

HEART OF THE CITY BURNSVILLE

PUBLIC SPACE GUIDELINES

December



20
22

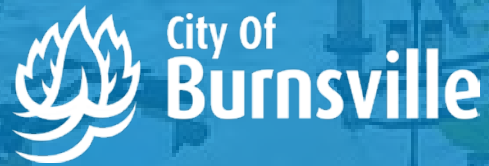
City of Burnsville

DF/ DAMON FARBER

/ DREAMLAB / SEH

PUBLIC SPACE GUIDELINES

HEART OF THE CITY



PUBLIC SPACE GUIDELINES

HEART OF THE CITY City Of Burnsville

DECEMBER 2022

ACKNOWLEDGMENTS

PREPARED FOR

City of Burnsville

100 Civic Center Parkway
Burnsville, MN 55337

**THANK YOU TO THE CITY OF BURNSVILLE HEART OF THE CITY COMMUNITY
WHO TOOK THE TIME TO PROVIDE VALUABLE INPUT ON THIS PLAN!**

PREPARED BY

Damon Farber Landscape Architects

310 S 4th Ave, Suite 7050
Minneapolis, MN 55415
P: (612) 332-7522
www.damonfarber.com

SEH

3535 Vadnais Center Drive
St. Paul, MN 55110
P: (800) 325-2055
www.sehinc.com

HKGI

800 N Washington Ave
Minneapolis, MN 55401
P: (612) 338-0800
www.hkgi.com

DreamLab

P: (612) 308-2588
<https://dreamlabdesign.me/>

CITY COUNCIL & COMMISSIONS

City Council

Mayor Elizabeth Kautz
City Council Member Dan Gustafson
City Council Member Dan Kealey
City Council Member Cara Schulz
City Council Member Vince Workman

Planning Commission

Chris John (chair)
Robert Timmerman (Vice Chair)
Ali Awad
Nick Anderson
Karyn Braddock
John Wallace (alternate)

Economic Development Commission

Kriystauhl Fitchett (Chair)
Al Anderson (Vice Chair)
Brady Folkestad
Audrey Janzen
Dan Kuplic
Jeff LaFavre
Laura Schmitz

Parks and Natural Resource Commission

Shannon Wohlman (Chair)
Dana Arnold (Vice Chair)
Mark Cleveland
Gary Donaldson
Andy McGuire
Jeni Newman
Nelson Fitchett (Alternate)
Michael Angara (Youth)
Colton Bauer (Youth)

CITY STAFF PROJECT MANAGEMENT TEAM (PMT)

Project Managers

Regina Dean, Assistant
Community Development
Director
Jen Desrude, City Engineer

Public Works

Ryan Peterson, Public Works
Director
Jeff Radick, Assistant Public
Works Director
Jon Nissen, Parks Maintenance
Superintendent
Chad Lindstrom, Heart of the
City Maintenance Crew Lead

Community Development

Sarah Madden, City Planner

Recreation and Facilities

Garrett Beck, Recreation and
Facilities Director

Communications and Community Engagement

Carissa Larson,
Communications and
Community Engagement
Director
Amber Jacobson, Public
Engagement Manager

TABLE OF CONTENTS

01 INTRODUCTION

- Pg. 8 **PROJECT SUMMARY**
Purpose and Intent
Heart of the City Study Area
- Pg. 11 **DOCUMENT OVERVIEW**
Key Character Areas / HOC District Area
How to Use this Document
- Pg. 13 **DOCUMENT PROCESS**
Project Approach
Planning Process

02 COMMUNITY ENGAGEMENT

- Pg. 16 **ENGAGEMENT SUMMARY**
Summary of Engagement Efforts
Engagement Timeline
- Pg. 19 **COMMUNITY EVENTS**
Overview
Community Pop-up Events
- Pg. 22 **COMMUNITY SURVEY**
Survey Results
Geographic Mapping Summary
- Pg. 29 **STAKEHOLDER ENGAGEMENT**
Summary of Stakeholder Input
- Pg. 31 **WHAT WE HEARD**
Summary of Community Engagement Feedback

03 EXISTING CONDITIONS + NEEDS ASSESSMENT

- Pg. 34 **OVERVIEW**
- Pg. 35 **EXISTING CONDITIONS**
Context
Key Character Districts
Circulation
Open Space + Access
- Pg. 45 **NEEDS ASSESSMENT**
Summary
Needs Assessment Plan

04 MISSION + GUIDING PRINCIPLES

- Pg. 54 **MISSION STATEMENT**
- Pg. 55 **GUIDING PRINCIPLES**

05 CHARACTER DISTRICTS

- Pg. 62 **HOC-1**
Overview
Future Goals of HOC-1
- Pg. 64 **HOC-2**
Overview
Future Goals of HOC-2
- Pg. 66 **HOC-3**
Overview
Future Goals of HOC-3

06 STREETS

- Pg. 70 **CIRCULATION NETWORK**
Street Network
Pedestrian + Bike Network
- Pg. 74 **STREET TYPES**
Overview and Key Guidelines
Nicollet Avenue
Burnsville Parkway
Travelers Trail
Aldrich Avenue
Local Streets
- Pg. 92 **INTERSECTIONS + CROSSINGS**
Overview
Typical Intersection Improvements

07 STREETSCAPE AMENITIES

- Pg. 96 **STANDARD ELEMENTS**
Common Amenities
ADA Compliance
Sidewalk Paving
- Pg. 99 **SITE FURNISHINGS + LIGHTING**
Overview
Lighting
Bicycle Racks
Benches
Waste Management
Bollards
Planters

08 LANDSCAPE PLANTINGS

- Pg. 106 **GENERAL PLANTING STRATEGY**
Overview
General Plant List - Understory
Streetscape Planting
Street Corner Planting
Rain Gardens
- Pg. 112 **TREE PLANTING**
Street Tree Spacing
Soil Requirements
Street Tree Planting
Park Tree + Screening Planting

09 PUBLIC SPACES - PARKS, PLAZAS AND OPEN SPACES

Pg. 120 **OVERVIEW**
Overview
Opportunity Map

Pg. 122 **DESIGN GUIDELINES**
Parks + Open Space
Plazas

10 GATEWAYS, WAYFINDING, SIGNAGE + PUBLIC ART

Pg. 126 **PUBLIC IDENTITY
OPPORTUNITIES**
Wayfinding + Signage
Gateways
Public Art

11 PARKING

Pg. 136 **PARKING NEEDS +
OPPORTUNITIES**

Pg. 137 **SURFACE PARKING LOT
DESIGN GUIDELINES**
Location and Layout
Lighting
Bicycle Parking
Vehicle Access and Circulation
Pedestrian Access and
Circulation
Landscaping
Surfaces
Signage and Wayfinding
Stormwater Management
Snow Storage

12 SCREENING

Pg. 142 **GUIDELINES OVERVIEW**

Pg. 142 **DESIGN CHECKLIST**
Location
Screening
Precedents

13 SUSTAINABILITY AND STORMWATER MANAGEMENT

Pg. 146 **GENERAL PRINCIPLES**

Pg. 147 **LIGHTING, SOLAR POWER +
ELECTRIC**
Materials + Techniques

Pg. 148 **STORMWATER
MANAGEMENT**
General Principles
Materials + Techniques
Precedents

14 MAINTENANCE

Pg. 152 **EXISTING MAINTENANCE
OVERVIEW**
Paving
Lighting
Site Furnishings and Public Art
Seasonal Issues
Snow Removal
Parking Management

Pg. 155 **MAINTENANCE
RECOMMENDATIONS**
Initiate and Sustain High
Standards of Maintenance
Design with Maintenance in
Mind
Enhance the Heart of the City
User Experience

15 IMPLEMENTATION

Pg. 158 **INTRODUCTION**

Pg. 159 **PRIORITIES**

Pg. 166 **POTENTIAL FUNDING
SOURCES**

Pg. 168 **MEASURING PROGRESS**

PUBLIC SPACE GUIDELINES HEART OF THE CITY



01

INTRODUCTION

The Heart of the City Public Space Guidelines are a guide to the role, function, and design of the public realm.

CONTENTS

Pg. 8

PROJECT SUMMARY

Purpose and Intent
Heart of the City Study Area

Pg. 11

DOCUMENT OVERVIEW

Key Character Areas / HOC District Area
How to Use this Document

Pg. 13

DOCUMENT PROCESS

Project Approach
Planning Process

01

CHAPTER 1 | INTRODUCTION

PROJECT SUMMARY

The City of Burnsville's Heart of the City is experiencing a renaissance of new development opportunities and investment in the district, including new transit facilities and multi-family development. The seeds of this new development activity can be traced through the efforts that the city and its many partnering organizations have invested in economic development and the planning and design initiatives established by the Heart of the City (HOC) Design Framework, originally established in 1999. For over 20 years the Design Framework has guided private development and public space design in the district toward the community's vision of an attractive, vibrant, and pedestrian-friendly district.

With new Bus Rapid Transit (BRT) stations and redevelopment of key sites in the HOC District, the City has recognized this unique opportunity to update the HOC Design Framework's principles, standards, and guidelines. These Public Space Guidelines, a design framework update, build on this momentum

and incorporates new best practices in mobility planning, stormwater management, placemaking and public space design. Updating the HOC Design Framework provided an opportunity to reengage with community stakeholders, evaluate existing conditions and policies in the district, and update the vision, policies, and guidelines to better reflect community values and support goals of the City's 2040 Comprehensive Plan.

The resulting recommendations and design guidelines are intended be used to establish minimum expectations that the City's staff, commissions, and elected officials can use to inform decisions on the approval of public space improvements in the Heart of the City District. The guidelines are presented in a document format that can be reviewed by staff and decision makers for adoption as a supplement to the city's Transit Oriented Development (TOD) zoning ordinance for the HOC District. Further, this document includes implementation priorities and strategies for public improvement initiatives that the city and its' financial partners may wish to undertake.



Burnsville Parkway and Nicollet Avenue intersection



Nicollet Commons



Community Pop Up Event at Nicollet Commons

PURPOSE AND INTENT

The recommendations of this plan are guided by input received from key stakeholders, community members, and city staff. The guidelines contained in this document are intended to achieve the following objectives:

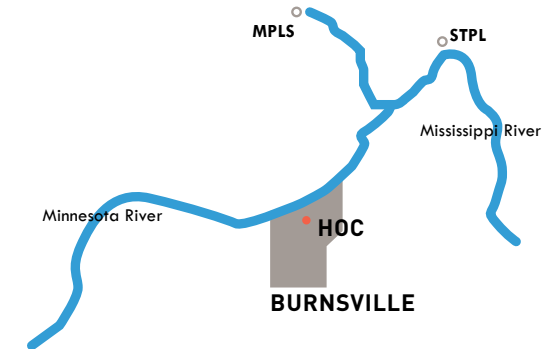
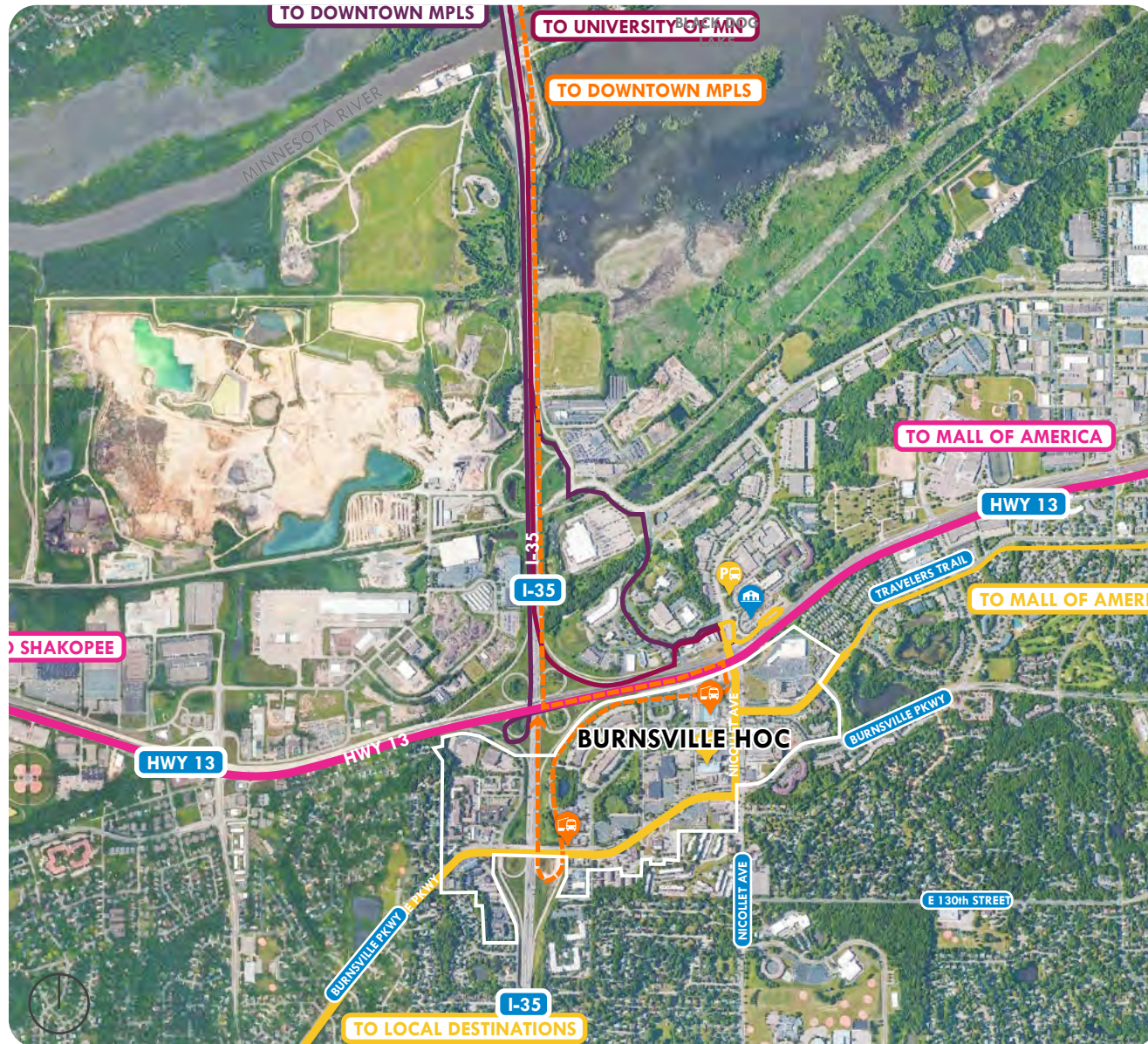
- Build upon the findings and recommendations of prior planning initiatives
- Develop a more cohesive, aesthetically-pleasing, and vibrant public space in the HOC
- Address the conditions of sidewalks and lack of compliance with the Americans with Disabilities Act (ADA)
- Develop a more “complete” street network with a stronger balance between the needs of motorists, transit riders, cyclists and pedestrians
- Create a stronger identity and sense of place for the HOC District
- Ensure public space design elements are sustainable and maintainable
- Ensure there are adequate public parks and open spaces in the district to address future needs
- Address existing and future parking supply needs and design strategies
- Develop HOC district wayfinding and signage guidelines
- Identify potential public art and placemaking opportunities
- Establish best practice stormwater management strategies



Conceptual view of Burnsville Parkway and Pillsbury Avenue intersection

HEART OF THE CITY STUDY AREA

FIGURE 1: STUDY AREA



The Heart of the City (HOC) is located at the interchange of I-35W and State Highway 13, near the center of the City of Burnsville. The district is generally bounded by State Highway 13 to the north, Burnsville Parkway to the South, Eagle Ridge Drive and Cub foods to the east, and the Pines of Burnsville apartments and restaurant/ lodging uses located along Aldrich Avenue to the west. Interstate 35W bisects the district into east and west sub-districts. The HOC District is well-served by major arterial roadways and public transportation services. It lies within a half mile of Burnsville's City Hall, located to the south, and a mile and one half from the Minnesota River Valley, located to the north. Originally, the HOC District was all located to the east of I-35W. The portion to the west of I-35W was added to the Public Space Guidelines to look at ways to better connect the area, which includes a transit dependent, multi-family neighborhood, to a new BRT station located in the district.

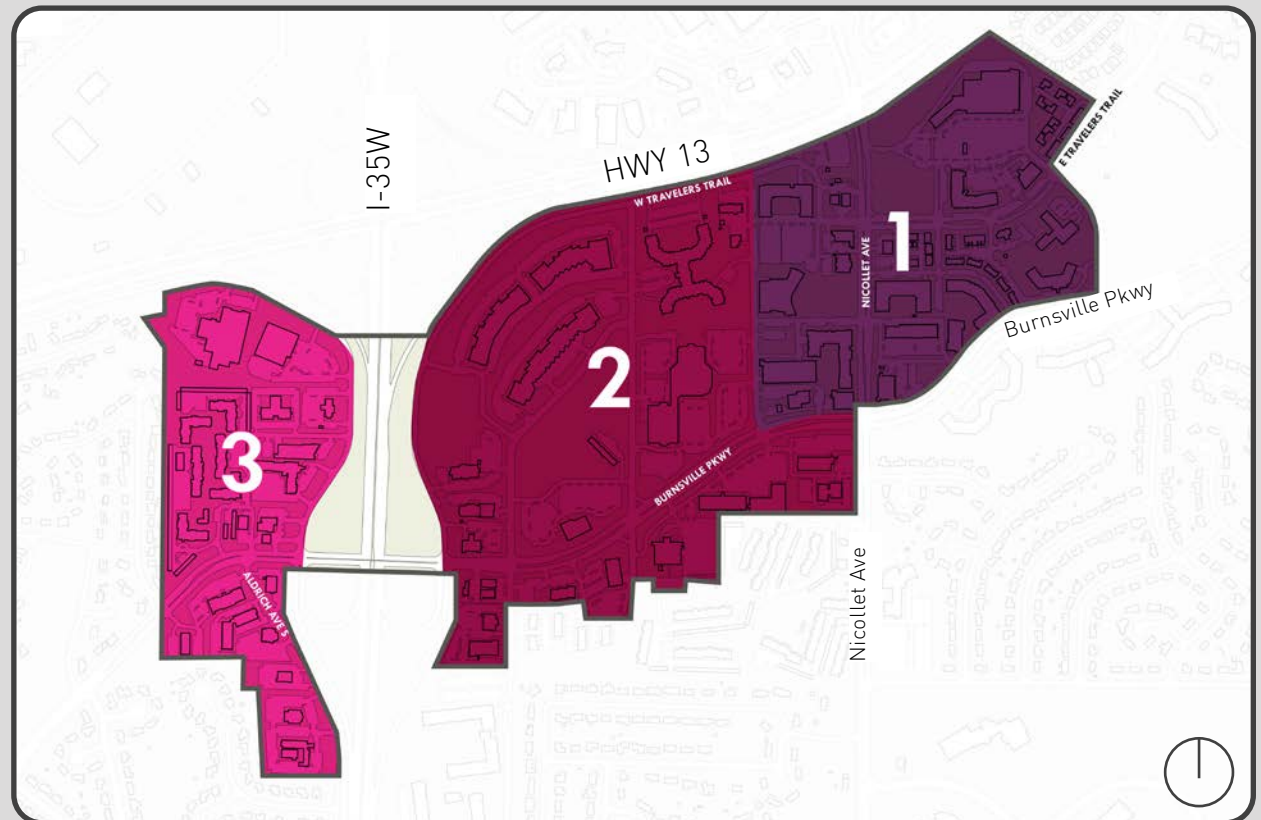
DOCUMENT OVERVIEW

KEY CHARACTER AREAS / HOC DISTRICT

The Heart of the City consists of three distinct character districts. Each character district is shaped by a combination of land uses, development patterns, building type and placement, public space amenities, access and circulation, parking supplies, etc. Each district is more, or less successful in achieving the goals and guiding principles established for the Heart of the City. The goal of these Public Space Guidelines is to provide guidance for future public improvements that will provide more cohesion between each character district so that the whole of the Heart of the City communicates a stronger overall district identity and sense of place.

As new development in the HOC occurs, public improvements that enhance the pedestrian and bicycle environments should be provided. New sidewalks and trails, bicycle facilities, street trees and boulevard plantings, pedestrian-scaled lighting, site furnishings, public art, and wayfinding signage should be incorporated to stitch together a high-quality public space and a cohesive Heart of the City District.

FIGURE 2: KEY CHARACTER AREAS



HOW TO USE THIS DOCUMENT

This document is intended to be used in conjunction with the City of Burnsville 2040 Comprehensive Plan (2019), City of Burnsville TOD District Ordinance (2020), and other applicable municipal policies and regulations. They supplement these regulations by providing greater detail to inform the specific identity and character for the Heart of the City District. Importantly, this document is to be used in the design of public spaces to inform the sense of place. The design guidelines provide direction during the development review process. Cross sections, plans, images and details included within this document are intended to inform further detailed design of public improvements, but are not intended to be used as an engineering document.



Stakeholder Engagement at Realife

FIGURE 3: PUBLIC SPACE GUIDELINES OUTLINE

Chapter 1: Introduction

- > Introduction to the HOC Public Space Guidelines

Chapter 2: Community Engagement

- > An overview of the extensive community engagement process

Chapter 3: Existing Conditions and Needs Assessment

- > Evaluation of existing public features in the HOC and needs assessment for future public space planning

Chapter 4: Mission and Guiding Principles

- > Mission statement and 12 guiding principals for the HOC's public space

Chapter 5: Character Districts

- > An overview of the description and future goals for the three character districts of the HOC

Chapter 6: Streets

- > Provides implementation tools, including priorities, phasing strategies, and potential funding sources.

Chapter 7: Streetscape Amenities

- > Provides guidelines for streetscape amenities to enhance the experience of pedestrians in the public space

Chapter 8: Landscape Plantings

- > Provides general planting strategies and tree planting guidance

Chapter 9: Public Spaces

- > Provides design guidelines for parks, plazas and open space

Chapter 10: Gateways, Wayfinding, Signage and Public Art

- > Provides recommendations for enhancing the signage and wayfinding system

Chapter 11: Parking

- > Provides design recommendations for surface parking in the HOC

Chapter 12: Screening

- > Provides guidelines for screening loading and trash areas in the HOC

Chapter 13: Sustainability and Stormwater Management

- > Provides recommendations for integrating sustainable approaches and technologies into the public space

Chapter 14: Maintenance

- > Reviews existing maintenance practices and provides recommendations

Chapter 15: Implementation

- > Identifies priorities and initiatives for future public space improvements that support the overall HOC mission and guiding principles

DOCUMENT PROCESS

PROJECT APPROACH

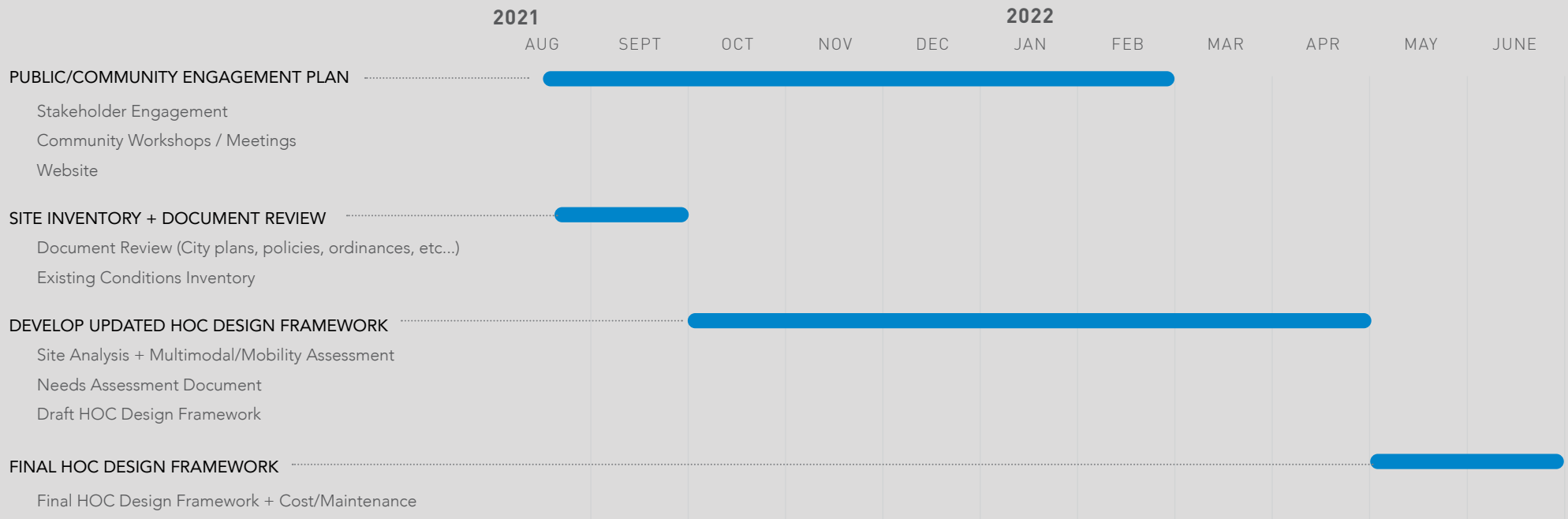
The nine-month planning effort began in August 2021, and represents input gathered from the community, stakeholders, city staff, and city officials. Valuable community input and feedback received through online surveys, listening sessions, community events, site tours, public meetings, and workshops guided the development of this document. The recommendations proposed in this document also incorporate the expertise of the consultant team, an evaluation of existing conditions and key takeaways from the needs assessment.

PLANNING PROCESS

The planning process was guided by a Project Management Team (PMT) consisting of city staff from a variety of city departments, including Public Works, Planning, Parks and Recreation, Forestry and Communications. The PMT met on a regular basis and provided review and guidance to the consultant team throughout the planning process. The Burnsville City Council, Police Department, Planning, Economic Development, and Parks and Natural Resources Commissions also provided guidance and input at key stages in the plan's development.

An important goal of the planning process was to ensure the plan's recommendations would reflect the needs and aspirations of the community. To help identify and understand the values, needs and preferences of the community to create a plan that meets the community's needs, input from numerous groups of people was gathered through events, surveys, and stakeholder/community conversations. This effort was intentional to reach out to traditionally underrepresented groups including seniors, youth, and BIPOC communities to ensure the Heart of the City will be an asset for the whole community.

FIGURE 4: PROJECT TIMELINE



PUBLIC SPACE GUIDELINES HEART OF THE CITY



02 COMMUNITY ENGAGEMENT

An extensive community outreach effort was conducted to help identify and understand the values, needs, and preferences of the community related to public improvements in the Heart of the City.

CONTENTS

Pg. 16	ENGAGEMENT SUMMARY Summary of Engagement Efforts Engagement Timeline
Pg. 19	COMMUNITY EVENTS Overview Community Pop-up Events
Pg. 22	COMMUNITY SURVEY Survey Results Geographic Mapping Comments Summary
Pg. 29	STAKEHOLDER ENGAGEMENT Summary of Stakeholder Engagement
Pg. 31	WHAT WE HEARD Summary of Community Engagement Feedback

02

CHAPTER 2 | COMMUNITY ENGAGEMENT

OVERVIEW

An extensive community outreach effort was conducted from September 2021 to February 2022 to help identify and understand the values, needs, and preferences of the community related to public improvements in the Heart of the City District. Public outreach methods included community pop-up events, stakeholder interviews, an online community survey, listening sessions, and an online geographic mapping comment tool. Some engagement activities were targeted to underrepresented stakeholders to create welcoming opportunities for participation in the planning process. Public engagement activities were held throughout the planning effort and in conjunction with the following project milestones:

- Existing Conditions Analysis and Needs Assessment
- Updated Framework Plan
- Review and Approval

Engagement events and activities are shown in the timeline and have resulted in valuable information which will have influenced Design Framework recommendations and priorities to meet the objectives of the community.

COMMUNITY ENGAGEMENT GOALS

A key objective of the project's community engagement effort was to identify and address stakeholder concerns and issues. In this regard, the HOC Public Space Guidelines team had the following goals:

- Identify stakeholders, including disadvantaged populations not traditionally involved in planning decision-making
- Engage stakeholders in meaningful and accessible ways
- Solicit early and continuous input from stakeholders
- Offer reasonable public availability of project information
- Seek collaborative input on alternatives and evaluation criteria
- Provide transparency during the decision-making process

2 Pop-up
events

Online
E-Blasts

140+ Survey
responses

20
Geographic
Mapping
Comments

15
Stakeholder
interviews

Senior
Center
Listening
Session

Senior
Housing
Listening
Session

Middle
School
Listening
Session

ENGAGEMENT SUMMARY

COMMUNITY EVENTS

(100+ participants)

Two pop-up community events were held in September 2021 at Nicollet Commons at the Fire Muster community event and another at an Open House. The purpose of these community pop-up events was to share project information, solicit community input on HOC needs and opportunities, and to review HOC Public Space Guidelines recommendations.

STAKEHOLDER ENGAGEMENT

(150+ participants)

The project team worked with staff to identify and reach out to HOC business and resident stakeholders. The purpose of this stakeholder engagement was to share project information, solicit stakeholder input on HOC needs and opportunities, and to review Public Space Guidelines recommendations. These engagement activities included a pop-up event, stakeholder interviews, direct messaging with survey information, and listening sessions.

SURVEY

(140 participants)

Online Survey and Geographic Mapping Tool

An online survey, intended to gather public input and feedback on planning efforts from the broader City of Burnsville community, solicited over 140 responses from September 2021 until February 2022. The survey solicited input on HOC needs, concerns and opportunities.

Website - Hub for Online Engagement

An interactive project website was the hub for the online engagement and provided communications, information about the project, and provided two main ways to engage with the HOC Public Space Guidelines, the survey and geographic comment mapping.

CITY ENGAGEMENT

City Staff Meetings

The consultant team met on an as-needed basis with the City's project manager and any other necessary city staff to discuss project goals and needs, review progress on the planning effort, coordinate engagement efforts, respond to, and review requested information or deliverables.

Project Management Team (PMT) Meetings

The project team met regularly with PMT members, consisting of city staff representing various city departments. The goal for these meetings is to identify key stakeholders and issues, review proposed findings, discuss alternative solutions, establish plan recommendations and priorities.

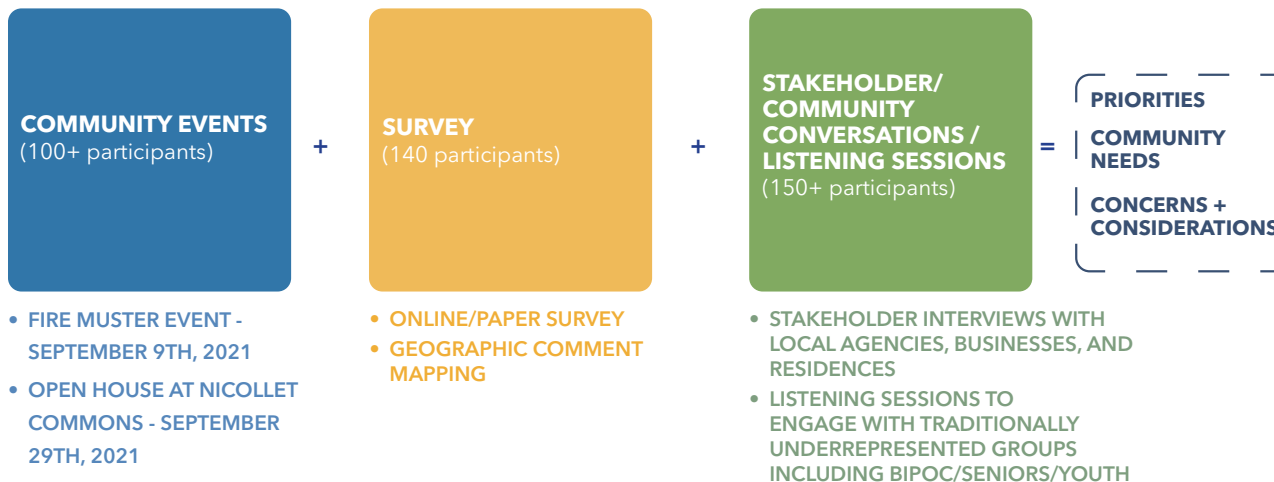
HOC Walking Tour

A tour of the HOC District with members of the PMT took place on August 17, 2021 to become more familiar with existing facilities and programs, evaluate existing conditions, identify needs and future opportunities.

City Council Work Sessions/Meetings

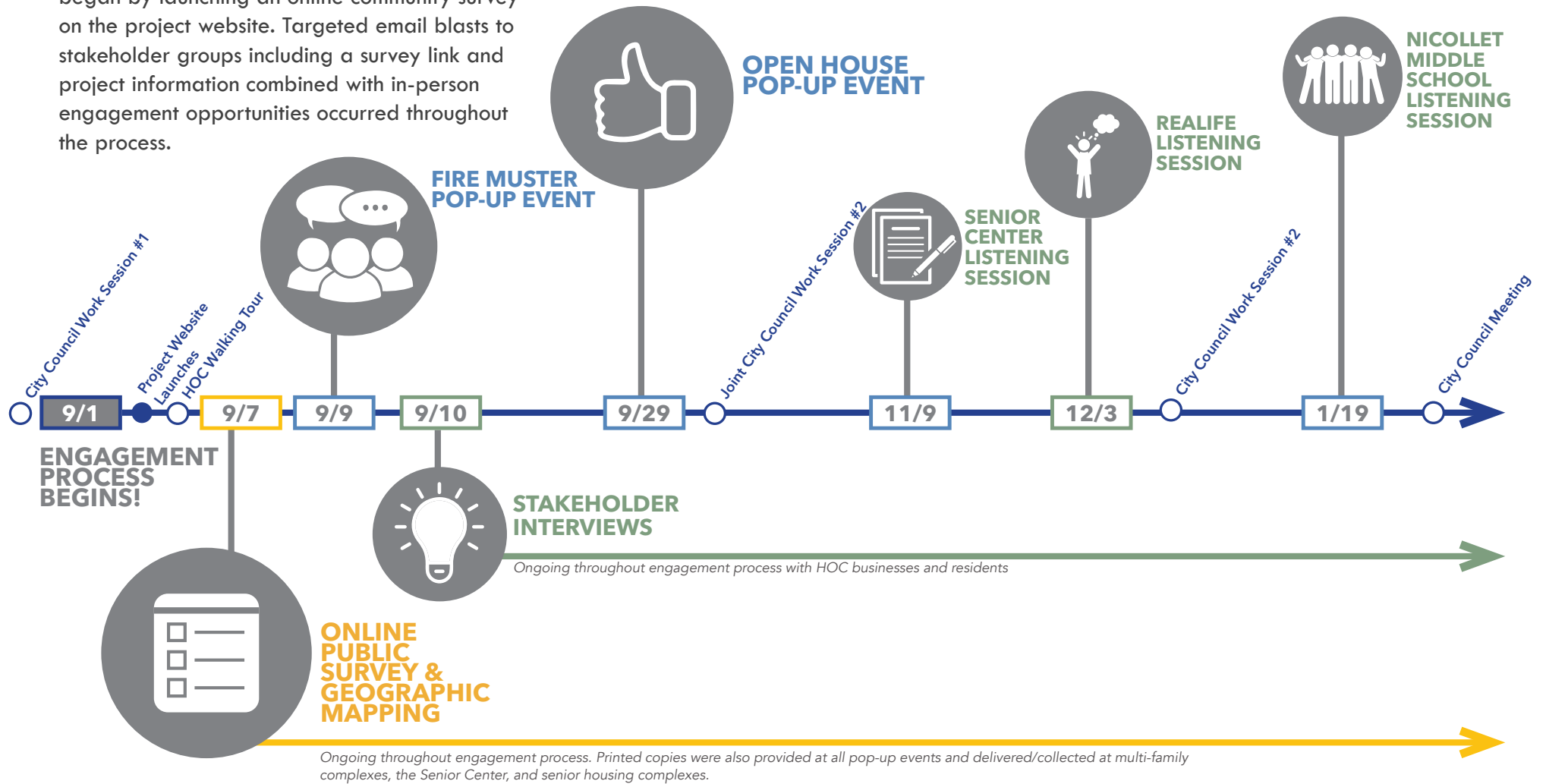
During the planning process, the project team attended City Council Work Sessions to introduce the team and planning process, present the results of community input, review the draft plan and to gain final approval of the plan.

FIGURE 5: SUMMARY OF COMMUNITY ENGAGEMENT EFFORTS



ENGAGEMENT TIMELINE

Community engagement efforts spanned from September 2021 to February 2022. The process began by launching an online community survey on the project website. Targeted email blasts to stakeholder groups including a survey link and project information combined with in-person engagement opportunities occurred throughout the process.



The voting board events complemented the online survey and were essential for reaching alternative audiences. More youth participated in the in person voting than the online survey.

Community Engagement | Chapter 2 19

POP-UP COMMUNITY EVENTS

FIRE MUSTER EVENT

September 9th, 2021

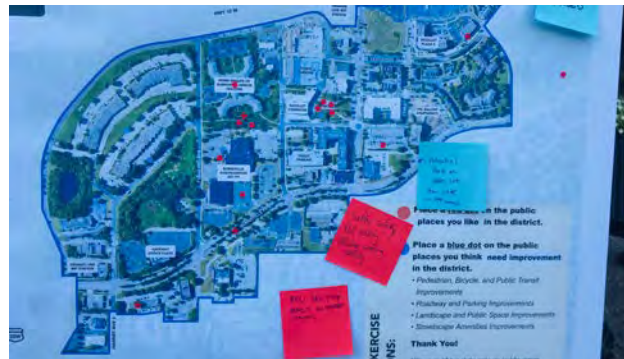
~50-70 engaged



OPEN HOUSE - AT NICOLLET COMMONS

September 29th, 2021

~25-35 engaged



Who's going to **maintain** the public improvements?

