

A watercolor illustration of a city street scene. On the left, there are multi-story brick buildings with large windows. On the right, there are trees and more buildings. The street has a crosswalk in the foreground and several cars parked or driving in the distance. The sky is light blue with soft clouds.

BID Meeting - Plan Updates

Summary Document
05-07-2026

CONFLUENCE

ITEM #1 - STATIONS 7, 8

Can this project build this portion and land owner not. TIF w/ Parking.

The City will require the owner and the private project to realign the curb and build out to the design, since the private project is using TIF funding.

On This R... parking lot. ing site.

outdoor pavilion July 2026 const. start, Brownfield.

Item #1, located between stations 7 and 8, states that the property owner has clarified that the designated area will be used as a parking lot rather than a building site. Plans are also in place to construct an outdoor pavilion on the property, with a projected start date of July 2026. The site is currently classified as a brownfield. ~~The project, ideally, should build the dashed portion on the Plan without TIF funding, rather than having the land owner take responsibility.~~

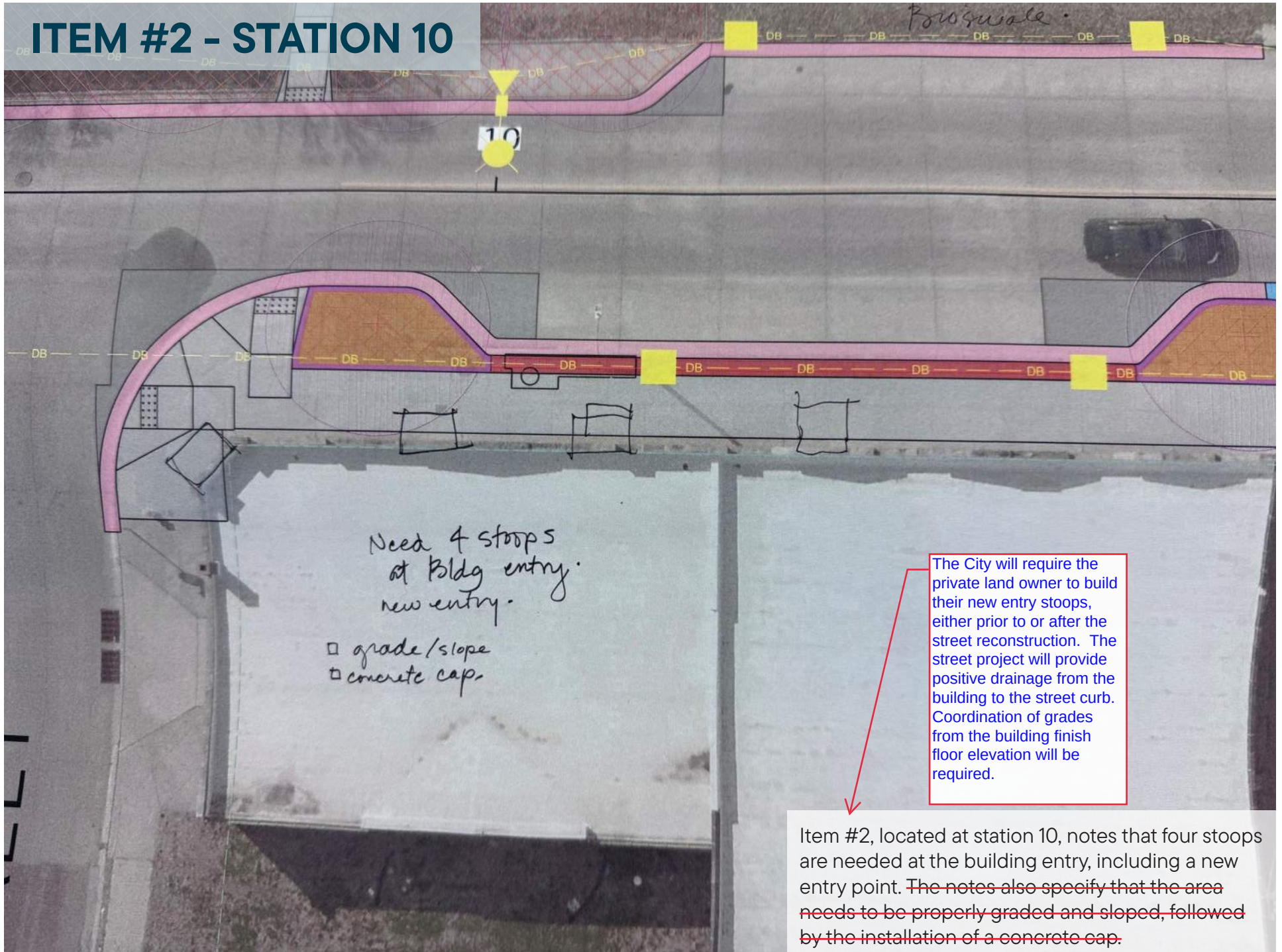
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outdoor pavilion
July 2026 const. start.
Brownfield.

