

Lyn-Lake Parking Facilities Visioning October 8, 2019 Open House Results



AFFORDABLE HOUSING

The City's Unified Housing Policy requires the affordable units be affordable to households earning 60% of the Area Median Income (AMI) for rental units and 80% of AMI for ownership units. How do you feel about these maximum percentages?

- 21 votes - They are too high; the project should accommodate people with lower incomes
- 4 votes - 60% and 80% are about right

Comments:

- I'm worried that unified housing will depress market rate development-we need massive federal investment in affordable housing. I don't know that the City can make as much of an impact here.
- The high % of consideration after the AMI needs to be reexamined. 30% of your income for housing is steep.
- Don't sacrifice more affordability for lots of parking. Reduce parking min. for more affordability.
- 80% AMI = \$100,000 a year for a family of 4. 80% AMI = \$52,000 for a single person. They don't need subsidies.
- A mix of market rate + varying affordable levels would be ideal.
- Lower income is better, but any housing is better than parking.
- Most affordable possible is best, but not at the expense of as many homes as possible or subsidizing any parking spaces.

The City's Unified Housing Policy requires a minimum of 20% of rental units and 10% of ownership units built on City-owned property to be affordable. How do you feel about these minimum percentages?

- 16 votes - They are too low, there should be more affordable units
- 4 votes - 20% and 10% are about right

Comments:

- Why are we subsidizing rental construction? Why are we not focused on home ownership?
- The sale of public land should be met with greater scrutiny.
- All building on city land should be at least 50% available to 60% of median income residents.
- Supports lots of housing in this great walkable neighborhood.
- Homes for people not cars!
- We have enough parking. Maximize homes, minimize car storage.
- This is an important location on two major transit lines for high density housing. Also presents good opportunity for walking to daily/weekly needs + access to outdoor space (greenway + lakes, other parks).
- Would love more affordable ownership options in the neighborhood. Could we do the building (or part) as a land trust?
- Allow bigger, more dense building in return for more deeply affordable units.

What is your GREATEST HOPE for housing in Lyn-Lake?

- Affordability.
- Need more parking. Safe for people to visit. Better lighting. Please do something ASAP for deduce crime. Help small business to stay in business.
- Provide more affordable units while continuing to offer public parking.
- Enough homes for everyone of any income level to be able to live here.
- That the developer builds the absolute maximum number of homes for people + the fewest possible (zero?) homes for cars.
- Potential of more people will bring more parking.
- That people who live here now can take advantage of the affordable housing opportunity (Whittier AMI = \$37k/yr).

What is your biggest fear related to housing in Lyn-Lake?

- Not enough supply (new development, affordable units)
- Too many units of housing amidst the 1,000 units already in process within the Lyn-Lake area. Area needs the parking to keep the business area vital!
- That there won't be diverse enough income levels supported. My opinion is there should be an equal provisioning of housing types and income levels supported. Lower income and higher income.
- Compromising on opportunity to provide affordable housing.
- We won't build enough homes.
- That the housing/apt. units will remain largely unoccupied and the neighborhood will be stagnant.
- That supply of housing won't keep up w/demand and the neighborhood will price ppl out.
- Commercial properties need parking. Not all people can ride a bike.
- Everyone never will be at the same income level.
- Expensive, luxury condos w/hot tubs & swimming pools.
- It will not serve people who already facing too many challenges in life, especially those who can't afford 60% + AMI.

PUBLIC PARKING - ACCESS

How did you get here today?

- 22 people - Drive
- 16 people - Bike/scooter/skateboard
- 15 people - Walk
- 2 people - Bus
- 0 people - Ride share

How easy was it to get here?

- 24 people - Easy
- 8 people - Challenging
- 3 people - Neither easy nor challenging

How important is it to you to have public parking replaced within the development of the Garfield Lot?

- 38 votes - Critically important: Without public parking, I would no longer visit the intersection
- 20 votes - Not Important: The Inclusion or exclusion of public parking would not change my behavior.

Comments:

- I always walk + bike + I want more neighbors.
- Prefer to not have developed but if developed, prefer a mixed-use project to draw people to the area-not apartments.
- Prefer no/minimal parking.
- Prefer homes for people, not cars.
- More affordable housing, people centric space. Plan for people not cars to tackle climate change & housing shortage.
- We need a public art component to any new development that would draw folks from around the state to Lyn-Lake.
- No more ugly condo buildings.
- No parking in the winter? Count me out.
- I walked, but many business partners cannot - Jungle patrons, as an example (many of them).
- My aged father sometimes gets treated @ LynLake Chiropractic + lives in Bloomington - parking is critical.
- The majority of Jungle patrons are outside of our area so parking is critical to the Jungle.
- Where will Jungle goers park there is also another live theater! Also brew pubs, restaurants, they need places to park not everyone lives in the city.
- Public parking is necessary.
- I walk here but 85/75-year-old parents drive and meet us for brunch. Can't walk far.
- What to do when going to Jungle Theater?
- I bike here, but not at 10°F, and my 80+ year old parents can't/don't but still attend the theater and dinner.
- A majority of Jungle patrons (60%) are from outside Mpls. Encouraging "visitors" to the area brings vitality for all. I second that!!!