Leave **winter lights** up year-round

Assessments are a concern

Move **farmers market** to Nicollet Commons

More **comfortable seating** at Nicollet Commons

More **signage/wayfinding**

More public education on **right of ways**

Identify a designated space for **dogs**

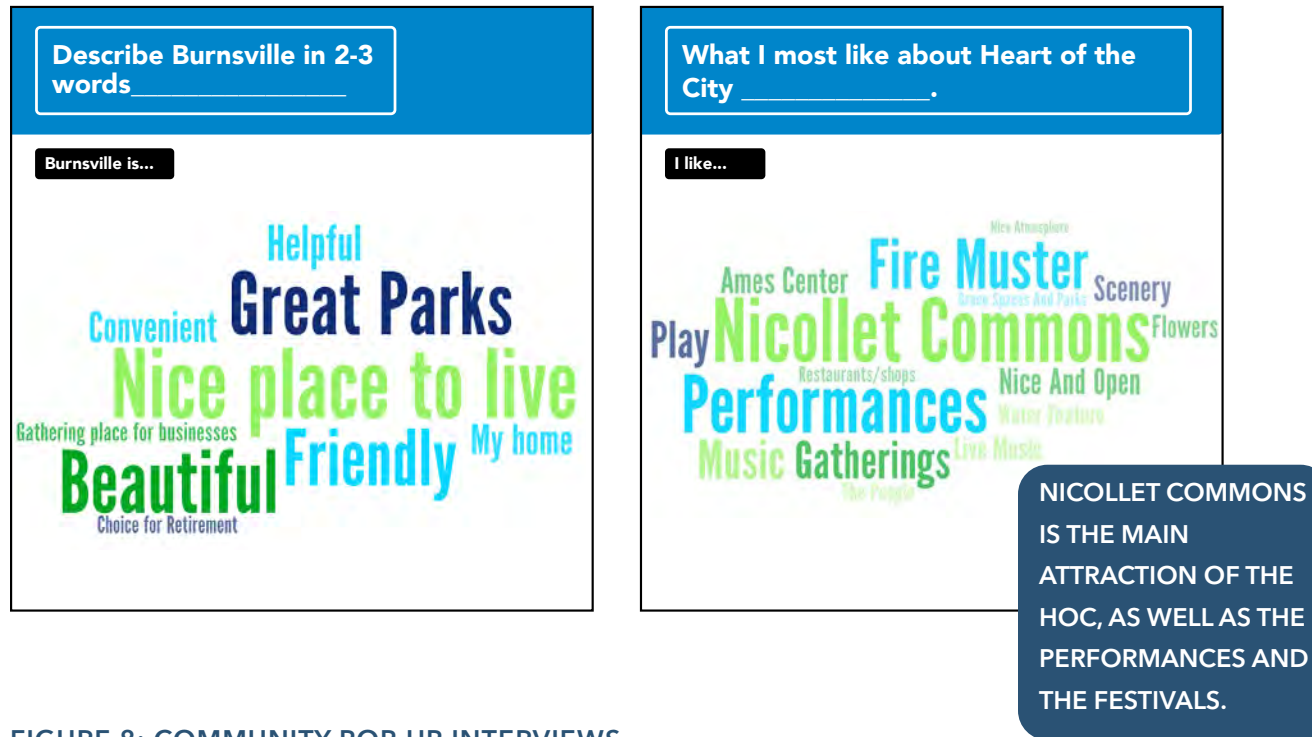
Would like more space for **bikes** on roads

Improve **pedestrian experience** at crossings

More **benches**

Reduce **road speeds**

FIGURE 7: FEEDBACK FROM COMMUNITY POP-UP EVENTS



Community pop-up events at Nicollet Commons in 2021

FIGURE 8: COMMUNITY POP-UP INTERVIEWS

At the pop-up events, brief interviews were conducted with participants within Nicollet Commons. Over 20 people responded to the five-question interview. Figure 4 provides a summary of the feedback.

PARTICIPANTS VIEW BURNSVILLE AS A WELCOMING, NICE PLACE TO LIVE.

HEART OF THE CITY DESIGN FRAMEWORK UPDATE
BURNSVILLE, MN

INTERVIEW QUESTIONS

info Where do you live? (zip code only or city if outside of Burnsville)

PLEASE LET US KNOW YOUR THOUGHTS ABOUT HEART OF THE CITY (HOC):

1 What is the biggest attraction of this place (HOC)?

2 One word to describe what it feels like at HOC?

3 One word to describe what you'd like it to feel like at HOC.

4 What's one thing that would make you visit here (HOC) more often?

 **THANK YOU!**

BIGGEST ATTRACTION OF THE HOC?

- Water feature
- Events/festivals
- Restaurants/shops
- Ames Center
- Music
- Nicollet Commons
- Nice and open
- Gatherings
- Fire Muster
- Performances
- Play
- Scenery
- Live music and concerts
- Green spaces and parks
- The people
- Nice atmosphere
- Flowers

ONE WORD TO DESCRIBE WHAT YOU'D LIKE IT TO FEEL LIKE AT THE HOC?

- Entertainment/restaurants
- Populated
- Already good
- Frequent events
- Attractions
- Variety
- Food trucks
- More metropolitan

ONE WORD TO DESCRIBE WHAT IT FEELS LIKE AT THE HOC?

- Community/gathering
- Comprehensive
- Fun
- Diverse
- Open
- Home
- Relaxing
- Family oriented
- Communal
- Social/entertaining
- Friendly
- Welcoming
- Ideal
- More walkable
- Accommodating

WHAT'S THE ONE THING THAT WOULD MAKE YOU VISIT HERE MORE OFTEN?

- More entertainment
- Shared transportation
- Bikeshare
- More events
- More affordable
- More music
- Outdoor games
- Horseshoes
- Mini playground
- Exercise park
- Food trucks

COMMUNITY SURVEY INPUT

A 21-question public survey was available to collect feedback beginning in September 2021 through February 2022 and publicized through mailers, social media, and at events. Respondents could participate online or hard copies were available at the Burnsville Senior Center, community events, and stakeholder engagement/listening sessions.

In total, over **140** people responded.

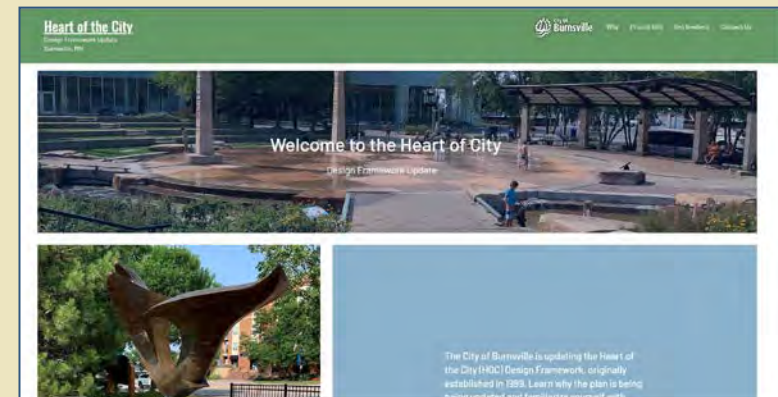
FIGURE 10: DEMOGRAPHICS OF SURVEY RESPONDENTS

- OVER **25%** OF SURVEY RESPONDENTS LIVE IN THE HOC.
- OVER **40%** VISIT THE HOC OFTEN.
- THE SURVEY MAINLY REACHED PEOPLE AGES **35 AND OLDER**.
- ALMOST **70%** OF RESPONDENTS WERE WOMEN.
- OVER **90%** OF THE RESPONDENTS WERE CAUCASIAN/WHITE.

HUB FOR ONLINE ENGAGEMENT

A website for the project was created as a hub for the online engagement and provided communications, information about the existing framework plan.

<https://www.hocbville.com/>



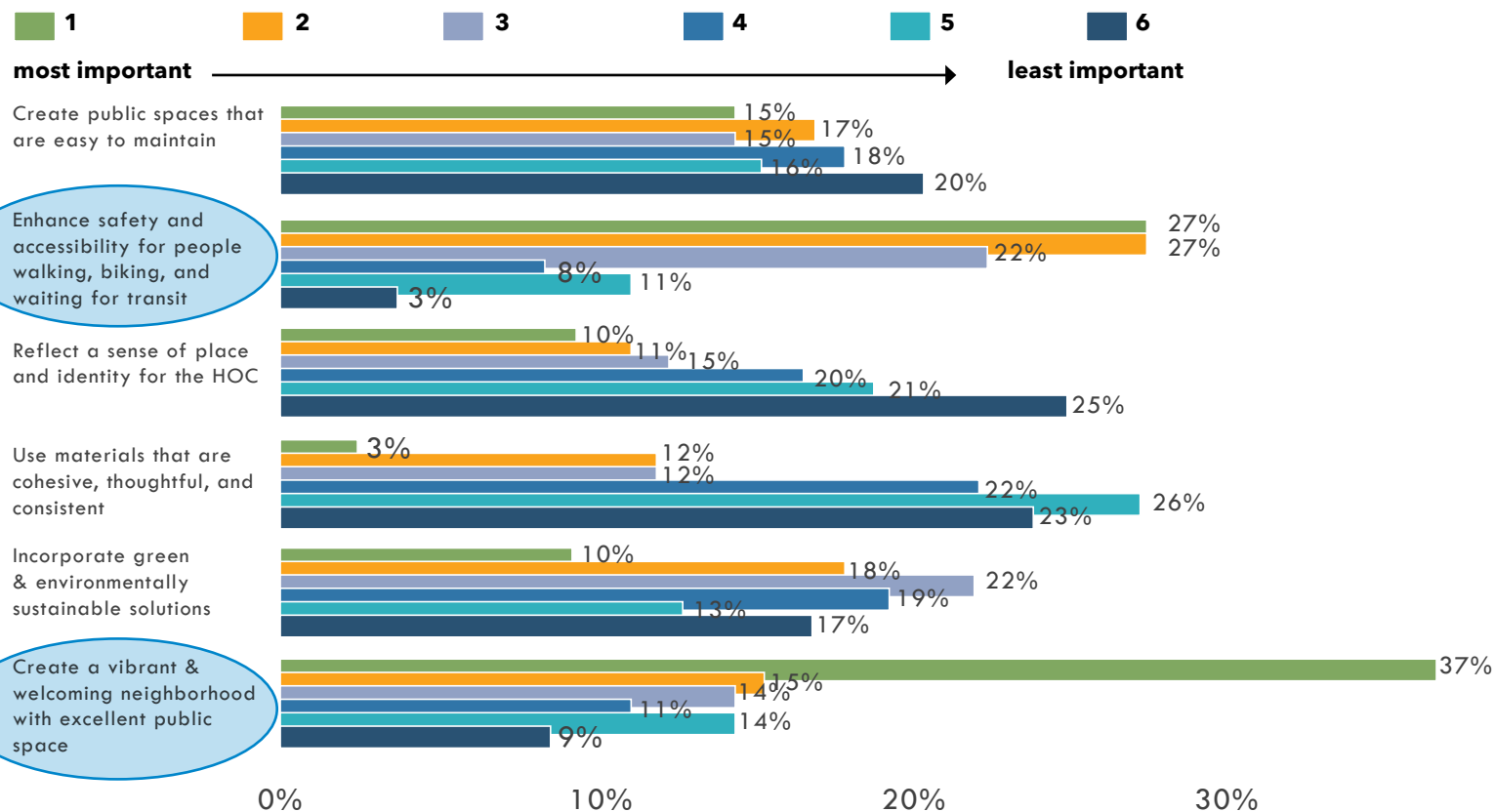
Heart of the City Framework Plan website

FIGURE 9: TOP 4 CHARACTERISTICS OF A 'BEAUTIFUL STREET' BY RESPONDENTS.



FIGURE 11: WHAT GOALS DO YOU THINK SHOULD GUIDE THIS DESIGN FRAMEWORK UPDATE FOR THE HOC?

(Rank from most important to least)



MOST IMPORTANT GOALS IDENTIFIED:

- CREATING A VIBRANT AND WELCOMING NEIGHBORHOOD
- SAFETY AND ACCESSIBILITY FOR PEOPLE WALKING, BIKING, AND WAITING FOR TRANSIT

LEAST IMPORTANT GOALS IDENTIFIED:

- USING MATERIALS THAT ARE COHESIVE
- REFLECTING A SENSE OF PLACE AND IDENTITY FOR THE HOC

FIGURE 12: TOP PRIORITIES FOR STREET IMPROVEMENTS IN THE HOC STUDY AREA



FIGURE 13: TOP PRIORITIES FOR TRANSPORTATION IMPROVEMENTS IN THE HOC STUDY AREA

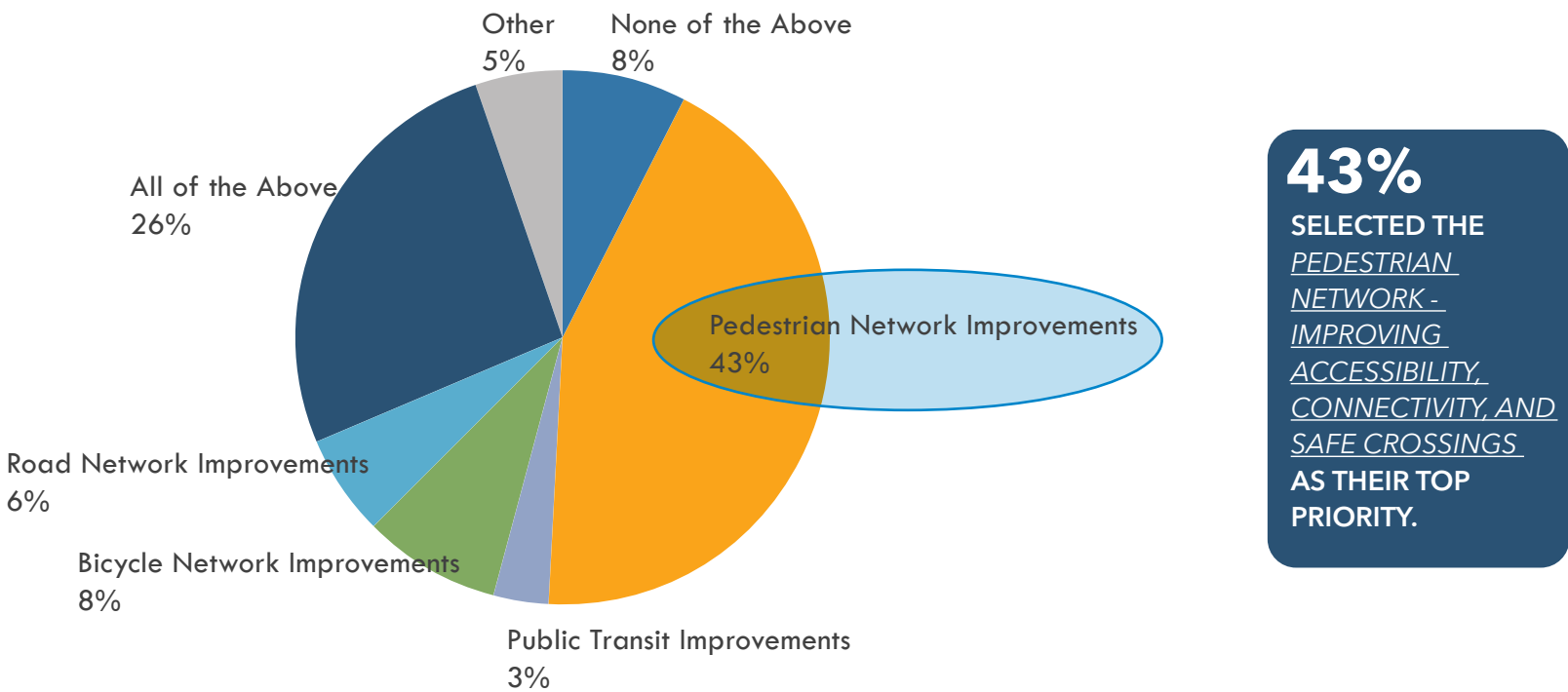
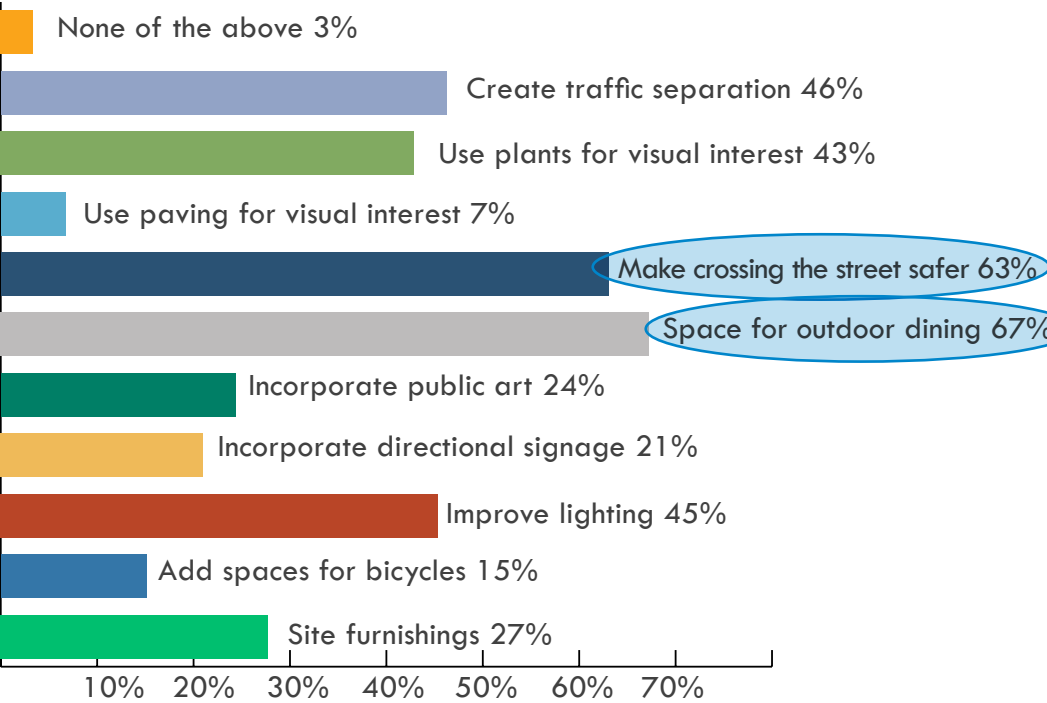


FIGURE 14: TOP THREE ACTIVITIES OR FEATURES FOR DRAWING MORE PEOPLE TO THE HOC

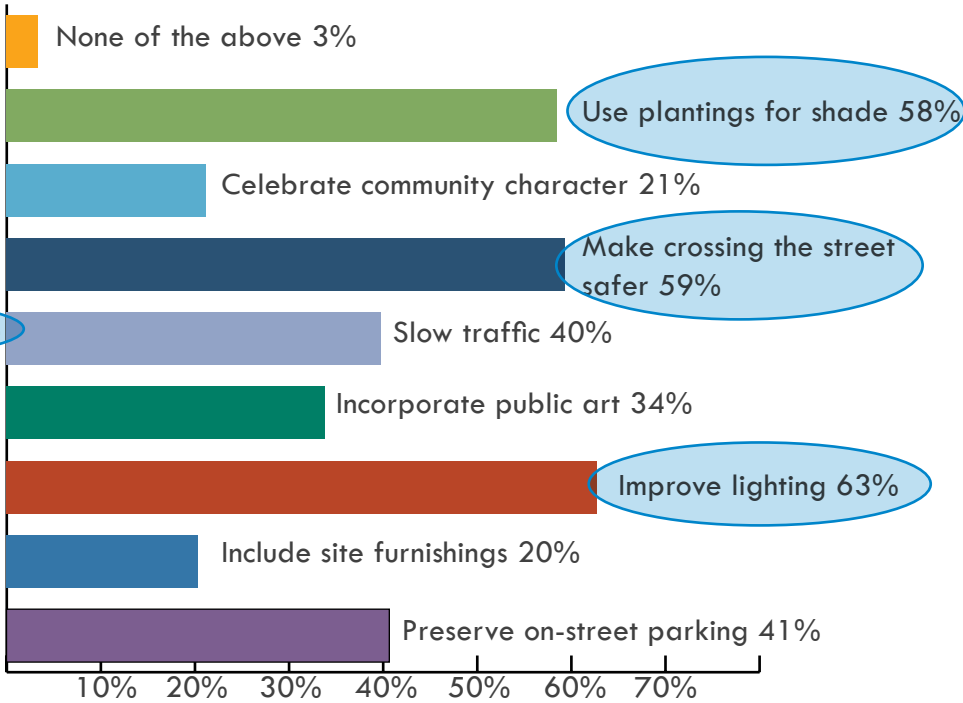


FIGURE 15: WHAT DESIGN CONSIDERATIONS DO YOU THINK ARE MOST IMPORTANT FOR EACH OF THE STREET TYPES THAT FOLLOW?

What improvements do you want to see for **COMMERCIAL STREETS** with shopping and bus service (like Nicollet Avenue South and Burnsville Parkway)?



What improvements do you want to see for **LOCAL AND RESIDENTIAL STREETS** with shopping and bus service?



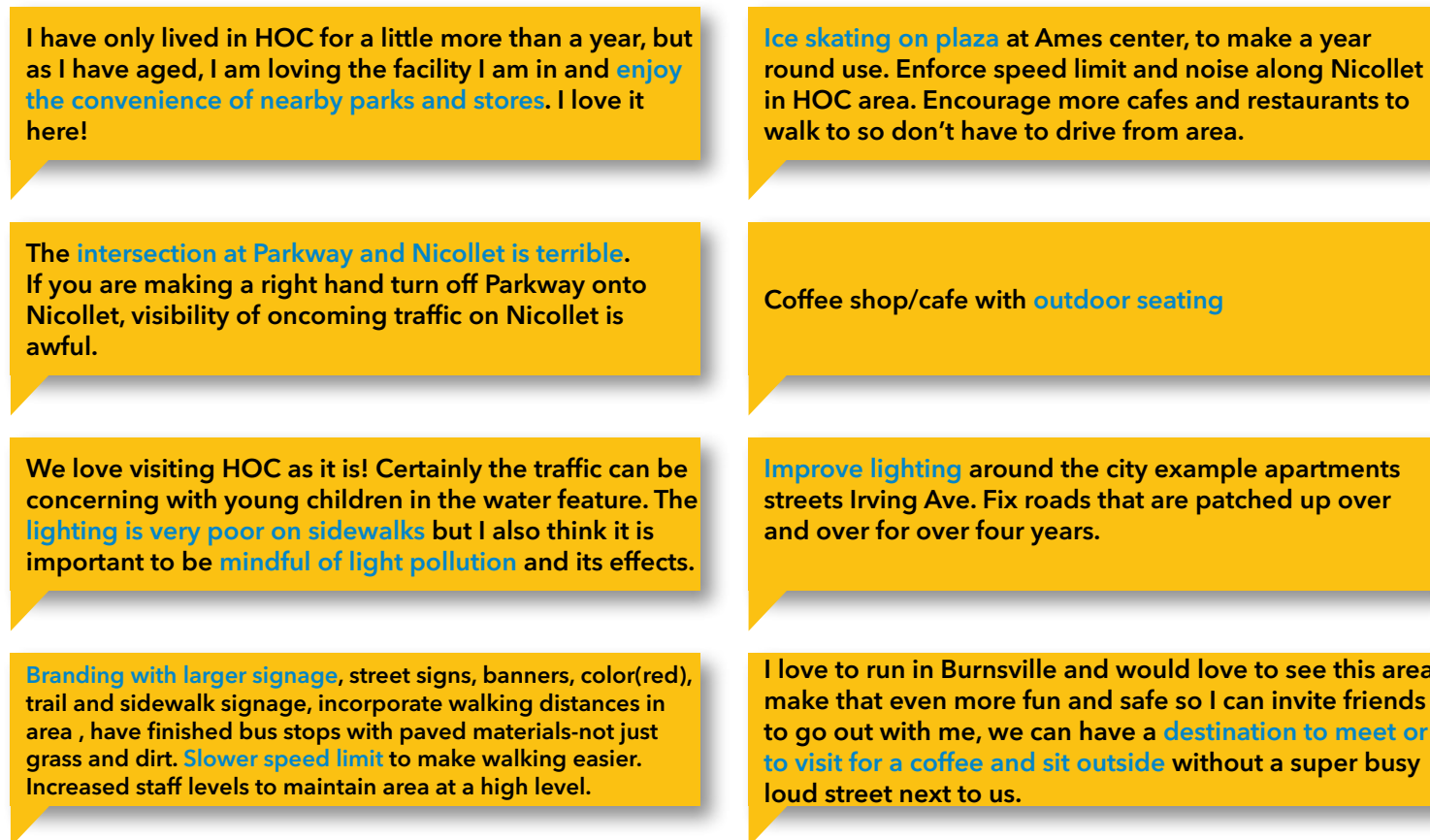
OVER 60% OF RESPONDENTS WOULD LIKE TO HAVE MORE SPACE FOR OUTDOOR DINING AND MAKE CROSSING THE STREET SAFER ALONG COMMERCIAL STREETS IN THE HOC DISTRICT.

ABOUT 60% OF RESPONDENTS WOULD LIKE TO USE PLANTINGS FOR SHADE, MAKE CROSSING THE STREET SAFER, AND IMPROVE LIGHTING ALONG LOCAL/RESIDENTIAL STREETS IN THE HOC DISTRICT.

FIGURE 16: TOP 3 LANDSCAPE DESIGNS FOR THE HOC DISTRICT



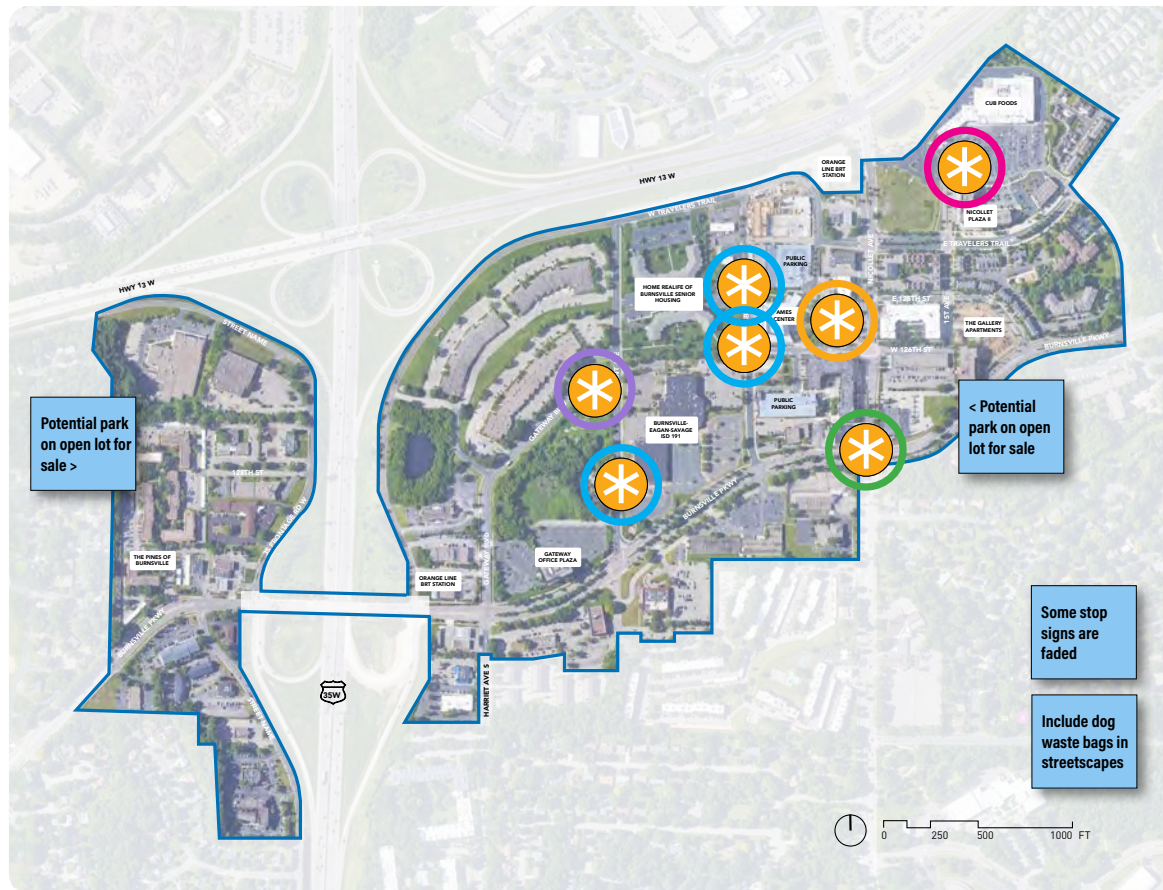
FIGURE 17: EXAMPLE COMMENTS AND SUGGESTIONS FOR THE HOC PUBLIC REALM



GEOGRAPHIC MAPPING COMMENT SUMMARY

ONLINE GEOGRAPHIC MAPPING COMMENTS

As part of the survey, respondents were asked to place 'pins' on an interactive map and add notes to share more information. A tool allowed respondents to zoom in on specific public areas within the HOC. The following figure provides a summary of comments.

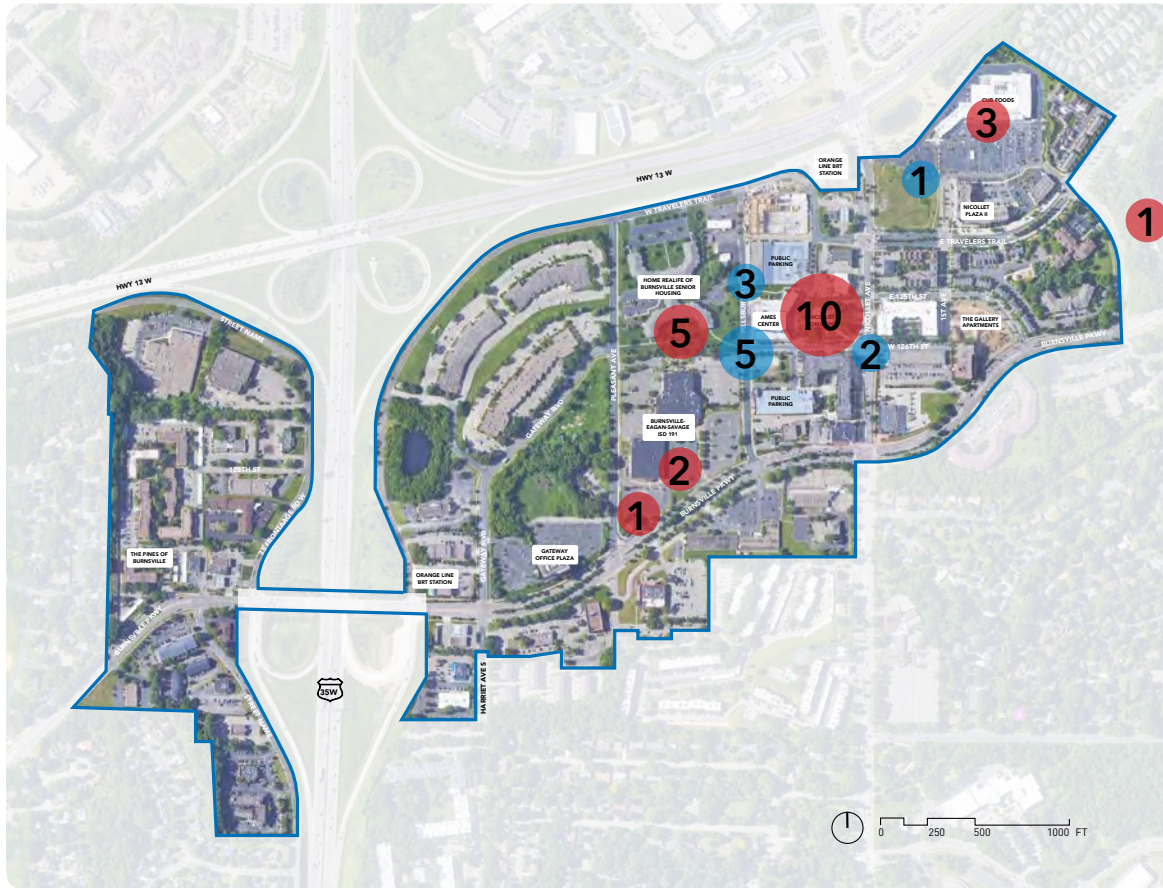


- Location: Burnsville Parkway and Nicollet Avenue
I would like see the speed limit on Burnsville Parkway and Nicollet reduced.
- Location: Nicollet Commons
Farmers market should be here.
- Location: Pleasant Avenue & Pillsbury Avenue
It is hard to cross the street here.
- Location: 3** E Travelers Trail
Upgrade parking lot with more lighting and trees.
- Location: HOC District
Want a dog park somewhere in the HOC District.

Note: This is a summary of comments.

FIRE MUSTER AND OPEN HOUSE MAPPING EXERCISE

As part of the pop-up events, respondents were asked to place dots on a map of the HOC to share public places they like (red dots) and places they feel need improvement (blue dots).



- Place a red dot on public places you like in the HOC District.
- Place a blue dot on places on the public places you think need improvement in the HOC District.

STAKEHOLDER INPUT

Listening Sessions and Outreach for BIPOC/ Senior/Youth Community Engagement

The project team worked with city staff to determine appropriate forums, methods and/or events to facilitate engagement with typically underrepresented community members, including BIPOC, senior, and youth communities. Listening sessions at the places where BIPOC and senior residents live or gather, and key informant interviews were conducted to gain a better understanding of potentially unmet needs, concerns, and aspirations related to the HOC. Paper surveys were also provided at these multi-family and senior housing communities. A listening session was also held at Nicollet Middle School to engage the youth community.

Stakeholder Interviews

Stakeholder interviews were conducted with Metro Transit, Minnesota Valley Transit Authority, Ames Center, Experience Burnsville, and local businesses and residents.



Listening Session at Realife

SELECT GENERAL COMMENTS FROM LISTENING SESSIONS

FIGURE 18: WHAT ARE SOME THE ISSUES IN THE PUBLIC AREAS OF THE HOC?



FIGURE 19: WHAT ARE SOME IMPROVEMENTS THAT CAN BE MADE TO THE PUBLIC AREAS OF THE HOC?



FIGURE 20: GENERAL COMMENTS ABOUT THE HOC PUBLIC REALM



Feedback on Engagement Boards

FIGURE 21: ARE THERE ANY FEATURES OR FACILITIES THAT WOULD MAKE YOUR VISIT HERE MORE OFTEN?

- More entertainment and festivals at Nicollet Commons throughout the year
- Moving the farmers market to Nicollet Commons
- Providing outdoor games and play areas for children in public areas - spread throughout the HOC
- Connect the west side of the HOC with the east side
- More food trucks at events
- More opportunities for sidewalk dining
- Make it safer to cross the busy streets



Postcard for Community Engagement at HOC

FIGURE 22: WHAT DO YOU LIKE ABOUT THE PUBLIC AREAS OF THE HOC?



WHAT WE HEARD

SUMMARY

Using the information gathered from the listening sessions, stakeholder interviews, community events, completion of the survey and interactive mapping, the most common feedback is summarized below. Commonly heard themes influenced specific recommendations for the HOC Framework Plan.

TOP GOALS FOR THE FRAMEWORK PLAN

The engagement process revealed that the top goals desired for the Framework Plan are to:

- > Enhance safety and accessibility for people walking, biking, and waiting for transit, and
- > Create a vibrant and welcoming neighborhood with excellent public spaces.

HIGHEST PRIORITIES FOR IMPROVING THE PUBLIC SPACE OF THE HOC

The highest priorities chosen by the community to improve public space in the HOC are:

- > Improve walkability: improve safety at street crossings, calm traffic speeds, and increase pedestrian connectivity
- > Improve bikability: improve/increase bike facilities offered within the HOC, provide more space for bikes on roadways, and

provide signage and connections to trails outside of the HOC

- > Improve streets and streetscapes
 - > Prioritize improving Nicollet Avenue and Burnsville Parkway
 - > Improve lighting, increase benches, and provide more plantings for shade along streetscapes
 - > Provide more spaces for outdoor dining along streets
- > Landscaping - incorporate raingardens and naturalistic landscape design into the HOC
- > Identify a designated place for dogs - either a dog park or a dog relief area
- > Create gateways and consistent branding to know you are in the HOC; improve signage and wayfinding within the HOC

BIGGEST ATTRACTION/WHY PEOPLE LIKE THE HOC

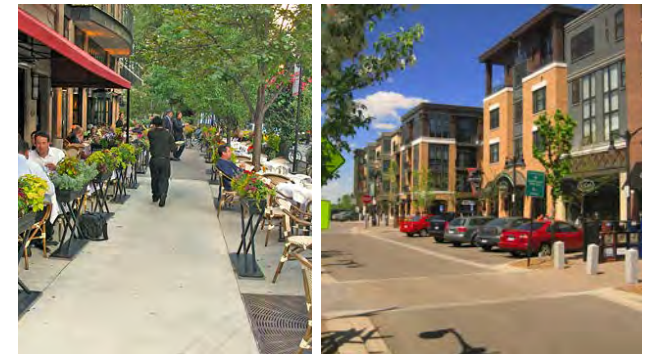
Respondents to the engagement efforts felt that biggest attraction of the HOC are:

- > Nicollet Commons
- > Events and community gathering opportunities at Nicollet Commons
- > Lights on the trees along Burnsville Parkway

FEATURES THAT WOULD ATTRACT MORE PEOPLE TO THE HOC

To draw more people to visiting the HOC, respondents commonly felt that more of these features would help:

- > Sidewalk cafes
- > Street/plaza festivals
- > Increased walkability/bikability



PUBLIC SPACE GUIDELINES HEART OF THE CITY



03

EXISTING CONDITIONS + NEEDS ASSESSMENT

The Existing Conditions Assessment provides an evaluation of existing public features in the HOC, such as circulation systems, parks and open spaces, streetscape amenities, landscaping, parking, signage and wayfinding, lighting, and public art. This assessment provides a foundation for recommending guidelines for future improvements to the public realm within the HOC District.

CONTENTS

Pg. 34

OVERVIEW

Pg. 35

EXISTING CONDITIONS

Context

Key Character Districts

Circulation

Open Space + Access

Pg. 45

NEEDS ASSESSMENT

Summary

Needs Assessment Plan

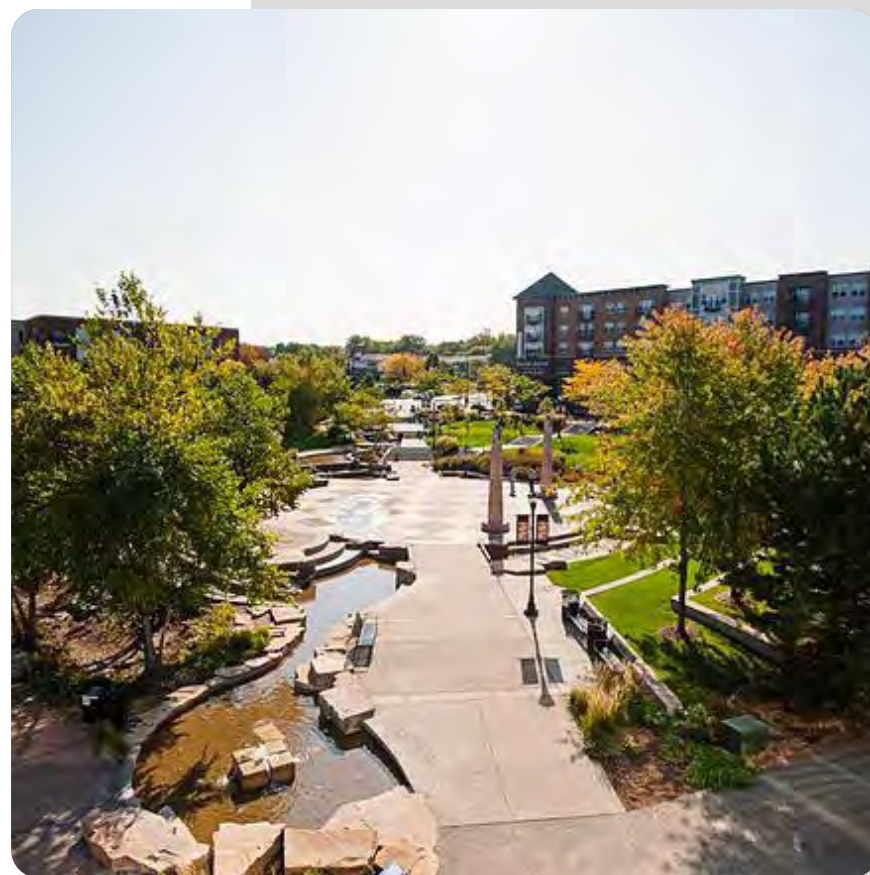
03

CHAPTER 3 | EXISTING CONDITIONS + NEEDS ASSESSMENT

OVERVIEW

The Heart of the City (HOC) is an approximately 230 acre district located literally, in the heart of the City of Burnsville, MN at the interchange of I-35W and TH 13. The HOC provides Burnsville residents, visitors, and employees with a vibrant mixed-use district for people to live, work, shop and play in a walkable, compact, and transit-oriented environment. For over 20 years the HOC Design Framework has guided private development and the design of public spaces in the District toward the community's vision of an attractive, vibrant, and pedestrian-friendly district. The HOC Public Space Guidelines offer an opportunity to evaluate existing conditions and policies in the District, and update the vision, policies, and guidelines to better reflect community values and support goals of the City's 2040 Comprehensive Plan..

