

DOWNTOWN MASTER PLAN

CROOKSTON, MINNESOTA
AUGUST 2017



ACKNOWLEDGMENTS

Crookston City Council:
 Wayne Melbye Mayor
 Jake Fee Ward 1
 Steve Erickson..... Ward 2
 Clayton Briggs..... Ward 3
 Dennis Regan..... Ward 4
 Dale Stainbrook Ward 5
 Tom Vedbraaten Ward 6
 Bob Quanrud..... Alderman
 Bobby Baird..... Alderman

Plan prepared by City of Crookston Staff and JLG Architects

Special thanks to the Master Plan Committee and the Downtown Crookston Development Partnership (DCDP) for helping to create the Crookston Downtown Master Plan:
 Jason Carlson, Dillon Fenno, Craig Hoiseth, Amanda Lien, Wayne Melbye, DeAndra Navratil, Shannon Stassen, and Dan Svedarsky

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STUDY PURPOSE

The Crookston Downtown Master Plan is the result of several months of collaboration between area stakeholders, City Staff, and JLG Architects. This plan document has incorporated ideas from previously adopted city plans, including the comprehensive Crookston master plan for the year 2035 conducted in 2016 by the firm KLIJ. Previous research, along with feedback from residents, business owners, developers and others has fueled an interest in the redevelopment and growth of Downtown Crookston.

The goals for the Crookston Downtown Master plan are to:

- Create a downtown redevelopment plan incorporating affordable housing elements
- Educate the broader community of the new downtown vision
- Flexible document that provides a guide for future development and implementation - create interest in investment
- Create a Downtown Crookston Neighborhood
- 'Campus beyond campus' - engage U of M Crookston (merging silos, more activity after 5pm)

STUDY PROCESS

The following document was compiled through a collaborative planning effort that involved community leaders and interested community members.

Initial planning was started by JLG Architects analyzing and assessing current conditions in Downtown Crookston. Walking tours of the downtown were done with City and JLG team members to provide baseline information.

After site inventory and analysis, JLG Architects and the Master Planning committee met to discuss JLG's findings and the group proposed opportunities in Downtown Crookston for the master plan.

A community forum was conducted in conjunction with tours of the historic Fournet Building. The community forum presented findings and opportunities discussed at the first meeting and asked for feedback related to the information.

Maps were provided for participants to draw or write ideas related to downtown and specific questions posed. Questions included, "What do you LIKE about Downtown Crookston," "What do you NOT LIKE about Downtown Crookston" and "What is Crookston to you?" Participants were also asked to look through various images of case studies related to downtown design and vote with green and red dots on images they either liked or disliked. Community forum feedback is included in the appendix of this document for reference.

With this valuable feedback from both the Committee and the Community, JLG Architects was able to develop the high level master plan concepts. These concepts have now been refined with input from the DCDP and the Master Plan Committee to provide a framework document for future development in Downtown Crookston.

"Crookston is a vibrant urban hometown – a beacon for people and business invested in building a greater community for the next generation."



STUDY PROCESS

RELEVANT PLANNING HISTORY

2014:

"City of Crookston Housing Study" (Community Partners Research, Inc.) Document financed in part through a grant from the Northwest Minnesota Foundation

Goals of the Study

- Provide updated demographic data including the 2010 Census
- Provide an analysis of the current housing stock and inventory
- Determine gaps or unmet housing needs
- Examine future housing trends that the area can expect to address in the coming years
- Provide a market analysis for housing development
- Provide housing recommendations and findings

- Recommendations, Strategies and Housing Opportunities
- I. Focus heavily on the preservation, maintenance and improvement of the housing stock that already exists
 - Emphasis on continued housing rehabilitation will be important to meet future housing needs
 - Develop a neighborhood revitalization program
 - II. Develop life cycle housing (including affordable housing)
 - It is vital for a community that serves as a small regional center to provide housing opportunities for all ages and household types
 - III. Promote new development
 - New construction provides Crookston households with housing options and assures a healthy housing stock
 - Develop a downtown mixed use commercial project
 - IV. Promote home ownership
 - Home ownership assists in creating stability and commitment to the community
 - V. Prioritize community housing goals and establish a plan
 - The City should prioritize its housing goals, establish a plan to achieve its goals and designate the agency that is responsible for achieving each of the City's housing goals.

2016:

"Crookston Tomorrow: Comprehensive Plan 2035 (KLJ) Document financed in part through a grant from the Northwest Minnesota Foundation

Overall Focus of Crookston Tomorrow

- Economic Stainability
 - Enhance Crookston's Identity and heritage, foster pride in the Crookston community, while expanding opportunities in Crookston to retain and attract residences and businesses.
- Community Character
 - Strengthen existing retail services and enhance the way Crookston presents itself to fellow citizens and visitors.
- Connectivity
 - Enhance the "small town feeling" of Crookston by connecting its best features

Purpose and Effect of Crookston Tomorrow

Crookston Tomorrow is focused on the physical form of the City of Crookston today and in 2035. I serves a number of broad purposes:

- Provides a guide for city decision-makers by identifying desirable actions, directions or objectives to be achieved.
- Addresses the adequacy of public facilities for existing and new development.
- Provides a framework upon which zoning and subdivision regulations are based.
- Provides a sound basis for Crookston investments and daily decision-making process.
- Provides guidance to landowner and developer investment and building decision-making. Effective planning gives individual, commercial and corporate investors the confidence to build or add capacity in the city.



Christopher Alexander in an essay, "Cities as a Mechanism for Sustaining Human Contact", says that people come together in cities not only for the traditional reasons of trade, politics, and security, but because cities allow people the chance to increase their human closeness; so the way to measure the success of a city is by how well it fosters and encourages human communication.



INTRODUCTION

A master plan is a road map. And like any map, its value lies in the ability for a user to understand and continually use it as a resource as they navigate their way to the destination. A map can be ignored and the user can instead rely on intuition or memory to reproduce routes to the destination, but that strategy has risks that could ultimately take the user on a route that is far from the intended destination. However, a successful map, and master plan is continually utilized for direction by the users and not put in glove box or archived in a city folder. The success of the master plan is solely reliant on the individuals who will use it to lead the direction of the city's desired destination.

Throughout this document we look to identify how Crookston currently addresses the four components of the master plan study (as shown below) and how planning can purposefully strengthen each of these four components:

PLACE-MAKING:

what is unique and special about Downtown Crookston?
 what do people value in Crookston?

CONNECTIONS:

how do visitors interact with Downtown Crookston?
 how do nearside neighborhoods strengthen Downtown Crookston?

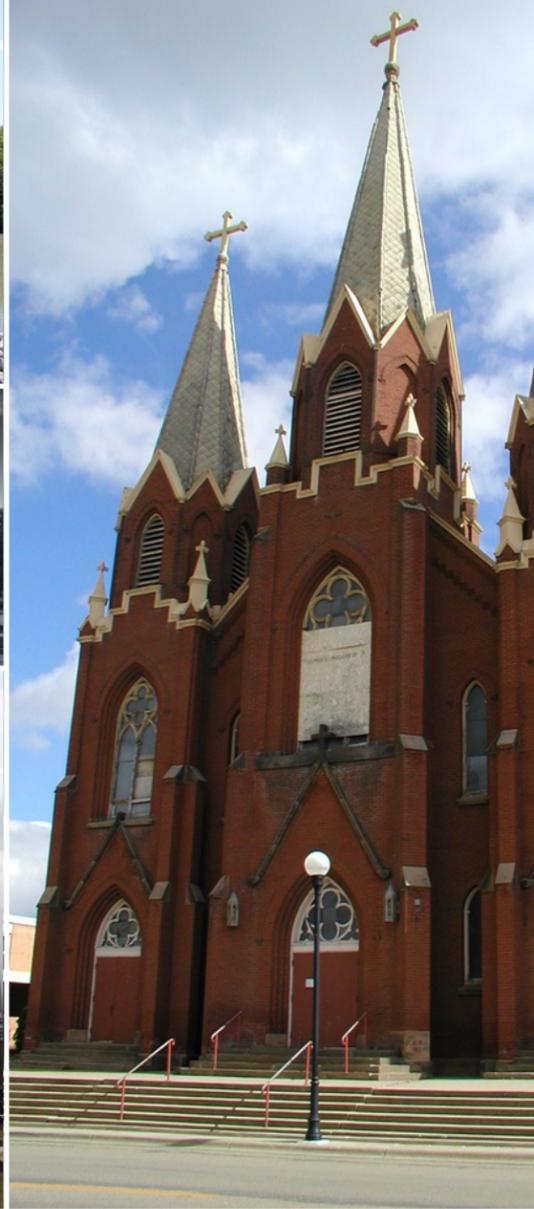
LAND-USE:

how can land uses promote a vibrant Downtown Crookston?

GATEWAYS/NODES:

what signifies a sense of arrival in Downtown Crookston?
 how can Downtown Crookston attract nearside neighborhoods?

All of these components are equally important and must work in concert with each other. Throughout the site analysis phase of the project, each of these components were investigated and identified independently in order to provide an understanding of Downtown Crookston. While each of these components are unique, they must work together intentionally in order to produce a vibrant, livable downtown.



HISTORICAL PERSPECTIVE

The area in which the city of Crookston is located was once occupied by trappers and traders. These groups included The Ojibwa (Chippewa), the Sioux Indians, the Metis, as well as other people of mixed races and Caucasians. The fur trade was popular in the area from 1790 to 1870.

The present-day area was settled by non-natives in 1872. It was the site of a federal land office by 1876 and it also housed a portion of the Great Northern Railway which began its operations prior to 1880.

The city of Crookston as we know it was incorporated April 1, 1879 and was known as "Queen City". By the end of the year 1879, the town had a jail, graded streets and plank sidewalks. It was later decided that the town needed a new name and there were 2 different groups that supported different names. One group supported that the town be called "Davis" after Captain Ellerey Davis, who was the first mayor of the town. The second group supported the name of "Crookston" after Colonel William Crooks, who was a soldier and railroad builder. The name "Crookston" became the town's new name after a coin toss decided between the two.

Not long after immigrants began to populate Crookston, coming from Scandinavia and Germany. Eight different railroads traveled through Crookston at one point and it was a center of commerce and manufacturing.

