

35TH AVENUE NORTH

Flood Mitigation Project



WELCOME!



**Please
sign in inside**

35TH AVENUE NORTH Flood Mitigation Project



The Minneapolis Public Works Department plans to implement flood mitigation measures in the Cleveland Neighborhood. This involves replacing aging stormwater infrastructure. Public Works will consult residents on improvements for walking, rolling, biking, and driving. The City will be engaging residents to inform them of the project's scope and schedule. Residents will be able to participate through surveys, pop-ups, open houses, and by signing up for updates.

Project design goals



Reduce severe street flooding for frequent and larger rainstorms



Recommend a design layout that improves climate resilience of the area, manages runoff, stormwater, and peak flows



Develop priorities for streets, sidewalks, paths, and green space

Project schedule

Construction is anticipated to begin in late 2025 and conclude in early 2026. Public Works is currently determining the scope of flood mitigation treatments and will update the neighborhood once a project area and treatments are determined.



Engagement overview

Throughout the public engagement process for this project, the community will learn about street design treatments and provide input that shapes the future corridor. The project team will engage the public on design features throughout three phases using various online and in person engagement methods.

Our engagement goals for this project are:

- 1 Conduct clear, concise, and transparent engagement
- 2 Bring residents through the design process
- 3 Listen and respond to residents in each project phase

The three main public outreach activities include:

- Online engagement **Surveys**
- In-person engagement
- Reporting and documentation



Complete a short survey to share feedback on project goals and neighborhood flooding concerns.



Inform the project team about neighborhood flooding by adding points to a map.



Surveys

What we've heard so far

Feedback at this phase helps to understand community's preferences for street features and informs what may be proposed for 35th Avenue. What we have heard so far is summarized below.

Site Visit Highlights

 13 community members attended

Over half of site visit participants lived in the neighborhood for over 10 years

Bicycle Boulevards

Highly favored by participants



Traffic Circles: 35th and Queen Ave

Highly favored by participants



Green Stormwater Infrastructure (GSI)

