

Downtown Development Committee

Meeting Minutes

October 6, 2014

Present: Nate Sauer, Lance Weber, Dan Steil, Erin Trisko, Brian Lintgen, Amy Brickweg, Elaine Kolthoff, Ann Heron, Lynn Schurman, Rick Bohannon, Mike Guggenberger, Geoff Martin

Next meeting: [Date, Time, Location]

I: The links for Geoff's presentation are available here, please review thoroughly.

Automatic Login

FTP site link: <ftp://s1020102712:9430326@ftptmp.stantec.com>

By clicking on the link above (or pasting the link into Windows Explorer) you will be automatically logged into your FTP site.

Manual Login

FTP link: <ftp://ftptmp.stantec.com>

Login name: s1020102712

Password: 9430326

Disk Quota: 2GB

Expiry Date: 10/20/2014

II. Geoff Martin's Presentation with updates based on feedback from last meeting

Please look through the attached presentation from Geoff to see updated visuals and information regarding his plan. These notes accompany his information and our discussion during the meeting. Geoff took our votes and feedback from last committee meeting and revised his proposal, which he presented with more in-depth details. The county gave the following feedback: if we choose to have a combined bike and parking lane we need to have a 10-foot lane instead of the 8-foot lane planned. If Geoff is unable to get a variance for these rules from the county, there are some things to consider. A narrower driving lane can encourage drivers to slow down and create a more "downtown/Main Street feel." Added space in the boulevard is important to keep if possible because it provides more space for trees to thrive, more place to store snow and less pavement which reduces cost. 9 to 11 foot sidewalks can feel narrow and crowded, especially with seating, planters, etc. They can make it difficult to be handicap accessible if there are things on the sidewalk and could require more expensive planters, tree grates and other features. Some of the areas where we are getting pushback from the county Geoff will try to get a variance using the "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities." He is hopeful this information will gain a variance to allow a roadway of 13 feet instead of 16 feet, allowing up to 3 extra feet for boulevard and sidewalk. Street lights are one of the most expensive visual additions; it is important to think about how far to space them and where to strategically place them. For example, have them more frequently in the main downtown

intersections and spaced further apart as you move away from downtown. Current sidewalks and trees may be impacted by construction. The County does not yet know how the intersection of 2&50 will be designed. There is a wider right-of-way on Red Rive Avenue near the brewery than previously thought, it is 80 feet instead of 60 feet. Corner bump-out concerns were discussed. Geoff states they can increase line-of-site for pedestrians as well as shorter street crossing space. While they can impede large truck traffic, that also creates a desired ambiance for a pedestrian-safe and shopper-friendly downtown. It would be useful to do a study of how Main Street is currently used by trucks. Some of these issues regarding bump-outs will be decided by the county after they accommodate turn-lanes. County is studying turning movements at intersections to determine if turn signals are needed. There is lots of space between 3rd and 2nd Ave off of Main Street to accommodate more angled parking and future development. There is a series of trails around the Sauk River connecting both bridges, including the look-out on the East side of the river South of Hwy 23. These trail systems will hopefully be included in future Granite Landing and City-wide plans, and there is currently infrastructure in place to keep those trails accessible. Using granite as pavers, especially around trees allows more flexibility and water permeability. Geoff believes that using granite really highlights that aspect of Cold Spring's history and adds a very nice touch to the streetscape. There are better ways to plan for trees to allow them to thrive better. Lights are city-owned. A question came up if the lights in Granite Landing are LED or can we find a similar look that are LED? Lights in Granite Landing are quite tall, would we want a lower light, especially in more pedestrian-concentrated areas? There are lots of options for parking-lot buffers. Some are more sculptural and artistic. If anyone on the committee knows of local artists who work with metal or other materials, including salvaged materials that would be able and interested in creating a parking lot buffer please let Geoff know. See visuals in presentations for ideas. There are also simple options such as hedges, trees, salvaged granite pieces, etc. The end of the presentation covers some cost estimates. It is important to note that the differences between different streetscape treatments depends on location, cost, and maintenance. The closer to main intersections and blocks, the higher level of streetscape elements. These cost estimates are estimates with +/- 30% of adjustability. Lots of flexibility with these numbers depends on street treatments, length of block and other factors. This is a big project so prices add up, but on a block-by-block basis the streetscape cost is relatively low. It is noted that keeping the current downtown in line with the new developments is a very important investment in keeping the downtown vibrant and viable.