TODAY

The city of Crookston is home to the University of Minnesota-Crookston. The University used to be an agricultural high school and college and is now a 4-year institution with a full college curriculum. The city hasn't seen population growth for a while as competition for commerce in surrounding metro areas has increased.

Like many small towns, many of the historical buildings in Crookston are in need of repair and some of the local stores that used to occupy them have moved or closed. Some of this work has already begun with the renovation of the historic downtown theater.

Being in the fertile Red River Valley, the city is a prime spot for agriculture and is surrounded by farm land stretching out in every direction. Although there has been some erosion in the Red Lake River, it is a major part of the landscape of Crookston, weaving around the historic downtown and creating the boundaries of many of the surrounding neighborhoods. Also, Highway 2 runs through the center of town and will have to be taken into consideration with any master planning, but can be counted on to keep bringing in traffic from areas in eastern North Dakota and northern Minnesota.

The city of Crookston has been involved in master planning efforts in the past as there was a comprehensive master plan for the year 2035 conducted in 2015 by the firm KLJ. This plan was called "Crookston Tomorrow" and made evident the city's plans of rejuvenating their city.

SITE ANALYSIS

Broadly speaking, a livable community recognizes its own unique identity and places a high value on the planning processes that help manage growth and change to maintain and enhance its community character. Downtown Crookston is perhaps one of the most well-suited communities in the region to rebuild its downtown. A strong inventory of historical and character-defining structures, a healthy mix of population age groups, and location on Highway 2 are all differentiators to similar regional communities. Through this planning process, we identified existing assets as well as recommended potential opportunities in order to build, preserve, strengthen, and enhance downtown.

Land Use

- A strong contingency of Civic and Community Uses are on the east side of Downtown (Public Library, Carnegie Library, Central Park)
- Multi-family opportunities adjacent to downtown
- Downtown core has many dense neighborhoods, but are mostly vacant on the upper floors and somewhat vacant on the first floor

Placemaking

- Strong community-identifying structures are all located downtown: Grand Theater, Carnegie Library/Public Library, and the iconic Cathedral of Immaculate Conception
- While not universally visible throughout downtown, the Red Lake River provides the most opportunity for sense of place within downtown

Connections

- Surrounding Nearside Neighborhoods are the perfect land use for the periphery of downtown to provide the human vibrancy a successful downtown needs. Most are within a 5-minute walk of downtown, all are within a 10-minute walk to downtown
- The downtown is not connected through Multi-Use or Bike paths to the surrounding community
- Highway 2 provides opportunity for visitors to spontaneously interact and engage themselves downtown

Gateways/Nodes

- A lack of strong gateways on the north, west, and south prevent downtown from identifying itself to visitors; the exception of the east Roberts Street bridge that brings a sense of arrival to those entering downtown from the East
- Strong nodes at the ends of 2nd Street and the north side of Ash Street provide opportunities for development outside of the urban core downtown

CROOKSTON DOWNTOWN MASTERPLAN

LAND USE

- ◆ MIXED USE
- ◆ CULTURE / COMMUNITY
- ◆ MULTI-FAMILY RESIDENTIAL
- ◆ SINGLE FAMILY RESIDENTIAL

PLACEMAKING

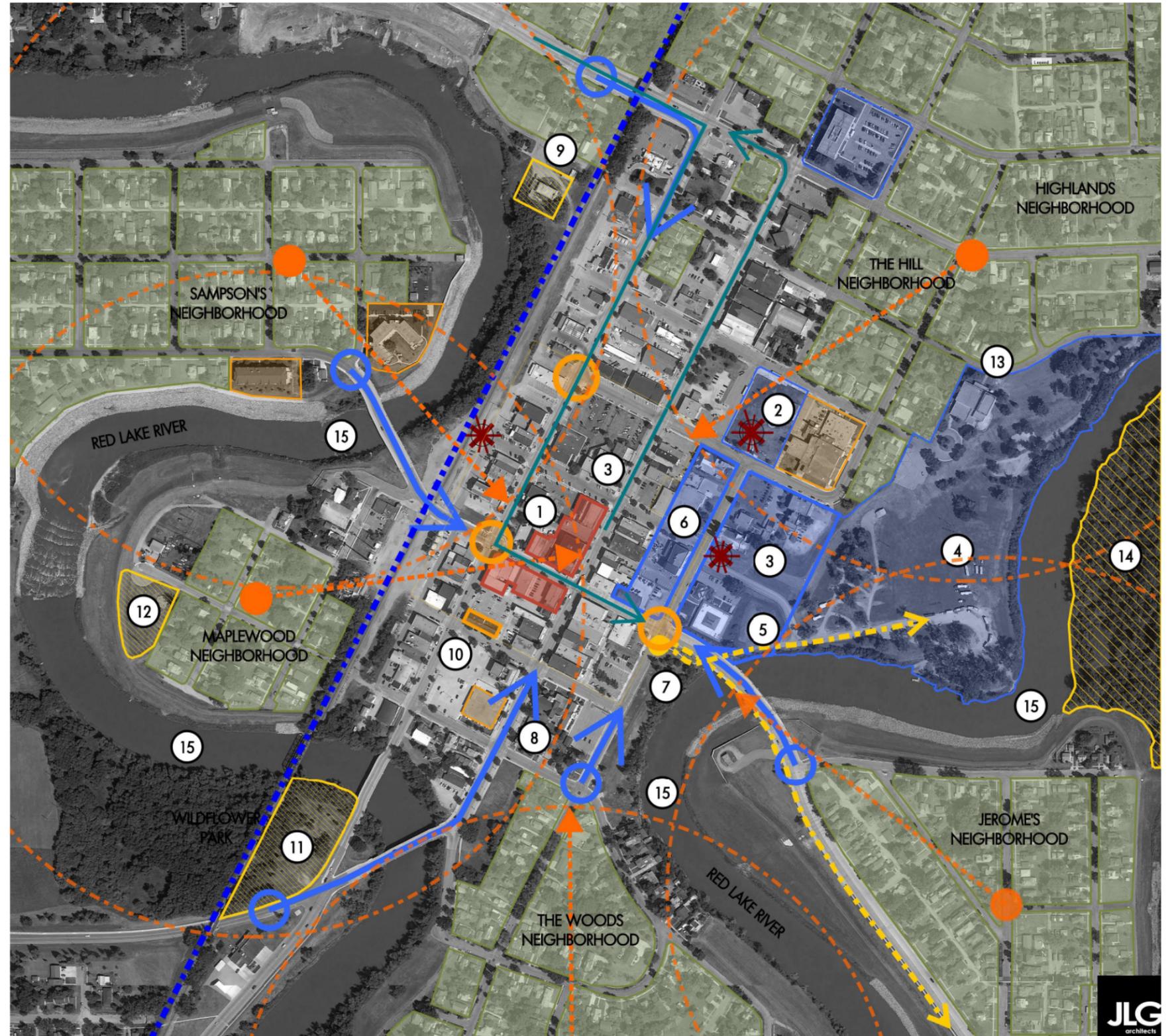
- 1 SYNERGY
- 2 CENTRAL SQUARE
- 3 CATHEDRAL OF IMMACULATE CONCEPTION
- 4 CENTRAL PARK
- 5 CARNEGIE LIBRARY
- 6 GRAND THEATER
- 7 LOCHEN PARK
- 8 TRINITY & OUR SAVIOR'S CHURCHES
- 9 OLD BREWERY
- 10 POST OFFICE
- 11 WILDFLOWER PARK
- 12 MAPLEWOOD PARK
- 13 COMMUNITY POOL
- 14 AUNT POLLY'S SLOUGH
- 15 RED LAKE RIVER

