

The Minneapolis Complete Streets Checklist tracks project details and decisions for transportation projects; it may be suitable for other project types and may be used as such if desired. It shows how projects follow the City’s plans and policies about making streets safe, accessible, equitable, and sustainable. The Checklist is required by the City’s Complete Streets Policy which states that it must document planning decisions and how the policy is put into action for each project. It also states that the Checklist should be available to the public as part of the project process.

Please see the complete [Minneapolis Complete Streets Policy](#) for more information.

Project Name: Logan Park Industrial Street Reconstruction

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Completion Tracker:

0% ✓	Date: 1-8-2024	Completed by: Andrew Schmitz
Concept Layout	Date:	Completed by:
30%	Date:	Completed by:
60%	Date:	Completed by:
90%	Date:	Completed by:
100%	Date:	Completed by:

1. Project Overview

Project Name: Logan Park Industrial Street Reconstruction

Project or Program #: PV123

Project Managers: TPP: Katie White

TED: Bev Warmka

Core Team Members: TPS: Tilahun Hailu

TMR: Steve Collins

SWS: Lisa Goddard

CPED: Madel Mouta

WTDS: Josh Brown

MFD Representative: Paul Meyers

Project Budget: \$9,504,695

Funding Source(s): net debt bonds

Construction Year(s): 2026-2027

Project Extents:

Parts of Quincy, Tyler, Van Buren & Jackson Streets NE; 12th, 13th & 14th Avenues NE. See map below

Project Description:

Full reconstruction of several streets in Northeast Minneapolis. The project area is centered around Central Avenue and the BNSF rail line. This project will replace the old streets, sidewalks, and other public infrastructure. It will also update the street design to better meet the needs of the neighborhood. Upgrades may include new signs and pavement markings; new sidewalks; ADA compliant pedestrian ramps; bicycle accommodations; pavement; curb; and gutter improvements; and utility improvements.

Project Goals:

Replace and upgrade old roads, sidewalks, and other public infrastructure - Make sure that people can walk, bike, and roll safely, easily, and comfortably - Improve how the streets work while keeping unique features of the area - Determine what the community wants for the area through public engagement - Support the current and future variety of land uses - Support the area as a destination district

Project Map:



2A. Transportation Planning & Programming - Planned Networks

This project includes a TPP project manager or representative: Y N, skip to Section 3

0%

Does the project include areas on the...

Pedestrian Priority Network? Y N

If yes, list extents:

All Ages and Abilities Network? Y N

If yes, list extents

and classifications: Quincy St from 14th to 15th Ave, 14th Ave from Quincy to Tyler St - Near-term Low Stress Bikeway

Transit Priority Project map? Y N

If yes, list extents

and classifications:

Truck Route Network? Y N

If yes, list extents

and classifications:

Concept Layout

For areas on the Pedestrian Priority Network, summarize pedestrian improvements that will be made:

For areas on the All Ages & Abilities Network, will the project add a new or enhance an existing bikeway? Y N

If yes, give facility type and extents - if no, explain why not:

For areas on the Transit Priority Project map, summarize how the project will improve transit operations or access:

For areas on the Truck Route network, summarize how the project incorporates freight operations or access:

30% Were any changes made affecting the information previously provided in Section 2A? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 2A? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 2A? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 2A? Y, summarized in appendix N

2B. Transportation Planning & Programming - Street Design

0%

Street typology: urban neighborhood
(if multiple, list with extents)

Based on the street typology of the project area, what is the anticipated...

Design speed(s)

(list with extents if multiple):

20 mph, but project may explore shared streets concepts with lower design speed

Design vehicle(s)

(list with extents if multiple):

TBD, may vary - likely SU-30 as typical

Control vehicle(s)

(list with extents if multiple):

TBD, may vary - some intx may need to accommodate WB-40 or larger based on freight needs

Do the existing conditions meet Street Design Guide minimum width recommendations for...

Sidewalk Zone	Frontage zone	Y	✓	N	Pedestrian clear zone	Y	✓	N	Boulevard/furnishing zone	Y	✓	N
	Describe any sidewalk zone elements of the existing conditions that do not meet minimum width recommendations: Varies throughout project area, but most blocks do not meet minimum widths or are missing sidewalk zones completely.											
Bikeway	Is there an existing bikeway: ✓ N (skip to roadway section) Y, type:											
	Bike lane(s)	Y	N	Buffer(s)	Y	N	Intersection treatments		Y	N		
Describe any bikeway elements of the existing conditions that do not meet minimum width recommendations:												
Roadway	Parking lane/bay(s)	Y	✓	N	Travel/turn lane(s)	✓	Y	N	Median(s)	✓	Y	N
	Describe any roadway elements of the existing conditions that do not meet minimum width recommendations: Several blocks feature parking alignments not prescribed by Street Design Guide. Roadway and sidewalk zone elements are also not distinct in many areas and defy the ability to classify or measure.											

Concept Layout

Does the concept layout meet Street Design Guide minimum width recommendations for...

Sidewalk Zone	Frontage zone	Y	N	Pedestrian clear zone	Y	N	Boulevard/furnishing zone	Y	N			
	Describe and provide rationale for any sidewalk zone elements of concept layout that do not meet minimum width recommendations:											
Bikeway	Is the project adding or upgrading a bikeway: N (skip to roadway section) Y, type:											
	Bike lane(s)	Y	N	Buffer(s)	Y	N	Intersection treatments		Y	N		
Describe and provide rationale for any bikeway elements of concept layout that do not meet minimum width recommendations:												
Roadway	Parking lane/bay(s)	Y	N	Travel/turn lane(s)	Y	N	Median(s)		Y	N		
	Describe and provide rationale for any roadway elements of concept layout that do not meet minimum width recommendations:											

30%	Were any changes made affecting the information previously provided in Section 2B?	Y, summarized in appendix	N
60%	Were any changes made affecting the information previously provided in Section 2B?	Y, summarized in appendix	N
90%	Were any changes made affecting the information previously provided in Section 2B?	Y, summarized in appendix	N
100%	Were any changes made affecting the information previously provided in Section 2B?	Y, summarized in appendix	N

2C. Transportation Planning & Programming - Vision Zero

0%

Does the project include any areas on a current or previously identified High Injury Street? Y N

If yes, list:

Has crash data been collected and analyzed conducted for this project? Y N

If yes, give key findings: 25 total crashes in most recent 6.5 years of data analyzed - majority of crashes involved single vehicle crashes (typically parking related). Concentration of vehicle collisions at 14th 7 Central intersection. One collision involving a pedestrian in an area with no sidewalk. One (non-injury) pedestrian/train collision at 14th train crossing. One vehicle/train collision at 14th crossing.

Has vehicle speed data been collected and analyzed for this project? Y N

If yes, give key findings: The median and 85th percentile speeds are at or below the 20 mph speed limit for almost all segments (one exception: 85th percentile is 21 mph for Tyler St from 13th to 14th). Median and 85th percentile speeds are above the recommended limit (10 mph) for shared streets as many areas currently function (one exception: Quincy from 14th to 15th has 10 mph median speed).