The Existing Conditions Assessment provides an evaluation of existing public features in the HOC, such as circulation systems, parks and open spaces, streetscape amenities, landscaping, parking, signage and wayfinding, lighting, and public art. This assessment provides a foundation for recommending guidelines for future improvements to the public space within the HOC District.



View of Nicollet Commons

EXISTING CONDITIONS

EXISTING CONTEXT

The Heart of the City (HOC) is located at the interchange of I-35W and TH 13, near the center of the City of Burnsville. The district is generally bounded by TH 13 to the north, Burnsville Parkway to the South, Eagle Ridge Drive and Cub foods to the east, and the Pines of Burnsville apartments and restaurant/ lodging uses located along Aldrich Avenue to the west. Interstate 35W bisects the district into east and west sub-districts. The HOC District is well-served by major arterial roadways and public transportation services. It lies within a half mile of Burnsville's City Hall, located to the south, and a mile and one half from the Minnesota River Valley, located to the north. Originally, the HOC District was all located to the east of I-35W. The portion to the west of I-35W was added to the Public Space Guidelines to look at ways to better connect the area, which includes a transit dependent, multi-family neighborhood, to a new Bus Rapid Transit (BRT) station located in the district.

ROAD NETWORK

The HOC is served by Interstate 35W, which bisects the east and west portions of the district

and connects to destinations north and south of the district. Access to I-35W is located at Burnsville Parkway. Trunk Highway 13 also serves the HOC District from destinations east and west. Access to Highway 13 from the district is located at Nicollet Avenue S. and I-35W. Nicollet Avenue and Burnsville Parkway provide additional community connections to and from the HOC District. Aldrich Avenue and Travelers Trail act as frontage roads, providing access to businesses and residences located in the district.

TRANSIT CONNECTIONS

The HOC District is well-served by public transportation options, including the Orange Line Bus Rapid Transit (BRT) served by Metro Transit and express routes provided by Minnesota Valley Transit Authority (MVTA), and Metro Transit. MVTA operates a park-and-ride facility located in the northeast quadrant of the Nicollet Avenue/TH13 intersection. Metro Transit has recently completed new Orange Line BRT transit stations located at the southwest quadrant of the Nicollet Avenue/TH 13 intersection, and on Travelers Trail, near the Burnsville Parkway/I-35W interchange. Public

transportation provides connections to downtown Minneapolis and Saint Paul, the Mall of America, and several other regional and local destinations.

TRAILS AND OPEN SPACE

The HOC District is ideally located near several local and regional parks, open spaces, and trails. The Minnesota River Valley Greenway and Black Dog Regional Trail are located approximately one and a half mile to the north of the HOC. The City of Burnsville Civic Center Park is located a half mile to the south of the HOC. Nearby parks and open spaces are connected via multi-use trails and sidewalks on Burnsville Parkway and Nicollet Avenue. Nicollet Commons Park is a heavily utilized outdoor community gathering area and is a focal point at the heart of the HOC District. It is also the only park in the district at present.

COMMUNITY DESTINATIONS

Several community destinations lie within the HOC District and in the surrounding neighborhoods, including a wide variety of transportation, civic, recreation, shopping, healthcare, employment, education, and faith-based assets.

FIGURE 23: ROAD NETWORK

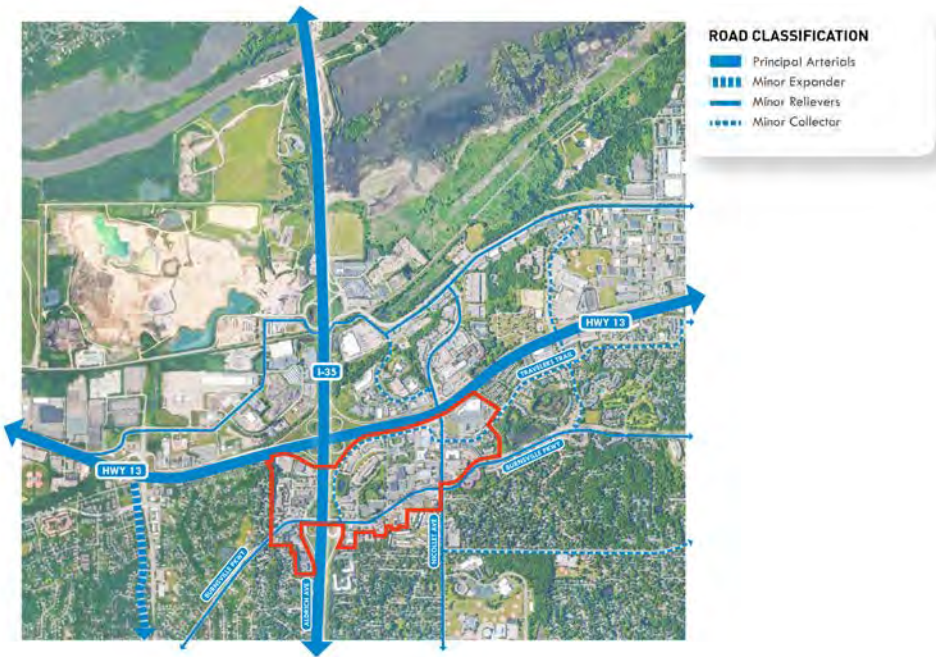


FIGURE 25: TRAILS AND OPEN SPACE



FIGURE 24: TRANSIT CONNECTIONS

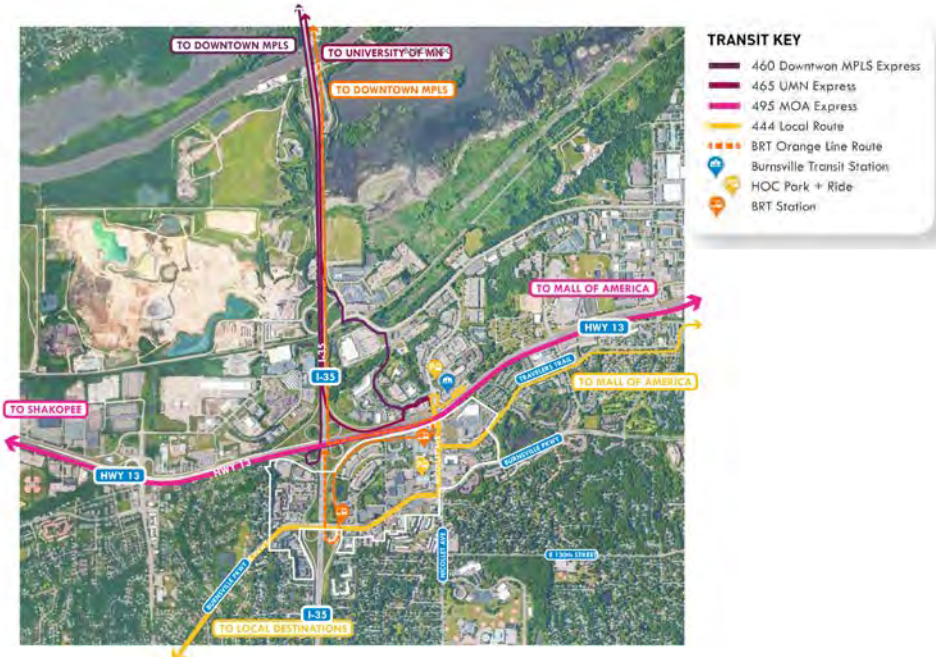
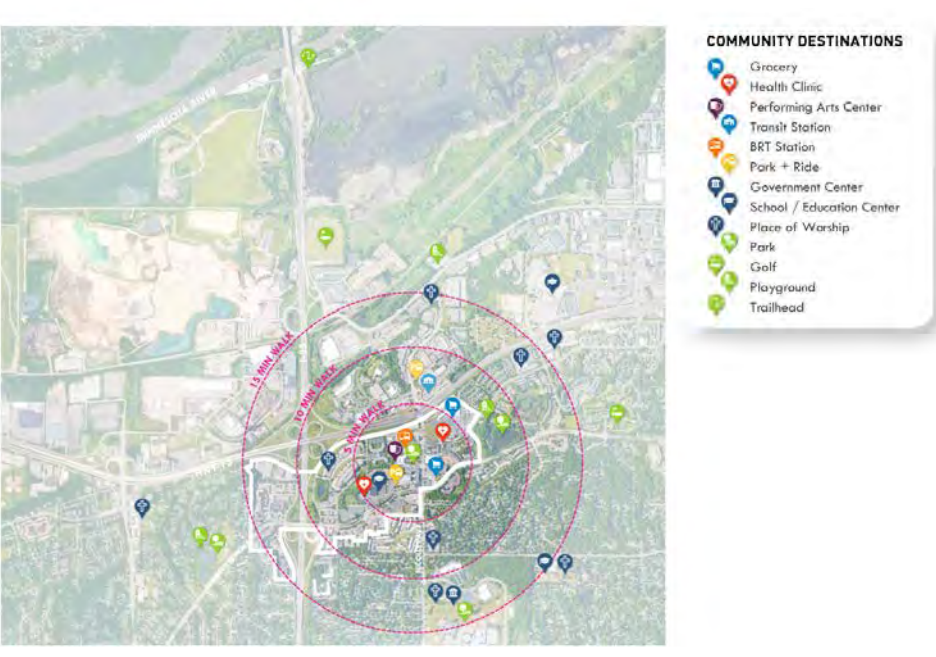


FIGURE 26: COMMUNITY DESTINATIONS

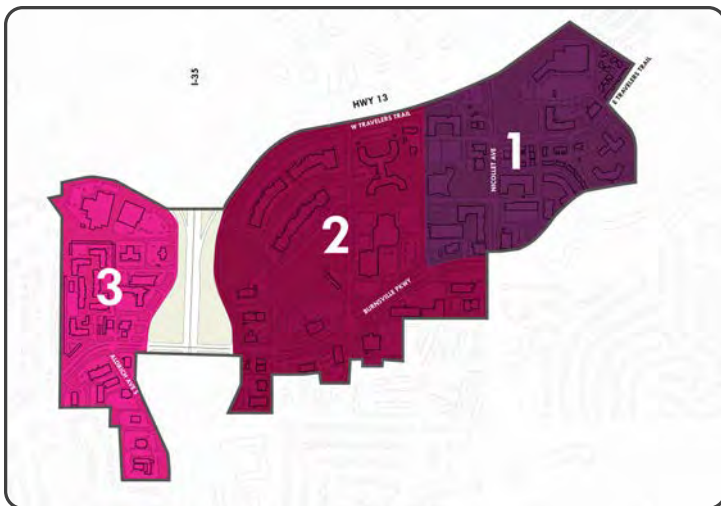


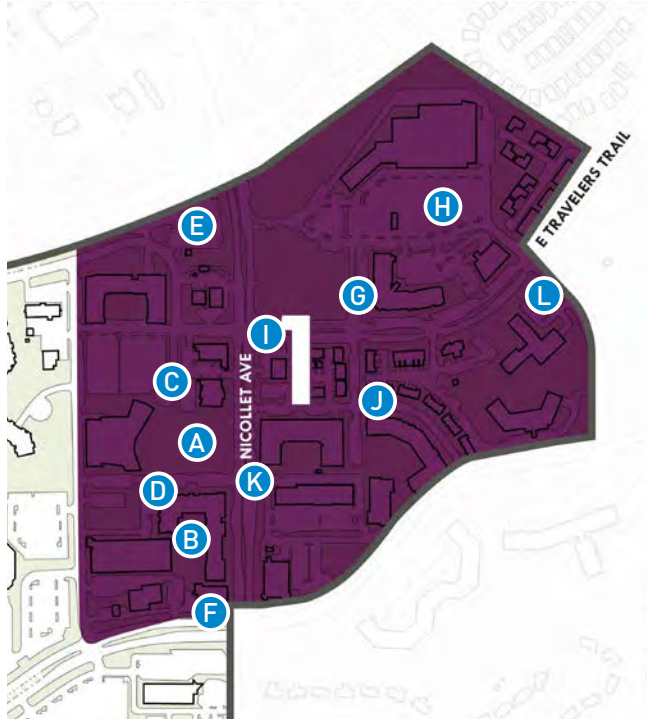
KEY CHARACTER DISTRICTS

OVERVIEW

The HOC possesses distinct land use and character districts. Each character district is shaped by the combination of land uses, development patterns, building type and placement, public space amenities, access and circulation, parking supplies, etc. The goal of the Public Space Guidelines is to provide guidance for future public space improvements that will provide more cohesion between each character district so that the whole of the Heart of the City District communicates a stronger sense of identity.

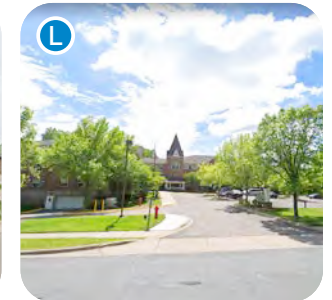
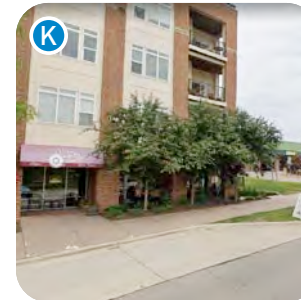
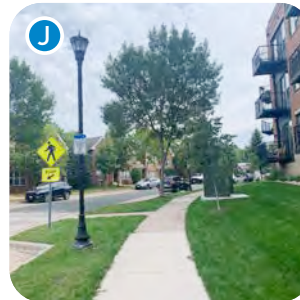
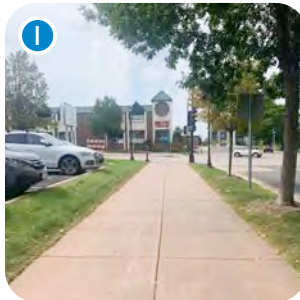
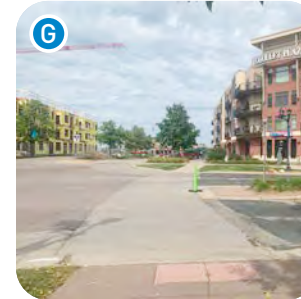
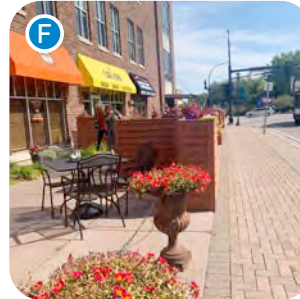
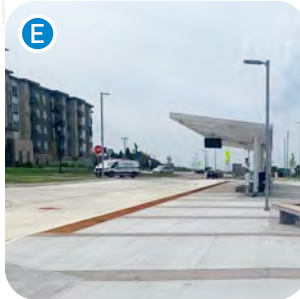
FIGURE 27: CHARACTER DISTRICTS OVERVIEW

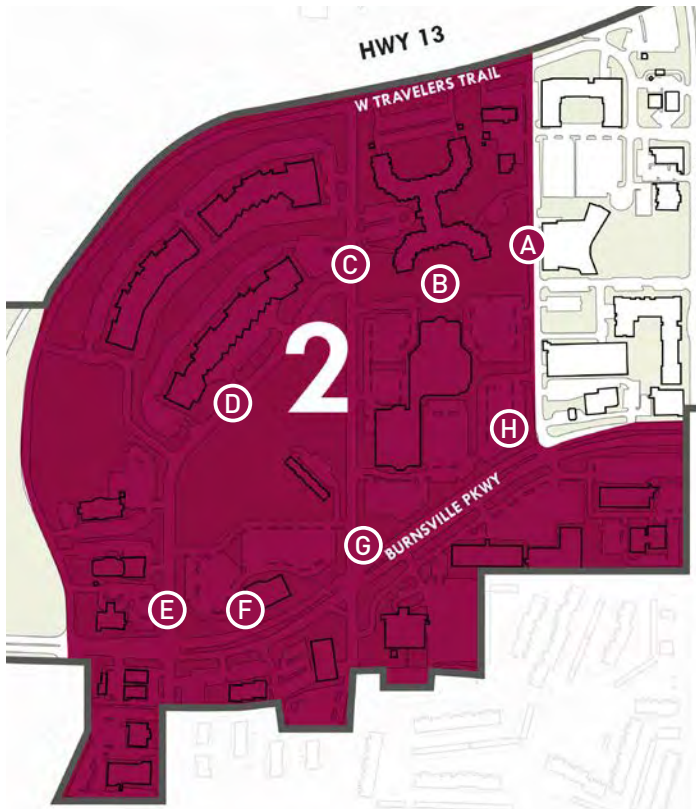




CHARACTER DISTRICT HOC-1

Character District HOC-1, located to the east of Pillsbury Avenue, tends to be more compact, higher density, and mixed in use than the other two character districts. At the heart of HOC-1 lies Nicollet Commons, a high-quality park and plaza that serves as a gathering space for community events. Surrounding Nicollet Commons are mixed-use buildings, multi-family housing, retail shops and services, public transportation facilities, public parking facilities, and a higher quality public space than other parts of the HOC District.

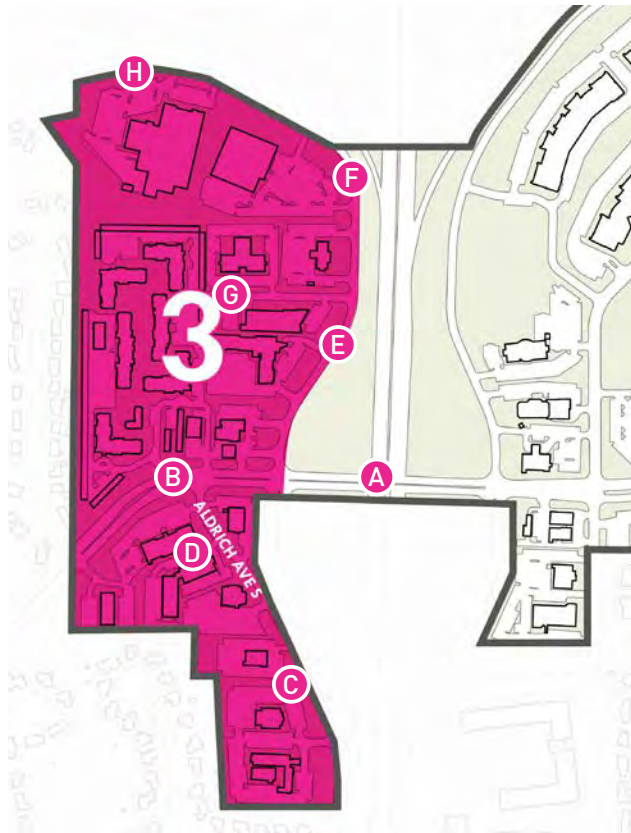




CHARACTER DISTRICT HOC-2

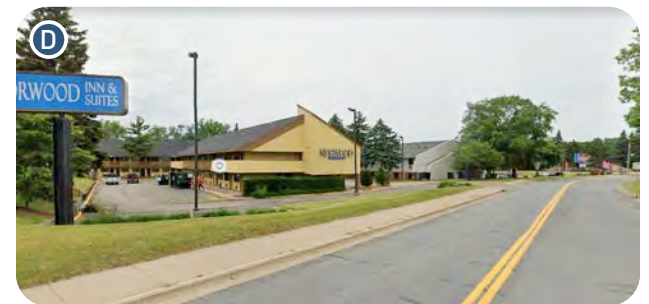
HOC-2, located west of Pillsbury Avenue, is dominated with employment and institutional uses, larger block patterns and lower density buildings than HOC-1. Small, one-story, auto-oriented retail and office uses are located along the south side of Burnsville Parkway. HOC-2 also includes an office tower located along Burnsville Parkway, a large multi-story senior residence, and an education/administration facility for Independent School District 191 (Burnsville, Eagan, Savage). Two multi-family housing developments are under construction in this area. More multi-family housing is also in the pipeline. The area contains fewer streetscape amenities than HOC-1.





CHARACTER DISTRICT HOC-3

HOC-3, located west of I-35W, includes a mix of highway-oriented lodging and restaurants, multi-family residential, and commercial businesses. Large block patterns and few circulation routes make pedestrian and bicycle movement difficult in this area. HOC-3 lacks quality public space amenities, including sidewalks, landscaping, lighting, and signage.



CIRCULATION

Pedestrian and bicycle circulation in the HOC is provided on sidewalks and multi-use trails throughout the district. The varying pavement types throughout the district provide a wide array of maintenance needs and user experiences that need to be accounted for. Most roadways within the district have a sidewalk, however some do not. Sidewalks are missing along portions of W. Travelers Trail, 128th St. W., and the I-35W Frontage Rd. W. Multi-use trails exist on Burnsville Parkway, Nicollet Ave, and E. Travelers Trail. Gaps exist in the pedestrian and bike system in areas west of I-35W and along W. Travelers Trail.



FIGURE 28: STREET NETWORK



FIGURE 29: STREET TYPES (TOD)

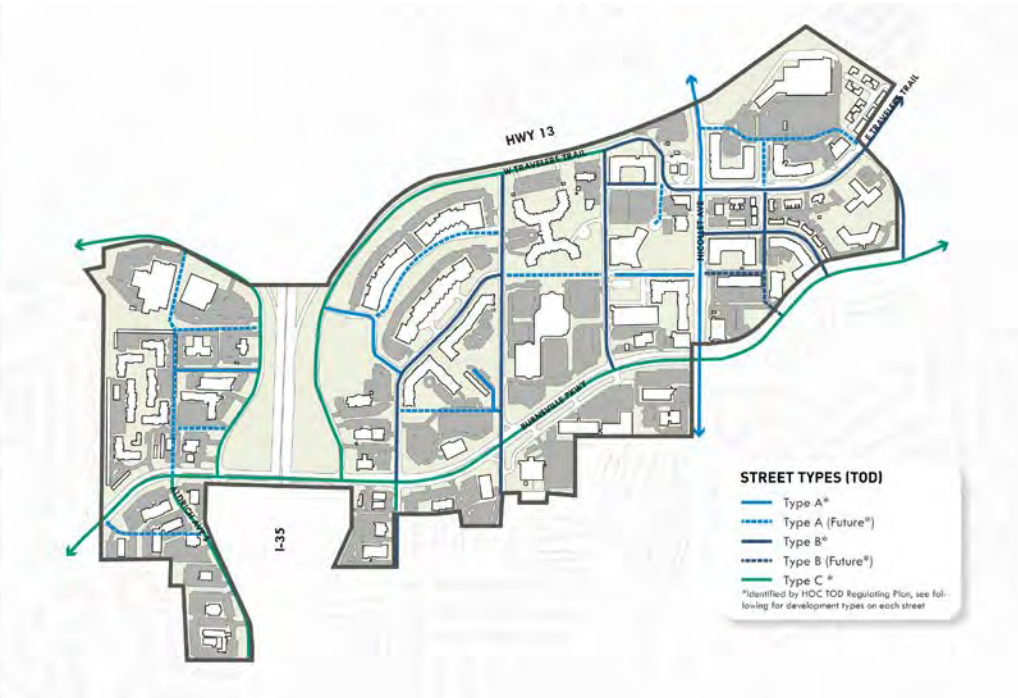
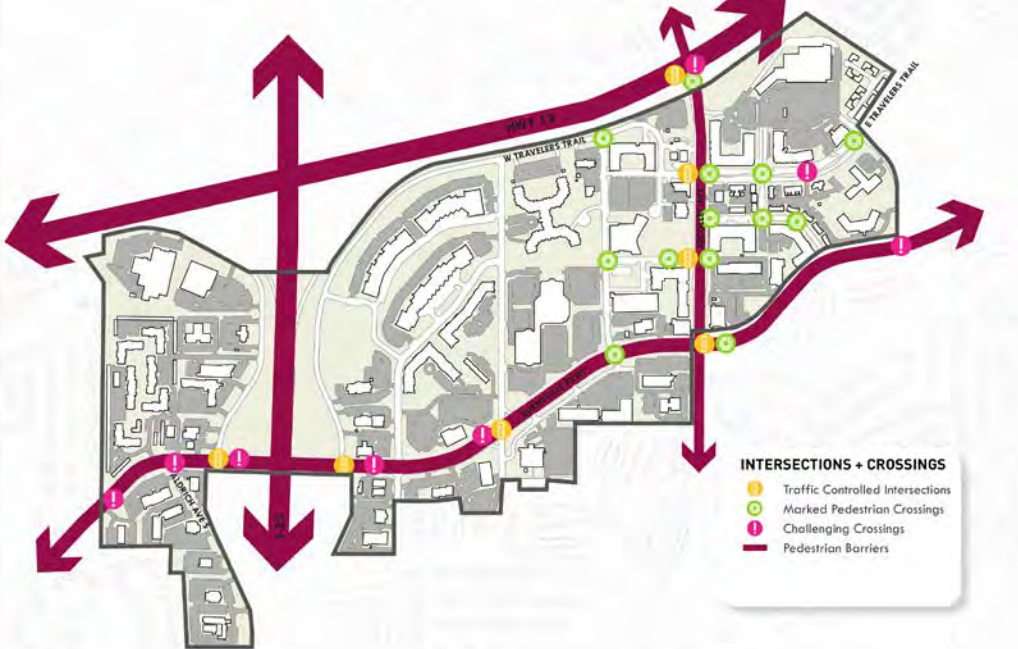


FIGURE 30: TRANSPORTATION NETWORK



FIGURE 31: INTERSECTIONS AND CROSSINGS



OPEN SPACE + ACCESS

At the heart of the HOC District Nicollet Commons provides an attractive, amenity rich park and plaza for community gatherings and events. It has become a well-loved park and a centerpiece for the community in the HOC. A pocket park/public art plaza is located at the corner of Burnsville Parkway and Pleasant Ave. Other parks near the HOC include Crosstown West Park (east), Vista View Park (west), and Civic Center Park (south). Each of these parks is located adjacent to, or within one half mile of the HOC



FIGURE 32: TREE CANOPY

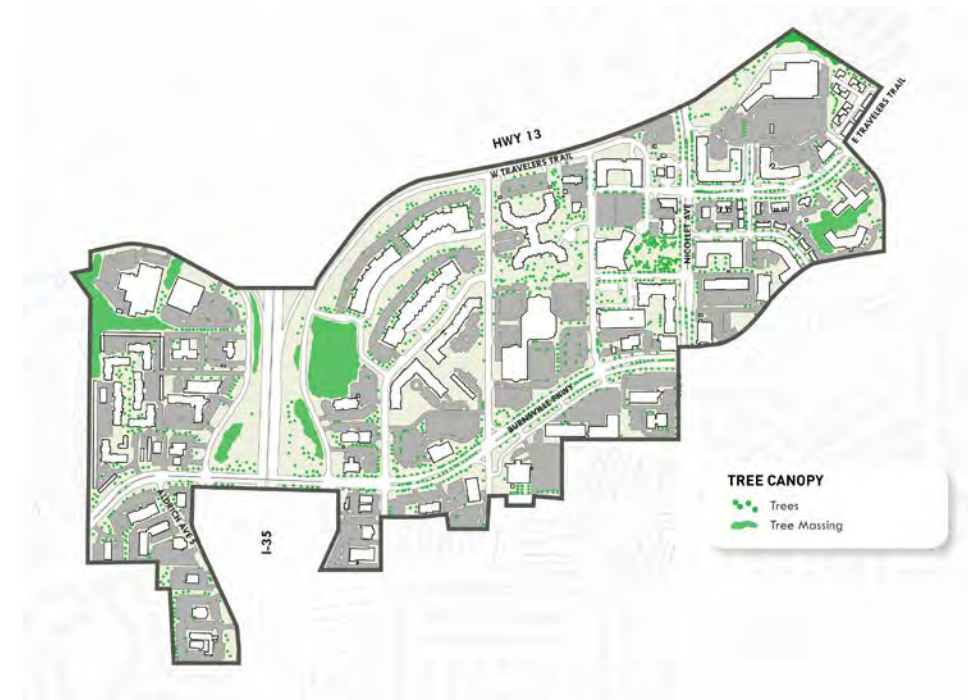


FIGURE 34: PARKS AND OPEN SPACE

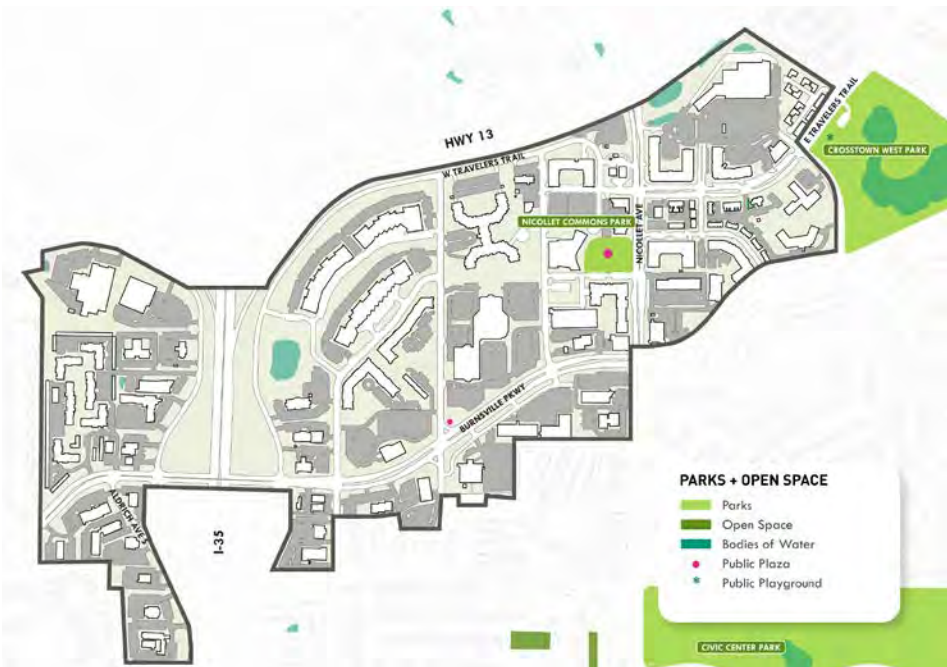
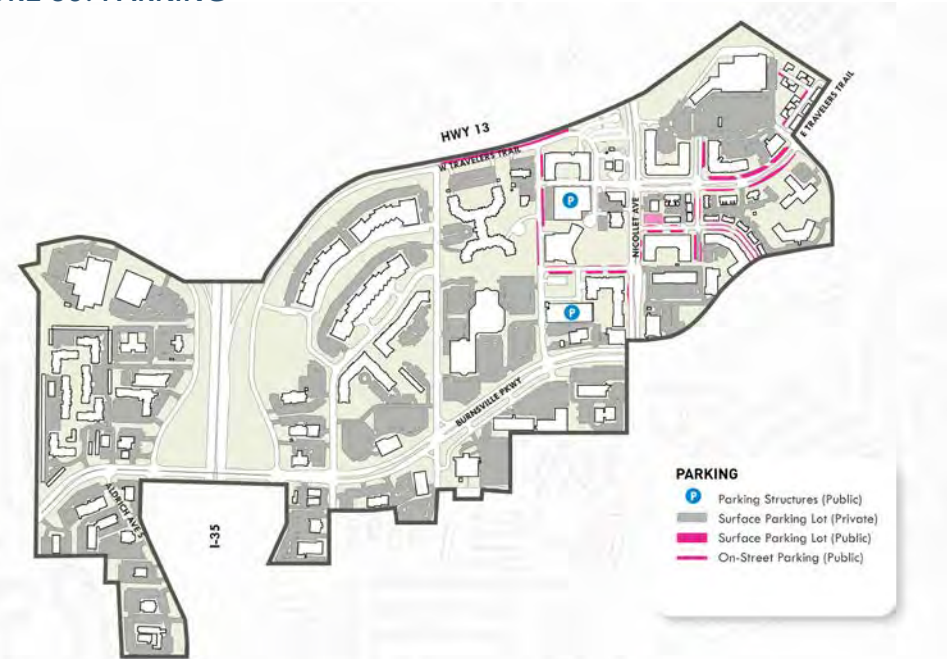


FIGURE 33: PEDESTRIAN AND BIKE NETWORK



FIGURE 35: PARKING



NEEDS ASSESSMENT

SUMMARY

A needs assessment was conducted as part of this planning process to understand the state of the Heart of the City's public space including pedestrian and bicycle facilities, transit facilities, public parking facilities, streetscape amenities, parks, plazas and open spaces, landscaping, signage and wayfinding, public art and gateways, stormwater management, and the operations and maintenance of these public facilities. The assessment included an evaluation of existing conditions and an extensive community engagement and outreach effort (Chapters 2 and 3). This analysis identified current and future system needs and desires, forming the vision and guiding principles (Chapter 4).

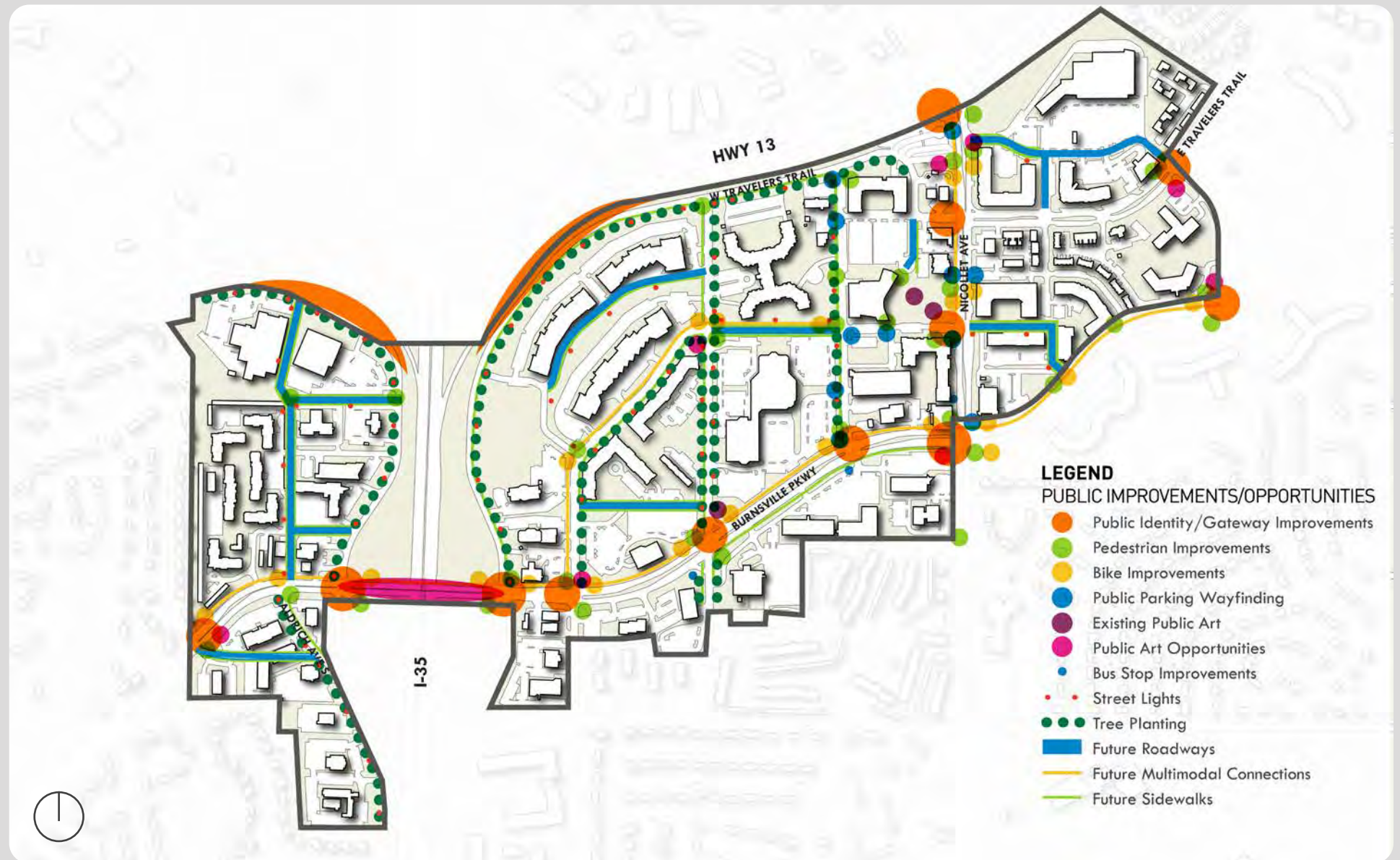
The following outlines key findings from community input and the evaluation of existing conditions forming the needs assessment and recommendations for the Heart of the City's public realm.



Existing conditions along Pleasant Avenue

NEEDS ASSESSMENT PLAN

FIGURE 36: PUBLIC IMPROVEMENTS



DISTRICT CHARACTER

- > Encourage mixed-use infill/ redevelopment within the district that meets the City's TOD District requirements
- > Work to bring HOC-2 and HOC-3 Character Districts up to the standards established in HOC-1 Character District by providing smaller block patterns, new streets, enhanced pedestrian and bike circulation, high-quality public spaces, public realm amenities, etc.