ITEM #2 - STATION 10



Item #2, located at station 10, notes that four stoops are needed at the building entry, including a new entry point. ~~The notes also specify that the area needs to be properly graded and sloped, followed by the installation of a concrete cap.~~

ITEM #3.1 - STATIONS 24, 25

GOODWIN'S
SPENCER STREET
BARBERSHOP

Move the driveway further south to allow the full dimension of a 90 degree parking area.

Parked Car

Parked Car

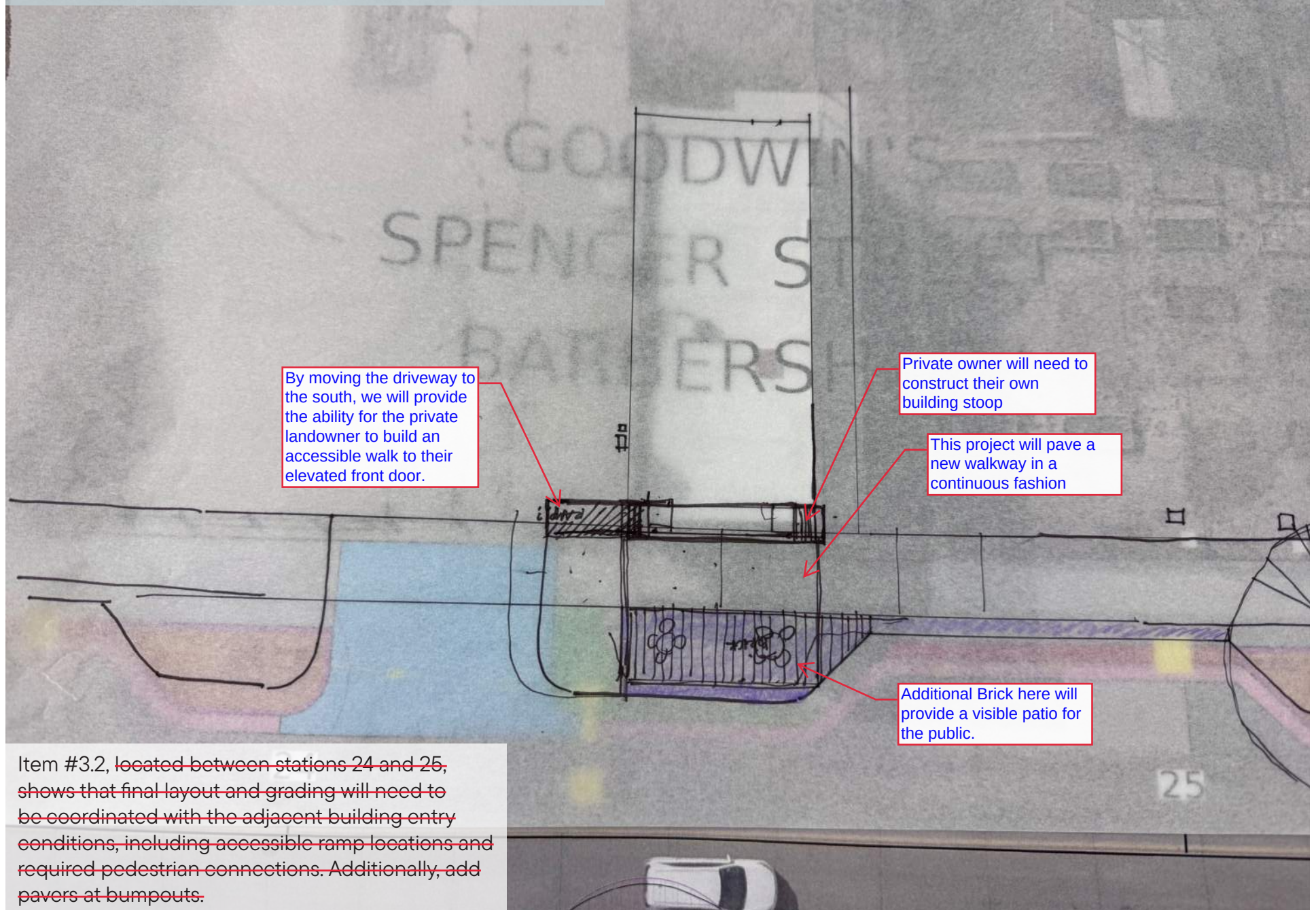
Parked Car

Parked Car

Item #3.1, located between stations 24 and 25, identifies the need for additional paved street access, as well as a widened sidewalk. Further notes can be found on the next page.