Slightly less favored by participants




Intersection Bump Outs

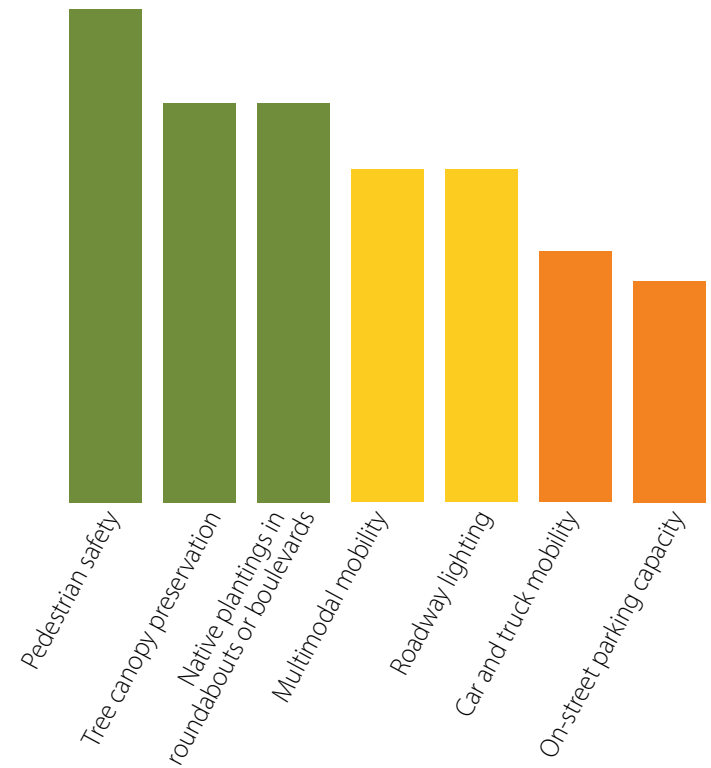
Less favored by participants



Online Survey Highlights

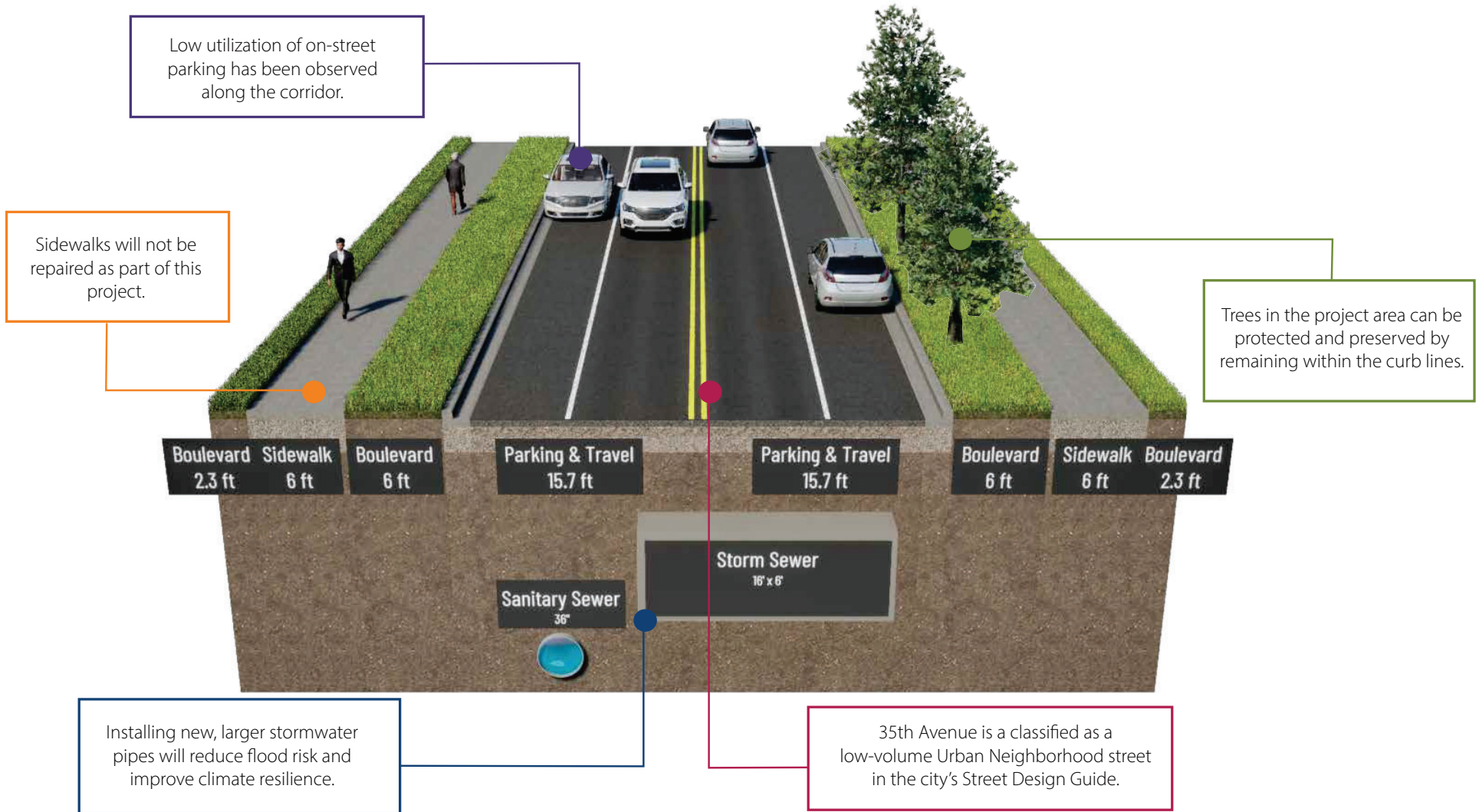
 11 surveys completed

Pedestrian safety was the highest ranked option



Site conditions

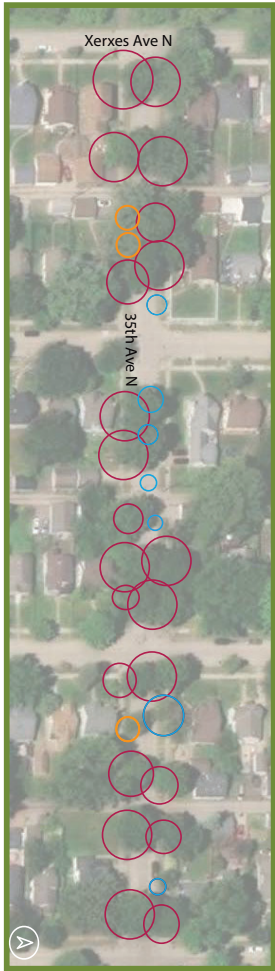
35th Avenue has a Right of Way (ROW) width of 60 feet and curb-to-curb width is approximately 