CONNECTIONS

- 5 MINUTE WALK RADIUS, 1/4 MILE
- BIKE PATHS
- HIGHWAY 2

GATEWAYS / NODES

- GATEWAY
- NODE
- ✳ FOCAL POINT



MULTI-FAMILY FOCUS

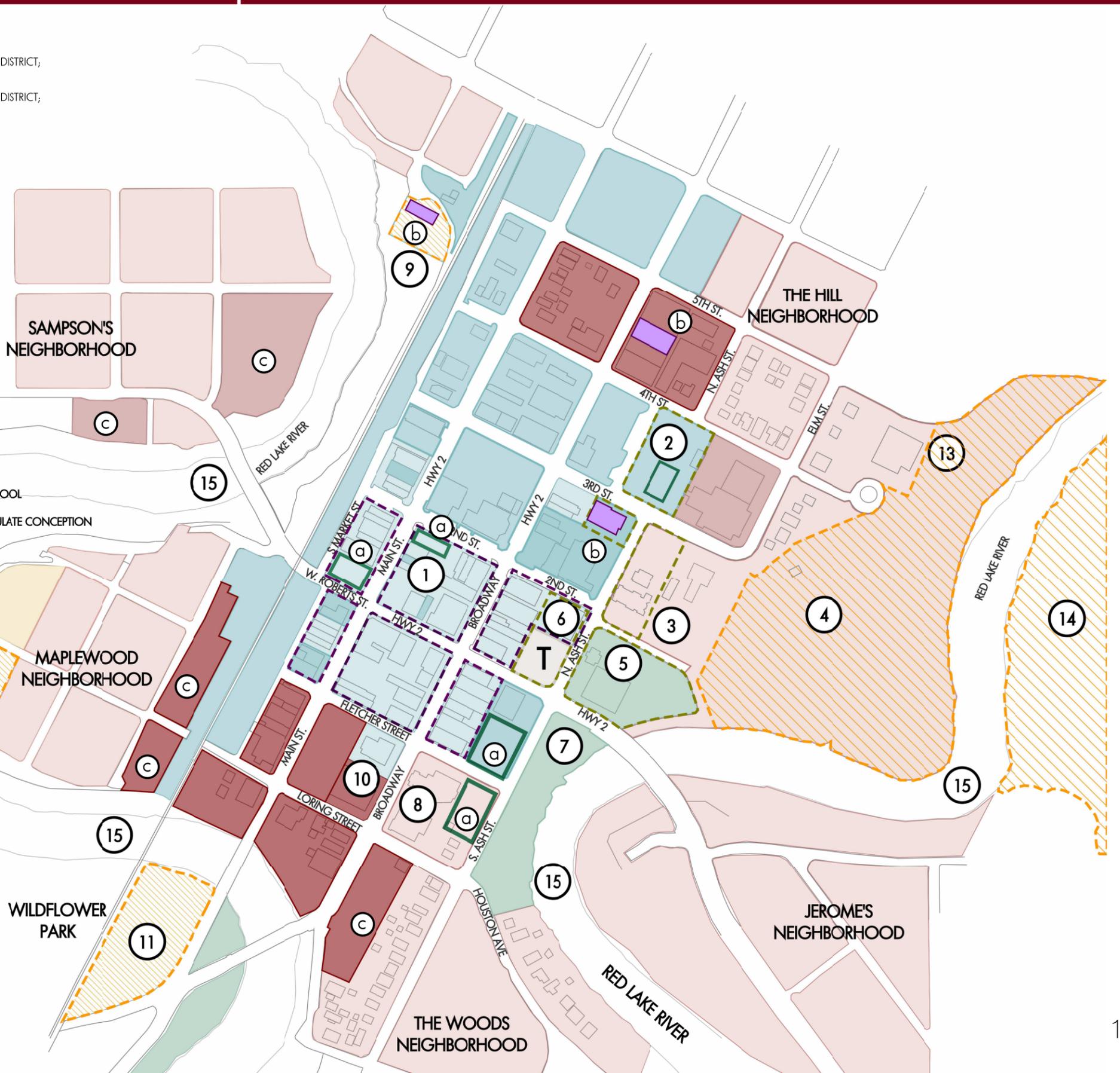
MULTI-FAMILY FOCUS PLAN

- Multi-Family housing includes apartment buildings, town homes, row homes and condominiums. Typically multi-story due to the attempt to maximize the footprint
 - Multi-Family projects (along with Civic/Cultural uses as seen on the east side of downtown) are optimal land uses for transitioning between single family, nearside neighborhoods and urban downtown cores.
 - Many of the proposed Multi-Family Lots shown on the map are transitional sites between downtown and nearside neighborhoods. Highlighted and indicated on the map as red are opportunities for Multi-Family developments. The Maplewood Neighborhood, for example, could experience a revitalization with the development of the adjacent Multi-Family sites, which would act as a connection to downtown
 - The development of downtown sites reduces tax dollar expenditures by reusing existing infrastructure and increases tax dollars coming in because downtown property often brings in some of the highest property taxes in the city
 - Strong Nearside Neighborhoods also support downtowns if they have accessible connections and gateways. Emphasis should be placed in strengthening walkability along the west Roberts Street Bridge for the Sampson Neighborhood, the railroad barrier separating the Maplewood Neighborhood & connectivity to the Woods Neighborhood
 - Opportunities for developing residential options in the downtown should prioritize, but not be limited to, Infill, Adaptive Reuse and Nearside Neighborhoods
- a** INFILL (example opportunities identified on map)
Infill opportunities can provide market rate rentable apartments for the work force and students; while owned or leasable condominiums provide downtown housing for young professionals or retirees
- b** ADAPTIVE REUSE (example opportunities identified on map)
Adaptive reuse of buildings in Downtown provide affordable housing options and can be successful, so long as the buildings they are reusing are in good physical condition
- c** NEARSIDE NEIGHBORHOODS
Nearside neighborhoods, while providing stable occupancy in the form of single family homes, also provide opportunities for senior housing and affordable multi-family as a buffer between single family and downtown areas.
- Existing Senior Housing and multi-family complexes occur in Sampson's Neighborhood are a good example of transitional multi-family housing options between nearside neighborhoods and downtown.
- Life Cycle Housing encourages housing options for all ages and income levels in and near downtown and enhances the diversity and vibrancy. More people will shop, eat, walk, and utilize the amenities in the area to help create an '18 hour neighborhood' that is desired in Downtown.

MULTI - FAMILY PLAN

- C-1** CENTRAL BUSINESS DISTRICT, MULTI-STORY
- C-1** CENTRAL BUSINESS DISTRICT, SINGLE-STORY
- R-2** 1 & 2 FAMILY
- R-3** MULTI-FAMILY
- I-2** LIGHT INDUSTRIAL
- IN** INSTITUTIONAL
- T** TOWN SQUARE
- H** HISTORIC DISTRICT
- C** CIVIC DISTRICT
- D** CRITICAL DEVELOPMENT SITE

- 1** SYNERGY
- 2** PROPOSED OUTDOOR POOL
- 3** CATHEDRAL OF IMMACULATE CONCEPTION
- 4** CENTRAL PARK
- 5** CARNEGIE LIBRARY
- 6** GRAND THEATER
- 7** LOCHEN PARK
- 8** TRINITY & OUR SAVIORS CHURCHES
- 9** OLD BREWERY
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- 12** MAPLEWOOD PARK
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- 14** AUNT POLLY'S SLOUGH
- 15** RED LAKE RIVER



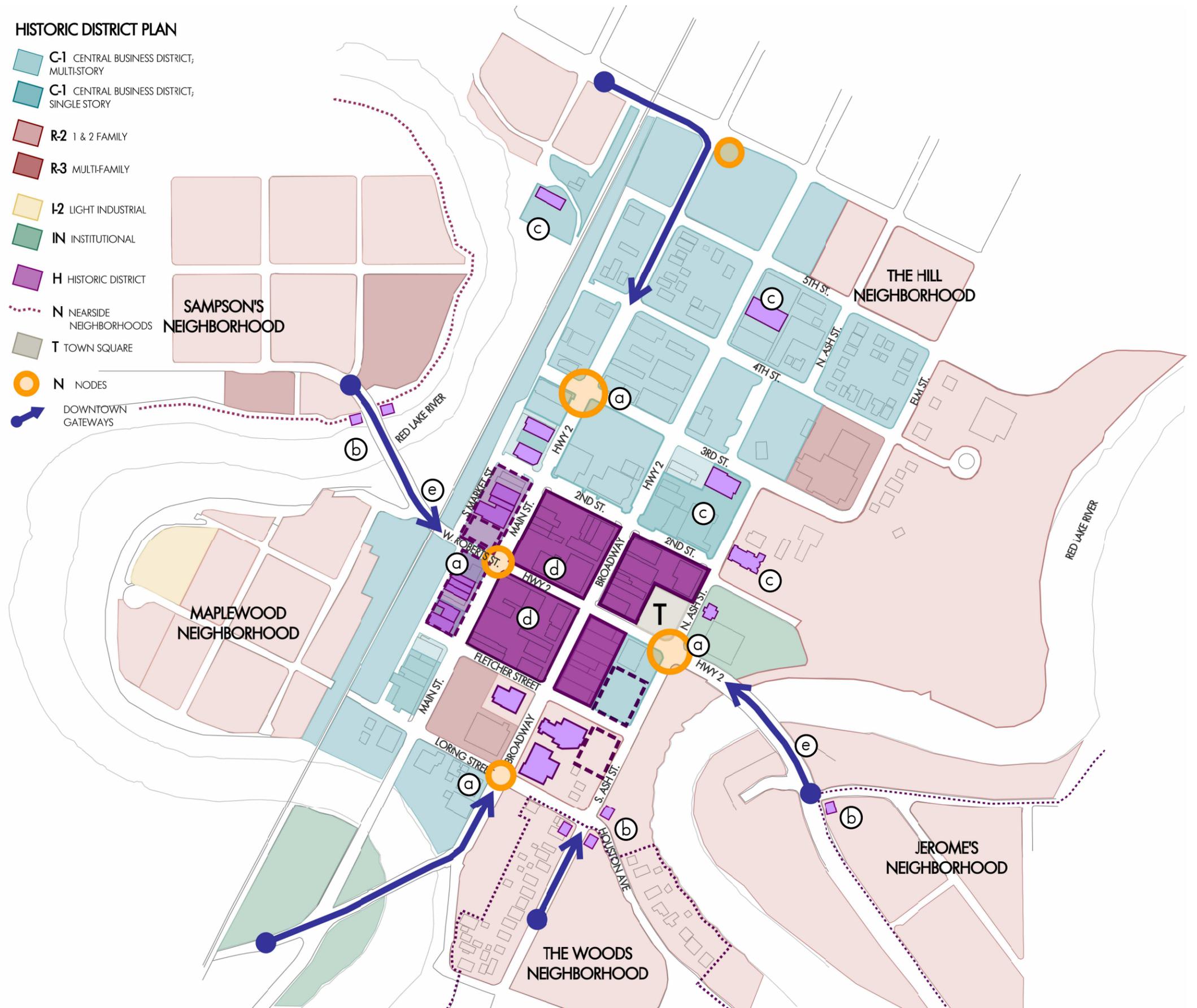
HISTORIC FOCUS PLAN

HISTORIC FOCUS PLAN

- Community feedback strongly reinforced that people value historic buildings for their character defining features, history, and sense of place.
 - The existing Downtown Crookston Historic District should be prioritized in order to emphasize its relevance in the community
- Downtown Gateways, as shown on the map, should be highlighted with signage, vegetation or built elements to emphasize the Historic District as a unique sense of place
 - Tools to help prioritize the Historic District include:
 - Developing Design Standards for contributing buildings
 - Establishing a Historic District Review board to enforce design standards and act as a resource to help secure grants and funding for improvement projects within the district
 - Nearside neighborhoods enforce a historical presence downtown and should be identified at their respective gateways through neighborhood markers as indicated on the plan. These markers will also serve as gateways to and from nearside neighborhoods
 - There are plenty of buildings outside of the Downtown Historic District that contribute to Downtown Crookston. These identified structures on the plan are opportunities for adaptive reuse or preservation
 - Major consideration for adaptive reuse include the old Methodist Church (at corner of East 3rd Street and Ash Street), the old Brewery (currently occupied business, but should be considered if future vacancy occurs), the Armory and the Cathedral of Immaculate Conception
 - The Roberts Street corridor is an important block of Downtown Crookston, specifically between the two Highway 2 streets. Currently, the high traffic and parking only on one side of the street minimizes the potential for commercial activity. Emphasis on this block should be placed in expanding the sidewalk widths on both sides and adding on street parking to both sides of the street.
 - East and west Roberts Street bridges serve as important connections for nearside neighborhoods and Highway 2 traffic. The east Roberts Street bridge positively contributes to the downtown vernacular by matching other downtown lighting fixtures, period appropriate railing and concrete reliefs on the sidewalks. The west Robert Street bridge, however, should be considered for refinement both to functional and ornamental upgrades. Sidewalks should be widened for safer pedestrian commutes from nearside neighborhoods and railings and light should match the east bridge.

