

RESOLUTION
By Ostrow, Hofstede

**Regarding implementation of the Lowry Avenue Corridor Plan in
Northeast Minneapolis**

Whereas, the City Council approved the Lowry Avenue Corridor Plan on July 12, 2002, with conditions, including:

- a. “that Hennepin County continues to coordinate with the Technical Advisory Committee and Community Advisory Committee as it moves into subsequent stages including but not necessarily limited to the acquisition plan, redevelopment plans, preliminary roadway alignments, preliminary and final design states; and
- b. that separate approval of the preliminary roadway alignment is required; and
- c. that separate approvals of subsequent design phases are required. The City of Minneapolis is supportive of Hennepin County’s conceptual plan for the Lowry Avenue Corridor and encourages Hennepin County to address the following issues in conjunction with its partners:
 - continue to review proposed land uses, design guidelines and economic development opportunities to create livable neighborhoods, evaluating proposed roadway widths and other design features;
 - comply with the Minneapolis Plan to increase the variety of housing types and economic opportunity, strengthen the Lowry Community Corridor, area commercial nodes and the Central/Lowry Activity Center by providing for appropriate density, urban design and uses; and
 - ensure continued dialogue with abutting neighborhoods, neighborhood organizations, and other stakeholder groups as this conceptual plan evolves;” and

Whereas, these conditions reflected, among other issues, a concern regarding the plan’s recommendations for large right-of-way acquisitions – and subsequent building demolitions – along the Lowry Avenue corridor in Northeast Minneapolis from Marshall Street NE to Central Avenue NE; and

Whereas, changes to both City and County policy since the adoption of the plan further support reexamination of the impacts of the proposed project, especially regarding its impacts to pedestrian safety and accessibility, as well as impacts on businesses and residences; and

Whereas, the design of Lowry Avenue as proposed in the Lowry Avenue Corridor Plan is not in conformance with the City’s *Access Minneapolis Design Guidelines for Streets and Sidewalks* (2008), which identifies Lowry Avenue

between Marshall and Central as a Community Connector with a maximum of 2-3 lanes for automobile traffic, rather than the Lowry Plan's suggested 4-5; and

Whereas, the City's *Central Avenue Plan* (2008) addresses these concerns and "offers a recommendation for resolving the outstanding issues so property owners can make decisions based on a predictable future... [with] a context sensitive solution to rebuilding Lowry Avenue with a goal of maximizing economic development opportunities, maintaining (and redeveloping) important urban buildings, and creating a pedestrian friendly intersection that serves the overall redevelopment of the area" and

Whereas, the impacts at Central and Lowry described above are similarly felt at other intersections along Lowry, including Marshall, University, and 2nd.

Now, Therefore, Be It Resolved by the City Council of the City of Minneapolis that the City of Minneapolis commits to support road design alternatives for Lowry Avenue in Northeast Minneapolis that are in conformance with other adopted City plans; preserve existing homes, businesses, and development opportunities; and prioritize non-motorized travel modes.

Be It Further Resolved that the City of Minneapolis urges Hennepin County to update its corridor plan beginning in 2010 and to work closely with the City, neighborhood organizations, residents, and businesses to evaluate alternatives for Lowry Avenue improvements, including but not limited to: alignments with two or three traffic lanes, relocating some transportation facilities onto parallel streets, and addressing existing and projected traffic issues through targeted improvements at intersections rather than widening the entire corridor.