



CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #14
July 6, 2015

SMALL AREA PLAN SUMMARY

<i>Project Name:</i>	Lowry Avenue Northeast Corridor Plan and Implementation Framework
<i>Prepared By:</i>	Haila Maze , Principal Planner, (612) 673-2098
<i>Wards:</i>	1 & 3
<i>Neighborhoods:</i>	Audubon Neighborhood Association Bottineau Neighborhood Association Holland Neighborhood Improvement Association Concerned Citizens of Marshall Terrace Windom Park Citizens in Action
<i>Existing Land Use Features:</i>	<i>Activity Center:</i> <ul style="list-style-type: none">• Central & Lowry <i>Community Corridor:</i> <ul style="list-style-type: none">• Lowry Ave NE <i>Neighborhood Commercial Nodes:</i> <ul style="list-style-type: none">• Lowry Ave NE & Marshall St NE• Lowry Ave NE & University Ave NE
<i>Zoning Plate Numbers:</i>	9, 10, & 11

BACKGROUND AND PROCESS

The *Lowry Avenue Northeast Corridor Plan and Implementation Framework* (available on the [project website](#)) covers the Lowry Avenue NE corridor, from the bridge over the Mississippi River to the city limits. The plan focuses on bicycle and pedestrian improvements along the entire corridor, with more specific guidance for improvements and redevelopment at six key intersections along Lowry Avenue NE:

- Marshall Street NE
- 2nd Street NE
- University Avenue NE
- Washington Street NE
- Monroe Street NE
- Central Avenue NE

This plan was developed by Hennepin County as part of the Lowry Avenue Community Works project. Lowry Avenue Community Works is County-led effort established in 1999 to improve transportation options, offer housing choice, and support business growth in the Lowry Avenue communities. Lowry Avenue Community Works is collaboration between Hennepin County Public Works, the City of Minneapolis, the Minnesota Department of Transportation, the Minneapolis Parks and Recreation Board, Metro Transit and the ten Lowry Avenue Corridor neighborhoods.

The City of Minneapolis was a partner in the planning process, and is now bringing this plan through the City approval process, prior to Hennepin County action on the plan. While this does not have all the same content as a typical small area plan, it has similar standing as a policy document, and can be used in a similar way to guide development and investment.

This plan updates the Lowry Avenue NE portion of the *Lowry Avenue Corridor Plan*, which was completed by Hennepin County in 2002 and subsequently adopted by the City Council. A portion of the 2002 plan has already been implemented, in the form of the reconstruction of Lowry Avenue North, and the replacement of the Lowry Avenue Bridge over the Mississippi River. However, the 2002 plan's recommendations for the Northeast portion have remained unimplemented to date. Moreover, significant concerns have been raised by the City and the community about the vision for the Northeast portion in that plan – which included large-scale property acquisition and demolition for a road widening along the corridor.

This new plan presents a different vision for Lowry Avenue NE, based on updated technical analysis and community engagement. Property acquisition is limited to at most a couple of key intersections. It proposes sidewalk and road improvements for walkers, bicyclists, transit users and drivers, and explores redevelopment options that would support business and housing growth in the area.

Existing Conditions and Issues

The Lowry Avenue NE corridor is currently four lanes west of Central Avenue NE and two lanes east of Central. Sidewalks are typically narrow and located at the back of curb. Obstructions in the sidewalk, including signs and utilities, mean that the pedestrian way is often very limited. Furthermore, there is a lack of room for snow storage, meaning that sidewalks and travel lanes are further narrowed in the winter months.

Lowry Avenue NE is in the City's Bicycle Master Plan as a planned bicycle route. However, the limited right-of-way means that fully accommodating bicycle and pedestrian improvements to City and County standards is not possible without major property acquisition. As such, the planning process focused on how to prioritize modes for various segments of the corridor.

Lowry Avenue is also a truck route, with the portion between University Avenue NE and 2nd Street North serving as an intermodal connector between Shoreham Yards and Interstate 94. As such, the street must accommodate truck traffic. The geometry of some key intersections, particularly University Avenue, present challenges for large truck turning movements.

Planning Process and Community Engagement

The planning process was initiated in early 2014, staffed by the County with assistance from the City. The process was guided by a Steering Team, and advised by a Community and Advisory Team and Technical Advisory Team. The teams met regularly throughout the planning process. There were also numerous public engagement activities, which incorporated artists who worked as sub-consultants to the main consultant. These including a series of public workshops, an online survey, participation in an Open Streets event, various neighborhood meetings, and outreach to Edison High School students (the school is just a short distance from Lowry and many students travel to school along the corridor).

The planning process lasted about a year. The plan was drafted by late 2014, with final internal review and revisions in early 2015.

Review and Approval Process

Upon completion of the plan and review by County and City leadership and staff, the plan was made available for a 45-day public review April 20 to June 4, 2015. This was completed as part of the City approval process, but the comments were also provided to the County for their review.

At the conclusion of the public review period, the plan was brought to the City Planning Commission Committee of the Whole (CPC COW) on June 18, 2015, to provide an overview of the plan and the public comments received. The plan was presented jointly by County and City staff.

Since then, the plan has been amended to reflect comments from the 45 day review and from the CPC COW meeting.

After review and action by the Minneapolis City Planning Commission on July 6, 2015, it will be jointly reviewed by both the Zoning and Planning Committee and the Transportation and Public Works Committee of City Council, prior to City Council action. Once the plan has completed the City approval process, it will be brought before the County Board of Commissioners for their review.

Pending full adoption of the plan by the CPC and Council, it will be submitted subsequently to the Metropolitan Council for amendment to the *Minneapolis Plan for Sustainable Growth* (the City's comprehensive plan).

PLAN OVERVIEW

As stated above, the plan focuses on bicycle and pedestrian improvements along the length of the corridor, with more detailed guidance for six key intersections. This scope was defined by the County Commissioners, reflected previously identified priorities for improvements to Lowry Avenue NE.

The plan focuses on accommodating all modes – including bicycle, pedestrian, truck, transit, and parking – within a limited right-of-way, in a way that supports the corridor and encourages investment and development. Some key highlights of the Lowry Avenue NE plan:

- Between Marshall Street NE and Central Avenue NE, the plan proposes reducing vehicle travel lanes from four lanes to three: a westbound travel lane, an eastbound travel lane and a center left-turn lane. Dropping a travel lane provides up to twelve feet in the right-of-way for pedestrian improvements, including wider sidewalks and treed boulevards.

- Between Central Avenue NE and the City limits, the plan proposes a two vehicle travel lanes and two on-street bicycle lanes, and optional parking at selected locations. It proposes removing parking for most of this segment and reallocates this space for the bicycle lanes and wider sidewalks and boulevards. On-street parking will be included at critical areas.
- Streetscape improvements are proposed along the entire corridor, with some illustrations of potential improvements included. The plan clarifies that these will be partly dependent on the ability to secure funding commitments for both up-front work and ongoing maintenance.
- The plan proposes potential redevelopment scenarios for six key intersections identified above. These scenarios are shown as potential examples of desired development along the corridor. However, for the most part, they assume privately initiated redevelopment. The exception is some properties that are already publicly owned, or which might be assembled for limited right-of-way expansion (see next bullet).
- While most of the planned improvements will take place in the existing right-of-way, the plan proposes some limited acquisition at the University Avenue NE and Central Avenue NE intersections to allow for widening the road to better accommodate vehicle turn movements. This is particularly true for University Avenue NE, which has heavy truck turning movements from Shoreham Yards. The plan includes some suggested use of the remaining land left from right-of-way acquisition for redevelopment.
- The planning process did include some preliminary layouts and cost estimates for the infrastructure improvements. However, these are not included as part of the plan that will be adopted – which focuses on the broader vision and principles. As the project moves forward, particularly once it is added to the County and City capital improvement plans, these will be further developed.

While there were some preliminary timelines for implementation drafted as part of the planning process, at present there is no funding for Lowry Avenue NE in either the County or City capital improvement plans. Future action on plan recommendations will depend for the most part on identifying resources for implementation (with the possible exception of some private redevelopment opportunities). In addition to up-front capital expenditures, the enhanced streetscapes shown in the plan may need dedicated maintenance funds on an ongoing basis.

COMPREHENSIVE PLAN CONSISTENCY

This plan will be consistent with the following applicable policies of [The Minneapolis Plan for Sustainable Growth](#):

Land Use Policy I.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan..

I.1.6 Develop small area plans for designated land use features, particularly Activity Centers, Growth Centers, and Major Retail Centers, in consultation with neighborhood associations, residents, and other stakeholders.

Land Use Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.

1.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.

Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.

1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

Land Use Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

1.9.1 Support the continued presence of existing small-scale retail sales and commercial services along Community Corridors.

Land Use Policy 1.11: Preserve and enhance a system of Neighborhood Commercial Nodes that includes a mix of housing, neighborhood-serving retail, and community uses.

1.11.2 Support the continued presence of small-scale, neighborhood-serving retail and commercial services in Neighborhood Commercial Nodes.

Land Use Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.

1.12.2 Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.

Transportation Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

2.1.1 Continue addressing the needs of all modes of transportation, emphasizing the development of a more effective transit network.

Transportation Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Transportation Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.

Transportation Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.5 Provide public bicycle parking facilities in major destinations such as Downtown, Activity Centers and Growth Centers.

Transportation Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

Transportation Policy 2.7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.

2.7.4 Maintain a network of truck routes that ensures the safe and efficient delivery of goods to Minneapolis businesses and that directs truck traffic to a limited number of streets with appropriate weight limits.

Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

2.8.6 Encourage management of on-street parking in commercial areas primarily for short-term use by adjoining land uses.

Housing Policy 3.1: Grow by increasing the supply of housing.

3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.

3.1.2 Use planning processes and other opportunities for community engagement to build community understanding of the important role that urban density plays in stabilizing and strengthening the city.

Housing Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.

3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.

3.2.2 Engage in dialogue with communities about appropriate locations for housing density, and ways to make new development compatible with existing structures and uses.

Economic Development Policy 4.9: Focus economic development efforts in strategic locations for continued growth and sustained vitality.

4.9.1 Prioritize economic development efforts around designated neighborhood commercial nodes, commercial corridors, activity centers, and growth centers.

Arts and Culture Policy 9.1: Integrate and utilize arts and culture as a resource for economic development.

9.1.6 Encourage the implementation of the Northeast Arts Action Plan, and the creation of cultural plans for other neighborhoods and districts.

9.1.8 Make Minneapolis a more livable place for artists through support for arts initiatives that contribute to the city's community development priorities.

Urban Design Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.

10.5.1 Smaller-scale, multi-family residential development is more appropriate along Community Corridors and Neighborhood Commercial Nodes.

10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.

Urban Design Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.

This plan's land use and transportation guidance is largely consistent with existing comprehensive plan guidance for the applicable land use features. The plan is also largely consistent in terms of its guidance on other topics, including housing, art, and urban design

This plan overlaps with (and is for the most part is compatible with) adopted small area plans that address portions of Lowry – including the *Central Avenue Small Area Plan* (adopted in 2008), *Audubon Park Neighborhood Master Plan* (2008), *Above the Falls Master Plan* (2013), and *Holland Neighborhood Small Area Plan* (2015). The Holland plan in particular identifies some additional Neighborhood Commercial Nodes, which are supported in this plan as well. There are some possible differences regarding the exact road layout at key intersections, especially at University Avenue NE. However, since these layouts are still preliminary will be refined prior to implementation, they are not seen as necessarily incompatible.