Concept Layout

Has crash or vehicle speed data been collected and analyzed for this project since 0%? Y, updated above. N

List all safety treatments that this project will implement:

30%	Were any changes made affecting the information previously provided in Section 2C?	Y, summarized in appendix	N
60%	Were any changes made affecting the information previously provided in Section 2C?	Y, summarized in appendix	N
90%	Were any changes made affecting the information previously provided in Section 2C?	Y, summarized in appendix	N
100%	Were any changes made affecting the information previously provided in Section 2C?	Y, summarized in appendix	N

2D. Transportation Planning & Programming - Engagement

0%

Project area neighborhood(s):

Logan Park, Northeast Park

Project area ward(s) and Council Member(s):

Ward 1 - CP Payne

Project area TEP score tier(s): Tier 3

If project area includes multiple TEP score tiers, provide a breakdown by area:

Does the engagement plan indicate a need for language translation services? Y N

If yes,
summarize:

Has an engagement plan been completed? Yes, see appendix No

If no, explain:

Project engagement goals:

1. Understand how stakeholders use the area today and imagine its future 2. Communicate the parameters and possibilities of the new street design 3. Collaborate with area stakeholders in developing design concepts 4. Consult the arts community to understand how the project can help support its cultural 5. Facilitate connections between project stakeholders to better identify shared priorities

Concept Layout

Has an engagement summary been completed? Y, see appendix N

If no, explain:

Summarize the project's post-Concept Layout engagement needs:

30% Were any changes made affecting the information previously provided in Section 2D? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 2D? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 2D? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 2D? Y, summarized in appendix N

2E. Transportation Planning & Programming - Accessibility

0%

Are all pedestrian ramps within the project area ADA compliant? Y N

If no, list locations: Most, if not all ped ramps in project area

Do all signalized crossings within the project area have accessible pedestrian signals (APS)? Y N n/a

If no, list locations:

Does the project area include any sidewalk gaps (or areas of sidewalk narrower than 5 feet?) Y N

If yes, list locations: All streets in project area have sidewalk gaps or areas with less than 5ft width

Concept Layout

Will the project replace all ADA non-compliant pedestrian ramps? Y N n/a

If no, list locations
and explain reason:

Will the project add APS to all signalized pedestrian crossings? Y N n/a

If no, list locations
and explain reason:

Will the project address all sidewalk gaps or sections of sidewalk narrower than 5 feet? Y N n/a

If no, list locations
and explain reason:

30% Were any changes made affecting the information previously provided in Section 2E? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 2E? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 2E? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 2E? Y, summarized in appendix N

Checklist Review - Section 2: Transportation Planning & Programming

The TPP project manager has reviewed and confirmed the information provided in Section 2 at the following project milestones:

0%	check here to confirm: <input checked="" type="checkbox"/>	Name: <i>Katie White</i>	Date: 11-26-2024
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%		Final signature:	Date:

3. Transportation Engineering & Design

This project includes a TED project manager or representative: Y N, skip to Section 4

0%

Do the anticipated design speed(s), design vehicle(s), and control vehicle(s) listed in Section 2B meet the guidance of the Street Design Guide? Y N

If no, explain:

Does the project require preliminary survey work? Y N If yes, has it been completed? Y N

Has any street construction work been completed within the project area in the previous five years? Y N

If yes, list:

Are there any capital improvement projects within the project area planned for the next five years? Y N

If yes, list:

Concept Layout

Were any changes or exceptions made to the design speed, design vehicle or control vehicles used for the concept layout? Y N

If yes, explain:

Are any temporary or permanent easements expected to be required? Y, temporary Y, permanent N

Do all dimensions of the concept layout meet the guidance of the Street Design Guide? Y N

If no, detail any exceptions or variances used as part of the concept layout:

Will any elements of the concept layout require a variance request from State Aid? Y N

If yes, explain:

30% Were any changes made affecting the information previously provided in Section 3? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 3? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 3? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 3? Y, summarized in appendix N

Checklist Review - Section 3: Transportation Engineering & Design

The TED project manager has reviewed and confirmed the information provided in Section 3 at the following project milestones:

0%	check here to confirm: <input checked="" type="checkbox"/>	Name: <i>Beverly Warmka</i>	Date: 1/8/25
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%		Final signature:	Date:

4. Traffic & Parking Services

This project includes a TPS core team member or representative: Y N, skip to Section 5

0%

Do the anticipated design speed(s), design vehicle(s), and control vehicle(s) listed in Section 2B meet the guidance of the Street Design Guide? Y N

If no, explain:

Will any traffic counts or speed studies need to be conducted as part of the project? Y N

If yes, summarize: Traffic counts may be needed based on the types of design treatments the project explores - shared street concepts for example. Truck traffic will also specifically need to be accounted for.

Are any traffic, travel demand or parking studies expected or recommended? Y N

If yes, list: Parking study will be needed given the known high parking demand in the project area and potential for changes to on-street parking. More involved traffic studies may also be needed if exploring changes to operations such as closures or one-way conversions.

Are there any notable or unique vehicle traffic generators in the project area? Y N

If yes, list: Several destinations in the project area have events that generate large peaks in traffic and parking demand, including Quincy Hall and Northrup King.

Does the project include areas on the Street Lighting Plan map? Y N

If yes, list extents:

Is new or upgraded street lighting expected or recommended based on the project scope and budget? Y N

Concept Layout

Were any traffic, travel demand, or parking studies conducted to inform the concept layout? Y N

If yes, list and attach in appendix:

If yes, summarize how the results were considered in the concept layout:

Have the locations of all proposed marked crosswalks been approved by Traffic & Parking Services? Y N

If no, list and explain:

Will the project require changes to intersection signals? Y N

If yes, summarize changes:

Will the project require changes to regulated street parking? Y N

If yes, summarize changes:

Will the project require changes to traffic, parking, or other street signage? Y N

If yes, summarize changes:

Does the project include the addition of or upgrade of street lighting? Y N

If yes, identify funding source:

Do all striping dimensions of the concept layout including travel, turn, parking, and bike lanes meet the guidance of the Street Design Guide? Y N

If no, detail any exceptions or variances used as part of the concept layout:

30% Were any changes made affecting the information previously provided in Section 4? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 4? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 4? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 4? Y, summarized in appendix N

Checklist Review - Section 4: Traffic & Parking Services

The TPS core team member has reviewed and confirmed the information provided in Section 4 at the following milestones:

0%	check here to confirm: ✓	Name: <i>Tilahun Hailu</i>	Date: 01/08/2025
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%		Final signature:	Date:

5. Transportation Maintenance & Repair

This project includes a TMR core team member or representative: Y N, skip to Section 6

0%

For retrofit projects, is the existing pavement condition suitable for the proposed project? Y N n/a

If no, explain needed and proposed maintenance work:

Is any future repaving, concrete rehabilitation and/or pedestrian ramp replacement work scheduled within the project area? Y N

If yes, detail with locations:

Concept Layout

Are the design dimensions of the concept layout adequate for routine maintenance operations? Y N

If no, Discussion of tabled intersection or crosswalk which were too close to driveways for plows and sweepers to perform their work. explain:

Does the design of the concept layout create any additional maintenance needs or issues? Y N

If yes, Discussion of the use of brick which has no program to support its longer term maintenance. explain:

30% Were any changes made affecting the information previously provided in Section 5? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 5? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 5? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 5? Y, summarized in appendix N

Checklist Review - Section 5: Transportation Maintenance & Repair

The TMR core team member has reviewed and confirmed the information provided in Section 5 at the following milestones:

0%	check here to confirm: <input checked="" type="checkbox"/>	Name: <i>Steve Collin</i>	Date: 1/8/2025
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%		Final signature:	Date:

6. Surface Water & Sewers

This project includes a SWS core team member or representative: Y N, skip to Section 7

0%

Has a Chapter 54 Checklist been completed through the Scoping/0% Development section? Y N

Does the project expect to trigger the stormwater management requirements of the Chapter 54 ordinance?

