

Glensheen Wayside Design Project
Design Options Review Meeting Summary
February 1st, 2018

Attendees

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|---|---|
| 1. CJ Fernandez, AFLA | 10. Daniel Hatfield, Adjacent Property Owner |
| 2. Justin Otsea, ARDC | 11. Ken Buchler, North Shore Scenic Railroad, Regional Rail Authority |
| 3. Dan Hartman, Glensheen | 12. Josh Miller, North Shore Scenic Railroad |
| 4. Amanda Kasperson, Glensheen | 13. Sue Mageau, Visit Duluth |
| 5. Jenn Moses, City of Duluth | 14. Dekotah Miska, Visit Duluth |
| 6. Doug Kerfeld, MnDOT | 15. Cheryl Erickson, NSSDC |
| 7. Morrie Luke, MnDOT | 16. Lee Radzak, NSSDC |
| 8. James Gittemeier, MIC | |
| 9. Scott Nelson, Adjacent Property Owner (Tischer Creek side) | |

Meeting Summary

The Glensheen Wayside Design Options Review meeting began at 2:00 p.m., February 1st, 2018 at the Glensheen Winter Garden Room. Justin Otsea, started the meeting by giving a brief overview the project and allowing everyone in attendance to give an introduction of themselves and provide their connection to the project and what (if any) organization they represent.

Brief Project History and Process Overview

Justin followed by briefly describing the planning project scope, supporting funding, and goals of the process. Justin outlined the project process which includes three meetings with Carlos (CJ) Fernandez (Aune-Fernandez Landscape Architects) a summary of the process is listed below:

Meeting #1 Preliminary kickoff/data acquisition Meeting

Meeting #2-Design Options Review Meeting (Today)

Meeting #3 Final Approval / Public Open House Meeting

He also mentioned a follow up conference Call with MnDOT had been completed to receive feedback on road options for accessing the wayside. It is expected that their ongoing traffic study will provide the ideal solution for the roadway, and would influence the final design of the wayside.

Design Element Presentation

CJ began his presentation by providing brief history of the site, discussed desired programming identified at the previous meeting, and showcased architectural design examples of elements used both on site, as well as along the North Shore Scenic Drive corridor. Topics identified at the initial meeting included: restoring historical features, improving access (vehicle and pedestrian) from the Glensheen mansion to the wayside, safety concerns, and creating opportunities for new attractions.

He proceeded to describe the preliminary site layout, providing additional detail to elements within the design. Amenities within the site include:

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- Open air shelter with bathrooms (1 stall for each gender), utility room, fire place, benches, log storage, bike parking and interpretive panel opportunities.
 - Interpretation ideas include: Chester’s history with the origin of the byway, the NSSD itself, Glensheen/Duluth areas of interest, among others.
- Bridge over Bent Brook leads to small apple orchard, paying homage to the past orchard on the grounds and Chester’s interest in Apple Orchards.
- West of the Apple Orchard is a overlook of Tischer Creek. If/when previously existing trail along Tischer is re-established, access from this point will try and be provided. Access to this trail will also provide pedestrians with a safe passage under London Road and onto the Glensheen grounds (this trail will not be ADA accessible however).
- Parking lot has approximately 60 spaces, storm water management system is shown to be subgrade to offset change in impervious surface.
- Near structure/pavilion, a railroad platform (possible name ‘Chester Station) is shown to provide access to train passengers of the North Shore Railroad to access Glensheen via the wayside. This platform will also serve as the wayside access point for Lakewalk users.
- There are currently three separate options being shown for pedestrian safe crossing of London road:
 - *At Grade*: Curb corners have been extended to provide more pedestrian gathering space, however this is the least safe option for crossing, and should only be an alternative.
 - *Underpass*: An ADA trail follows the ‘Bent Brook’ corridor providing users access underneath London Road and onto the Glensheen main grounds. Supported by a wall mimicking the stone work along the brook, this option would require the site grade be lowered to accommodate the trail (it should be noted, site work of this type will be required regardless of which pedestrian option is chosen).
 - *Bridge/Overpass*: The ADA bridge leaves the open-air structure at grade and moves across London Road before doubling back underneath itself and bringing users to the Glensheen ‘main grounds’ side on the lake side sidewalk of London Road.

In addition to the static design concepts, CJ closed the formal presentation segment of the meeting with a three-dimensional virtual ‘fly through’ video of the preliminary site design to provide an example of how the site would look from a human scale.