HISTORIC DISTRICT PLAN

- C-1** CENTRAL BUSINESS DISTRICT, MULTI-STORY
- C-1** CENTRAL BUSINESS DISTRICT, SINGLE STORY
- R-2** 1 & 2 FAMILY
- R-3** MULTI-FAMILY
- I-2** LIGHT INDUSTRIAL
- IN** INSTITUTIONAL
- H** HISTORIC DISTRICT
- N** NEARSIDE NEIGHBORHOODS
- T** TOWN SQUARE
- N** NODES
- D** DOWNTOWN GATEWAYS



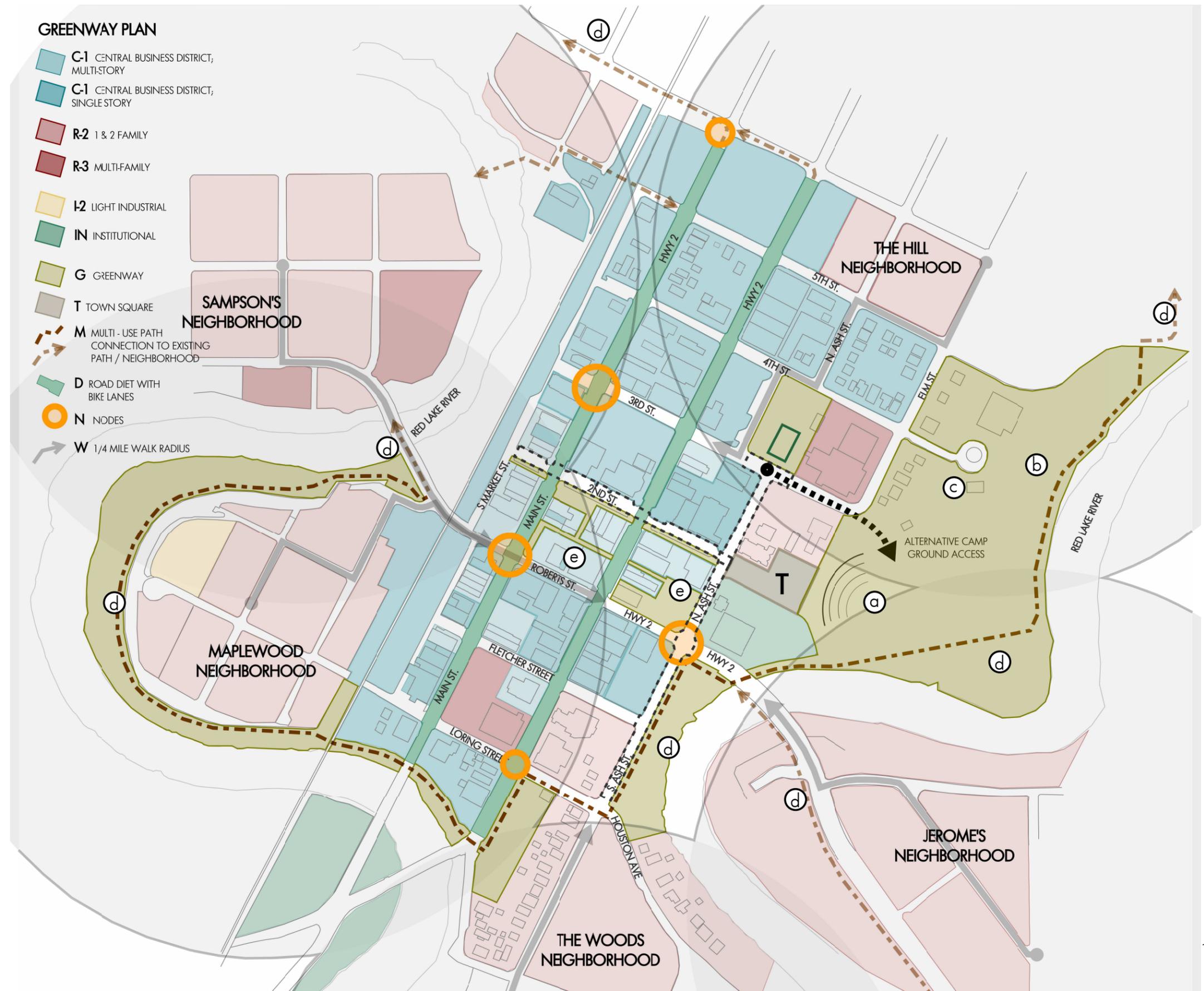
GREENWAY FOCUS PLAN

GREENWAY FOCUS PLAN

- a** Utilize Central Park as an asset to bring visitors to downtown, as a space for programmable events, and an area for recreation. The existing earthen levee along the west side of Central Park provides an opportunity for a natural or built amphitheater that could compliment and support a proposed Town Square location (see below).
- b** Consideration should be taken to expand the campground north within Central park to provide space for public uses, such as the amphitheater, town square and river centered events. The current Frisbee golf course serves as an asset for outdoor activity but should be partially relocated as to not interfere with the proposed Town Square and amphitheater.
- c** The existing farmers market barn should be considered for reuse and relocation as discussed by the Master Plan Committee to the campground as an updated bathhouse.
 - The location of Town Square should be reevaluated to maximize its visibility and connectivity to Downtown and its users. The best location would be at the east termination of 2nd Street (shown as T on plan). With adjacencies to public spaces like the Library, Grand Theater, Central Park, and the Highway 2 corridor, this location would best support vibrant, public activities such as Farmers Markets, University activities, fairs, festivals and concerts. The existing road access to Central Park could be moved north to enter at 3rd Street.
 - 2nd Street is currently the strongest pedestrian street downtown. Strengthening both west and east ends with terminating features such as Town Square or a public event space will create a unified corridor
- d** Connection for the City to Downtown through Multi-Use paths promotes alternative forms of transportation. The banks of the Red Lake River provides space for a multi-use, greenway path that would allow more deliberate interaction with the river. The Roberts Street bridge that connects Downtown to the Sampson's neighborhood should also be enhanced to encourage foot and bike traffic by widening pedestrian walkways and adding protective railings to separate pedestrians from vehicles and connecting with a bike lane. If reconstruction ever occurs, the bridge could provide public space for seating and viewing of the river.
 - Highway 2 should be utilized as a funnel for Downtown activity. This means it should support all forms of transportation walking, biking and driving.
- e** A "Road Diet" of Highway 2 that includes reducing the three one-way traffic lanes and implementing a bike lane will allow all forms of transportation downtown and maximize the wide width of Highway 2. This road diet should occur on both Main Street and Broadway
 - Alleys in the downtown core, specifically the alleys in the Fournet Block and the alley across Broadway should be developed to act as vibrant pedestrian corridors.

GREENWAY PLAN

- C-1** CENTRAL BUSINESS DISTRICT, MULTI-STORY
- C-1** CENTRAL BUSINESS DISTRICT, SINGLE STORY
- R-2** 1 & 2 FAMILY
- R-3** MULTI-FAMILY
- I-2** LIGHT INDUSTRIAL
- IN** INSTITUTIONAL
- G** GREENWAY
- T** TOWN SQUARE
- M** MULTI - USE PATH CONNECTION TO EXISTING PATH / NEIGHBORHOOD
- D** ROAD DIET WITH BIKE LANES
- N** NODES
- W** 1/4 MILE WALK RADIUS



COMPREHENSIVE PRIORITIES

MASTERPLAN COMPREHENSIVE PRIORITIES (IN ORDER OF IMPORTANCE)

1. Elevate Historic Building Stock
2. Road Diet
3. Development of Critical Sites
4. 2nd St. Corridor and Town Square
5. Life Cycle Housing
6. Multi - Use Greenway Path
7. New Place Making

1. Elevate Historic Building Stock

- Community forum feedback indicated that the number one thing people liked most about downtown was the stock of historic buildings.
- The establishment of the Historic District along with design standards and a downtown review board will set the historic character of downtown buildings as a priority to the community. This emphasis on the historic district will elevate community expectations surrounding the district and the downtown core which will bring more users, businesses, and activity.

