



4. EXISTING PLANS AND PROGRAMS

OVERVIEW

This section provides an overview of the existing public plans and programs that are relevant to the Penn Avenue corridor planning project. These existing initiatives are grouped into three categories:

- Existing public sector plans and policies
- Existing and upcoming public agencies' programs, investments, and funding
- Public studies/projects currently in progress

EXISTING PLANS

There are a variety of existing land use, transportation, and water resource plans and policies that are relevant to the current Penn Avenue corridor planning process. These plans include City of Minneapolis, Hennepin County, Metropolitan Council/Metro Transit, neighborhood, and corridor-focused initiatives. The plans range from comprehensive plans to neighborhood, corridor, and future transit station area plans. The following plans are summarized as part of the inventory and analysis process for the Penn Avenue corridor:

Comprehensive Plans

- The Minneapolis Plan for Sustainable Growth (2030 Comprehensive Plan)
- Minneapolis Urban Agriculture Activity Plan
- Minneapolis Park and Recreation Board's 2020 Comprehensive Plan

Neighborhood Plans

- Bryn Mawr Neighborhood Land Use Plan

Corridor Plans

- Penn Avenue North Redevelopment Plan
- West Broadway ALIVE!
- Penn-West Broadway TOD Design Guidelines
- Lowry Avenue Strategic Plan
- Lowry Avenue Corridor Plan
- Bottineau Transitway Station Area Pre-Planning Study
- Bottineau Land Use Framework
- Penn Avenue Community Works Report (U of M Humphrey Institute Graduate Student Project)



Transit Station Area Plans

- Bryn Mawr South Gateway Plan
- Penn Avenue Transitional Station Area Action Plan (TSAAP) – Southwest LRT Corridor

Transportation Plans

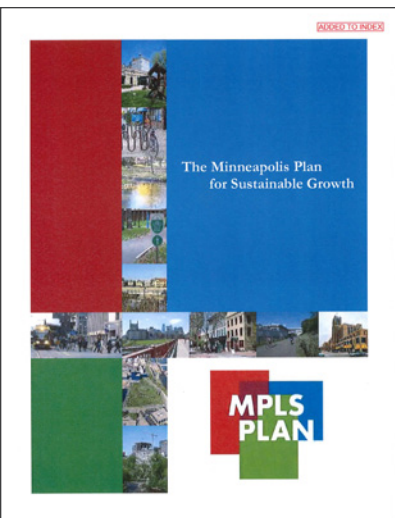
- Hennepin County Transportation Systems Plan
- Hennepin County Pedestrian Plan (2013)
- Access Minneapolis
- 44th, Penn, Osseo Intersection and Corridors Study Final Report: Osseo Road and North Penn Avenue Intersection (2013)
- Victory Neighborhood Pedestrian Needs Analysis Strategic Plan (2008)
- Penn Avenue North “Complete Street” Reconstruction Project Concept and Rationale
- North Minneapolis Greenway Planning Project – Winter 2013 Community Input Report

Transit Plans

- Metro Transit Arterial Transitway Corridors Study (ATCS) Technical Memo (2011) and the Penn Avenue and Chicago-Fremont Corridors Addendum (2013)
- Metropolitan Council 2030 Transportation Policy Plan (2010)
- Metropolitan Council Regional Transitway Guidelines (2012)
- Bottineau Transitway Draft Environmental Impact Statement (2014)
- Northwest Metro Transit Study Final Plan (2006)

Water Resource Plans

- Minneapolis Local Surface Water Management Plan (2006)



The Minneapolis Plan for Sustainable Growth (2030 Comprehensive Plan)

THE MINNEAPOLIS PLAN FOR SUSTAINABLE GROWTH (2030 COMPREHENSIVE PLAN)

Plan website

http://www.minneapolismn.gov/cped/planning/plans/cped_comp_plan_2030

Purpose

The City's 2030 Comprehensive Plan provides the vision and framework for the City's anticipated urban renaissance and growth as a great city of the future. The plan contains community goal statements, policies, and implementation strategies that direct the logical and coordinated physical development of the city. As a comprehensive plan, it contains the following topical chapters: land use, transportation, housing, economic development, public services and facilities, environment, open space and parks, heritage preservation, arts and culture, urban design, and implementation.

Key Takeaways

Land Use Chapter

Of all the Comprehensive Plan chapters, the land use chapter's geographic orientation results in designations and policies with the greatest relevance to the Penn Avenue corridor. The chapter is divided into three main sections: general land use policies (general, residential, non-residential), land use categories, and land use features. The land use goal statement, categories, and features are supported by policies and implementation strategies. Within the Penn Avenue corridor, the land use categories designated are Urban Neighborhood, Mixed Use, and Parks and Open Space; land use features designated are Community Corridor, Commercial Corridor, and Neighborhood Commercial Node. Refer to Figure 4-1, *Future Land Use*. In total there are 16 land use policies, each with supporting implementation strategies. The most relevant land use policies and implementation strategies are provided in the following summary.

Goal Statement:

Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.

Land Use Category Designations (Future Land Use Map):

The Penn Avenue corridor is primarily designated as Urban Neighborhood with key intersection areas designated as Mixed Use (Cedar Lake Road, Plymouth Avenue, West Broadway Avenue, Lowry Avenue, and 44th Avenue). There are a number of designated Parks and Open Space areas, including the Grand Rounds/Victory Memorial Drive, Crystal Lake Cemetery, Bassett's Creek Valley Park, Cleveland Park (33rd Avenue), and Willard Park (12th Avenue).

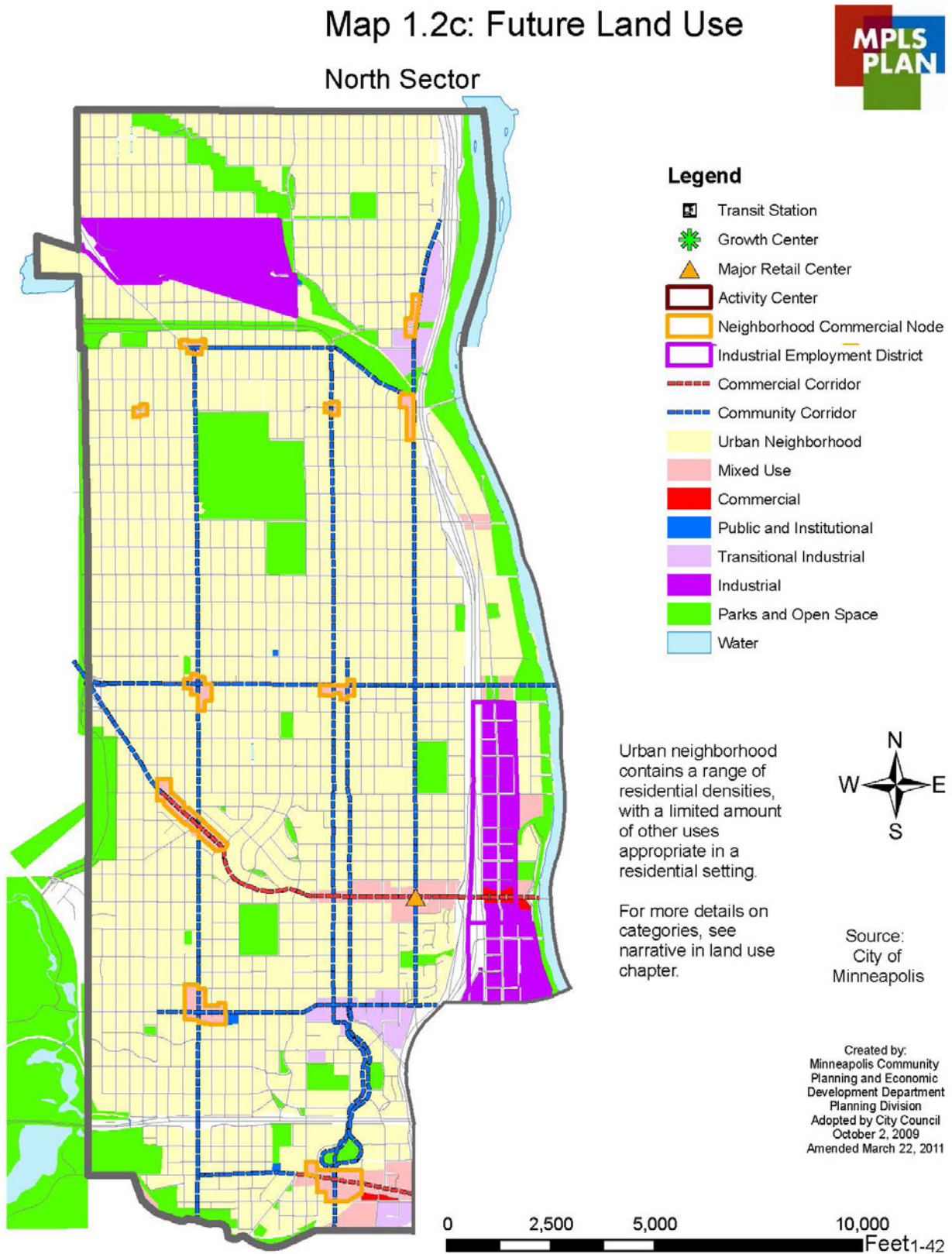
Urban Neighborhood

Most of the corridor project area with exception of key intersection areas are designated Urban Neighborhood.

Definition: Predominantly residential area with a range of densities. May include other small-scale uses, including neighborhood-serving commercial, and institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. More intensive non-residential uses may be located in neighborhoods closer to Downtown and around Growth Centers.

Residential Density: Varies, but predominantly low density (8-20 du/acre); not intended to

FIGURE 4-1: 2030 FUTURE LAND USE PLAN FOR NORTH SECTOR OF MINNEAPOLIS



accommodate significant new growth or density.

Policy 1.8 (General Residential and Other Uses): 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.

1.8.2 Advance land use regulations that retain and strengthen neighborhood character, including direction for neighborhood-serving commercial uses, open space and parks, and campus and institutional uses.

1.8.3 Direct uses that serve as neighborhood focal points, such as libraries, schools, and cultural institutions, to designated land use features.

Mixed Use

Key intersection areas along Penn Avenue at 44th Avenue, Lowry Avenue, West Broadway Avenue, Plymouth Avenue, and Cedar Lake Road are designated Mixed Use

Definition: Allows for mixed use development, including mixed use with residential. Mixed use may include either a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use.

Residential Density: Not specifically defined. Appropriate density for Mixed Use areas is determined by Land Use Feature designation (Community Corridor, Commercial Corridor, and Neighborhood Commercial Node).

Policy 1.4 (General Commercial): Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

1.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.

1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.

1.4.3 Continue to implement land use controls applicable to all uses and structures located in commercial districts and corridors, including but not limited to maximum occupancy standards, hours open to the public, truck parking, provisions for increasing the maximum height of structures, lot dimension requirements, density bonuses, yard requirements, and enclosed building requirements.

1.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide "eyes on the street".

Policy 1.5 (General Commercial): 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.

1.5.2 Facilitate the redevelopment of underutilized commercial areas by evaluating possible land use changes against potential impacts on the surrounding neighborhood.

1.5.3 Promote the preservation of traditional commercial storefronts wherever feasible.

Policy 1.6 (General Commercial): Recognize that market conditions and neighborhood

traditions significantly influence the viability of businesses in areas of the city not designated as commercial corridors and districts.

1.6.1 Allow for retention of existing commercial uses and zoning districts in designated Urban Neighborhood areas, to the extent they are consistent with other city goals and do not adversely impact surrounding areas.

1.6.2 In parts of the city outside of designated corridors, nodes, and centers, limit territorial expansions of commercial uses and districts.

Policy 1.7 (General Commercial): Limit new and expanded auto-oriented uses in the city so impacts on the form and character of commercial areas and neighborhoods can be minimized.

1.7.1 Discourage new and expanded high traffic, auto-oriented uses in neighborhood commercial nodes.

1.7.2 Direct auto-oriented uses to locations on Commercial Corridors that are not at the intersection of two designated corridors, where more traditional urban form would be appropriate.

1.7.3 Auto-oriented uses should be designed with aspects of traditional urban form, to minimize the impact on the pedestrian realm.

Community Corridors

Penn Avenue is designated as a “Community Corridor” from 44th Avenue to Cedar Lake Road. Cross-streets designated as Community Corridors include 44th Avenue (east of Penn), Lowry Avenue, Plymouth Avenue, and Glenwood Avenue (east of Penn).

Definition: Primarily residential with intermittent commercial uses clustered at intersections in nodes. Commercial uses, generally small-scale retail sales and services, serving the immediate neighborhood.

Residential Density: High density (50-120 du/acre), transitioning down to medium density in surrounding areas.

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.

1.9.2 Support new small-scale retail sales and services, commercial services, and mixed uses where Community Corridors intersect with Neighborhood Commercial Nodes.

1.9.3 Discourage uses that diminish the transit and pedestrian oriented character of Community Corridors, such as automobile services and drive-through facilities.

1.9.4 Discourage the conversion of existing residential uses to commercial uses outside of Neighborhood Commercial Nodes.

1.9.5 Encourage the development of low- to medium-density housing on Community Corridors to serve as a transition to surrounding low-density residential areas.

1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

Commercial Corridors - West Broadway Avenue

West Broadway Avenue is designated as a Commercial Corridor.

Definition: Historically have been prominent destinations. Mix of uses, with commercial uses dominating.

Residential Density: High density (50-120 du/acre), transitioning down to medium density in surrounding areas.

Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and lean low impact light industrial – where compatible with the existing and desired character.

1.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.

1.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

1.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

1.10.5 Encourage the development of high-density housing on Commercial Corridors.

1.10.6 Encourage the development of medium-density housing on properties adjacent to properties on Commercial Corridors.

Neighborhood Commercial Nodes

Neighborhood Commercial Nodes are designated on Penn Avenue at five intersections: 44th Avenue, Lowry Avenue, West Broadway Avenue, Plymouth Avenue, and Cedar Lake Road.

Definition: Generally provide retail or service uses on at least three corners of an intersection. Serve the surrounding neighborhood with a limited number of businesses serving a larger area. Mix of uses occurs within and among structures.

Residential Density: High density (50-120 du/acre), transitioning down to medium density in surrounding areas.

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

1.11.1 Discourage the commercial territorial expansion of Neighborhood Commercial Nodes, except to adjacent corners of the node's main intersection.

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

1.11.3 Discourage new or expanded uses that diminish the transit and pedestrian character of Neighborhood Commercial Nodes, such as some automobile services and drive-through facilities.

1.11.4 Encourage a height of at least two stories for new buildings in Neighborhood Commercial Nodes, in keeping with neighborhood character.

1.11.5 Encourage the development of medium- to high-density housing where appropriate within the boundaries of Neighborhood Commercial Nodes, preferably in mixed use buildings with commercial uses on the ground floor.

1.11.6 Encourage the development of medium-density housing immediately adjacent to Neighborhood Commercial Nodes to serve as a transition to surrounding low-density residential areas.

1.11.7 Encourage the redevelopment of vacant commercial buildings and direct City services to these areas.

Transit Station Areas

This land use category is likely to apply to area within a ½ mile radius of future Bottineau Boulevard LRT station at Highway 55/Penn Avenue.

Policy 1.13: Support high-density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

1.13.1 Encourage pedestrian-oriented services and retail uses as part of higher density development near transit stations.

1.13.2 Pursue opportunities to integrate existing and new development with transit stations through joint development.

1.13.3 Discourage uses that diminish the transit and pedestrian character of areas around transit stations, such as automobile services, surface parking lots, and drive-through facilities.

1.13.4 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces near the station.

1.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.

1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

Transportation Chapter

The transportation chapter is focused on the integration of transportation and land use planning and the creation of a balanced multi-modal transportation system throughout the city. The chapter consists of 11 transportation-related topics, each supported by a policy and corresponding implementation strategies. Like the land use chapter, the transportation chapter identifies the designations for street, transit, and biking facilities.

Goal Statement:

Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Transportation Designations:

The following transportation designations are relevant to the Penn Avenue corridor.

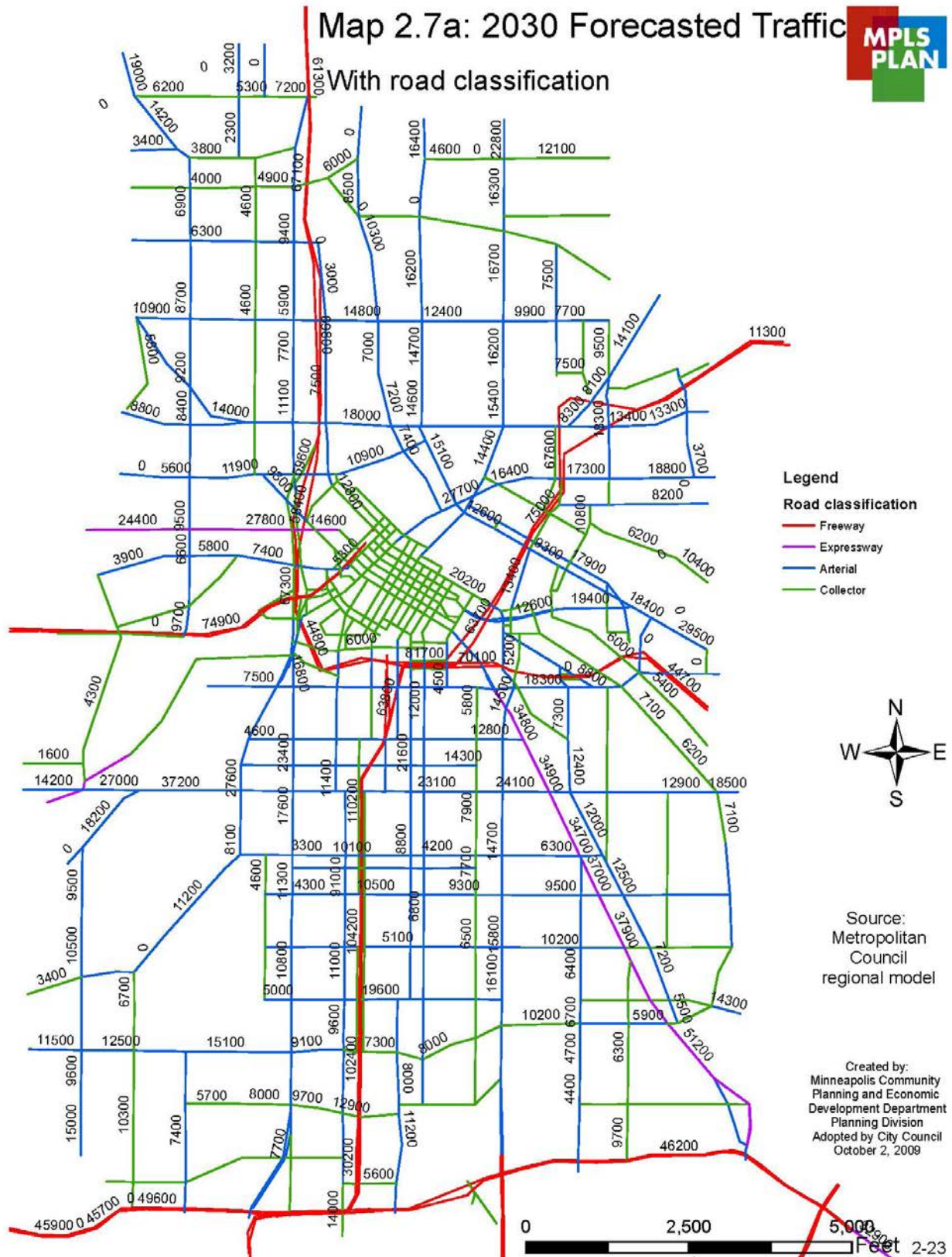
Roadway Functional Classifications:

- Principal Arterials – Highway 55 (also known as Olson Memorial Highway)
- “A Minor” Arterials - Osseo Road/44th Avenue (CSAH 152), West Broadway Avenue (CSAH 81), Golden Valley Road (CSAH 66), Glenwood Avenue (CSAH 40)
- “B Minor” Arterials - Penn Avenue (CSAH 2), Lowry Avenue (CSAH 153)
- Collectors – Plymouth Avenue, Dowling Avenue, 26th Avenue, 42nd Avenue, 45th Avenue

Primary Transit Network (PTN) Routes:

Penn Avenue is part of the PTN from Highway 55 north to 44th Avenue and also along Osseo Road. The cross-streets of Highway 55 and 44th Avenue are also part of the PTN. Lowry Avenue is identified as a candidate PTN route.