Y N not yet determined

Does Surface Water & Sewers have any planned capital improvement projects in the project area? Y N

If yes,
list:

Concept Layout

Has a Chapter 54 Checklist been completed through the Concept Layout section? Y N

Based on the concept layout, will the project require changes to existing stormwater or sanitary sewer infrastructure? Y N

If yes,
summarize:

Has the expectation of triggering the stormwater management requirements of the Chapter 54 ordinance changed?

Y, no longer expected Y, now expected N

Will the project implement any new green stormwater infrastructure not required by Chapter 54? Y N

If yes, summarize and identify funding source:

If expecting to trigger the requirements of Chapter 54, does the concept layout include sufficient surface stormwater BMPs? Y N

If no,
explain:

30%

Has a Chapter 54 Checklist been completed through the 30% Plan Development section? Y N

If the project requires changes to stormwater or sanitary sewer infrastructure or operations, have these changes been accounted for in the design plans? Y N n/a

If no,
explain:

If the project requires compliance with Chapter 54, do the 30% plans include sufficient surface stormwater BMPs to meet the ordinance requirements? Y N n/a

If no,
explain:

Were any changes made affecting the information previously provided in Section 6? Y, summarized in appendix N

60%

Has a Chapter 54 Checklist been completed through the 60% Plan Development section? Y N

If expecting to trigger the requirements of Chapter 54, do the 60% design plans include sufficient stormwater BMPs (of any type)?

Y, described below N, explained below

Were any changes made affecting the information previously provided in Section 6? Y, summarized in appendix N

90%

Has a Chapter 54 Checklist been completed through the 90% Plan Development section? Y N

Were any changes made affecting the information previously provided Section 6? Y, summarized in appendix N

100%

Has a Chapter 54 Checklist been fully completed through 100% Plan Development? Y N

Were any changes made affecting the information previously provided in Section 6? Y, summarized in appendix N

Checklist Review - Section 6: Surface Water & Sewers

The SWS core team member has reviewed and confirmed the information provided in Section 6 at the following milestones:

0%	check here to confirm: ✓	Name: Lisa Goddard	Date: 12-5-2024
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%		Final signature:	Date:

7. Community Planning & Economic Development

This project includes a CPED core team member or representative: Y N, skip to Section 8

0%

Are there any major private developments planned in the project area? Y N

If yes, list: Known proposals include the adaptive reuse of the General Mills tower into a mixed-use commercial space; the redevelopment of the Youngblood Lumber site into residential and production mixed-use, and the development of the vacant corner of 12th & Central into a residential building. These proposals have not progressed to the point of planned construction.

Are there any CPED-owned properties in the project area? Y N

If yes, list with any known development plans or identified opportunities for use in project :

NE corner of 14th & Central. There is a mobility hub planned for a portion of the site, but no other plans currently.

Does the project area have any relevant small area, neighborhood, or corridor plans or studies? Y N

If yes, list (and attach summary if provided):

The "Central Avenue Small Area Plan" was adopted in 2008 & includes areas that affect this project. The 2003 "Arts Action Plan for Northeast Minneapolis" was adopted by the City but was not adopted as small area plan. The "Logan Park Small Area Plan" was received and filed by the City but not adopted and the 2019 "Quincy St NE Legacy Street" was created by a group of local stakeholders but was not adopted. See appendix.

Does the project area include any City designated Cultural Districts or Goods & Services Corridors? Y N

If yes, list: The area is part of the Northeast Minneapolis Arts District, but this is not a City designated cultural district. The project will consider the cultural importance of the Arts District to the project area.

List any citywide or area specific Minneapolis 2040 goals and policies that the project should highlight:

- Goal 6 High-Quality Physical Environment: In 2040, Minneapolis will enjoy a high-quality and distinctive physical environment in all parts of the...
- Policy 10 Street Grid: Restore and maintain the traditional street and sidewalk grid.
- Policy 15 Transportation and Equity: Ensure that the quality and function of the transportation system contributes to equitable outcomes for all..
- Policy 17 Complete Streets: Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first...
- Policy 21 Freight: Accommodate freight movement and facilities in order to support the local and regional economy.
- Policy 25 Innovations Transportation and Infrastructure: Support the development and deployment of new transportation technologies that...
- Policy 26 Vision Zero: Eliminate fatalities and severe injuries that are a result of crashes on City streets by 2027.

Concept Layout

Based on the concept layout, will project advance the Minneapolis 2040 goals or policies identified at 0%? Y N

If no, explain:

30% Were any changes made affecting the information previously provided in Section 7? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 7? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 7? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 7? Y, summarized in appendix N

Checklist Review - Section 7: Community Planning & Economic Development

The CPED core team member has reviewed and confirmed the information provided in Section 7 at the following milestones:

0%	check here to confirm: ✓	Name: <i>Madel Mouta</i>	Date: 1/6/25
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%		Final signature:	Date:

8. Water Treatment & Distribution Services

This project includes a WTDS core team member or representative: Y N, skip to Section 9

0%

Are there any planned water distribution infrastructure improvements or maintenance in the project area? Y N

If yes,
list:

Concept Layout

Based on the concept layout, will the project require changes to existing water distribution infrastructure? Y N

If yes,
summarize:

30% Were any changes made affecting the information previously provided in Section 8? Y, summarized in appendix N

60%

If the project requires changes to water distribution infrastructure, have these changes been accounted for in the design plans? Y N n/a

If no,
explain:

Were any changes made affecting the information previously provided in Section 8? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 8? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 8? Y, summarized in appendix N

Checklist Review - Section 8: Water Treatment & Distribution Services

The WTDS core team member has reviewed and confirmed the information provided in Section 8 at the following milestones:

0%	check here to confirm: <input checked="" type="checkbox"/>	Name: <i>Josh Brown</i>	Date: 12/5/2024
Concept Layout	check here to confirm: <input type="checkbox"/>	Name:	Date:
30%	check here to confirm: <input type="checkbox"/>	Name:	Date:
60%	check here to confirm: <input type="checkbox"/>	Name:	Date:
90%	check here to confirm: <input type="checkbox"/>	Name:	Date:
100%		Final signature:	Date:

9. Minneapolis Fire Department

This project will include review by an MFD representative: Y

[N, skip to Section 10](#)

0%

Does MFD currently experience any issues with providing emergency services in the project area related to street design or operations? Y N

If yes, summarize: Project team met with MFD representatives three times to discuss existing conditions for emergency services, the potential effect of rail crossing closures, and initial cross-section concepts for streets with narrow ROW. MFD expressed need for 20' clear on cross-sections not inclusive of parking lanes. MFD and the project team identified Jackson St from Broadway to 12th as not meeting this width with existing on-street parking.

Concept Layout

Has MFD identified any potential issues the project will create with providing emergency services? Y N

If yes, summarize:

30% Were any changes made affecting the information previously provided in Section 9? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 9? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 9? Y, summarized in appendix N

100%

Were any changes made affecting the information previously provided in Section 9? Y, summarized in appendix N

Has the Minneapolis Fire Department submitted a letter of support for the project? Y, attached N

Checklist Review - Section 9: Minneapolis Fire Department

The project's MFD representative has reviewed and confirmed the information provided in Section 9 at the following milestones:

0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%		Final signature:	Date:

10. Interagency Coordination

Minneapolis Park and Recreation Board (MPRB)

Contact person for project coordination (if any):

0%

Does the project area include any park facilities, or otherwise require coordination with MPRB? Y N

If yes,
summarize:

If the project is expected to disturb trees in the public right-of-way, was a tree inventory performed? Y N n/a

Concept Layout

If coordination is required, has the concept layout been reviewed by a MRPB representative? Y N n/a

Is the project expected to remove or add any street trees in the public right-of-way?