31 feet. The existing roadway is two-way and includes two on-street parking lanes. The project will aim to minimize impacts to trees, boulevards, and sidewalks.



Existing conditions

Tree Protection

Xerxes to Upton



Upton to Sheridan



Sheridan to Queen



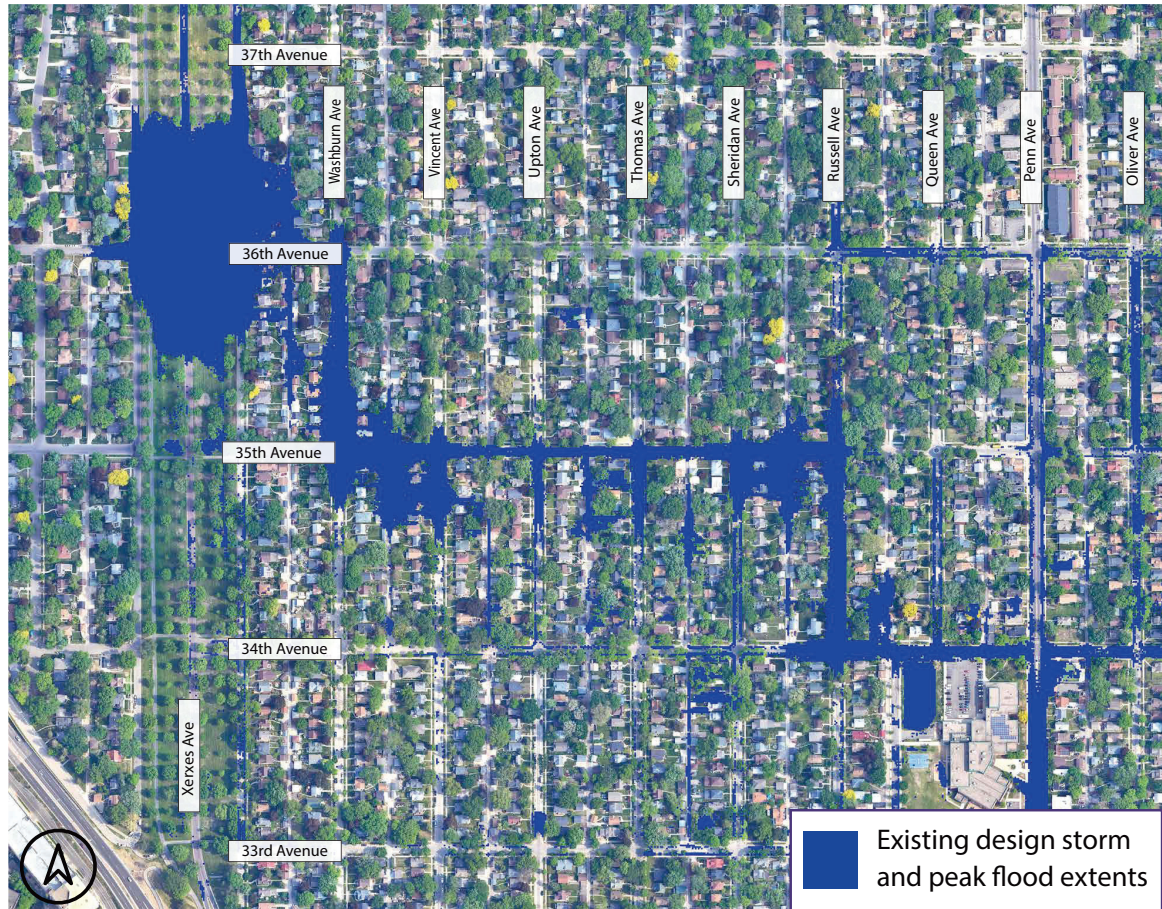
Map Key: Existing Tree Canopy

The larger circles in the maps represent the size of a tree's root base and canopy.