FIGURE 4-2: ROADWAY FUNCTIONAL CLASSIFICATIONS AND 2030 FORECASTED TRAFFIC (AVERAGE DAILY TRAFFIC)



Designated Bikeways:

Plymouth Avenue, 26th Avenue, 42nd Avenue, Victory Memorial Drive (all existing); Lowry Avenue (future).

Key Relevant Policies:

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

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

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

Policy 2.4: Make transit a more attractive option for both new and existing riders.

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

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.

Housing Chapter

The Housing chapter supports growth in the City's neighborhoods through increasing the supply and variety of housing, particularly medium and high density housing, housing that is affordable to low and moderate income households, and life-cycle housing for households as they age and change in size. This chapter also contains important policies regarding maintenance of the quality, safety, and character of the City's housing stock, as well as enforcement of high standards of property management and maintenance. In total, there are eight housing policies.

Goal Statement:

Minneapolis will build and maintain the strength, vitality, and stability of the City's neighborhoods by providing a variety of housing opportunities to meet the needs of all members of the community.

Key Relevant Policies:

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.

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.

Policy 3.3: Increase housing that is affordable to low and moderate income households.

Policy 3.4: Preserve and increase the supply of safe, stable, and affordable supportive housing opportunities for homeless youth, singles, and families.

Policy 3.5: Improve the stability and health of communities of concentrated disadvantage through market building strategies and strategies that preserve and increase home ownership.

3.5.1 Work to improve the stability and sustainability of the city's disadvantaged communities by taking measures to diversify the household mix and allay historic patterns of concentration of poverty.

3.5.2 Pursue an integrated array of development and revitalization strategies to attract a broadened socio-economic mix of residents to communities of concentrated disadvantage.

3.5.4 Work with for-profit, nonprofit, and governmental partners to increase understanding of the need for market-building investments in communities of concentrated disadvantage.

3.5.10 Support the timely development of infill housing on vacant lots. Use partnerships and incentives to reduce duration of vacancy.

Policy 3.6: Foster complete communities by preserving and increasing high quality housing opportunities suitable for all ages and household types.

Policy 3.7: Maintain the quality, safety and unique character of the City's housing stock.

Policy 3.8: Preserve and strengthen community livability by enforcing high standards of property management and maintenance.

Economic Development Chapter

This chapter provides a policy framework for growing and protecting a healthy, sustainable economy focused on supporting the city's businesses, the people employed by those businesses, and the places in which businesses are located. Policies include supporting private sector growth to create a healthy diverse economy; assisting existing and new businesses; developing and maintaining the city's technological and informational infrastructure; cleaning up contaminated sites; supporting job growth and workforce development; and improving connectivity between employees and jobs. There are 11 economic development policies, not including Downtown policies.

Goal Statement:

Minneapolis will grow as the regional center for employment, commerce, industry and tourism, providing opportunities for residents, entrepreneurs, and visitors.

Key Relevant Policies:

Policy 4.2: Promote business start-ups, retention, and expansion to bolster the existing economic base.

4.2.1 Promote access to the resources and information necessary for successful operation of healthy businesses.

4.2.2 Continue to link businesses with organizations that provide technical assistance and best practice models within the city.

4.2.3 Continue to assist businesses in identifying appropriate locations within the city.

4.2.4 Assist in site assembly for strategic commercial and industrial properties where appropriate.

4.2.5 Encourage small business opportunities, such as appropriate home occupations and business incubators, in order to promote individual entrepreneurs and business formation.

Policy 4.8: Continue to pursue the removal of barriers that prevent residents from holding living wage jobs and achieving economic self-sufficiency.

- 4.8.1 Improve the affordability and variety of housing choices for Minneapolis workers.
- 4.8.2 Improve public and alternative transportation that links workers to jobs.
- 4.8.3 Promote a more comprehensive range of child and elder care services.
- 4.8.4 Promote on-site day care as an employment assistance program.

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.
- 4.9.2 Support industrial growth and expansion within Industrial Employment Districts. (The Humboldt Industrial District is located on the east side of Osseo Road.)

Public Services and Facilities Chapter

This chapter addresses public infrastructure, facilities, and services, including public buildings (schools, libraries, recreation centers, etc.), streets, sidewalks, bridges, traffic signals, street lighting, water systems, solid waste removal, recycling, public safety, and public health. In total, there are eight policies related to Public Services and Facilities. Refer to Figure 4-3, *Public Facilities*.

Goal Statement:

Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety, and an enhanced quality of life for all members of this growing community.

Key Relevant Policies:

Policy 5.2: Support the efforts of public and private institutions to provide a wide range of educational choices for Minneapolis students and residents throughout the city.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

- 5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
- 5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

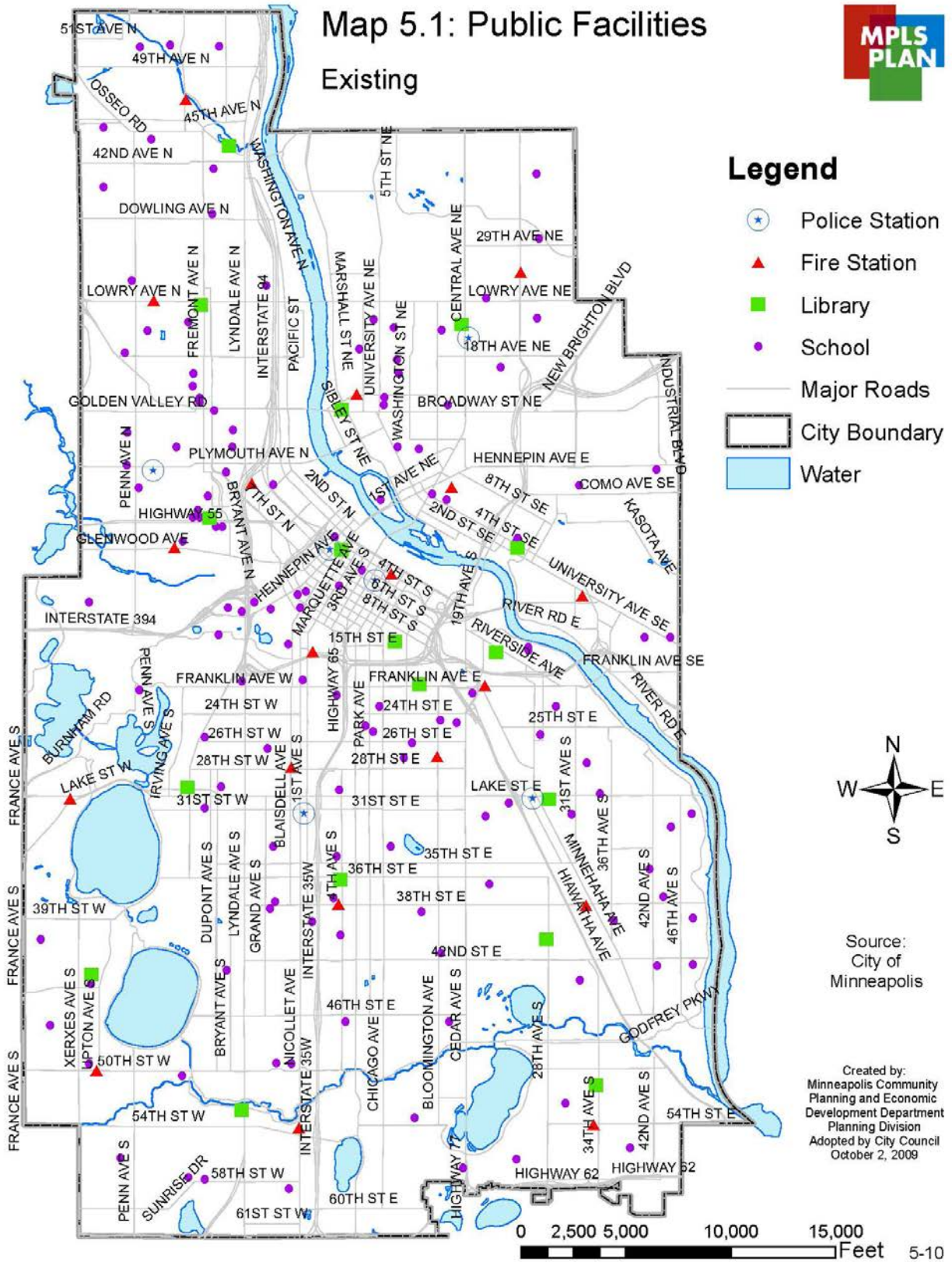
Policy 5.5: Improve the appearance and physical condition of private property throughout the city.

- 5.5.1 Educate the public about regulations affecting the maintenance of private property.
- 5.5.2 Use regulation and the development review process to ensure that redevelopment enhances the safety and appearance of private property.
- 5.5.3 Provide coordinated licensing, inspection and enforcement services aimed at ensuring attractive and livable neighborhoods.

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

Policy 5.7: Protect and improve individual, community, and environmental health.

FIGURE 4-3: EXISTING PUBLIC FACILITIES



Environment Chapter

The City is committed to promoting sustainable city operations and environmentally-friendly practices that preserve and enhance the city's natural environment. This chapter addresses City policies and implementation steps related to City operations, global warming, climate change, resource conservation and air quality, renewable energy, sustainable sites, the urban tree canopy, water resource, noise, indoor environmental quality, and social equity. In total, there are 15 environmental policies.

Goal Statement:

Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Key Relevant Policies:

Policy 6.3: Encourage sustainable design practices in the planning, construction, and operations of new developments, large additions, and building renovations.

Policy 6.5: Support the efficient use of land and development that reduces the reliance on fossil fuels.

Policy 6.8: Encourage a healthy thriving urban tree canopy and other desirable forms of vegetation.

Policy 6.15: Support local businesses, goods, and services to promote economic growth, to preserve natural resources, and to minimize the carbon footprint.

Open Space and Parks Chapter

This chapter outlines the key directions of the Minneapolis Park and Recreation Board's 2020 Comprehensive Plan. It also addresses additional open spaces, which are not official parks or recreation areas, such as plazas, community gardens, pocket parks, cemeteries, corporate and college campuses, school outdoor spaces, and the Midtown Greenway. Chapter topics include Community Safety/Health/Recreation, Education, Equity and Equal Access, Ecology, Art and Historic Resources, Beauty and Built Form, and Economic Development and Tourism. For the Penn Avenue corridor, this chapter's eight policies provide guidance for improving people's connections to existing open space and parks along and near the corridor, as well as creating new and enhanced open spaces within the corridor, ranging from new parks to additional street trees.

Goal Statement:

Minneapolis will cooperate with other jurisdictions, public agencies, and the private sector to provide open space, green space, and recreational facilities to meet the short and long-term needs of the community and enhance the quality of life for city residents.

Key Relevant Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation, and socializing.

Policy 7.3: Maintain and improve the accessibility of open spaces and parks to all residents.

Policy 7.6: Continue to beautify open spaces through well designed landscaping that complements and improves the city's urban form on many scales – from street trees to expansive views of lakes and rivers.

Heritage Preservation Chapter

There are three (3) designated historic landmarks within the Penn Avenue corridor: Victory Memorial Drive Historic District (Lowry Avenue to Humboldt Avenue), Maternity Hospital (300 Queen Avenue), and Mikro Kodesh Synagogue (1000 Oliver Avenue). There is one potential historic district identified within the Penn Avenue corridor, which is the Homewood Historic District (boundaries are Penn Avenue, Plymouth Avenue, Victory Memorial Drive, and Oak Park Avenue). Two potential historic districts nearby the Penn Avenue corridor: Golden Valley Apartments Historic District (3 blocks west of Penn Avenue), Oak Park Jewish Community Building Historic District (4 blocks east of Penn Avenue).

Goal Statement:

Minneapolis will promote the sustainable practice of protecting and reusing our culturally significant built and natural environment, including buildings, districts, landscapes, and historic resources, while advancing growth through preservation policies.

Key Relevant Policies:

Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

Policy 8.4: Examine and evaluate the contexts in which historic resources are analyzed.

8.4.1 Complete context studies associated with the city's history and development, such as the impact of Grand Rounds park system or transportation systems, to evaluate their impact on the built and natural environment.

8.4.2 Evaluate the impact of the ethnic and community groups on the natural and built environment.

Arts and Culture Chapter

A strategic direction for the City and purpose of this chapter is to link arts and culture with economic development. Existing public art in or near the Penn Avenue corridor is currently limited to the Floyd B. Olson and Harrison Gateway/Antoinette and James pieces at Penn Avenue Highway 55. This chapter also includes a map showing locations of artists throughout the city. There are also several public art pieces within the Grand Rounds' Victory Memorial Drive and Theodore Wirth districts.

Goal Statement:

Minneapolis will continually grow into a more diverse and vibrant city, ensuring that residents have access to rich and meaningful arts and cultural activities that are vital to the city's quality of life and economic success.

Key Relevant Policies:

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

9.1.2 Collaborate with community-based arts organizations (such as ArtSpace, Metropolitan Regional Arts Council, and Springboard for the Arts) to build capacity and knowledge among organizations engaged in developing cultural facilities.

9.1.3 Provide workshops and training for Minneapolis nonprofit cultural organizations in facilities development.

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.

Policy 9.5: Promote the city's arts and culture to residents, visitors, and civic and community leadership as an integral aspect of Minneapolis's identity, quality of life, economic vitality and civic health.

Policy 9.6: Promote collaborations among arts and cultural organizations, artists, the City, and other partners.

Urban Design Chapter

This chapter provides a design framework for community development and guidelines for all new development and redevelopment. The purpose of this chapter is to provide guidance for designing development and public spaces that reinforce the city's traditional urban form and are compatible with the character and scale of the surrounding existing buildings. The policies, guidelines, and implementation strategies address individual land uses (multi-family residential, single- and two-family residential, mixed-use/TOD, commercial, industrial, institutional, and public spaces), as well as streets/sidewalks, lighting, parking facilities, landscaping, signs, crime prevention, and the unique considerations of a winter city.

Goal Statement:

Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Key Relevant Policies:

Policy 10.4: Support the development of residential dwellings that are of high quality design and compatible with surrounding development.

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.

Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.

Policy 10.8: Strengthen the character and desirability of the city's urban neighborhood residential areas while accommodating reinvestment through infill development.

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.

10.9.2 Promote building and site design that delineates between public and private spaces.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.

Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.

Policy 10.14: Encourage development that provides functional and attractive gathering spaces.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort, and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors, and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city, and promote environmentally-friendly lighting systems.

Policy 10.18: Reduce the visual impact of automobile parking facilities.

Policy 10.19: Landscaping is encouraged in order to complement the scale of the site and its surroundings, enhance the built environment, create and define public and private spaces, buffer and screen, incorporate crime prevention principles, and provide shade, aesthetic appeal, and environmental benefits.

Policy 10.22: Use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks on publicly owned and private land.

Policy 10.23: Promote climate-sensitive design principles to make the winter environment safe, comfortable, and enjoyable.

URBAN AGRICULTURE POLICY PLAN

Plan Website

http://www.minneapolismn.gov/cped/planning/plans/cped_urban_ag_plan

Purpose

This policy document is a city-wide topical plan that has been adopted as a sub-component of the City's 2030 Comprehensive Plan. This Plan focuses on identifying the City's existing land use policies and regulations that may present barriers for the growth of urban agriculture in Minneapolis and recommends the creation of new policies and regulations that remove barriers and create more opportunities for urban agriculture land uses throughout the city. The intent of the plan is to identify how urban agriculture can be supported as one of the City's urban land uses.

Key Takeaways

Recommendations in the plan that are particularly relevant to the Penn Avenue corridor include the following:

- Consider opportunities for farmers markets, urban farms, market gardens, and community gardens when small area plans are developed, particularly in underserved areas
- Consider access to farmers' markets when long range transportation planning is taking place
- Add public health as a common element in future planning efforts, better integrating design and health with the help of analysis tools such as Health Impact Assessments
- Encourage the planting of produce as part of the required landscaping in new developments
- Explore opportunities for an urban agriculture demonstration project that incorporates new development and growing or the creative reuse of land
- Where appropriate, consider the inclusion of farmers' markets and community gardens when Requests for Proposals are sought for larger-scale new development on City-owned parcels, particularly in underserved areas

MINNEAPOLIS PARK AND RECREATION BOARD'S 2020 COMPREHENSIVE PLAN

Plan Website

<http://www.minneapolisparcs.org/documents/about/compplan/ComprehensivePlan.pdf>

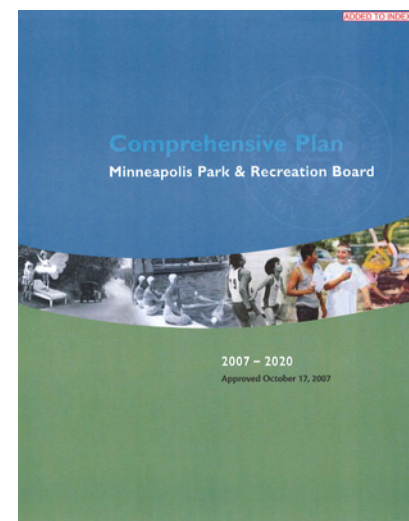
Purpose

This 2020 Comprehensive Plan was developed in 2007 to fulfil the Metropolitan Council's requirements for parks in the City's 2008 Comprehensive Plan Update. The Plan establishes a 2020 vision statement and four themes, with each theme supported by goals and strategies. Refer to Figures 4-4, *Existing Minneapolis Park System*, and 4-5, *Future Parkland and Facility Study Areas and Adopted Plans*.

Key Takeaways

The four vision themes are:

1. Urban forests, natural areas, and waters that endure and captivate
2. Recreation that inspires personal growth, healthy lifestyles, and a sense of community



Minneapolis Park and Recreation Board's 2020 Comprehensive Plan

3. Dynamic parks that shape city character and meet diverse community needs
4. A safe place to play, celebrate, contemplate, and recreate

Some goals and strategies that are particularly relevant to the Penn Avenue corridor include the following:

Goal:

Parks shape an evolving city.