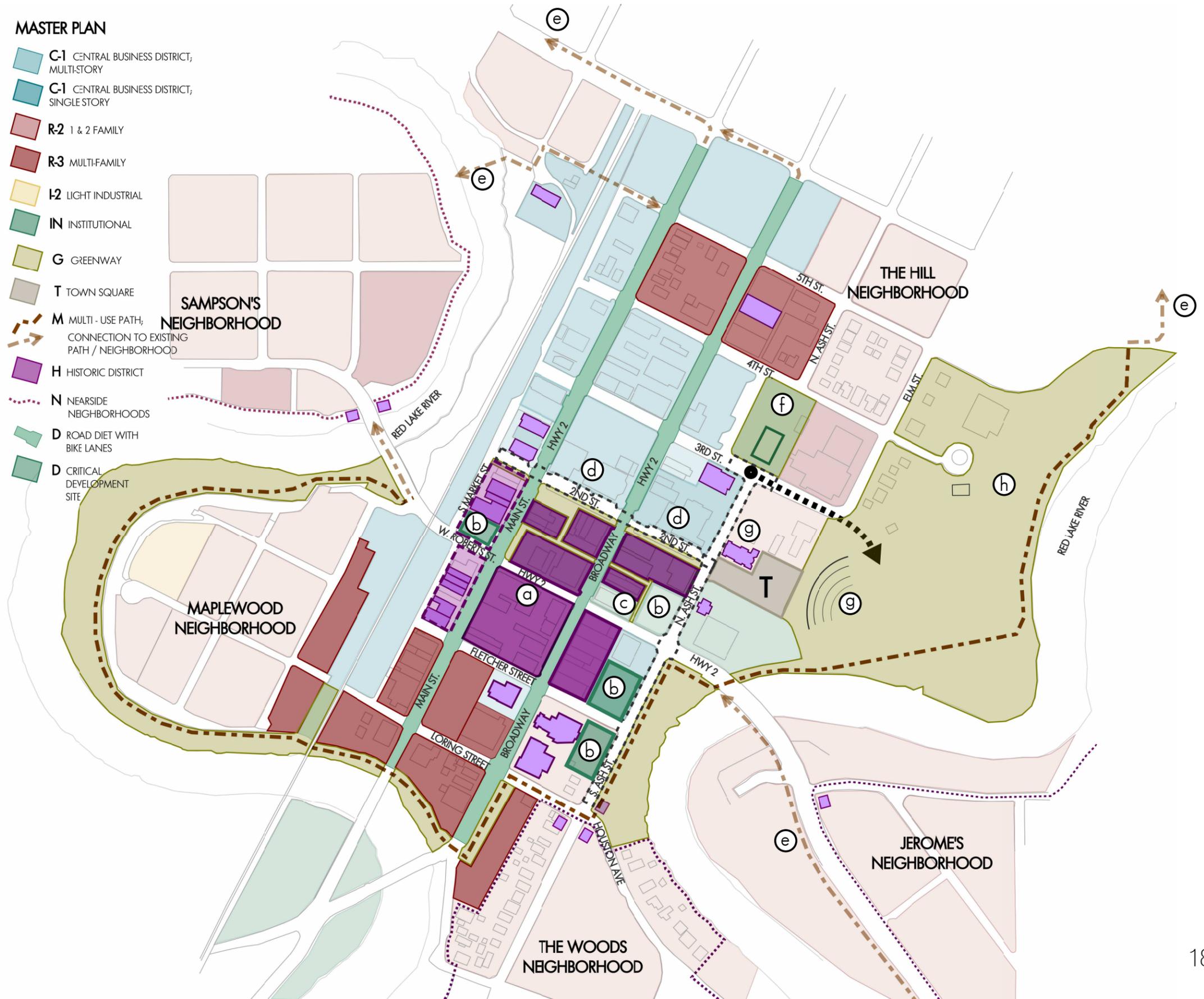
2. Road Diet

- Highway 2 remains an asset to Downtown by bringing spontaneous and deliberate occupancy. However, three lane, one-way traffic both traveling northbound and southbound on Broadway and Main, respectively, creates conditions for fast traffic and does not welcome multiple forms of transportation.
- A road diet should be implemented as shown in green (see map right) that incorporates bike lanes, wider sidewalks and reduced traffic to two lanes with parking on both sides.
- A road diet at these locations would allow for narrower roads which slows traffic speeds down and increases visibility for pedestrians and bicyclists. Creating a pedestrian focused corridor instead of a vehicle focused corridor.

- (a)** Consideration should also be taken into redeveloping Roberts Street to incorporate parking on both sides of the street to make it easier for patrons to use stores, restaurants and shops on both sides of Roberts. Widening sidewalks for restaurant and cafe seating will also help to bring down traffic speeds and provide emphasis on pedestrians Downtown.
- Roberts Street east of Broadway needs immediate work to widen the current dangerously narrow sidewalk. Reducing traffic lanes will help to provide more space for wider sidewalks and on-street parking.

MASTER PLAN

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- C-1 CENTRAL BUSINESS DISTRICT, SINGLE STORY
- R-2 1 & 2 FAMILY
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- N NEARSIDE NEIGHBORHOODS
- D ROAD DIET WITH BIKE LANES
- D CRITICAL DEVELOPMENT SITE



COMPREHENSIVE PRIORITIES

3. Development of Critical Sites

- ⓑ Critical sites for mixed use opportunities include the northwest corner of West Roberts Street and Main, the northwest corner of East Roberts Street and Ash Street, both sides of Fletcher Street at Ash and infill of the Wayne Hotel.
 - These critical sites provide opportunity for unconventional uses Downtown. Successful case studies in the region have shown that adding higher education satellite buildings to downtowns have created positive benefits such as bringing a regular student population downtown. The corner Northwest corner of Ash Street and East Roberts street could be a viable location for the University of Minnesota-Crookston due to its high visibility and accessibility from Highway 2.
- ⓑ Both existing parking lots north and south of Fletcher Street along Ash Street could be prime locations for mixed use developments that incorporate parking, retail and restaurant, and residential uses. Parking within the structure could serve the existing parking uses along with the additional residential units. Retail and/or restaurant along Ash Street would allow for vibrancy adjacent to the river and link the south end of Downtown with the proposed Town Square location.
- ⓒ Demolition of the Tri-Valley building on the corner of Broadway and Roberts street has dramatic implications on Downtown Crookston. An infill project would be the best use of the property by incorporating a wider sidewalk on the south side and below grade and at grade parking

4. 2nd Street Corridor and Town Square

- The location of Central Square, or Town Square, should be relocated to better leverage visibility from Highway 2, Central Park and remaining downtown. Ash Street and 2nd Street are both strong corridors that merge at the center of the Downtown's Civic and Cultural hub. The best location for a Town square in Downtown Crookston is on the site between the Cathedral and Carnegie Library (see location marked 'T' on master plan).
- A strong, collective public space would be the outcome of this location of Town Square by having complimenting uses such as the adaptive reuse of the Cathedral as a community or cultural center and the proposed amphitheater in Central Park.
- ⓓ This location would form a terminus at the end of 2nd Street. Currently 2nd Street is one of the best pedestrian roads in Downtown and could be further improved by widening sidewalks for restaurant and bar seating, outdoor fair booths or food trucks, and expanded green buffers.
- The west end of the 2nd Street corridor provides another opportunity for gathering or public space. The old Wayne Hotel site along 2nd Street should be considered for future infill, while temporarily providing an open, public space for events.

5. Life Cycle Housing

- Housing for all age groups should be a priority in a downtown environment to encourage diversity in economic levels, social and cultural backgrounds, and age groups.
- To encourage this type of diversity, there needs to be available housing to support each of these groups.
- Infill opportunities in the downtown core can provide market rate rentable apartments for the work force and students; while owned or leasable condominiums provide downtown housing for young professionals or retirees
- Adaptive reuse of buildings in Downtown provide affordable housing options and can be successful, so long as the buildings they are reusing are in good physical condition
- Nearside neighborhoods, while providing stable occupancy in the form of single family homes, also provide opportunities for senior housing and affordable multi-family as a buffer between single family and downtown areas.

6. Multi-Use Greenway Path

- ⓔ Existing multi-use and bike paths do not form a cohesive connection between downtown and the remaining city. Multi-use paths extending on the north end of town from the University should be strategically connected to downtown and the bike paths described in the road diet of Highway 2.
 - Similarly the banks of the Red Lake River provide space for a multi-use, greenway paths that would allow more deliberate interaction with the river. Such path is proposed on the master plan. However, no paths should intersect private land.

7. New Place Making

- ⓕ The outdoor pool adjacent to downtown has long been the cry of Crookston citizens and was reiterated in feedback during the forum. While the city looks at various locations, one of the most opportunistic spots for a future outdoor pool is the existing Central Square site.

- The site provides many benefits including its adjacency to the proposed Town Square location, provides a terminus for North Ash Street, would be close to proposed multiuse paths, and is accessible to many nearside neighborhoods such as The Hill, Jeromes via the Roberts St. bridge, and The Woods via Ash Street.
- ⓖ The Cathedral of Immaculate Conception stands as an iconic and irreplaceable structure in Crookston. The three spires are noticeable from many places within the city and act as a beacon to Downtown Crookston. The Cathedral should be adaptively reused as a multi-purpose community and cultural center that could serve many non-profit groups, service groups, events, the University of Minnesota-Crookston, and other miscellaneous community groups.
- ⓗ Central Park provides a unique opportunity for visitors to stay downtown in the campground. Consideration should be taken to expand the campground north within Central park to provide space for community use, such as the amphitheater, town square and river orientated uses. It also acts as an interface for people to use the river.

Images below show examples of a road diet in Downtown Missoula, Montana. The road shown, Higgins Avenue, is a state owned road, and incorporates bike lanes and wider sidewalks for pedestrians.



OTHER RECOMMENDATIONS

Identified as a key “place-making” component, Downtown Crookston is unique to the community. According to David Sucher in his book “City Comforts”, at its heart, the term “urban village” is a fragment of poetry. “The village is small, intimate, quiet; one knows the other villagers and may even be related to them. The city is big, busy, diverse, and filled with strangers. It is the contradiction that makes the phrase interesting.” And it’s this contradiction that makes the thoughtful approach to density, design and land-use designations so important.

Density

Density is a by-product of creating interesting spaces. People are willing, even extremely willing – to live in high density if the amenity value of the surrounding environment is also great. People will clamor to live in an interesting, walkable, human-scaled neighborhood.

- The amount of retail/commercial that should be encouraged and can be supported in Downtown Crookston will have to be carefully negotiated as it is a product of both intentional planning and market demand.
- For the purposes of this master concept, first floor retail/commercial should be mandated and development prioritized in the Historic District; however, the dynamics of development may make the initial projects difficult to move forward. With the massing requirements and limits of the infill opportunity on those blocks, it may be difficult for a developer to achieve the necessary lease rates without gap funding and/or existing residential density.
- Other larger-scale mixed-use projects, with their economies of scale, may need to catalyze development in Downtown Crookston, but without the “character” of the Historic District firmly established as a place-maker, public investments will need to be completed with or prior to these initial projects to establish that necessary “sense of place”.

Land Use

As urban planners, we must consciously identify what is desirable in a particular built environment, deduce the specific rules that make these places desirable, and write the land-use codes to favor such patterns. The broad land-use designation identified for Crookston as a part of this study is that of a mixed-use neighborhood, where the key venues of daily life – places to live, shop, work, play and learn – are within easy reach of one another. A successful mixed-use neighborhood will provide choices for its residents and an aesthetic and energy that will draw visitors. It will accommodate mixed-incomes and purposefully include a variety of appropriate uses within walkable distances and consider the necessary density required to foster lively streets.

Design

Higher densities represent one of the most effective ways to create walkable, mixed-use districts, but the kind of design that builds a community is not merely a function of density; there are good and bad examples of architecture and planning at all levels.