- 1 - Highest priority
- 2 - Medium high priority
- 3 - Medium low priority
- 4 - Lowest priority

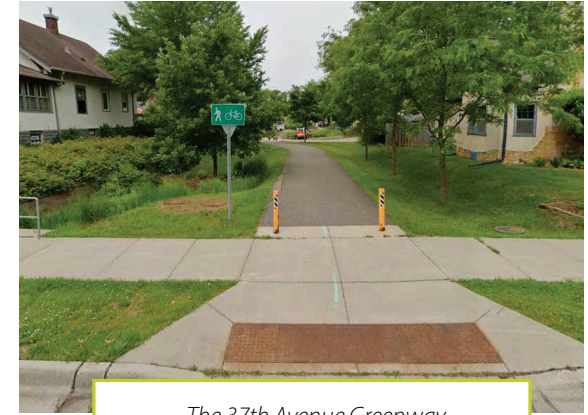
Flood Extents - Existing Design Storm 4.3" of rain over 24-hours

Flood mitigation treatments implemented through this project will not increase the flow or volume of water to Crystal Lake and will not impact flooding downstream.



An opportunity: 37th Avenue greenway

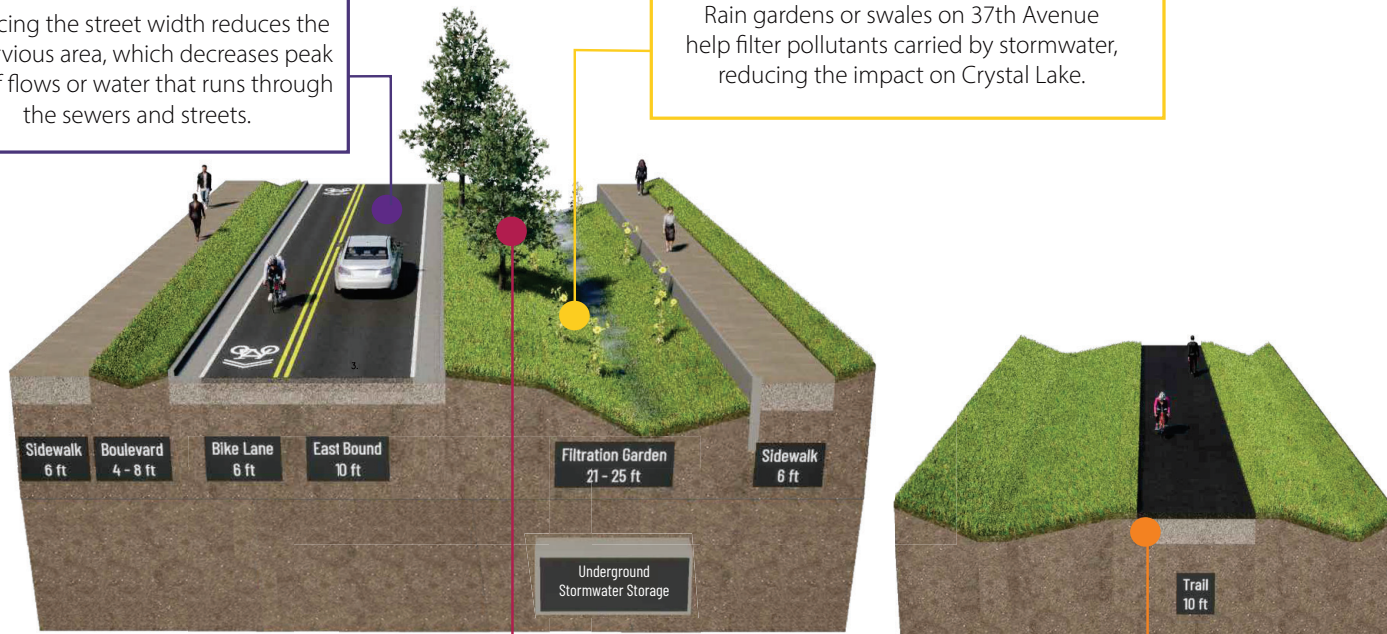
Prior to 2011, residents on the 3700 block of Morgan Ave. N reported repeated street flooding occurring at least once annually and as frequently as four times in a year. At times, street flooding would be deep enough to flow into basements. In response to this flooding, Minneapolis Public Works constructed the 37th Ave. Greenway Project in 2011. This greenway project provided an opportunity in a low traffic volume area to make space for a bike and walking path and above ground water quality practices. Underground vaults also temporarily store stormwater to help mitigate flooding.