- Provide a well-maintained, safe, and continuous trail system (see *Map III, page 28*), giving priority to completing the “missing link” of the Grand Rounds Parkway (see *Map IV, page 29*) and providing trail connections in north and northeast Minneapolis. Specific trail connections are not identified on the maps.
- Balance the distribution of premier park and recreation features across the city, giving priority to adding features to north and northeast Minneapolis (see *Map IV, page 29*). The area generally between Plymouth Avenue and 44th Avenue is identified as a “premier park and recreation feature study area.”
- Help shape the built form of the city by developing and/or implementing park plans to acquire parkland and build amenities in current or projected growth areas of the city, including: Bassett Creek Valley, Hiawatha LRT Corridor, Downtown, Southeast Minneapolis Industrial, Midtown Greenway Corridor, Upper River, Northeast Industrial, North Loop, and Central Riverfront (see *Map IV, page 29*). Periodically examine trends in household and population growth or changes to identify additional study areas. The area generally between Plymouth Avenue and Interstate 394 is identified as a “project growth area study area.”
- Ensure park access for all residents by providing parks within an easy walk from their homes (no more than six blocks) and achieving a ratio of .01 acres of parkland per household (see *Map IV, page 29 for service gap study areas*). The area generally between Lowry Avenue and 44th Avenue is identified as one of two large “service gap study areas” in the entire city – Northside and Northeast.

Goal:

Healthy boulevard trees connect all city residents to their park system.

- Maximize every opportunity to reforest city boulevards.
- Work with the City to ensure that boulevard conditions and designs heighten tree longevity.
- Plant boulevard trees that complement the park system’s natural areas and are appropriate for the conditions of the boulevard.

Goal:

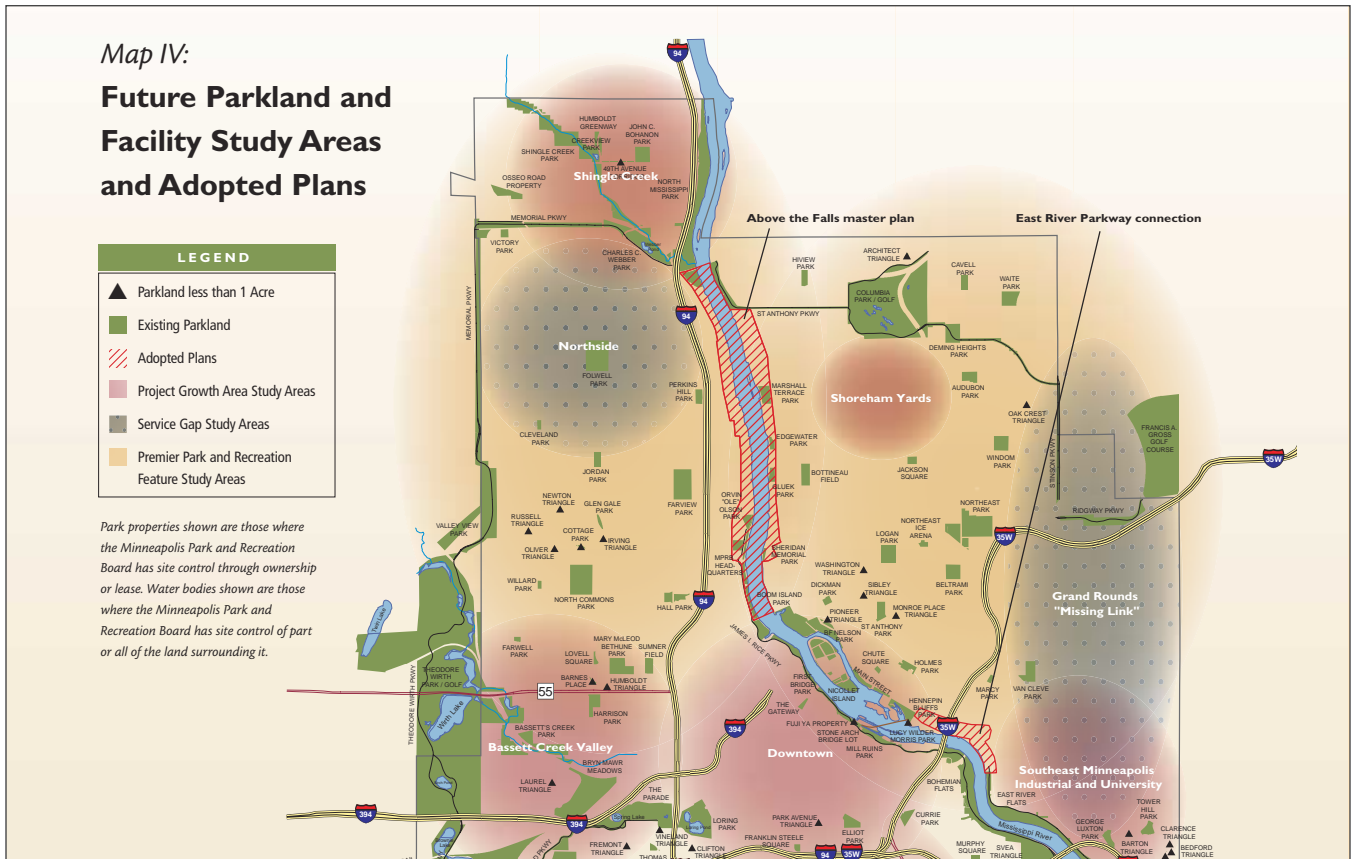
Parks are safe and welcoming by design.

- Design parks to meet or exceed safety standards, building codes, and Crime Prevention through Environmental Design (CPTED) principles.
- Monitor park amenities to ensure safety standards and codes are continually met, and develop plans to meet standards or remove facilities that do not meet minimum safety requirements.
- Work with communities and the city to provide safe pedestrian and bicycle routes to and within parks.

FIGURE 4-4: EXISTING MINNEAPOLIS PARK SYSTEM



FIGURE 4-5: FUTURE PARKLAND AND FACILITY STUDY AREAS AND ADOPTED PLANS



BRYN MAWR NEIGHBORHOOD LAND USE PLAN

Plan Website

<http://www.bmna.org/planninglrt.html>

Purpose

This neighborhood land use plan was intended to inventory and illustrate current problems, goals identified by the neighborhood, and recommendations on desired land uses for the future. The plan establishes a neighborhood vision, five goals, a design framework (land use, buildings, transportation, public spaces), and recommendations for nine potential redevelopment sites, of which, three are located along the Penn Avenue corridor (South Gateway, Downtown Bryn Mawr, North Gateway). This plan was adopted by the Minneapolis City Council and incorporated into the City's Comprehensive Plan.

Key Takeaways

Vision: In 2020, Bryn Mawr is a vital, healthy community with a strong identity. Development in the neighborhood respects and enhances Bryn Mawr's built and natural environments. The neighborhood provides beautiful gathering places for residents to enjoy community amenities. It has a safe, pedestrian-friendly, and vital neighborhood commercial node, which serves the neighborhood's needs and which has become a community gathering place. People living in Bryn Mawr are free of traffic problems and have transportation choices. Residents also have full life-cycle housing in the neighborhood.

Goals:

- To protect the quality of the existing residential area.
- To provide and maintain safe and efficient transportation systems for private vehicles, public transportation, bicycles, and pedestrian traffic.
- To provide a range of housing options to meet the needs of people of diverse incomes, ages, and family sizes, while maintaining the current percentage of owner-occupied housing in the neighborhood.
- To preserve, protect, restore, and ensure the conscious management of Bryn Mawr's natural resources (forests, wetlands, and water bodies).
- To preserve and enhance Bryn Mawr's heritage.

The Site Studies chapter includes three sites along the Penn Avenue corridor: South Gateway, Downtown, and North Gateway. The South Gateway is recommended for future mixed-use development, including medium-high density residential, offices, and small-scale retail and services. Office and commercial buildings could be used to buffer residential buildings from Interstate 394; residential buildings could be oriented to the views of Cedar Lake Park and Downtown Minneapolis. Future development should also enhance the vertical circulation between the neighborhood, LRT station, and Cedar Lake Park and Trail. Bryn Mawr's Downtown is recommended for potential higher density/senior housing with retail at ground level, a small public plaza, and streetscape improvements (widening of sidewalks, adding street trees, improving lighting, adding angle parking along Cedar Lake Road, and reconfiguring the traffic flow at Cedar Lake Road and Laurel Avenue). The North Gateway site study (at the northwest corner of Penn Avenue and Chestnut Avenue) recommends possibly converting the existing industrial building to a community center and fine arts studio in the future and improving neighborhood access to Bassett Creek Park.

Key recommendations relevant to the Penn Avenue corridor include:

- Add new housing that expands the range of housing options to meet the needs of senior, low-income, smaller, and rental households



*Bryn Mawr Neighborhood
Land Use Plan*

- Significant redevelopment (medium-high density residential, offices, and small-scale retail and services) and public infrastructure improvements at the South Gateway site
- Reconfigure the challenging intersection of Penn Avenue and Cedar Lake Road/Laurel Avenue
- Increase the amount of parking in Downtown Bryn Mawr, including the consideration of angled parking along Cedar Lake Road
- Improve the Penn Avenue streetscape, including narrowing intersections, widening sidewalks, adding crosswalks, providing a landscaped buffer between sidewalks and streets, installing decorative pedestrian-scale street lighting, and providing bike racks

PENN AVENUE NORTH REDEVELOPMENT PLAN

Plan Website

<http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/wcms1p-081841.pdf>

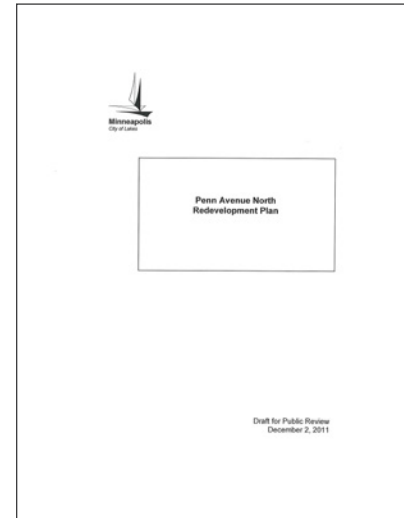
Purpose

In response to the significant structural damage caused by the May 22, 2011 tornado along Penn Avenue, the City of Minneapolis completed a light analysis for the area in 2011. Penn Avenue was determined to be a blighted area based on the concentration of damaged and deteriorated structures existing along this corridor.

The Penn Avenue North Redevelopment Plan establishes and defines the boundaries of the Penn Avenue Redevelopment Project, as required by Minnesota for setting up an official redevelopment project. The Penn Avenue North Redevelopment Project area is bounded generally on the north by 33rd Avenue, on the south by 12th Avenue, on the west by Queen Avenue, and on the east by Oliver and Logan Avenues; so the project area generally extends one block on each side of Penn Avenue.

Key Takeaways

The impact of this official redevelopment plan is that it enables activities that will remove blight and facilitate redevelopment of the area. To this effect, the redevelopment plan identifies specific redevelopment objectives, land use policies, a list of properties that may be acquired by the City of Minneapolis, the City's relocation obligations, and the City's citizen participation commitment. Forty-two tax parcels have been identified as properties that may be acquired at some point by the City of Minneapolis. Refer to Figure 4-6, *Penn Avenue North Redevelopment Project Property Acquisition Map*.



Penn Avenue North Redevelopment Plan

FIGURE 4-6: PENN AVENUE NORTH REDEVELOPMENT PROJECT PROPERTY ACQUISITION MAP



Penn Avenue North Redevelopment Project Property Acquisition Map

December 2011

Development Finance Division

WEST BROADWAY ALIVE!

Plan Website

http://www.ci.minneapolis.mn.us/cped/planning/plans/cped_west-broadway

Purpose

The West Broadway Alive plan was a plan for restoring the role of West Broadway as a Main Street providing goods and services useful to the surrounding neighborhood; as a destination and activity center; and as a community space. It attempted to provide a roadmap for bringing West Broadway truly alive with long-term economic stability, and as a place of community pride rooted in the many cultures of the community in which it is situated. Analysis and recommendations focused on redevelopment, business district activation, and design improvements.

Key Takeaways

Vision: West Broadway is a multicultural place rich in history, civic engagement, and the arts. The West Broadway community celebrates the Avenue as a welcoming, attractive, and safe place alive with the collaboration of residents, business owners, and others, promoting economic vitality for future generations.

Guiding Principles:

- Unified character and identity
- Linkages and approaches that improve real and perceived access
- Community expression through public art, façade improvements and other design features
- New development is of a high quality that complements historic character
- Local businesses are valued. New businesses are welcome. Healthy mix of goods and services is desired.
- New housing is important. It should “create options, adding to the area’s supply of middle income and upscale housing while providing some affordable living opportunities.”

Themes/Branding:

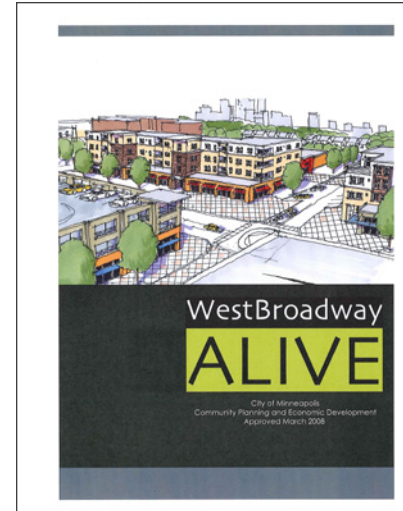
- Main Street
- Activity Center/Destination
- Art and Design
- Cultural Diversity
- Note: Penn Avenue has a particular opportunity to support the Art and Design theme

Subareas:

- West Gateway
- Penn/Broadway
- The Curve
- Hawthorn Crossings/Historic Storefront
- Broadway/Lyndale
- River Gateway

Land Use and Development Guidance:

- The plan includes maps of:
 - › Development Opportunities: See map of Penn/Broadway area
 - › Land Use: Mixed use development is supported at Penn/Broadway



West Broadway ALIVE!

- › Development Intensity: a mix of medium and high density is supported at Penn
- › Development Intensity (see Figure 4-7 below): medium and high density areas at the Penn Avenue/West Broadway Avenue intersection
- Penn Broadway is a Neighborhood Commercial Node in the City’s comprehensive plan

Design Threads: The plan supports building a district “look” through attention to these three design threads:

- Color and Pattern: bright and visually engaging
- Three Dimensionality/Movement: artistic elements with depth
- Language: build in community expression through language

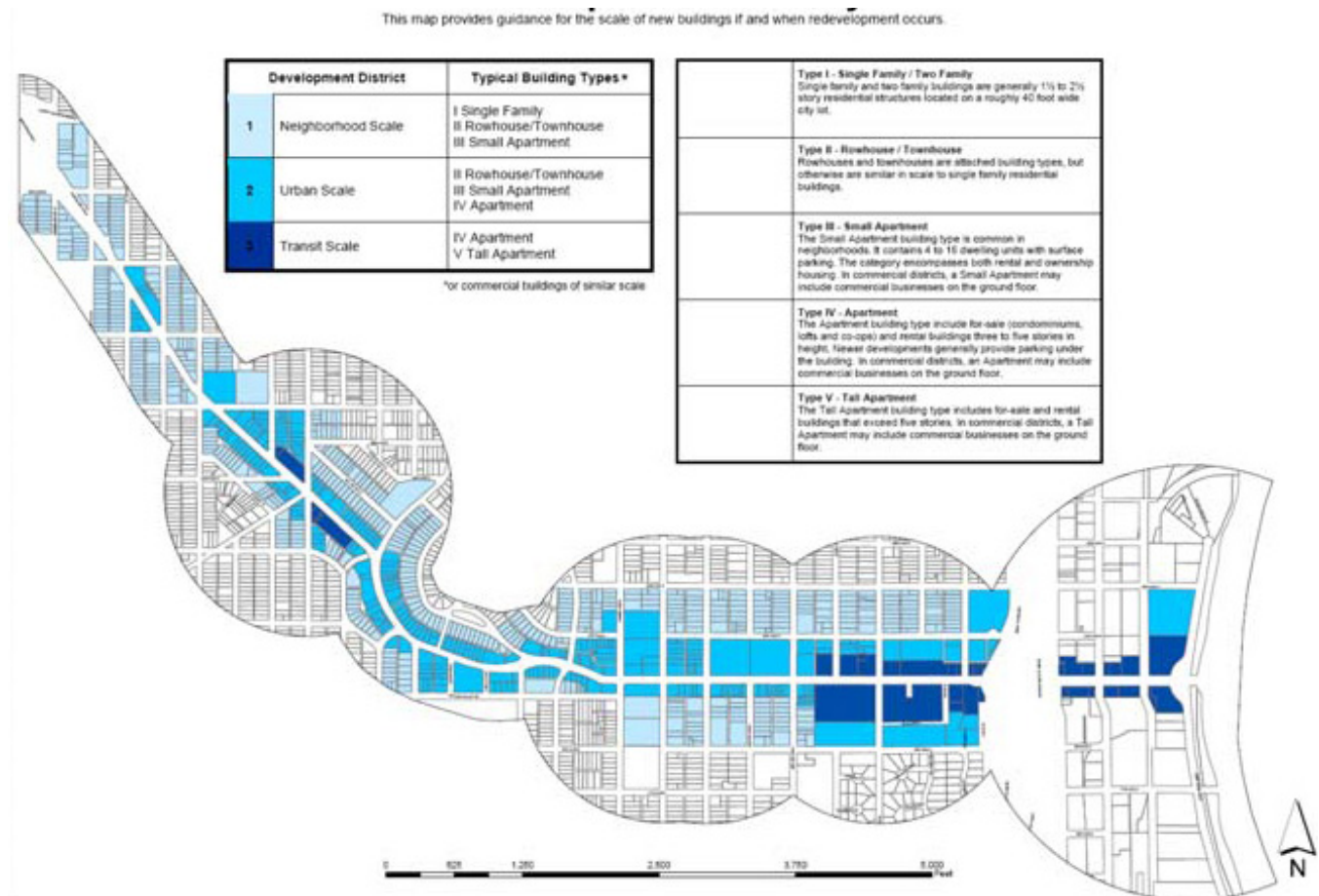
Guidelines:

- Development guidelines are provided to guide private development
- Public realm guidelines guide streetscaping elements

Additional Penn Broadway Guidance:

- Public Art is emphasized as a key opportunity
- Development concept for Penn Broadway: The Case Study chapter includes an illustrated concept for the Capri Theater block at Penn and Broadway that team members should be aware of. It suggests mixed use development with retail along Broadway, and medium-density (3 to 5 stories) housing.
- Intersection design or operations should be improved to make it easier to cross the street

FIGURE 4-7: WEST BROADWAY DEVELOPMENT INTENSITY



- Sidewalk widths should be expanded where opportunity allows (e.g. with new development)
- Shared off-street parking should be explored

PENN - WEST BROADWAY TOD DESIGN GUIDELINES

Plan Website

http://www.ci.minneapolis.mn.us/cped/projects/cped_penn_broadway

Purpose

These design guidelines were created in anticipation of a proposed bus rapid transit line running on West Broadway that was anticipated to be constructed in late 2006. The Penn/West Broadway area was seen as a key station, and this study of transit-oriented development within a quarter mile of the station was intended to inspire and guide redevelopment, while reflecting the aspirations of the community. Refer to Figure 4-8, *Long-Range Transit-Oriented Development (TOD) Plan*, for the Penn Avenue/West Broadway Avenue redevelopment concept.