FUTURE RELATED ACTIONS

Implementation of the plan recommendations is part of Planning staff's 2015 work plan and will likely continue into the future. Elements of this include:

- **Comprehensive plan changes.** This plan will be incorporated into the City's comprehensive plan. This requires Metropolitan Council review for consistency with regional systems plans, in accordance with state law. As this review follows City approvals, City adoption of the plan as part of the comprehensive plan will be contingent on the pending Metropolitan Council review. This will move forward after plan adoption, possibly bundled with other pending comprehensive plan updates.
- **Potential text amendment or rezoning.** While the plan does not propose major land use changes that would necessarily impact base zoning (at least not immediately), it does suggest some potential zoning code changes. These may be accommodated through a future rezoning study – again, perhaps handled jointly with other pending changes. They may also occur as part of individual land use applications which include a request for a rezoning.

- **Development review.** Future development proposals for property Lowry Avenue NE corridor will require Planning Commission review of development applications such as rezonings, conditional use permits, and site plan review. In this way, the Planning Commission has a role in the incremental implementation of the plan. Environmental impact assessments and/or transportation demand management studies will be undertaken as necessary. While this plan does not include a full future land use map, it does provide some development guidance at the key intersections identified.
- **Capital project prioritization.** The capital improvements process (through the City, County, and other public entities) provides an important way to implement recommended projects in the comprehensive plan. This plan's identification of these projects provides additional priority and weight to them in project review and ranking. It also allows for proposals to be made when funding opportunities (such as grants) emerge. Many improvements along Lowry, particularly to the sidewalks and roadway, will need to be funded capital projects to advance.
- **Redevelopment of publicly owned lands.** A number of County and City owned properties are located on or near the Lowry Avenue NE corridor. Some of these have been held in anticipation of this plan's development, with the intent to use them to catalyze private development along the corridor. Since many sites are small and/or noncontiguous, more resources may be needed for additional land assembly in order to have larger scale redevelopment sites.
- **Streetcar planning.** Additional transportation and design work will be necessary for development and implementation of the plan for the Nicollet-Central Streetcar. While this only overlaps the corridor at the intersection with Central Avenue NE, it has the potential for transit benefits to the Lowry Avenue NE corridor, and connections to bus routes which run along Lowry Avenue NE.

PUBLIC COMMENT

A number of comments were received during the 45-day comment period from individuals, community organizations, and government staff. The compiled comments received during this time period are attached. Some common themes in the comments include:

- Support for the proposed pedestrian improvements, including sidewalk and boulevard expansion
- Concerns about maintaining or improving traffic flow on road and at key intersections, especially if number of lanes decreases
- Concerns about accommodating various needs if lanes decrease, including buses stopping, emergency vehicles, and snow storage
- Some opposition to planned widening of intersections at Central Avenue NE and University Avenue NE, with concerns regarding pedestrian accessibility

- Interest in having more focus in the plan near Johnson Street NE, particularly with regards to pedestrian crossing and overall traffic safety
- Calling out removal of parking at some locations as a hardship (e.g. around Hayes and Stinson)
- Needed improvements to traffic signal timing at various locations
- Mixed feedback on lack of bicycle lane west of Central Avenue NE – with some supporting and others saying bicycles should use safer alternate routes
- Needs for accessible (audible) signals for visually impaired, and for pedestrian countdown signals

There were a number of changes and updates made to the draft plan as a result of these comments, including adding detail and clarification around topics and concepts in the plan. A table listing the comments and the responses to them is attached.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development:

The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council **approve** the Lowry Avenue Northeast Corridor Plan and Implementation Framework and **amend** the policy guidance for the area into the City's comprehensive plan with the following conditions:

- The comprehensive plan amendment is subject to final review and approval by the Metropolitan Council.
- Additional transportation planning and design work will be necessary for development and implementation of the Nicollet-Central Streetcar. The features and recommendations of this plan will be referenced in that planning process and reevaluated in conjunction with the larger project. They may be adjusted, refined, or updated if necessary.
- The features and recommendations of this plan will be used to guide preparation of an updated comprehensive plan in upcoming years. As with all small area plans, features and recommendations of this plan will be reevaluated and may be adjusted or updated in the next update to the Comprehensive Plan.

ATTACHMENTS

- Study area map and recommendations chapter
- Table of 45 day public comments submitted and responses
- Lowry Avenue Northeast Corridor Plan and Implementation Framework (online)

The plan is available online at: <http://www.hennepin.us/residents/transportation/lowry-avenue-community-works>.



Lowry Avenue NE Project Area



Intersection of Lowry Avenue NE and 2nd Street NE

CORRIDOR PLAN RECOMMENDATIONS

The Project Team was charged with creating a plan for redevelopment of the Lowry Avenue NE six study intersections; making recommendations for improving the pedestrian and biking environments; improving the streetscape with such items as pedestrian lighting; and improving the natural environment by providing storm-water treatment, storage, and retention in the corridor. This section explains the plans and designs that were created during the planning process.

PEDESTRIAN AND BICYCLE IMPROVEMENTS

Walking and biking are critical transportation modes in corridors such as Lowry Avenue NE and a major component of a livable community. Currently, sidewalks on Lowry Avenue NE are substandard: they are narrow, adjacent to the roadway, and obstructed by utility poles and street signs. Dedicated bicycle facilities do not currently exist, and the four-lane segment of Lowry Avenue NE is not a

bikeable street for most people. Following are recommendations to promote safe and inviting pedestrian and bicycle experiences by creating or strengthening connections to nearby bicycle facilities, neighboring points of interests, shopping, the Mississippi River, trails and open spaces.

Pedestrian Recommendations

Provide a minimum of 6-foot-wide sidewalks (8 feet is preferred) throughout the corridor where feasible.

- Create boulevards to serve as a buffer from traffic, a planting space for trees, and a space to store snow.
- Improve intersections to provide safe and accessible areas for pedestrian and bicycle crossings. Improvements could include enhanced crosswalks, improved signalization, signage and design techniques that encourage drivers to operate at an appropriate speed.

- Sidewalk bump outs are also recommended on adjacent side streets where possible to decrease crosswalk distances, moderate vehicular speeds, provide more sidewalk space, and to define on-street parking bays.
- Incorporate streetscape elements such as monuments, public art, kiosks and benches to create a more inviting and comfortable sidewalk environment and promote sidewalk activity.

Bicycle Recommendations

- Install on-street bicycle lanes on Lowry Avenue NE east of Central Avenue NE.
- Use signs to direct Lowry Avenue NE bicycle traffic between Marshall Street NE and Central Avenue NE to and from parallel bicycle routes along 22nd Street NE, 18th Street NE and the proposed future 27th Street NE connections.
- Stripe bicycle lanes to the left of on-street parking provided near Central Avenue NE, Windom Park and Stinson Boulevard.
- Create safe and visible connections between Lowry Avenue NE and alternative bicycle routes.
- Provide centralized, easy to access bicycle parking (such as on-street bicycle corrals) at convenient locations for bicyclists to park their bikes and walk to places along Lowry Avenue NE.
- Expand the city’s wayfinding system to Lowry Avenue NE and highlight access to the parallel and perpendicular bicycle routes

ROADWAY SECTIONS

It was necessary to look holistically at the Lowry Avenue NE public right-of-way and to study the motorized traffic to see if it was feasible to convert space currently used for travel lanes and parking to pedestrian and bicycle facilities. The Project Team developed a number of scenarios, called sections, that demonstrated how the right-of-way could be dedicated to pedestrian, bicycle and motor vehicle uses.

Currently, Lowry Avenue NE is a four-lane roadway west of Central Avenue NE and two-lane roadway east of Central Avenue NE. Because of the traffic volumes, current number of lanes and different right-of-way widths between the segment east of Central Avenue NE and west of Central, the Project Team made recommendations specific to these varied roadway segments. The Team developed Sections A-C for the segment West of Central Avenue NE and Sections A-F for the segment east of Central Avenue NE. These conceptual sections can be found in Appendix F.

It was determined early during the analysis phase that it was possible to convert the four-lane roadway west of Central Avenue NE to a three-lane segment with one eastbound lane, one westbound lane, and a continuous left-turn lane. This dropping of a travel lane provided extra space for bicycle and pedestrian improvements. As a result, all sections studied west of Central Avenue NE included the conversion of a four-lane roadway to a three-lane roadway.

Some of the sections incorporated on-street parking and others removed it. The parking analysis completed in April 2014 showed parking was not heavily used on Lowry Avenue NE except for at the Central Avenue NE intersection during Friday afternoon prayer service and in the vicinity of the Fillmore intersection during Sunday morning worship service. This limited use of parking allowed for the removal of on-street parking in most sections of Lowry Avenue NE, freeing up space for bicycle and pedestrian improvements.

In addition to studying parking use, the Project Team forecasted traffic needs until 2035 and the associated intersection level of service with the selected roadway and intersection improvements. The findings were that all of the key intersections will continue to operate at an acceptable overall intersection level of service (LOS) D or better during the morning and afternoon peak travel hours, assuming proposed intersection and roadway section improvements. LOS is a measure of the effectiveness of an intersection. The LOS system rates the intersection using

the letters A through F, with A being the least congested and F being the most congested. At LOS C, roads remain safely below, but efficiently close to capacity, and posted speed is maintained. LOS D is a common design goal for urban streets during peak hours. The proposed intersection and roadway sections will be able to accommodate the forecast year 2035 Build traffic volumes. This detailed analysis is available in Appendix D.

Based on stakeholder and Community and Technical Advisory Team input, the Steering Committee selected the following preferred roadway sections from the nine options that were considered.

- West of Central Avenue NE: Wider Sidewalks (Concept C) — This recommended roadway section consists of a three-lane roadway (one 11-foot lane in each direction separated by a 12-foot center two-way left-turn lane) between Marshall Street NE and Central Avenue NE. By narrowing the existing roadway section from four lanes to the recommended three-lane section, the sidewalk and boulevard areas on each side of the roadway can be expanded to approximately 11 feet to provide a better pedestrian realm along Lowry Avenue NE to the west of Central Avenue NE. This option does not include a dedicated bicycle facility on Lowry Avenue NE and relies on parallel bicycle boulevards about a quarter mile to the north and south to accommodate through bicycle traffic. The Project Team through the community outreach effort determined that improving the pedestrian function of Lowry Avenue NE was more critical than creating dedicated bicycle facilities. Even without dedicated space, the four-to-three-lane conversion will improve the biking environment, and more people will be comfortable biking the corridor. See Figure 1 for this section.
- East of Central Avenue NE: Wider Sidewalks and Bicycle Facilities (Concept E). This recommended roadway section consists of a two-lane roadway with bicycle lanes (one 11-foot travel lane and one 6-foot bicycle lane in each direction), and optional parking at selected locations. This section removes parking for most of this segment of the corridor and reallocates this space to on-street bicycle lanes and wider sidewalks and boulevards. On-street parking will be included at critical areas, including the commercial area at Stinson Boulevard, Windom Park and near Central Avenue NE. See Figure 2 for this section.



Figure 14: Recommended roadway section west of Central Avenue NE



Existing and proposed view at 3rd Street NE and Lowry Avenue NE



Existing and proposed view at Monroe Street NE and Lowry Avenue NE



Existing and proposed view at 2nd Street NE and Lowry Avenue NE



Figure 15: Recommended roadway section west of Central Avenue NE



Existing and proposed view near Polk Street NE and Lowry Avenue NE



Existing and proposed view near Cleveland Street NE and Lowry Avenue NE

To convert the roadway from a four-lane section to a three-lane section, to make pedestrian safety improvements, and to accommodate truck turns, two of the six study intersections are recommended for improvements. These intersections are:

- Lowry Avenue NE at University Avenue NE.
- Lowry Avenue NE at Central Avenue NE.