Encourage mixed-use infill / redevelopments within the HOC District

STREETS

- > Consider acquiring or negotiating right of way and implement proposed TOD District streets – smaller blocks/ enhanced connectivity
- > Consider road diets (i.e. Pleasant and Pillsbury Aves) – narrower travel lanes, added bike lanes, sidewalks, etc.)
- > Implement “complete street” policies with street improvements in the HOC District
- > Enhance pedestrian crossings at key intersections in the district:
 - > Bumpouts/curb extensions
 - > Pedestrian/bike markings
 - > ADA ramps
 - > Signage
 - > Lighting
 - > Countdown timers
- > Upgrade bridge crossing at I-35W with enhanced pedestrian/bike facilities
- > Consider reducing speed limits in the HOC District to improve public safety and enhance walkability



Provide enhanced bus stop facilities

TRANSIT CONNECTIONS

- > Enhance connections to the Orange Line stations along Nicollet Avenue, Burnsville Parkway and Travelers Trail
- > Provide enhanced bus stop facilities – shelters, seating, signage, paved areas for queuing, etc.
- > Replace existing sidewalk on west side of Nicollet Ave (from 126th Street to Orange Line Station) with a wider (8'), all concrete trail to enhance connections to transit

PEDESTRIAN AND BICYCLE CONNECTIONS

- > Enhance pedestrian and bicycle connections to, within, and from the HOC District
- > Provide bikeshare facilities in key locations in the HOC District
- > Improve pedestrian crossings at key intersections in the district, including directional ADA ramps, warning strips, signage, lighting, markings, countdown timers, and curb extensions
- > Update all non-ADA compliant pedestrian crossings with ADA compliant directional ramps and warning strips
- > Replace the multi-use trail along Burnsville Parkway with a wider (10'min), all concrete trail, marked and signed to indicate pedestrian and bicycle portions of the trail
- > Replace existing sidewalk on west side of Nicollet Ave (from 126th Street to Orange Line Station) with a wider (8'), all concrete trail to enhance connections to transit
- > Upgrade bridge crossing at I-35W to enhance pedestrian and bike connections to the existing Orange Line Station on Travelers Trail
- > Complete gaps in sidewalk system throughout the HOC District
- > Replace concrete paver sidewalk system with a system of concrete sidewalks to enhance pedestrian connections and comply with ADA requirements
- > Enhance connections to nearby regional trail systems
- > Consider adding a multi-use trail along Gateway Blvd and along a future roadway connecting Gateway Blvd to Nicollet Commons, coinciding with redevelopment in the area
- > Provide wayfinding signage along key pedestrian and bicycle routes to enhance the walkability and bikeability of the district
- > Design street/streetscapes to be able to store snow in the boulevard during winter months



Enhance bicycle connections to, within, and from the HOC District



Complete gaps in sidewalk system throughout the HOC District

STREETSCAPE AMENITIES

- > Consider clay brick pavers in the amenity zone of key pedestrian-oriented streetscapes near Nicollet Commons
- > Upgrade site furnishings with newer/updated site furniture as replacement occurs
- > Add bikeshare facilities at key locations in the HOC District
- > Add bench seating at bus stops in the HOC District
- > Provide consistent, high-quality site furnishings throughout the HOC District
- > Add site furnishings and planters where people gather at plazas, transit stops and pedestrian crossings
- > Provide additional bicycle facilities – parking, pump repair stations, etc. throughout the HOC District
- > Provide combination trash/recycling receptacles at key location in the HOC District

- > Provide high quality, consistent, energy conserving, and pedestrian scaled lighting throughout the district
- > Provide string lights, seasonal lights, uplights and downlights at key features/ places in the district
- > Expand the seasonal lighting in the district and consider year-round lighting displays
- > Provide adequate lighting for public safety



Provide consistent, high-quality site furnishings throughout the HOC District

VEHICLE PARKING

- > Create HOC District Parking Management Plan
- > Address overnight on-street parking in the HOC District
- > Consider shared parking policies
- > Provide wayfinding to underutilized public parking areas
- > Improve parking mapping to identify public parking locations



Provide wayfinding to underutilized public parking areas

PARKS, OPEN SPACES AND PLAZAS

- > Consider opportunities to add additional parks, open spaces, and plazas in the HOC District through redevelopment opportunities
 - > Dog park/run
 - > Play area
- > Enhance pedestrian and bike connections to existing parks and open spaces within and adjacent to the HOC District

LANDSCAPING

- > Enhance landscaping at gateway opportunity areas into the district along Burnsville Parkway and Nicollet Avenue
- > Provide street trees along roadways in the district as new development occurs, particularly along the following streets: Pillsbury, Pleasant, Gateway, Travelers Trail, Aldrich, and I-35W Frontage Rd
- > Continue to provide and maintain natural flowers/plants in planter pots at grade where people can see and touch them
- > Continue to provide artificial flowers/



Enhanced streetscape landscaping

plants in hanging planter pots where people cannot see or touch them well to reduce maintenance needs and costs

- > Incorporate native, drought and salt tolerant plant materials in the district to conserve water consumption and reduce maintenance needs

WAYFINDING AND SIGNAGE

- > Develop a system of wayfinding signage elements unique to the HOC District
- > Incorporate HOC District branding into the signage (this should be coordinated with new city branding elements)
- > Provide wayfinding to underutilized



Develop a system of wayfinding signage

public parking areas

- > Provide a parking map near the Ames Center to inform people where to park when attending events
- > Provide wayfinding at key pedestrian and bicycle nodes to orient people to destinations within the HOC District and to nearby destinations within the community
- > Provide wayfinding to direct people to transit stations and stops

GATEWAYS AND PUBLIC ART

- > Add gateway elements (special plantings, public art, identity signage, banners, etc.) at key locations along Burnsville Parkway, Nicollet Avenue, and Travelers Trail to strengthen HOC District identity and signify arrival into the district
- > Consider establishing district identity visible from southbound I-35W along Travelers Trail and I-35W Frontage Rd
- > Seek out opportunities to integrate public art into the fabric of the Heart of the City's public realm.



Seek out opportunities to integrate public art

STORMWATER MANAGEMENT

- > Incorporate green infrastructure into streets (where feasible) to better manage stormwater runoff
- > Incorporate rain gardens into parks, open spaces, and streets where feasible to better manage stormwater runoff
- > Include interpretive signage to educate people about stormwater management best practices where best practices are being used in highly visible public areas
- > Review the City's Water Resources Management Plan (WRMP) to understand the City's goals, policies, and requirements for development and redevelopment activities, related to water resources
- > Explore potential partnerships with Black Dog Watershed Management Organization (BDWMO), Lower Minnesota River Watershed District (LMRWD) and the Minnesota Pollution Control Agency (MPCA)
- > Complete an existing stormwater infrastructure analysis and review

- > Prepare a site specific stormwater management plan to include regulatory requirements, site goals and opportunities, and preliminary stormwater management locations and specifications



Incorporate green infrastructure into streets



Incorporate rain gardens into parks, open spaces and streets where feasible

PUBLIC SPACE GUIDELINES HEART OF THE CITY



04

MISSION + GUIDING PRINCIPLES

The following mission statement and 12 guiding principles represent the priorities for public space in the Heart of City.

CONTENTS

Pg. 54	MISSION STATEMENT
Pg. 55	GUIDING PRINCIPLES

04

CHAPTER 4 | MISSION & GUIDING PRINCIPLES

OVERVIEW

As the Heart of the City changes through development and redevelopment activity in the coming years, the quality of its public spaces must evolve. New opportunities will be revealed, along with new challenges. Sustaining a welcoming, cohesive and well-functioning public space throughout this evolution will require a vision founded with a shared community mission statement and set of guiding principles. The mission statement and guiding principles included here are informed by input received through community engagement efforts with community members, key stakeholders, city staff and decision makers. These efforts were combined with the existing conditions analysis and the needs assessment outlined in Chapter 3 to coalesce into a comprehensive vision for the future of Heart of the City public spaces.

MISSION STATEMENT

The mission of the “Heart of the City” of Burnsville is to create an attractive, vibrant and welcoming district where residents, employees and visitors can come together to live, work, shop, and recreate. It will be pedestrian-friendly and multi-modal, providing multiple ways for people to move throughout the district. The Heart of the City combines a well-designed public realm with economically viable local businesses that, together, provide a true sense of community and partnership.

GUIDING PRINCIPLES

01

**A Place to Live,
Work and Play**



02

**Diverse
Housing Mix**



03

**High Quality
Architecture**



04

**Active
Ground Level**



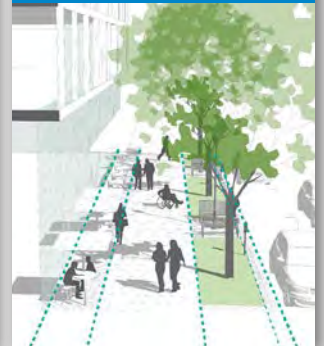
05

**Pedestrian
Friendly**



06

**Connected
Public Realm**



07

**Environmental
Sustainability**



08

**Strong Sense of
Identity**



09

**Memorable
Placemaking**



10

**District Approach
to Parking**



11

**Enhanced
Wayfinding**



12

**Low
Maintenance**



01 A PLACE TO LIVE, WORK AND PLAY

Promote a broad mix of complementary land uses throughout the district that provide opportunities for living, working, shopping, entertainment and recreation.



03 HIGH QUALITY ARCHITECTURE

Buildings should be well-designed and located to support a pedestrian-friendly, multi-modal environment.



02 DIVERSE HOUSING MIX

Promote a diverse mix of housing types that welcome residents of all ages, incomes, household types and cultural backgrounds.



04 ACTIVE GROUND LEVEL

Enhance district vitality and safety by encouraging ground level uses in buildings that activate the street front and sidewalk activity.



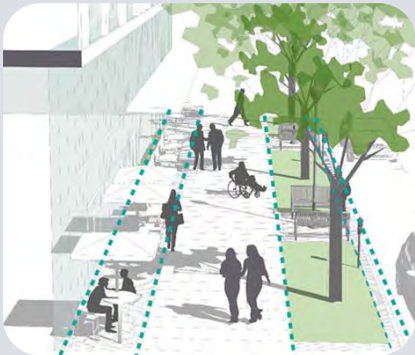
05 PEDESTRIAN-FRIENDLY

Support an urban block and street pattern consistent with the Transit-Oriented District ordinance that provides urban-scaled development, active and walkable public streetscapes, and increased connectivity for all transportation modes



06 CONNECTED PUBLIC REALM

Create prominent public spaces that link district destinations, homes and businesses with parks, open spaces, plazas and streets; provide places for community gatherings and public art; and connect to Nicollet Commons and the broader system of city and regional parks, open spaces and trails.



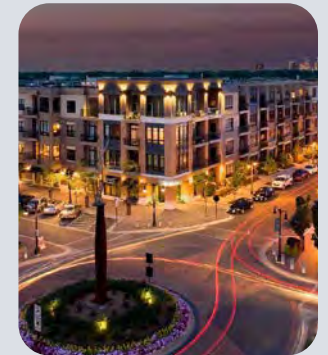
07 ENVIRONMENTAL SUSTAINABILITY

Emphasize environmental sustainability, incorporating best practices for stormwater management, and water and energy conservation.



08 STRONG SENSE OF IDENTITY

Create a strong sense of identity and arrival at key locations through the use of public space design features such as special landscaping, public art, district identity signage, banners, and other gateway elements.



09 MEMORABLE PLACEMAKING

Energize shared spaces by providing a safe, attractive and comfortable public realm and community gathering places, incorporating pocket parks, plazas and public art.



10 DISTRICT APPROACH TO PARKING

Utilize a district approach to parking to leverage underutilized space. Make it convenient for people arriving by car to get out of their vehicles by distributing parking throughout the district.



11 ENHANCED WAYFINDING

Incorporate a comprehensive and identifiable wayfinding and signage system throughout the district to enhance orientation and connectivity for residents, transit users, visitors and employees.



12 LOW MAINTENANCE

Incorporate low maintenance and durable materials to reduce maintenance costs and enhance accessibility.



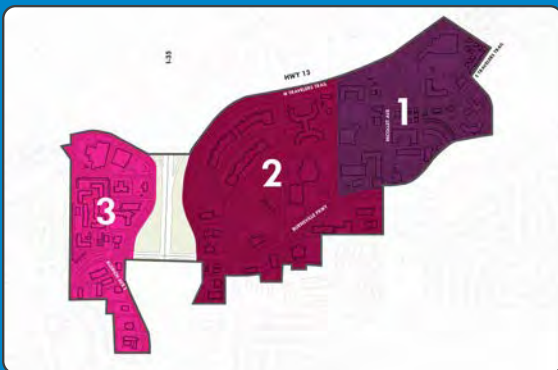
PUBLIC SPACE GUIDELINES HEART OF THE CITY



05

CHARACTER DISTRICTS

The Heart of the City consists of three different Character Districts. Each character district is defined by the land uses, transportation infrastructure, parks and open spaces, parking facilities, streetscape amenities and other public space improvements contained within the district. The following provides a description and future goals for each character district.



CONTENTS

Pg. 62

HOC-1

Overview

Future Goals for HOC-1

Pg. 64

HOC-2

Overview

Future Goals for HOC-2

Pg. 66

HOC-3

Overview

Future Goals for HOC-3

CHAPTER 5 | CHARACTER DISTRICTS

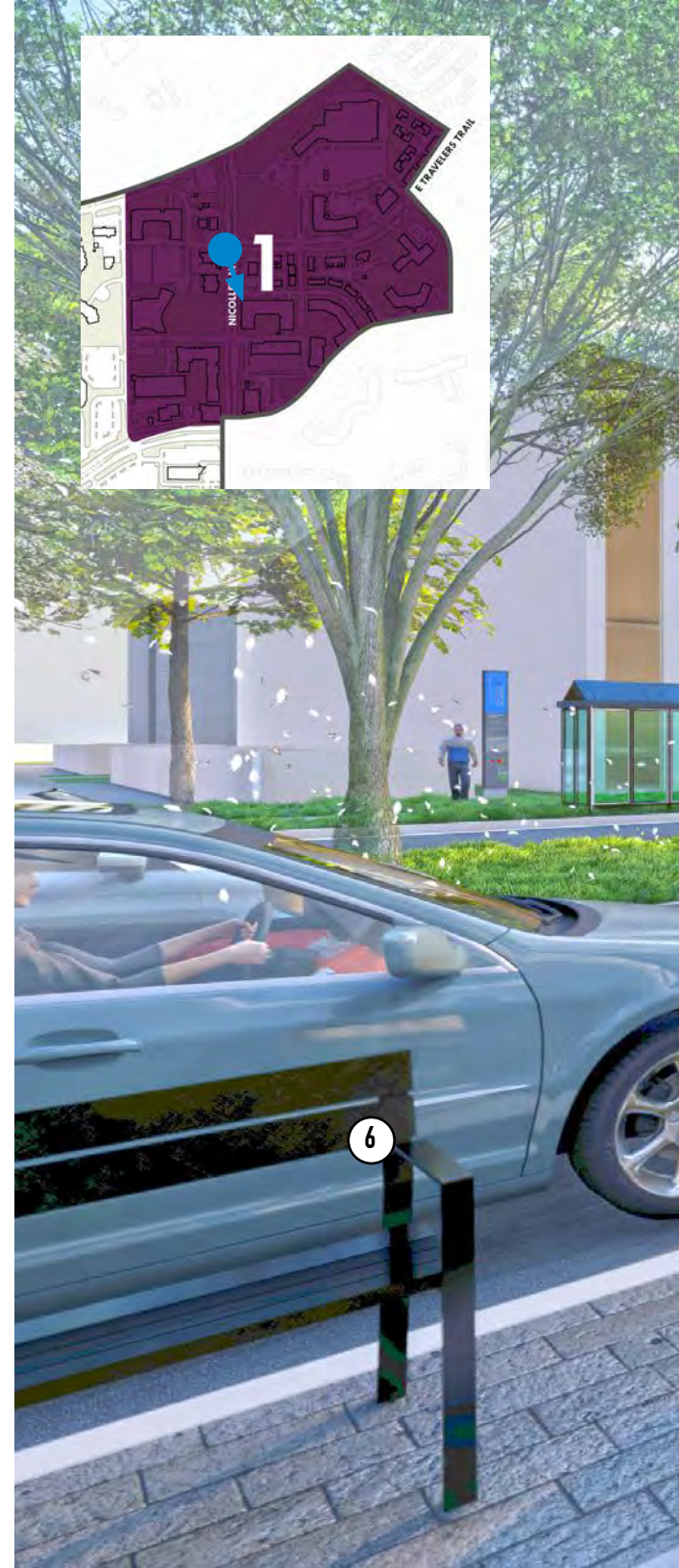
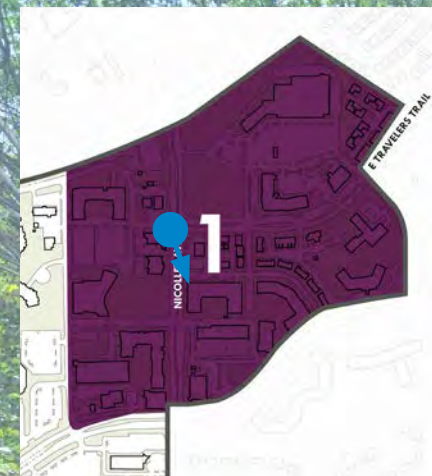
HOC-1

Character District HOC-1, located to the east of Pillsbury Avenue, is characterized by development that is more compact, higher density, and mixed in use than HOC-2 or 3. At the center of HOC-1 lies Nicollet Commons, a high-quality public park and plaza located along Nicollet Avenue that serves as a gathering space for community events. Nicollet Commons, the heart and soul of the HOC District, includes a large pavilion and stage area for performances, natural amphitheater, water splash pad, streams and jets, special paving and plantings, seating areas, and public art.

Surrounding Nicollet Commons are a mix of various buildings and uses, including the Ames Performing Arts Center, multi-family housing, retail shops and services, public transportation facilities, including the new Orange Line BRT station, and public parking facilities. HOC-1 consists of a higher level of public realm features than HOC-2 or 3, including special paving and plantings, public parking facilities, public spaces for community gatherings, pedestrian-scaled lighting, and site furnishings.

Future Goals for HOC-1

- » Continue to provide and maintain high quality and consistent public realm elements
- » Enhance access to transit facilities and improve the transit user experience
- » Enhance pedestrian and bicycle connections to, from and within the district
- » Address ADA compliance by making improvements to sidewalks, trails and ADA ramps
- » Strengthen district identity by incorporating gateway elements and public art
- » Enhance orientation and wayfinding in the district by implementing a comprehensive and well-designed wayfinding and signage plan
- » Incorporate updated streetscape amenities – benches, trash and recycling receptacles, bike racks, etc.
- » Replace concrete unit pavers on sidewalks and trails with cast-in-place concrete walks and trails that are attractive and easier to maintain





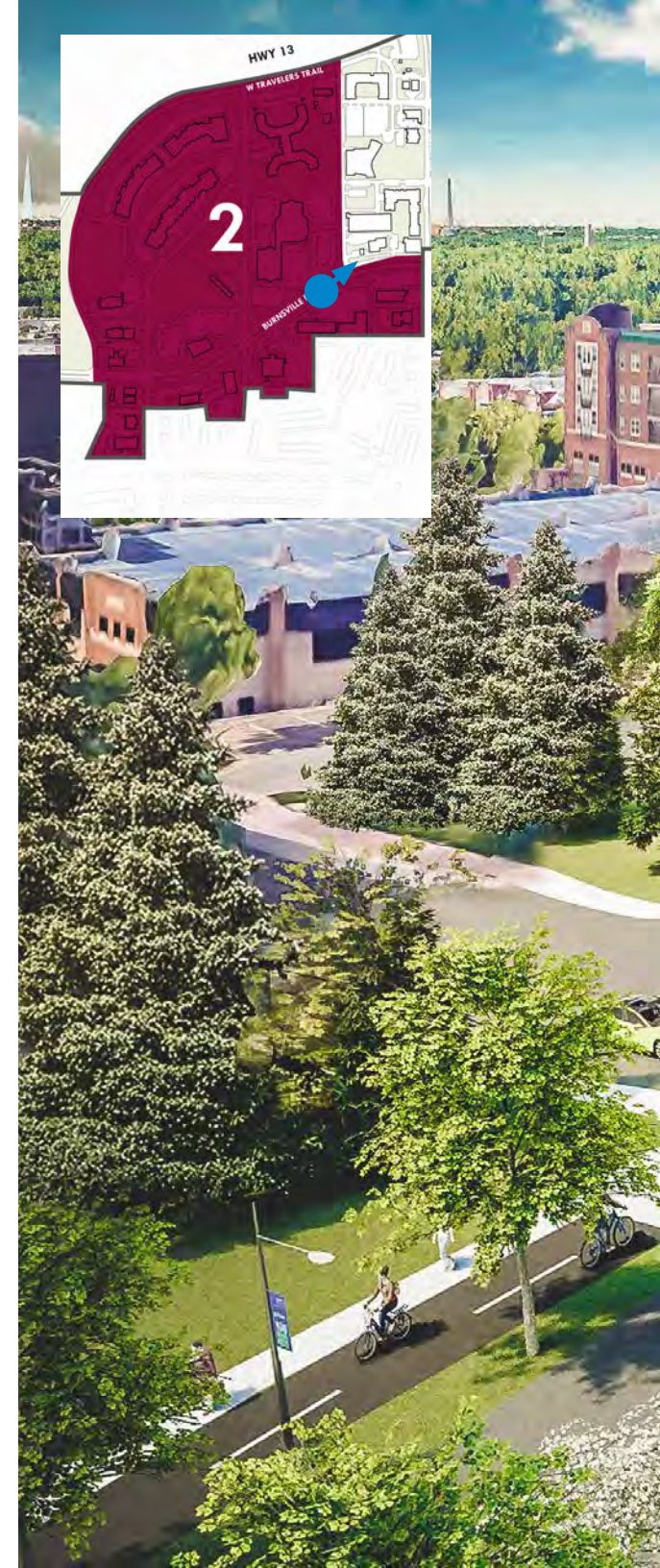
- 1 Streetscape amenities in amenity zone
- 2 Amenity zone with clay brick pavers
- 3 Improved signage and wayfinding
- 4 Enhanced transit facilities
- 5 Widened sidewalk
- 6 Streetscape furnishings

HOC-2

HOC-2, located west of Pillsbury Avenue, tends to be dominated with employment and institutional uses, larger block patterns and lower density buildings than HOC-1. Small, one-story, auto-oriented retail and office uses are located along the south side of Burnsville Parkway. HOC-2 also includes an office tower located along Burnsville Parkway, a large multi-story senior residence, and an education/administration facility for Independent School District 191 (Burnsville, Eagan, Savage). A multi-family housing development is under construction for this area. The area contains fewer streetscape amenities than HOC-1. As new development in the HOC-2 District occurs, public improvements that enhance the district should be provided.

Future Goals for HOC-2

- » Consider implementation of new streets proposed in the TOD ordinance
- » Improve pedestrian crossings at busy intersections
- » Provide new sidewalks, trails, and bicycle facilities to enhance pedestrian and bike connections
- » Add street trees and boulevard plantings, pedestrian-scaled lighting, and site furnishings as redevelopment occurs
- » Address ADA compliance by making improvements to sidewalks, trails and ADA ramps
- » Strengthen district identity by incorporating gateway elements and public art
- » Enhance orientation and wayfinding in the district by implementing a comprehensive and well-designed wayfinding and signage plan





EXISTING VIEW

- 1 Improve pedestrian crossings at busy intersections
- 2 Address ADA compliance
- 3 Improved signage and wayfinding
- 4 Improved transit stops
- 5 Provide new sidewalks and bicycle facilities to enhance connections

HOC-3

HOC-3, located west of I-35W, includes a mix of highway-oriented lodging and restaurants, multi-family residential, and commercial businesses. Large block patterns and few circulation routes make pedestrian and bicycle movement difficult in this area. HOC-3 lacks quality public space amenities, including sidewalks, landscaping, lighting, and signage. As new development in the HOC-3 District occurs, public improvements that enhance the district should be provided.

Future Goals for HOC-3

- » Consider implementation of new streets proposed in the TOD ordinance
- » Improve pedestrian crossings at busy intersections
- » Work with MNDOT to prioritize the redesign and construction of the bridge crossing at I-35W to improve pedestrian and bicycle connections between HOC-2 and HOC-3
- » Provide new sidewalks, trails, and bicycle facilities to enhance pedestrian and bike connections
- » Add street trees and boulevard plantings, pedestrian-scaled lighting, and site furnishings as redevelopment occurs
- » Address ADA compliance by making improvements to sidewalks, trails and ADA ramps
- » Strengthen district identity by incorporating gateway elements and public art
- » Enhance orientation and wayfinding in the district by implementing a comprehensive and well-designed wayfinding and signage plan





1

3

2

3

- 1 Provide new sidewalks and bicycle facilities to enhance connections
- 2 Pedestrian scale lighting with lighting enhancements (banners/planters)
- 3 Added street trees and boulevard plantings

PUBLIC SPACE GUIDELINES HEART OF THE CITY



06

STREETS

HOC streetscape design should be planned, designed, and maintained to facilitate safe, convenient, and comfortable travel access for users of all ages and abilities, regardless of their mode of transportation.

CONTENTS

Pg. 70

CIRCULATION NETWORK

Street Network

Pedestrian + Bike Network

Transit Network

Pg. 74

STREET TYPES

Overview and Key Guidelines

Nicollet Avenue

Burnsville Parkway

Travelers Trail

Aldrich Avenue

Local Streets

Pg. 92

INTERSECTIONS + CROSSINGS

Overview

Typical Intersection Improvements

06

CHAPTER 6 | STREETS

CIRCULATION NETWORK

OVERVIEW

The Heart of the City circulation network consists of various street types that provide vehicular access to, from and within the district; sidewalks, multi-use trails that provide circulation alternatives for pedestrians and bicyclists; and transit facilities that provide access to public transportation alternatives. As future development occurs, measures should be taken to make the district more pedestrian and bicycle-friendly, balanced with the needs of public transportation and vehicular movement.

The design recommendations in this manual shall be used as inspiration and guidance for future development and planning in the Heart of the City District. Specific implementation and approval of designs will be on a project by project basis.



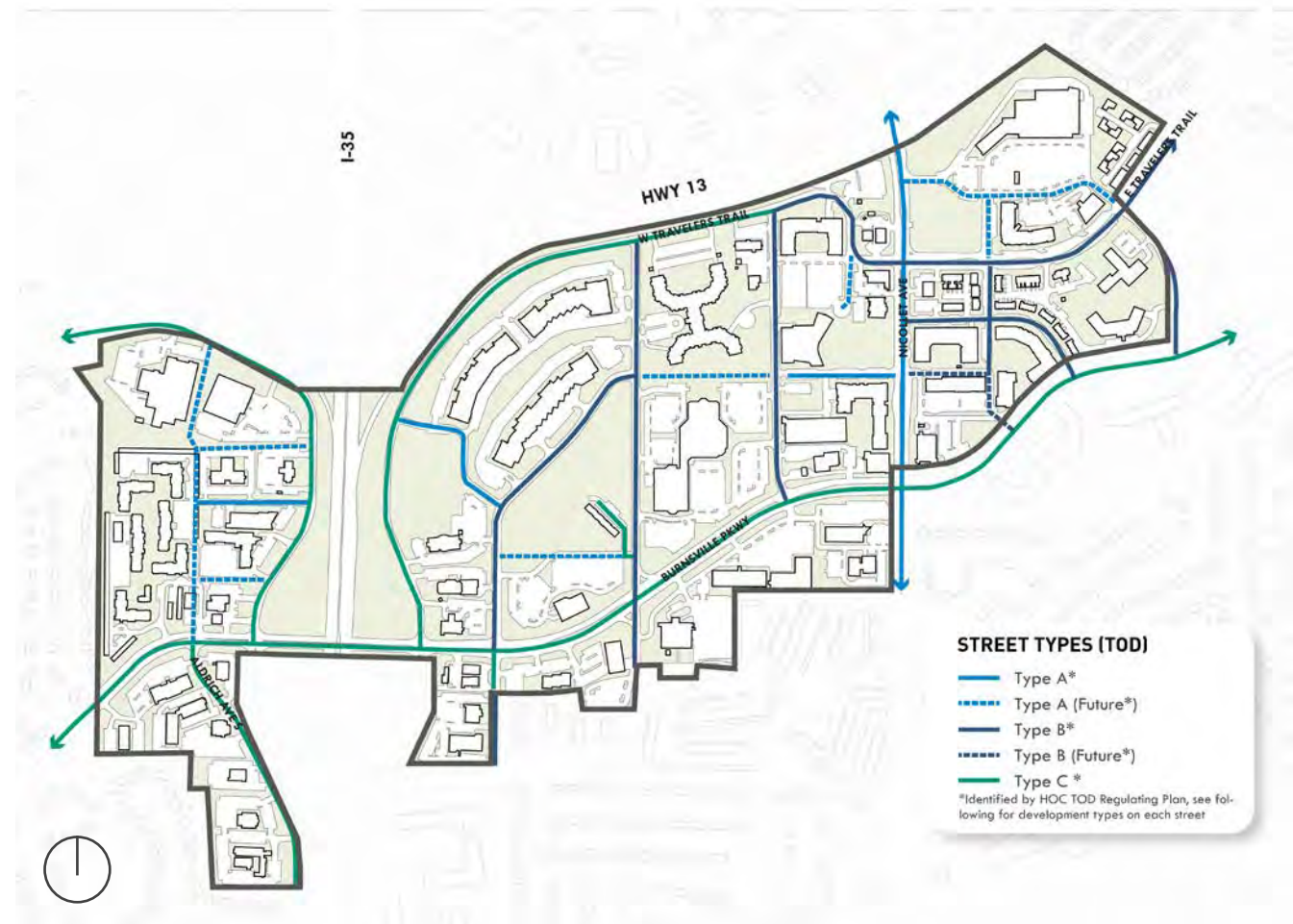
Precedent imagery of pedestrian and bicycle-friendly streetscapes

STREET NETWORK

The street network includes a variety of street types, organized around Nicollet Avenue and Burnsville Parkway to create a loose grid of streets and block patterns in the HOC. HOC-1 includes a network of streets that create a smaller set of blocks, while the street network in HOC-2 and 3 are such that the blocks are large and in the case of HOC-3, very undefined. Access to the regional system of collector and arterial streets and highways is achieved from Nicollet Avenue or Burnsville Parkway.

The recently adopted TOD Zoning Ordinance identifies the addition of future streets within the HOC/TOD District. The proposed streets will provide better connections for pedestrians, bicyclists, and motorists throughout the district by creating a more connected network of roadways. Smaller block patterns will result from the new network of streets, tending to calm traffic and contribute to a more pedestrian-oriented district.

FIGURE 37: STREET TYPES (FROM TOD ZONING ORDINANCE)



PEDESTRIAN + BIKE NETWORK

Pedestrian and bicycle circulation in the HOC is provided on sidewalks and multi-use trails throughout the district. Most roadways within the district have a sidewalk, however many do not. Sidewalks are missing along portions of W. Travelers Trail, 128th St. W., and the I-35W Frontage Rd. W. Multi-use trails exist on Burnsville Parkway, Nicollet Ave, and E. Travelers Trail. Gaps exist in the pedestrian and bike system in areas west of I-35W and along W. Travelers Trail. As the district evolves, measures should be taken to enhance the system of pedestrian and bicycle connections.

FIGURE 38: PEDESTRIAN AND BIKE NETWORK IMPROVEMENT OPPORTUNITIES



TRANSIT NETWORK

The HOC District is well-served by public transportation options, including the Metro Transit Orange Line Bus Rapid Transit (BRT), and local and express routes provided by Minnesota Valley Transit Authority (MVTA), and Metro Transit. MVTA operates a park-and-ride facility located in the northeast quadrant of the Nicollet Avenue/SH13 intersection. Metro Transit has recently completed new Orange Line BRT transit stations located at the southwest quadrant of the Nicollet Avenue/SH 13 intersection, and on Travelers Trail, near the Burnsville Parkway/I-35W interchange. Public transportation provides connections to or from downtown Minneapolis and Saint Paul, the Mall of America, and several other regional and local destinations. Providing enhanced connections to transit facilities – stops and stations – should be a high priority. Adding amenities to improve the transit user experience, such as seating at bus stops, shelters, and wayfinding signage, should also be considered.

FIGURE 39: BUS STOP IMPROVEMENT OPPORTUNITIES



STREET TYPES

OVERVIEW

The roadway network in the HOC District includes a hierarchy of street types, including principal arterials that provide access and circulation to regional and statewide destinations, minor relievers that provide access and circulation to local and regional destinations, minor collectors that provide access and circulation within the HOC District and other local destinations, and local streets that provide access and circulation to/from and within the HOC District.

Each street type offers unique elements relating to traffic volumes, adjacent building use, and natural features. Consistent elements including tree planting, lighting, sidewalks, and street furnishings should be incorporated throughout. As the district evolves, measures should be taken to consider expanding the road network, adding the streets proposed in the city's TOD District Ordinance.

Key Guidelines

- » **Prioritize pedestrian safety and access**
- » **Utilize gateway elements to strengthen district identity and sense of arrival**
- » **Implement the city's "complete streets" policies as development occurs**
- » **Incorporate wayfinding and signage**
- » **improvements to improve sense of arrival and orientation**
- » **Provide facilities and amenities to improve transit connections and the transit user experience**
- » **Update site furnishings and streetscape amenities**



Precedent imagery of a pedestrian-friendly streetscape

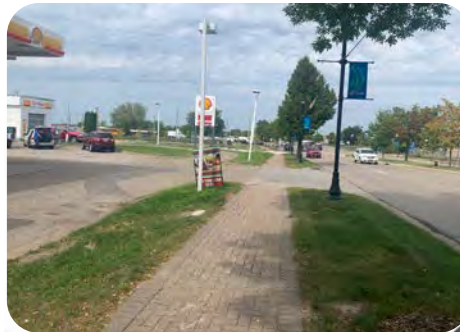
NICOLLET AVE S

Nicollet Avenue runs north and south through the HOC District, providing access and circulation to local and regional destinations. It is the primary commercial corridor in the district, connecting people to businesses, homes, and mixed-use developments. The Nicollet Avenue streetscape includes sidewalks and trails, planted boulevards with street trees, planted medians, pedestrian-scaled lighting, district banners, special paving (concrete pavers and colored concrete), and transit stops.

A key element of these public space guidelines is to ensure that Nicollet Avenue continues to provide a strong sense of identity, access to homes, businesses, and Nicollet Commons Park, and includes active, street-fronting ground level uses. Mobility and circulation should be enhanced through the addition of wider sidewalks and trails, maintainable and ADA compliant walkways and trails, enhanced pedestrian crossings, and wayfinding and signage improvements. Transit connections and the transit user experience should be improved with a wider sidewalk connection along the west side of Nicollet Avenue and the addition of bus stop seating and wayfinding. Site furnishings should be updated and the addition of seating, trash/recycling receptacles, and bike parking and bikeshare facilities should be considered. Gateway elements, including special lighting, banners, planters and public art should be utilized to strengthen district identity and sense of arrival.

Key Guidelines

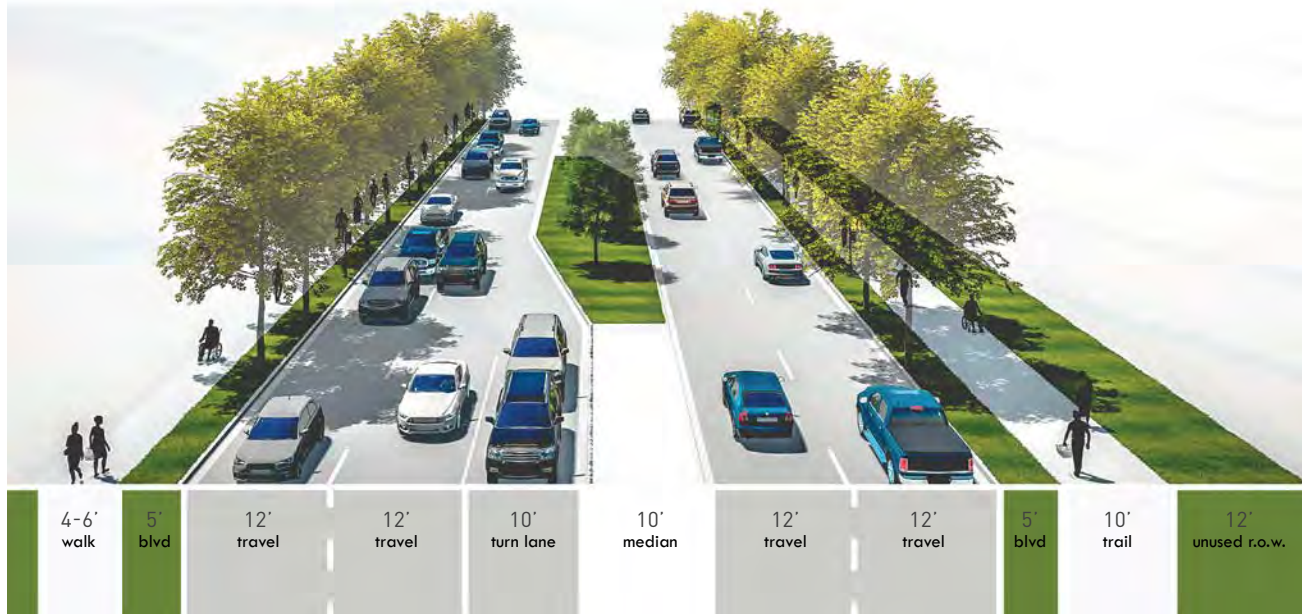
- » Continue to provide a strong sense of district identity
- » Update paving systems to provide maintainable and ADA compliant walkways and trails
- » Enhance pedestrian crossings with safety features like lighting, markings, signage, signals, etc.
- » Improve transit connections and the transit user experience
- » Update site furnishings and streetscape amenities



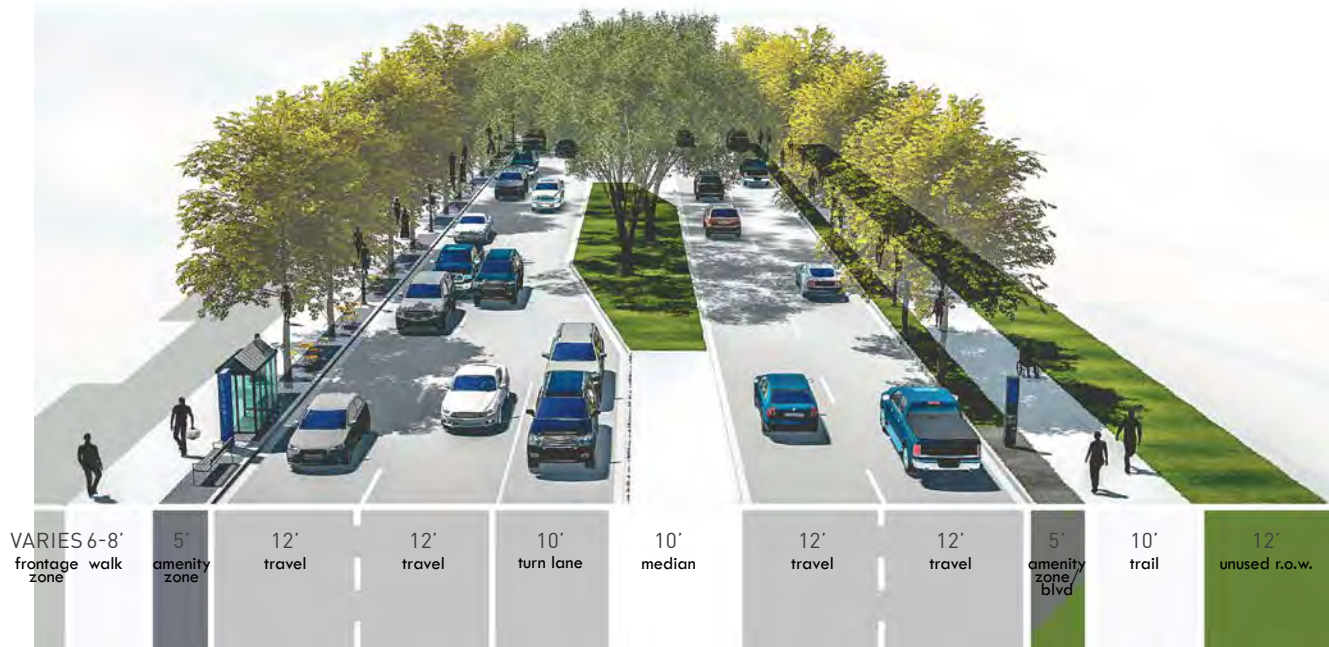
Existing view of Nicollet Avenue



EXISTING NICOLLET AVENUE SECTION (TYPICAL)



PROPOSED NICOLLET AVENUE SECTION (TYPICAL)



KEY UPDATES

- » Clay pavers in amenity zone
- » Addition of large canopy trees in median
- » Formalized bus stops
- » Increased seating
- » Improved wayfinding and signage

NICOLLET AVE S STREET FRONTAGE LAYOUT

FRONTAGE ZONE

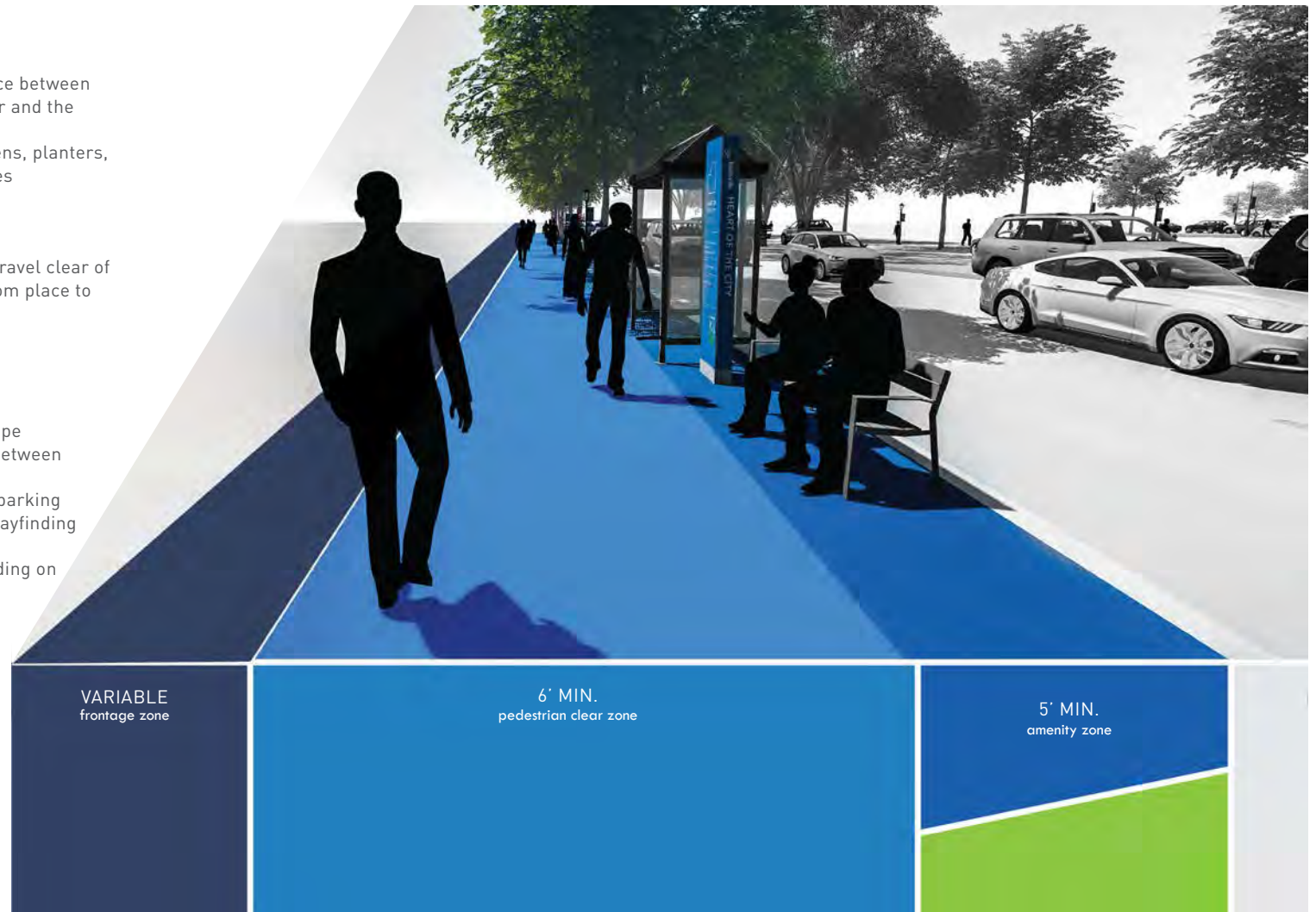
- » **Sizing:** Variable
- » **Purpose:** To provide room to interface between building frontages along the corridor and the street.
- » **Furnishings:** Outdoor seating, gardens, planters, signage, patios, dining spaces, fences

PEDESTRIAN CLEAR ZONE

- » **Sizing:** 6' minimum
- » **Purpose:** To be a dedicated path of travel clear of obstacles for pedestrians moving from place to place in the district
- » **Furnishings:** none

AMENITY ZONE

- » **Sizing:** 5' minimum
- » **Purpose:** To host standard streetscape infrastructure and allow transition between vehicle and pedestrian modes
- » **Furnishings:** seating, bus shelters, parking meters, street lights, street trees, wayfinding signage, utility poles
- » May be hardscape or planted depending on surrounding conditions.