Key Takeaways

- This plan was subsumed into the West Broadway Alive plan.
- Key policies from the plan were:
 - › Transit is vital to this node
 - › Development should celebrate and enhance community determined design elements
 - › Existing business are supported. New businesses are welcome and should enhance the mix of goods and services available
 - › New housing should complement and supplement the housing that is available in the community
 - › Public art is encouraged, especially for public spaces
 - › Transit stations at this node should be designed as civic spaces, and should be complemented by transit oriented development

FIGURE 4-8: PENN-WEST BROADWAY LONG-RANGE TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN



LOWRY AVENUE STRATEGIC PLAN

Plan Website

http://www.ci.minneapolis.mn.us/cped/planning/rezoning/cped_lowry_strategic_plan

Purpose

This plan builds on the Lowry Avenue Corridor Plan, which established a compelling general vision for Lowry Avenue, and emphasized the public infrastructure improvements that could be made to make the corridor more appealing and attractive. This plan provides a complementary focus and recommendations. It includes the development of more detailed long-term land use and development guidance than was offered in the Lowry Avenue Corridor Plan. It also offers a holistic implementation program for incentivizing property and business investments along Lowry Avenue. It focuses on the North Minneapolis portion of Lowry Avenue, west of the Mississippi River.

Key Takeaways

- Land Use and Development Guidance:
 - › Neighborhood commercial nodes at Emerson/Fremont and at Penn. Support for sub-node commercial clusters at Upton, Knox and Lyndale. Mixed use development supported at these nodes.
 - › The plan includes a “Future Land Use” map of Penn and Lowry. Refer to Figure 4-9, *Lowry Avenue Future Land Use*.
 - › Medium-density development is supported along all of Lowry, and along the first block of Penn Avenue north and south of Lowry (the extent of the study area). Development at somewhat higher density (not defined, but up to five or six stories maybe) is supported at the intersections where transit service crosses Lowry — i.e. at Lyndale, Emerson/Fremont, and Penn. Transitions of scale are recommended where higher-density meets neighborhood-scale development.
- Development Objectives:
 - › All Lowry Avenue development should be two or more stories
 - › Buildings should feature articulated facades, design detail, and entrances facing Lowry
 - › Design themes include brickwork and the use of landscaping at many levels, including a concept for extending the north-south boulevard trees all the way to Lowry
- Development Opportunities: Refer to Figure 4-10, *Lowry Avenue Development Opportunities*.



Lowry Avenue Strategic Plan

FIGURE 4-9: LOWRY AVENUE FUTURE LAND USE



- Penn and Lowry Guidance:
 - › Vision: “to create a vibrant community-serving mixed-use retail area—where north Minneapolis residents can do multiple tasks and activities such as shopping, eating, banking, and utilizing professional services.”
 - › Objectives:
 - Expand business mix using national and local businesses
 - Fill existing storefronts
 - Add outdoor community space
 - Build density at northwest corner, including housing, and increase the footprint of available land
 - Build connection to park space, creating a “visible gateway connection”
 - Enhance the connectedness and sense of connectedness to the post office
 - Bring liquor store closer to the intersection to anchor the corner and to buffer neighborhood impacts
 - › Penn Avenue is a good candidate for construction of an “enhanced transit station facility.” New commercial development “should consider creating a public plaza or outdoor seating.”
 - › Phasing: Includes a phasing plan for development at Lowry and Penn
 - › See also Mayor’s Design Team AIA exercise focused on Penn and Lowry
- Transportation:
 - › Support pedestrian mobility with improved signal timing, countdowns, and crosswalk markings.
- Housing:
 - › Balance of rental and ownership, affordable and market rate housing. “Affordable, income-qualified housing should be balanced with housing that is targeted to middle and even higher income households.”
 - › Product mix should include lower density multifamily such as townhomes, which are hard to find in Minneapolis
 - › Housing should be marketed to a “wide demographic and cultural spectrum — families and singles, seniors, artists, local church members, employees of area institutions, etc.”
 - › Implementation strategies include third-party site assembly and branding of Lowry as a desirable address
 - › Employer assisted housing could be pursued with North Memorial Hospital

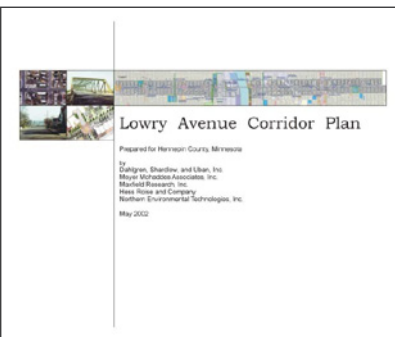


Lowry and Penn Development Scenario

FIGURE 4-10: LOWRY AVENUE DEVELOPMENT OPPORTUNITIES



- Economic Development:
 - › Strategies for supporting businesses include:
 - Technical support, financial support
 - Block club adoption
 - Coordinated marketing, shop local campaign, and events
 - Place-making
 - Coordinated response to problem businesses
 - › Strategies for attracting new businesses include:
 - Developing a marketing plan and packet
 - Identify needed business types
 - Recruiting capacity/staffing
 - Financial support
 - Capitalize on existing clusters (e.g. Hmong businesses) in branding



Lowry Avenue Corridor Plan

LOWRY AVENUE CORRIDOR PLAN

Plan Website

http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/convert_258835.pdf

Purpose

The Lowry Avenue Corridor Plan was funded by Hennepin County in anticipation of two categories of improvements to the Lowry Avenue corridor: It provided specific guidance for reconstruction and enhancement of the road and sidewalk infrastructure, and it offered a vision for complementary redevelopment that would benefit the surrounding community. It incorporates elements of market, economic, transportation, urban design, and environmental analysis to enhance, promote, and link this important corridor to surrounding areas.

Key Takeaways

- This plan was superseded by the Lowry Avenue Strategic Plan (see p. 4-27)
- Public Realm:
 - › The primary focus of the document was the street reconstruction and streetscaping plan for Lowry Avenue
 - › This plan was implemented through property acquisition, widening of the street, installation of center boulevards in certain areas, reconstruction of the street and sidewalks, and addition of streetscaping elements
- Development concepts were largely supported, and given additional detail and implementation strategy in the subsequent Lowry Avenue Strategic Plan.

PENN AVENUE COMMUNITY WORKS REPORT (U OF M HUMPHREY INSTITUTE GRADUATE STUDENTS PROJECT)

Plan Website

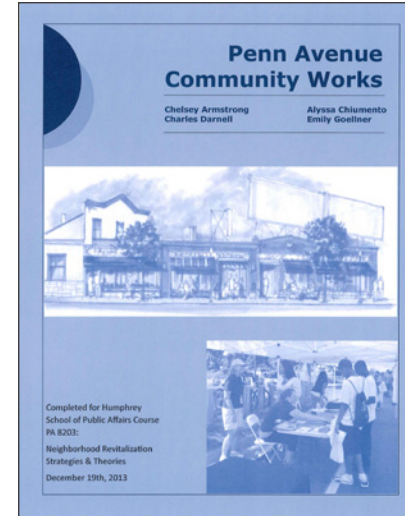
<http://www.hennepin.us/residents/transportation/penn-avenue-community-works>

Purpose

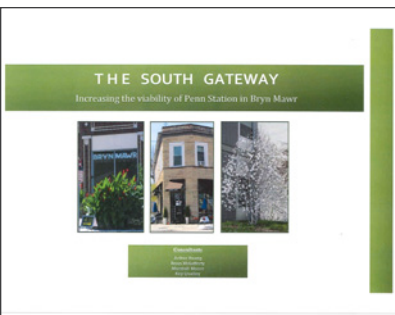
The purpose of this report, which was completed by four University of Minnesota Humphrey Institute graduate students for a public affairs course, was to establish the foundation for Penn Avenue Community Works and shape the future direction of the project. The report provides a description of the existing conditions of the neighborhoods along the Penn Avenue corridor in terms of socioeconomic factors, development projects, and capital improvement plans. It also provides a comparative assessment of previous plans and studies relevant to the Penn Avenue corridor. Based on this assessment of existing conditions and planning, the report proposes four corridor investment strategies (arterial bus rapid transit, pedestrian and streetscape improvements, business improvement districts, and placemaking), as well as guiding principles and strategies for equitable development.

Key Takeaways

- The socioeconomic information reveals some important differences between the nine neighborhoods along the Penn Avenue corridor in terms of racial/ethnic mix, household sizes, household incomes, employment rates, automobile ownership, and commuting behaviors. This information may be helpful in exploring different types of redevelopment and public improvements for the various nodes and segments of the corridor, based on the characteristics and needs of the adjacent neighborhoods.
- The comparative assessment of previous plans and studies identifies a geographic gap with no specific planning being done for the northern portion of the corridor, particularly between 34th and 44th Avenue. It is important to understand what policies are in place for each node and segment of the corridor, and whether the policies are general, specific, or just recommendations. For example, the Lowry Avenue Strategic Plan and West Broadway Alive are corridor plans with specific policies; in comparison, the Bottineau Transitway Station Area Pre-Planning Study contains general recommendations.
- In general, the report found that there are very few differences in policy directions between the various plans and studies. However, the comparative assessment does identify some potential discrepancies between the various plans, including the following:
 - › The appropriate building types and densities: The West Broadway Alive! Plan recommends buildings be a minimum of two stories while the North Minneapolis Market Strategy recommends that Penn Avenue nodes retain their convenience retail and fast food uses.
 - › Guidance for the appropriate housing density along Penn Avenue may differ between the City's 2030 Comprehensive Plan and the corridor plans (e.g. Lowry Avenue Strategic Plan).
 - › The Southwest LRT Transitional Station Area Action Plan for the planned Penn Avenue station recommends bus service extending all the way down Penn Avenue to the future LRT station but Metro Transit does not have plans for this connection
- The report's guiding principles and strategies for equitable development, and supporting case studies (Seattle, Portland, Boston) provide a foundation for incorporating equitable development into the corridor vision and implementation framework. The report proposes seven guiding principles and 18 strategies.



Penn Avenue Community Works Report (U of M Humphrey Institute Graduate Students Project)



Bryn Mawr South Gateway Plan

BRYN MAWR SOUTH GATEWAY PLAN

Plan Website

Not available.

Purpose

This plan was created to address the potential barriers facing the viability of the Penn LRT Station as part of the planned Southwest LRT line. The proposed Penn LRT Station faces low transit ridership projections, physical connectivity challenges, and high costs, primarily due to the area's significant topography and low-density population. The plan puts forth a vision for the South Gateway area and five regional-oriented development goals. The vision is based on an economic development plan that would expand the neighborhood's capacity to support LRT service and improve the overall vitality of the neighborhood.

Key Takeaways

The plan's vision is for the South Gateway to become a place to live, a sustainable development project, a key connection to jobs and parks, and a neighborhood amenity. The plan's vision guides the site's redevelopment toward a high-density, mixed profile residential area that provides a key connection point for Bryn Mawr and Near-North neighborhoods to the Penn LRT Station, as well as the recreational park, trail, and lake amenities in the Cedar Lake valley. Refer to Figure 4-11, *Bryn Mawr South Gateway Concept*.

To build public support for greater density and public infrastructure improvements, this plan outlines an Action Plan that advocates for integrating Penn Avenue station area needs with a strategy for achieving regional development needs. These regional development goals are intended to reflect the needs of Bryn Mawr and Near-North neighborhoods and provide tangible ways of explaining how Penn Station and South Gateway development will benefit the surrounding region. The five regional-oriented development goals are:

- Expanded west side housing options
- Improved mobility within Bryn Mawr
- Increased regional connectivity
- Preserved natural resources
- Maintaining a sense of place

Key recommendations relevant to the Penn Avenue corridor include:

- Rezoning and redeveloping the South Gateway site with high-density housing and small-scale retail and services in a mixed-use development project
- The Penn LRT Station and South Gateway offer key opportunities for improving mobility and regional connectivity for Bryn Mawr but also Near-North neighborhoods
- Providing a direct bus route down Penn Avenue to the Penn LRT Station for the Near-North and Bryn Mawr neighborhoods
- Adding a bikeway to Penn Avenue
- Enhancing the Penn Avenue Bridge over I-394 with pedestrian amenities, including a covered pedestrian walkway on the west side of the bridge
- Providing pedestrians with safe crossings of Penn Avenue north of the I-394 interchange and of Wayzata Boulevard south of the interchange
- Buffering sidewalks on both sides of Penn Avenue between Mount View Avenue and Cedar Lake Road with tree-adorned boulevards and themed street lamps
- Providing a pedestrian/bike bridge from Penn Avenue down to the Penn LRT Station and the recreational park, trail and lake amenities in the Cedar Lake valley

FIGURE 4-11: BRYN MAWR SOUTH GATEWAY CONCEPT



PENN AVENUE TRANSITIONAL STATION AREA ACTION PLANS (TSAAP) - SOUTHWEST LRT

Plan Website

<http://www.swlrtccommunityworks.org/sites/default/files/TSAAPch4Penn.pdf>

Purpose

The Transitional Station Area Action Plan (TSAAP) for the Penn Avenue LRT Station is intended to identify the gaps between the station area's current physical conditions and future needs by recommending priority station area infrastructure investments to implement in advance of Southwest LRT's opening day in 2018. The plan provides an analysis of existing conditions and recommendations for improvements in the areas of access and circulation, land use and development potential, and public utilities (sanitary sewer, water, and stormwater). In addition, the plan provides guidance for both short-term and long-term physical improvements that support Transit Oriented Developments (TOD). Refer to Figure 4-12, *Penn Station Access and Circulation Plan*.

Key Takeaways

The plan recommends a number of station area improvements that are relevant to the Penn Avenue corridor. These improvements are focused on improving connections for walking, biking, driving, and bus transfers for people travelling along Penn Avenue south to the future LRT Station. Connections to this LRT station will be challenging because it will be located south of I-394 down in the Cedar Lake Park valley. There are currently no designated connections between Penn Avenue and the valley below. Key recommended improvements include:

- A public plaza at the south end of Penn Avenue (south of I-394) overlooking the Cedar Lake Park valley and views of downtown Minneapolis
- A pedestrian bridge and elevator from Penn Avenue down to the Penn LRT station located in the valley floor



Penn Avenue Transitional Station Area Action Plans (TSAAP) – SW LRT

- A bus transfer area and kiss and ride area at the south end of Penn Avenue to facilitate bus and automobile connections to the Penn LRT Station
- A bike connection on Penn Avenue from the north down to the Penn LRT Station, including a multi-use connection on the east side of Penn Avenue from Mount View Avenue south to the Penn LRT Station
- Marked crosswalks at Penn Avenue intersections for walkers and bicyclists (e.g. Mount View Avenue and the freeway ramps north and south of I-394)
- Penn Avenue streetscape enhancements, including plantings, lighting, signage, and furnishings

The plan supports redevelopment potential (high density residential and/or office) at the south end of Penn Avenue, the same area identified in the Bryn Mawr South Gateway Plan.

FIGURE 4-12: PENN STATION ACCESS AND CIRCULATION PLAN



HENNEPIN COUNTY TRANSPORTATION SYSTEMS PLAN

Plan website

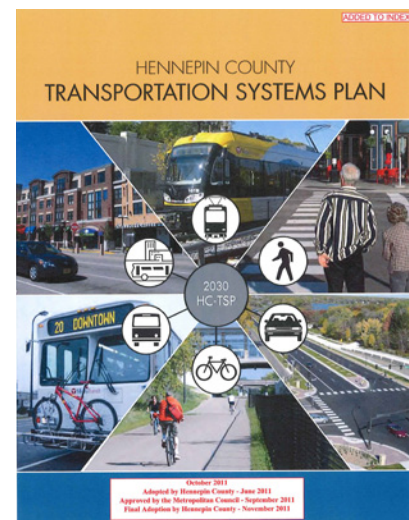
<http://www.hennepin.us/business/work-with-henn-co/transporation-planning-design>

Purpose

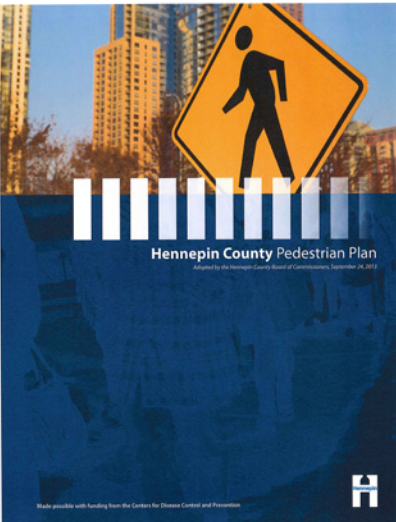
The county's transportation vision is to sustain and enhance the economic competitiveness of Hennepin County and the quality of life of its residents by enhancing transportation mobility, improving transportation safety, and increasing transportation choice. These efforts will focus on marshaling multi-agency resources along with private sector funds to shape development and transportation improvements. The county's transportation goals and associated metrics are intended to guide investment and policy decisions, as well as to inform stakeholders of the county's progress toward accomplishing the goals within a reasonable dedication of available resources.

Key Takeaways

- The plan includes year 2005 base and forecasted year 2030 daily traffic volumes.
 - › Volumes are provided along Penn Avenue, Osseo Road, Broadway Avenue, Lowry Avenue, Highway 55, and Glenwood Avenue. Growth along Penn Avenue is expected to be minimal (from 0-0.7 percent per year); Osseo Road north of Penn Avenue is expected to grow approximately 1.5 percent per year; and the other cross-streets are projected to have minimal growth.
- Chapter 7 Access Management provides guidance for managing access to achieve an optimal balance between what is needed for safe and efficient roadway operations versus the need to provide access to adjacent properties and businesses (see Table 7-1 on page 7-5).
 - › Penn Avenue is considered a minor arterial (high level of mobility and limited level of land access).
- The plan maps the following items in a collection of map appendices located here: <http://www.hennepin.us/business/work-with-henn-co/transporation-planning-design>
 - › Map A presents the existing County bicycle system plan and Map B presents the County's bicycle gaps.
 - › The functional classification for the roadway network within the study area is shown in Map D.
 - Penn Avenue is a B-Minor arterial roadway; Osseo Road near Penn Avenue and 44th Avenue are A-Minor Augmenters and Osseo Road north of 45th Avenue is a A-Minor Reliever; Lowry Avenue is a B-Minor arterial; Broadway and Golden Valley Road are A-Minor Augmenters.
 - › Shown in Map F are the County Roadway System Adequacy based on expected year 2030 operations.
 - The segment of Penn Avenue from TH 55 to 16th Avenue has been identified as a possible area for future congestion.
 - › Map G identifies intersections and segments with safety issues.
 - Osseo Road has been identified as a corridor with safety issues.
 - The following intersections within the study area were identified as intersections with safety issues: Osseo Road/49th Avenue, Penn Avenue/Lowry Avenue, and Penn Avenue/26th Avenue.