The reconstruction of these intersections provides an opportunity to design the intersections with bicycle and pedestrian improvements and stormwater management. Where possible, include wayfinding, pedestrian lighting, bump-outs, pedestrian countdown timers, bicycle parking, and public art in the intersection designs.

The following intersection designs are in concept form only, and detailed geometrics and intersection analysis will need to be performed later.

Lowry Avenue NE at Marshall Street NE

Figure 16 shows the recommended intersection improvements at the Lowry Avenue NE intersection with Marshall Street NE. As shown in Figure 16, the east leg of the Lowry Avenue intersection with Marshall Street NE would be reconfigured to provide one lane of traffic in each direction on Lowry Avenue NE as well as a westbound left-turn lane. The sidewalk and boulevard on both sides of Lowry Avenue NE (east of Marshall Street) would be widened to approximately 11 feet. The radius in the northeast corner of the intersection would be increased to facilitate westbound to northbound truck movements from Lowry Avenue NE to Marshall Street NE. The proposed lane configuration on the Marshall Street NE approaches to the Lowry Avenue NE intersection would remain unchanged. Following these changes to the intersection, it would function at a level of service B during the morning peak travel time and C during the afternoon peak travel time.

A description of the recommended improvements to these intersections follows.



Figure 16: Recommended Improvements – Lowry Avenue NE at Marshall Street NE

Lowry Avenue NE at University Avenue NE

Figure 17 shows the recommended intersection improvements at the Lowry Avenue NE intersection with University Avenue NE. The alignment of Lowry Avenue NE would be shifted to the south to facilitate the trucks making the southbound to westbound right turns. The Lowry Avenue NE approaches to the intersection would be revised to provide one lane of traffic in each direction as well as westbound and eastbound left-turn lanes. The sidewalk and boulevard on both sides of Lowry Avenue NE would be widened and parking bays or bus stops will be provided in all four quadrants of the intersection with near-side bus pull-outs on the Lowry Avenue NE approaches to the intersection. The corner radii, particularly in the northwest quadrant, also will be increased to facilitate truck

turning movements. The proposed lane configuration on the University Avenue NE approaches to the Lowry Avenue NE intersection are recommended to remain unchanged.

This intersection redesign would require the full acquisition of some parcels and partial acquisition of other parcels to provide additional roadway right-of-way. The traffic forecast to 2035 found that this intersection would function at a level of service C during both the morning and afternoon peak travel times.

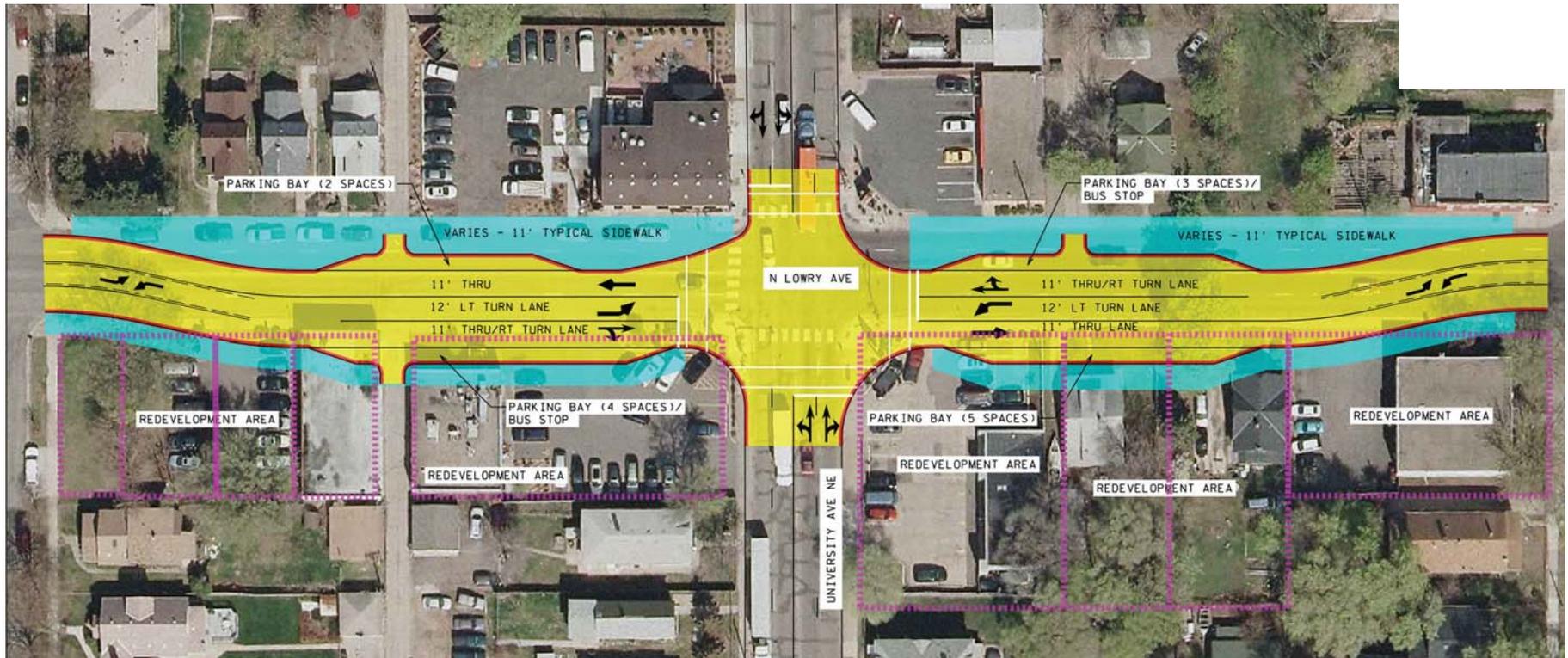


Figure 17: Recommended Improvements – Lowry Avenue NE at University Avenue NE

Lowry Avenue NE at Central Avenue NE

Figure 18 shows the recommended intersection improvements at the Lowry Avenue NE intersection with Central Avenue NE. As shown, the alignment of Lowry Avenue NE would be shifted slightly to the north on the west side of Central Avenue NE and slightly to the south on the east side. The Lowry Avenue NE approaches to the intersection would be revised to provide one lane of traffic in each direction as well as left-turn lanes at the Central Avenue NE intersection. The sidewalk and boulevard area on both sides of Lowry Avenue NE would be widened, a parking bay would be provided in the southeast quadrant, and far side bus pull-outs would be provided on Lowry Avenue NE. The corner radii in three of

the four quadrants, would also be increased to facilitate truck turning movements. The proposed lane configuration on the Central Avenue NE approaches to the Lowry Avenue NE intersection would remain unchanged. The traffic forecast to 2035 finds that this intersection would function at a level of service C during the morning and afternoon peak travel times following reconstruction.

Safety will be improved at the Lowry Avenue NE intersection with Central Avenue NE with the addition of left-turn lanes on the west- and eastbound Lowry Avenue NE approaches to the intersection. The proposed left-turn lanes on Lowry Avenue NE will remove left-turning vehicles from through traffic, thus reducing conflicts. The proposed center left-turn lanes on Lowry Avenue NE will also improve safety by improving sight distance for left-turn turning vehicles.

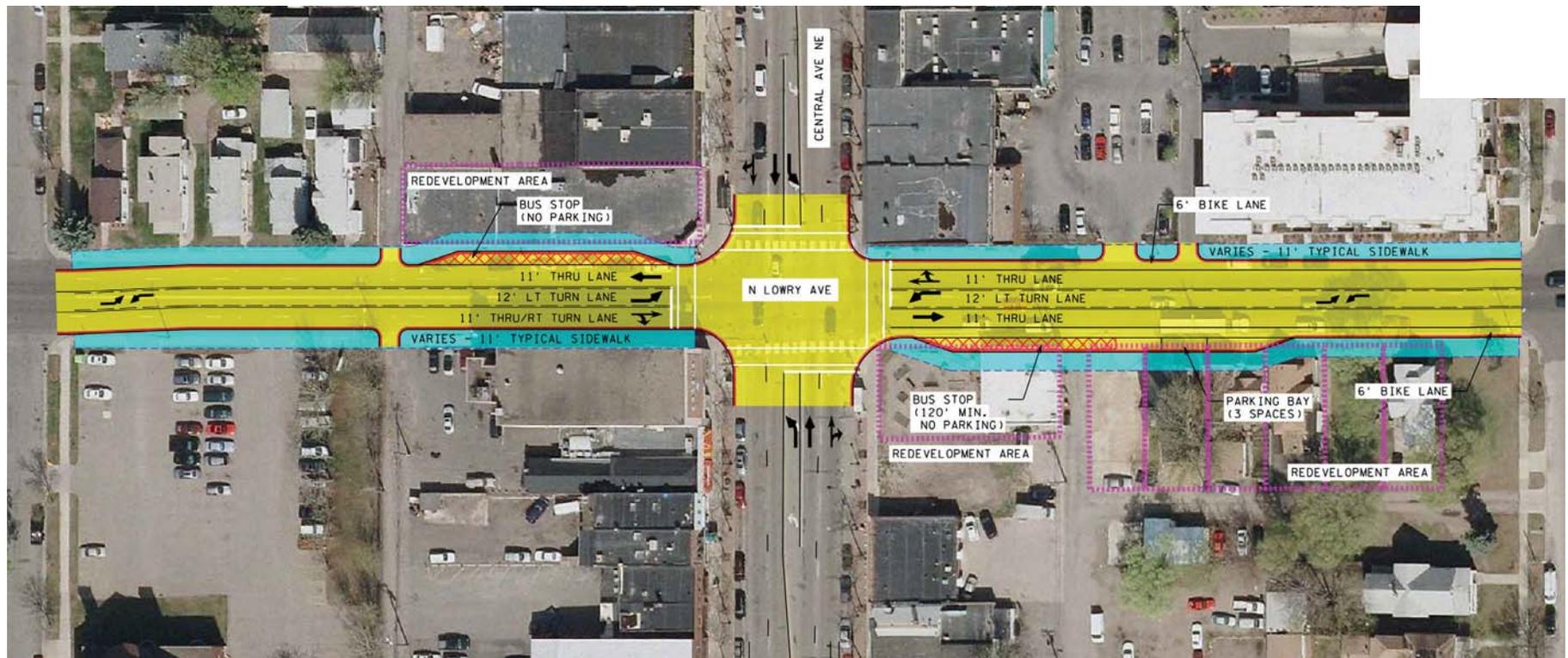


Figure 18: Recommended Improvements – Lowry Avenue NE at Central Avenue NE

INTERSECTION DEVELOPMENT SCENARIOS

Six nodes on Lowry Avenue NE were identified for this planning study — intersections with Marshall Street NE, 2nd Street NE, University Avenue NE, Washington Street NE, Monroe Street NE and Central Avenue NE.

These intersections were analyzed for redevelopment opportunities, bicycle and pedestrian safety improvements and enhancements to traffic flow. The transportation improvements to these intersections were previously presented in earlier segments of this plan. This section describes the redevelopment scenarios identified for each of the six study intersections. All scenarios are thought to be long term — taking up to 20 years to see the recommended changes. Whether the scenarios are pursued is dependent on the ability to purchase land from willing sellers.

A recommendation of the 2002 Lowry Avenue Corridor Plan was the consolidation of existing services, retail and office space around transit-served intersections to create intensified mixed-use, transit-friendly developments at primary intersections. It also envisioned that the obsolete commercial uses interspersed among residential areas of the corridor would eventually relocate to the transit-friendly new developments. These recommendations remain applicable to Lowry Avenue NE today and play out in the scenarios presented within this section of the plan.