The 37th Avenue Greenway

Reducing the street width reduces the impervious area, which decreases peak runoff flows or water that runs through the sewers and streets.

Rain gardens or swales on 37th Avenue help filter pollutants carried by stormwater, reducing the impact on Crystal Lake.



Greenery and plantings on 37th Avenue will improve aesthetics and add shade or tree canopy cover, which reduces heat island effect.

Permeable pavement allows stormwater to flow through the soil for infiltration and filtration.

**Live on 37th Avenue?
Join a focus group!**

Residents and community members can attend an upcoming focus group with project staff to share their input and help shape the street design. Leave your name and contact information at the sign in table or complete a short survey linked below.

Next steps

Community feedback is critical to the success of this project. Throughout the summer and fall there will be additional pop-up and focus groups as preliminary concepts are developed.

Future community engagement opportunities include pop up events, focus groups, and neighborhood organization presentations.



**Pop-up
Events**



**Focus
Groups**



**Neighborhood
Meetings**



Check the project website for the latest information about the project and ways to stay involved.



Consider signing up for email alerts to be the first to learn about upcoming engagement opportunities.

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Goal alignment activity

This activity shows the project goals as agreement scales. Please indicate your level of agreement for each. Please add your ideas on how you think we can achieve these goals!

GOAL 1 Reduce severe street flooding for frequent and larger rainstorms



GOAL 2 Recommend a design layout that improves climate resilience, manages runoff, stormwater, and peak flows



GOAL 3 Develop priorities for streets, sidewalks, paths, and green space



"More tree canopy is needed, the trees in the neighborhood are reaching the end of their lives."

"Maintaining walkability is most important."

"Add a four way stop, speed bumps, or traffic circle."

"I just want the area built to handle more severe events that are occurring more and more."

"Slow the traffic down"



Please provide other comments here:

Stormwater management

Green infrastructure is an approach to stormwater management that helps reduce untreated stormwater flows to the City's storm sewer system and to lakes, rivers, and ponds.

In a standard stormwater management system, stormwater drains from streets to a pipe system that eventually drains into lakes and streams. Green infrastructure slows down the flow of stormwater, allowing more runoff to infiltrate into the ground. This makes the water cycle in an urban environment closer to the natural water cycle. Green infrastructure also provides water quality treatment by removing some of the pollutants such as oil, dirt, leaf litter, nitrogen and phosphorus.

Above ground green infrastructure is cheaper to install and maintain than underground green infrastructure. It provides a natural habitat for pollinators and can beautify the street. It can also provide comfort and safety for pedestrians, bicyclists, and motorists when used to separate different modes of transportation. These facilities can also be easier to inspect, maintain, and repair.

Underground green infrastructure provides water quality treatment, but can be placed under impervious areas like parking bays, sidewalks, and bicycle trails. If the conditions underground allow, underground green infrastructure can provide more treatment and more flood storage within the same footprint by increasing the depth. These facilities are more expensive to build and maintain, and do not provide the aesthetic, environmental or health benefits.

