promotional strategies.

WHO DID WE HEAR FROM?

ENGAGEMENT STRATEGIES	SURVEY RESULTS	DEMOGRAPHIC QUESTIONS
<ul style="list-style-type: none"> 90 open house attendees 1 virtual open house 5 focus groups 23 focus group participants 1 office hours meeting 2 mailer notifications 1 open house meeting Traditional and social media promotion 	<ul style="list-style-type: none"> 100 survey responses 264 open-ended comments 29 interactive map comments 	<ul style="list-style-type: none"> How did you hear about this project and survey? Education Level Zip Code Age Race/Ethnicity Gender Language spoken at home Rent, own, business or organization?

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 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.**

LEARN MORE

To learn more about the project, please visit the UHT website:

<http://upperharbormpls.com/public-realm-infrastructure-project/>

If you have additional questions, please feel free to contact us:

CONTACT

Nathan Koster, Public Works - Project Manager
Nathan.Koster@minneapolismn.gov

Alexander Kado, Public Works – Lead Transportation and Engagement Planner
Alexander.Kado@minneapolismn.gov

Ahmed Omer, PE, Public Works – Lead Design Engineer
Ahmed.Omer@minneapolismn.gov

QR Code for project information:



People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157. Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500

UPPER HARBOR
TERMINAL

Public Realm
Infrastructure