Some general guidelines informing design in Downtown Crookston:

- Focus on what David Sucher refers to as the three rules of Urban Design:
 - Build to the sidewalk (i.e. property line) and locate the inside floor level as close as possible to the sidewalk level outside
 - Make the building permeable, with no blank walls, and prohibit mirrored glass or window coverings that block visibility
 - Prohibit parking lots in front of the building, but allow on-street parking; stop-and-go parking is essential to shopping districts.
- Emphasize “contextualism”; echo the character of the existing neighborhood fabric
 - Similar materials
 - Continuity along the street
 - Massing that respects and responds to nearby buildings
 - **NOTE: This does NOT mean that new buildings must be carbon copies of the old.

EXAMPLES OF TRAFFIC-CALMING TECHNIQUES

- Curbs define the realms of the walkers and the drivers
- Curb “bulbs”/extensions and medians empower the walker and help strengthen connections
- City grids create continuous connections and a hierarchy of traffic (arterials, collectors, feeders, etc.)
- View streets as a system that wants balance and very so often, interrupt the grid for traffic calming and diversity; where street connections are closed or don’t exist, create pedestrian or other connections where possible
- Short blocks translate to more intersections and thus more empowerment of the pedestrian (and more valuable real estate)
- Traffic circles and medians
- Narrow the street
- Change paving material
- Boulevard tree canopy
- Two-way streets
- Allow on-street parking

Walking radius feels shorter if there’s a high level of “walk appeal”

- ¼ mile walking radius = 5 minutes
- ½ mile walking radius = 10 minutes

Sidewalks in shopping districts are made up of three zones

- Through zone – should be wide enough for two people to walk and a third to pass (6’-0” min)
- Curb zone – buffer between the street and walkers; landscaped or paved, street trees and furnishings can be located here
- Building zone – area where storefront activities can spill out without impeding passersby

Two pictures of historic buildings located in Downtown Crookston, including the Fournet Building (Below) that has recently housed tours and the public forum contributing to this master plan.



OTHER RECOMMENDATIONS

Mixed-use (Multi-family/commercial)

- Zero-lot line development (where first floor walk-ups to residential units are provided, the building face can be recessed at those locations to accommodate stairs and landings)
- Commercial should be required at the first floor of all buildings in the mixed-use core
- Commercial should be encouraged and accommodated at the first floor of all other multi-family/mixed-use development areas
- First floor functions shall address the street via access points and transparency
- Provide canopies/awnings at first floor to protect pedestrians from the elements and promote a “human scale”
- Be prepared for the inevitable cry “There’s no demand for retail space” and get creative
 - Allow the retail/commercial space to be shallow – require that space on the street, but consider options for other uses
 - Allow for interim uses that provide activity, even if it’s not active retail – office space, light manufacturing, etc. but maintain glazing/transparency requirements
 - Allow options for live/work units; require street-side unit access
- Encourage/incentivize mixed-income development
 - Higher densities can help expensive units to subsidize lower-cost units in the same development or neighborhood
 - “The fog of density” makes easier for people of different incomes to share a neighborhood
 - Consider incentives for development proposals that include a minimum percentage of housing produced for households with incomes less than 80% of the area’s median.

Multi-family

- Non-mixed-use multifamily sites adjacent to and across from single-family sites:
 - Setback requirements similar to single-family
 - First floor residential units required and street-side units must be walk-up units (individual access to each unit from the street)
 - Scale and massing should complement single-family neighborhood
 - Two- to three-story max
- Non-mixed-use multifamily sites all other locations:
 - Zero-lot line development (where first floor walk-ups to residential units are provided, the building face can be recessed at those locations to accommodate stairs and landings)
 - 3-5 stories, typical; 5+ stories acceptable in the Downtown Core

Single-family

- Setbacks to match adjacent single-family lots
- Respect the scale and character of the existing single-family traditional housing stock without committing to “period”\ architectural design constraints

Civic

- Continue to develop the Civic corridor along Ash Street and endeavor to maintain public and community activities
- Civic uses in downtown environments should be encouraged especially due to the adjacencies of nearside neighborhoods
- The design of public buildings and stages should set the standard for the rest of the downtown and nearside neighborhoods

Green Space

- Comfortably and seamlessly accommodate both large group functions and individuals
- Appeal to a wide variety of users, including children
- Provide amenities (drinking fountains, restrooms, shelters, ashtrays, trash and recycling receptacles, pet clean-up products, etc.)
- Connect to the Red Lake River via multi-use paths and greenspace design

Parking

- Generally, maintain on-street parking
- Mixed-use and multi-family developments to provide below-grade and/or parking behind the buildings; NO parking lots in front of building
- Require a minimum 5’ landscape buffer where parking lots abut sidewalks
- Allow for flexibility and reduction in parking requirements to maximize utilization and minimize over-parking
- This includes downtown partnerships in which businesses would allow off time parking in lots to support evening and weekend parking for restaurant, event and shopping.
- Critical development sites identified in the Master Plan should be considered to include below grade parking and/or on-grade parking within the building. On-grade parking should only be considered away from street frontage as to allow for commercial street access
- Single-family structures to have alley-side access to parking/garages



(Left) Picture of Central Park in Crookston, a large area of green space bordering downtown Crookston to the east. This space also has great access to the Red Lake River (Right) that winds along much of Downtown Crookston. Part of the Greenway Focus Plan is the idea of introducing many new pedestrian paths and adding onto existing paths like the one seen bordering the Red Lake River in the picture in the bottom right. The hope is to make Downtown Crookston more walkable and to better connect downtown with the surrounding neighborhoods.



VIGNETTES

Ash Street Vignette

- Due to its connection to the Red Lake River and the "Civic/Community Corridor" the northwest corner of Ash Street and Fletcher Street is a critical site for development with opportunities for retail, restaurant, office, and residential uses.
- Multi-use path for walking and biking among other uses is shown running on the east side of the Ash Street sidewalk and provide alternative modes of transportation to downtown from the rest of the city
- Road narrowing strategies such as bulb outs at pedestrian crosswalks and on-street parking help to slow traffic down which makes people feel more comfortable walking downtown
- Opportunities for spontaneous activity along the green space east of Ash Street should be planned for to encourage recreational use. A small wall is shown as a buffer between the sidewalk and multi-use path that would also serve as seating for the various activities in this block.
- The Grand Theater and Cathedral of Immaculate Conception are two iconic structures in downtown and are recognizable at various points throughout the city



VIGNETTES

Fournet Block Vignette

- Roberts Street acts as a significant character defining block in Downtown Crookston, so efforts should be prioritized in order to bring more prominence to the block.
- Creating a pedestrian focused corridor instead of a vehicle focused corridor should be a priority on Roberts Street. Widening sidewalks for restaurant and cafe seating, as well as a wider walking lane, will help to bring down traffic speeds and provide emphasis on pedestrians Downtown.
- Parking on each side of the street will increase consumer traffic for commercial, retail or restaurant uses on the first floor
- Adaptive reuse of the Fournet Block as a mixed use building will be a catalyst for future downtown development
- The northwest corner of Main and Roberts Street is a critical site for infill downtown. A high density, mixed use building could prove commercial, office and residential opportunities all on one site.



6. APPENDICES

Appendices

- Master Planning Committee Meeting Minutes from June 29
- Community Forum Boards and citizen feedback



MEETING MINUTES - STAKEHOLDER MEETING #2
JLG 17048-1 Crookston Downtown Masterplan
Meeting Date: June 29th, 2017
Issued: July 3rd, 2017

MEETING INFORMATION:

Date: Thursday - 06/29/2017
Time: 9:00 AM

Attendees/Present: (if checked)

- Mayor Wayne Melbye
City of Crookston
- Amanda Lien
Crookston Chamber/Visitors Bureau
- Shannon Stassen
City of Crookston
- Jason Carlson
Tri-Valley Opportunity Council
- DeAndra Navratil
City of Crookston
- Craig Hoieth
Crookston Housing/Economic Dev.
- Clayton Briggs
Crookston City Council
- Dillon Fenno
Downtown Facilitator
- Dan Svedarsky
University & DT Partnership Board
- Michelle Mongeon Allen
JLG Architects
- Scott Jordan-Denny
JLG Architects
- Mike McLean
JLG Architects
- Shawn Senesall
JLG Architects

ITEMS OF DISCUSSION:

1. SUMMARY/CONFIRMATION OF GOALS:

a. **Project Goals** from kick-off meeting (What is the "why" for this project? What are the objective and expectations? What need is it filling, and how will we know it is successful at the end of the day?)

- Create a downtown redevelopment plan incorporating affordable housing elements
- Educate the broader community of the new downtown vision
- Flexible document that provides a guide for future development and implementation - create interest in investment
- Create a downtown Crookston Neighborhood
- 'Campus beyond campus' - engage U of M Crookston (merging silos, more activity after 5pm)

2. PRIORITY PLAN REVIEW

a. **Historic District**

- Preserve Cathedral of Immaculate Conception, Brewery (Existing Business), Armory
- Provides a district for Historic Preservation Committee to regulate, oversee
- Neighborhood markers to distinguish nearside neighborhoods
- Add Methodist Church to historic buildings
- Group discussed what defines "Historic"
- Group discussed future of Tri-Valley Building on the corner of Broadway and Roberts.
- JLG to address Parking assessment and needs downtown
 1. First recommendation would be to not tear down any existing buildings for new parking lots, but rather utilize on-street parking and existing downtown lots
- Group discussed existing Highway 2 one way
 1. Shannon commented that the DOT is not open to discussing the implementation of diagonal parking or two way traffic on Highway 2
 2. JLG questioned if Roberts Street could potentially be reduced to one lane in each direction along Highway 2 to encourage on-street parking on both sides and wider sidewalks
 - a. Currently parking only on the north side and not the south side. This definitely affects commerce on the south side.
- Gateways