Y, add Y, remove Y, remove and add N

Arts & Cultural Affairs

Contact person for project coordination (if any):

0%

Will the project consider the addition of public art? Y N

Concept Layout

Will the project include the addition of public art? Y N If yes, has Arts & Cultural Affairs been contacted? Y N

Minnesota Department of Transportation (MnDOT)

Contact person for project coordination (if any):

0%

Does the project intersect any state highways or otherwise expect to coordinate with MnDOT? Y N

If yes, Project limits are adjacent to Central Ave at 14th Ave NE where MnDOT is also planning an improvement project. Project team summarize: will communicate with MnDOT to ensure any needed coordination is made.

Concept Layout

If coordination is required, has the concept layout been reviewed by a MnDOT representative? Y N n/a

Will the project request cost sharing participation from MnDOT? Y N n/a

Will the project require a maintenance agreement with MnDOT? Y N n/a

Hennepin County

Contact person for project coordination (if any):

0%

Does the project area intersect any County roads or otherwise expect to coordinate with Hennepin Co.? Y N

If yes,
summarize:

Concept Layout

If intersecting a county road, has the concept layout been reviewed by a Hennepin Co. representative?	Y	N	n/a
Will the project request cost sharing participation from Hennepin Co.?	Y	N	n/a
Will the project require a maintenance agreement with Hennepin Co.?	Y	N	n/a

Metro Transit

Contact person for project coordination (if any):

0%

Is the project area serviced by any current or planned Metro Transit routes? Y N

If yes,
summarize:

Concept Layout

Will the project make any changes that will affect Metro Transit operations or facilities? Y N

If yes,
summarize:

If coordination is required, has the concept layout been reviewed by a Metro Transit representative? Y N n/a

For all Interagency Coordination sub-sections:

30%	Were any changes made affecting the information previously provided in Section 10?	Y, summarized in appendix	N
60%	Were any changes made affecting the information previously provided in Section 10?	Y, summarized in appendix	N
90%	Were any changes made affecting the information previously provided in Section 10?	Y, summarized in appendix	N
100%	Were any changes made affecting the information previously provided in Section 10?	Y, summarized in appendix	N

Checklist Review - Section 10: Interagency Coordination

The TPP project manager has reviewed and confirmed the information provided in Section 10 at the following milestones:

0%	check here to confirm: <input checked="" type="checkbox"/>	Name: <i>Katie White</i>	Date: 11-26-2024
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:

The TED project manager has reviewed and confirmed the information provided in Section 10 at the following milestones:

60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%		Final signature:	Date:

Appendices

(select all applicable below and attach)

✓ Engagement Plan

Engagement Summary

Supplemental Traffic Studies (crash analysis, parking, speed, travel demand, etc.)

List:

✓ CPED Plan Summaries (small area, neighborhood, corridor, etc.)

List:

Logan Park Small Area Plan, Central Ave Small Area Plan

MFD Letter of Support

Additional 30-100% Updates:

2A. TPP - Planned Networks

2B. TPP - Street Design

2C. TPP - Vision Zero

2D. TPP - Engagement

2E. TPP - Accessibility

3. Transportation Engineering & Design

4. Traffic & Parking Services

5. Transportation Maintenance & Repair

6. Surface Water & Sewers

7. Community Planning & Economic Development

8. Water Treatment & Delivery Services

9. Interagency Coordination

LOGAN PARK INDUSTRIAL -- ENGAGEMENT PLAN

Introduction & project overview

The City of Minneapolis will be reconstructing several streets in the Logan Park Industrial area of Northeast Minneapolis. As a part of initiating that project, Public Works has drafted a plan to guide the engagement process. This engagement plan details when the project team will engage with the community about the project and the frequency of communication throughout the engagement period. The plan also details community demographics, who will be engaged, and what strategies the project team will use to gather input and solicit feedback. The plan may be modified as circumstance warrants during project duration. Substantial modifications are to be communicated to stakeholders and reported in the engagement summary.

PROJECT HIGHLIGHTS

- The street reconstructions will make any needed infrastructure replacements within the public right-of-way
- The project will provide an opportunity to update street designs to better meet the evolving needs of the neighborhood
- Upgrades may include new signs and pavement markings, new sidewalks, pedestrian ramps that comply with the Americans with Disabilities Act, bicycle accommodations, utility needs, and pavement and other roadway improvements

PROJECT GOALS

- Replace and upgrade old roads, sidewalks, and other public infrastructure
 - All infrastructure within the public right-of-way is eligible for replacement
 - This includes roads, sidewalks, and other street elements, but also underground utilities
- Make sure that people can walk, bike, and roll safely, easily, and comfortably
 - Access to destinations in the project area should be comfortable and safe for all users
 - Specific attention will be given to improving access for people with disabilities
- Improve how the streets work while keeping unique features of the area
 - The project will respect the history and character of the Logan Park industrial area
 - Changes to street designs may better serve its contemporary uses
- Determine what the community wants for the area through public engagement
 - The project will engage with area's residents, artists, property owners, and other stakeholders throughout the concept phases
 - Stakeholders will have the opportunity to provide feedback and
- Support the current and future variety of land uses
 - Any changes to the street design will consider access and function for existing businesses, residents, and other area stakeholders
 - Consideration will also be made for the future of users of the area
- Support the area as a destination district
 - The project will consider the area's growth as a regional attraction that brings visitors to its offices, residences, galleries, restaurants, and breweries

PROJECT SCHEDULE

Phase 1: **Community Vision** (Aug – Sep 2024)

- Phase 1 engagement will determine the community’s priorities for the project and begin exploring design options. Stakeholders will be informed of the project and its scope, given opportunities to provide feedback on preferences and priorities, and invited to help develop a design direction.

Phase 2: **Refining Design Options** (Oct – Nov 2024)

- Phase 2 engagement will share concept options based on the design vision developed in Phase 1. These options will be available on the project web page and presented at a public open house. Feedback from the community will be solicited and used to determine a direction for the final concept.

Phase 3: **Finalizing a Concept** (Jan - Feb 2025)

- Phase 3 engagement will present a full concept layout to the community based on the results of Phase 2. The community will be given the opportunity to provide feedback on the concept to be considered in the development of the project’s final design plans. A summary of public engagement and how it affected the design process will be completed.

Phase 4: **Communicating Impacts** (Mar 2025 – Fall 2027)

- The project team will perform outreach as needed to inform stakeholders of any significant changes to the concept layout made during detailed design work and be available to answer questions. Ahead of construction, a schedule of work will be made public. Owners and occupants of properties directly affected will be contacted for coordination.