The market study completed as a part of this planning process evaluated the six study intersections for their potential to support new development. The market assessment found the following strengths and challenges to creating new housing, retail, and offices along Lowry Avenue NE.

Corridor-wide Development Strengths

- Strong forecasted growth.
- Strengthening of favorable demographics.
- Proximity to Mississippi River.
- Transit access.
- Proximity to downtown.
- Development momentum.
- Eclectic stock of buildings.
- Relatively low property valuation.

Corridor-wide Development Challenges

- Predominance of small, shallow lots.
- Site assembly.
- Incompatible uses.
- Incompatible zoning.
- Limited parking opportunities.
- Traffic volumes at certain intersections.
- Narrow sidewalks.
- Lack of space to accommodate people biking

The matrix on the following page lists the probable developer interest for each study node for the three feasible land uses of retail, office, and housing.

PROBABLE DEVELOPER INTEREST

Cross street	Retail	Office	Housing
Marshall	High	Medium	High
Central	High	Medium	Medium
University	Medium	Low	Medium
2 nd	Medium	Low	Medium
Monroe	Medium	Low	Medium
Washington	Low	Low	Low

Private investment in the corridor can be spurred by an attractive destination with a strong sense of place, human scale, architectural cohesion and vibrant neighborhoods. Scale, character, massing and ethos of the corridor’s buildings contribute significantly to these elements. A project initiative is to promote sustainable design excellence in new development so that new buildings architecturally fit into the surroundings, are energy and water efficient, and respond to neighborhood transitions with building massing. Specific recommendations for development follow.

Redevelopment recommendations:

- Create mixed-use, multi-story buildings with first floor uses that activate the street.
- Positively relate new construction to the street with building elements yet not infringe on the streetscape. Appropriate building setbacks will depend on building use.
- Consider a building setback from the sidewalk to provide a broader area for pedestrian activities. Where existing sidewalks are less than 10 feet wide, set buildings back a minimum of four feet (within the frontage zone) to create wider sidewalks for outdoor seating and streetscape elements.

- Plan new construction in relation to the surrounding buildings. Using common elements from the façade and architecture of neighboring buildings will create a harmonious feel to the streetscape. Building size, height and materials all factor into a coherent sense of place.
- Encourage the reuse of buildings where possible rather than new construction.
- Incorporate existing historical or character enhancing elements into redevelopment.
- Design the first level to have a human scale with attention to items including the building entries, first floor storefronts, lighting, signage and windows.
- Highlight major building entries.
- Create a sense of security by having building windows look onto the street.
- Create and adhere to guidelines and standards for site design, building massing, façade treatments, building materials, signs and sustainable design practices.
- Reserve space for stormwater retention or detention needs, and bicycle circulation.
- Treat one-inch rainfall events on site by, for example, infiltrating rainwater in ponds, swales and rain gardens or storing it for reuse in cisterns.
- Use permeable pavers to infiltrate water in parking lots.
- Screen at-grade parking lots with vegetation such as hedges and trees. Consider these parking lot screens as potential zones for stormwater treatment and infiltration.
- Use LED or other energy-efficient lighting.
- Consider solar-powered LED lighting to light exterior spaces.
- Provide space for organics composting and, for residential uses, on-site or nearby gardening.
- Incorporate bicycle parking and facilities into the first floor.
- Encourage constructing and renovating buildings to meet Leadership in Energy & Environmental Design (LEED) certification standards of silver or better.

REDEVELOPMENT CONCEPTS

LOWRY AVENUE NE AND MARSHALL STREET NE

This node presents a great opportunity to create a mixed-use node by providing additional housing choices, restaurants and businesses that serve surrounding residential neighborhoods.

The roadway intersection improvements are minimal at this location and do not require building removal. As a result, any redevelopment at this location will be driven by the private sector and some development is underway. As of 2014, Betty Danger's Country Club restaurant and bar is being built in the northeast quadrant of this intersection.

The owner of the southeast quadrant of the intersection is considering redevelopment of the property owned at this location, which includes most properties between Marshall Street NE and Grand Street NE and three single-family properties along Marshall Street NE. The single family homes are zoned R2B with the remaining parcels zoned C2. Rezoning of the entire site would be required to accommodate the proposed development.

This plan recommends a four-story mixed-use building (labeled A) with 12,000 square feet of commercial space on the first floor, approximately 34 to 38 units on three upper floors, one level of underground parking with 32 stalls and approximately 70 surface parking stalls behind the building. Parking could be shared with adjacent commercial uses off peak.

The current building at the intersection of Lowry Avenue NE and Grand Street NE is proposed to remain. Note: Drawing does not illustrate this. To the west of this existing building is proposed a new two-story commercial building (labeled B) with 2,300 square feet commercial /restaurant space on the first floor and a second floor with office or residential uses. Parking for the building would be behind the building in a surface parking lot of with about 28 stalls.

It is recommended that a minimum of 12 feet is dedicated to sidewalks and boulevard space along the south side of Lowry Avenue NE adjacent to the proposed redevelopment.



Proposed Redevelopment at Lowry Avenue NE and Marshall Street NE Intersection



Bird's-eye View of proposed redevelopment at Lowry Avenue NE and Marshall Street NE intersection

LOWRY AVENUE NE AND UNIVERSITY AVENUE NE

This node has the greatest opportunity to evolve into a mixed-use urban village providing more housing choices, restaurants and businesses that serve the neighborhoods. The roadway is proposed to shift south to gain additional right-of-way needed to make the intersection improvements, including on-street parking and bus pull-offs. While detailed roadway design is not complete, initial conceptual design shows that additional right-of-way may be needed from approximately 9 parcels. Preliminary analysis identified the need to relocate the restaurant occupants in the southwest quadrant of the intersection and the smoke shop in the southeast quadrant of the intersection.

The southeast corner of the intersection is currently an automotive use zoned C2. It is recommended this area redevelop as a mix of commercial and office in a two-story building (labeled C). Approximately 60 parking stalls could be installed behind the building. This parking should be buffered from the adjacent residential properties with at least a 10-foot buffer planting strip that could also manage stormwater.

This block could also support a new residential building (labeled D). This site is currently zoned R-4 and could accommodate approximately 24 units in a three-story building. Parking could be underground with 22 stalls and in a surface lot that is shared with the adjacent commercial uses.

The southwest corner of the intersection is currently a restaurant zoned C1. This site is recommended to be redeveloped with four-story mixed-use buildings (labeled D) with first-floor commercial occupying 9,800 square feet. The existing restaurant should consider relocating into this first-floor space. Approximately 32 residential units could be located on the three upper floors. Parking would be provided with one level of underground parking with 30 stalls and approximately 60 surface parking stalls behind the building that could be shared with adjacent commercial uses.

The northwest corner of the intersection is currently a “smoke shop” zoned C2. Consider redeveloping this site with a two-story commercial/office mixed-use building with approximately 10,000 square feet per floor and a 44-stall surface parking lot behind the building. A 10-foot wide planting strip would buffer the parking lot from adjacent residential properties and facilitate stormwater management.

It is recommended that a minimum of 12 feet is dedicated to sidewalks and boulevard space along the south side of Lowry Avenue NE adjacent to the proposed redevelopment sites.

Buses will use a dedicated pull-off space at this intersection in parking bays. On-street parking at this location will be limited to six stalls as a result.



Proposed redevelopment at Lowry and University Avenue intersection



Bird's-eye View of proposed redevelopment at Lowry and University Avenue intersection

LOWRY AVENUE NE AND CENTRAL AVENUE NE

Lowry Avenue NE and Central Avenue NE intersection also will undergo a transformation. The new recommended roadway section shifts the road into the northwest quadrant of the intersection west of Central Avenue NE and into the southeast quadrant of the intersection east of Central Avenue NE. These shifts will require the acquisition of land in both quadrants.

The southeast corner of the intersection, commonly referred to as the “fire site,” provides a unique opportunity to create a significant mixed use development providing more housing choices, restaurants, businesses and shared parking that will serve Central Avenue NE and adjacent neighborhoods. This potential development will maximize the currently underdeveloped parcels, remove blighted parcels, and increase the tax base while preserving the residential character. The current zoning is C1 near Central Avenue NE and R5 near Polk Street NE.

Three buildings are proposed within this block:

- Two-story, 3,000-square-foot commercial building along Central Avenue (labeled B).
- Four-story mixed-use building (labeled C) with first-floor commercial/office space occupying 26,000 square feet and approximately 72 units on three upper floors. One level of underground parking could accommodate 65 stalls. Four-story residential building (labeled D) with approximately 80 units and one level of underground parking with 70 stalls.
- Proposed four-story residential building (labeled D) with approximately 80 units and one level of underground parking with 70 stalls.
- Parking for the above buildings and the larger commercial area is proposed to be provided in a two-story structured parking deck with approximately 160 parking stalls in the middle of the mixed-use development.

The proposed roadway improvements will require the purchase of a parcel currently occupied by a linen store in the northwest quadrant of the intersection. A portion of this acquired property will remain following the reconstruction of the intersection, offering an opportunity to develop the site. This parcel should be

redeveloped with a 9,000 square foot commercial and office mixed use building (labeled A) or the adjacent commercial building to the north should expand onto this parcel. The current zoning is C1. New surface parking with six stalls can be provided behind the buildings. A minimum 10-foot-wide buffer planting strip should be installed between the parking lot and adjacent residential properties. This buffer strip could also facilitate stormwater management.

It is recommended that a minimum of 12 feet is dedicated to sidewalks and boulevard space along the southeast and northwest quadrants of the intersection adjacent to the proposed redevelopment sites. Bus pull-off spaces will be provided along Lowry Avenue NE west of Central Avenue NE.



Proposed redevelopment at Lowry Avenue NE and Central Avenue NE intersection



Bird's-eye View of proposed redevelopment at Lowry Avenue NE and Central Avenue NE intersection

LOWRY AVENUE NE AND WASHINGTON STREET NE

The short-term redevelopment strategy for the Lowry Avenue NE and Washington Street NE intersection is to replace single-family homes in poor condition on the northwest (zoned R-1A) and southeast (zoned R1-A and C1) quadrants of the intersection. The single family homes should be replaced with 12 rowhomes that reinforce the character and image of the corridor. Long-term redevelopment strategies for this intersection can be found in Appendix G.



Proposed redevelopment at Lowry Avenue NE and Washington Street NE intersection

LOWRY AVENUE NE AND MONROE STREET NE

The short-term redevelopment strategy for the Lowry Avenue NE and Monroe Street NE intersection is to remove outdated buildings to increase the tax base while preserving the residential character to the north. The northwest corner of the intersection is zoned C-1 and the northeast corner of the intersection is zoned R2B.

The northwest corner of the intersection is proposed to be redeveloped with a commercial building. A new transit shelter and plaza to serve transit riders, particularly the Edison High School students, should be a part of this development. The northeast corner shows seven new townhomes.

In the southeast corner, the gas station and Dairy Queen remain in this concept. A new location for the gas station building is being shown farther south on the current site. Driveways for all three of these businesses could be consolidated and parking could be shared between the businesses.



Proposed redevelopment at Lowry Avenue NE and Monroe Street NE intersection

LOWRY Avenue NE AND 2ND STREET NE INTERSECTION

Buildings currently occupy all four corners of the intersection. The buildings vary in condition and use. The northwest corner is zoned I-2, the northeast corner is zoned C-2, the southeast corner is zoned C-1 and R-3 and the southwest corner is zoned C-2. The proposed short-term redevelopment consists of three new buildings.