NICOLLET AVE S
STREET PLAN



- | | | |
|-----------------------|------------------------------------|-----------------------------|
| ① 10' Multi-Use Trail | ④ Planted/Clay Paver Amenity Zone | ⑦ 20' Ped. Light (70' O.C.) |
| ② 6' Sidewalk | ⑤ Median Street Trees (40' O.C.) | |
| ③ Formalized Bus Stop | ⑥ Boulevard Street Tree (20' O.C.) | |

NICOLLET AVE S MATERIAL PALETTE

For the following street elements and their use on Nicollet Avenue refer to:

- Chapter 7: Streetscape Amenities
- Chapter 8: Landscape Plantings
- Chapter 10: Gateways, Wayfinding, Signage and Public Art



Amenity Zone Paving

- Located in sidewalk amenity zone, corner intersection plazas and sidewalk bump-out paving areas.
- 4 foot minimum width
- Material: Amenity zone pavers should be constructed of durable clay brick to minimize the negative effects of salt used to keep ice off the walkways.
- Pattern: running bond parallel to curb. Paver model and color to be determined.



Frontage Zone

- Width: Variable width adjacent to building face for planters, seating or sandwich boards or movable seating
- Potential furnishings: Outdoor seating, gardens, planters, signage, patios, dining spaces, fences
- Style and color varies based on business proprietor, review with city prior to approval.
- All elements to be located immediately adjacent to building facade, maintain 4' width pedestrian clear zone at all times.



Additional Large Canopy Trees

- Provide additional large canopy street trees along Nicollet Avenue to fill in gaps and increase the canopy
- See Chapter 8: Landscape Plantings for specific canopy tree recommendations.



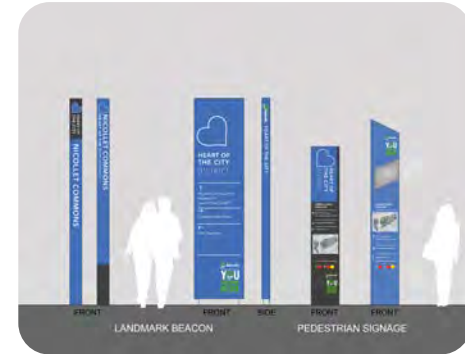
Formalized Bus Stops

- Upgraded bus stops where feasible with shelter, benches, signage, lighting, and bike parking provided in the amenity zone



Benches

- Benches to be located in amenity zone along both sides of Burnsville Parkways (every 500') as well as transit stops.
- See Chapter 7: Streetscape Amenities for HOC standards.



Improved wayfinding and signage

- Locate signage at key intersections and crossings. See Chapter 10: Gateways, Wayfinding, Signage and Public Art.

BURNSVILLE PARKWAY

Burnsville Parkway runs east and west through the HOC District, providing access and circulation to local and regional destinations. Designed as a parkway, it provides a green corridor that connects people to commercial businesses, multi-family homes, and mixed-use developments. The Burnsville Parkway streetscape includes sidewalks and trails, planted boulevards and medians with street trees, pedestrian-scaled lighting, district banners, special paving (concrete pavers and colored concrete), and transit stops.

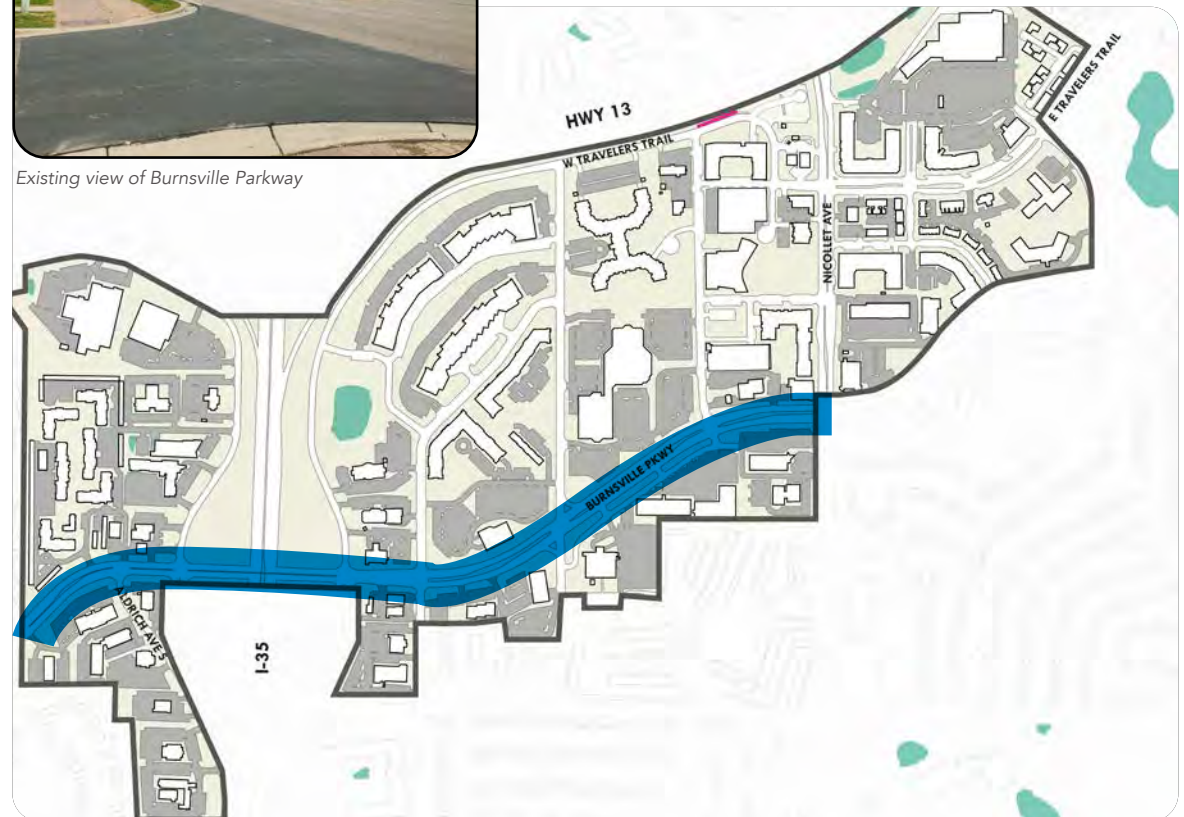
Burnsville Parkway plays a key role in the district by providing access to and from the HOC from areas outside the district. As such, it possesses the opportunity to play a strong role in defining the identity and sense of arrival in the district. Gateway elements, including special lighting, banners, plantings and public art should be utilized to strengthen district identity and sense of arrival at key locations along the parkway. The streetscape should continue to be characterized by large street trees on both sides as well as ornamental trees and plantings in the median. This provides a buffer from vehicular traffic and a continuous tree canopy, enhancing the pedestrian and bicycle environments. Mobility and circulation should be enhanced through the addition of wider sidewalks and trails, maintainable and ADA compliant walkways and trails, enhanced pedestrian crossings, and wayfinding and signage improvements. Transit connections and the transit user experience should be improved through I-35W bridge improvements and the addition of bus stop seating and wayfinding. Site furnishings should be updated and the addition of seating, trash/recycling receptacles, and bike parking should be considered.

Key Guidelines

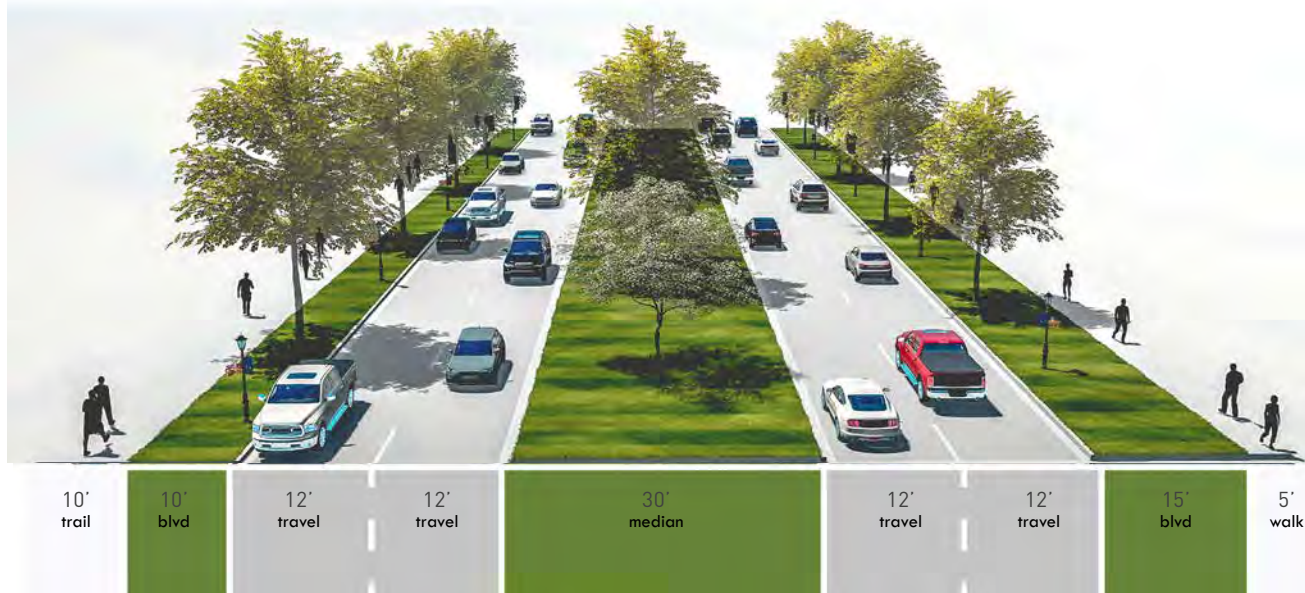
- » Utilize gateway elements to strengthen district identity and sense of arrival
- » Continue to provide greenery with landscape plantings and street trees
- » Update paving systems and ramps to provide ADA compliant walkways and trails
- » Enhance pedestrian crossings with safety features like lighting, markings, signage, signals, etc.
- » Improve transit connections and the transit user experience with seating at bus stops
- » Provide enhanced seasonal lighting



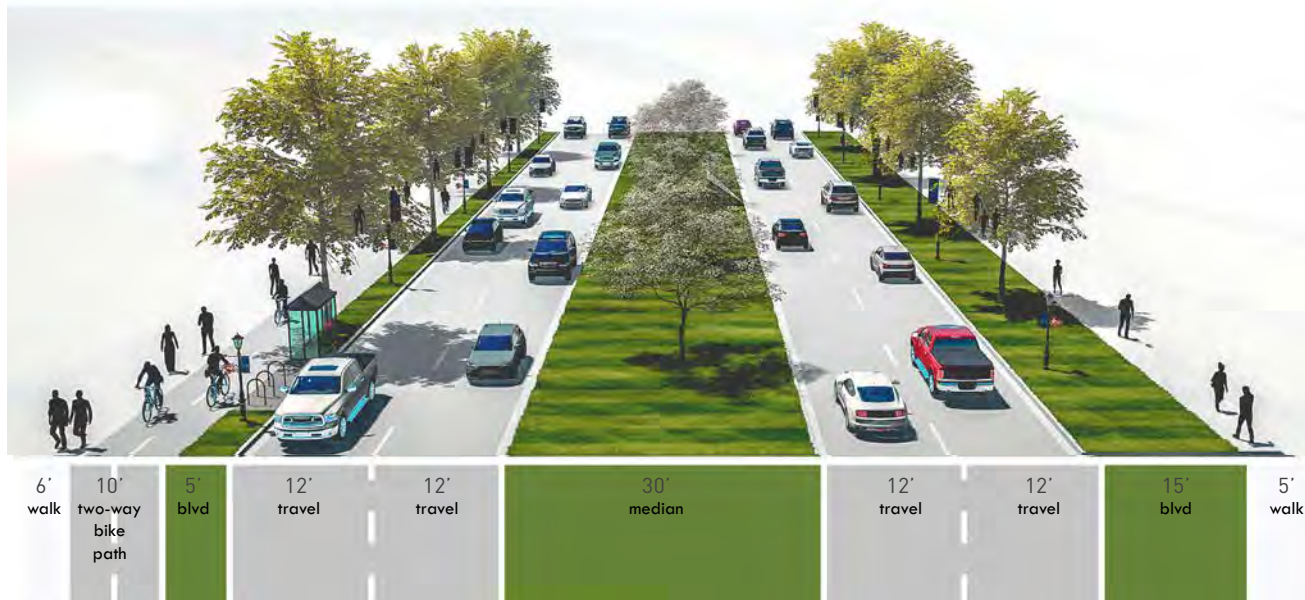
Existing view of Burnsville Parkway



EXISTING BURNSVILLE PARKWAY SECTION (TYPICAL)



PROPOSED BURNSVILLE PARKWAY SECTION (TYPICAL)



KEY UPDATES

- » Clay pavers in amenity zone areas with furnishings
- » Formalized bus stops
- » Increased seating
- » Improved wayfinding and signage
- » Separated multi-use trail into designated bike/pedestrian spaces
- » Replaced paver walks with concrete
- » Added bike racks

BURNSVILLE PARKWAY STREET FRONTAGE LAYOUT

PEDESTRIAN CLEAR ZONE

- » **Sizing:** 6' minimum
- » **Purpose:** To be a dedicated path of travel clear of obstacles for pedestrians moving from place to place in the district
- » **Furnishings:** none

TWO-WAY BIKE PATH

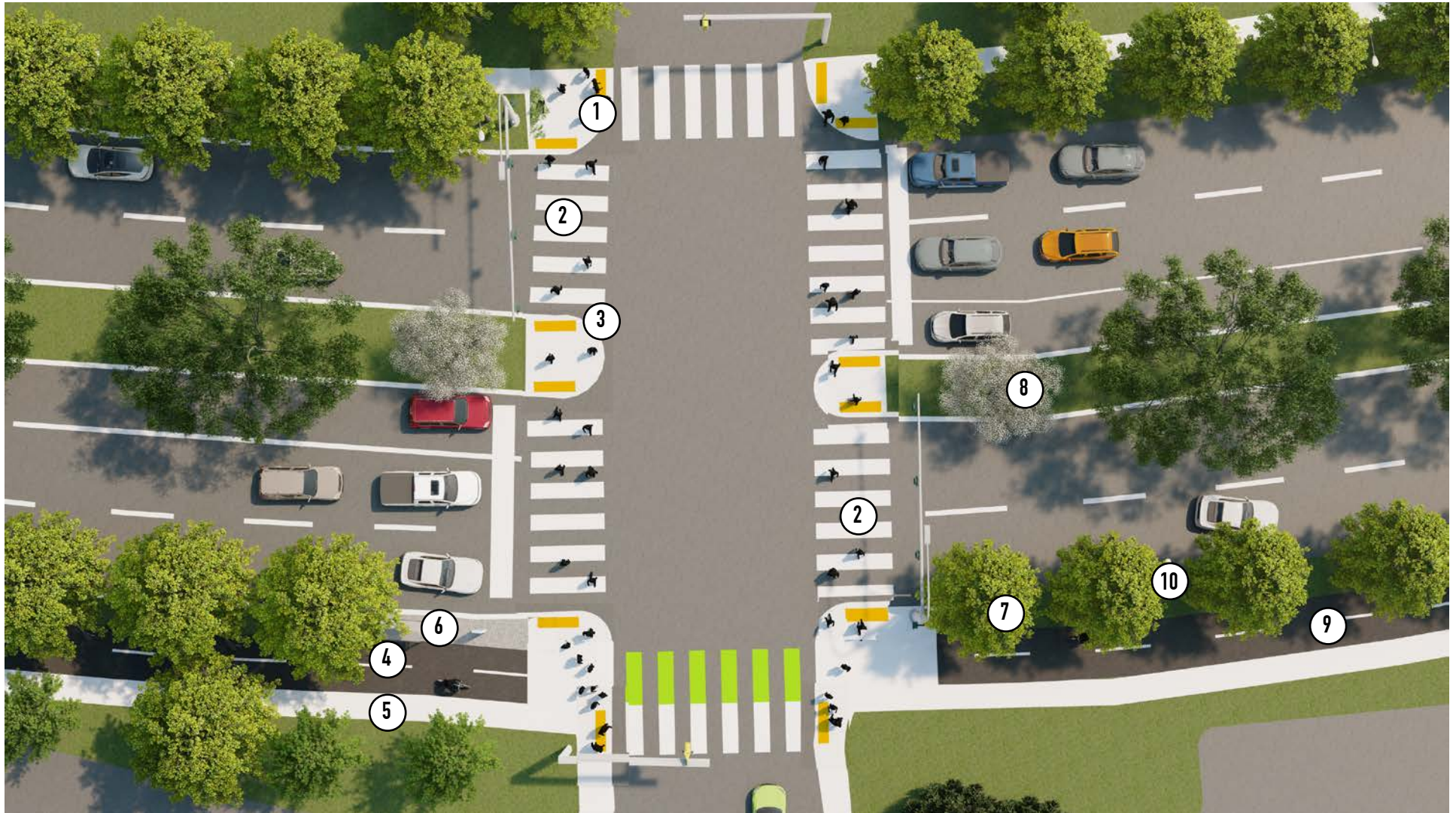
- » **Sizing:** 10' minimum
- » **Purpose:** To be a dedicated path of travel clear of obstacles for bicyclists moving from place to place in the district
- » **Furnishings:** none

AMENITY ZONE

- » **Sizing:** 5' minimum
- » **Purpose:** To host standard streetscape infrastructure and allow transition between vehicle and pedestrian modes
- » **Furnishings:** seating, bus shelters, parking meters, street lights, street trees, wayfinding signage, utility poles



BURNSVILLE PARKWAY STREET PLAN



- | | | | |
|--|-------------------------|------------------------------------|-------------------------------|
| ① Directional ADA Ramps | ④ 10' Two-Way Bike Path | ⑦ Planted/Clay Paver Amenity Zone | ⑩ Pedestrian Light (70' O.C.) |
| ② 10' Crosswalk Striping | ⑤ 6' Sidewalk | ⑧ Median Street Trees (40' O.C.) | |
| ③ Curb Bumpout With Tighter Turn Radii | ⑥ Formalized Bus Stop | ⑨ Boulevard Street Tree (20' O.C.) | |

BURNSVILLE PARKWAY MATERIAL PALETTE

For the following street elements and their use on Burnsville Parkway refer to:

- Chapter 7: Streetscape Amenities
- Chapter 8: Landscape Plantings
- Chapter 10: Gateways, Wayfinding, Signage and Public Art



Separated Two-way Bike Path

- 10 foot width dedicated bike path adjacent to sidewalk along north side of Burnsville Parkway
- Material: Bituminous



Directional ADA Ramps

- Sidewalk widths minimum of 6 feet along Burnsville Parkway with ADA compliant ramps provided at all streets crossings
- Ramps must meet all ADA requirements / Directional ramps preferred whenever possible



Formalized Bus Stops

- Upgraded bus stops where feasible with shelter, benches, signage, lighting, and bike parking provided in the amenity zone



Amenity Zone Paving

- Located in sidewalk amenity zone, corner intersection plazas and sidewalk bump-out paving areas.
- 4 foot minimum width
- Material: Amenity zone pavers should be constructed of durable clay brick to minimize the negative effects of salt used to keep ice off the walkways.
- Pattern: running bond parallel to curb. Paver model and color to be determined.



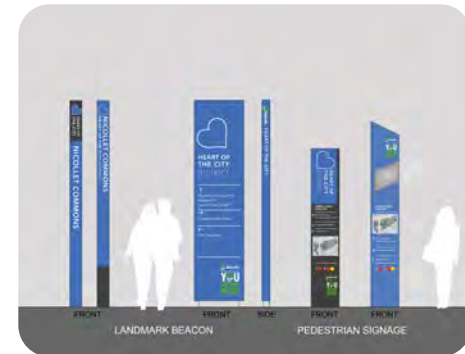
Bicycle Racks

- Bicycle racks should be placed in the amenity zone within close proximity of transit stops, plazas, and building entrances.
- See Chapter 7: Streetscape Amenities for HOC standards.



Benches

- Benches to be located in amenity zone along both sides of Burnsville Parkways (every 500') as well as transit stops.
- See Chapter 7: Streetscape Amenities for HOC standards.



Improved wayfinding and signage

- Locate signage at key intersections and crossings. See Chapter 10: Gateways, Wayfinding, Signage and Public Art.

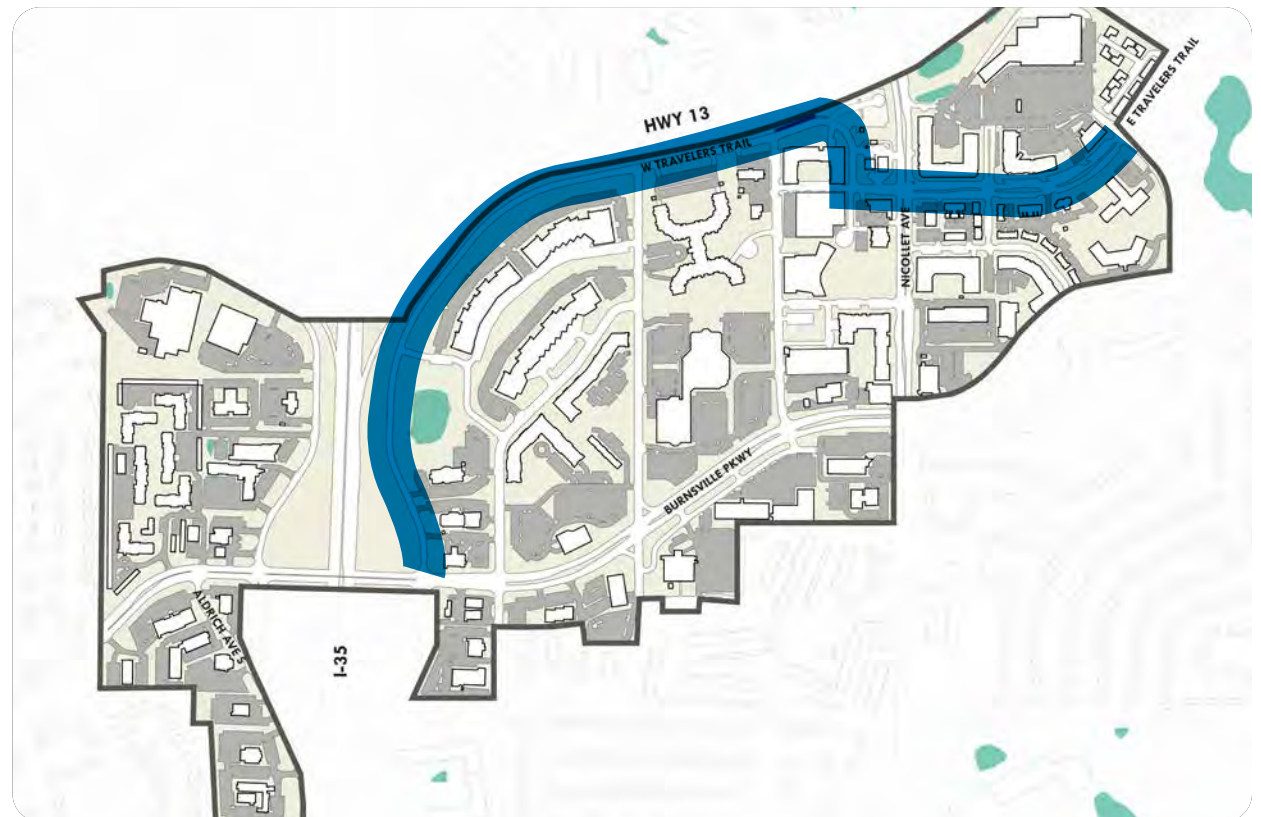
TRAVELERS TRAIL

Travelers Trail is an important east/west route through the district. It provides access and circulation to local destinations in and near the district. Designed as a frontage road along I-35W and TH 13, Travelers Trail provides connections to businesses, homes, transit stations, and mixed-use developments. The quality of the Travelers Trail streetscape varies greatly. West of Nicollet Ave, W. Travelers Trail lacks important streetscape amenities, such as sidewalks, pedestrian scaled lighting, or street trees. East of Nicollet Ave, E. Travelers Trail streetscape includes sidewalks and trails, planted boulevards and medians with street trees, pedestrian-scaled lighting, district banners, and special paving (concrete pavers and colored concrete).

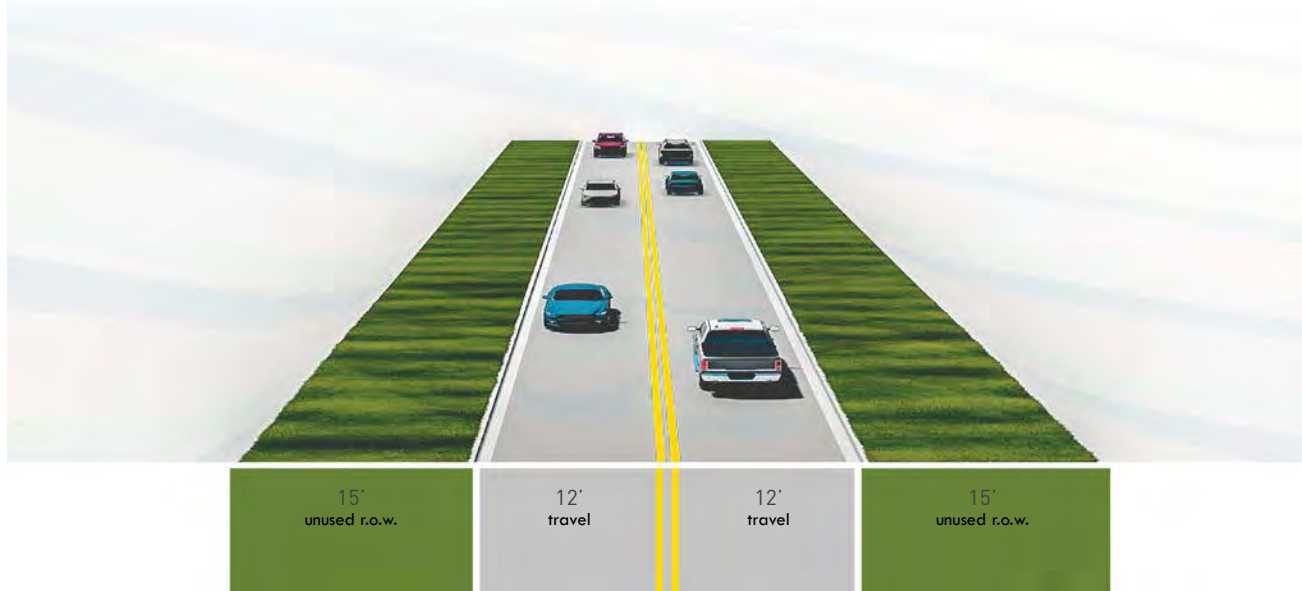
As future development occurs along W. Travelers Trail, efforts should be made to incorporate ADA compliant sidewalks and trails, enhanced pedestrian crossings, pedestrian-scaled street lighting, street trees and plantings, including stormwater rain gardens, and site furnishings. Gateway elements and public art should be included at key intersections and nodes along Travelers Trail to strengthen district identity and sense of arrival. And ultimately, Travelers Trail should feel like a united streetscape with consistent streetscape materials.

Key Guidelines

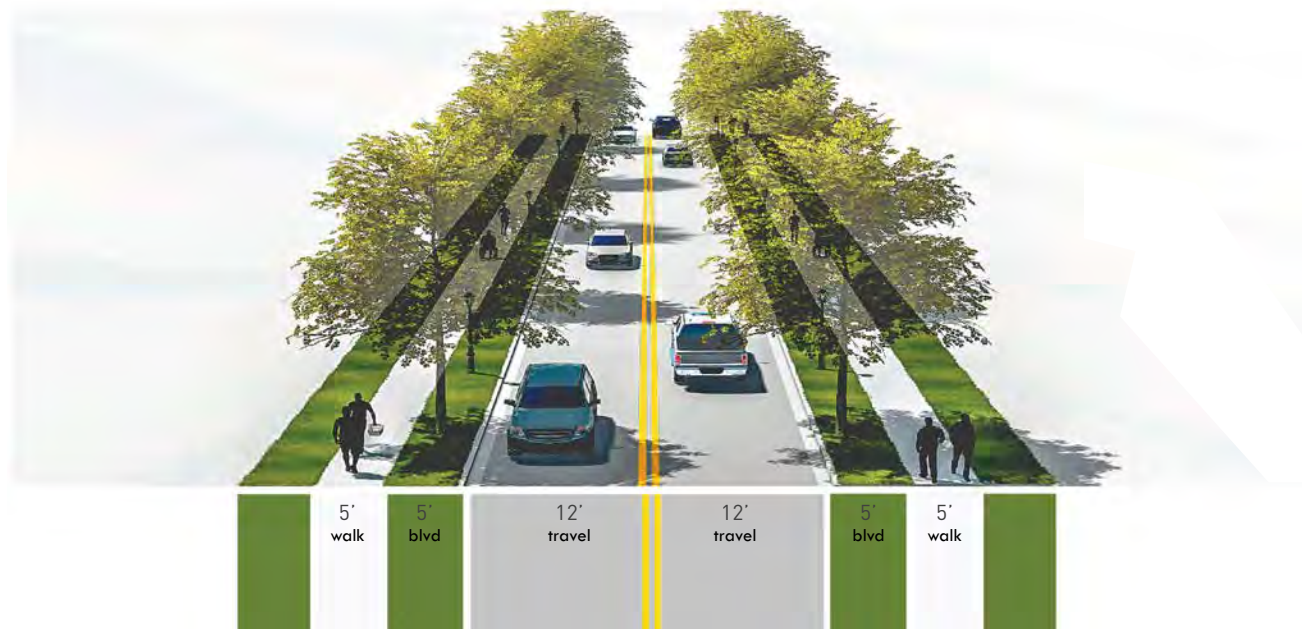
- » **Prioritize pedestrian safety and access through the addition of sidewalks and trails**
- » **Utilize gateway elements to strengthen district identity and sense of arrival**
- » **Implement the city's "complete streets" policies as development occurs**
- » **Incorporate wayfinding and signage improvements to improve sense of arrival and orientation**
- » **Provide facilities and amenities to improve transit connections and the transit user experience**
- » **Provide site furnishings and streetscape amenities as development occurs**



EXISTING TRAVELERS TRAIL SECTION (TYPICAL)



PROPOSED TRAVELERS TRAIL SECTION (TYPICAL)



KEY UPDATES

- » Added 5' sidewalk on each side of street
- » Added 5' boulevards on each side of street
- » Added street trees (20' O.C.)
- » Pedestrian scale lighting with lighting enhancements

TRAVELERS TRAIL MATERIAL PALETTE

For the following street elements and their use on Travelers Trail refer to:

- Chapter 7: Streetscape Amenities
- Chapter 8: Landscape Plantings
- Chapter 10: Gateways, Wayfinding, Signage and Public Art



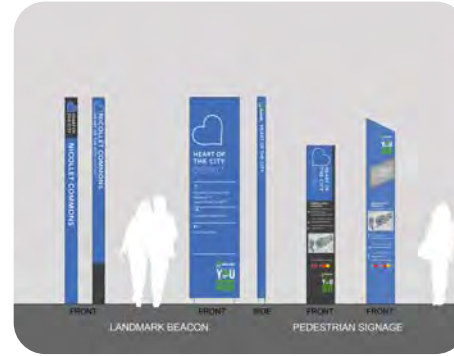
Add Concrete Sidewalks

- Add 5 foot (minimum) width sidewalks to each side of Travelers Trail.
- Implementation will happen as opportunities arise.
- Scored concrete walk, minimum 4-inch thickness in pedestrian zones and 6 inches thick where vehicular traffic is anticipated
- See Chapter 7: Streetscape Amenities for HOC standards.



Boulevards with Street Trees

- Minimum 5 foot width planted boulevards on both sides of Travelers Trail
- Boulevard Plantings: Street trees placed every 20 feet as well as a mix of understory streetscape plantings and grass. See Chapter 8: Landscape Plantings for HOC standards.



Improved wayfinding and signage

- Locate signage at key intersections and crossings. See Chapter 10: Gateways, Wayfinding, Signage and Public Art.



Pedestrian Scale Lighting

- Pedestrian lighting to be located in boulevard along both sides of Travelers Trail.
- See Chapter 7: Streetscape Amenities for HOC standards.