Community analysis

DEMOGRAPHIC SUMMARY

For Hennepin Co. Census Tract 1025 (includes part of project area west of Central Ave):

- **Transportation Equity Priority (TEP) Score.** 61, priority tier 3 of 5 (average priority)
- **Residents of Color.** 34% of residents, compared to city average of 37%
- **Age 65+.** 27% of residents, compared to city average of 11%
- **Renters.** 61% of households, compared to city average of 48%
- **Lower-income households.** 25% between 100-200% of poverty level, compared to city average of 16%
- **No household vehicle access.** 21% of households, compared to city average of 15%
- **Disability status.** 18% of residents that identify as having a disability, compared to city average of 11%
- **Average land temperature.** 2.5 degrees above city average experienced by residents within this area

For Hennepin Co. Census Tract 1026 (includes part of project area east of Central Ave):

- **Transportation Equity Priority (TEP) Score.** 57, priority tier 3 of 5 (average priority)

- **Residents of Color.** 37% of residents, compared to city average of 37%
- **Disability status.** 15% of residents that identify as having a disability, compared to city average of 11%

DATA GAPS

- Demographics of non-resident stakeholders such as artist studio occupants and frequent visitors to the area
- Demographics of people who live specifically within the project area compared to surrounding area within the same census tracts

Engagement overview

EQUITY AND ENGAGEMENT

Achieving equity in transportation means that the quality of the transportation networks in the city creates fair and just opportunities and outcomes for all people. In Minneapolis, historic exclusion from government-led processes, disinvestment in certain communities, and insensitive design have all contributed to the inequities that persist today. To rectify these systemic injustices, both past and present, we must reconsider and invest in our transportation system through a deep commitment to equity – providing just outcomes for all people in the city, and outcomes that are not predictable by race.

The City of Minneapolis acknowledges that the transportation system and government-supported decisions have underserved, excluded, harmed and overburdened some communities, namely Black and Indigenous communities, other communities of color, and people with disabilities. We understand that these past decisions have denied these communities the full participation of transportation benefits, which has led to disproportionate burdens (Racial Equity Framework for Transportation [Acknowledgement of past harms](#)).

The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement are involved and aware of projects occurring in their neighborhoods. This project will prioritize activities and events that will reach historically under engaged community members by:

1. Consulting with residents of rental properties in the project area including apartments, artists' studios and small businesses through focused stakeholder meetings.
2. Prioritizing the needs of non-motorized transportation users, including those with specific mobility needs, by consulting with the Minneapolis Pedestrian and Bicycle Advisory Committees (PAC/BAC).

ENGAGEMENT GOALS

These goals were identified using the Racial Equity Framework for Transportation [TEP score](#), demographic data, stakeholder analysis, and the [IAP2 Spectrum of Public Participation](#). These engagement goals are listed below along with the actions by which we will achieve and evaluate them.

1. Understand how stakeholders use the area today and imagine its future

Action 1: Capture stakeholder preferences with a project survey available online and at engagement events during Phase 1

Action 2: Investigate and document the uses and needs of stakeholders who live, work and operate businesses on project area streets

2. Communicate the parameters and possibilities of the new street design

Action 1: Inform stakeholders on the range of design possibilities based on project parameters like available right-of-way, maintenance requirements, and City plans and policies

Action 2: Demonstrate directly to stakeholders how these parameters affect design options as part of a community design workshop

3. Collaborate with area stakeholders in developing design concepts

Action 1: Conduct an engagement event where stakeholders can interact directly with members of the design team and contribute the development of concepts

Action 2: Present refined concepts and design options for additional feedback and preferences before finalizing the concept

4. Consult the arts community to understand how the project can help support its cultural importance to the area

Action 1: Conduct a focused stakeholder meeting with artists and makers who have studios in the project area

Action 2: Perform project outreach at art events in the project area during the concept phases of engagement

5. Facilitate connections between project stakeholders to better identify shared priorities

Action 1: Conduct engagement events that involve multiple stakeholder groups and shared discussion

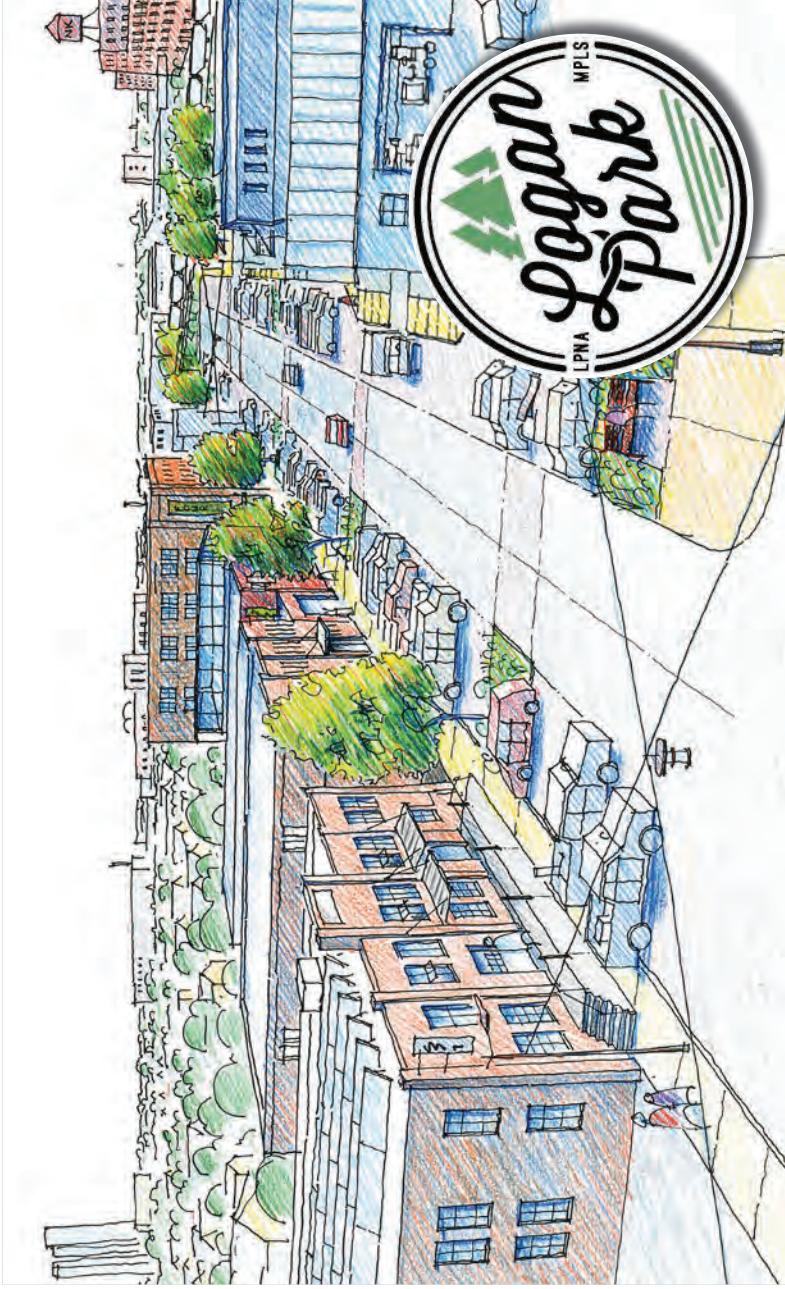
Action 2: Identify and prioritize common themes of feedback between stakeholder groups

ENGAGEMENT PHASES

Phase & Time Frame	Overview	Strategies
Phase 1: Community Vision (Aug - Sep 2024)	Phase 1 engagement will determine the community’s priorities for the project and begin exploring design options. Stakeholders will be informed of the project and its scope, given opportunities to provide feedback on preferences and priorities, and invited to help develop a design direction.	<ul style="list-style-type: none"> • Project intro mailers and signage • Priority and preference survey • Presentations to stakeholder groups • 1-on-1 meetings with stakeholders • Community design workshop
Phase 2: Refining Design Options (Oct – Nov 2024)	Phase 2 engagement will share concept options based on the design vision developed in Phase 1. These options will be available on the project web page and presented at a public open house. Feedback from the community will be solicited and used to determine a direction for the final concept.	<ul style="list-style-type: none"> • Public open house • Online communications and solicitation of feedback • Stakeholder group conversations • Tabling/pop-ups at community events
Phase 3: Finalizing a Concept (Jan – Feb 2025)	Phase 3 engagement will present a full concept layout to the community based on the results of Phase 2. The community will be given the opportunity to provide feedback on the concept to be considered in the development of the project’s final design plans. A summary of public engagement and how it affected the design process will be completed.	<ul style="list-style-type: none"> • Public open house • Online communications and solicitation of feedback • Stakeholder group conversations • Tabling/pop-ups at community events
Phase 4: Communicating Impacts (Mar 2025 - Fall 2027)	The project team will perform outreach as needed to inform stakeholders of any significant changes to the concept layout made during detailed design work and be available to answer questions. Ahead of construction, a schedule of work will be made public. Owners and occupants of properties directly affected will be contacted for coordination.	<ul style="list-style-type: none"> • Public presentation of construction schedule and impacts • Online communications • Direct outreach and coordination with project area residents and businesses

For reasonable accommodations or alternative formats please contact. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850.