In the northwest quadrant of the intersection is a four-story mixed-use building (labeled A) with 26,000 square feet of commercial or office space on the first floor, 40 units of housing on the upper floors, 46 stalls of parking in one level of underground parking and approximately 58 stalls of surface parking behind the building. The surface parking could be shared with surrounding commercial uses.

A three-story mixed-use building (labeled B) with 9,200 square foot of first floor commercial/office space is proposed for the southwest quadrant of the intersection. It would include 18 units of housing on the upper floors and 40 surface parking stalls to the rear.

A two story building with 9,000 square feet commercial/office space (labeled C) is proposed for the southeast quadrant of the intersection, with 32 stalls of surface parking behind the building.



Lowry Avenue Northeast Corridor Plan
Comments Received from 45 Day Review Period – as of 6/5/15

Comment	Source
<p>They need to update their reference about the Holland Small Area Plan to indicate it was approved by the City Council. In particular they should acknowledge the importance of all Lowry as a Community Corridor to Holland not just a road with community nodes.</p> <p>Personally I am not keen on the widening of intersections at University and Central, either, as I think it further diminishes the ped/bike experience to the benefit of auto and truck traffic and that stretch of Lowry is not part of the national truck route. Those intersections need less auto/truck traffic (or at least some serious calming measures through signals and speed limit and design) and widening the intersection to accommodate more cars/bigger trucks seems to send the opposite message. I also would like to see reference to the importance of creating parcels which are highly desirable for redevelopment so as to ensure we are not left with a bunch of wide open space bordered by the sides of buildings as on the north side.</p>	<p>Adelheid Koski email 042215</p>
<p>After careful consideration of the draft Lowry Avenue NE Plan, HNIA offers both support for the plan in general, and a request for continuing engagement regarding the significant changes proposed for the intersections at Central and University.</p> <p>As a neighborhood, we strongly support the focus on pedestrians through wider sidewalks and the creation of boulevards to serve as buffers between people and cars; the acknowledgement of the need to rebuild the roadbed and underlying infrastructure; the implementation of traffic calming measures, including a reduction from four lanes of traffic to two with a third dedicated turn lane; the creation of dedicated bike lanes east of Central Avenue; the call for development of more moderate density housing along the corridor; and plans to include artistic and aesthetic amenities. All are in line with both the Central Avenue and Holland Small Area Plans' stated investment and development goals to promote a more walkable, bikeable, neighborhood/small business-friendly commercial corridor anchored at Central and Lowry Avenues NE.</p> <p>That being stated, HNIA believes that the proposed widening of the intersections at University and Central Avenues NE warrants further engagement and discussion between Hennepin County, the City of Minneapolis, and local residents and stakeholders. Through engagement in the Central Avenue and Holland Small Area Planning processes, residents and other stakeholders expressed a preference for calmer streets that promote walking and biking. We have also heard concern about the impact on the future feel of our main commercial corridors by any increase in the size</p>	<p>HNIA letter 060115</p>

<p>of the roadway and truck traffic. While understanding the difficulty in balancing the needs and wants of multiple users, we want to make sure that all options are considered and resources are spent in the best manner and design possible in order to create a Lowry Avenue corridor that aligns with the long-term vision laid out by Holland and other NE residents and stakeholders.</p> <p>In addition, we urge the County to work with the City of Minneapolis to create a plan for an abundance of clear signage/wayfinding that directs cyclists to both the already designated 22nd and 27th Avenues NE bike routes, and to indicate that cyclists are allowed on all of Lowry Avenue NE. The importance of the Lowry Avenue Bridge as an east-west connector warrants bold reminders to motorized traffic that cyclists are also allowed to take advantage of the most direct route over the river.</p>	
<p>1. The Central-Lowry intersection plan incorporates smart changes with respect to existing businesses, its status as the corridor's 100% corner, and traffic patterns. I'm cautiously optimistic about the prospects of what might eventually develop at the southeast corner of that intersection, but would hope it retains some of the "community gathering" aspect it has taken on. The potential model with a plaza is in the right direction.</p> <p>2. I have a young family, so I am particularly concerned about and excited for a redevelopment of the street that includes wider sidewalks and buffering from traffic, whether that be a bike lane, parking lane, boulevard, or other. I think the plans for east of Central that garnered the most support reflect that attitude as well. Again, I'm cautiously optimistic those plans will proceed.</p> <p>3. I entirely understand why the portion of the project east of Central would be the lowest priority for implementation - least potential for spurring commercial growth, etc. - but am concerned about eventual progress for that part of the project. As the lowest priority, it will likely be first to be cut if funds don't materialize or significant delays are encountered. This is particularly problematic since one of the funding sources identified in the implementation section was neighborhood association NRP funds. The city, however, has raised some concerns about NRP funds that could result in the reallocation of funds that the city thinks are not being spent quickly enough. So, if the project dragged on long enough, the neighborhoods on the far east part of Lowry might not have access to funds to contribute even if those neighborhoods showed interest in collaborating. I would hope that the leaders on this project will come to neighborhoods early in the process to win support and eventually include even the lowest-priority implementation phases in a reasonably short timeline.</p> <p>4. It looks like the urban eclectic streetscape option has more or less won out (though second place was very lose behind). I hope that as the project comes closer to breaking ground, there will be more discussions about how that</p>	<p>Andrew Erickson email 051315</p>

<p>look will ultimately be expressed. I think we'll see even better turnout and stronger opinions from stakeholders about the visual future of their street when the project feels more immediate and designs are less abstract.</p> <p>5. The work that went into the various studies, appendices, and draft recommendations are comprehensive, informative, and truly impressive. Whatever the final decisions going forward are, I have a lot of confidence in the background work that formed the basis for the project. Well worth the effort.</p>	
<p>One of my biggest concerns is while having only one lane going each way and a turning lane where will all the snow go in the winter time? As it is now, I live east of Central Avenue a few houses off of Lowry Avenue and snow removal is poor now. We lose half of the parking lane already. If you limit it to only one lane either way, those lanes are going to impinge on the turning lane. Another issue is if you get those "Sunday" drivers that go 20 mph during rush hour time, that gets other drivers anxious and angry.</p> <p>Where will cars park if they cannot park on Lowry Avenue? Fill the side streets? They are already full by my house. Many times I cannot park in front of my house since the house next to me now has four people living in it. I see in the plan east of Central there is planned a bike lane. Why not have a bike lane on a side street and not a busy street like Lowry Avenue? Again when the snow comes and fills the bike lane, the bikers will be intruding onto the car lane. This could cause accidents/close calls. Plus east of Central you are limiting it to one lane either way so there's no turn lane. That will stack up traffic when someone wants to turn into an alley causing a lot of back up or you will have a driver that will try to go around and drive in the bike lane again possibly causing close calls/accidents.</p>	<p>Ann Danko email 060215</p>
<p>I am a resident who lives on the corner of Lowry Ave and Hayes Street, and I have some concerns about the NE Lowry Ave redevelopment plan. But first, some praise. I'm thrilled for the emphasis on bikes and pedestrians! This emphasis is not only progressive transportation design, but it also reflects crucial consideration of the residential nature of the area all around Lowry, a characteristic that is not likely to change in the near to far future. The entire Lowry corridor is a high density residential area-- and given the area's popularity, will likely become even more dense in the short term-- so I am so grateful that you've put resident mobility, access, and safety front and center in the plan.</p> <p>Now my concerns...as mentioned, I live on the corner of Lowry and Hayes, and I am very disappointed that the progressive re-development of Lowry ends at Johnson, which means it falls short of addressing crucial safety and access needs of residents who utilize Windom Park and/or live east of this intersection. Every day, especially in warmer weather months, I see children and families attempting to cross Lowry to enter or exit Windom Park midway between Johnson and Hayes, where there is a wading pool and playground directly adjacent to Lowry, and frankly, it's a death-trap. This is due to the high speeds of cars and trucks who often try to beat the lights at Lowry</p>	<p>Brenda Hoppe email 060115</p>

<p>and Johnson, or who seem to feel like they are passed the congestion between Central and Johnson and can now gun it toward New Brighton Blvd. I can tell you from two years experience now living on Lowry that the truck traffic is untenable. Besides the loud noise and diesel pollution, the speeds with which this commercial traffic barrels through our neighborhood is unacceptable. I have two small children and pets, much like the vast majority of residents in the area, and every day I worry for their safety, leaving the house, breathing the air, thanks to this traffic that has no connection to our lives-- it's just barreling through, using our community as a convenient thoroughfare. Do these trucks pay property taxes for our community? Do the businesses they serve support our community such that they earn some right to diminish the safety and quality of life for those of us who are permanent residents? Even if they did, I would bet that popular opinion would hold that the families living on Lowry are more important than this commercial traffic.</p> <p>I would love to see traffic-slowing features extended to the rest of Lowry, at least through to Stinson, or the speed limit lowered to 25 mph. I also would appreciate more police enforcement of the speed limit and large commercial trucks kept off Lowry Ave. Finally, with regard to Windom Park access across Lowry, there are sidewalks that lead from park features (the pool and playground) directly to Lowry (midway between Johnson and Hayes), but no cross-walk or other pedestrian protection feature exists there so residents can safely get across Lowry. I would like for there to be a cross-walk with a "bump-out" feature that would increase pedestrian visibility here and slow traffic down so no child gets hit by a vehicle crossing the street, including my own.</p>	
<p>I am writing in support of the proposed plan to revise Lowry Avenue.</p> <p>My husband and I, along with our two year old, live at 2527 Quincy St NE, about 5 houses off Lowry. We love this neighborhood and it's walk-ability; today we walked to a coffee shop, park, library, bank, co-op and bakery. We are members of NEIC and we plan to live here a long time. Thank you to the City for recent improvements to Central, including updated crosswalks.</p> <p>The proposed narrowing of Lowry, along with tree-lined boulevards to buffer from traffic, would be a meaningful, wonderful improvement to our daily quality of life and safety. We appreciate the work you are doing on this project!</p>	<p>Brooke Hajinian email 060415</p>
<p>Greetings - We've been skimming through the "Corridor Plan Recommendations," and our impression is quite positive. We live on the corner of Arthur and Lowry, and the proposed view on Lowry and Cleveland is right outside our door. It does raise one question (sorry if it's addressed in the document and I missed it): there still appears to be very little room for street and sidewalk snow. We've always been plagued by lack of boulevard up here, and have to manhandle the snow from the street plows off our sidewalk and onto a pile in the current parking lane. If the bike lanes are kept open all year, where will the street and sidewalk snow go?</p>	<p>Chris Keprios email 060315</p>