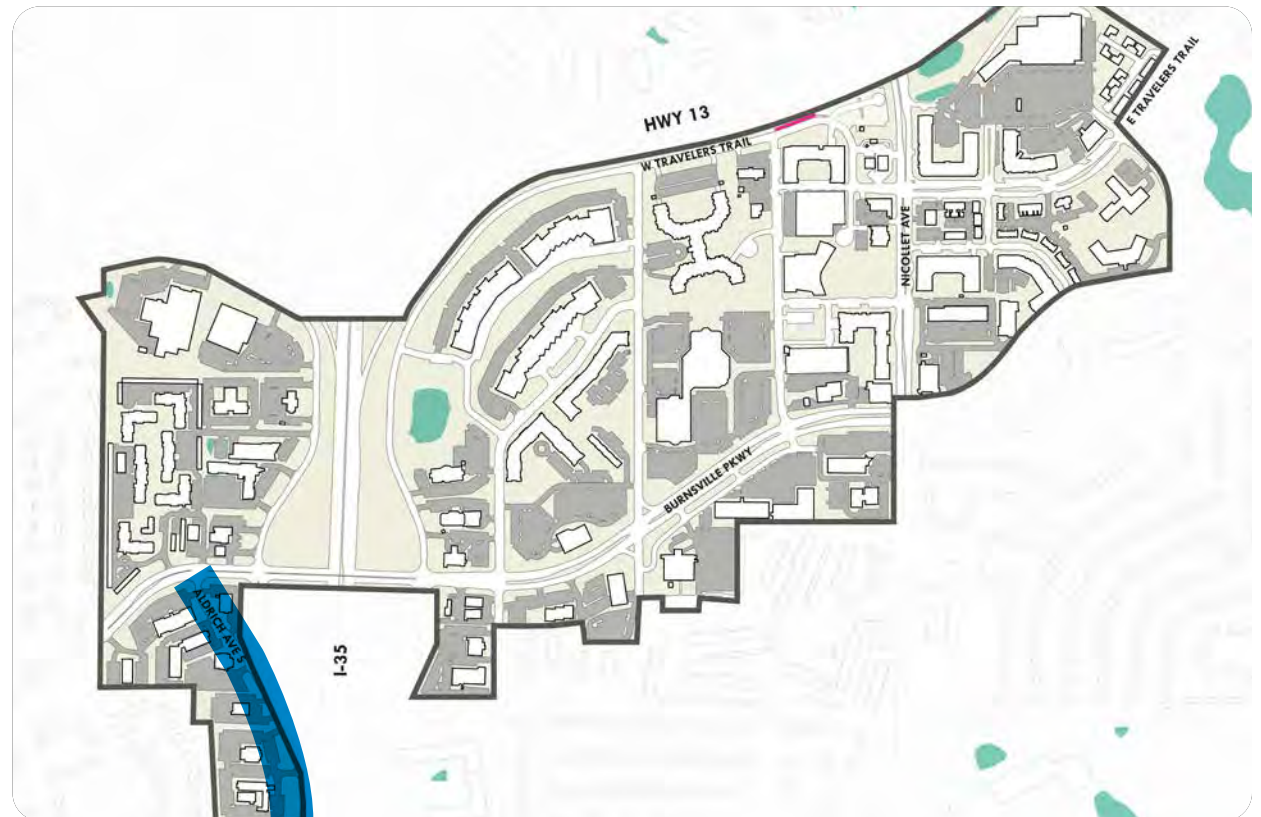
ALDRICH AVE S

Aldrich Avenue provides access and circulation within the HOC and to local destinations near the district. Designed as a frontage road along I-35W, Aldrich Avenue provides connections to commercial businesses (restaurants and lodging) in the district. Aldrich Avenue lacks important streetscape amenities, such as pedestrian scaled lighting, street trees, or site furnishings. The walkway system along Aldrich has gaps that should be filled with ADA compliant sidewalks.

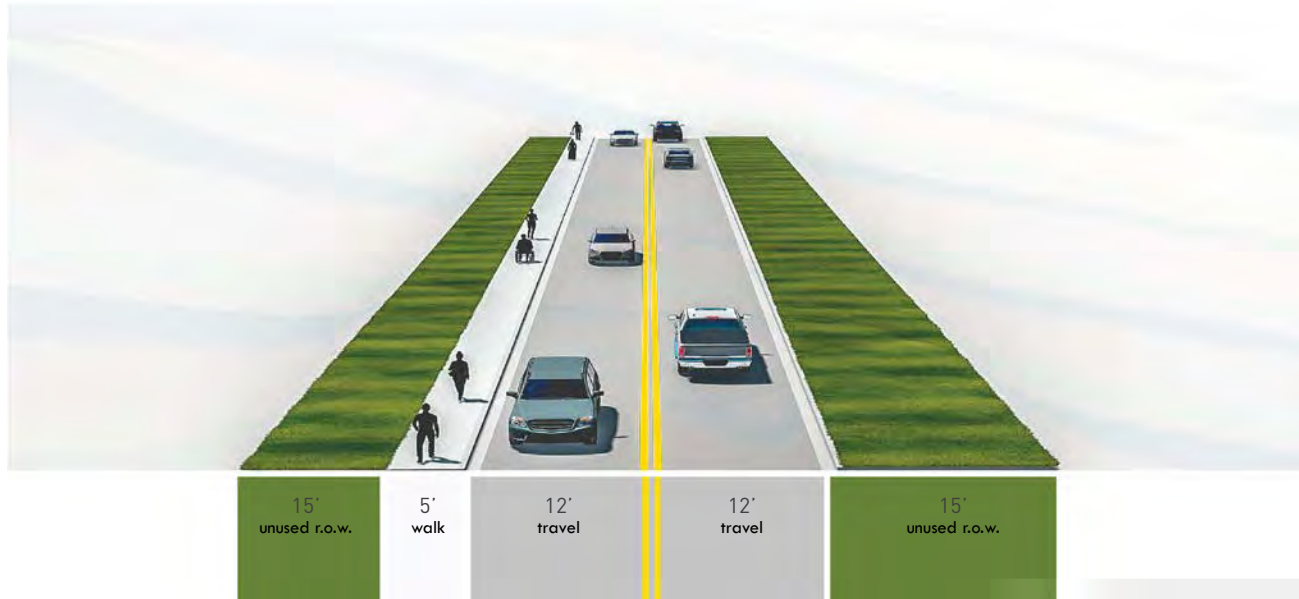
As future development occurs along Aldrich Avenue, efforts should be made to fill sidewalk gaps with ADA compliant sidewalks and ramps, enhanced pedestrian crossings, pedestrian-scaled street lighting, street trees and plantings, including stormwater rain gardens, and site furnishings.

Key Guidelines

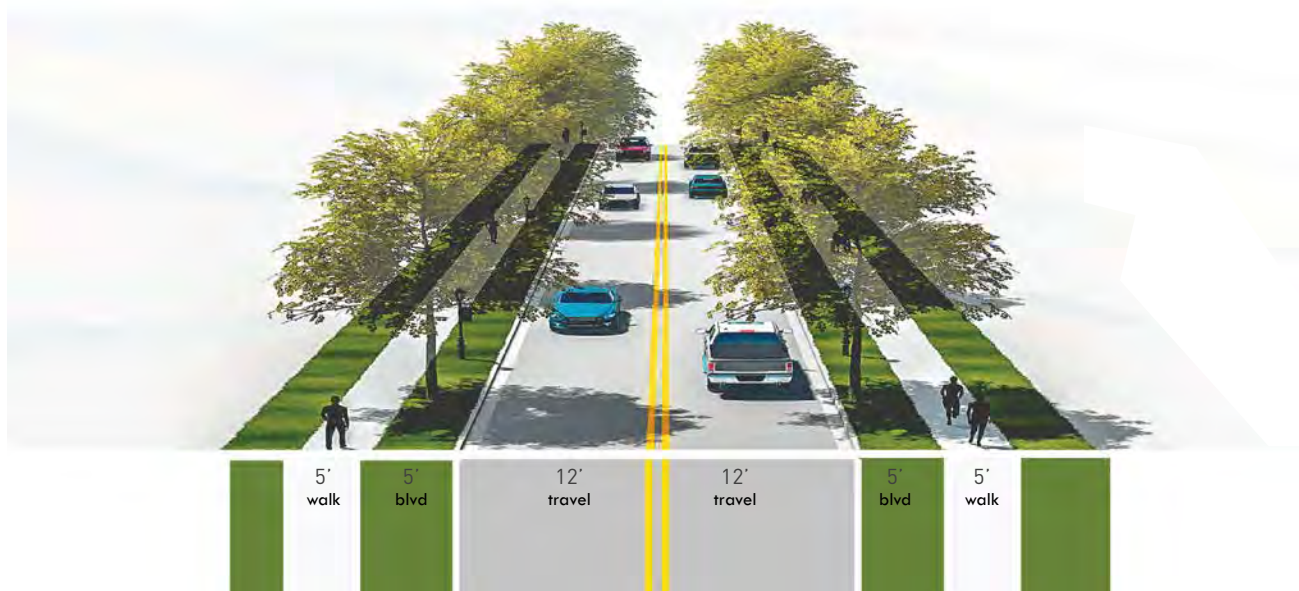
- » Fill sidewalk gaps with ADA compliant sidewalks and ramps
- » Enhance pedestrian crossings with safety features like lighting, markings, signage, signals, etc.
- » Provide pedestrian-scaled street lighting as redevelopment occurs
- » Incorporate landscape plantings and street trees



EXISTING ALDRICH AVENUE SECTION (TYPICAL)



PROPOSED ALDRICH AVENUE SECTION(TYPICAL)



KEY UPDATES

- » Added 5' sidewalk on one side of street
- » Moved 5' sidewalk off of roadway edge
- » Added 5' boulevards on each side of street
- » Added street trees (20' O.C.)
- » Fill sidewalk gaps with ADA compliant sidewalks and ramps
- » Enhance pedestrian crossings
- » Provide pedestrian-scaled street lighting

ALDRICH AVE S MATERIAL PALETTE

For the following street elements and their use on Aldrich Avenue refer to:

- Chapter 7: Streetscape Amenities
- Chapter 8: Landscape Plantings
- Chapter 10: Gateways, Wayfinding, Signage and Public Art



Add Concrete Sidewalks

- Add 5 foot (minimum) width sidewalks to each side of Aldrich Avenue
- Implementation will happen as opportunities arise.
- Scored concrete walk, minimum 4-inch thickness in pedestrian zones and 6 inches thick where vehicular traffic is anticipated
- See Chapter 7: Streetscape Amenities for HOC standards.



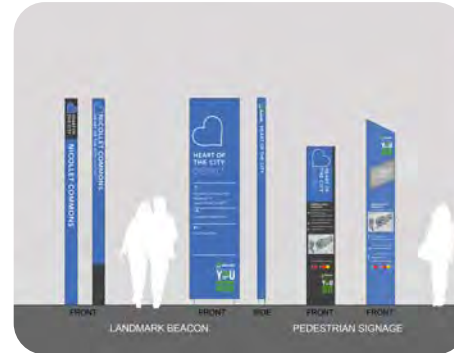
Boulevards with Street Trees

- Minimum 5 foot width planted boulevards on both sides of Aldrich Avenue
- Boulevard Plantings: Street trees placed every 20 feet as well as a mix of understory streetscape plantings and grass. See Chapter 8: Landscape Plantings for HOC standards.



Enhance Pedestrian Crossings / Improve ADA compliance

- Provide ADA compliant ramps at all streets crossings
- Enhance pedestrian street crossings
- Fill sidewalk gaps with ADA compliant sidewalks and ramps



Improved wayfinding and signage

- Locate signage at key intersections and crossings. See Chapter 10: Gateways, Wayfinding, Signage and Public Art.



Pedestrian Scale Lighting

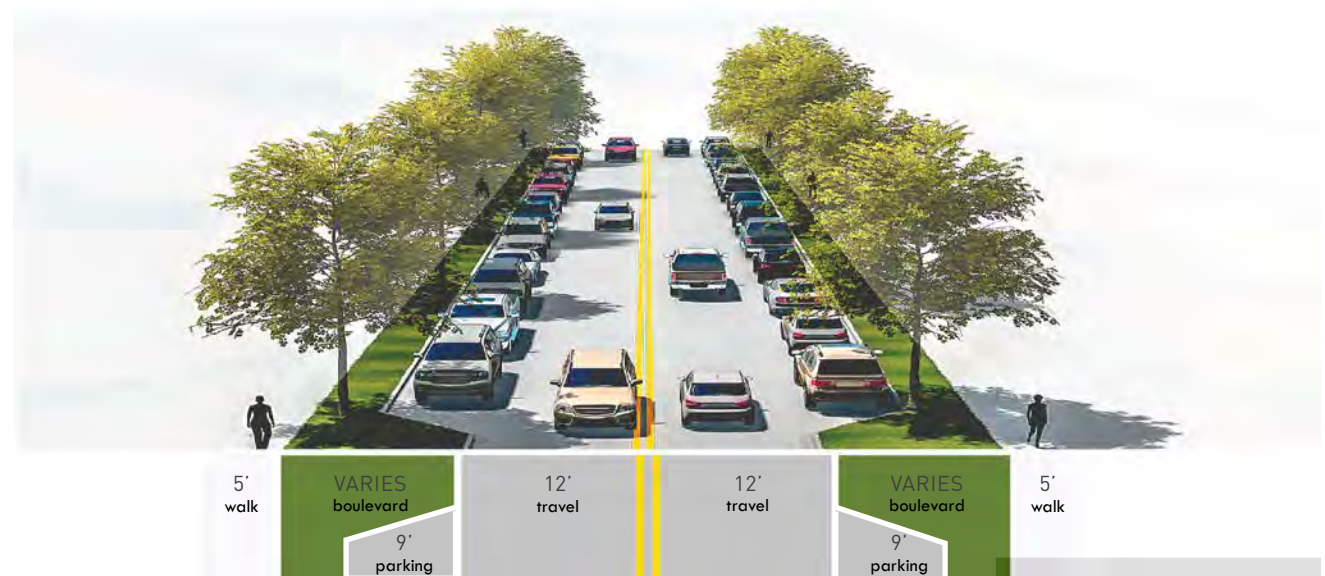
- Pedestrian lighting to be located in boulevard along both sides of Aldrich Avenue
- See Chapter 7: Streetscape Amenities for HOC standards.

LOCAL STREETS

Local streets in the HOC, such as Pillsbury and Pleasant Avenues, Gateway Blvd., and 125th and 126th Streets, provide access to local homes, businesses, shopping and gathering areas. Local streets east of Pillsbury include streetscape amenities like special paving, street trees and plantings, pedestrian-scaled lighting, enhanced pedestrian crossings, banners and site furnishings, depending on its role in the district. Local streets located in higher pedestrian activity areas like 126th Street adjacent to Nicollet Commons, for instance, are ordained with a richer palette of streetscape amenities than a local residential street, such as 125th Street.

As future development occurs in the HOC, efforts should be made to incorporate ADA compliant sidewalks and trails, enhanced pedestrian crossings, pedestrian-scaled street lighting, street trees and plantings, including stormwater rain gardens, and site furnishings. Gateway elements and public art should be included at key intersections and nodes to strengthen district identity and sense of arrival. Where possible, consider road diets on wide local streets, such as Pillsbury and Pleasant Avenues. Look for opportunities to narrow roadways and include curb extensions, bikeways or lanes, on-street parking, detached sidewalks, stormwater management planting boulevards, etc.

PROPOSED LOCAL STREETS SECTION (TYPICAL)



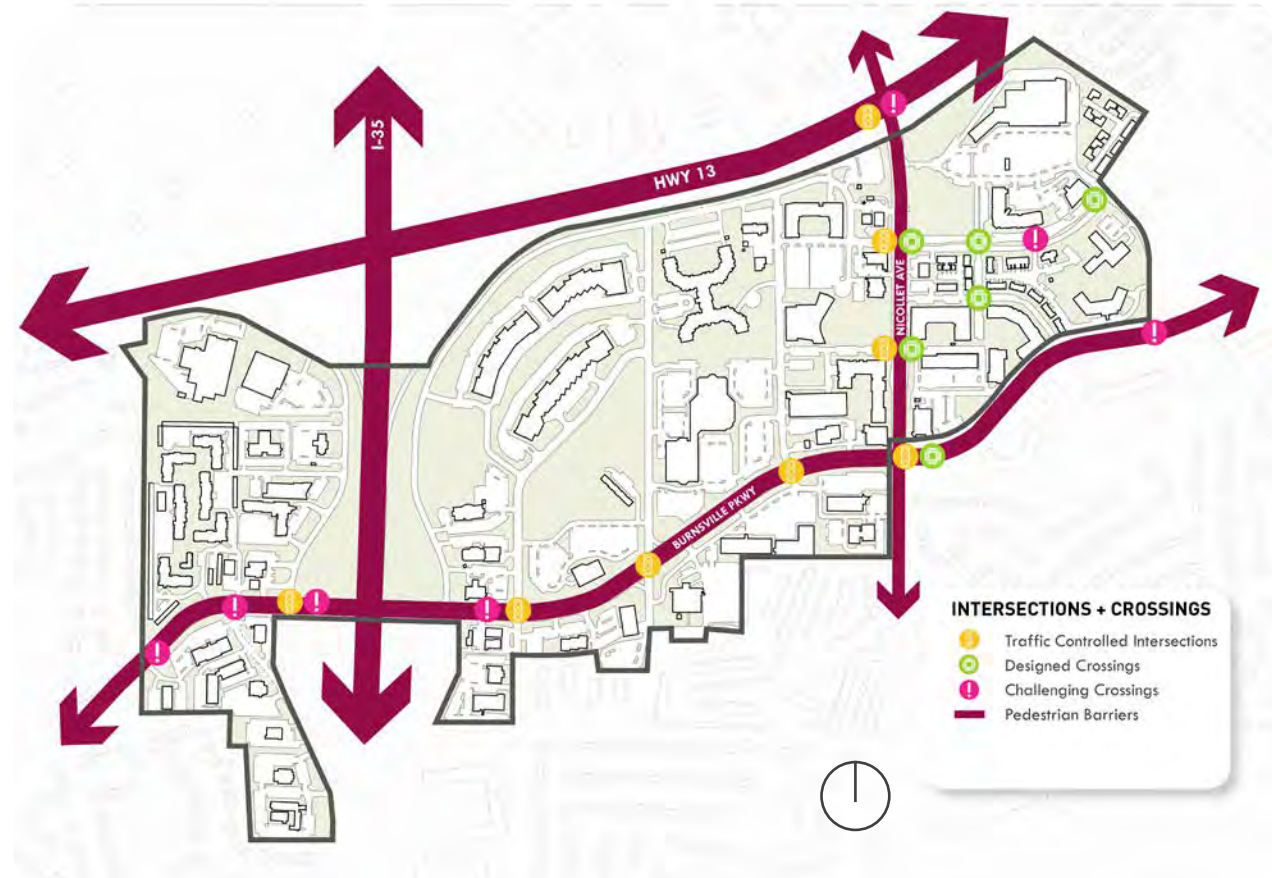
INTERSECTIONS AND CROSSINGS

OVERVIEW

FIGURE 40: OPPORTUNITIES FOR IMPROVEMENTS AT INTERSECTIONS AND CROSSINGS

Signalized intersections occur along Nicollet Avenue and Burnsville Parkway and include countdown traffic signals, marked pedestrian crossings, ADA ramps with warning strips, pedestrian-scaled streetlights. Controlled intersections along Nicollet Avenue are enhanced with special paving (colored concrete) at each intersection, and site furnishings (at Burnsville Parkway). These are traffic heavy intersections. Input received from community engagement indicate that traffic speeds and pedestrian safety are concerns, particularly along Nicollet Avenue and Burnsville Parkway.

Pedestrian crossings at intersections throughout the district should be identified for potential improvements including directional ADA ramps, warning strips, signage, lighting, markings, and opportunities to shorten pedestrian crossings by incorporating curb extensions.



TYPICAL INTERSECTION IMPROVEMENTS

FIGURE 41: VIEW OF TYPICAL INTERSECTION AND CROSSING IMPROVEMENTS

Key

- | | |
|------------------------------|--------------------------------------|
| ① Directional ADA Ramps | ④ Landscape Boulevard / Amenity Zone |
| ② 10-foot crosswalk striping | ⑤ Concrete Sidewalk |
| ③ Curb Bump Out | ⑥ Pedestrian Lighting |



PUBLIC SPACE GUIDELINES HEART OF THE CITY



07

STREETSCAPE AMENITIES

Guidelines for Streetscape Amenities establish the site elements and materials that will enhance the experience of pedestrians in the public realm and create a consistent identity and character in the HOC District.

CONTENTS

Pg. 96

STANDARD ELEMENTS

Common Amenities
ADA Compliance
Sidewalk Paving

Pg. 99

SITE FURNISHINGS + LIGHTING

Overview
Lighting
Bicycle Racks
Benches
Waste Management
Bollards
Planters

CHAPTER 7 | STREETSCAPE AMENITIES

STANDARD ELEMENTS

OVERVIEW

This chapter outlines the common elements that will be used to establish a consistent character and identity in the public realm throughout the Heart of the City District. Recommendations include:

- Common amenities (lighting, signage, site furniture, bike racks, and planters)
- ADA Compliance
- Sidewalk Paving with standard walkway widths and articulated edges

COMMON AMENITIES

The Heart of the City should be defined by a consistent and high-quality set of streetscape amenities intended to enhance the appearance and function of the public realm. Common amenities may include the following elements:

- Pedestrian scaled streetlights
- Site furniture – benches, tables and chairs, litter and recycling receptacles, bicycle racks, and planters
- Banner poles and bollards
- Wayfinding signage and kiosks

Common amenities should reflect district identity and be designed with consistent materials, colors, forms, and surfaces. Ideally, they should reflect a family of parts that are well-coordinated. They should be constructed of durable, low maintenance, long-lasting, and readily available products and materials.



Precedents of streets with consistent and high-quality materials

ADA COMPLIANCE

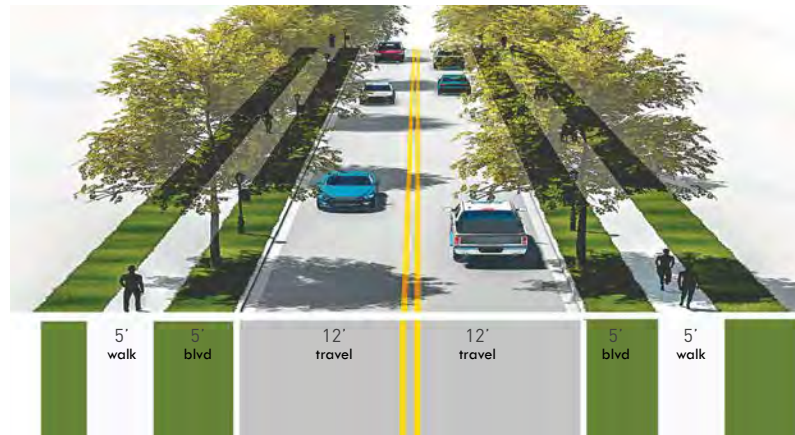
All sidewalks and trails should be designed for accessibility, meeting requirements of the American with Disabilities Act (ADA). Walkways must be sloped at no more than five percent grade, with side slopes no greater than two percent. Sidewalk widths in the HOC should be a minimum of 60 inches (five feet) wide so that two wheelchairs may pass each other. If sidewalks are less than five feet wide, passing spaces must be constructed every 200 feet.

ADA compliant ramps should be provided at all street crossings to ensure accessibility requirements are met. Ramps must meet all ADA requirements and be designed to improve pedestrian safety and flow in the district. Directional ramps are preferred wherever possible.

Pavement surfaces must meet ADA requirements including jointing, texture, and grade change requirements. This may require re-paving to come into compliance where sidewalk and trail paving does not meet ADA requirements.



ADA compliant ramps should be provided at all street crossings



Sidewalk widths should be a minimum of 5 feet wide



Intersection with double ramps

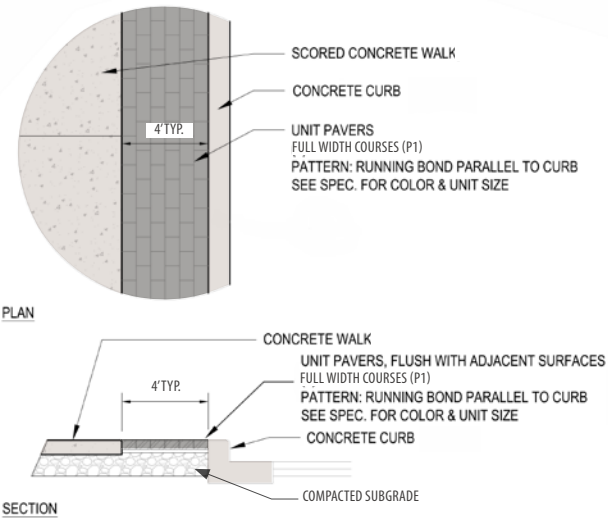
SIDEWALK PAVING

Paving in the street right-of-way and on adjacent private land where the public has right-of-passage should be integrated and seamless, to present an appearance of a generous and accessible public realm using the same paving materials and patterning of saw cuts where appropriate. Implementation will happen as opportunities arise, and there may be some variation across projects. The paving scheme should extend into entries and publicly accessible plazas and courtyards. Where driveways cross a sidewalk, the concrete paving should be patterned with a finer texture to indicate to pedestrians that vehicles may be expected to cross their path.

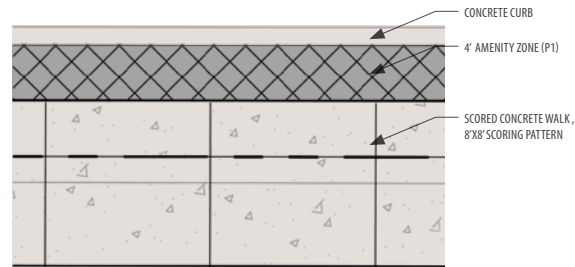
In the Heart of the City the typical paving pattern for sidewalks is a scored concrete walk (6-8 feet wide) in the pedestrian zone, and potentially clay brick pavers in the amenity zone (4 foot minimum). Typical scoring for concrete sidewalks should 5 feet x 5 feet, 6 feet x 6 feet, or 8 feet x 8 feet. Cast-in-place concrete should be a minimum 4-inch thickness in pedestrian zones and 6 inches thick where vehicular traffic is anticipated on the walk or trail. Amenity zone pavers should be constructed of durable clay brick to minimize the negative effects of salt used to keep ice off the walkways.

Material Specifications

	Streets - Curbs	Concrete with City of Burnsville standard curb letdowns at intersections
	Sidewalks	Concrete: standard concrete sidewalks in all areas; scoring 5'x5', 6'x6', or 8'x8' (typical); 5 to 8' foot width (typical)
P1	Amenity Zone Pavers	Unit Pavers: 4' width minimum; clay brick unit paver. Pattern: running bond parallel to curb. Paver model and color to be decided.



Amenity Zone Pavers



Typical Concrete Sidewalk Profile for Streets with an Amenity Zone



Rendered View of Typical Concrete Sidewalk with Clay Brick Amenity Zone

SITE FURNISHINGS AND LIGHTING

OVERVIEW

It is the intent of these public space guidelines to create a consistent, coordinated visual theme throughout the Heart of the City District. Placement and selection of site furnishings and lighting are based on principles of simplicity and repetition, and visual language that is compatible with the HOC District. All furniture, tree grates, paving, planters, and light fixtures should be consistent throughout the entire district, on all streets designated in these guidelines. All benches and receptacles should be permanent, for all-season use and enjoyment. The public realm can be augmented seasonally with planters, flower baskets, banners, and holiday and event lighting. While an increased level of pedestrian amenity and comfort is desired, furniture placement should not create visual clutter. Site furniture quantities and placement should be commensurate with pedestrian activity levels and needs.

Proposed streetscape amenities for the Heart of the City, including updated sidewalk paving, a bench, bike parking, improved bus stops, and signage



LIGHTING

LIGHTING FIXTURE

As one of the primary streetscape components, lighting sets the character of the nighttime look of the streetscape and provides essential illumination needs for people to safely walk throughout the district after dark. The spacing between light poles should be a function of lighting levels and rhythm with other objects in the streetscape such as planters, trees, and signage. Pedestrian lights and streetlights (vehicular lighting) will have different spacing requirements due to the area covered by the light source. The number of footcandles needed to light an area can be adjusted to accommodate residential areas, and storefront lighting in commercial districts. Lighting should provide required minimum safety levels of illumination for pedestrian needs and be pedestrian-scaled. Lighting can also be used to illuminate special features or create seasonal ambiance.

The preferred lighting fixture is an acorn style single luminaire decorative lighting fixture. The pedestrian light is approximately 16 feet in height with a single fixture constructed of steel and powder-coated black. The fixture is decorative in character with two decorative arms with flexibility to adapt to accessories like banner brackets, flags, and hanging baskets to suit pedestrian applications. For consistent identity, the lighting standard should be used along streets as they redevelop. Pedestrian scale lighting should be integrate into plaza areas and busier pedestrian streets.

Street Pedestrian Light

Style: Acorn Luminaire or approved equal, single fixture

Color: Black; Paint over Galvanized Steel

Pole: ~16 feet in height

Various decoration and options are available and can be selected prior to installation.



Street Pedestrian Light with enhancements

LIGHTING ENHANCEMENTS

Light poles can also be used to provide other streetscape amenities, including:

- > Hanging Baskets,
- > Banners and Permanent Community Identifiers,
- > Holiday Lighting, and
- > American Flags.

Hanging Baskets

Hanging baskets add interest and color to a streetscape and are a way to introduce plant materials when there is limited space for trees or planters. The poles can be equipped with a special bracket that will support hanging baskets for additional landscape opportunities.

Both free-standing planters and hanging baskets require constant maintenance and frequent watering. The ability of the city, community stakeholders or Business District to maintain these elements is a critical factor in the decision to include them in the streetscape design. In recent years, due to maintenance concerns, the city has been using artificial plantings in the HOC hanging baskets.

Banners and Permanent Community Identifiers

Poles can accommodate banners or other HOC community identifiers.

Holiday Lighting

Outlets for holiday lighting can be provided on the poles. Due to concern about the effects holiday lights have on the trees if they remain on year round, holiday lighting on trees is only allowed from November 15 to March 15. After March 15 the lights should be removed.

All holiday lights should be white with a warm tone.

American Flags on Light Poles

The poles can be equipped with special flag holder brackets. American flags are only allowed on light poles during the following dates:

- > Memorial Day,
- > Flag Day
- > Independence Day
- > Labor Day
- > Veteran's Day

Outside of these dates, the flags should be removed.



Lighting enhancements

BENCHES

Seating should be incorporated into the public realm along sidewalks, in plaza areas, and at transit stops. Options should include arms to accommodate accessibility needs.

The preferred model is the Lily bench by Victor Stanley. Benches should be placed at least every 500 feet along major roadways, including Nicollet Avenue and Burnsville Parkway. In the Heart of the City, this bench should be selected when new or replacement benches are needed.

Bench

Manufacturer: Victor Stanley or approved equal

Model: LIL-20: Lily Bench, 6 foot Length, Backed with horizontal steel slats and pointed armrests

Color: Black

Mounting: Surface Mount or Embedded



WASTE MANAGEMENT

The standard waste management receptacle for the HOC District is the Sage by Victor Stanley. In the Heart of the City, as new or replacement waste receptacles are needed, this model should be selected as the replacement as needed.

Recycling receptacles should also be considered in the public realm in strategic locations. These units should be coupled with and the same design as the waste receptacles or use the Sage Dual model, also by Victor Stanley.

Waste Receptacle

Manufacturer: Victor Stanley or approved equal

Model: Sage (SGE-36SA); Perforated Steel Panels, side-door deposit, 36 gallon

Color: Black



Waste Receptacle and Recycling Station

Manufacturer: Victor Stanley or approved equal

Model: Sage Dual (SGE-236SA); Perforated Steel Panels, side-door deposit

Color: Black



BICYCLE RACKS

The preferred bike rack is a simple wide loop design constructed of 2.375 inch tubular steel, with the preferred location between trees and adjacent to parking and bicycle lanes. Bicycle racks should be located within close proximity of building entrances.

The preferred model is the BRWS-101 by Victor Stanley. These bike racks can hold two bikes and can be arranged in groups.

Bike Rack

Manufacturer: Victor Stanley or approved equal

Model: BRWS-101

Color: Powder Coat black

Mounting: Surface or In-ground Mount

Dimensions: 4" x 20" x 30"



PLANTERS

Planters in the public realm add seasonal interest, as plantings can change throughout the year and create continuity along the streetscape. In the spring and summer, annuals planted can add color and vibrancy along a streetscape. Winter containers can provide a colorful seasonal appeal to the landscape, using a mix of live plants, cut branches, colorful berries, and interesting evergreen foliage.

The Urban Square planter by Victor Stanley is a weather-resistant container that is available in a variety of sizes.

Planter

Manufacturer: Victor Stanley or approved equal

Model: Urban Square, 48" (available in a variety of sizes)

Color: Black Matte

Material: Fiberglass



BOLLARDS

Bollards may be considered in the public realm to protect pedestrians from oncoming vehicles, particularly at corner plaza areas and places where pedestrian and vehicle conflicts are anticipated. The preferred model is the W-89, W-289, and the W-489 by Victor Stanley.

Bollard

Manufacturer: Victor Stanley or approved equal

Models: 3.5 inch OD tubular steel; W-89 (no reveals), W-289 (two 1.125 inch reveals), W-489 (4 inch reveal)

Length: 3, 4 and 5 foot options

Color and Material: Black; Tubular Steel

Mounting: Surface mount or In-ground mount



PUBLIC SPACE GUIDELINES HEART OF THE CITY



08

LANDSCAPE PLANTINGS

The planting strategy for the Heart of the City area will consist of low-maintenance, resilient plant species that exude seasonal color variations.

CONTENTS

Pg. 106

GENERAL PLANTING STRATEGY

Overview

General Plant List - Understory

Streetscape Planting

Street Corner Planting

Rain Gardens

Pg. 112

TREE PLANTING

Street Tree Spacing

Soil Requirements

Street Tree Planting

Park Tree + Screening Planting

08

CHAPTER 8 | LANDSCAPE PLANTINGS

GENERAL PLANTING STRATEGY

The planting strategy for the Heart of the City area should be based on a selection of low-maintenance, resilient plant species that incorporate seasonal variations in color. Planting strategies in all locations should provide a mix of color and seasonal variation. Perennials should be established in large, clustered groups in quantities of no less than 20 plants. This will create swathes of color and interest along the linear conditions of roadways. Street trees should be provided on all public streets in the district to provide a sense of district identity, shade, and comfort, and to improve air quality. Illumination and up-lighting of plants and trees is encouraged at key locations in the district, such as gateways, parks, plazas, and building entries. The use of native and pollinator plants is highly encouraged, and where possible, incorporate raingarden plantings into the public realm.



Example Street Planting - Plan View

GENERAL PLANT LIST - UNDERSTORY

DECIDUOUS SHRUBS

Dwarf Bush Honeysuckle	<i>Diervilla lonicera</i>
Hydrangea 'annabelle'	<i>Hydrangea arborescens</i> 'annabelle'
Sumac, Gro-Low Fragrant	<i>Rhus aromatica</i> 'gro-low'
Spirea, Anthony Waterer	<i>Spirea x bulmada</i> 'anthony waterer'
Lilac, Miss Kim	<i>Syringa pubescens</i> subsp. <i>patula</i> 'miss kim'

EVERGREEN SHRUBS

Juniper, Arcadia	<i>Juniperus sabina</i> 'arcadia'
Juniper, Medora	<i>Juniperus scopulorum</i> 'medora'

PERENNIALS

Allium 'Summer Beauty'	<i>Allium</i> 'summer beauty'
Geranium, 'Rozanne'	<i>Geranium</i> 'rozanne'
Switchgrass, Northwinds	<i>Panicum virgatum</i> 'northwinds'
Sedum, Matrona	<i>Sedum</i> 'matrona'
Prairie Dropseed	<i>Sporobolus heterolepi</i>

VINES

Virginia Creeper	<i>Parthenocissus quinquefolia</i>
------------------	------------------------------------

BULBS & GROUNDCOVER

Daffodils	<i>Daffodils</i>
Tulip Mix	<i>Tulip Mix</i>
Annual Flowers	To be selected by owner

Understory Planting Opportunity

- » Tree basins and sidewalk planting strips can be included in understory landscaping. These are strategies to provide additional green space adjacent to sidewalks in areas where little pedestrian traffic is expected between parked cars and the sidewalk or where a pedestrian path can be provided for people moving between the sidewalk and parked cars.



Gro-Low Fragrant Sumac



Prairie Dropseed



Hydrangea 'Annabelle'



Juniper, Arcadia



Allium 'Summer Beauty'



Lilac, Miss Kim

CORNER PLANTING

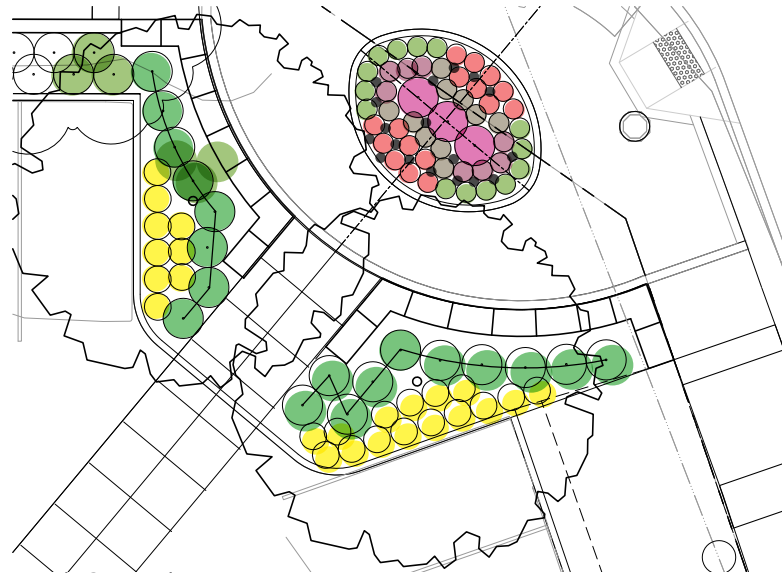
OVERVIEW

Planting at corners should be designed to create a sense of character and strengthen district identity. Plantings should be consistent, showier, and more colorful than other parts of the street. These planted areas may require more maintenance than the typical street plantings. Maintenance operations may include seasonal plantings of annuals.

Corner plant species listed on the following page have been selected for their showy appearance and hearty tolerance while offering a consistent and unique planting palette. The examples of corner plantings in the imagery show how colorful species can be located for visual impact and shrubs can create borders and control pedestrian flow.



Precedent imagery of plantings at street corners



Example Corner Planting

CORNER PLANT LIST

DECIDUOUS SHRUBS

Chokeberry, Glossy Black	<i>Aronia melanocarpa</i> 'Elate'
Rose, Carefree Wonder	<i>Rosa</i> 'meiptac'
Dwarf Bush Honeysuckle	<i>Diervilla Lonicera</i>
Firedance Dogwood	<i>Cornus sericea</i> 'bailadeline'

PERENNIALS

Feather Reed Grass 'Karl Forester'	<i>Allium</i> 'summer beauty'
Daylily, Stella de Oro	<i>Hemerocallis</i> 'stella de oro'
Prairie Dropseed	<i>Sporobolus heterolepi</i>
Giant Allium	<i>Allium</i> x 'gladiator'
Pale Purple Coneflower	<i>Echniacea pallida</i>

BULBS & GROUNDCOVER

Tulip Mix	<i>Tulip</i> Mix
-----------	------------------



Feather Reed Grass 'Karl Forester'



Stella De Oro Daylily



Tulip Mix



Carefree Wonder Rose



Prairie Dropseed



Chokeberry

RAIN GARDEN PLANTING

OVERVIEW

Rain gardens will play both an aesthetic and stormwater management function in the Heart of the City District. Rain gardens should be integrated in public spaces and along streets in the district wherever possible, including Nicollet Avenue and Burnsville Parkway. As new development occurs in the district, and streetscape improvements are made, rain garden plantings are encouraged.

Rain gardens should include a mix of native species and provide a variety of seasonal colors. The rain garden plant species listed on page 111 have been selected for their low-maintenance requirements and their tolerance of heat and urban conditions while offering a consistent and unique planting palette.