*Hennepin County
Transportation Systems Plan*



Hennepin County Pedestrian Plan (2013)

HENNEPIN COUNTY PEDESTRIAN PLAN (2013)

Plan Website

<http://www.hennepin.us/residents/transportation/bike-walk>

Summary

This plan addresses Hennepin County’s role in making walking a safe and easy choice for residents. The purpose of this document is to guide the implementation of improved opportunities for walking within Hennepin County, while remaining consistent with adopted policies and improving health outcomes. This plan provides recommendations to reach three goals:

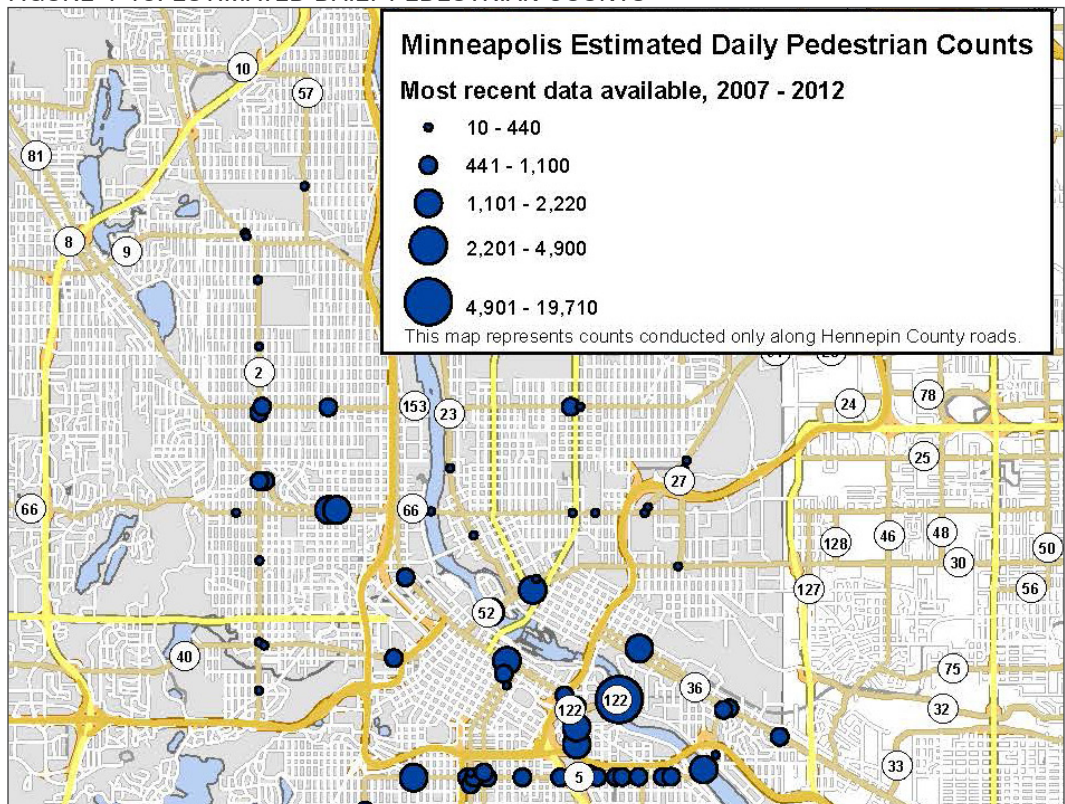
- GOAL 1: Improve the safety of walking
- GOAL 2: Increase walking for transportation
- GOAL 3: Improve the health of county residents through walking

Implementation of the Hennepin County Pedestrian Plan will be led by Hennepin County Public Works.

Key Takeaways

- Penn Avenue is shown as a high priority location for pedestrian plan implementation.
- The plan shows high pedestrian activity at the intersections of Penn Avenue and West Broadway Avenue as well as Penn Avenue and Lowry Avenue (see Figure 4-13 below).
- The plan shows a high pedestrian priority gap on Penn Avenue. This gap is likely near the Crystal Lake Cemetery; however this is not entirely clear on the map (see page 92 in the pedestrian plan appendix).

FIGURE 4-13: ESTIMATED DAILY PEDESTRIAN COUNTS



HENNEPIN COUNTY BIKE PLAN (DUE SUMMER 2014)

Plan website: <http://www.hennepin.us/bikeplan>

Purpose:

Hennepin County has been working with Three Rivers Park District since spring 2013 to update the County Bike Plan to reflect current and growing uses of cycling in the region. The plan is to be finalized late summer 2014. The previous bike plan was completed in 1997 and updated in 2001.

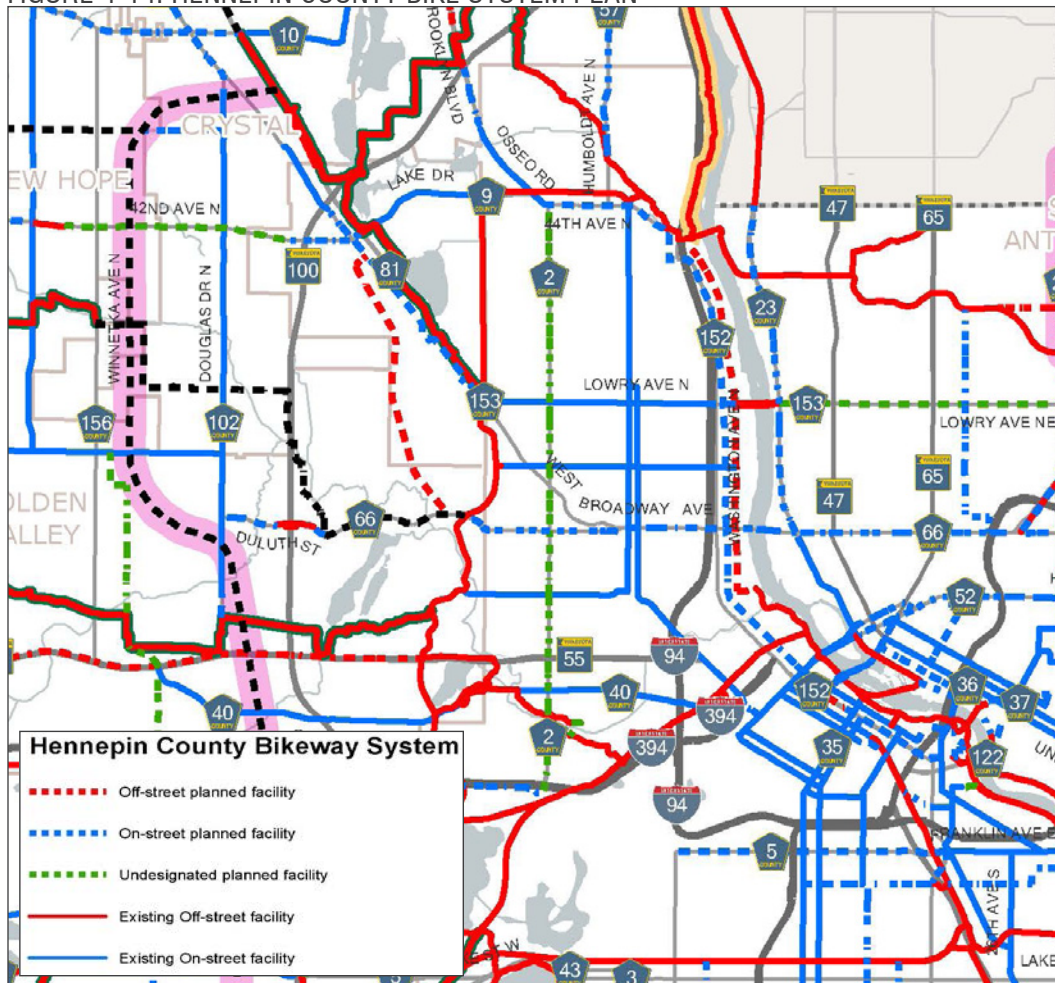
Draft Vision Statement:

“Riding a bicycle is a fun, comfortable and routine part of daily life throughout Hennepin County for people of all abilities and ages.”

Draft Goals:

- GOAL 1: FACILITIES. Build a county bicycle system that allows bicyclists of varying skill to safely, efficiently, and comfortably connect to and between all significant destinations within the county
- GOAL 2: BICYCLE SYSTEM INTEGRATION. Seamlessly integrate the county bicycle system with other transportation systems
- GOAL 3: SAFETY AND COMFORT. Design and construct a safe and comfortable county bicycling system

FIGURE 4-14: HENNEPIN COUNTY BIKE SYSTEM PLAN



- **GOAL 4: SUSTAINABILITY.** As broader investment priorities are set, implement bicycle facilities as an essential tool in realizing environmental, social, and economic sustainability
- **GOAL 5: MAINTENANCE.** Ensure the county bicycle system receives ongoing, year-round maintenance
- **GOAL 6: RIDERSHIP.** Raise public awareness that the bicycle is a viable travel mode – for daily commuting needs, for health and exercise benefits, and as a means of outdoor recreation

Key Takeaways

- The draft County Bike Plan map shows Penn Avenue as an “undesignated planned facility”; The 2001 Hennepin County Bike plan also identified the Penn Avenue/Osseo Road corridor as a primary bicycle route.
- In addition to the Penn Avenue, the draft bike plan identifies a number of existing and planned county bikeways within the PACW project area:
 - › Osseo Road (existing/proposed on-street facility)
 - › 44th Avenue (planned on-street facility)
 - › Lowry Avenue (existing on-street facility)
 - › Fremont/Emerson Avenue (existing on-street facility)
 - › Golden Valley Road/West Broadway Avenue (planned on-street facility)
 - › Glenwood Avenue (existing on-street facility)
 - › Victory Memorial Parkway (existing off-street facility)
 - › Theodore Wirth Parkway (existing off-street facility)

ACCESS MINNEAPOLIS – TEN YEAR TRANSPORTATION ACTION PLAN (2005 – 2011)

Plan Website

<http://www.minneapolismn.gov/publicworks/transplan/>

Purpose

Access Minneapolis is the City of Minneapolis’ transportation action plan that addresses a full range of transportation options and issues, including pedestrians, bicycles, transit, automobiles, and freight. The purpose of Access Minneapolis is to identify specific actions that the City and its partner agencies (Metro Transit, Metropolitan Council, Hennepin County, and Minnesota Department of Transportation) need to take within the next ten years to implement the transportation policies articulated in The Minneapolis Plan, the City’s comprehensive planning document.

There are six components of Access Minneapolis:

1. Downtown Action Plan
2. Citywide Action Plan
3. Design Guidelines for Streets and Sidewalks
4. Streetcar Planning
5. Pedestrian Master Plan
6. Bicycle Master Plan

Components 2, 3, 5, 6 are relevant to the Penn Avenue Corridor study and are summarized in the following section.

CITYWIDE ACTION PLAN (2009)

Purpose

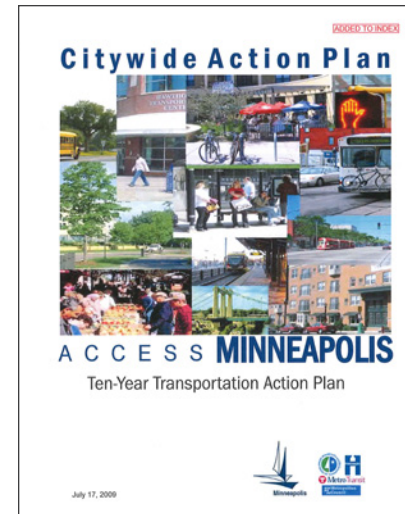
The *Citywide Ten-Year Transportation Action Plan* articulates a clear set of objectives and identifies the most important immediate steps that need to be taken to accomplish these objectives. These objectives and the associated actions, are not listed in order of priority. All objectives are considered of equal priority.

Citywide Action Plan Objectives

- Objective 1: Make transportation design decisions based on place type in addition to street function
- Objective 2: Ensure that all streets in the city are safe, convenient, and comfortable for walking
- Objective 3: Provide a well-connected grid of bike lanes
- Objective 4: Provide the best possible transit service on a Primary Transit Network
- Objective 5: Encourage people to walk, bike, and take transit rather than drive
- Objective 6: Optimize the use, safety, and life of the street system
- Objective 7: Manage and operate streets to support all modes of transportation
- Objective 8: Make consistent decisions for curbside uses

Key Takeaways

- The Citywide Action Plan categorizes city streets by each street's context.
 - › Penn Avenue is designated as a 'community connector.' A community connector street is a medium capacity street (usually under Hennepin County or city jurisdiction) that connects neighborhoods with each other, neighborhoods with commercial corridors and other districts, districts with each other, and serves as the main street of a neighborhood commercial node. Examples are Nicollet Avenue (city) and Lowry Avenue (Hennepin County).
 - › Other main streets that cross Penn Avenue (i.e. West Broadway, Highway 55, etc.) also have designations. See page 38 in the *Citywide Action Plan* for more detailed information.
- The Citywide Action Plan recommends bike lanes on Penn Avenue and multiple bicycle facilities on the study area's cross streets. See Figure 4-16 – Bikeways Master Plan for more information.
- The Citywide Action Plan designates Penn Avenue as a 'Definite Primary Transit Network (PTN).'
 - › The PTN will be a permanent network of all-day transit service – regardless of mode or agency – that operates every 15 minutes or better all day for at least 18 hours a day, seven days a week.
 - › 'Definite' portions of the PTN are corridors that are already densely developed and already have service at least every 15 minutes all day, though most have less frequent service in evenings and on weekends.
 - › All PTN corridors are areas where density increases should be targeted in the future.
 - › Other cross streets in the study area are also identified as part of the PTN.



Access Minneapolis – Ten Year Transportation Action Plan (2005 – 2011)

STREET AND SIDEWALK DESIGN GUIDELINES

Purpose

The *Street and Sidewalk Design Guidelines* are a component of *Access Minneapolis*, the City’s transportation action plan. These design guidelines are intended to provide more specific direction regarding the size and composition of design elements for the range of street types in the city of Minneapolis. In general, the design guidelines are based on complete streets principles whereby streets are designed to support and encourage walking, bicycling, and transit use while promoting safe operations for all users. The design guidelines place greater emphasis on transit, walking, and biking as modes of transportation than the City’s previous transportation plans.

Key Takeaways

Applicability: These guidelines are intended for City streets and do not apply directly to county or state roadways. This is important since Penn Avenue and most of the major cross-streets in the corridor are county roadways (Osseo Road/44th Avenue, Victory Memorial Drive, Lowry Avenue, West Broadway Avenue, Golden Valley Road, and Glenwood Avenue), and Highway 55 is a state roadway. However, the information in this document is intended to provide guidance to City staff on appropriate City input to county and state roadway projects. Hennepin County and MNDOT were both involved in the development of the *Street and Sidewalk Design Guidelines*.

The design guidelines document establishes a framework for future urban street design in

FIGURE 4-15: MINNEAPOLIS PRIMARY TRANSIT NETWORK (PTN)



the City of Minneapolis. It establishes a set of Place Types, including commercial corridors, community corridors, neighborhood commercial nodes, industrial employment districts, and transit station areas. These Place Types align with the land use features of the City's 2030 Comprehensive Plan. Designated community corridors include Penn Avenue, 44th Avenue (east of Penn Avenue), Lowry Avenue, Plymouth Avenue, and Glenwood Avenue. West Broadway Avenue is designated as a Commercial Corridor. The following Penn Avenue intersection areas are designated as neighborhood commercial nodes: 44th Avenue, Lowry Avenue, West Broadway Avenue, Plymouth Avenue, and Cedar Lake Road. Humboldt Industrial Park, which is at the north end of the Penn Avenue/Osseo Road corridor, is designated as an industrial employment district.

The document defines specific characteristics for each place type, including identifying place characteristics, building form, building placement, frontage types, typical density, and edge treatments/open space. Based on these place type designations, the document defines Street Design Types. In the Penn Avenue corridor, the following Street Design Type designations are relevant:

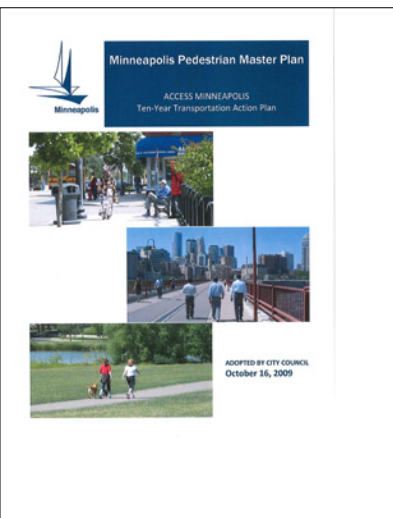
- Community Connectors: Penn Avenue from Glenwood Avenue north to 44th Avenue, including Osseo Road (designated as a neighborhood connector street south of Glenwood Avenue); Osseo Road/44th Avenue (east of Penn Avenue); Dowling Avenue; Lowry Avenue; Plymouth Avenue (east of Penn Avenue); Glenwood Avenue (east of Penn Avenue)
- Neighborhood Connectors: Penn Avenue (south of Glenwood Avenue); Victory Memorial Drive (west of Osseo Road); 42nd Avenue (west of Penn Avenue); Golden Valley Road; Plymouth Avenue (west of Penn Avenue); Glenwood Avenue (west of Penn Avenue); Cedar Lake Road (east of Penn Avenue)
- Commuter Streets: Highway 55

The document also defines characteristics for each street design type, including description, equivalent functional class, number of through traffic lanes, target operating speed, type of transit service, pedestrian facilities, bicycle facilities, freight route designation, connection to freeway system, presence of a roadway median, turn lanes, curb parking, curb extensions, driveway accesses, and trees/landscaping.

The design guidelines also define the following:

- A design process for a roadway improvement project
- Design controls (transportation reference manuals, traffic volumes, design vehicle, target speed) and design guidance (design zones, lane widths, curb extensions, street furniture, lighting, trees, landscaping, utilities, intersections, transit stops)
- Street lighting policy/program
- Pedestrian facility design
- Bicycle facility design

The document also provides typical street cross-sections for each Street Design Type. For a community connector (which Penn Avenue is designated) with 80 feet of right-of-way, the typical cross-section shows two drive lanes, two sides of on-street parking, bike lanes on each side, and sidewalks with planted boulevards between the street and the sidewalks. For a community connector with 66 feet of right-of-way, the typical cross-section shows the same elements except that separate bike lanes are not included.



*Pedestrian Master Plan
(2009)*

PEDESTRIAN MASTER PLAN (2009)

Purpose

The Minneapolis Pedestrian Master Plan is one of six components of *Access Minneapolis*, the City's transportation action plan. The plan was developed under the guidance of the City's Pedestrian Advisory Committee and contains detailed implementation strategies focused upon seven goals for making Minneapolis a great walking city where people choose to walk for transportation, recreation, and health:

- Goal 1: A Well-Connected Walkway System
- Goal 2: Accessibility for All Pedestrians
- Goal 3: Safe Streets and Crossings
- Goal 4: A Pedestrian Environment that Fosters Walking
- Goal 5: A Well-Maintained Pedestrian System
- Goal 6: A Culture of Walking

Key Takeaways

- Penn Avenue is designated as a Pedestrian Priority Corridor (see Map A-24 in Appendix A of the Pedestrian Master Plan).
 - › Pedestrian Priority Corridors include any of the below listed areas /corridors, streets that serve pedestrian generators, or segments that fill gaps, or make connections, in the system:
 - Commercial Corridors – A street that has traditionally served as a boundary connecting a number of neighborhoods and serves as a focal point for activity
 - Community Corridors – A street that supports new residential development from low to high density in specified areas, as well as in creased housing diversity in neighborhoods.
 - Primary Transit Network Street – Network of all-day transit with at least 15-minute frequency for 18 hours of the day. These areas are further defined in the *Design Guidelines for Streets and Sidewalks*.
 - › Pedestrian Priority Corridors are considered a priority location for pedestrian scale lighting facilities. Please see the *Minneapolis Street Lighting Policy* for more details.
 - › The plan demonstrates that there are very few pedestrian scale lighting facilities within the study area (see Map A-23, Appendix A)
- The plan maps the following information regarding pedestrian facilities (see Appendix A):
 - › Existing and planned pedestrian connections
 - › Pedestrian crashes aggregated by intersection from 2006-2009
 - › Pedestrian zone width
 - › Sidewalk gaps
 - › Pedestrian related features of traffic signals (i.e. pre-timed and pedestrian actuated traffic lights)
 - According to the map shown in the plan, there are no pedestrian count down signals in the study area
 - › Existing pedestrian level street lighting
- The plan identifies sidewalk gaps along 44th, 45th, 46th, and 47th Avenues, on Osseo Road, and on surrounding the Crystal Lake Cemetery (see Map A-12 in Appendix A).
 - › The plan recommends closing all sidewalk gaps in the City.