<p>I come to you as a long time Northeast Minneapolis resident. I currently live in the house I grew up in on Lowry Avenue. I am a summer biker and often ride to work downtown.</p> <p>'Never' is a strong word but in my 50+ bike riding years I do not ride on Lowry Avenue. It is busy and dangerous. There are many parked cars which in themselves put you in harms way by pushing you out in traffic or worse, a chance to get "doored". Each side street has a stop sign and the parked cars require the cross traffic to nose out to see the Lowry traffic adding another obstacle to bike riding. There is a huge hill leading to my house also. Minneapolis is a nice biking city because typically there is no hill so big that you cannot find a way around it. The bike lanes on 22nd and 27th work just fine, actually any east/west would be better than Lowry.</p> <p>The driving traffic is affected mostly by left turning vehicles. I would opt for the three lane option with the middle lane being a turn lane.</p> <p>As a final comment I feel the report on the condition of the sidewalks is spot on- not many blocks without an obstruction. The comment about the sidewalk width and existing boulevard east of Johnson was a little misleading. The only reason the sidewalk is seven feet is because it was just replaced and it is in a park that has acres of land. It is the only boulevard on northeast Lowry save for a block or so near the river. Not really a realistic comparison to the rest of the sidewalks.</p>	<p>Chris Rodgers email 051415</p>
<p>I have lived in my house in NE for 37 years and have traveled Lowry thousands of times. I am all for improvement and gladly pay tax dollars for that cause. I generally am disappointed in the common sense thinking that goes behind these plans. I attend neighborhood meetings and whenever something is proposed a small group always appears to say not in my neighborhood. I often hear traffic calming thrown around but never hear how do we get traffic to move through our neighborhood better. As we put in cul-de-sacs, dead ends, narrower lanes all we do is cause traffic jams that make city living more unpleasant, add to pollution and energy waste. Some of our roads need to be for automobiles to get us reasonable travels times to work, recreation and necessary events.</p> <p>So why I agree generally with the Lowry plan I want to add that reducing lanes, expanding sidewalks and adding bike lanes does not serve a better purpose then allowing the residents to move freely east & west with our travels. I approve of improving the main intersections, new developments on those corners. If bike lanes are needed lets put them over a block on less used streets. Side walks are plenty wide for the purpose they were intended for. I travel 38th (Dowling) often in North Minneapolis. That road since its conversion is a mess with the lanes moving in and out around the bike and turn lanes. And to date since the change, I have not seen anyone riding a bike. I wouldn't either as I would be worried about my safety with that goofy configuration. I also have not seen any improvement</p>	<p>Chuck Larsen email 060315</p>

<p>in traffic conditions.</p> <p>So in closing, lets not let the bike lobby influence what we do on our main roads. I ride a bike but on side streets. But then I don't wear spandex and have to be seen. Lets get a plan that puts travel by automobile first. We don't have many roads in the city, much less North East that allow that. I favor mass transit but its slow to build to areas where I can use it. We also decided to build the light rail on existing streets again taking away car access.</p>	
<p>Lowry and Central D Lowry and Monroe B Lowry and University C Lowry and Washington B Lowry and 2nd B Lowry and Marshall B</p>	<p>Colleen Olsen email 060215</p>
<p>My name is Cory Gloe and I am a resident in the Holland neighborhood near Central and Lowry. My current daily commute takes me down Lowry to Washington to 94. I also interact with Central Ave almost every day, when it's driving, biking, or walking to one of the nearby restaurants or shops. Central enjoys the advantage of having lots of space for sidewalks, parking, bike lane, and two lanes of traffic each way. That makes general use a very enjoyable experience.</p> <p>It is clear that Lowry does not enjoy the luxury of space that Central Ave does, nor does it need to. It does not have nearly the amount of business on it (parking), there are parallel Avenues nearby that are bike friendly, and the volume of traffic is lower.</p> <p>I do have some thoughts on your current proposed plan, and I find it easiest just to list them:</p> <ol style="list-style-type: none"> 1. Improvement of flow for pedestrians, bikers, and vehicles is on my mind as the key factor for this project. That means that this project should find a way to make it safer and fast for all three groups to move along it. 2. Current pedestrian conditions are subpar at best. I really like the idea of widening the sidewalks to make walking safer and more enjoyable on these roads. 3. Parking does not have a major need on Lowry. Even the stretch east of Central does not seem to carry a major need. This leaves space to improve other aspects. 4. Dedicated bike lanes should NOT be included on any part of Lowry east of the bridge (including east of Central Ave). I would like to see an easy access from the Lowry Bridge to 27th or 22nd Ave's so that bikers stay away from the busier traffic roads with no bike lanes. If I had it my way, snow emergency routes with no dedicated bike lanes would be off limits for bikers, but that's a topic for another day. For now, I think it's important to make it easy for 	<p>Cory Gloe email 060315</p>

<p>bikers to stay on bike friendly routes. Being a biker myself, it really confuses me when I see anyone biking along Lowry. It feels dangerous enough in a car.</p> <p>5. I do see it as acceptable to change to Lowry Ave NE a three lane setup, as long as Hennepin county is confident their traffic calculations and estimations for the coming years are fairly accurate. Lowry Ave N is a reasonably easy road to drive on with their three lane setup.</p> <p>6. Is there an opportunity to get rid of any lights? There is nothing worse than getting stuck at Grand or Washington or Monroe for what appears to be no reason.</p> <p>I am looking forward to seeing final designs and implementation plans.</p>	
<p>The Lowry Avenue Northeast Corridor Plan looks good, below are two comments on the stormwater elements.</p> <p>1. We appreciate the inclusion of “Rainwater Management Opportunity Areas” and some of the concepts in the Plan which illustrate tree trenches and other potential BMP’s in the corridor. For the area west of Washington Ave, future stormwater feasibility studies in the corridor should identify the added value to redirecting the limited surface drainage to the street into more localized water quality treatment areas vs allowing this treatment to occur at the large underground sand filter at the intersection of Lowry and Marshall Avenues.</p> <p>2. Regarding flooding at 2nd and Lowry.</p> <p>“The intersection experiences infrequent flooding. Stormwater ponds incorporated into redevelopment sites in intersection’s northeast and southeast quadrants, as well as a larger underground stormwater pipe, will alleviate the flooding situation.”</p> <p>It may be worthwhile to consider underground storage that could be reused for irrigation of the boulevard tree system vs using up land on above ground ponds.</p>	<p>Dan Kalmon email 060215</p>
<p>I am emailing you to express my concerns about the plans for Lowry avenue. I live and work in northeast and travel this road everyday. I know the traffic flow, the areas where traffic builds up, the places where traffic comes to a complete stop and I see the number of people walking on the sidewalks. The current plan on narrowing the roadway down from 2 lanes per direction to 1 lane in order to widen the sidewalks doesn’t make sense.</p> <p>There is already a good amount of car traffic on Lowry everyday. Including semi trucks and delivery vans. While making the boulevard wider and greener would be visually appealing it does not address the amount of automobile traffic. I am especially concerned about the area east of Central and Johnson which does would not have a turning</p>	<p>Eric Fetrow email 042915</p>

<p>lane. Currently not all the intersections have light with a dedicated turning signal so traffic comes to a complete stop so one car can attempt a turn. If we only have one lane, traffic will back up for blocks.</p> <p>If you have ever traveled down Stinson Blvd you can see the back up that happens when there is only 1 lane + no turn lanes. This effect is even worse when the city needs to come out to perform regular maintenance such as changing a city light bulb or trimming tree limbs. The one city vehicle performing these tasks shuts down the entire roadway because there is only 1 lane available.</p> <p>I encourage you to travel Lowry Avenue for a week during rush hours and you will see we don't to "control" traffic (by reducing lanes) but instead we need to find a way to accommodate traffic. You will also see there are very few people walking or biking this roadway. I see less than a handful on my commute. Today I saw none. In my opinion bikes should be encouraged to ride on less busy roads, it is safer for all involved. People bike in MN 6 months a year, but cars use the roadway all year long. Please don't reduce the lanes of traffic so there can be an un-used area for bikes 6 months a year – on one of the busiest roadways in Northeast Mpls.</p>	
<p>Thank you very much for heading this project.</p> <p>I frequently travel through Northeast Minneapolis as I commute to work on my bicycle, and Lowry Ave NE is the most uncomfortable route I could take.</p> <p>I greatly appreciate the work that is being done on Lowry to the east, but I do still wish there were more bicycle accommodations to the west of Central.</p> <p>I understand that the plan is mostly "all said-n-done" but my main request is to add a signal timer at 5th ave NE, similar to the crossing at Broadway & 5th ave NE.</p> <p>Coming from the North, my commute takes me from St.Anthony Pkwy, down & over the University ave bridge, and then connects to the 5th ave NE bikeway. It is all very smooth sailing, and I feel quite safe up until I get to Lowry, where there have been times I have waited to cross for nearly 10 minutes, and still feel unsafe while crossing the street.</p> <p>I don't want a flashing light, because we all know those rarely work.</p> <p>I would like a fully lit intersection, and a push-button signal timer for bikes to be able to comfortably cross at all hours of the day.</p>	<p>Fred Kreider email 060315</p>

<p>In my opinion, It makes sense to have cohesive bikeways be easily accessible and comfortable and efficient to travel upon</p>	
<p>Lowry Ave needs to be a 4 lane wide roadway from Stinson Blvd to the river. Find a different place for the bikes. We need to move traffic on the road not bikes. Make it wider and get rid of parking so that cars can move freely without moving from lane to lane. You do not need to put in dedicated turn lanes. People can figure that out themselves. Quit limiting the ability to travel by car in the city by turning our roads into 1 lane each way with bike lanes. Roads are for cars. Bikes can ride on other streets. Lowry is a very busy thru street with a lot of traffic that needs the capacity that is currently there not reduce it by narrowing it and adding bike lanes. Thank you.</p>	<p>Gene Messing email 060415</p>
<p>Please accept the following comments on the proposed plan for Lowry Avenue Northeast. These comments focus on the parking needs of residents and property owners on Lowry Ave NE from Central Avenue east to Hayes Street Northeast.</p> <p>Many properties on Lowry Ave NE from Central to Hayes are multi-unit dwellings zoned R-2 and higher. Because of the zoning, this neighborhood has a relatively high population density. Even though more residents live in the area, few properties have off-street parking and there is not enough off-street parking to accommodate the number of residents legally allowed in each of these units. Lowry Avenue is the only feasible parking place for residents and owners of these privately-owned properties.</p> <p>The proposed plan would essentially eliminate long-established parking on Lowry Ave NE from Central to Hayes. This proposal would have two primary impacts. First, residents and property owners would have much poorer access to their private property. As a result, the value of private property along Lowry Ave NE would decline.</p> <p>It is not feasible for Lowry Avenue residents and property owners to park on adjacent side streets. Because a high number of residents live in multi-unit dwellings, the side-streets cannot accommodate all of the residents' vehicles. In addition, some streets dead-end and do not cross Lowry, so that residents cannot easily turn off Lowry and find parking in the neighborhood. For example, both Fillmore Street Northeast and Hayes Street Northeast are blocked at Lowry. It is also unsafe and impractical to require residents and property owners to park several blocks from their residence. Residents with young children and disabled residents would be especially affected; the day-to-day lives of all residents—carrying groceries, packages, and supplies--would be impacted. Besides the harm caused to residents living on Lowry, how would residents living on side-streets feel about this parking shift? Would they really want more cars parked along their blocks?</p>	<p>George Puzak email 060415</p>