Isanti Dogwood



Blue Fescue



Little Bluestem



Culver's Root



Joe Pye Weed



Blue Oat Grass



Ox Eye Sunflower



Blazing Star Kobold



Geranium Rozanne



Blue Flag Iris



New England Aster



Purple Coneflower

RAIN GARDEN PLANT LIST

SHADY GARDEN

WET ZONE

Ostrich Fern	<i>Matteuccia pensylvanica</i>
Great blue lobelia	<i>Lobelia siphilitica</i>
Culver's root	<i>Veronicastrum virginicum</i>

UPLAND ZONE

Astilbe 'Rhlenland'	<i>Astilbe 'Rhlenland'</i>
Lady's mantle	<i>Alchemilla mollis</i>
Hosta 'Avero Marginata'	<i>Hosta fortunei 'Avero Marginata'</i>
Hosta 'Honeybells'	<i>Hosta 'Honeybells'</i>
Wild geranium	<i>Geranium maculatum</i>

SUNNY GARDEN

WET ZONE

'Isanti' Dogwood	<i>Cornus sericea 'Isanti'</i>
'Baileys Compact' Cranberry	<i>Viburnum trilobum 'Baileys Compact'</i>
Swamp milkweed	<i>Asclepias incarnata</i>
New England Aster	<i>Aster novae-angliae</i>
Purple Coneflower	<i>Echinacea purpurea</i>
Joe Pyeweed	<i>Eupatorium maculatum</i>
Ox-eye sunflower	<i>Heliopsis helianthoides</i>
Blue Flag	<i>Iris versicolor (Blue flag)</i>
Great Blue Lobelia	<i>Lobelia siphilitica</i>
Culver's Root	<i>Veronicastrum virginicum</i>

UPLAND ZONE

Hydrangea 'Annabelle'	<i>Hydrangea arborescens 'Annabelle'</i>
Spirea 'Anthony Waterer'	<i>Spirea x bumalda 'Anthony Waterer'</i>
Yarrow 'Moonshine'	<i>Achillea filipendula 'Moonshine'</i>
Yarrow 'Fire King'	<i>Achillea millefolium 'Fire King'</i>
Butterfly Weed	<i>Asclepias tuberosa</i>
Coreopsis 'Moonbeam'	<i>Coreopsis 'Moonbeam'</i>
Purple Coneflower	<i>Echinacea purpurea</i>
Geranium 'Johnson's Blue'	<i>Geranium x 'Johnson's Blue'</i>
Ox-eye Sunflower	<i>Heliopsis helianthoides</i>
Daylily	<i>Hemerocallis</i>
Blazing Star 'Kobold'	<i>Liatris spicata 'Kobold'</i>
Salvia 'May Night'	<i>Salvia 'May Night'</i>
Little Bluestem	<i>Schizachyrium scoparium</i>
Sedum 'Autumn Joy'	<i>Sedum 'Autumn Joy'</i>
Blue Oat Grass	<i>Helictotrichon sempervirens</i>
Blue Fescue	<i>Festuca glauca</i>

TREE PLANTING

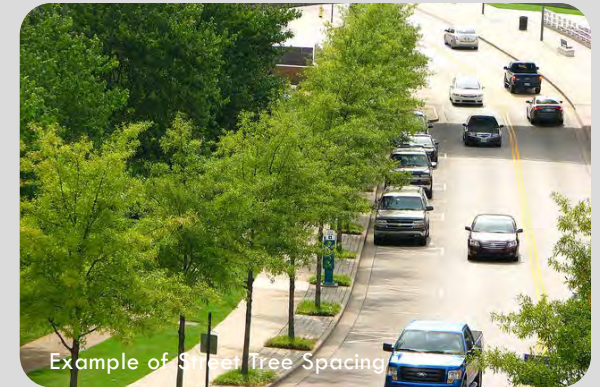
TREE SPACING AND SIZE

Street tree spacing should take into consideration the needs of the particular tree species, the type of street (arterial, collector, or local), and the specific growing conditions or context. Larger shade trees should generally be spaced 20 to 30 feet apart. Smaller street tree species, such as ornamentals, should be planted at 15 to 20 feet apart. Trees should be located to avoid conflicts with overhead utilities and obstructed views to and from buildings. All trees to be planted within the public right-of-way shall be approved by the City of Burnsville Forestry Department.

*Trees should have a minimum of 2.5" caliber for installation.



Tree Spacing Diagram



SOIL REQUIREMENTS

SOIL AMENDMENTS

The HOC District requires soil amending for successful plant growth throughout the public realm. Soil testing is recommended to aid in determining how to:

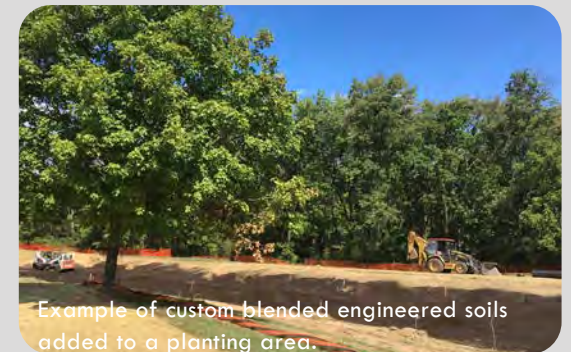
- adjust pH
- add fertility correcting chemicals
- incorporate organic amendments

In more urban areas in the district, the installation of engineered soils may be required under sidewalk or parking pavements to ensure proper tree root growth. Tree trenches with the engineered soils should be provided under impervious paving surfaces with drain tile connected to storm sewer manholes. Requirements may vary on a project-by-project basis depending on existing soil quality and project conditions.

SOIL VOLUME

Industry standards for adequate soil volume to support healthy trees:

- » 1200 cubic feet for large trees
- » 800 cubic feet for medium trees
- » 400 cubic feet for small trees



STREET TREE PLANTING

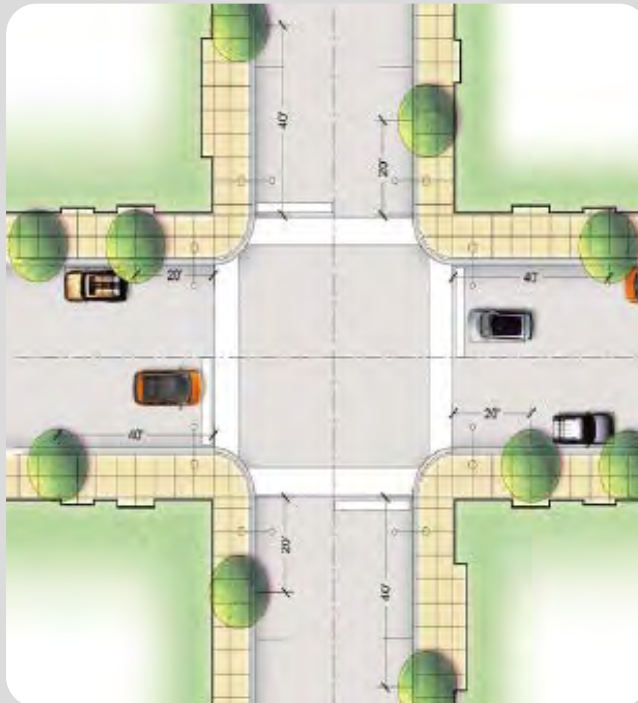
OVERVIEW

Street trees will be a significant natural feature found on all streets in the Heart of the City District. A healthy urban forest is an integral component of an appealing streetscape environment. In addition to ecological benefits, a canopy of trees contributes to the comfort, beauty and walkability of the urban environment. Street trees should be installed in a boulevard area or amenity zone located between the curb and the sidewalk or pedestrian zone. Where possible, streetscapes should include boulevard strips with street trees and understory plantings. In more urban areas with high pedestrian flows, that may not be as possible.

The tree list species have been divided into suitable street trees, per the City of Burnsville forestry standards and more general trees for shade and screening. Street trees can also be used in park settings. Street trees should promote a diverse community forest. Species should be selected in reference to existing street trees on the same or adjacent blocks with the intent to integrate new street trees with species already selected and grown on the same streetscape.



Precedent of street tree plantings



Guidelines for trees at street corners

Street Tree Placement Guidelines

Placement of trees and landscaping in relation to street parking along streets:

Trees and landscaping should be kept out of the area adjacent to the curb in order to protect them from car doors and overhangs, and to allow pedestrians to access their vehicles without conflict.

Corner Plantings: The location of trees or landscaping near corners should ensure the visibility of traffic signals or signs. Trees should not be placed within 5 feet of the corner property line. Trees within 25 feet of corners should be pruned to 14 feet in height.

Utilities: Trees and landscaping should be placed carefully around existing above- and below-grade utilities. On a public sidewalk, the following minimum guidelines should be followed for sidewalk element clearance from street trees (not ground landscaping):

- » Utility Boxes: 3 Feet
- » Sewers: 5 Feet
- » Fire Hydrants: 5 Feet
- » Sidewalk Site Furnishings: 3 Feet
- » Utility Poles: 5 Feet
- » Gas and water meter and mains: 5 Feet
- » Trees should be planted a minimum of 2 feet from the face of the curb.

STREET TREE LIST

DECIDUOUS TREES - SHADE

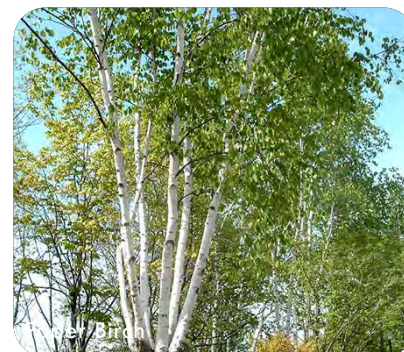
Sugar Maple	<i>Acer saccharum</i>
American Hornbeam	<i>Carpinus caroliniana</i>
Bitternut Hickory	<i>Carya cordiformis</i>
Hawthorn	<i>Crataegus spp.</i>
Hackberry	<i>Celtis occidentalis</i>
Honeylocust	<i>Gleditsia triacanthos</i>
Black Walnut	<i>Juglans nigra</i>
Ironwood	<i>Ostrya virginiana</i>
White Oak	<i>Quercus alba</i>
Red Oak	<i>Quercus rubra</i>
American Mountain Ash	<i>Sorbus americana</i>
Showy Mountain Ash	<i>Sorbus decora</i>
Elm, Disease Resistant	<i>Ulmus spp.</i>

CONIFEROUS TREES

White Spruce	<i>Picea alba</i>
--------------	-------------------

ORNAMENTAL TREES

Japanese Tree Lilac	<i>Syringa reticulata</i>
Paper Birch	<i>Betula papyrifera</i>
Downy Serviceberry	<i>Amelanchier arborea</i>



PARK TREE + SCREENING PLANTING

OVERVIEW

Park trees can be utilized within public park spaces to help define space or use areas, provide shade and comfort, and to create inviting places. The following list of trees are selected from the suitable trees list provided by the City of Burnsville Forestry Department.

Screening trees should be selected with the intention to minimize visibility of trash areas, parking lots, maintenance areas, loading areas and other spaces that deter from the overall aesthetic of the public realm. Ground covers and shrubs should also be considered for screening purposes.



Precedent of screening plantings

Increase Tree Cover and Diversity

The City of Burnsville's Natural Resources Master Plan (NRMP) includes many strategies that will assist the city in meeting the goal of increasing tree cover and diversity. Some of the key strategies from the NRMP that should be implemented and funded to support this sustainability strategy are to establish:

- » Design standards and planting goals for each type of woodland.
- » Design standards for tree plantings in urban settings such as plazas, parking lots, and urban area sidewalks, that include standards for minimum green area per tree, allowed species, and details showing tree pit dimensions, cover type and subgrade drainage.
- » Begin an aggressive tree planting program on city rights-of-ways.
- » Expand the inventories of street and park trees.
- » Provide support staff to complete inventory of city park and street trees.
- » Create a Polka Dot Forest Regeneration Program.
- » Plan greenways as opportunities to increase tree cover and diversity.
- » Plant more berry- and fruit-producing trees to provide alternate food to buckthorn berries.

PARK TREE + SCREENING PLANTING LIST

DECIDUOUS TREES - SHADE

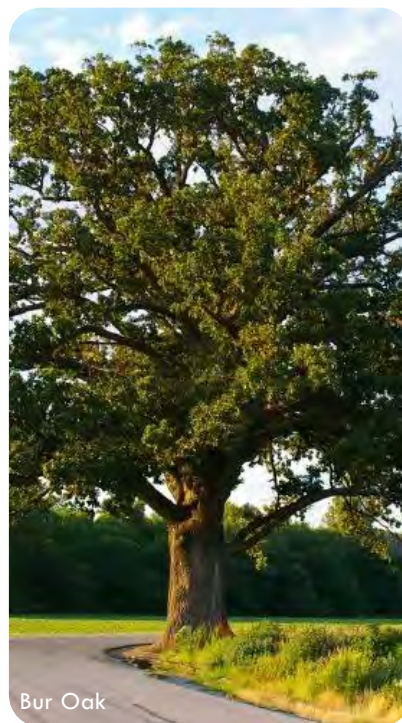
Sugar Maple	<i>Acer saccharum</i>
Ohio Buckeye	<i>Aesculus glabra</i>
River Birch	<i>Betula nigra</i>
American Hornbeam	<i>Carpinus caroliniana</i>
Bitternut Hickory	<i>Carya cordiformis</i>
Hawthorn	<i>Crataegus spp.</i>
Hackberry	<i>Celtis occidentalis</i>
Honeylocust	<i>Gleditsia triacanthos</i>
Black Walnut	<i>Juglans nigra</i>
Tamarack	<i>Larix laricina</i>
Ironwood	<i>Ostrya virginiana</i>
White Oak	<i>Quercus alba</i>
Bur Oak	<i>Quercus macrocarpa</i>
Red Oak	<i>Quercus rubra</i>
American Mountain Ash	<i>Sorbus americana</i>
Showy Mountain Ash	<i>Sorbus decora</i>
Elm, Disease Resistant	<i>Ulmus spp.</i>

CONIFEROUS TREES

White Spruce	<i>Picea alba</i>
--------------	-------------------

ORNAMENTAL TREES

Japanese Tree Lilac	<i>Syringa reticulata</i>
Paper Birch	<i>Betula papyrifera</i>
Downy Serviceberry	<i>Amelanchier arborea</i>



PUBLIC SPACE GUIDELINES HEART OF THE CITY



09 PUBLIC SPACES — PARKS, PLAZAS AND OPEN SPACES

Well designed and accessible public spaces - parks, plazas and open spaces - provide health and environmental benefits. Community input indicates that most people associate the Heart of the City with Nicollet Commons Park and the community events that take place there.

CONTENTS

Pg. 120

OVERVIEW

Overview

Opportunity Map

Pg. 122

DESIGN GUIDELINES

Parks + Open Space

Plazas

CHAPTER 9 | PUBLIC SPACES

PARKS, PLAZAS AND OPEN SPACES

OVERVIEW

Well designed and accessible public spaces - parks, plazas and open spaces - provide health benefits by offering amenities for exercise and outdoor gathering areas for people to enjoy. They can provide environmental benefits by supporting plant and animal life and by improving natural systems. Public spaces can also educate by revealing the history of a place or providing a better understanding of the natural environment.

The only public park in the Heart of the City is Nicollet Commons and community input tells us that most people identify the Heart of the City with Nicollet Commons Park and the community events held there. While the district is mostly built out, the City of Burnsville will continue to encourage small pocket parks, plazas and open spaces to be integrated as infill and redevelopment opportunities arise to help address new user needs.

Other public parks near the HOC include Crosstown West Park on the east side of the HOC, Civic Center Park to the south, along Nicollet Avenue, and Vista View Park, on the west side of the HOC. Providing enhanced pedestrian and bicycle connections to these parks should be a high priority. They provide important park features and programs to help address the needs of families and individuals who live, work and visit the Heart of the City.



Nicollet Commons Park is the only public park in the HOC

Public Spaces Guidelines

- » **Ensure all users have convenient and safe access to and through public spaces.**
- » **Arrange public spaces to allow direct, clear sight lines from surrounding areas into and through public spaces.**
- » **Create attractive and vibrant public spaces.**
- » **Establish and support facilities and programs that activate use of public spaces.**
- » **Public spaces should support a strong sense of place and local character.**
- » **Ensure public spaces are well-used and maintained.**
- » **Utilize native and local plant and landscape materials to reduce costs and minimize maintenance needs.**

FIGURE 42: OPPORTUNITY MAP FOR PARKS AND OPEN SPACES



DESIGN GUIDELINES

PARKS + OPEN SPACE

Parks and open spaces are the physical, social, cultural and environmental “heart” of communities. They are the places of community identity, value, pride and social interaction. They should be attractive, safe and engaging with a range of experiences for gathering, relaxation and recreation so that they support the social and environmental well-being of the greater community. Parks and open spaces should be open and inviting to everyone. They should be centrally located and easily accessible - within a 10-minute walking distance - and link to street and other open space networks. Urban parks and open spaces should be well-defined and framed with fronting streets and buildings providing synergy of uses and making the space a focal point of a larger area or neighborhood.

Parks and open spaces promote health and habitat by helping clean and filter the air and water, keep places cooler, and contribute to community resilience by acting as green infrastructure. Bio-swales, rain gardens, conservation landscapes and porous pavers should be incorporated into park and open space designs to mitigate stormwater runoff.



Precedent Imagery of Parks and Open Spaces

PLAZAS

Public plazas are places that bring economic and social value to the community through social interactions. The plaza at Nicollet Commons is the heart and soul of the community, providing a venue for social gatherings and events. As development occurs in the district, look for additional opportunities to create new plaza spaces that link physical, historic, cultural, and natural features together to create a unique sense of place.

Design features that will attract people to the public plaza and make it a destination, or community focal point. Provide special features visible to invite people to use the space and create a unique and strong relationship between the plaza space and the surrounding uses to sustain activity throughout the day and week. Incorporate programming to maintain activity in plaza spaces throughout the year.



Precedent Imagery of Plazas

PUBLIC SPACE GUIDELINES HEART OF THE CITY



10 GATEWAYS, WAYFINDING, SIGNAGE AND PUBLIC ART

The HOC District Identity can be established and enhanced through well-designed gateways, consistently branded signage and wayfinding, and public art.

CONTENTS

Pg. 126

PUBLIC IDENTITY OPPORTUNITIES

Wayfinding and Signage

Gateways

Public Art

10

CHAPTER 10 | GATEWAYS, WAYFINDING, SIGNAGE AND PUBLIC ART

PUBLIC IDENTITY OPPORTUNITIES

Gateways, wayfinding, signage and public art within public spaces give a neighborhood or commercial district a unique identity. Character can be drawn from many sources: cultural ethnicity, architectural elements, special institutions, or the general historical background of a community. These public identity opportunities can be used repeatedly in a variety of forms throughout the Heart of the City district, such as:

» Wayfinding and Signage

- Directional or informational signage
- Banners and Pole Identifiers: Smaller, repetitive elements such as fabric banners or permanent pole identifiers

» Gateways

- Gateways are generally large, single-use elements placed at entry areas at

either end of a streetscape or along a streetscape. They are used to identify the entrance ways and throughways into the commercial/retail district.

» Public Art

- Heart of the City can also distinguish itself through public art. Creating opportunities for both temporary and permanent public art should be considered when designing a streetscape. Public art may complement the history or culture of the area, or create a new experience or interest.

Opportunities for public identity improvements have within the HOC have been mapped in FIGURE 43.



Public Art Precedent



Gateway Precedent

FIGURE 43: PUBLIC IDENTITY OPPORTUNITY MAP



WAYFINDING AND SIGNAGE

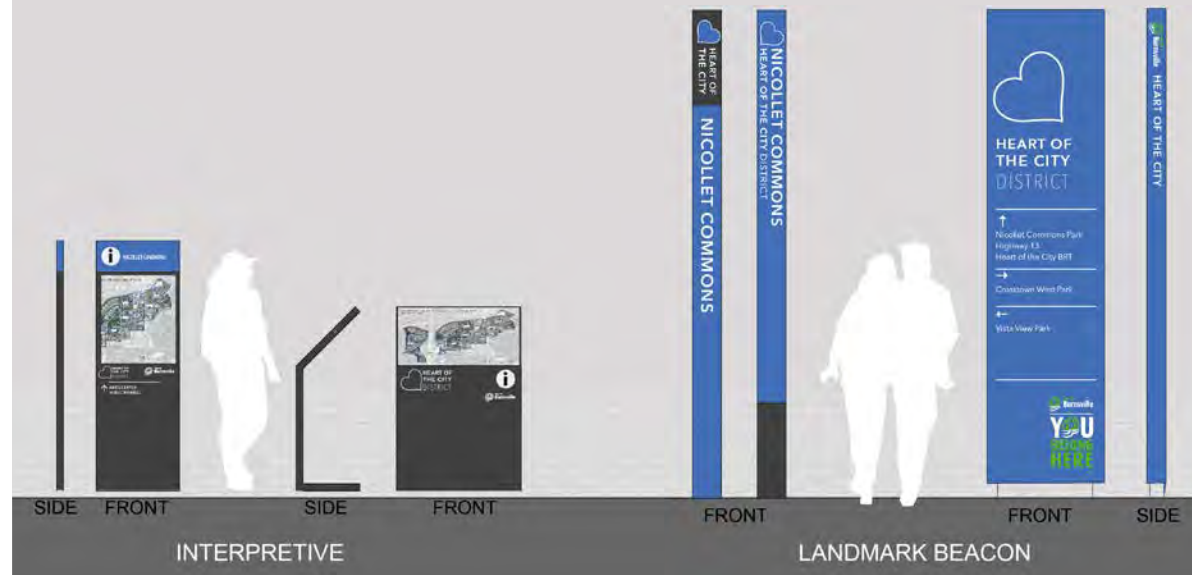
The development of a district-based wayfinding and signage system has been cited as a high priority through stakeholder input. An attractive and comprehensive wayfinding and signage system will help orient, inform and direct people to HOC area destinations.

A coordinated wayfinding and signage system should be prepared for the Heart of the City. Currently, as part of these guidelines for the HOC, a conceptual wayfinding and signage kit of parts was developed that offers a family of elements that connect to city-wide branding efforts yet project a brand identity unique to the Heart of the City (see FIGURE 44). The wayfinding and signage system includes interpretive signage, landmark beacons (to identify important buildings and sites), pedestrian signage, gateways, roadway signage, parking signage, and intersection signage.

Monument and identity signs should be strategically located to express a sense of arrival and identity at district gateways. Pedestrian and bicycle signage should be designed and located to enhance the pedestrian and bicyclist experiences in the district. Public parking signs should be designed and located to clearly direct motorists to public parking supplies. Interpretive signs should be considered to provide information about the cultural and natural history of the area.

Wayfinding Goals

- » Design signs that reflect the character of the area.
- » Establish flexible guidelines that can be adopted in versatile ways.
- » Create a wayfinding and signage system that express a sense of arrival and identity in the HOC



GATEWAYS

Gateways help to establish identity for the Heart of the City District, marking a sense of arrival and creating an overall district identity. Opportunities to emphasize district identity and a greater sense of arrival exist along Nicollet Avenue, Burnsville Parkway, and Travelers Trail, where people enter the HOC District. Gateways and the public realm in the HOC District can establish identity with an aesthetic and a functional role, expressed in a variety of forms at key intersections along major routes, including the following:

- Signage and wayfinding
- Public art
- Special landscape plantings
- Vehicular/pedestrian transition passages
- Streetscape amenities (street furniture, pavement treatment, tree grates, fencing, bollards, etc.)
- Lighting
- Bus shelters
- Bridges
- Architectural features/structures
- Events, activities, and temporary works (i.e. chalk art festival, construction fence mural)

FIGURE 45: PUBLIC IDENTITY/GATEWAY OPPORTUNITIES





Precedent imagery of Gateways

PUBLIC ART

The Heart of the City can achieve an attractive, unique identity through thoughtful and strategic integration of public art. Public art can be a memorable and energetic part of the HOC public domain. Good art can create a destination that is revisited and enjoyed, increasing community use of public spaces and places. In turn this can provide opportunities for community members to use open space actively, meet others and participate in everyday community interactions.

Public art can be distinctive, making a strong visual statement that contributes to the identity of the Heart of the City. It has the capacity to respond to the local environment, reflect community heritage and comment on contemporary issues. The integration of art, urban design and landscape can create places of great beauty and relevance to people who live, work and visit the Heart of the City.

Public art in the HOC can be incorporated into the public realm to achieve the following goals:

- Create a strong identity for the Heart of the City District
- Create a sense of arrival in the district
- Animate public spaces
- Celebrate creativity and innovation
- Celebrate the history and culture of the community
- Celebrate the natural environment

Public Art Guidelines

- » **Public art should contribute to the Heart of the City District identity and create a distinctive sense of place.**
- » **Public art should be used to support the amenity of public environments, help orient people and create opportunities for social exchange.**
- » **Opportunities for community involvement in the development of public art projects and the creative process itself should be provided where appropriate.**
- » **Public art that engages and involves people of different ages, including young and old people, should be developed.**
- » **Public art should reflect the cultural diversity of the community.**
- » **Artists from different cultural backgrounds, culturally and linguistically diverse communities, and locally based artists should be considered for projects.**
- » **Art that responds to themes of people and place – both past and present – should be considered.**
- » **Public art should respond to and be integrated with the surrounding landscape and built environment.**
- » **Public art should be responsive to climate and environmental issues.**
- » **Permanent artworks should be designed to be durable and able to be maintained.**
- » **Public art that is integrated into other public infrastructure, such as benches, bike racks, paving patterns, lighting and signage in the district should be encouraged.**



Precedent Imagery of Public Art

PUBLIC SPACE GUIDELINES HEART OF THE CITY



11 PARKING

This section provides design recommendations for surface parking that will improve the public realm, enhance pedestrian safety and comfort, and promote sustainability.

CONTENTS

Pg. 136	PARKING NEEDS + OPPORTUNITIES
Pg. 137	SURFACE PARKING LOT DESIGN GUIDELINES
	Location and Layout
	Lighting
	Bicycle Parking
	Vehicle Access and Circulation
	Pedestrian Access and Circulation
	Landscaping
	Surfaces
	Signage and Wayfinding
	Stormwater Management
	Snow Storage

11

CHAPTER 11 | PARKING

PARKING NEEDS AND OPPORTUNITIES

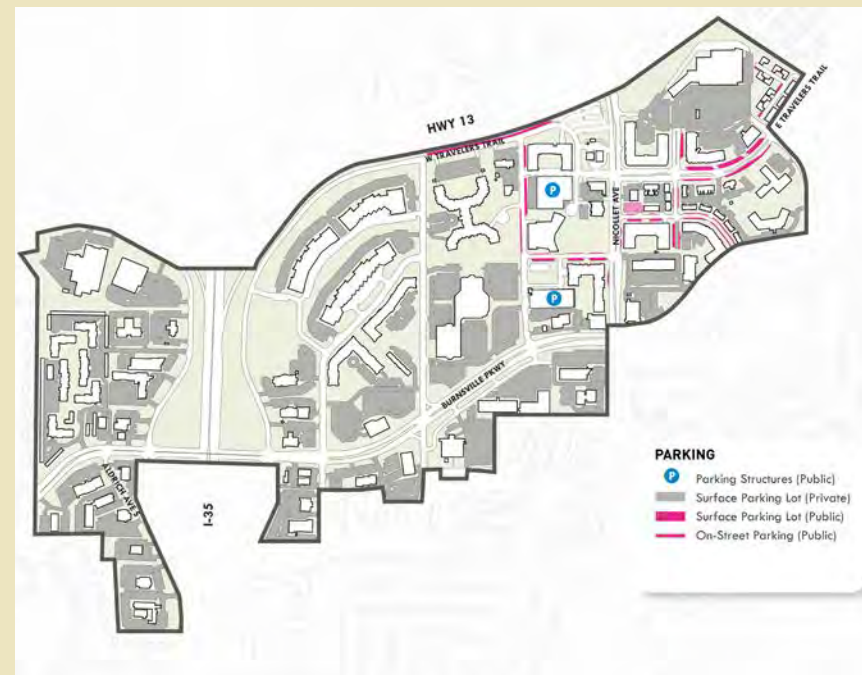
Parking in the Heart of the City is provided on both private property (lots and ramps) as well as public property (on-street, lots and ramps). A recent parking study suggests there is ample supply of public parking in the Heart of the City to manage current parking demands, even during events hosted at the Ames Center and Nicollet Commons. Existing public parking supplies in the HOC are provided on public parking lots and ramps centered around Nicollet Commons, and on several streets in the district (see FIGURE 46).

As the Heart of the City experiences new development and redevelopment in the district, consideration should be given to adding public parking supply based on future land uses and densities, and to maximize shared parking opportunities. In addition, policies to allow on-street overnight parking should be considered as the HOC becomes more densely developed. Shuttle service to and from HOC destinations during events that place a strain on public parking should also be considered.

Typically, the emphasis in parking lot design is on accommodating vehicle movements, maximizing the number of parking spaces, and ensuring ease of maintenance and servicing. Once these functional criteria are satisfied, “left-over” spaces may or may not be landscaped or dedicated for pedestrian use. As a result, there are often few landscaped areas within a parking lot and those that are provided tend to be insufficient in size and design to support healthy trees and vegetation. Pedestrians are also given low priority and may be left to navigate between parked cars and across wide driveways, which presents safety concerns.

Parking lot design that focuses exclusively on functional requirements typically results in poor landscaping, unattractive streetscapes,

FIGURE 46: EXISTING PARKING IN THE HOC



and a lack of pedestrian safety, comfort and amenity. The following guidelines address functional criteria and provide guidance for aesthetics, landscaping, and pedestrian safety in parking lot design.

SURFACE PARKING LOT DESIGN GUIDELINES

LOCATION AND LAYOUT

- Surface parking should be located behind or beside buildings, away from primary street frontages and street corners.
- Parking spaces should not be located between the front facade line of buildings and a street edge.
- Larger parking areas should be divided both visually and functionally into smaller parking courts.

LIGHTING

- Provide a comprehensive lighting plan for any parking lot site. Lighting should create an identity for the parking lot, enhance adjacent streets and pedestrian environments and be appropriate to the location, context and scale of the areas being lit.
- Select a family of luminaires with a coordinated appearance to light pedestrian pathways, parking spaces, drive aisles, building and site entrances and other relevant parking lot features.
- Provide pedestrian-scaled lighting, such as bollards or low pole-mounted fixtures along pedestrian routes.
- Lighting standards (see Chapter 7 -

Streetscape Amenities) from the approved chart of lighting fixtures, but can include unique lighting elements further integrated into the design.

BICYCLE PARKING

- Locate short- and long-term bicycle parking in highly visible, well-lit, accessible, and weather protected areas.
- Incorporate way-finding signage as appropriate.

VEHICLE ACCESS & CIRCULATION

- Share driveway access between adjacent sites where feasible.
- Define street access driveways and internal vehicle routes with curbed landscaped areas, tree planting and lighting.
- Ensure unobstructed motorist and pedestrian sight distance and provide clearly marked crossings at all intersections between vehicle routes and pedestrian pathways.

PEDESTRIAN ACCESS & CIRCULATION

- Establish a direct and continuous pedestrian network within and adjacent to parking lots to connect building entrances, parking spaces, public sidewalks, transit stops and

Surface Parking Lot Objectives

- » **Respect the existing or planned context**
- » **Enhance the safety and attractiveness of the public realm (adjacent streets, parks and open spaces)**
- » **Create direct, comfortable and safe pedestrian routes**
- » **Provide shade and high-quality landscaping**
- » **Mitigate the urban heat island effect**
- » **Manage stormwater quality and quantity on-site**

other pedestrian destinations.

- Provide at least one pedestrian route between the main building entrance and the public sidewalk that is uninterrupted by surface parking and driveways.
- All pedestrian routes within a parking lot should include:
 - a barrier-free pathway, with a minimum clear width of 6 feet (wider pathways are encouraged and may be required depending on parking lot use);
 - shade trees (or a shade structure) along one or both sides of the pathway;
 - pedestrian-scale lighting to illuminate and define the route; and
 - a clear division from vehicular areas, with a change in grade, soft landscaping and a change in surface material
- Consider installing “tables” (rolled curbs bordering slightly elevated crossings) at major internal intersections to serve



Stormwater management integrated into parking lot



Shade trees, integral planting in parking lot



Establish direct, continuous pedestrian network



Shade trees, integral planting in parking lot

as a traffic calming feature and provide pedestrian priority.

- Provide enhanced pedestrian pathways along street access driveways.
- Where pedestrian routes cross street access driveways and other major drive aisles, clearly mark crossings and provide unobstructed sight distance for both pedestrians and vehicles.

LANDSCAPING

- Retain and protect existing trees, vegetation, natural slopes and native soils and integrate these features into the overall landscape plan.
- Distribute landscaping throughout the site to soften and screen parking lot edges, reinforce circulation routes, create pleasant pedestrian conditions and maximize shade and stormwater benefits.
- Consolidate soft landscaped areas, particularly in larger parking lots, to enhance tree and plant material growing conditions.
- Landscaped areas should be designed to accommodate the following:
 - trees planted with access to at least 40 cubic yards (at 3-foot depth) of good quality soil
 - trees planted at least 5 feet from curbs, sidewalks, driveways and other hard surfaces to buffer from stress caused by salt, snow piling, vehicle overhang and compacted soils
 - all other plant material, except sod or groundcover, set back a minimum 2 feet from any curb edge to protect from vehicle overhang and mechanical damage
 - high-branching, deciduous shade trees planted evenly at 15 to 20-foot intervals (or as appropriate to the selected species) to quickly establish canopy cover
- Shrubs should be provided as landscape buffers between parking lots and the streetscape, and along adjacent, potentially conflicting land uses. Shrubs should be a minimum of 2 feet high to reduce glare from headlights, but no higher than 3 feet to preserve visual porosity.
- For parking lot edges adjacent to streets, parks or other public open space, provide the following:
 - at least one row of shade trees, spaced evenly at 15 to 20-foot intervals (or as appropriate to the selected species) for the length of the parking lot edge
 - screening, consisting of continuous planting, alone or in combination with a low decorative fence/wall or a landscaped berm. Typically, keep shrubs, fences or walls to a maximum height of 1 m.
 - a coordinated appearance with the existing or planned streetscape treatment outlined in these Public Space Guidelines
- Incorporate soft landscaped areas and trees within the parking lot to define major vehicle and pedestrian routes, provide shade and break-up the expanse of paved areas
- All soft landscaped areas should contain suitable growing medium and be sized and designed to support healthy trees and plants (refer to Chapter 8 – Landscape Planting).
- Plant high-branching deciduous trees throughout the parking lot interior to provide shade for pedestrians, vehicles and surfaces
- Provide internal shade trees at a minimum ratio of one tree planted for every five parking spaces supplied
- Distribute internal shade tree planting such that no parking space is more than 100 feet from a tree



Integrate planting into surface parking lots



Aerial view of example shade tree islands



A soft landscaped berm lessens the appearance of parked vehicles from the street



Establish direct, continuous pedestrian network



Use light-colored, permeable paving



Bioswale incorporated into parking lot

SURFACES

- Install decorative paving or a change in paving material/color to emphasize edges, pedestrian routes and crossings, entrances, loading areas and other special features within the parking lot.
- Limit the use of dark, impervious surfaces within the parking lot.
- Use light-colored materials, such as concrete, white asphalt or light-colored pavers, in the hardscape to reduce surface temperatures and contribution to the urban heat island effect
- Install permeable/porous pavement, such as open-jointed pavers, porous concrete/ asphalt, or turf/gravel grids, as appropriate to parking lot use and conditions
- Paving should integrate with the approved paving pattern for sidewalks along streets

SIGNAGE AND WAYFINDING

- Signage and wayfinding should be provided at parking entrances, exits and within the parking lot or ramp to orient and direct parking users.
- Signage and wayfinding should also be provided at nearby street corners and vehicular routes to orient and direct motorists to public parking supplies.
- Sign messages should be simple and succinct. Messages on signs that are to be read quickly, such as vehicular signs, should be no more than 30 characters and six words in length.
- The typeface used should be simple and easy to read. Signs with lower case letters

and initial caps are most easily read.

- The simple block arrow is recommended for parking signs. If a left turn is required, the arrow should be placed on the left side of the sign. The opposite is true for a right turn.
- In parking structures, signs with a dark background and white letters are more easily read than signs with a white background and dark letters. The opposite is true in surface lots, where signs with white background and dark letters are better.

STORMWATER MANAGEMENT

- Stormwater management features should be incorporated into the surface parking lot design including both rain garden areas, bioswales, and potential pervious paver areas.
- Minimize the extent of impermeable surfaces within the parking lot (i.e. limiting the size and number of parking spaces; limiting the width of drive aisles and looking for the opportunity to share access routes; and using permeable paving where hard surfaces are required).
- Manage rainwater and snowmelt on-site with designs that encourage infiltration, evapotranspiration and water re-use
- Apply a “treatment train” approach
- Use permeable paving for parking spaces, drive aisles, overflow parking, snow storage areas and other hard surfaces in the parking lot
- Plant trees, shrubs and other absorbent landscaping throughout the parking lot to provide shade and places for water uptake
- Create bio-retention areas, such as swales,

vegetated islands and overflow ponds

- Include catch basin restrictors and oil/grit separators as appropriate
- Incorporate opportunities to harvest rainwater (active or passive) from rooftops and other hard surfaces for landscape irrigation
- Where installed, bio-retention areas should be appropriately designed and located to filter, store and/or convey the expected stormwater flows from surrounding paved areas.

SNOW STORAGE

- Provide snow storage areas away from public streets and other areas where motorist/ pedestrian sight distance and continuous landscape screening are essential.
- Hard surfaced areas used for snow storage are encouraged to have permeable paving to retain snowmelt on-site.



Snow plowed and piled in parking lot. Consideration should be given to locating these “snow dumps”, since they will contribute a significant amount of stormwater runoff.

PUBLIC SPACE GUIDELINES HEART OF THE CITY



12

SCREENING

Screening and providing land use buffers for loading and trash areas is necessary for the protection and enhancement of the aesthetic environment in the Heart of the City District.

CONTENTS

Pg. 142	GUIDELINES OVERVIEW
Pg. 142	DESIGN CHECKLIST
	Location
	Screening
	Precedents

12

CHAPTER 12| SCREENING

GUIDELINES OVERVIEW

Screening and providing land use buffers for loading and trash areas is necessary for the protection and enhancement of the environment in the Heart of the City District. Strive for a balance between concealing trash bins and loading areas and locating them conveniently enough that people will use them. Providing screening for loading and trash areas ensures reasonable compatibility between land uses of differing intensity and improves the quality of the public realm.

The purpose of this section is to set minimum standards for the protection and enhancement of the environment through requirements for the design and use of landscaping and fencing for screening loading and trash areas in the Heart of the City District.

Truck loading/material handling and trash areas should be accommodated on-site in designated areas to minimize noise, odor, and visual blight to adjacent structures, residential properties, and public streets, including major roadways such as Nicollet Avenue and Burnsville Parkway.

DESIGN CHECKLIST

LOCATION

- Trash collection and loading areas for deliveries and servicing are provided for and do not interfere with vehicle or pedestrian access and circulation.
- Trash storage areas should be located and arranged to minimize visibility from adjacent road rights-of-way and residential uses. In no instance shall any trash storage area be located in a front yard.
- Trash storage areas are provided in conveniently accessible and discreet locations for occupants and service contractors. Access to these areas should be separate from the common route in and out of the building.