Your ideas for how to improve access:

- Fewer cars, better transit, better protection for walkers + bikers.
- Move pedestrian crosswalks on Lyndale.
- Way finding.
- Make Lyndale less deadly to pedestrians.
- Crosswalk on 29th (and 27th) too dangerous!
- Slower, less angry traffic.
- Biking and driving are easy for me, depending on the weather.
- Walkability, sustainability, safety, green + beauty, feeling of hospitality.
- Hard to bike to businesses on the east side of Lyndale in any way.
- This neighborhood needs parking plus it has, we are so lucky we have live theater – 2 of them, brew pubs, restaurants. We have it all. Why mess with it?
- Remove driving lanes on Lake + Lyndale. Add dedicated bikeways + bus lanes. More bike parking!
- How can we connect this site to the greenway? Even if just more wayfinding signage to make the connection for people.
- Incorporating this project w/the BRT line on Lake – schedule + infrastructure.
- More frequent buses.
- Shuttle experiences difficult left turn at Lyndale east bound.
- Protected bike lanes (separate from traffic).
- More [?] parking spaces. Clear signage. Less one way.

ROUTES & PLACES MAP COMMENTS

Parking Related Comments:

- The Jungle Theater is a vital part of this neighborhood. To stay viable, 152+ people have to have some place to park.
- The Jungle Theater is a huge plus for the neighborhood. Patrons need to park.
 - ...and by “park,” we surely mean walk, take transit, or ride a bike.
- The Jungle Theater draw 60% of its audience from distances > 5 miles from Lyn-Lake, and they have the opportunity to draw people in to the area for dining and post-show entertainment. They need parking to remain vital, and to create vitality for everyone else.
- We need to keep 80 to 100 parking spots.
- The Jungle Theatre attracts people from all over. Over 60% drive in to enjoy shows and subsequently patronize businesses. Easy access, safe secure parking is a must to keep the Jungle thriving.
- Parking behind businesses on Lyndale works well. There isn't enough!!!
- Underground parking could be amazing.
- Who is the minimum design standard? Physically able? Male? White? Childless? Or do we design for people with disabilities, parents & children, older people who work more than one job, people who are judged by how they look? One group walks/bikes/takes transit or those who have to drive?
- Maintain current parking capacity or increase.
- Eliminate parking.
- Permit parking for home owners. No parking permit for apartment buildings, apartment buildings should provide parking for their renters.
- Parking permits for residents.

Safety Related Comments:

- One of the most dangerous intersections in the State.
- Vehicle traffic out of control: rolling stops, running red lights, no regard for pedestrians. Lots of trash on sidewalks, streets, gutters. Too congested!! I can't believe City would be pursuing adding more cars/people to this area.
- Think pedestrian first – not car first
 - ...BUT WE DON'T ALL LIVE RIGHT HERE BUT WANT TO COME TO LYNDALE AND LAKE!
- I would like to see marked pedestrian crosswalks at 29th / Lyndale.
- Lake & Lyndale are dangerous for everyone, especially for people not protected by metal boxes.
- I don't spend money south of Lake or East of Lyndale because it's too hard/scary to get there. 2900 even addresses make bank on me.
- Ideal location, accessible to transit and walkable. Focus on people, make it safer from cars.
- 2019 one of the wettest years for Minnesota. Am I supposed to ride a bike at age 62 to visit Lyn-Lake? Safety issues, especially at night as a woman.
- The one-ways make circulation difficult, especially if you want to avoid danger. Garfield & 28 & 26 all should be 2-way with protected bikeways on 26 & 28.
- Bryant & Greenway is an unsafe crossing.
- Better crosswalk design / lighting timing.
- Add light for crossing Lyndale at 29th. (2x)
- Add stoplights at Lake and Harriet and Garfield.