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Logan Park Neighborhood Small Area Plan

Minneapolis, MN

Draft as of May 6, 2016

Prepared for:

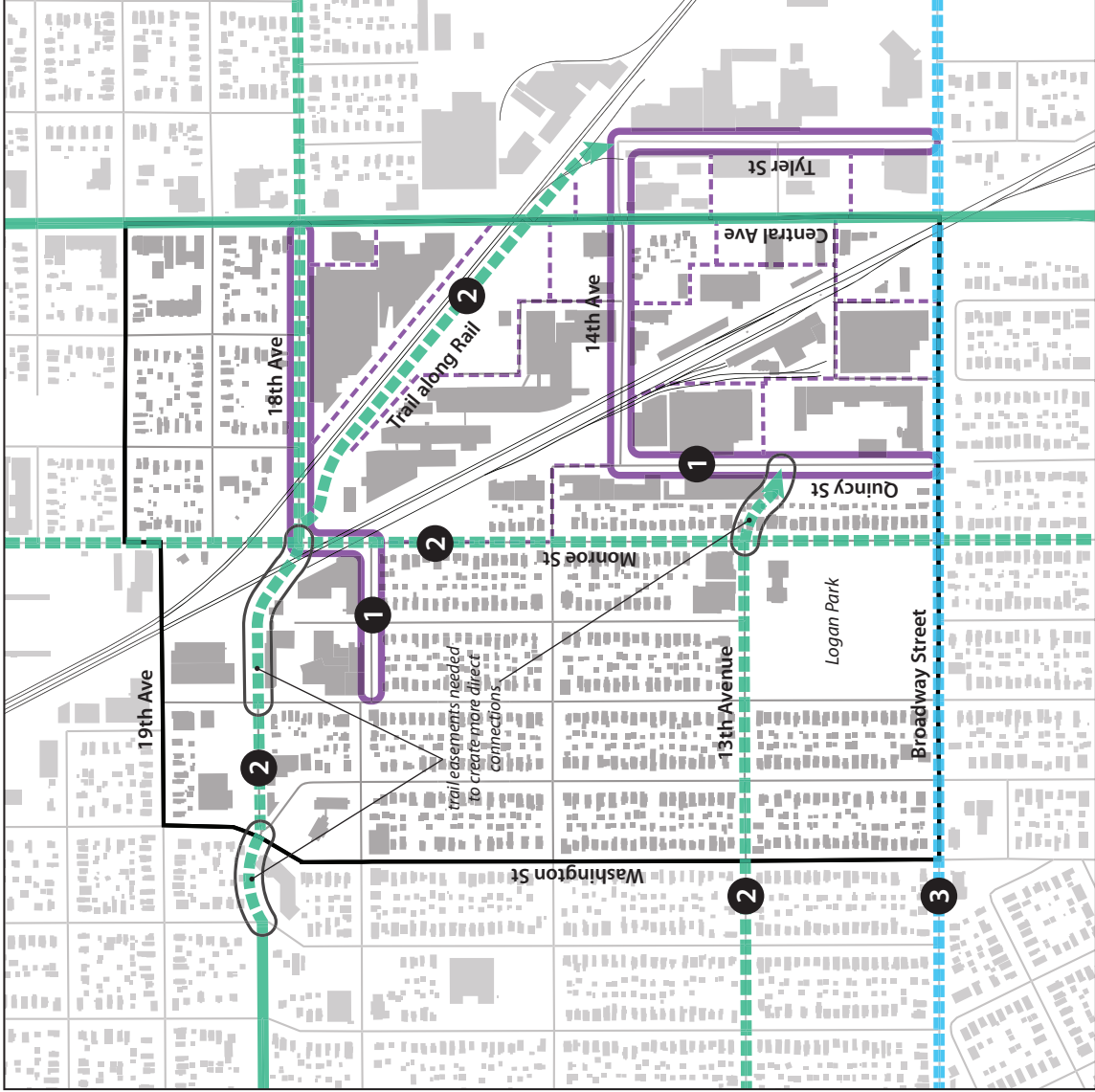
Logan Park Neighborhood Association

Prepared by:

Cunningham Group Architecture, Inc.

Strategic Direction 2 (Connectivity):

Build connections to and through the neighborhood



Recommendations:

1. **Improve primary streets** within the arts/ industrial areas to enhance access to and between destinations; as redevelopment occurs, a secondary network of streets and alleys can provide access to buildings from primary streets and break down the scale of large blocks (see opposite page for examples of potential street improvements).
2. **Create and enhance key bike connections**, so bikers of all abilities are able to access all parts of the neighborhood and regional destinations.
 - » 18th Avenue - planned off-street trail; explore possibility of tunneling under rail bridge at Monroe for a more direct connection
 - » 13th Avenue - proposed bike boulevard
 - » Monroe Street - proposed bike boulevard
 - » Trail along rail - proposed off-street trail
3. **Redesign Broadway as a “complete street”** that is more comfortable for pedestrians to walk along and cross. Potential improvements include:
 - » Reduce roadway width from four to three automobile travel lanes (“road diet”)
 - » Widen boulevards to allow for a more comfortable green buffer and landscaping between sidewalk and roadway
 - » Add a traffic signal at Quincy Street
 - » Enhance pedestrian crossings with pedestrian-actuated signals, visible crosswalk striping, and pedestrian refuges

Primary Streets - Potential Improvements



Decorative Pavers



Seating

Bike Facilities



Trail and Underpass (18th Ave)

Complete Street Design (Broadway)



4- to 3-Lane Conversion ("Road Diet")



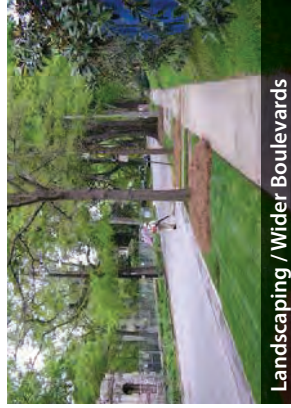
Lighting / District Branding



Wayfinding / Signage



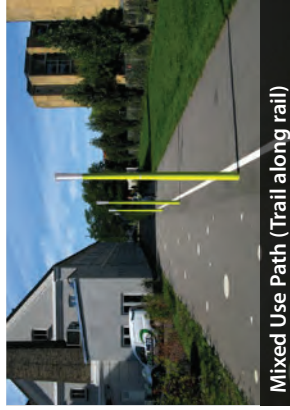
Bike Boulevard (13th Ave & Monroe St)



Landscaping / Wider Boulevards



Landscaping / Stormwater Features



Mixed Use Path (Trail along rail)