JLG Architects | Michael McLean, AIA, LEED AP
124 North Third Street | Grand Forks, ND 58203 | p.701.738.2498 | c.701.388.0214 | mmclean@jlgarchitects.com
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- Needs are evident at the Subway on the north side of Highway 2 to advertise "Downtown Crookston"
- Group discussed locations for the south side entering from US Route 75
 1. This is a major gateway during the lunch hour for people working on the south end of town at the hospital and industry using Highway 2 to get to the restaurants north of Crookston
- Town square as a possible location on the open lot of Ash and Highway 2.
 1. Benefits of this location is the high visibility along Highway 2 in both directions.
 2. Could be used as a parking lot Monday-Friday and programmed for events on the weekend
 3. Existing location does not leverage the high visibility or energy as another site potentially could
 4. Existing barn onsite was built to be moved. Group discussed potential alternative uses such as a new bathhouse for the campground or moved to different town square site

b. **Greenway**

- Highlighting the river was major feedback received from the community forum
- Expanding the greenspace from Central park onto and along 2nd St.
- Utilizing the dike in Central Park to create a natural amphitheater for programming space
- Group discussed current and future ideas for the camp ground in central park
 1. Currently holds/expanding to 25 spaces
 2. Eventually would like 50 spaces
 3. Allows for two weeks max. stays, but occasionally is open to summer long stays for transient works
 4. Needs an updated bathhouse
 5. No potable or non-potable water, but electrical is provided to sites
 6. Known for good fishing and kayaking
 7. City has been discussing an outdoor pool, one potential location is in central park outside of the flood plain and the current City Square block
- 2nd Street Plaza
 1. 2nd Street seen as one of the best pedestrian road in downtown
 2. Could be improved to include more greenspace, space for events such as street fairs, food trucks, etc.
 3. Cathedral and potential town square location could terminate the east end
 4. Old Wayne Hotel as public space or future mixed use infill site
- Road Diet
 1. DOT open to working with the city on a road diet. Plans continue to be discussed
 2. Current plans suggest bike path on Highway 2 between the driving lanes and the on street parking.
 3. JLG would recommend moving the bike lanes between the sidewalk and on street parking.
 4. If total reconstruction ever occurs then widening the sidewalks for tables, chairs and outdoor displays, along with a raised bike lane would be recommended
 5. Group discussed the potential to lose state aid if bike lanes/road diet are incorporated

c. **Multi-Family**

- Priority is to engage surrounding nearside neighborhoods
- Opportunities for Multi-Family throughout the surrounding downtown core. Transitional lots between the downtown core and nearside neighborhoods are prime opportunities for Multi-family developments
 1. Multi-Family housing - Townhomes, apartments, condos. Typically multi-story due to maximization of footprint driven by developers
- Downtown Core should always be mixed use with opportunity for residential on the upper floors with commercial on the first
- Residential Priorities
 1. Infill (infill existing open lots in downtown for apartment, condo living)
 2. Adaptive Reuse (utilizing existing upper floors in the downtown core for affordable and apartment living)
 3. Nearside neighborhoods (for strong single family residential neighborhoods)
- "Life-Cycle Housing" vital to strong downtowns. Housing for all age groups and all income levels

d. **Combined Plan (Initial Master Plan Option)**

- Land Use
- Gateways and Nodes
- Connections

e. **Other Discussion**

- Group discussed how to utilize this masterplan as a tool and resource so it is not forgotten
- Location of outdoor pool, Central park, current town square lot
 1. Priority location would be to create connections between nearside neighborhoods, access from camp grounds, and downtown
- Presence of UMC downtown in the Urban Core. Could be developed and owned by UMC, but also could be privately developed and contracted to a long term lease with the university

3. OTHER

4. SCHEDULE:

1. **Deliver Master Plan Draft: July 17th** - allow for 1 week review
2. **Review Meeting (Conference Call) - Monday, July 24th**
3. **Delivery Final Master Plan Document - Friday, July 28th**
4. Group discussed need for City Council to approve the plan for implementation. Also having the Minnesota Housing Finance Agency look over the draft to see if it aligns with the grant

CROOKSTON PUBLIC FORUM FEEDBACK

"What do you LIKE about Downtown Crookston?"

- Historic Buildings/Old Buildings (x22 responses)
- Trees/Flowers/Green Spaces (x8)
- Businesses/Shops (x7)
- Fellowship/People/Events (x5)
- Walkability/Density (x5)
- River (x3)
- Theater (x2)
- Free Parking/Available parking (x2)

"What do you NOT LIKE about Downtown Crookston?"

- Lack of Businesses/Shops (x11)
- High Traffic/Truck Traffic/Emphasis on Cars (x9)
- No youth/family activities (x8)
- Vacant Buildings (x8)
- Bad Sidewalks/Dangerous Sidewalks (x7)
- Lack Restaurants (x5)
- No Bike Lanes/Paths (x4)
- Lack of Entertainment (x3)
- Dilapidated/Underutilized Cathedral (x3)
- Lack of Parking (x2)
- People complaining about parking (x2)
- No outdoor swimming pool (x2)
- Lack of Greenspace (x2)
- Lack of River connection/river walk or path (x2)

"What is IMPORTANT to you about Crookston?"

- Family/Community (x6 responses)
- Walking/Biking (x5)
- People (x4)
- Preserving History (x2)
- Shopping/Business (x2)
- Events/Activities (x2)
- River (x2)
- UMC/schools (x2)

"What would you like to see in Downtown Crookston?"

- Stores (convenience, clothing, shoes) (x10 responses)
- Specialty Shops (cafe, coffee shop, bakery, boutiques) (x8)
- Restaurants (x7)
- More Family-Friendly Places/Events (x6)
- Bike/ Walking Paths (x6)
- Teen/ Youth Community Center (x5)
- Bowling Alley (x5)
- Utilize River More (more events around, better views of) (x4)
- More Community Events (like street fairs) (x3)
- More Natural Resource Sustainability Efforts (rain gardens, community partnerships) (x2)
- Change Parking Downtown (less parking, move location of parking) (x2)
- Outdoor Pool (x2)

** Handicap Accessible Placer wheel.*

WHAT WOULD YOU LIKE TO SEE DOWNTOWN

Teen nite center STUFF FOR KIDS!

Brewery on River - yes

Use & appreciate the river!

More winter activities

Street Fair

Boat house (like in Grand Forks)

Lively nightlife - open air music w/lonnie, Pink studios

opening to show women children

More parking

less parking, especially at corners & gateways

Bike lanes w U - Bike Parks Benches - PLANTS LITTLE TREES

Teen center yes! yes!

Bowling yes!!! yes + YES!

Coffee shops all yes

Hotels

Bicycle Lanes + Trails - yes -!

LOBER SPEED LIMITS

Pop En daycare

Dolan General Store Downtown - yes!

than Food Restaurants

several ethnic Restaurants

sandwich shop - pot belly's

** MALL!*

6. APPENDICES (continued)

WHAT WOULD YOU LIKE TO SEE DOWNTOWN

- Open Alcoholic Shops open later in the night (Coffee shops) ✓
- Kids stores
- Restaurant
- Shoe Store (Peglers)
- ✓ Easier walking - people actively downtown
- Youth downtown
- ✓ Place tourist attractions - Turn the towns face toward the River!
- More Businesses*
- Clothing Stores
- ✓ More public access for fishing - Use grassways - docks
- A place to spend time (hang out) after hours
- Community Youth Center, green
- After school activities
- ✓ Bowling Alley!!!
- Teen Center
- ✓ Street vendors
- river trail
- ✓ Clothing store, shoes store
- ✓ Donut Shop

What would you like to see downtown?

- This building renovated and saved
Save this building
- ✓ Bowling Alley
 - ✓ Outdoor Pool
 - More Dance floor Bars
 - Clubs
 - Music store
 - A Dollar General would fit in the old carousel building
 - A Lambert's restaurant
 - ✓ An indoor miniature golf course / arcade games
 - More Restaurants to sit outside
 - Rain gardens
 - Utilize the Clean Water Legacy Fund for Community Partners efforts + more
 - ✓ Skatepark (more central) w/ cement bowls
 - ✓ Walking/running paths on tops of dikes =
 - Community center for youth activities
- bicycle / station shop
Shoe shops

What would you like to see downtown?

- Locally owned restaurant
 - Brewery
 - unique shops / cafe / bakery
 - boutiques / unique stores
 - restaurants
 - grocery store
 - Bowling
 - Stores!
 - boutiques, restaurant,
 - Coffee Shop
 - outdoor pool / or an indoor better used ✓
 - bowling alley / lounge activities
 - More family friendly activities for Kids and Parents
 - More things for the youth to do.
 - More Parks. Paint ball course ✓
 - Natural Resource sustainability i.e. - rain gardens / community partnerships
- Wedding Venues
- Billiards + Arcade!
- Indoor skate park!
- specialty shops
- small, unique cafe
- fewer businesses with a poverty focus (ie dollar stores etc.)
- more free appropriate ramp path

WHAT DO YOU LIKE ABOUT DOWNTOWN

- ### Historic Buildings
- Love the old buildings and history.
 - Preserving historic buildings
 - "Small town feel"
 - the businesses using the space
 - Historic buildings + decorated corners by area businesses
 - Not enough businesses
- This was very awesome
LOVE this old building and the history behind it all
I hope it is able to be saved + kept.

6. APPENDICES (continued)

WHAT DO YOU LIKE ABOUT DOWNTOWN

all the old buildings
River - Use it more, - Become a resort
Focused town
The old buildings but fill them up
River, old buildings,
How attractive businesses - Wonderful
Life, El Sordita, etc.
all of the above
The trees & hanging flower pots
Historic Buildings
trees along sidewalks
brick pavers
beautiful brick buildings
the old red shopping
the trees & plants - the historic look of
some of the buildings

WHAT DO YOU LIKE ABOUT DOWNTOWN

Close-ness of buildings; potential for walkability
Cleanliness & wide streets
We do not need more parking, people just need to not be so lazy
Trees, old buildings,
Trees
Sidewalks
old Bldgs
Quaintness,
Potential.
Trees
The Old Buildings full of history,
The Old Cathedral.
Town Center.
Old Buildings + Their History + Beauty
Old buildings & History
It's an awesome old building
Easy to get around.

Downtown: What do you like?

The old Buildings! Love them!
Clothing stores
Save the old buildings!
Historic Buildings Please Repurpose
them!!! Keep Historic Downtown Alive.
A lot of buildings.

Downtown: What do you like?

ALL OF IT!!

6. APPENDICES (continued)

Downtown: What do you **NOT** like?