Other Comments:

- We need 1 iconic art piece to have as our Lyn-Lake identity.
- The city needs more green space / No buildings over 5 stories / No more expensive luxury buildings.
- Lake & Lyndale should be 1 lane each direction!
- More bike parking along this corridor.
- Make Garfield and Harriet 2-ways.
- Two-way streets are always better than one-way streets. Please change one-way to two-way along Garfield Avenue.
- All the 1-ways should be 2-ways.
- How can we somehow connect this project to the Midtown Greenway? Wayfinding signage or painted pavement or other ideas?
- Ideally, all new developments should benefit the entire community, not just folks with expendable income.
- Maybe City could vacate the right of way between Jungle – make it pedestrian walkway.
- Meter parking in high-demand areas (2x)
- Cool plaza with bike and scooter parking on Garfield Lot
- Lake & Lyndale need lane reductions. The shopping experience of being along two quasi freeways is bleak.
- Pedestrian crosswalk vitally needed to allow folks to really walk around the neighborhood.
- More bike parking! Corral on every quadrant of the corner – NW, SW, NE, SE. People do not like to travel more than 1 block to get to where they are going. Wayfinding is key.

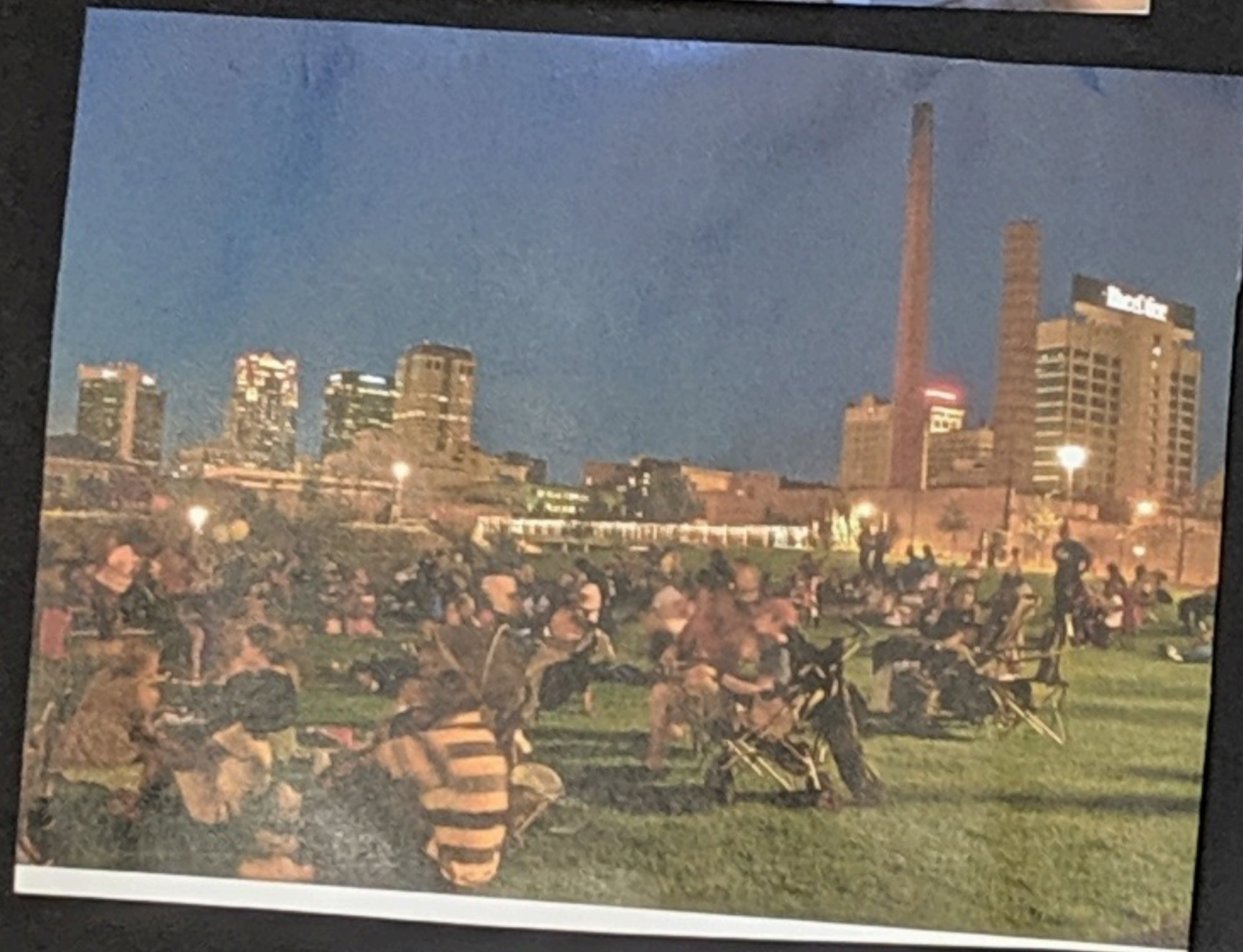