Dialogue with Meeting Attendees

After the formal presentation, CJ facilitated a conversation with meeting attendees to address questions not already asked, gather feedback on the proposed design, and gather additional context about the site. A summarized list of this conversation has been provided below:

- Bicycle parking: Spaces have been provided but not necessarily in design. Will add them for next rendition.
- Expectations to find bedrock quickly on the site, which would impact the storm water treatment options sub surface.

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- Desire expressed from Railroad – length of the platform ideally could be a little bit longer than shown as it would be ideal to not just have 1 door access.
 - 20 feet or more would provide platform where people can gather and make unloading more efficient.
 - Area identified seems to work grade wise.
- Fire place for community gathering can be a desire as well, potentially change columns to have their own changing information related to Glensheen or community, but also could be long lasting interpretive opportunity.
- 3D modeling showcases existing stone walls utilized along the shore and can use technology to imitate similar work based on collection of existing walls (Possibly recreating similar masonry to the Glensheen boathouse or other facilities.
- *Can you see the mansion from the site?* Expects some views but not certain.
- *Year-round facility?* – Snow removal on the trail and the rest would be difficult.
 - Maintenance of facility in general would be significant challenge.
- Is there a way to build-in additional bathroom facilities? With the building size there is an opportunity to build in but the space is fairly maxed out at this point from a size. Double stall is an opportunity to expand bathroom facilities.
- *Ownership of the property?* Expectation would be Glensheen.
 - Cooperative agreement between multiple entities could be ideal for maintenance/management.
- MnDOT is re-evaluating the corridor currently. Ecumen has an additional development proposal upcoming. Looking from end of express way to 43 ave E. Safety concerns at Glensheen, Chateau, and High School.
 - 20,000 ADT on London road–mentioned it’s preferred to go over or under for the pedestrian as they are highly interested in protecting peds from at grade crossings.
- Train and other events bring large masses of people at once which dramatically impacts the pedestrian crossing safety, especially at grade.
- Could be a bike-share opportunity within the community (long term).
- The Lake walk connection to Campus (Campus Connector Trail) currently along Congdon BLVD terminates at 1st street. City plans to extend trail corridor down to Lakewalk and would provide access nearly adjacent to site depending on alignment.
- Narrow walkway on bridge over London Road requires bicyclist to dismount to cross.
 - May be able to widen Bent Brook bridge to work for bikes and pedestrians.
- Property owner comments:
 - Excitement and concerns: Effects increased traffic would have but also see the opportunity for Glensheen and appreciate the different plantings and educational aspects of the proposed project.
 - Use of Lakewalk through the property has been a good thing as people use it and can see the community value. Trying to envision what the impact would be on property of additional traffic nearby, but otherwise see beauty in design and expects it could be an asset to the City.

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- Likes the design but wonders if it be enclosed or not? Expect Rest room use from the Lakewalk–Desire to for sure incorporate 4 bathrooms stalls instead of 2.

Next Steps:

CJ will continue to acquire/analyze data, and make revisions of the design based on the feedback received at this meeting. A follow up meeting with the City or Mayor was identified as a good next step prior to a public open house. A meeting summary would be developed and distributed to the steering committee. Once a date for the public open house had been set, details would be provided to the steering committee as well.

Meeting Notes Compiled by:

Justin Otsea, Arrowhead Regional Development Commission (ARDC)

For Project Questions or Comments:

Justin Otsea, Senior Planner, ARDC

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Design Options Review
February 1, 2018, 2:00 p.m.
Glensheen mansion

Please PRINT your name and contact information

NAME	REPRESENTING	EMAIL (Disregard if already on list)
Kenn Moses	City of Duluth	
James Gittemeier	MIC	
Daniel Hatfield	Property owner	
Sue Mageau	Visit Duluth	
Deborah Miska	Visit Duluth	
Scott Nelson	Property Owner	
Lee Radzak	North Shore Scenic Dr. Council	
Cheryl Erickson	NS Scenic Drive	
Ken Bickler	NSSL Railroad	
Josh Miller	NORTH SHORE SCENIC RAILROAD	
Amanda Kaspersen	Glensheen	
Doug Kerfeld	MnDOT	
MORRIE LUKE	MnDOT	morris.luke@state.mn.us
Dan Hartman	Glensheen	
CS FERNANDEZ	AFLA	