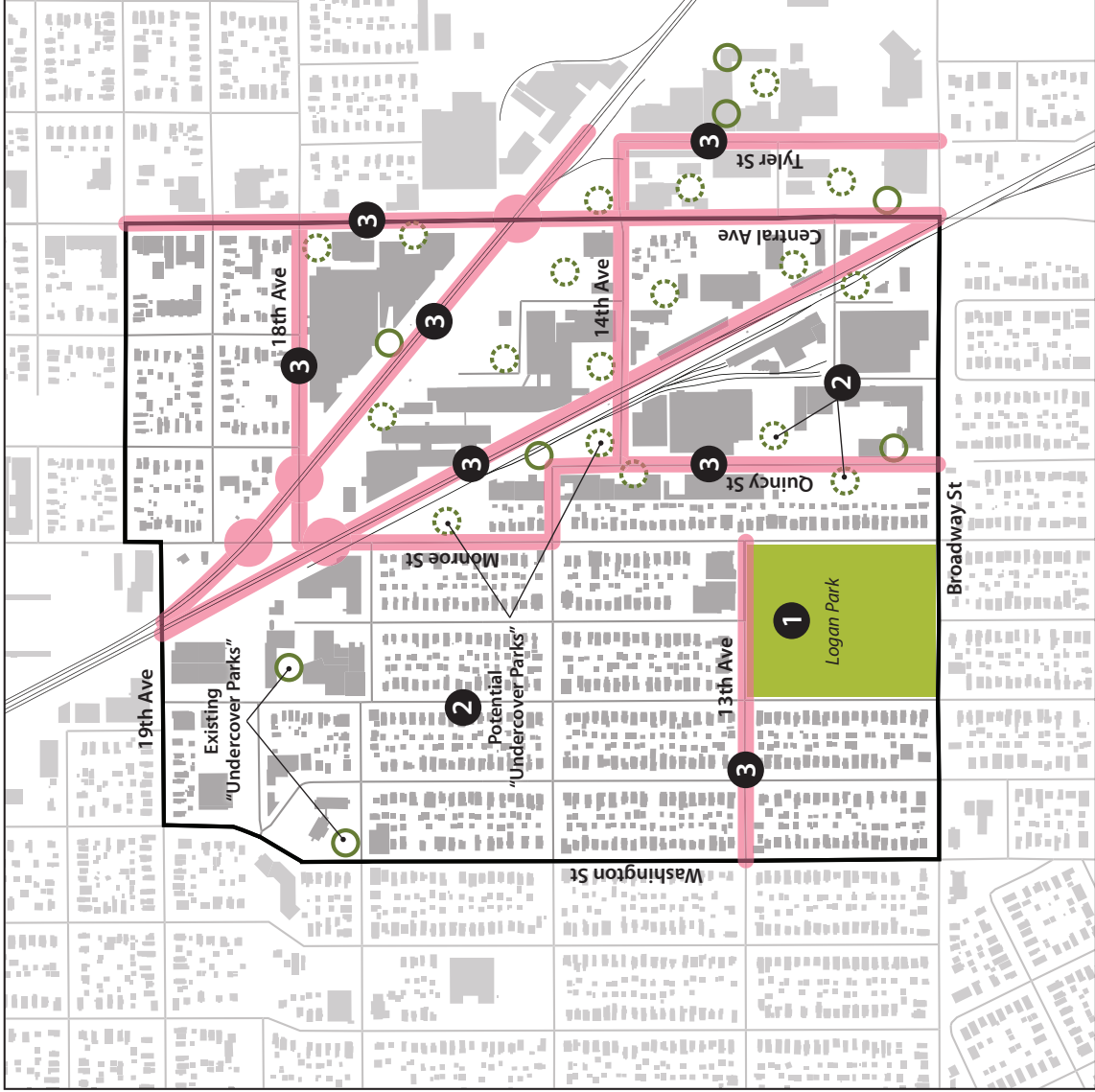


Enhanced Pedestrian Crossings



Bike Parking

Strategic Direction 3 (Parks/Public Space):
Revitalize / Reinvent community spaces



Recommendations:

1. **Reinforce the Park as the heart of the neighborhood;** explore programmatic and physical improvements to make the park a more vital and usable space; and encourage multigenerational and multicultural programming that serves users of all ages and backgrounds (see opposite page for examples of potential park improvements).
2. **Create and enhance “undercover parks.”** Undercover parks include plazas, parklets, patios, gardens, forecourts, courtyards, and other semi-public, but privately owned spaces that could function as community gathering spaces and contribute positively to the physical appearance of the neighborhood. Some of these spaces exist today (e.g. Franconia in the City’s courtyard, the patio at Indeed Brewery, etc...); others could be cultivated on existing properties or as part of future redevelopment at the discretion of individual property owners.
3. **Re-imagine streets and rails as public space opportunities;** design key streets as an expression of neighborhood identity and create spaces for public gathering and activity; create artful infrastructure that brightens and celebrate streets, rails, bridges, and retaining walls in the area.

Character Area: Arts and Innovation District

Description

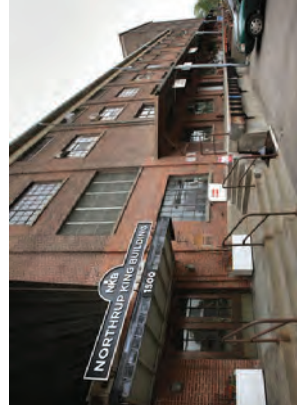
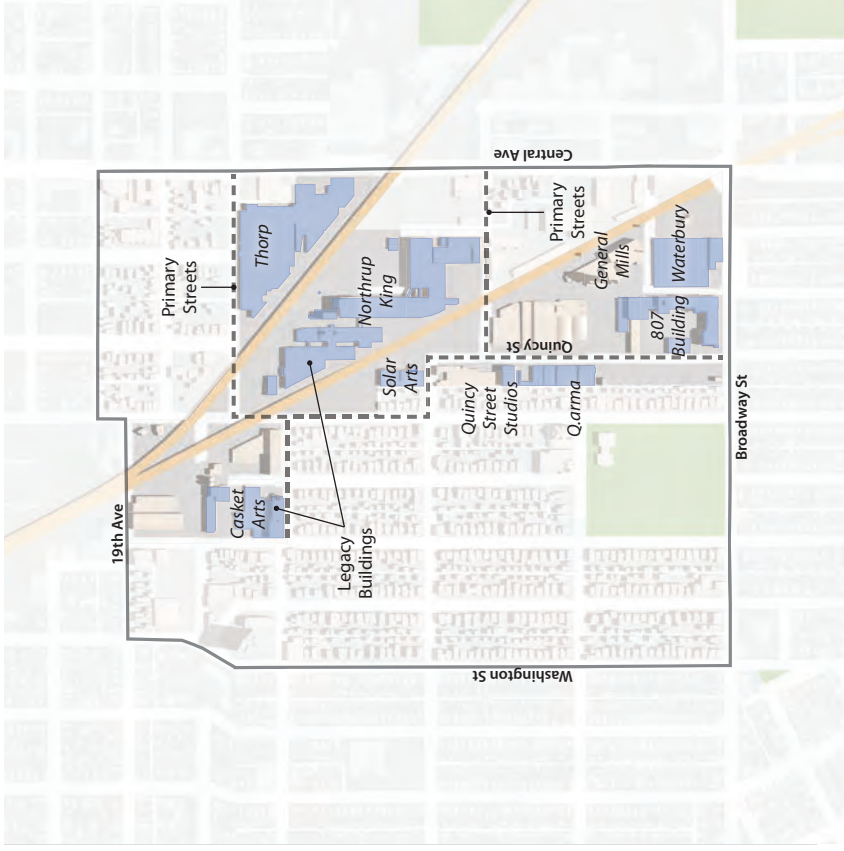
The areas surrounding the rail lines in Northeast have historically been an employment zones which have coexisted for years alongside residential neighborhoods. In recent decades, this area of Logan Park has transformed from heavy industrial to light industrial and creative uses. Legacy buildings, such as Solar Arts, Casket Arts, and Northrup King offer affordable space for working artists- and together these buildings form the heart of one of the country's largest and most successful arts districts.

