

**Redevelopment Priority 2:
Lowry Avenue and
University Avenue NE**

Roadway shifts will improve this intersection—a nexus for semi-truck traffic—for all modes of traffic

Relocation proposed for businesses in the intersection's southern quadrants; portions not used for the roadway shift to be redeveloped as mixed-use buildings.



Potential for a mixed-use urban village with new housing choices, restaurants and businesses, developed by combining smaller parcel acquisitions into larger ones.

**Key highlight:
Lowry Avenue NE
reconstruction
and streetscape
improvements**

When Lowry Avenue's pavement needs replacement, a total reconstruction of the street between Marshall Street and Stinson Boulevard may be pursued. The corridor plan recommends that reconstruction along the entire avenue —not just at key intersections—include wider sidewalks and boulevards, as well as three travel lanes west of Central Avenue, and two travel lanes plus two bicycle lanes east of Central Avenue.

Through the planning process, community stakeholders identified broad themes for a streetscape design that honors the corridor's history, people and unique features, and uses industrial materials (wood, brick, metal and concrete), bright colors and bold paving patterns. These enhancements will also require funding commitments for ongoing maintenance of individual elements.



The streetscape for Lowry Avenue NE includes both aesthetic and environmental improvements.

Greening opportunities in the corridor include:

- rainwater storage and treatment
- solar and other forms of clean energy
- plantings to mitigate air pollution, control runoff

Read or download the full corridor plan at www.hennepin.us/lowry, where you can also learn more about the project and subscribe to email updates.

35-201-02-15

**HENNEPIN COUNTY
LOWRY AVENUE COMMUNITY WORKS**

Plan Summary

**Lowry Avenue Northeast corridor plan
and implementation framework**



Project partners

Hennepin County
Public Works

City of Minneapolis

Minnesota
Department of
Transportation

Mississippi
Watershed
Management
Organization

Minneapolis Parks
and Recreation
Board

Metro Transit

Audubon
Neighborhood
Association

Bottineau
Neighborhood
Association

Holland
Neighborhood
Improvement
Association

Concerned Citizens
of Marshall Terrace

Windom Park
Citizens in Action

Minneapolis
Park and
Recreation Board

Transforming a key roadway into a great urban place

In 2014, Hennepin County produced a plan and implementation framework to revise and update the 2002 Lowry Avenue corridor plan. People who live, work, play or worship in the corridor provided intensive input so that the plan could reflect current community priorities and environmental needs in the following areas:

- Redevelopment of six key intersections along Lowry Avenue Northeast
- Improvements for pedestrians and bicyclists
- Streetscape improvements
- Stormwater treatment, storage and retention

The plan focuses on accommodating all modes of transportation—including bicycle, pedestrian, truck, transit, and parking—within a limited right-of-way, in a manner that supports the businesses and residents of the corridor and encourages investment and development.

Read or download the full corridor plan at www.hennepin.us/lowry, where you can also learn more about the project and subscribe to email updates.

www.hennepin.us/LOWRY



Key highlight: Improvements for pedestrians and bicyclists

Walking and biking are critical transportation modes along Lowry Avenue Northeast, but bicycle lanes do not exist. Meanwhile, walking is hampered by narrow sidewalks that run directly along the roadside and are obstructed by utility poles, street signs and snow.

During the planning process, studies determined that it is feasible to convert space for motor vehicle travel and parking to pedestrian and bicycle use. The proposals shown here were selected as the preferred designs from a range of scenarios developed to allocate the right-of-way among pedestrian, bicycle and motor vehicle uses east and west of Central Avenue Northeast.

West of Central Avenue

Highlights include three travel lanes; wider sidewalks; boulevards with space for trees, snow storage, rainwater infiltration.

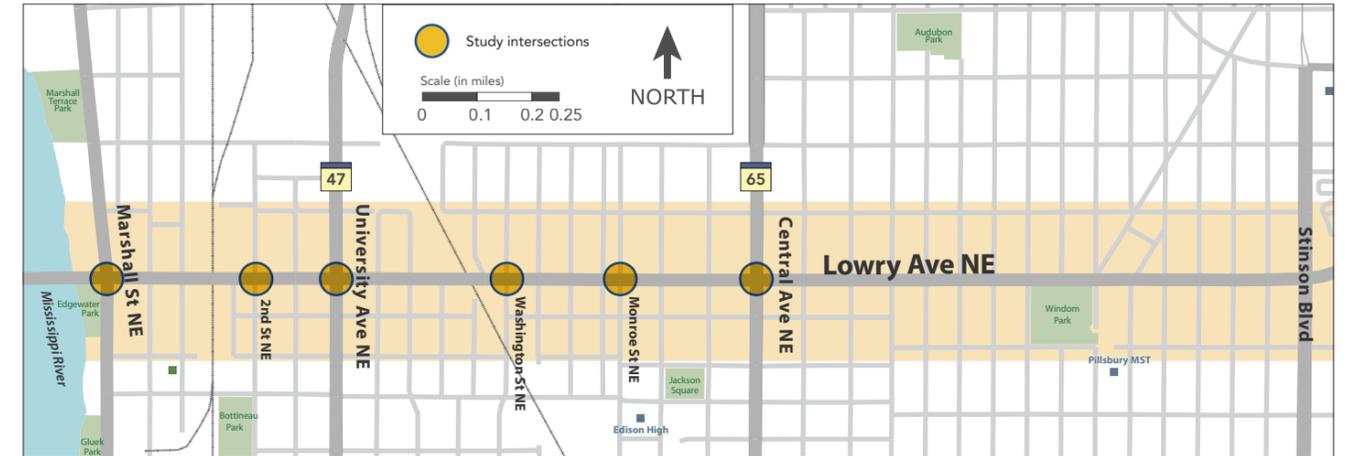


East of Central Avenue

Highlights include two travel lanes; east- and west-bound bicycle lanes; wider sidewalks; boulevards with space for trees, snow storage, rainwater infiltration.



Lowry Avenue Northeast project area



Key highlight: vision for development

The corridor plan shows how areas at six key intersections could change over time—if land becomes available from willing sellers or through tax forfeiture. These redevelopment scenarios account for existing buildings' age and condition, land parcel size, and a market analysis for each location. Scenarios for two priority intersections are summarized here; the plan includes scenarios for all six.

Probable near-term developer interest along Lowry Avenue NE

Cross street	Retail	Office	Housing
Marshall Street NE	High	Medium	High
Central Avenue NE	High	Medium	Medium
University Avenue NE	Medium	Low	Medium
Second Avenue NE	Medium	Low	Medium
Monroe Street NE	Medium	Low	Medium
Washington Street NE	Low	Low	Low

Redevelopment Priority 1: Lowry Avenue NE and Central Avenue NE

To accommodate transportation improvements, additional property would be needed for slight roadway shifts in the intersection's northwest and southeast quadrants. Any property remaining after the roadway reconstruction will be available for new housing, parking and businesses.

Additional mixed-use redevelopment in the southeast quadrant could be phased in as more property becomes available for sale, adding to the area's current reinvestment synergy.



Development at this active neighborhood node can build on Central Avenue's revival south of the intersection. Amenities to complement new housing and businesses include wider sidewalks, bicycle parking and transit shelters.