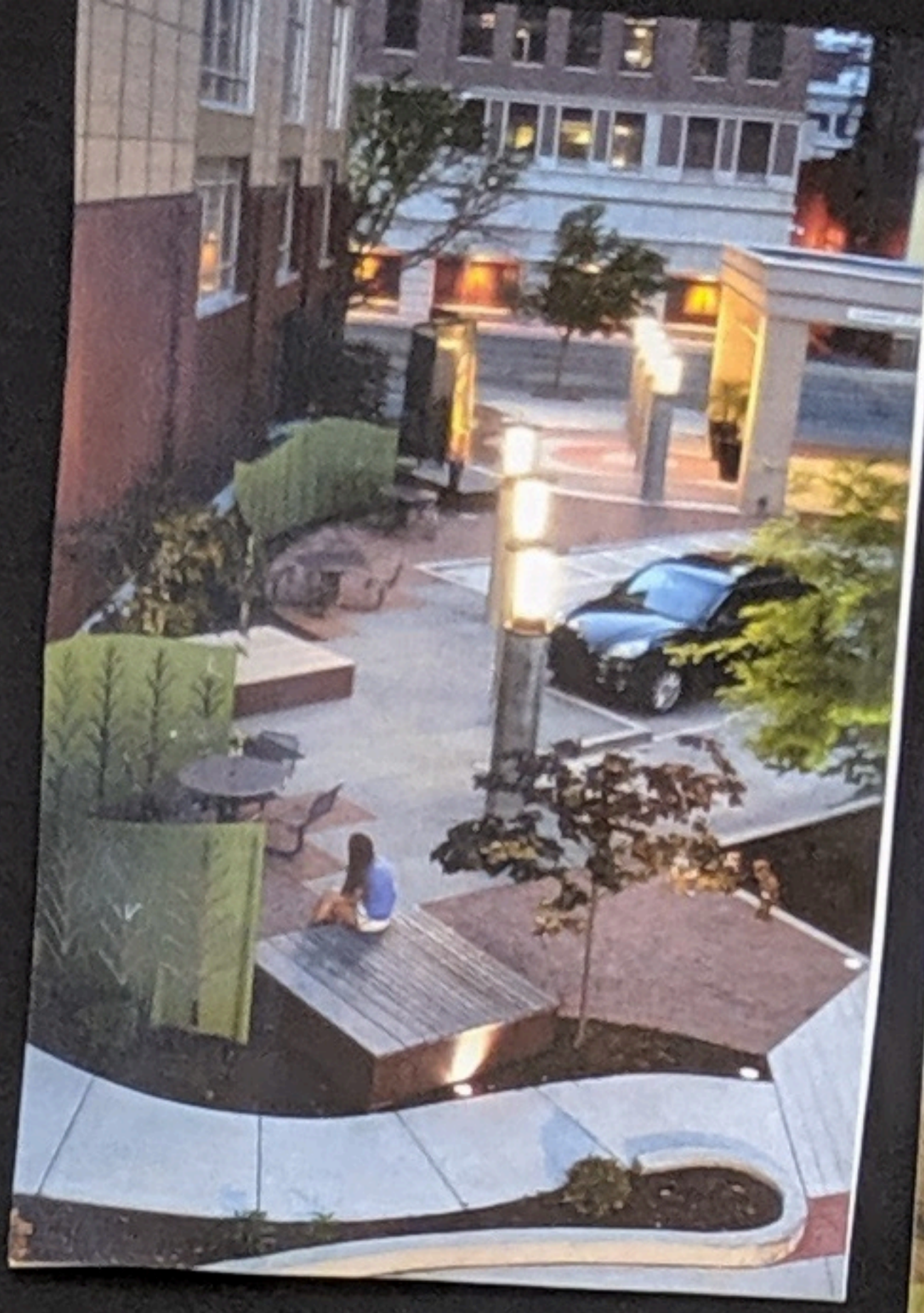
VISION BOARD COMMENTS (See collage images attached)

Public Space Related Comments:

- Sunshade/Kinetic Art
- Public access
- Cool lighting and seating on an interior plaza
- ...like Bryant Square Park in NYC
- Public Right-of-way, walk-thru from Lyndale to new project
- Like attracts like. If we don't leave at least one open town square to celebrate community, special events, family integration, learning to understand each other and shared celebration.
- Air quality! wildlife habitat – Really! Cities need to be healthy. Concrete is death.
- Area for youth to gather safely
- A place for Jungle to have outdoor theatre, and other places to have music
- At-grade open space/Courtyard space among public housing (no shops in the courtyard), Intergenerational housing = ☺
- Landscaping and places for people to sit and stary [sic]. Public open space.
- Public space – Green space

General Comments:

- Community murals!
- Underground Parking
- Way to integrate/utilize greenway?
- Above-ground public parking garage next to green space / dog park / any idea with plants and parking
- Car-free Pedestrian-oriented Streets
- More parking, better new housing, better jobs, create taxes for rubber sput cides [sic]. John 3:16



FOOD FOR THOUGHT
Nurturing eco-friendly communities