<p>Lowry Avenue Northeast is not suitable for bike lanes. This roadway, a County State Aid Highway, is a long-established corridor for commerce and vehicles. Parking on Lowry is also well-established and helps slow and calm the high volume of traffic. The bike lane should be located on a parallel street, like 22nd Avenue Northeast, which would provide a safer, faster, and more pleasant experience for riders. The bike lane would also eliminate valuable and necessary on-street parking on Lowry. On-street parking is essential for residents and property owners as well as for visitors to Windom Park.</p> <p>The proposed plan ignores the fact that the government already eliminated 16 on-street parking spaces on Lowry Ave NE at Polk Street NE. In 2013, the Presidents Bike Boulevard removed 16 on-street parking spaces from Lowry Ave and installed an over-sized median in Lowry Ave NE. This median removed at least 4 parking spaces from each corner on Lowry (4 corners x 4 spaces per corner = 16 total spaces). This neighborhood is filled with multi-family dwellings (duplexes and apartments). It is also located one block from the Lowry-Central Ave NE commercial district. On-street parking is essential to serve the residents and surrounding businesses. The bicycle median at Polk St & Lowry Ave should be removed or at least reduced in size so that all parking on Lowry Ave NE can be restored.</p> <p>In summary, the Lowry Avenue Northeast plan needs to maintain on-street parking on Lowry Avenue between Central Avenue and Hayes Street Northeast. Residents and property owners have strong and reasonable interests in having on-street parking and access to their properties. If parking were eliminated, residents would be harmed and property owners would likely disinvest and defer maintenance on their properties.</p>	
<p>I mostly love the Lowry Avenue Plan and would like to see it implemented.</p> <p>I'm a cyclist and my one concern is that there is a bike lane on the downhill (westbound) portion of Lowry east of Central. Cyclists may get up some good speed on that section and it would be dangerous to constrain them to a narrow bike lane. Instead, there should be a wider bike lane on the uphill (eastbound) side (slow uphill cyclists wobble a lot) and the downhill portion should be marked with sharrows and "Bicycles may use full lane" signs.</p>	<p>Hokan email 060115</p>
<p>We are in the process of acquiring 1033 Lowry Ave NE, so we are coming in on the tail end of the planning process. I attempted to sign up for project updates but the link is broken. While I have not had the opportunity to review all of the planning documents on the city's web page, I wanted to make you aware of the broken link as well as the ownership change as there is an adjacent vacant lot we are considering.</p> <p>Our plan is to redevelop the commercial space and prepare it for a coffee shop and deli while keeping the existing 2nd floor as a residential space.</p> <p>Could you please connect us with the Audubon neighborhood organization so we can visit with them?</p>	<p>Ismael Israel email 060115</p>

<p>I really like the improvements, especially the redevelopment of the corners where dilapidated/unkempt businesses/homes are located. The only concern I would have is since then lanes are going from four to two + turn lane (which is good, by the way) it would be really nice to time the traffic lights accordingly. Often times it is cumbersome to go 2 miles in Minneapolis due to the outdated mechanical lights.</p> <p>Otherwise, looking forward to seeing if the city/county/state are interested in funding the project!</p> <p>Thank you for your hard work and presentation,</p>	<p>James Metz email 060315</p>
<p>I understand that there are many people who are bicycling these days. I see that east of Central it is laid out with bicycle lanes. However, we have a designated bicycle boulevard on 22nd. I don't think this works well with a single lane of traffic in each direction having to be stopped while buses are stopping for passengers.</p> <p>Currently there is enough room for the buses to pull over out of traffic. My concern is that with the proposed configuration all traffic will be stopped while buses are pulled over. I foresee many more accident as people try to go around.</p> <p>I drive on Lowry between Johnson and 2nd a few times everyday. Currently the afternoon rush hour cannot handle being taken down to a single lane beyond the current configuration.</p>	<p>Janet Arones email 060315</p>
<p>As a resident of Northeast (Audubon Park), as well as a member of NEIC (Northeast Investment Cooperative) I believe that these changes cannot come soon enough. This corridor contains 3 of the most dangerous intersections I the city (Central, University, Marshall), Johnson is no picnic either. I often bike, walk and drive along Lowry and do not feel safe travelling in any mode. These designs are very impressive and cannot come soon enough! I fully endorse the plans as is. I would however offer a few minor adjustments...</p> <ul style="list-style-type: none"> -having trees/boulevard on the outside of the bike lanes East of Central, so bicycling is safer -Turning signals at each intersection -Keeping Marina Deli, perhaps a creative reconfiguration of the property would suffice? -having a small parking ramp (like the drawing for Central) located at University and Marshall intersections as well. 	<p>Jason Gottfried email 042815</p>
<p>I have reviewed the plan and it looks pretty good. I hope to see redevelopment along both Lowry and Central Avenues.</p> <p>My only concern is that traffic flows during rush hour. I live at Stinson and Lowry and take Lowry across the river during both rush hours to get to and fro from work to home. Traffic is heavy at both times and it will be a disaster if traffic doesn't flow as it does today. I hope this is addressed and of major concern.</p>	<p>Jeff Brown email 042315</p>
<p>I've often thought Lowry should become a 1 way between the river and Central with another E/W street serving as an opposite 1 way. Similar to 26th and 28th in S. Mpls.</p>	<p>Jeff Brown email 042315</p>

After reviewing the plan and watching current traffic on the way to and fro work each day, there is no way reducing to 1 lane in each direction west of Central will work. There is way too much traffic for this plan.	Jeff Brown email 060215
I attended the Windom Park Citizens in Action Neighborhood meeting on May 19th, 2015 to learn about the Lowry Ave NE project. I have a couple of concerns about the proposed plan for Lowry Avenue NE. 1. With the additions of the center left turn lane west of Central Ave and the boulevards east of Central Ave, where would the traffic go if an emergency vehicle is coming down Lowry Ave or the city bus is picking up passengers along the route? With the boulevard, there would not be a place to pull over to let the emergency vehicle through east of Central Avenue. With the city bus pickups west of Central Avenue, I can foresee drivers using the center lane to get around the bus and proceed down the street. How will the boulevards be created around alley ways? You would have a breakup of the boulevard at each alley entrance. 2. Was there a questionnaire sent to the residents who have homes facing Lowry Ave to see how many cars would be parking on the side streets instead with this new plan? Would the increase in parked cars on the side streets be a problem during the snow emergency times. I know that on my block parking is an issue now, with neighbors wanting a spot in front of their homes. 3. Will the intersections of Johnson & Lowry, Central & Lowry, University Ave & Lowry and Marshall & Lowry have left turn arrow signals for each direction installed to keep the traffic moving on Lowry Avenue?	Julie Anderson email 060315
We are a business at the corner of Stinson and Lowry and depend on street parking as well as bicycle and pedestrian traffic. We are concerned that our customers will lose street parking. Is this part of the plan at that node?	Karen O'Connor email 060415
Ok, after looking all the way through the proposals I would like to weigh in STRONGLY in favor of keeping on-street parking. Our business is finished without it and we would likely close. We are an excellent and valuable addition to this neighborhood and the great majority of neighbors would be very sad to see us go.	Karen O'Connor email 060415
I'm a resident of the NE Lowry neighborhood that will be affected by this proposed plan. I'm very much in favor of it! I use public transit and walk around the neighborhood a lot, and it's scary walking on such a narrow sidewalk so close to traffic. Widening the sidewalks and adding a buffer of green space will make walking down Lowry much better. And I'm always in favor of more green space with trees to beautify the street and clean the air.	Katrina Schleisman email 060215
As I and a volunteer tried to understand what is happening on Lowry Avenue, we realized that the diagrams and the future concept maps were oriented in different directions -- one has north as up the other has south as up. Also, in the second section on Central and Lowry the diagram shown is really of University and Lowry. It was very confusing and hard to conceptualize with these errors in the document.	Kay NE Seniors email 060315

<p>I thought you might like to know the issues faced by one local organization trying to help a neighborhood resident understand what changes are proposed.</p>	
<p>The Audubon Neighborhood Association (ANA) fully supports the proposed plans for the Lowry Avenue redesign. A bike lane combined with widened sidewalks will benefit all members of our community and promote opportunities for multi-modal transportation in Audubon and the rest of Lowry Avenue. ANA is particularly supportive of moving utilities out of pedestrian pathways and adding a green buffer space along Lowry Avenue.</p> <p>ANA generally supports the redesign plans west of Central, especially the greening of the street, the widening of the sidewalks, and the center turn-lane concept. Audubon residents like to recreate in all areas of Northeast Minneapolis. We hope these changes won't adversely affect the ease by which residents can travel by vehicle to areas west of Central Avenue.</p> <p>ANA understands there is currently no funding, but does hope that this endeavor will be given higher priority by involved public agencies and elected officials so this project will come to fruition in the near-term.</p>	<p>Audubon Neighborhood Association letter 060115</p>
<p>I have had a chance to review the Lowry Ave ideas and diagrams. I am really so pleased with the concepts that are set out in the plan, and deeply hope the city and County can marshal the will and resources to implement most of it. That would be fantastic. We live in Holland, just north of the NE Palace on 4th street, and are really annoyed with the traffic levels and habits at our end of Lowry. I feel we risk our lives whenever we walk or ride bikes on or along Lowry, and we end up avoiding doing so as much as possible. But crossing Lowry to go south is also hazardous. Especially, I love the idea of losing a lane of traffic and going to three lanes between Marshall and Central Ave, and having a boulevard (!! finally!!) along both sides of the street.</p> <p>Thank you for shepherding this process along, and please keep us posted as to developments. Also, please share any suggestions you have for ushering the dream into reality.</p> <p>Last, and separately, but related - if there's any way to change the traffic signal and lane designations on Lowry heading East just off of the Mississippi bridge, so that traffic in the left hand lane does not have to turn left/North on Marshall, that would be fabulous. As it stands now, either there is a LONG line of traffic waiting in the single lane to go straight east on Lowry, holding up an even longer line of cars waiting to turn left/South on Marshall - and very seldom are there any cars turning left/North onto Marshall there - maybe 1 for every dozen cars going straight up Lowry.</p>	<p>Margie Siegel email 050615</p>
<p>I only recently became aware that major changes are planned for the Lowry Ave NE area. I live at 27th Ave NE and Monroe St NE, so this will directly affect my neighborhood. I am pleased that the city is taking on this project as the area is very congested and leads to delays and dangerous situations for everyone. However, I am very concerned</p>	<p>Meggan McCann email 060215</p>

<p>about how this plan will impact bikers, in regards to Lowry Ave specifically. In the plans made available for public comment, the city acknowledges that the intersection of Lowry and Central is one of the most dangerous intersections for bikers in the whole county, measured by accidents. After the plan acknowledges this fact, it then proceeds to discuss plans for bike lanes on 22nd and 27th aves, without specific details about what will happen on Lowry.</p> <p>The plans says Hennepin and Minneapolis are "revisiting" their bike plans for Lowry ave. However, the pictures in the "now" and "after" photos in the current plan show a situation between on Lowry between Central and Monroe that will certainly be significantly MORE dangerous for bikers, and the area is already a very dangerous area. Two lanes are reduced to one each way and there is no bike lane. This is frequently an area where there is significant motor vehicle backup coming down the hill from Johnson and past Central. Thus, bikers using this road will now need to take the full (and only) on Lowry to ride safely. Many bikers are not comfortable doing this, and MOST cars do not understand it is legal for us to do this. Thus, we end up getting intimidated (this happens many times per week to an average biker) by large cars passing us at high speeds with very little distance between us (definitely less than the required 3 feet) and honking or yelling out the window, further breaking focus and leading to an even more dangerous situation. This dangerous situation will likely lead to even more bikers using the pedestrian sidewalk, which will lead to more danger for pedestrians! I can also understand from a car's position, after waiting behind 6 cars to get through the Lowry/Central light, and suddenly a biker to slowly using the whole lane in front of you, that this would be frustrating. This plan will lead to even more congestion than what already exists at this intersection.</p> <p>The presence of the other bikeways at 22nd and 27th is not useful in regards to solving the problem of Lowry Ave. If I were out for a leisurely ride with my family, of course I would use the bike boulevards. But the reality is that many bikers in the cities use their bikes to commute to work, and it is not fair to ask us to diverge 10 blocks out of our way to work to accommodate motorists (especially when they can go much faster!). Lowry is one of the main thoroughfares of Northeast. Aside from Broadway, it is the only street that cuts through Northeast all the way to the river without interruptions. It will continue to be used by bike commuters regardless of whether there are bike lanes on 22nd and 27th. If a much-needed redesign of the area is happening, Lowry desperately needs a bike lane the entire way, or at least the presence of two full lanes.</p> <p>To acknowledge that this is one of the most dangerous intersections for bikers in the county, and then to lay out plans that make the area even more dangerous, is disrespectful to bikers and the role we play in the community.</p>	
<p>Lowry/University Ave/Central Avee Intersection: The reduction of a lane on Lowry Ave impacts the geometrics with respect to truck turning movements at these</p>	<p>MnDOT letter 050815</p>