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ITEM #3.2 - STATIONS 24, 25



~~Item #3.2, located between stations 24 and 25, shows that final layout and grading will need to be coordinated with the adjacent building entry conditions, including accessible ramp locations and required pedestrian connections. Additionally, add pavers at bumpouts.~~

ITEM #4 - STATIONS 25, 26

STREET

she would like more parking.

owner is glad the bus stop will not be here.

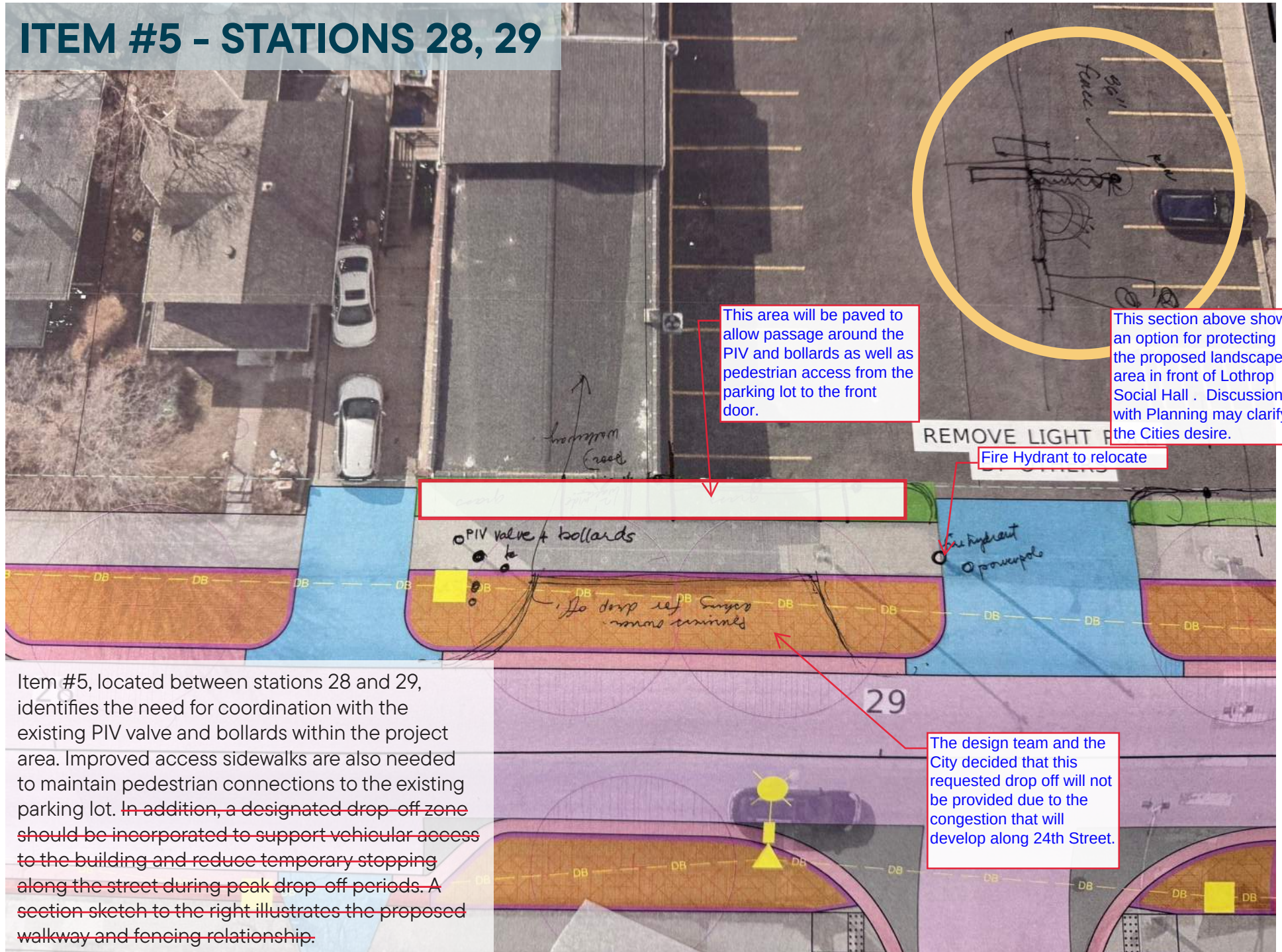
can we add a tree?

Item #4, located between stations 25 and 26, highlights that the owner is pleased that there will be no bus stop at the site, however, she would like to see more parking reflected in the final Plan. Additional trees should also be integrated along Spencer and N24th Streets, in identified locations.

Design team agreed that additional parking was difficult to accomplish and would not be provided.