PRECEDENTS

SCREENING

- The following should be screened from view, cannot negatively impact the appearance of the building or street, and are subject to review and approval:
 - Loading
 - Storage and service areas
 - Public utility and essential service uses and structures
 - Ground equipment shelters, ground-mounted transformers, generators, and HVAC units, electric sub-stations, gas regulator stations, and similar facilities
- Outdoor trash storage areas should be completely screened from view from adjoining property and public roads. Outdoor trash storage areas should be screened on three sides with a permanent building, opaque fence, or decorative masonry wall, not less than six feet in height or at least one foot above the height of the enclosed trash receptacle, whichever is taller, but not to exceed eight feet in height. The decorative masonry wall should be composed of the same or similar material as is used on the exterior of the principal building.
- The fourth side of the trash storage screening should be equipped with an opaque lockable, steel reinforced, self-closing gate that is the same height as the enclosure around the other three sides.



Loading and servicing should be provided for and placed to not interrupt or interfere with vehicle or pedestrian access



Screening of outdoor trash storage area



Refuse and recycling stations should be provided in convenient yet discrete locations



Trash areas should be screened from view and do not negatively impact the appearance of the building or street

PUBLIC SPACE GUIDELINES HEART OF THE CITY



13 SUSTAINABILITY AND STORMWATER MANAGEMENT

Sustainable approaches and technologies should be integrated into all phases of the development process in the Heart of the City District.

CONTENTS

Pg. 146	GENERAL PRINCIPLES
Pg. 147	LIGHTING, SOLAR POWER, AND ELECTRIC Materials and Techniques
Pg. 148	STORMWATER MANAGEMENT General Principles - Bioretention Materials and Techniques Precedents

13

CHAPTER 13 | SUSTAINABILITY AND STORMWATER MANAGEMENT

GENERAL PRINCIPLES OF SUSTAINABILITY

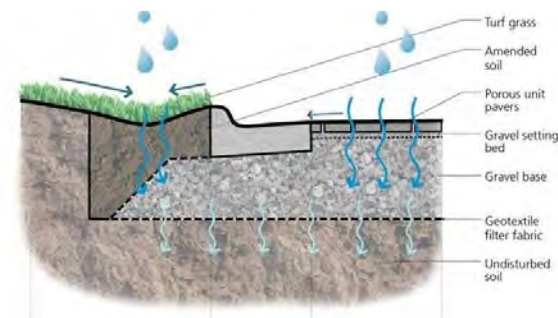
1. Sustainable approaches and technologies should be integrated into all phases of the development process in the Heart of the City, including all areas of public realm and building design. Burnsville is unique in that it contains portions of three different Watershed Management Organizations, the Black Dog Watershed Management Organization, the Vermillion River Joint Powers Organization, and the Lower Minnesota River Watershed District.
 - Environmentally responsible detailed design, construction management, and implementation are integral components of the overall tone and theme of the development concept.
2. Long term benefits should outweigh short term gains.
 - Higher initial costs for sustainable materials and technologies will be offset by the long-term benefits.
 - Developers are encouraged to fully integrate green building principles into public realm and building design.
3. The design of the public realm should incorporate environmentally sensitive and energy efficient technology and materials, such as stormwater management best practices, water and energy conservation measures, and reduced light pollution (“Dark Sky Compliant” street lighting).



Bioswale continuous along roadway



Increased shade trees to mitigate urban heat island

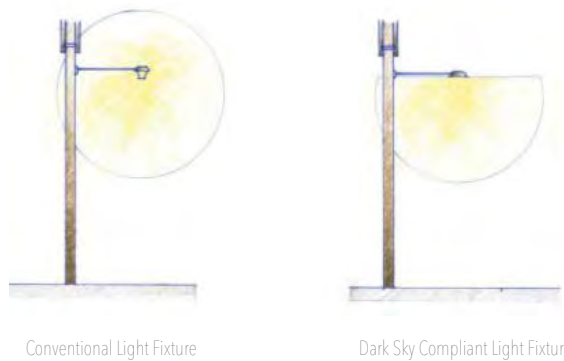


Amended topsoil to encourage infiltration of 'First Flush' off road

LIGHTING, SOLAR POWER, AND ELECTRIC

MATERIALS AND TECHNIQUES

- Light pollution reduction measures, such as cutoff LED light fixtures, or alternative 'Dark Sky Compliant' architectural lighting are encouraged for street lighting, building lighting, and along required pedestrian corridors. Building lighting should be designed to minimize light bleed onto sidewalks or parking areas.
- Solar power should be integrated, when feasible, into the lighting system for the streetscape and public open space.
- Electric vehicle charging stations should be strategically incorporated into public parking surface parking lots and garages.



Dark Sky Compliant street lighting



Solar powered street light



Electric vehicle charging station

STORMWATER MANAGEMENT

GENERAL PRINCIPLES - BIORETENTION

- The site should require minimal traditional catch basin / pipe infrastructure. The use of bioretention and stormwater detention / retention facilities facilitate the conveyance of stormwater effectively.
- Rain gardens should be considered not only functional site infrastructure, but naturalized amenities that add richness, texture, and character to the open space of the site. Plant material should be selected for function and form (see Chapter 8 – Landscape Plantings).

MATERIALS AND TECHNIQUES

- Rain garden areas should typically comprise a minimum of 10 percent of the overall hardscape area to be drained.
- Avoid sedimentation in rain gardens by using non-erodible materials, sediment clean-outs, and flow spreaders. Run-off should be directed as sheet flow towards the rain garden. Maximum infiltration time for a fully ponded rain garden should be 48 hours.
- Ideal rain garden bottom width dimension should be 10 feet; 2.5 feet is the minimum, with a length to width ratio of 2:1. Treatment soil / planting medium depth is recommended to be a minimum of 2 feet for areas without trees, and 3 feet for areas with trees. Medium should have a minimum infiltration capacity of 1.5 inches/ hour, with 0.5 inches / hour used for design purposes. A 3-inch layer of organic mulch is encouraged to minimize erosion and prevent weed growth.

- Where cast-in-place concrete curbing is present, provide frequent curb cuts to facilitate drainage into rain gardens.
- Overflow catchment should be provided by a perforated sub-drain, check dams, and an overflow catch basin (with a perforated base for infiltration).
- Rain gardens should be planted with locally grown, locally sourced, and native plant material that is appropriate to a wet and harsh urban environment (See Chapter 8 – Landscape Plantings)
- A tree trench, often known as a vertical raingarden, is a system that consists of piping for water storage, structural soils and a tree. It manages stormwater runoff and promotes the use of trees in urban areas. A tree trench holds water after a rain event, providing irrigation for a tree, and reducing the amount of stormwater entering the storm drain system. Trees can also filter out pollutants including heavy metals.

Raingardens integrated into the streetscape public realm (Lonsdale Street, Australia)



STORMWATER MANAGEMENT PRECEDENTS



1. Bioswale along pedestrian trail
2. Bioswale in parking lot median



3. Rain garden adjacent to surface parking lot and sidewalk
4. Permeable Paving
5. Bioswale between sidewalk and roadway



6. Bioswale in park - a landscape amenity
7. Bioswale in parking lot median - no curb
8. Curb cuts

PUBLIC SPACE GUIDELINES HEART OF THE CITY



14

MAINTENANCE

This chapter reviews existing maintenance practices and areas of concern for the Heart of the City district. Quality maintenance is essential to protecting the long-term capital investments into the Heart of the City. Recommendations are provided to guide future operations and maintenance.

CONTENTS

Pg. 152

EXISTING MAINTENANCE OVERVIEW

- Paving
- Lighting
- Site Furnishings and Public Art
- Seasonal Issues
- Snow Removal
- Parking Management

Pg. 155

MAINTENANCE RECOMMENDATIONS

- Initiate and Sustain High Standards of Maintenance
- Design with Maintenance in Mind
- Enhance the Heart of the City User Experience

14

CHAPTER 14 | MAINTENANCE

EXISTING MAINTENANCE OVERVIEW

Maintenance of public spaces in the Heart of the City is currently managed and implemented by city staff. Funding for HOC maintenance comes from a variety of sources, including special assessments, general funds, and other sources. The following provides an overview of current maintenance issues and areas of concern in the Heart of the City:



The majority of the landscape maintenance budget goes toward paver replacement and maintenance.

PAVING

- Pavement replacement and maintenance is an on-going concern in the Heart of the City
- Sidewalk and trail pavement consists of standard gray and areas of colored cast in place concrete, exposed aggregate concrete (areas in and around Nicollet Commons), concrete unit pavers, and bituminous asphalt
- Pavers show signs of salt deterioration (staff indicates pavers have a five-year lifespan)
- Colored concrete patches reveal inconsistency in concrete colors and finishes
- The city spends approximately \$5K-\$10K each year to replace concrete pavers
- The city spends approximately \$25K-\$30K each year to replace concrete panels
- 70 percent of the concrete work is subcontracted out
- 100 percent of the concrete paver work is subcontracted out

PLANTING/LANDSCAPING

- The city has one full-time employee dedicated to maintaining plantings and landscaping in the Heart of the City
- The majority of the landscape maintenance budget goes toward paver replacement and maintenance
- Plantings and landscape maintenance are not funded through the Heart of the City special assessments
- The city has gone to artificial plantings in the raised/hanging plants to reduce maintenance and costs
- Plant materials located in ground-standing pots are still natural plants, maintained by staff
- Irrigation maintenance is subcontracted out and has its own budget allowance
- The existing irrigation system is piecemeal, consists of outdated materials, and lacks soil monitor and rain sensor systems
- Replacing difficult to maintain plant materials with low maintenance, durable, native plant materials has helped to reduce maintenance needs

LIGHTING

- The Heart of the City has consistent streetlight standards provided throughout HOC-1
- The streetlight standard has been recently updated to include LED fixtures
- The city also provides seasonal lighting displays, including on Nicollet Avenue and Burnsville Parkway
- The city is in the process of upgrading the seasonal lighting outlets to one outlet pedestal per tree
- While the seasonal lighting is well-liked in the community and lends a strong sense of identity to the HOC district, the system requires a fair amount of maintenance
- Approximately one-third of the streetlights are owned and operated by the city, the other two-thirds are owned and operated by Xcel Energy
- The streetlight poles are adorned with hanging baskets, banners, flags and seasonal features, like snowflakes – these are not funded through the HOC special assessments

SITE FURNISHINGS + PUBLIC ART

- Trash and recycling receptacles, and sidewalk benches are maintained by periodically sandblasting and painting them when necessary
- Street signs are maintained by the Streets Division at the city
- Signs typically have a five-year lifespan
- The electric sign located in Nicollet Commons Park is owned and operated by the Ames Center
- The electric signs located at the public parking ramps are owned and operated by the city
- Maintenance for public art is done by outside contractors
- The city sees some vandalism of the public art in the HOC



Ground-standing pots with seasonal plants are well-liked and maintained by city staff

SEASONAL ISSUES

- The water feature in Nicollet Commons Park requires seasonal maintenance from late May to late September each year
- The water feature typically requires seven-day a week maintenance when operating
- While the water feature has required a lot of maintenance in the past and has caused several issues, recent improvements are hoped to mitigate maintenance needs
- Holiday lighting requires regular maintenance
- Banners and flags require seasonal maintenance

SNOW REMOVAL

- Two full-time city employees perform snow removal in the Heart of the City
- Snow plowing in the Heart of the City is funded through HOC special assessments
- Problems experienced related to snow plowing include conflicts with on-street and or public parking ramp vehicle parking
- As more development comes into the district, finding places to store snow has become problematic and more snow is hauled away to off-site areas

PARKING MANAGEMENT

- Existing public parking supplies in the HOC are provided on public parking lots and ramps centered around Nicollet Commons, and on several public streets in the district
- A recent parking study, conducted in conjunction with this plan, suggests there is ample supply of public parking in the Heart of the City to manage current parking demands, even during events hosted at the Ames Center and Nicollet Commons
- The public parking ramps on Pillsbury/126th allows for free, overnight parking
- The public parking deck (north of the Ames Center) allows for free overnight parking below the deck. Parking on the top is not allowed overnight.
- On-street overnight parking is not allowed
- Conflicts exist between overnight parked vehicles and the need to snowplow streets
- Conflicts also exist with on-street parking and Ames Center loading/unloading needs
- The city is working with the Ames Center to improve parking wayfinding of the public parking and alternate modes of transportation.



The water feature at Nicollet Commons Park requires seasonal maintenance from late May to late September



Banners and flags require seasonal maintenance



As more development comes into the district, finding places to store snow has become problematic and more snow is hauled away to off-site areas

MAINTENANCE RECOMMENDATIONS

The standards of care implemented in the operations and maintenance of the Heart of the City will be directly affected by annual operations budgets and annual capital replacement budgets. For example, a maintenance plan where all tasks are carried out at or above recommended best management practices may create a pristine public realm, but may also prove to be costly and require unsustainable operations budgets over time. Alternatively, a maintenance plan where tasks and repairs are carried out at minimal levels may reduce the operations budget, but will likely require high capital budgets to replace or repair damages that could have been prevented with regular care and will diminish public safety and enjoyment.

It will be important to develop a comprehensive maintenance plan for Heart of the City that balances fiscal considerations with the necessary maintenance requirements for a high-quality user experience. The maintenance plan should be developed in collaboration with various city staff members, including planning, public works, public safety and maintenance staff to establish standards and levels of care that meet not only user experience expectations, but also meet operations and maintenance budget expectations.

Quality maintenance is essential to protecting the long-term capital investments into the Heart of the City. Continued support for public space maintenance service is vital to the Heart of the City's long-term success. The goal for public realm maintenance is to provide the highest quality of maintenance to ensure that the Heart of the City's public spaces are clean, attractive and usable for everyone. To achieve this goal there are several principles that should guide operations and maintenance.

Initiate and Sustain High Standards of Maintenance

- » **Develop and implement Heart of the City maintenance standards and specific guidelines for special maintenance areas**
- » **Develop and implement high standards of horticultural maintenance to ensure healthy trees, shrubs and plantings**
- » **Develop and implement sustainable and resilient maintenance standards and practices**
- » **Keep public realm features such as benches, lighting and irrigation in good repair and give them regular maintenance**

Design with Maintenance in Mind

- » **Site design and site furnishings should be considered not only from a design perspective, but also for their durability, maintainability and use**
- » **Sidewalk and trail widths, layout and overall circulation plans should carefully consider the needs of both visitors as well as maintenance and event needs**
- » **Select native plant materials to reduce water consumption needs**
- » **Select drought and salt tolerant plant materials to reduce maintenance needs and costs**

Enhance the Heart of the City User Experience

- » **Provide a well-maintained public realm with high standards of maintenance**
- » **Provide well-developed and varied programs and events to attract visitors**
- » **Provide a variety of well-maintained public amenities that meet diverse user needs**
- » **Provide a safe and comfortable public realm**

PUBLIC SPACE GUIDELINES HEART OF THE CITY



15

IMPLEMENTATION

CONTENTS

The Implementation Chapter identifies priorities and initiatives for future public space improvements that support the overall Heart of the City vision and guiding principles. The Implementation Chapter also provides guidance for public space improvement phasing, potential funding sources, and establishes a process for measuring progress.

Pg. 158	INTRODUCTION
Pg. 159	PRIORITIES
Pg. 166	POTENTIAL FUNDING SOURCES
Pg. 168	MEASURING PROGRESS

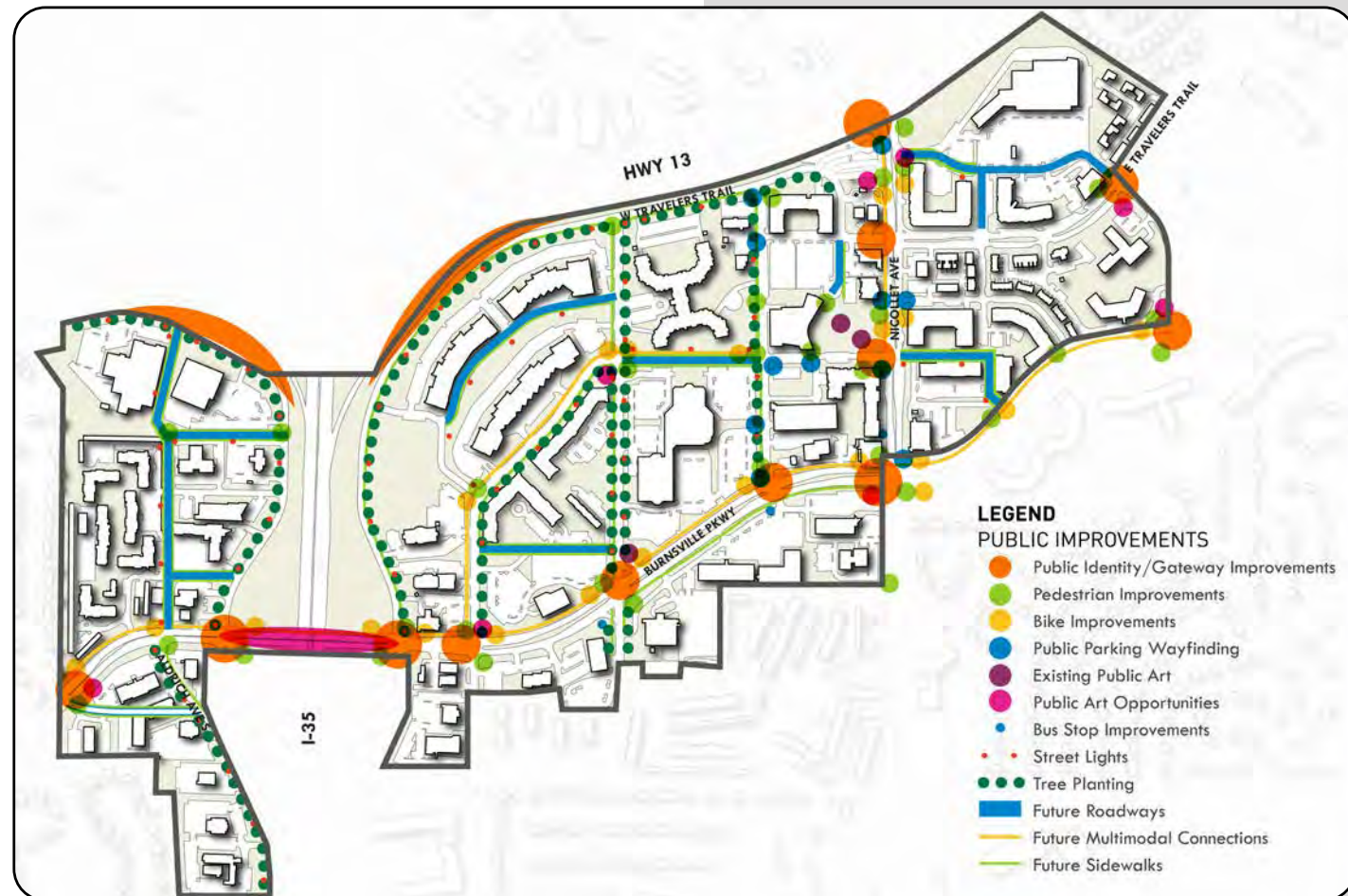
15

CHAPTER 15| IMPLEMENTATION

INTRODUCTION

The Burnsville Heart of the City Public Space Guidelines provides direction for the City Council, Planning, Economic Development, and Parks and Natural Resources Commissions, and city staff to guide decision making that will impact future public space improvements. The purpose of this Implementation Chapter is to identify priorities and initiatives for future public space improvements that support the overall Heart of the City vision and guiding principles. The Implementation Chapter also provides guidance for public space improvement phasing, potential funding sources, and establishes a process for measuring progress.

FIGURE 47: HIGH PRIORITY PUBLIC IMPROVEMENTS IN THE HOC



PRIORITIES

The implementation priorities listed here are organized into the following categories: District Character, Programming and Events, Parks, Plazas and Open Spaces, Streets, Parking, Landscaping, Pedestrian and Bicycle Connections, Transit Connections, Streetscape Amenities, Wayfinding and Signage, Gateways and Public Art, Sustainability and Stormwater Management, and Operations and Maintenance. Prioritization was based on public interest, staff input, availability of resources, alignment with the City's Comprehensive Plan and TOD Ordinance, and priorities expressed by the City Council and City Commissions.

The City's ability to implement these priorities will depend on staff resources, funding, and need. Some initiatives may involve more staff time or require more funding for a one-time improvement. Other initiatives may require less staff time or funding but present a long-term commitment to implement. Funding and/or partnership opportunities may also influence the timing of certain initiatives.

Implementation phasing should be flexible and dependent on regular project prioritization based on needs, funding availability, and partnership opportunities. Funding availability may cause the need to consider phasing of larger capital improvement projects. While phasing large projects may not be ideal, extending the implementation timeframe and potentially adding cost to the project, this strategy could allow the city to implement multiple capital improvements at the same time.

Table 1 provides a prioritized list of capital improvements or actions and thoughts about phasing and strategies in each category. Many of the initiatives are aspirational and difficult to estimate potential costs without further study. All costs provided are in 2022 dollars and are planning level cost estimates that will need to be confirmed with further planning and design. In some cases, the estimates do not reflect soft costs, such as planning, engineering, design, construction administration, and staff time. Additional costs for these professional services may add another 20 to 30% to project costs.



Precedent image of streetscape with amenity enhancements



Precedent image of multi-use trail markings

TABLE 1: IMPLEMENTATION ACTIONS

	Action Items				Notes
	Near Term (0-5 Yrs)	Long Term (5+ Yrs)	High Priority	Ongoing	
DISTRICT CHARACTER					
Encourage mixed-use infill/redevelopment within the district that meets the City's TOD District requirements	X	X		X	
Work to bring HOC-2 and HOC-3 Character Districts up to the standards established in HOC-1 Character District		X			
STREETS					
Acquire right of way and implement proposed TOD District streets – smaller blocks/enhanced connectivity		X			Through redevelopment
Consider road diets (i.e. Pleasant and Pillsbury Aves) – narrower travel lanes, added bike lanes, sidewalks, etc.)		X			With street improvement projects
Implement “complete street” policies with street improvements in the HOC District				X	With street improvement projects
Enhance pedestrian crossings at key intersections in the district (i.e. bumpouts, pedestrian/bike markings, ADA ramps, signage, lighting, countdown timers, etc.)			X	X	With street improvement projects
Upgrade bridge crossing at I-35W with enhanced pedestrian/ bike facilities	X		X		MnDOT project, bridge unfunded, other bridges tentatively planned for 2025
Consider reducing speed limits in the HOC District to improve public safety and enhance walkability	X				Staff working on a speed limit policy to present to Council summer 2022
VEHICLE PARKING					
Create HOC District Parking Management Plan » Consider long term parking needs for district expansion and redevelopment » Overnight on-street parking policy for HOC District » Shared parking policies	X				Staff to put into CIP for 2023/2024 study of parking
Provide wayfinding to underutilized public parking areas	X			X	With overall wayfinding/district identity plan
Improve parking mapping to identify public parking locations	X			X	Online map in process; with overall wayfinding/ district identity plan

	Action Items				Notes
	Near Term (0-5 Yrs)	Long Term (5+ Yrs)	High Priority	Ongoing	
OPERATIONS AND MAINTENANCE					
Create an Operations and Maintenance Plan unique to the Heart of the City	X				
Complete a study to determine costs/feasibility/phasing plan to replace concrete paver sidewalk system with a system of concrete sidewalks to reduce maintenance issues and costs	X		X		Repeated below in ped/bike section with different reason for doing it
Replace rose bushes in medians with low maintenance plants such as day lilies and bush honeysuckle to reduce maintenance issues and costs				X	Maintenance staff is actively working towards this
Replace existing irrigation system with an updated irrigation system » Phase out irrigation spray heads and replace with drip irrigation where practical » Zoned system and controls to reduce risk of entire system shutting down if one mainline is damaged » Rain sensors and soil monitors		X			
Clean up power supplies to seasonal lights				X	Multi-year project is actively working towards this
Utilize native, drought and salt tolerant plant materials to conserve water and reduce maintenance costs				X	
Specify site furnishings made of durable, long-lasting, low maintenance materials				X	Maintenance staff currently planning to bring benches and trash receptacles in for sand-blasting and repainting. Holding off until this framework is updated.
Increase Maintenance employee FTEs as district amenities increase			X		Timing is dependent on how quickly the district amenities increase
PROGRAMMING AND EVENTS					
Promote the HOC as a venue for community events/festivals throughout the year				X	
Continue to promote community events through various media outlets				X	

	Action Items				Notes
	Near Term (0-5 Yrs)	Long Term (5+ Yrs)	High Priority	Ongoing	
PARKS, PLAZAS AND OPEN SPACES					
Consider opportunities to add additional parks, open spaces, and plazas in the HOC District through redevelopment » Dog park/run » Play area		X	X		Through redevelopment
LANDSCAPING					
Enhance landscaping at gateway opportunity areas into the district along Burnsville Parkway and Nicollet Avenue		X			This could be part of an overall district identity/gateway/wayfinding plan
Provide street trees along roadways in the district as new development occurs, particularly on: Pillsbury, Pleasant, Gateway, Travelers Trail, Aldrich, and I-35W Frontage Rd				X	
Continue to provide and maintain natural flowers/plants in planter pots at grade where people can see and touch them				X	
Incorporate native, drought and salt tolerant plant materials in the district to conserve water consumption and reduce maintenance needs				X	
TRANSIT CONNECTIONS					
Enhance connections to the Orange Line stations along Nicollet Avenue, Burnsville Parkway and Travelers Trail	X		X		Could be done with paver replacement project
Provide enhanced bus stop facilities – shelters, seating, signage, paved areas for queuing, etc. in coordination with MVTA				X	Typically done in conjunction with street improvement project; could be incorporated into the paver replacement project
Replace existing sidewalk on west side of Nicollet Ave (from 126th Street to Orange Line Station) with a wider (6'-8'), all concrete trail to enhance connections to transit	X		X		Part of paver replacement plan/project
PEDESTRIAN AND BIKE CONNECTIONS					
Enhance pedestrian and bicycle connections to, within, and from the HOC District				X	
Provide bikeshare facilities in key locations in the HOC District		X			Partner with Nice Ride or similar service

	Action Items				Notes
	Near Term (0-5 Yrs)	Long Term (5+ Yrs)	High Priority	Ongoing	
Improve pedestrian crossings at key intersections in the district (directional ADA ramps, warning strips, signage, lighting, markings, countdown timers, and curb extensions)			X	X	With street improvement projects
Update all non-ADA compliant pedestrian crossings with ADA compliant directional ramps and warning strips			X	X	With street improvement projects
Replace the paver path along the south side of Burnsville Parkway with a wider (10'min), multi-use bituminous trail, marked and signed to indicate pedestrian and bicycle portions of the trail		X	X		Part of paver replacement plan/project
Upgrade bridge crossing at I-35W to enhance pedestrian and bike connections to the existing Orange Line Station on Travelers Trail		X	X		MnDOT project, bridge unfunded, other bridges tentatively planned for 2025
Complete gaps in sidewalk system throughout the HOC District			X	X	With street improvement projects; multi-modal plan
Complete a study to determine costs/feasibility/phasing plan to replace concrete paver sidewalk system with a system of concrete sidewalks to enhance pedestrian connections and comply with ADA requirements and implement the paver replacement plan.	X		X		Paver replacement plan/project
Enhance connections to nearby regional trail systems		X			
Consider adding a multi-use trail along Gateway Blvd and along a future roadway connecting Gateway Blvd to Nicollet Commons, coinciding with redevelopment in the area		X			Through redevelopment
Provide wayfinding signage along key pedestrian and bicycle routes to enhance the walkability and bikeability of the district		X			Part of district identity/wayfinding
Design street/streetscapes to be able to store snow in the boulevard during winter months				X	With new streets or street improvements
Improve pedestrian/bike crossing at Highway 13 and Nicollet	X		X		Working towards applying for funding opportunities (ongoing)
STREETSCAPE AMENITIES					

	Action Items				Notes
	Near Term (0-5 Yrs)	Long Term (5+ Yrs)	High Priority	Ongoing	
Consider clay brick pavers in the amenity zone of key pedestrian-oriented streetscapes near Nicollet Commons				X	With paver replacement plan/project
Upgrade site furnishings with newer/updated site furniture as replacement occurs					
Add bench seating at bus stops in the HOC District					Partner with MVTA, repeated from Transit Section
Provide consistent, high-quality site furnishings throughout the District					
Provide additional bicycle facilities – parking, pump repair stations, etc. throughout the HOC District	X				
Provide combination trash/recycling receptacles at key location in the HOC District		X			
Provide high quality, consistent, energy conserving, and pedestrian scaled lighting throughout the district		X			With filling in sidewalk gaps; or if sidewalk exists, include street trees with the work
Provide adequate lighting for public safety					
WAYFINDING AND SIGNAGE					
Develop a system of wayfinding signage elements unique to the HOC District	X				Need a separate plan and implementation
Incorporate HOC District branding into the signage (this should be coordinated with new city branding elements)	X				Need a separate plan and implementation
Provide wayfinding at key pedestrian and bicycle nodes to orient people to destinations within the HOC District and to nearby destinations within the community	X				Need a separate plan and implementation
Provide wayfinding to direct people to transit stations and stops	X				Need a separate plan and implementation
GATEWAYS AND PUBLIC ART					
Add gateway elements (special plantings, public art, identity signage, banners, etc.) at key locations along Burnsville Parkway, Nicollet Avenue, and Travelers Trail		X			Coordinate with wayfinding plan

	Action Items				Notes
	Near Term (0-5 Yrs)	Long Term (5+ Yrs)	High Priority	Ongoing	
Consider establishing district identity visible from southbound I-35W along Travelers Trail and I-35W Frontage Rd		X			Coordinate with district identity and wayfinding plan
SUSTAINABILITY AND STORMWATER MANAGEMENT					
Incorporate green infrastructure into streets (where feasible) to better manage stormwater runoff				X	With street improvements
Incorporate rain gardens into parks, open spaces, and streets where feasible to better manage stormwater runoff				X	With associated projects
Include interpretive signage to educate people about stormwater management best practices where best practices are being used in highly visible public areas				X	With associated projects projects
Review the City's Water Resources Management Plan (WRMP) to understand the City's goals, policies, and requirements for development and redevelopment activities, related to water resources		X			With next required update
Explore potential partnerships with Black Dog Watershed Management Organization (BDWMO), Lower Minnesota River Watershed District (LMRWD) and the Minnesota Pollution Control Agency (MPCA)				X	Seek funding opportunities
Incorporate energy conservation measures such as solar lighting		X		X	
Incorporate water conservation measures such as native plantings and drip irrigation		X		X	

POTENTIAL FUNDING SOURCES

Implementing the vision and key priorities will require additional funding to support new public improvements, revitalization efforts, maintenance and operations, as well as additional planning and outreach. Significant investment is needed for Burnsville to provide for, maintain and operate the type of public improvements identified in these Guidelines. The following provides a list of potential funding sources and partners the city should consider when planning for future investments in the public realm.

GENERAL FUNDS

General funds can be used to maintain and improve the public realm in the Heart of the City. General funds are the primary funding source for on-going maintenance, operations, and amenities. Most grants also have a matching requirement, which is often fulfilled with general funds.

SPECIAL ASSESSMENTS

Special assessments are governed by Minnesota Statutes 429 and are used by cities to capture costs associated with direct benefited properties associated with capital infrastructure improvements or maintenance costs. They are somewhat limited in nature and generally they must be related to the increased property value

because of the improvements. It requires formal public hearings to consider and adopt any special assessments.

DEDICATED TAX LEVY

A city can hold a referendum for a dedicated tax levy with proceeds directed specifically for public improvements. This levy can be used for capital projects as well as operations and maintenance. The proceeds may be in place of general funds or be supplemented by general funds.

BONDING

General Obligation Bonds, Annual Appropriation Bonds, Tax Abatement Bonds, and Revenue Bonds can be used to provide additional sources of implementation funding for new public improvements, as well as repairs and/or upgrades to existing facilities.

LOCAL SALES TAX OPTION

Minnesota Statutes 297A.99 provides the authority to levy a local sales tax with special legislation of a dedicated tax. The statute requires that a resolution also be passed by the jurisdiction including, at minimum, information on the proposed tax rate, how the revenues will be used, the total revenue that will be raised before

the tax expires and the estimated length of time the tax will be in effect. Once legal authority has been granted, an election must be held prior to a jurisdiction actually levying the sales tax. The election will permit the use of the sales tax for specific capital improvements.

STATE AID FUNDS

State aid funds are available for pedestrian and bicycle improvements on state aid streets. This funding source is particularly useful at the time of street construction or re-construction. Burnsville should consider this option for funding needed trail and sidewalk improvements.

PARK AND TRAIL DEDICATION

Minnesota Statutes allow local governments to require dedication of land or cash in-lieu of land for parks and trails from new subdivision development. The dedication must be reasonable and related to the park needs and recreation demand created by the proposed development. It may only be used for new equipment or park facilities, not replacement of old facilities.

PARTNERSHIPS

Partnerships with both public and private organizations are important opportunities to fund public improvements, park facilities and

programming. Organizations with partner funding can also provide assistance with design, outreach and maintenance.

DONATIONS

Private donations are another potential funding source. These may be financial donations from individuals or private corporations.

VOLUNTEERS

Volunteer efforts of labor from volunteer groups and associations can be very successful in helping to raise awareness and defer costs of maintenance of trails and open spaces.

GRANTS

Grants are another great opportunity to supplement funding for public improvements. Below are some examples of grant opportunities that may be available to assist with funding of public improvements and programming:

- **Minnesota Department of Transportation (MnDOT)**

MnDOT offers funding for transportation related public improvement projects. These may utilize a portion of federal dollars. Federal highway funding reauthorization may include funding for trail or sidewalk

improvement projects under programs such as Safe Routes to School or the Regional Solicitation managed by the Metropolitan Council Transportation Advisory Board.

- **Clean Water, Land, and Legacy Amendment**

In 2008, Minnesota's voters passed the Clean Water, Land and Legacy Amendment (Legacy Amendment) to the Minnesota Constitution to: protect drinking water sources; to protect, enhance, and restore wetlands, prairies, forests, and fish, game, and wildlife habitat; to preserve arts and cultural heritage; to support parks and trails; and to protect, enhance, and restore lakes, rivers, streams, and groundwater.

The Legacy Amendment increases the state sales tax by three-eighths of one percent. The program began in 2009 and continues until 2034. The additional sales tax revenue is used to fund clean water, outdoor heritage, arts and cultural heritage, and parks and trails.

- **Environment and Natural Resources Trust Fund**

In 1988, Minnesota's voters approved a constitutional amendment establishing the Environment and Natural Resources Trust Fund (Trust Fund). The purpose of the Trust Fund

is to provide a long-term, consistent, and stable source of funding for activities that protect and enhance Minnesota's environment and natural resources for the benefit of current citizens and future generations.

- **Foundations and Non-Profits**

Several foundations and non-profits support local projects such as park and trail improvements. The Minnesota Council of Foundations is a good place to identify foundations for potential funding of parks and trails in Burnsville.

MEASURING PROGRESS

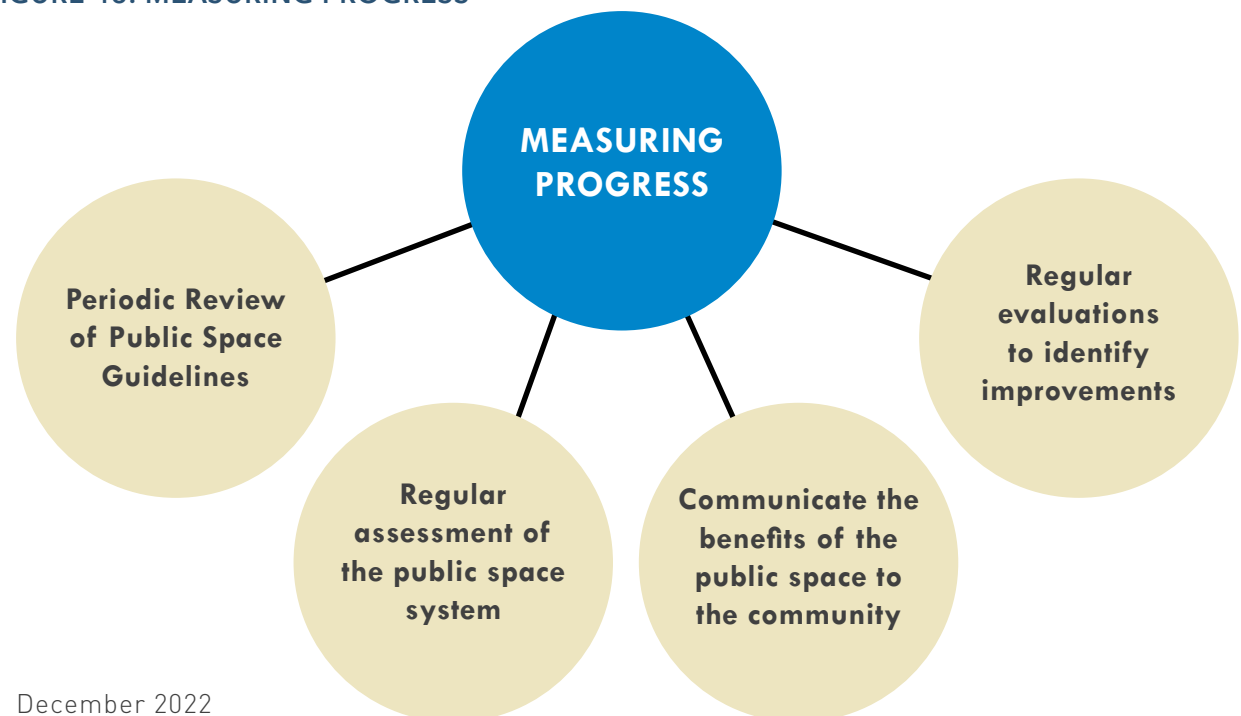
A great public space system plan not only measures progress by assessing community needs and satisfaction but also responds to meet those needs. Public space use, facilities, and technologies are dynamic and constantly changing, causing the need to adapt and update this plan from time to time as the Heart of the City continues to evolve.

A periodic review of this plan to make sure that priorities and recommendations are still relevant and that progress is regularly tracked is essential. Regular assessment of the public space system is valuable, especially when requesting funds for new or updated materials and facilities, staff needs and volunteer efforts. It is also important to communicate the many benefits an attractive and well-functioning public space system provides to the community to ensure elected officials, decision makers and the public have a clear understanding of system benefits and how their dollars are being used to raise the quality of life in the Heart of the City. Regular evaluations can also better identify which improvements would better serve users and achieve the vision and guiding principles outlined in these Public Space Guidelines

Public space system assessments should include both qualitative and quantitative evaluations.

Qualitative tools, such as surveys, can provide the city with important user input regarding existing conditions, concerns and needs. Surveys, however, are not the only tools at the city's disposal for evaluating public space conditions, use or needs. Quantitative tools can also be used to provide information about public space user needs. The assessment process should also include an analysis of progress toward achieving the vision, guiding principles and priority projects recommended in these Public Space Guidelines.

FIGURE 48: MEASURING PROGRESS





View towards Heart of the City looking southwest