<p>intersections. As this project and design progress, special attention will need to be paid to the proposed intersection geometrics with respect to lane encroachment and pedestrian crossing locations and distances travelled. Design coordination will also be necessary with Todd Grugel, ADA Operations Engineer. Any questions regarding these comments should be directed to Ron Rauchle.</p> <p>Shoreham Yards Intermodal Connector: Please be aware that the Shoreham Yards Intermodal connector runs on portions of Lowry Avenue (from 2nd Av N across the bridge and east to University). Intermodal connectors are parts of the National Highway System. For questions regarding this comment please contact Lynne Bly.</p> <p>Design As the project progresses, MnDOT requires the submittal of a geometric layout for those portions affecting the Truck Highway system. MnDOT will review the layout(s) for standards using its staff approval process. In addition, MnDOT will need to review the revised plans to comment on issues with ADA accessibility, bikes, and driving lanes. Any questions regarding this comment should be directed to Nancy Jacobson.</p> <p>Permits Any use of or work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website. Please include one 11x17 plan set and one full size plan set with each permit application. Please direct any questions regarding permit requirements to Buck Craig of MnDOT's Metro Permits Section.</p> <p>Review Submittal Options MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options.</p>	
<p>Thank-you for the opportunity to review the Lowry Avenue Northeast Corridor Plan and Implementation Framework and to participate in its creation. As requested, I am providing the following comments related to items that pertain to the Minneapolis Park and Recreation Board. Please contact me directly if you have any further questions or clarifications.</p> <p>Page 71-78 and green infrastructure section MPRB is encouraged to see significant increase in the urban forest along the Lowry Corridor. In particular we are excited to see innovative and strategic uses and placement of street trees in the proposed views. It appears there is a vision to use street trees for stormwater management. Though we understand right-of-way is limited, we would like</p>	<p>Minneapolis Park and Recreation Board letter 050415</p>

<p>to see continued collaboration on increasing the available planting area for street trees, to ensure these trees survive and thrive. In addition, atypical planting schemes like those necessary for stormwater management boulevards will require coordination between MPRB’s Forestry Department and the City of Minneapolis. The following are specific comments regarding the urban forest:</p> <ul style="list-style-type: none"> • With a goal of installing large growing canopy trees, new construction should include providing a minimum continuous open boulevard width of 8 feet. (see Recommendation #3 on page 20 of the attached Case Study – Johnson, 2014). • Continuous open boulevard width of not less than 5 feet is required for any tree planting (width from 5-8 feet may limit species selection to medium or small growing trees). • Where design does not allow a continuous open boulevard, open planting spaces in hardscape should have a minimum opening of 5 feet by 25 feet for a single tree and 5 feet by 40 for a two tree shared growing space (this would allow for a trees to be spaced at 30 feet and achieve canopy closure). • Where continuous open boulevards or open planting spaces are designed, the top 24 inches shall be viable soil (5% organic matter by analysis). • Where continuous open boulevards or open planting spaces cannot be incorporated, an approved engineered root space of 500 cubic feet per tree shall be required with a minimum serviceable opening of 5 feet by 5 feet. • Species selection shall be approved by MPRB Forestry to be compatible with site characteristics and species diversity initiatives. • MPRB approved tree protection must be specified for all existing trees within construction limits (see attached MPRB - Tree Protection Specifications) <p>Page 79</p> <p>The plan earlier states that on-street bicycle lanes would not be present on Lowry west of Central and that bicycle traffic would instead be routed to other east-west bicycle facilities on 22nd and/or 27th Avenues Northeast. Bicyclists coming to or from the Lowry Bridge, therefore, will need to make turning movements in the Lowry and Marshall intersection to access bike routes on Marshall and also riverside trails planned in this area. As shown, the intersection does not seem conducive to such turning movements. MPRB would recommend better illustration of bicycle accommodations at this intersection, as it will be a major access point to the upper Mississippi River park system. Perhaps restricting rights-on-red or providing bike-only waiting and turning zones in front of vehicle stop bars could be considered.</p>	
<p>I am a 30+ year resident/property owner at 2519 California St. NE. I have reviewed the plan.</p>	<p>Patrick Kartes email 042415</p>

<p>I am especially interested in the flooding/storm water runoff issues in our alley and the 2nd St. area as well as traffic congestion/flow and parking on Lowry in our neighborhood and the other major intersections.</p> <p>I am favorably impressed by the work that has been done so far and the alternatives presented.</p> <p>I hope there will be the political support to get this necessary project going soon.</p>	
<p>I still can't see how North bound Semis on Marshall are going to be able to turn East on Lowry?</p> <p>Since the plan is not for protected bike lanes on Lowry, would the county contribute to the 27th avenue route and help with getting a permanent signal at 27th and University?</p> <p>The plan to not change/improve the underpass of the tracks near Washington Street leaves NE way behind SE at Stinson and Hennepin!</p>	<p>Patrick Kvidera email 050115</p>
<p>Wider sidewalks with landscape buffer between street and sidewalk is preferred. The grassy buffer is preferred!</p>	<p>Public meeting comment</p>
<p>I live at 1717 Lowry Ave NE and I would like to weigh in on the changes proposed.</p> <p>I'm wondering why we need a bike lane on Lowry when we have a lane running on another thru street already. I feel it will narrow the street for cars and clog up traffic flow to make these changes. We already have issues in the winter with the width of the street with snow, this would make it worse all around. Is it too late to stop these changes from going through?</p>	<p>Robin Rodgers email 052515</p>
<p>The City has also received comments about the difficulty of crossing Lowry at 5th St NE.</p> <p>With a three lane section for this segment of Lowry, there is an opportunity to install a center concrete island. This would significantly improve the crossing experience of bicyclists (and pedestrians). North-south bicyclists would only have to cross one lane of traffic at a time. There are two options for concrete islands – open or closed. Open would improve the crossing experience, but maintain all existing movements for all modes. Closed would improve the crossing experience more, but would restrict some existing motor vehicle movements (see attached photo).</p> <p>The email mentions a signal or flasher, although I believe that just a center island would significantly improve this intersection without the costs of a signal or flasher system.</p>	<p>Simon Blenski email 060315</p>
<p>Today I received an email note informing me that the draft redevelopment plan is now available, and that the comment period ends on June 4. I haven't had time to review the entire document, however I did see one problem.</p>	<p>Tim Casey email 042115</p>

Page 92 includes the following text:

"LOWRY AVENUE NE AND WASHINGTON STREET NE

The short-term redevelopment strategy for the Lowry Avenue NE and Washington Street NE intersection is to replace single-family homes in poor condition on the northwest (zoned R-1A) and southeast (zoned R1-A and C1) quadrants of the intersection. The single family homes should be replaced with 12 rowhomes that reinforce the character and image of the corridor. Long-term redevelopment strategies for this intersection can be found in Appendix G."

I'm writing to clarify that the C1-zoned building in the southeast quadrant of this intersection is not a single-family home in poor condition. That statement in the plan is in error. I bought that building (the "648 Building", at 648 Lowry Ave NE, 55418) in September 2012 and have been remodeling it ever since. I've made significant investments to the shell of the building, including improvements to the facade along Lowry Ave, the roof, the HVAC system, and significant improvements to the interior.

Also, the Minneapolis City Council amended two city ordinances (I think one was a zoning code, the other a building code) to allow me to begin construction and operation of a recording studio in that building. So the City wants a recording studio to exist in that building. My recording studio is also a valuable asset within the Northeast Minneapolis Arts District, and should not be torn down. I'd be delighted to receive funds to make the building more soundproof so I don't bother any new neighbors that might move into rowhouses west of my property. I also welcome funds to replace the degrading brick facade along Lowry Ave.

I vehemently oppose any plan that proposes or recommends to tear down my building and redevelop the site. I spent 2 years looking for a building that I could afford, and that was minimally acceptable for use as a recording studio. I've been working on that building since 2012. I've spent over \$200,000 improving the building since 2012, including hiring a studio designer, an architect, contractors, and related expenditures associated with the studio. At the moment, that building is also my primary residence. I keep the blinds closed for privacy, and intentionally manage the building so it doesn't look like there is much activity going on. I don't want any attention from anyone, for security purposes.

I'm also very opposed to an expansion of the sidewalk unless someone from the City is going to provide snow removal services. It's already eight feet wide and runs the entire 125-ft of my building. That's a lot of snow to clear, and I'd prefer to have have to clear snow from any additional sidewalks. Also, I don't have a lawn mower or a

<p>garage. So I don't support creation of grass-covered boulevards in front of my building. It simply adds more unnecessary work for me.</p> <p>Being a studio musician has been a goal of mine since the late 1970's. When I moved to Minneapolis in 1991 I owned a few guitars and an amplifier. Now I own a professional recording studio, and almost half a million dollars worth of studio equipment. Among those assets are a Neve mixing console that was custom-made for MPR in the 1980's for a cost of approximately \$250,000. Every performance at the Ordway Theater that was broadcast live, or recorded for future broadcast by MPR between the 1980's and about 2010 was mixed on that Neve mixing console. It is a piece of MN music history. It is one of only four Neve mixing consoles in the state of Minnesota, and is a MN musical landmark.</p> <p>The 648 Building is the only building I could afford to buy and pay property taxes on. I fully understand how business relocation assistance programs work. I'm fully aware that I could not afford a building with a higher property tax rate than my current building. I'm also keenly aware that I don't have the fortitude to demo, remodel, and rebuild ANOTHER recording studio at ANOTHER location. I have no desire to vacate 648 Lowry Ave NE, and will do everything in my power to prevent that from happening. Please leave my building alone. I'll try to review the document in more detail and provide additional comments.</p> <p>I welcome an opportunity to discuss this with you at your earliest convenience.</p>	
<p>I'm extremely concerned about the portion of the plan that recommends replacing my building (648 Lowry Ave NE, corner of Lowry and Jefferson) with row houses. Obviously I object to that portion of the plan. Don't touch my building.</p> <p>I'm also concerned about the suggestion that row houses are consistent or representative of the character of the neighborhood. I've owned this building for 2.5 years, and have never seen a row house anywhere in this neighborhood. This portion of the plan is fundamentally flawed.</p> <p>I look forward to receiving a copy of the plan, including the appendices, and hope it arrives soon enough for me to review, digest, and respond.</p>	<p>Tim Casey email 050515</p>
<p>Diane and I both attended all 3 Open House meetings last year.</p> <p>At each meeting, I stressed that the project plan needed to include blind accessible audio crossing signals, the same as are installed at Lyndale and Franklin, and all the light controlled crossings along University NE from 37th Ave on</p>	<p>William Herzog email 060415</p>

north. We also filled out 'suggestion cards' at each of these open houses with the same requested amendments to the plan.

I do NOT find any such language included in the plan.

I am a 34.5 year resident and home owner of the Marshall Terrace neighborhood and have had a board position on CCMT's board the last 3 years.

I am also perplexed with the bicycle path decisions of this plan as they do not include any of the specific plans that CCMT has had in place for NRP phase II the last 5 or more years. Those plans were drawn up with the CCMT board and Stacy Sorenson as advisor. Those NRP phase II plans call for CCMT spending about \$30,000 on a bike path from Marshall and 27th Ave NE to 27th Ave NE and University.

In conclusion, I do applaud the breath and scope of the plan to date and genuinely hope that the details I've outlined above are recognized and implemented.