- The plan identifies several oversized block areas in the study area that hinder the effectiveness of the pedestrian network (see Map A-13 in Appendix A). These areas include:
 - › Crystal Lake Cemetery
 - › Humboldt Industrial Area
 - › Several blocks north of Victory Memorial Drive on the west side of Osseo Road

BICYCLE MASTER PLAN (2011)

Plan website

<http://www.ci.minneapolis.mn.us/bicycles/projects/plan>

Purpose

The Minneapolis Bicycle Master Plan is one of six components of *Access Minneapolis*, the City's transportation action plan. The plan was developed under the guidance of the Bicycle Advisory Committee and includes maps of proposed facilities, policy language, goals, objectives, benchmarks, and prioritization of infrastructure and non-infrastructure projects. The plan is intended to serve all types of bicycle trips and purposes, and to help "maintain a safe and vibrant city where bicycling is encouraged and embraced."

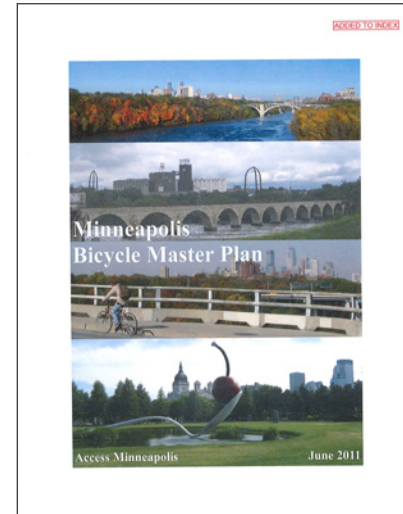
Stated Purpose: "To establish goals, objectives, and benchmarks that improve safety and mobility for bicyclists and increase the number of trips taken by bicycle. The Bicycle Master Plan includes bicycle policy, existing conditions, a needs analysis, a list of projects and initiatives, and funding strategies to be implemented to complete the plan."

Vision: All bicyclists enjoy a welcoming environment; riding safely, efficiently, and conveniently within the City of Minneapolis year-round.

Protected Bikeways Update: The 2011 Minneapolis Bicycle Master Plan does not specifically address on-street protected bikeways. In 2013, the City of Minneapolis approved a Climate Action Plan, recommending the addition of 30 miles of on-street protected bike facilities by 2020. As such the City is in to process of drafting the "Protected Bikeways Update to the Minneapolis Bicycle Master Plan" which will identify priority locations, capital costs, and maintenance costs for future protected bikeways in Minneapolis. The final document will be an addendum to the existing bicycle master plan. A draft plan is expected by Fall 2014 (<http://www.ci.minneapolis.mn.us/bicycles/projects/WCMS1P-123828>).

Key Takeaways

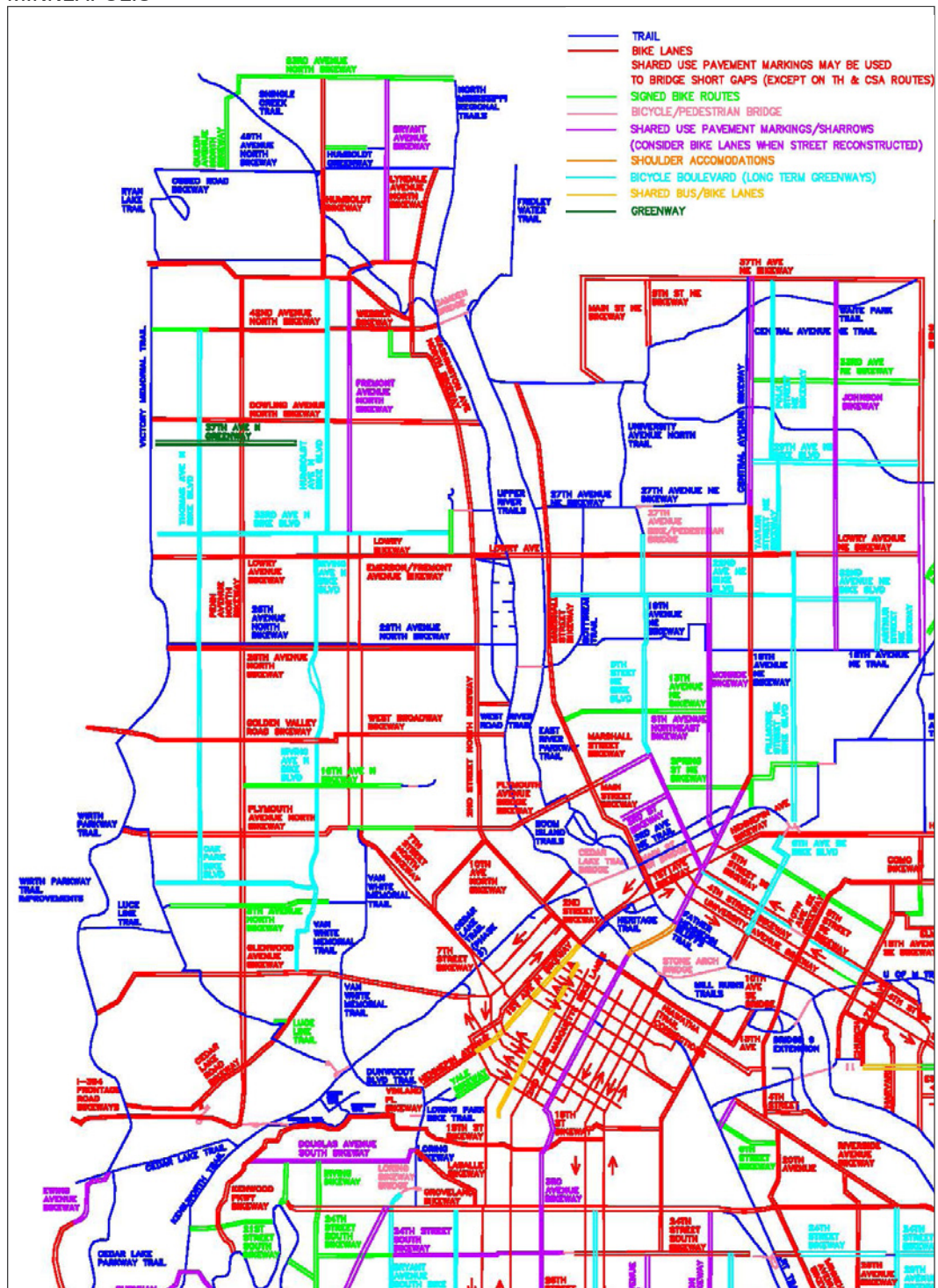
- The *Bicycle Master Plan's* present gap analysis (which integrated prior *Access Minneapolis* and Hennepin County gap analyses) identified a number of remaining system gaps around the Penn Avenue corridor. The Bikeways Master Plan (Figure 4-19) shows the proposed bikeway projects necessary to complete the bicycle system.
 - › The plan designates Penn Avenue as a proposed on-street bikeway (bike lanes recommended).
 - › **Greenways planning:** The Bicycle Master Plan includes policy language to support the creation of " 'greenways' or 'green streets' where roadways are converted to bicycle and pedestrian only corridors... 'Greenway' corridors may be constructed in collaboration with stormwater management projects. Care must be taken to ensure that the street grid is not severely compromised." (Bicycle Master Plan, p. 184, 7.4.5) Several long-term greenway routes are identified in North Minneapolis, presenting opportunities for improved access to bike infrastructure, as well as the creation of additional open space amenities, stormwater management, and public realm/safety improvements.



Bicycle Master Plan (2011)

- › **Complete the regional trail system/facility spacing:** “Increasing the density of both on-street and off-street facilities is a commonly used strategy amongst bike-friendly cities to create higher bicycle mode share and increase safety. To conserve on capital and maintenance funding, it has been determined that trails should be installed at a 2 mile spacing interval and on-street bike lanes should be installed at a 1 mile spacing interval.” (Bicycle Master Plan, p. 184, 7.4.5)

FIGURE 4-16: MINNEAPOLIS BIKEWAYS MASTER PLAN (2011) – DETAIL OF NORTH MINNEAPOLIS



44TH, PENN, OSSEO INTERSECTION AND CORRIDORS STUDY FINAL REPORT: OSSEO ROAD AND NORTH PENN AVENUE INTERSECTION (2013)

Plan website

<http://www.bikewalk2012.com/projects/44th-penn-osseo-intersection-and-corridors-study>

Purpose

The Osseo Road and North Penn Avenue study is located in the Victory Neighborhood where Osseo Road, North Penn Avenue, and North 44th Avenue come together. The existing configurations of these intersections are spaced approximately 150 feet apart, forming a complex geometry that results in inefficient signal phasing and inconveniently-placed crosswalks. Based on comments provided from neighborhood residents and business owners, the community would like to see a redesigned intersection that enhances access and safety for pedestrians, bicyclists, transit riders and motorists and serves as a community destination. In addition to the focus on the main intersection, the study evaluated the potential to better integrate the Grand Rounds Trail with the Victory Neighborhood and improvements to Osseo Road. The following goals were identified to be considered when developing the design options for the study area:

- Create a cohesive look and feel for the area by making the area a more walkable and bicycle-friendly environment to attract shoppers and foster a strong community relationship between residents and businesses
- Calm traffic and increase pedestrian and bicycle accessibility from the neighborhood and Victory Memorial Parkway
- Improve safety for all users while maintaining or improving traffic operations

Key Takeaways

The project evaluated five design options including: 1) multiple signal option; 2) roundabout alternative; 3) realignment with full raised median; 4) realignment with channelized left turn lane; and 5) realignment with one-way 44th Avenue. Based on public sentiment, the long-term recommendation is to implement the intersection realignment alternative with the full raised median, which is currently planned for construction in summer 2015.

Some of the major recommendations from the study include:

- Motor Vehicle and General Signalization Recommendations
 - › Stripe a dedicated westbound left-, northbound left- and eastbound right-turn lane at the Osseo Road/North Penn Avenue and 44th Avenue intersection.
 - › Install a raised median along Osseo Road west of North Penn Avenue, restricting the access at the Osseo Road/North Penn Avenue intersection to right-in/right-out and removing the signal
 - › Reduce the number of through lanes on Osseo Road from two lanes to one lane in both directions, and provide a center turn lane on Osseo Road
 - › Convert Queen Avenue and Penn Avenue (between 45th Avenue and the alley 150 feet north of 44th Avenue) to two-way streets
- Pedestrian/Bicyclist Recommendations
 - › Add pedestrian crossings at the following locations: across Osseo Road, just north of 44th Avenue; across 44th Avenue on the east side of the intersection of 44th Avenue and the north leg of Penn Avenue; and across 44th Avenue on the west side of the south leg of Penn Avenue

- › Provide bicycle lanes at the following locations: on Osseo Road by implementing the road diet (three-lane cross section); on 44th Avenue east of the intersection; and on Penn Avenue south of the intersection
- Transit Recommendations
 - › Remove the bus stop that is currently located on the southwest side of Osseo Road at 44th Avenue; provide a new bus stop for southbound buses on the west side of Penn Avenue just south of 44th Avenue
- 2013 Capital Improvements
 - › Hennepin County implemented a 2013 overlay project on Osseo Road through and northwest of this intersection; this overlay reduced the four-lane street to three lanes and accommodates bicycle lanes in each direction on Osseo Road

VICTORY NEIGHBORHOOD PEDESTRIAN NEEDS ANALYSIS STRATEGIC PLAN (2008)

Plan Website

<http://victoryneighborhood.org/documents/VictoryPedestrianNeeds08.pdf>

Purpose

The firms of Wenck Associates and Damon Farber Associates prepared a strategic plan for improvements to the intersection of Penn Avenue, 44th Avenue and Osseo Road on behalf of the Victory Neighborhood Association. This strategic plan was the result of a study conducted to investigate measures to improve the pedestrian friendliness and neighborhood character at the intersection. The study culminated in the development of a recommended plan for roadway, traffic control, traffic calming, and streetscaping improvements for the intersection.

The recommended strategic plan includes the following elements:

- Roadway reconstruction
- Pedestrian and traffic control improvements
- Transit considerations
- Streetscape improvements
- Bicycle considerations
- Cost estimate
- Phasing of improvements and ongoing maintenance

Key Takeaways

- Motor vehicle and general signalization recommendations:
 - › Westbound traffic through the intersection departing on Osseo Road would be reduced to one lane, reducing the pedestrian crossing distances at several locations at the intersection
 - › Penn Avenue, north of 44th Avenue, would terminate in a cul-de-sac north of the intersection to improve walkability and reduce traffic
 - › Provide new four-phased signal timing plan previously recommended by City staff
 - › Consider further investigation of traffic controls for the northbound alley which does not have signal control
 - › Identify future parking to accommodate demand from commercial node improvements (e.g. Identify shared parking opportunities)



Victory Neighborhood Pedestrian Needs Analysis Strategic Plan (2008)

- › Preliminary traffic analysis for lane reduction found:
 - Two eastbound lanes should be maintained on Osseo Road to avoid excess delays and long queues on this approach
 - Westbound traffic on 44th Avenue did not require two lanes to provide satisfactory traffic operations
- Pedestrian improvements:
 - › Pedestrian crossings at two additional locations are needed to adequately accommodate pedestrian access to and from homes, businesses and bus stops:
 - Across Osseo Road, just north of 44th Avenue, west of the north leg of Penn Avenue, and 44th Avenue, west of the south leg of Penn Avenue
 - › To accommodate the new pedestrian crossing of Osseo Road north of 44th Avenue, City staff recommended separate phases for eastbound and westbound traffic on 44th Avenue
 - › All bus routes travelling eastbound on Osseo Road would stop at one consolidated bus stop on the near side of 44th Avenue, west of the north leg of Penn Avenue
- Streetscape improvements:
 - › Low-cost: new sidewalk, trees, and lighting
 - › Moderate-cost: low - cost plus gateways, fencing and planting to screen parking, pavement accents or special scoring, and site furnishings
 - › High-cost: moderate improvements plus public gathering places, additional planting areas, banners, art, and water features
- Bicycle Considerations:
 - › Recommends study of potential for a strong bicycle connection between the study intersection and the Victory Memorial Bikeway
 - › Bikeway signage on the bike trail to signal direction and proximity to commercial center, possible locations include: bikeway at Oliver Avenue or at Penn Avenue
- Improvements and ongoing maintenance:
 - › Repair program needed to alleviate numerous serious deficiencies regarding traffic controls and the physical conditions of streets and sidewalks (e.g. Repainting of all pavement markings, including crosswalks, on an annual basis)

PENN AVENUE NORTH “COMPLETE STREET” RECONSTRUCTION PROJECT CONCEPT AND RATIONALE

Plan Website

Not available

Summary

This proposed project concept and rationale was prepared by the City of Minneapolis Public Works and CPED Departments. The project concept shows how Penn Avenue North between Highway 55 and Victory Memorial Parkway (approximately 3.5 miles) could be constructed as a “complete street” with improved pedestrian, bicycle, and transit facilities. The project includes complete removal and replacement of pavement surface, addition of bicycle facilities, tree boulevards, curb extensions, street lighting, and bus shelters. The document presents two preliminary concept design options: one with bike lanes on Penn Avenue North and the other with a bike facility on a parallel street. The document also summarizes the relevant plans, guidelines, and standards that provide a framework for the proposed options.

Key Takeaways

- A review of the relevant plans, guidelines, and standards demonstrates that City and county plans support a complete street design on Penn Avenue.

NORTH MINNEAPOLIS GREENWAY PLANNING PROJECT – WINTER 2013 COMMUNITY INPUT REPORT

Plan website

<http://www.minneapolismn.gov/health/living/northminneapolisgreenway>

Purpose

The City of Minneapolis is developing plans to convert a low-traffic street in North Minneapolis to a greenway, which is a safe, accessible route for bicyclists and pedestrians. Based on community input gathered in Fall 2012, the City developed a proposed route and assigned proposed greenway designs along the route. The proposed route runs north-south primarily along Irving and Humboldt Avenues North, starting at the Shingle Creek Trail on the north end and ending just south of Plymouth Avenue North. Various options of the route are proposed to be a full “linear park” greenway with no motorized traffic, a “half and half” greenway with both a trail and car traffic, or a bike boulevard (shared between bikes and cars but with traffic calming features). No final decisions have been made about the proposed greenway, and community outreach is ongoing.

Key Takeaways

- The proposed greenway would add another neighborhood-oriented bikeway and open space amenity within North Minneapolis. While the greenway route does not fall within the Penn Avenue corridor, it has the potential to support the biking and walking needs of corridor residents.

METRO TRANSIT ARTERIAL TRANSITWAY CORRIDORS STUDY (ATCS) TECHNICAL MEMO (2011) AND THE PENN AVENUE AND CHICAGO-FREMONT CORRIDORS ADDENDUM (2013)

Plan Website

<http://www.metrotransit.org/arterial-study>

Purpose

The ATCS was a year-long study of 11 heavily travelled transit corridors in the Twin Cities area. The study was performed to develop an arterial bus rapid transit (BRT) concept to enhance efficiency, speed, reliability, customer experience, and transit market competitiveness in these corridors. The results of concept development were evaluated and prioritized on a corridor-by-corridor basis to identify where arterial BRT is best suited for near-term implementation. Penn Avenue was not originally examined as a corridor in the ATCS, because Hennepin County had identified Penn Avenue as a potential Bottineau Transitway alignment. However, when the Bottineau Draft Environmental Impact Statement (DEIS) did not recommend the Penn Avenue as part of the locally preferred alternative (LPA) for the Bottineau Transitway, a Penn Avenue addendum was added to the ATCS. In the addendum, the results of the Penn Avenue concept development were scored in relation to the 11 original ATCS corridors.

Penn Avenue Concept Development Results

Key Takeaways

- Penn Avenue is recommended for further arterial BRT development pending resolution of the long-term location of east-west bus operations and relative facility improvements in downtown Minneapolis, joining Snelling Avenue and West 7th Street as corridors well-positioned for near-term implementation.
- The Penn Avenue Addendum ridership modelling was based on an initially proposed set of arterial BRT stations locations. Those station locations are still under review.
- The Penn Avenue Addendum assumes that the majority of Route 19 service on Penn Avenue will be replaced by arterial BRT service. However, some underlying local bus service will remain on Penn Avenue.
 - › The ATCS, and subsequent work done by Metro Transit on the A Line, has set the design standards for arterial BRT stations. Arterial BRT implementation on Penn Avenue would be based on Metro Transit's rapid bus "kit of parts."