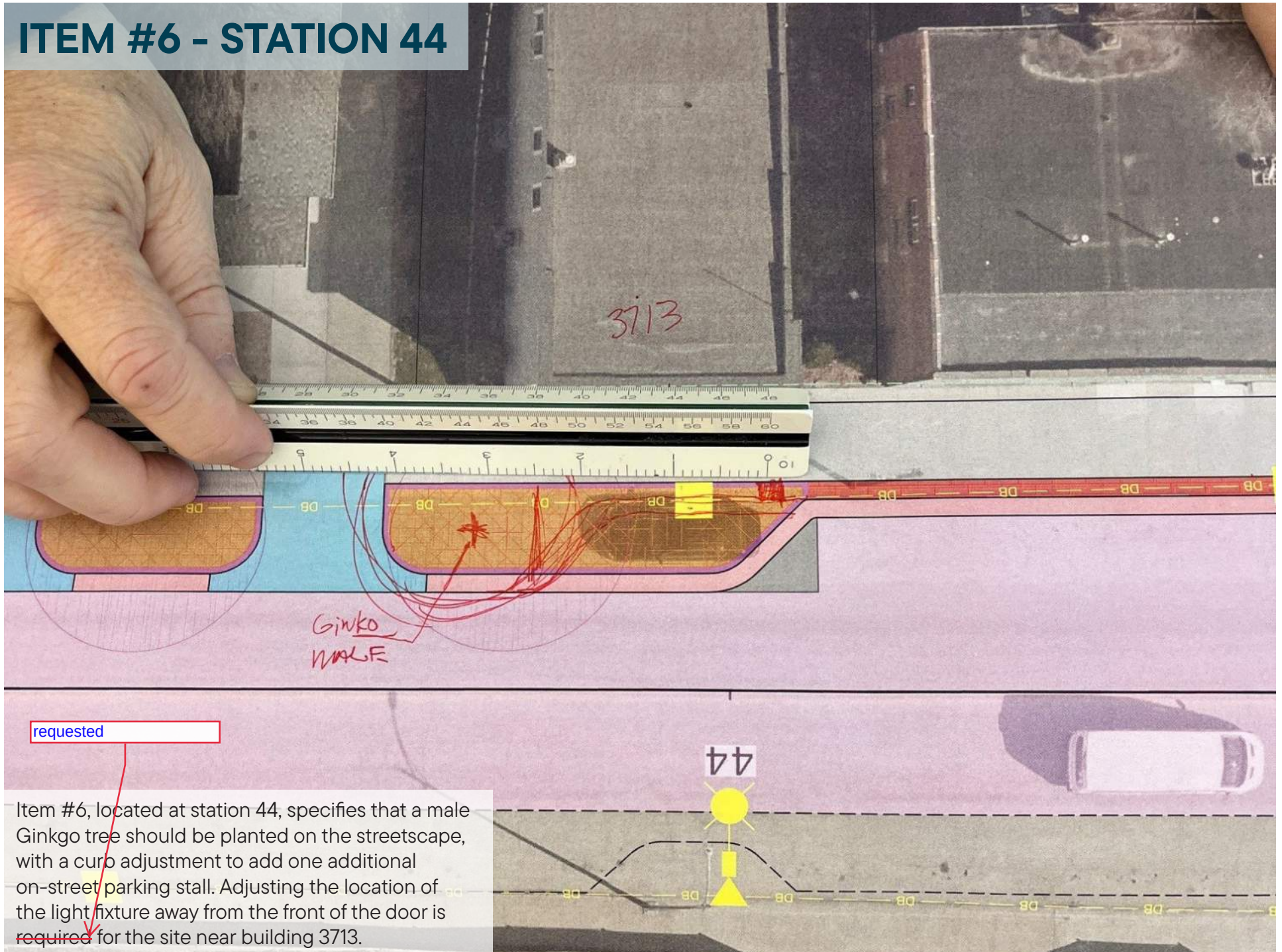
Design team agreed that additional parking was difficult to accomplish and would not be provided.

ITEM #5 - STATIONS 28, 29



Item #5, located between stations 28 and 29, identifies the need for coordination with the existing PIV valve and bollards within the project area. Improved access sidewalks are also needed to maintain pedestrian connections to the existing parking lot. ~~In addition, a designated drop off zone should be incorporated to support vehicular access to the building and reduce temporary stopping along the street during peak drop off periods. A section sketch to the right illustrates the proposed walkway and fencing relationship.~~

ITEM #6 - STATION 44



Other notes not supported by images.

1. Evan from Metro Area transit requested that inlets not be located within the area of bus stops. He also asked if b-cycle stations could be located with each of the larger bus stops. The City and design team agreed that there is plenty of space for b-cycles at these locations and they can be located by other funds.