Too many Big trucks not using the by pass!

Not enough businesses. More fun places to eat! No kid activities

* All the closed buildings

That our own people do not support our own business

What we aren't trying to improve Central Park to draw more people to downtown!

to many Big huge trucks up by Visa and coming in the North East end of town I thought highways were build for trucks to go around Crookston even many loaded Best trucks in the fall blocking city streets,

* Not safe to bike

WHAT DO YOU NOT LIKE ABOUT DOWNTOWN

Not enough things to do for teens (ditto!)

No Shopping - Mall, Popular clothing

Not enough Restaurant choices (Family or fast food)

There are no outdoor kiddie pools or a cute slide & small park area for kids, w/ a coffee shop that serves ice cream in Summer & displays Xmas deco in winter!

Need more places to dine

Not enough businesses - too empty

Lack of bike paths

Empty buildings - no plan to keep the historical substructure

The red barn on the old CHS property - out of place, looks like a museum application of a poor attempt.

- One way streets

- empty buildings

WHAT DO YOU NOT LIKE ABOUT DOWNTOWN

not much to do for children + adults

** No outdoor swimming pool!

Cathedral Church - beautiful landmark - please do not tear down!

On way traffic

3x the amount of parking on buildings

More dining and entertainment

** Parking an issue

Need a niche - several unique stores

Something to draw people

Seeing the Empty buildings, so very excited to see people working to restore & used our old buildings.

The community shared landscaping.

Stop worrying about parking your Lexus and Walk for your health.

improve spaces b/t buildings - cleaner + useful

traffic - too many lanes of traffic need more to do downtown

WHAT DO YOU NOT LIKE ABOUT DOWNTOWN

Empty Buildings

Not safe for people - too much emphasis on sidewalks (cars)

No shopping area

no Restaurants

no play for kids

One-way streets

Business clothing, shoes, Gifts need more

would love for everyone to connect & see its value! + keep trying! many but! (this is great)

Empty Space

** Lack of businesses

The brick sidewalks -

sidewalk space

Lack of small businesses

No bike path - Keep our streets the way they are!

1st empty sidewalk space

* Downtown Square - Pavilion (similar to E. Forks)

(see pic) Speed of traffic / one way streets

Old signs need to be removed - needs to be replaced to remain on vacation

Need more green spaces with some alien

6. APPENDICES (continued)

PEOPLE	
STICKER	DESCRIPTION OF FAVORITE PICTURE
  	Youth Movement
 	Volunteer/Service clubs
 	
 	
  	Need more "people" making <i>especially</i> <i>staircases</i>
 	
 	
 	
  	
 	
  	
   	

PEOPLE	
STICKER	DESCRIPTION OF FAVORITE PICTURE
 	
 	
 	
 	Helping Seniors & Friends

PEOPLE	
STICKER	DESCRIPTION OF FAVORITE PICTURE
	
 	
  	Youth
 	
 	Agriculture
 	
	
	

PLACES	
STICKER	DESCRIPTION OF FAVORITE PICTURE
 	Oxcard wagon
   	Central Park
 	Red River Valley Shows
 	Heart Park / Gravel Crossing
 	Glacial Ridge / Rydill Refuge
 	
 	
 	Sports Center
 	Splash Park

6. APPENDICES (continued)

STICKER	PLACES	DESCRIPTION OF FAVORITE PICTURE
●	Red River Valley	Show Building
●	yes	
●		
●		
●		
●		
●		
●	Widmans, outdoor Pool, library	
●		
●	Splash Park	
●	Trails	
●	cemc - parks, trails	
●		Widmans

STICKER	OTHER	DESCRIPTION OF FAVORITE PICTURE
●	woods	
●	Great Lake Agassiz	
●	Home	

STICKER	OTHER	DESCRIPTION OF FAVORITE PICTURE
●	Events = Ox Cart Days, Night to White	Relay for Life, Easter Scramble
●		
●		
●	Ox Cart Days	
●		
●	River town	
●	Outdoor pool all the way!	
●	downtown!	
●	Outdoor Pool!	
●	Events	
●	Bowling Alley	
●	Seasons	

STICKER	OTHER	DESCRIPTION OF FAVORITE PICTURE
●	Alice Queth	
●	Industry	
●	Sports Center	
●	Hospital	
●	Home	
●	Fishing	
●		
●	Ox Cart Days	
●		
●	Ox Cart Days	
●	Sports/Outdoor Rec/Park	
●	Old Cathedral	
●	Agriculture	
●	UMC	

6. APPENDICES (continued)



Downtown: WHAT DO YOU LIKE?
(WRITE AN IDEA BELOW OR DRAW ON THE MAP!)

- ↳ Trees
- ↳ the people
- ↳ service groups
- * opportunities
- * opportunities for fellowship
- The old buildings and restoration
- * Historic Buildings
- Fellowship
- Events
- shops
- accessability
- The coffee shops
- Thirty White
- * Theater
- * Historic Buildings
- * Free parking
- * The theater is wonderful!
- * Park AND River great recreational possibilities
- Library**
- * Pool



Downtown: WHAT DO YOU NOT LIKE?
(WRITE AN IDEA BELOW OR DRAW ON THE MAP!)

- * Small Streets, Sidewalks in disrepair
- * Lack of Family Activities
- * Empty Cathedral in one-way traffic
- * Corners with poor visibility for drivers
- EMPTY CATHEDRAL
- Too much parking!
- No river walk / running path
- No roof top gardens
- ONE ways! Yuck!
- Not vibrant too blah
- We do not use the riverhough
- No Bike paths
- Seeing our Old buildings go to waste
- Preserve/Fix-up + Repurpose them Please!!!
- Not over to do
- that theres no zoo

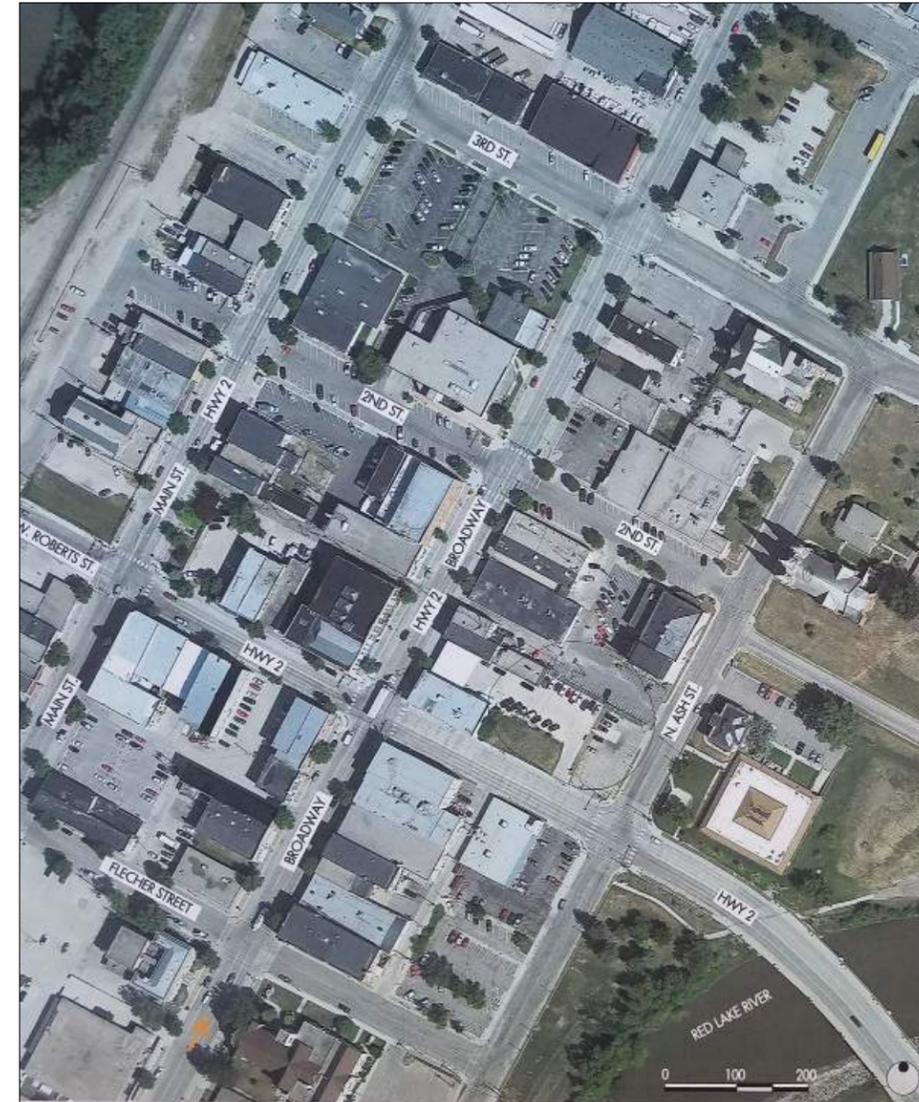
6. APPENDICES (continued)

WHAT IS IMPORTANT TO YOU ABOUT CROOKSTON?

(WRITE AN IDEA BELOW)

- * People!
- * Community
- * Schools
- * Activities (Family Friendly)
- * People → Easy mobility for all
- People, family, community
- family fun
- Business
- The river - ^{mill} ~~boats~~
- Events
- Shopping
- Community & family
- History
- A walkway over Fisher Ave from Highschool
- umc
- It's ~~the~~ home to me
- FAMILY**

- Biking
- Sustaining growth
- working as a community
- Making a future for our children
- to stay + thrive in a strong hometown
- walking bridge across river from the oakpark neighborhood to university/Groveland
- People & preserving history
- River
- Walking
- Biking



WHAT WOULD YOU LIKE TO SEE?

(WRITE AN IDEA BELOW OR DRAW ON THE MAP)

- Bike racks + Benches
- more bike/walking paths
- TEEN Nite CENTER
- A chillie
- A Mall
- Pizza ranch
- Burger King
- northern ^{with} park
- indoor water park
- Womens & Children's Clothing Store
- Cross Country trails 2-4 miles
- Bowling Alley open
- Downtown Laundry mat
- YOGA STUDIO

6. APPENDICES (continued)



6. APPENDICES (continued)