TABLE 4-1: PENN AVENUE CONCEPT SUMMARY

Length	8.4 miles
Capital cost	\$32 million
Capital Cost per Mile	\$3.9 million
Additional Annual OandM Cost	\$4.2 million
2010 Weekday Ridership	5,400
2030 Weekday 'Baseline' Ridership (no Rapid Bus)	6,500
2030 Weekday Ridership with Rapid Bus	9,300
New Ridership from Rapid Bus (2030)	+2,800

METROPOLITAN COUNCIL 2030 TRANSPORTATION POLICY PLAN (2010)

Plan Website

<http://www.metrocouncil.org/Transportation/Planning/2030-Transportation-Policy-Plan.aspx>

Purpose

The Metropolitan Council 2030 Transportation Policy Plan (TPP) provides overall policy and investment framework for transportation in the Twin Cities Region from 2010-2030.

Key Takeaways

Planning-Related:

The Penn Avenue Community Works Project is consistent with regional planning policies and corresponding strategies:

- Policy 4: Coordination of Transportation Investments and Land Use, Strategy 4d states that “Transitways and the arterial bus system should be catalysts for the development and growth of major employment centers and residential nodes to form an interconnected network of higher density nodes along transit corridors. Local units of government are encouraged to develop and implement local comprehensive plans and zoning and community development strategies, including parking policies that ensure more intensified development along transitways and arterial bus routes.”
- Policy 4: Coordination of Transportation Investments and Land Use, Strategy 4f states that “Local governments should plan for and implement a system of interconnected arterial and local streets, pathways, and bikeways to meet local travel needs without using the Regional Highway System. These interconnections will reduce congestion, provide access to jobs, services, and retail, and support transit.”
- Policy 18: Providing Pedestrian and Bicycle Travel Systems, Strategy 18e states that “Local and state agencies should implement a multimodal roadway system and should explicitly consider providing facilities for pedestrians and bicyclists in the design and planning stage of principal or minor arterial road construction and reconstruction projects with special emphasis placed on travel barrier removal and safety for bicyclists and pedestrians in the travel corridor.”

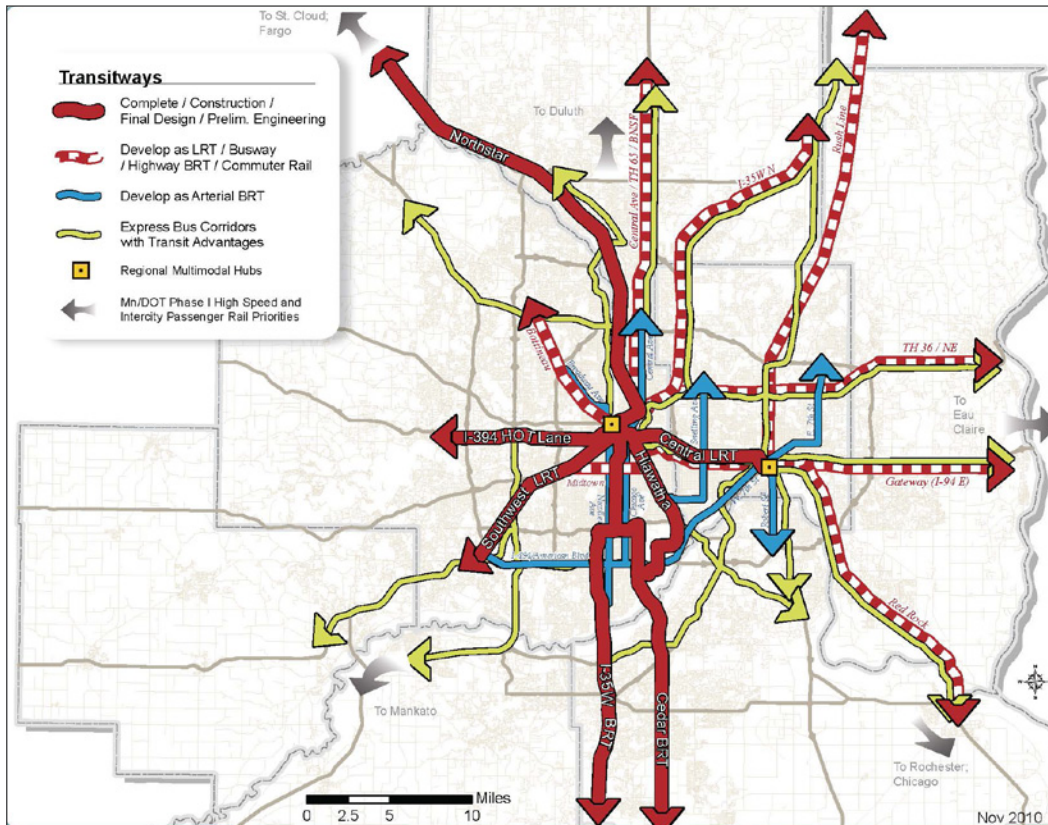
Highway-Related:

- Penn Avenue is identified as a “B” Minor roadway in terms of functional class. The Transportation Policy Plan states that “Improvements for bicycle and pedestrian safety and mobility should be made on ‘B’ Minor arterials if there are no other options and on ‘A’ minor arterials so long as they do not diminish the capability for multimodal function and capacity.”

Transit-Related:

- The Transportation Policy Plan states that “During the consideration and selection of the Bottineau Transitway Locally Preferred Alternative, potential arterial bus rapid transit improvements were identified along Penn Avenue and an extension of the Chicago Avenue corridor along Emerson-Fremont Avenues in north Minneapolis. These corridors share many characteristics with the top performing corridors in the Arterial Transitway Corridors Study, including high ridership and slow average speeds, and therefore have been added to the list of potential arterial BRT corridors. This plan assumes six arterial bus rapid transitways will be implemented between 2008 and 2030, and three additional by 2030.” Penn Avenue is one of those corridors.

FIGURE 4-17: 2030 TRANSITWAY SYSTEM FROM METROPOLITAN COUNCIL'S 2030 TRANSPORTATION POLICY PLAN



Bicycle and Pedestrian-Related:

- Chapter 9 of the TPP discusses the importance of pedestrian and bikeway connectivity to transit and its role in improving the region's multimodal network. Infrastructure projects should serve to increase opportunities for people to take advantage of transit, improve the safety of transit passengers, improve accessibility and mobility for people with disabilities, and support transit-oriented, compact development. Bicycle connections can increase transit's mode share when they are convenient and meaningful, and technologies that allow bikes to be carried on-board a transit vehicle or bike racks should be pursued.

METROPOLITAN COUNCIL REGIONAL TRANSITWAY GUIDELINES (2012)

Plan Website

<http://www.metrocouncil.org/Transportation/Projects/Future-Projects/Regional-Transitway-Guidelines.aspx>

Purpose

The purpose of the Regional Transitway Guidelines is to provide technical guidance, based in best practices, that supports the development and operation of transitways in a way that is consistent, equitable, and efficient, and delivers an effective, integrated, and user-friendly transit system throughout the Twin Cities region.

Key Takeaways

Service Operations Guidelines:

Arterial BRT service is defined as a single route within a coordinated corridor defined by neighborhood scale infrastructure. It provides service seven days a week, 16 hours a day, and at least every 10 minutes during peak periods with lower frequencies during mid-day, evenings, and weekends. The span-of-service guidelines for arterial BRT are consistent with Metro Transit's Hi-Frequency Network standards.

Station Spacing and Siting Guidelines:

This document defines three basic design standards for transitway station types: online, inline, and offline. Online or inline stations are preferred for arterial BRT. They are defined as follows:

- Online stations are located within the vehicle runningway and the transitway vehicle can access the station without leaving the runningway. Examples of online stations in the region include all LRT and Commuter Rail stations, the I-35W and 46th Street BRT station, and the Apple Valley Transit Station on Cedar Avenue.
- Inline stations are located adjacent to the vehicle runningway, typically along freeway interchange ramps. Although they require the transitway vehicle to exit the primary runningway, they provide easy access to a station and immediately return to the runningway. Few or no turns are required. Examples include the I-35W BRT stations at 66th Street and future stations at 82nd Street and 98th Street.
- Offline stations require transitway vehicles to exit the runningway and require several turning movements resulting in potential traffic delays that impact transitway service speed and reliability, especially during peak travel times. Examples of current offline transitway stations are Cedar Grove Transit Station and Burnsville Transit Station.

The siting of transitway stations should include analysis of traffic impacts on the existing road and bicycle/pedestrian network to understand the ease of access and safety of transit customers and other travelers. Results should include level of service, average delay per vehicle, and crash information for all modes on key roadways and intersections (including bicycle/pedestrian crossings) used by the transitway vehicle and customers.

Average station spacing for arterial BRT lines is $\frac{1}{4}$ to $\frac{1}{2}$ mile; minimum station spacing is $\frac{1}{8}$ mile or longer.

Station and Support Facility Guidelines:

- All transitway stations should have sheltered waiting areas; these shelters should include lighting, radiant heat, passive cooling, and security features.
- Transitway stations should have passenger information and wayfinding. Signage should guide passengers through the station and its functions, and be consistent with the transitway branding scheme. Real-time transit information should be provided wherever site conditions allow.
- Landscaping, streetscaping, and/or public art should be provided at transitway stations.
- Arterial BRT platforms should accommodate one articulated or two standard buses (60 to 80 feet).
- The provision of high quality, safe, and convenient pedestrian and bicycle facilities at transitway stations and connecting stations to surrounding land uses is a critical element of station design and transit-oriented development. Pedestrian and bicycle facilities should be given a high priority during the planning and design of transit stations and surrounding land uses.

TABLE 4-2: EXCERPT FROM TABLE 2-1, TRANSITWAY SERVICE STANDARDS (METROPOLITAN COUNCIL, 2012)

Service Definition and Network Design	A single route with a coordinated corridor defined by neighborhood scale infrastructure.
Route Structure	Short lines are acceptable. Branches are acceptable if each branch meets all arterial BRT guidelines. Tails operating as local service through neighborhoods are strongly discouraged.
Transit Services Coordination	Coordination with local service in the same right-of-way; transfers with connecting services
Minimum Frequency	WEEKDAY: Combined frequency for the station-to station and local services should be 10-min. peak period, 15-min. midday/evening, 30- to 60- min. early/late
Minimum Frequency (continued)	WEEKEND: Combined frequency for the station-to-station and local services shouldw
Minimum Span of Service	7 days a week, 16 hours a day
Travel Time	Should be at least 20% faster than local bus
Average Productivity	20 passengers per in-service hour
Maximum Loading Guidelines	Peak Period 125%
Off-Peak 100%	Off-Peak 100%
Market Area	1,2,3

TABLE 4-3: EXCERPT FROM TABLE 3-1, TRANSITWAY STATION GUIDELINES (METROPOLITAN COUNCIL, 2012)

Arterial BRT	
Primary Station Market Analysis Factors and Methods	Major travel patterns (including location of major activity centers), population and employment density, auto ownership, and trip purpose (e.g., commuters, students, shoppers, other), existing transit ridership; regional travel demand forecast model or similar resource
Transportation Site Location Factors	Online or inline stations preferred. Primary: Access to, and visibility of, station/stop for transit vehicle and customers via existing walk, trail, and transit transfer connections
Minimum Daily Boardings for Transitway Opening Year Forecast	50 or more boardings per station
Average Station Spacing for the Line	1/4 mile to 1/2 mile
Minimum Spacing Between Two Stations	1/8 mile or longer

Runningways Technology:

- Arterial BRT runningways can operate in mixed traffic or dedicated lanes and should incorporate travel time advantages.
- Where arterial BRT runningways are adjacent to a bicycle lane or recreational trail, separation should be accomplished following the guidelines of local jurisdictions, such as the Minneapolis Bicycle Master Plan.
- Analysis in transitway planning should include an assessment of the viability of Transit Signal Priority (TSP), and approval should be sought from by the implementation from appropriate coordinating parties (cities, counties, MNDOT, etc.). TSP should prioritize person throughput.

BOTTINEAU TRANSITWAY DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) (2014)

Plan Website

http://www.bottineautransitway.org/2012_deis_documents.htm

Purpose

The Federal Transit Administration (FTA), the lead federal agency, with Hennepin County Regional Railroad Authority (HCRRA) and the Metropolitan Council drafted the DEIS pursuant to 23 CFR 771 (FHA regulation) to evaluate the potential for significant impacts as a result of the proposed action, the Bottineau Transitway. The Bottineau Transitway

is a proposed project that will provide for transit improvements in the highly travelled northwest area of the Twin Cities. The Bottineau Transitway is located in Hennepin County, Minnesota, extending approximately 13 miles from downtown Minneapolis to the northwest serving North Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, New Hope, Osseo, Brooklyn Park, and Maple Grove.

The Draft EIS evaluated a No-Build alternative, an Enhanced Bus/Transportation System Management (TSM) alternative, and four light rail transit (LRT) Build alternatives. One section of the alternatives, section D2, used Penn Avenue to connect from Robbinsdale to downtown Minneapolis.

Key Takeaways

The analysis concluded that the alternatives containing the D-2 segment along Penn Avenue would deliver poor performance overall due to the severe adverse impacts they would have on properties and communities in North Minneapolis. Therefore, the DEIS did not recommend the Penn Avenue as part of the LPA for the Bottineau Transitway. However, the LPA does intersect the Penn Avenue Community Works study area at the intersection of Penn Avenue and Highway 55. This project should focus on ensuring the potential LRT station in this location is incorporated into the project plans.

Implementation of Bottineau LRT will result in several changes to the roadway and pedestrian network in the Penn Avenue Study Area:

- Existing operations at Russell Avenue allow southbound left turns onto Highway 55 which would be restricted with the LRT.
- A new traffic signal will be added at Highway 55 and Thomas Avenue.
- James, Logan, Newton, Oliver, Queen, Russell, and Sheridan Avenues all currently have un-signalized pedestrian crossings that will be closed when the LRT is built.

Also, the Bottineau Transitway DEIS provides the following information and documentation of demographics and resources in the Penn Avenue Study Area between West Broadway and Highway 55:

- Primary community features such as parks, schools, houses of worship, community centers, service centers, public safety facilities, and libraries (Chapter 4)
- The buildings, structures, districts, objects, and sites that are listed in or eligible for listing in the National Register of Historic Places (within the delineated Area of Potential Effect for the Bottineau Transitway) (Chapter 4)
- High quality visual features (Chapter 4)
- Utilities, floodplains, wetlands, geology/soils/topography, biological environment, hazardous materials contamination, and impaired waters (Chapter 5)
- Low-income and minority populations (Chapter 7)
- Properties protected by Section 4(f) (Chapter 8)

NORTHWEST METRO TRANSIT STUDY FINAL PLAN (2006)

Plan Website

<http://www.metrotransit.org/expansion-northwest-metro.aspx>

Purpose

The purpose of the study was to identify improvements to transit service in the Northwest Metro area (including North Minneapolis) to: provide faster and more direct service to major destinations and along major corridors; improve reliability, travel speed, and convenience of transit services; relocate transit services to better fit local development and transit markets; improve connections between neighborhoods, routes, and transit centers; integrate plans for new services and facilities; and optimize effectiveness and efficiency to improve productivity.

Key Takeaways

- The plan resulted in implementation of changes to urban local and express routes in 2007 and suburban local routes in 2008.
- The plan resulted in the restructuring of Route 19 to operate continuous service on Penn Avenue between Highway 55 and 44th Avenue. (Previously the Route 19 operated on Penn Avenue between Highway 55 and West Broadway Avenue, before turning west to Noble Avenue and Douglas Drive.)

MINNEAPOLIS LOCAL SURFACE WATER MANAGEMENT PLAN (2006)

Plan Website

http://www.minneapolismn.gov/publicworks/stormwater/stormwater_local-surface

Purpose

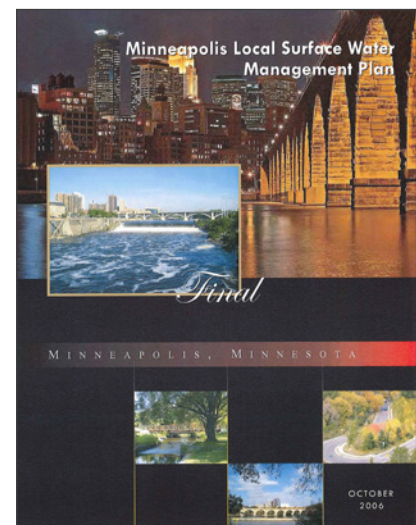
The Minneapolis Local Surface Water Management Plan (LSWMP) was prepared to guide the City in conserving, protecting, and managing its surface water resources. The purpose of the LSWMP is to bring together all water resources issues and activities, and to identify improvements, gaps or overlaps which will help to better manage the city's water resources and attain overall goals. The content of the LSWMP is in large part determined by Minnesota Statute 103B and Rules 8410.

The intent of this plan is twofold: to meet the requirements of Minnesota Statute 103B and to provide a resource for City staff. As a reference document, this plan has been structured to provide the reader with basic information and to provide sources where additional information can be found.

The goals set forth in The Minneapolis Plan are tied to the City's water resources objectives and sustainability indicators. Section 2 of the Plan develops a set of guiding principles that provides direction to accomplish these goals. Section 2 also details how Minneapolis intends to accomplish City goals while carefully considering limitations, changes to regulations, and the needs of aging infrastructure

Key Takeaways

- This planning project has no direct effect on the Penn Avenue study area, but should be considered when considering water quality best management practices to protect receiving water resources and when incorporating trees and vegetation into the corridor.



Minneapolis Local Surface Water Management Plan (2006)

EXISTING AND UPCOMING AGENCIES' PROGRAMS, INVESTMENTS, AND FUNDING

HENNEPIN COUNTY CAPITAL IMPROVEMENT PROGRAM (CIP)

Health-Related Projects:

- Addition of a new facility on the existing NorthPoint Health & Wellness Center site at Penn and Plymouth to house a new regional services HUB delivery model in North Minneapolis; Parking demands are currently inadequate and, therefore, future expansion will require new parking options; NorthPoint's new facility will provide the space and infrastructure necessary to support HUB satellite options.

Transportation Provisional Projects (which may be included in the funded program subject to the availability of federal aid or other revenues):

- Reconstruction of CSAH 9 (45th Avenue) from Xerxes Avenue to CSAH 152 (Osseo Road) in 2017. The purpose of the project is to improve the condition of the pavement. The current roadway is deficient in drainage and structural condition.
- Reconstruction of CSAH 152 (44th Avenue) from CSAH 2 (Penn Avenue) to 41st Avenue in 2016. The purpose of the project is to improve the condition of the pavement. The current roadway is deficient in drainage and structural condition. This project presents an opportunity to benefit multiple modes of travel when completed.

CITY OF MINNEAPOLIS CAPITAL IMPROVEMENT PROGRAM (CIP)

Street Improvements:

- Major Pavement Maintenance:
 - › Dowling Avenue (east and west of Penn Avenue) - Sealcoating in 2014
 - › 26th Avenue (West Broadway Avenue to Lyndale Avenue) - Reconstruction of existing roadway and addition of off-street bike path in 2015/2016
 - › 42nd Avenue North (Xerxes Avenue to Lyndale Avenue) - 2018/2019
- Asphalt Pavement Resurfacing Program, which has the objective of resurfacing approximately 15 to 20 miles of streets each year to extend their useful life. Resurfacing will help to slow the deterioration of the city's aging street network and delay the cost of reconstructing the roadway by at least 10 years.
 - › Hay northwest area (west of Penn Avenue, between 21st Avenue and Plymouth Avenue) - 2014
 - › Penn area (east of Penn Avenue, between Dowling Avenue and Lowry Avenue) - 2015
 - › South Hay area (west of Penn Avenue, between Plymouth Avenue and Highway 55) - 2017
 - › South Willard area (west of Penn Avenue, between West Broadway Avenue and 21st Avenue)
 - › Jordan West area (west of Penn Avenue, between Lowry Avenue and West Broadway Avenue) - 2019
- Traffic Safety Improvements, which involves seven traffic related improvements: 1) Overhead Signal Additions, 2) Operational and Safety Improvements, 3) Signal and Delineation, 4) Mastarm Mounted Street Name Signing, 5) Street and Bridge Navigation Lighting, 6) Pedestrian Safety, and 7) Railroad Crossing Safety.

- › Penn Avenue/33rd Avenue - 2014
- › Penn Avenue/34th Avenue - 2014 or 2016 (shows up in both years)
- › Penn Avenue/16th Avenue - 2014
- › Lowry Avenue/Russell Avenue (2 blocks to the west) - 2014
- › Plymouth Avenue/Morgan Avenue (3 blocks to the east) - 2014
- › Osseo Road/Victory Memorial Parkway - 2015
- › Penn Avenue/42nd Avenue - 2015
- › Penn Avenue/Oak Park Avenue - 2015
- Defective Hazardous Sidewalks/Complete Gaps, which involves providing a hazard free pedestrian passage over approximately 2,000 miles of public sidewalk by inspecting and replacing defective public sidewalks and adding ADA compliant curb ramps where needed.
 - › East of Penn Avenue, between Lowry Avenue and West Broadway Avenue - 2014
 - › West of Penn Avenue, between 44th Avenue and Dowling Avenue - 2015
- ADA Pedestrian Ramp Replacement Program
 - › Dowling Avenue/Queen Avenue - 2014
 - › Dowling Avenue/Russell Avenue - 2014
 - › Dowling Avenue/Sheridan Avenue - 2014
- Alley Renovations, which involves repair and overlay of existing alleys and repair or replace retaining walls that are currently in poor condition.
 - › 2nd block west of Penn Avenue, between 42nd and 43rd Avenue - 2014
 - › 1st block west of Penn Avenue, between 34th and 35th Avenue - 2015 to 2019
 - › 1st block west of Penn Avenue, between 29th and 30th Avenue - 2015 to 2019
 - › 1st block east of Penn Avenue, between Oliver and West Broadway Avenues - 2015 to 2019

Utilities Improvements:

- Combined Sewer Overflow Improvements, which involves the construction of stormwater systems so that catch basins and drains in public ROW can be disconnected from the sanitary sewer and reconnected to a storm sewer.
 - › 29th Avenue North (from Logan Avenue to Upton Avenue) - 2014
- Combined Sewer Overflow Improvements and Infiltration and Inflow Removal Program
 - › Osseo Road bridge - 2015 to 2019
 - › 47th Avenue/Xerxes Avenue (2 blocks to the west) - 2015 to 2019
 - › Plymouth Avenue /Queen Avenue (1 block to the west) - 2015 to 2019
- Water Main Rehabilitation
 - › Streets between Osseo Road (north and east), 44th Avenue North (south), and Victory Memorial Parkway (west)

ECONOMIC DEVELOPMENT PROGRAMS/FUNDING/PROJECTS

TABLE 4-4: CITY OF MINNEAPOLIS ECONOMIC DEVELOPMENT RESOURCES

Program Name	Use of Proceeds	Size	Terms	CPED Contact
Business Loans				
2% Loan	Small business loans for building improvements, equipment	up to \$150,000 (City portion at 2% up to \$75,000)	up to 10 years	multiple staff, call 612-673-5072
Working Capital	Finance general business operations, working capital, production contracts, inventory and receivables	City guarantees up to 50% of the loan amount, with the City's maximum guarantee as \$50,000	term or revolving	multiple staff, call 612-673-5072
Microenterprise Loans	Small business inventory, equipment, working capital	up to \$25,000	up to 5 years	Eric Nathanson (MCCD) 612-789-7337
Alternative Financing	Small business financing for building improvements or equipment, Islamic-law compliant structure	up to \$100,000 (City portion - \$50,000 at a 2% rate of return)	up to 10 years	multiple staff, call 612-673-5072
Business Development Fund	Small business loans for building improvements, equipment	up to \$75,000	prime, up to 10 years, credits for local hiring up to \$37,500	multiple staff, call 612-673-5072
Export Order Financing and Insurance	Loans for export orders as well as marketing and promotion. Export payment insurance.	various products - several thousand to tens of millions	varies	MN Trade Office Helpline 651-259-7498
Homegrown Business Development Center	Costs associated with the processing, manufacturing, distribution and marketing of local food products.	up to \$10,000	2% interest up to 5 years	Casey Dziejewczynski (Jevachensky) 612-673-5070
Site Selection, business consulting, and business district supports				
Site selection and systems navigation	Assistance in finding a Minneapolis location and navigating licensing and other regulatory requirements	N/A	N/A	Miles Mercer 612-673-5043
Technical Assistance Program	Support for non-profit organizations that provide business consulting services to entrepreneurs including bookkeeping, marketing, licensing, legal, payroll	grants to non-profit organizations that provide business consulting services	1 year contract, through RFP solicitation	Daniel Bonilla 612-673-5232
Export assistance	Small grants for international trade marketing, trade missions, guidance on global market opportunities, logistics, regulatory compliance	N/A	N/A	MN Trade Office Helpline 651-259-7498
Great Streets Business District Support Grants	District revitalization projects including business recruitment and district-wide marketing	grants of up to \$50,000 to business associations, community development organizations and CDCs	1 year contract, through RFP solicitation	Rebecca Parrell 612-673-5018
Great Streets Façade Matching Grants	Façade improvements including windows, doors, signage, awnings, lighting, murals	façade matching grants to businesses of up to \$5,000		Jimmy Loyd 612-673-5026

(TABLE CONTINUES ON FOLLOWING PAGE)

TABLE 4-4: CITY OF MINNEAPOLIS ECONOMIC DEVELOPMENT RESOURCES (CONTINUED)

Program Name	Use of Proceeds	Size	Terms	CPED Contact
Commercial/Industrial Real Estate Development Financing				
Great Streets Gap Financing	Commercial real estate development loans for catalytic commercial corridor and station area projects	\$100,000 - \$500,000 gap financing	up to 15 years	Rebecca Parrell 612-673-5018
Tax Increment Finance	Significant commercial/industrial development	\$300,000 and up, depending on revenue generated	up to 25 years (15 more common)	Kristin Guild 612-673-5168
Bank Qualified Bank Direct (BQ) Tax Exempt Bonds	Real estate development for non-profit user	\$500,000 - \$10 million	10-30 years	multiple staff, call 612-673-5072
Brownfield Remediation Grants	Grants to investigate and clean up environmental contamination as part of a real estate development project	\$20,000 - \$900,000	grant, 5 year reporting on development, tax base and job growth outcomes	Kevin Carroll 612-673-5181
DEED Redevelopment Grants	Grants supporting real estate redevelopment	\$50,000-\$1 million	grant	Kevin Carroll 612-673-5181
Revenue Bonds (taxable and tax exempt)	Commercial/industrial real estate development, equipment	\$1 - \$100 million	10-30 years	Charles Curtis 612-673-5069
Hennepin County Transit Oriented Development Grants	Grants to real estate development projects on transit lines that will enhance transit usage	\$50,000 - \$1 million		David Frank 612-673-5238
Liveable Communities Demonstration Account Grants	Grants for land assembly and public infrastructure for development projects that maximize benefits of regional infrastructure	\$100,000 - \$800,000	grants	Amy Geisler 612-673-5266
New Markets Tax Credits	Real estate development financing - allocations of tax credits to limited financing entities	\$500,000 - \$20 million	7 years	Miles Mercer 612-673-5043
DEED Job Creation Fund	Rebate for job creation and real estate investment	up to \$1 million	rebate associated with job creation	Kristin Guild 612-673-5168
Minnesota Investment Fund	Loans for real estate development or significant equipment purchase supporting MN job creation	up to \$500,000	flexible terms	Kristin Guild 612-673-5168
Workforce Programs				
Qualified Staff	Through career fairs and free posting services, the City can help businesses identify qualified staff.	-	-	Mark Brinda 612-673-6231
Customized Training	City partners, including MCTC and Dunwoody, are available to develop customized training programs for Minneapolis employers. Also, Minneapolis occasionally secures grants to support training in key growth fields.	-	-	Mark Brinda 612-673-6231
Step Up Youth Interns	"Step Up" is a summer internship program that links Minneapolis businesses with young people trained for work readiness and overseen by program advisors.	-	-	Tammy Dickinson 612-673-5041

TABLE 4-5: CITY OF MINNEAPOLIS ECONOMIC DEVELOPMENT PROGRAMS AND EFFORTS ON PENN AVENUE, 2009-2013

GREAT STREETS: Real Estate Development Gap Financing Loan Program , gap financing for catalytic real estate redevelopment projects in eligible neighborhood commercial districts						
Organization	Address	Amount	Funding Source	Scope of Work	Outcome	Businesses Served
Catalyst Community Partners	2123 West Broadway	\$ 450,000	CDBG	Building rehabilitation	Vacant commercial building redeveloped into space for two tenants	KMOJ Radio and Northside Achievement Zone
GREAT STREETS: Façade Improvement Matching Grants , matching grants available in eligible neighborhood commercial districts for eligible façade projects						
Business/Property Owner	Address	Grant Amount	Private Match	Project Description		
Dr. Tara Watson	2110 West Broadway	\$ 7,500	\$ 7,505	tuckpointing, brick restoration, exterior stucco		
Dr. Tara Watson	2110 West Broadway	\$ 5,701	\$ 5,701	aluminum artist décor and Signage		
Dr. Tara Watson	2110 West Broadway	\$ 1,800	\$ 4,800	signage		
Hollywood School of Dance	2128 West Broadway	\$ 4,354	\$ 4,354	new awning, new light		
Mississippi Hospitality	2124 West Broadway	\$ 3,454	\$ 3,454	new sign		
Mohammed Thabet	2118 West Broadway	\$ 6,834	\$ 9,029	tuckpointing, brick replacement, new windows and doors		
Mohammed Thabet	2120 West Broadway	\$ 6,834	\$ 9,029	tuckpointing, brick replacement, new windows and doors		
Mohammed Thabet	2122 West Broadway	\$ 6,834	\$ 9,029	tuckpointing, brick replacement, new windows and doors		
Mohammed Thabet	2124 West Broadway	\$ 6,834	\$ 9,029	tuckpointing, brick replacement, new windows and doors		
GREAT STREETS: Business District Support Grant Program , funds activities that support the economic strength and vitality of eligible neighborhood commercial districts						
Organization	Amount	Scope of Work			Businesses Served	
2011						
West Broadway Business and Area Coalition	\$46,550	Complete a web and social media project, perform a member drive, organize networking events, and assist businesses			West Broadway Commercial Corridor, including node at Penn Ave N	
Lowry Corridor Business Association	\$30,588	Complete a real estate market analysis, and develop a business recruitment strategy			Penn Ave N and Lowry Ave N and Emerson/Fremont and Lowry Ave N Commercial Nodes	
2012						
Lowry Corridor Business Association	\$30,588	Complete a real estate market analysis, and develop a business recruitment strategy			Penn Ave N and Lowry Ave N and Emerson/Fremont and Lowry Ave N Commercial Nodes	
West Broadway Business and Area Coalition	\$45,500	Begin a Shop Local Campaign, fund the West Broadway Farmer's Market, complete a member drive, perform retail business recruitment, and organizing networking events			West Broadway Commercial Corridor, including node at Penn Ave N	
2013						
West Broadway Business and Area Coalition	\$50,000	Improve the vertical environment, provide educational workshops and business networking events, begin a Shop Local Campaign, augment the Farmers Market, assist businesses, and coordinate Pop-Up Art projects			West Broadway Commercial Corridor, including node at Penn Ave N	
Lowry Corridor Business Association	\$43,000	Provide educational opportunities, implement a marketing campaign, investigate real estate redevelopment, perform a member drive, and coordinate networking events			Penn Ave N and Lowry Ave N and Emerson/Fremont and Lowry Ave N Commercial Nodes	
TOTAL	\$93,000					

TABLE 4.5 - CITY OF MINNEAPOLIS ECONOMIC DEVELOPMENT PROGRAMS AND EFFORTS ON PENN AVENUE, 2009-2013 (CONTINUED)

2% BUSINESS LOAN PROGRAM, supports small Minneapolis businesses with equipment and building improvements			
Business	Address	Amount	Outcome
All Washed Up Laundry Service	3010 Penn Ave N	\$ 75,000	funded build out and equipment
Catalyst Five Points, LLC	2119 West Broadway	\$ 75,000	funded building rehabilitation
Center for Communication	2119 West Broadway	\$ 50,000	funded tenant improvements
Goff Holdings, LLC	2117 West Broadway	\$ 36,217	funded building improvements
Larban Otieno	2126 West Broadway	\$ 25,000	funded building improvements
Penn Lowry Crossing LLC	3010 Penn Ave N	\$ 75,000	funded building improvements
Selene Properties Inc	2104 West Broadway	\$ 52,976	funded building improvements
Watson Chiropractic	2104 West Broadway	\$ 75,000	funded build out and equipment
Watson Health and Fitness, Inc.	2104 West Broadway	\$ 60,000	funded build out and equipment
	TOTAL	\$ 524,193	

(TABLE CONTINUES ON FOLLOWING PAGE)

HOUSING DEVELOPMENT PROGRAMS/FUNDING/PROJECTS

The two following tables summarize existing housing development initiatives and funding commitments occurring in the Penn Avenue corridor neighborhoods.

TABLE 4-6: SUCCESSFUL HOUSING INITIATIVES IN PENN AVENUE CORRIDOR NEIGHBORHOODS

Housing Development	Developer	Type of Housing	Estimated Development Costs	Funding Sources	Outcomes	Housing Units
Jordan Apartments	Alliance Housing	Rental apartments	\$8 million	Hennepin County Affordable Housing Incentive Fund (AHIF), Minneapolis Affordable Housing Trust Fund (AHTF), , Low Income Housing Tax Credits (LIHTC)	30%-50% AMI, all affordable units	38
Commons @ Penn Avenue	Building Blocks	Mixed-use rental apartments and retail/ service	\$11 million	Hennepin County Transit Oriented Development, Environmental Response Fund, Metropolitan Council (TBRA, LCDA TOD), MN Housing Finance Agency, Low Income Housing Tax Credits (LIHTC), Hennepin County Affordable Housing Incentive Fund (AHIF)	60% AMI, all affordable units	45
Broadway Flats	Rose revelopment and Lupe Development	Mixed-use rental apartments and retail/ service	\$25 million	Hennepin County Affordable Housing Incentive Fund (AHIF), Minneapolis Affordable Housing Trust Fund (AHTF), Hennepin County Transit Oriented Development, Metropolitan Council (LCDA TOD), HUD, Tax Exempt Multi-family Housing Revenue Bonds, , Low Income Housing Tax Credits (LIHTC)	50%-60% AMI, all affordable units	103
West Broadway Crescent	CommonBond Communities	Rental apartments	\$11.5 million Financing estimated at 49% public and 51% private	Low Income Housing Tax Credits (LIHTC), Tax Exempt Multi-family Housing Revenue Bonds, Minneapolis Affordable Housing Trust Fund (AHTF),	8 of the units will be affordable at or below 50% MMI, 7% of the units will be affordable at or below 60% MMI and the remaining units will be at market rate for the area.	54

TABLE 4-7: HOUSING FUNDING COMMITMENTS FOR PENN AVENUE PROPERTIES 2011-2013

Address	Funding Program	Funding Activity	Acquisition Date
1915 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	08/28/2012
2106 Penn Avenue N	Tornado Tax Increment Financing (TIF)	Acquisition	01/11/2013
2214 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	11/02/2012
2300 Penn Avenue N	Higher Density Corridor Housing Program	Acquisition	12/03/2012
2306 Penn Avenue N	Tornado Tax Increment Financing (TIF)	Acquisition	04/20/2012
2413 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	07/20/2011
2423 Penn Avenue N	Higher Density Corridor Housing Program	Acquisition	12/13/2011
2425 Penn Avenue N	Higher Density Corridor Housing Program	Acquisition	02/10/2012
2511 Penn Avenue N	Higher Density Corridor Housing Program	Acquisition	11/28/2011
2520 Penn Avenue N	Higher Density Corridor Housing Program	Acquisition	10/18/2012
2522 Penn Avenue N	Higher Density Corridor Housing Program	Acquisition	03/26/2012
2624 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	11/15/2011
2712 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	02/09/2011
2718 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	10/19/2012
2720 Penn Avenue N	Vacant Housing Recycling Program	Acquisition	06/07/2013
2915 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	12/22/2011
2933 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	02/04/2011
3711 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	01/26/2011
3719 Penn Avenue N	Vacant Housing Recycling Program	Acquisition	02/10/2014
3758 Penn Avenue N	Neighborhood Stabilization Program	Acquisition	06/22/2011
5200 Penn Avenue N	Green Homes North	New Construction	05/15/2013
3310 Penn Avenue N	Neighborhood Stabilization Program	Rehabilitation	01/29/2013
3422 Penn Avenue N	Neighborhood Stabilization Program	Rehabilitation	01/04/2011
518 Penn Avenue N	Neighborhood Stabilization Program	Rehabilitation	02/03/2012
3627 Penn Avenue N	Neighborhood Stabilization Program	Rehabilitation	11/01/2011
3725 Penn Avenue N	Neighborhood Stabilization Program	Rehabilitation	03/01/2012
3405 Penn Avenue N	Neighborhood Stabilization Program	Rehabilitation	02/03/2012
3750 Penn Avenue N	Neighborhood Stabilization Program	Rehabilitation	02/14/2012
5200 Penn Avenue N	Neighborhood Stabilization Program	Rehabilitation	05/15/2013

PUBLIC STUDIES/PROJECTS CURRENTLY IN PROGRESS

The Penn Avenue project should take into consideration other projects and studies currently underway that may have implications for the Penn Avenue corridor.

LRT Station Area Planning

- Green Line Extension (Southwest)
- Blue Line (Bottineau)

Bike/Pedestrian

- 26th Avenue Reconstruction and Bikeway Project
- North Minneapolis Greenway
- Hennepin County Bike Plan Update
- City of Minneapolis Bike Plan – Protected Bikeways Update

Other Metro Transit Projects

- West Broadway Transit Study
- Service Improvement Plan (SIP) (local and express bus network)

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