But the area is more than an arts district. It is also home to a variety of buildings that support small, complementary businesses in light manufacturing, design, and other industries. In many ways, this area has become a model employment district- a mix of flexible and affordable spaces that can incubate and accelerate small businesses and entrepreneurs, and accommodate artists, artisans, creative firms, and small manufacturers.

While the area lacks modern infrastructure, the cobblestone streets, industrial buildings, and production activity make the area unique. The challenge for this area is to evolve with better infrastructure and increased activity, but to do so in a way that preserves the non-traditional and rough around the edges quality, and continues to attract and foster new small businesses.

Actions

1. Work with the City to develop a plan for redesigning and improving Quincy Street and 14th Ave NE so they support current and future users of the District; explore non-standard design options that can be flexible, accommodating, and responsive to local context; improved streets should reflect historic character and reuse existing materials (i.e. cobblestones).
2. Work with the City to ensure the area remains an employment-focused area and supportive of light production and creative uses. Residential uses that displace existing employment should be discouraged in this area and promoted elsewhere in the neighborhood.
3. Initiate a plan to coordinate district systems such as stormwater, public art, parking, and circulation; cultivate relationships between industrial users, artists, property owners, and small businesses to advance district goals.
4. Convene a working group with local property owners, artists, NEMAA, Northeast Arts District, and other stakeholders to discuss and develop strategies for the preservation of affordable artist space in Logan Park.



Northrup King Building

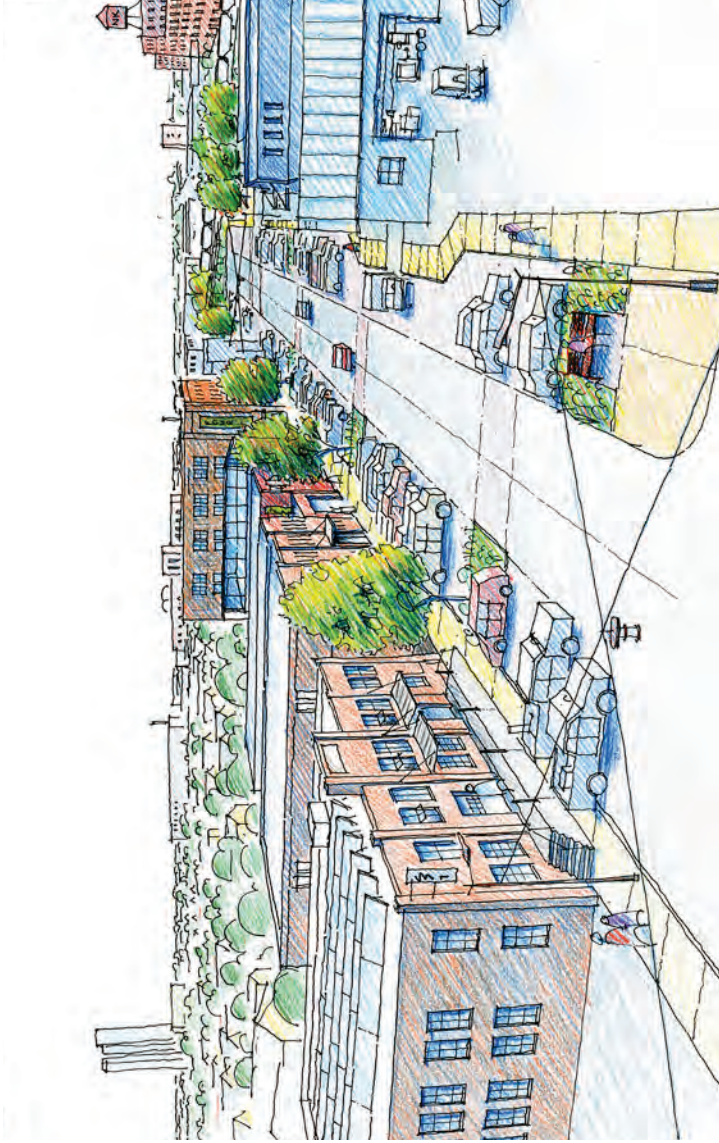


Quincy Street facing north

Principles of Arts and Innovation District

The overarching goal of the Arts and Innovation District is to reinforce the area as a unique center for small business innovation in the City and the heart of the Northeast Arts District. The following principles support this goal and should inform future design improvements:

- Prioritize reuse of existing buildings and spaces over demolition and redevelopment.
- Both reuse and new development, should add color and life to the District by contributing to the eclectic, innovative, creative, and unpredictable quality of the area.
- Promote the use of alleys, loading docks, and other spaces and features that give the area it's unique character.
- Be creative, innovative, and artful with all infrastructure. New streets, streetscapes, and utility improvements such as stormwater and lighting should be custom designed for the district and reflect the character of the area.
- Plan for district-level systems such as stormwater, parking, and circulation; consider shared parking strategies and shared stormwater infrastructure to accommodate existing and future development.
- Integrate green infrastructure into the design of buildings and streets, including features such as stormwater bumpouts, green roofs, and rooftop solar.



Green infrastructure such as stormwater plantings, green roofs, and rooftop solar supports the health and efficiency of the District and contributes to a more vibrant public realm



Infill and reuse of existing buildings should aim to add color and life to the District and reflect the historic and eclectic qualities of the area



Public art should be integrated into the design of streets, lighting, and other infrastructure to create engaging and artful public spaces

Central Avenue Small Area Plan

Minneapolis, Minnesota

Adopted by Minneapolis City Council on June 20, 2008



Prepared for:
The City of Minneapolis

Prepared by:
Cunningham Group Architecture, P.A.
Biko Associates, Inc.



5c. South Segment

Over 400 artists have studios within the blocks adjacent to this segment of Central Avenue, but this vibrant arts community is invisible and perceived as inaccessible from the Avenue. Similarly, the arts-related amenities of the Avenue are few and those that exist are difficult to access. There is an opportunity to improve the physical relationship between Central Avenue and the NE Arts District that will make both into places people can see, places they can get to, and places they want to be.

Setting

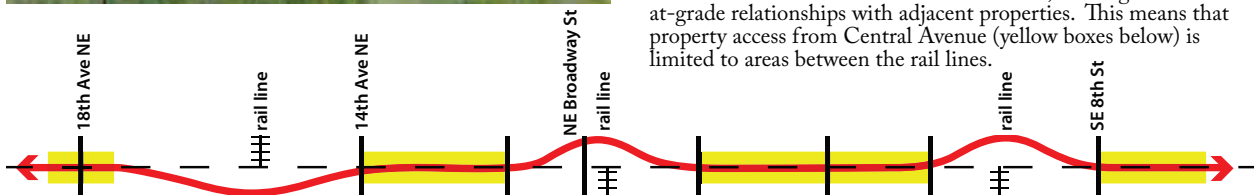
The South Segment is defined on the north side by 18th Avenue NE and on the south by 7th Street SE. It is in this segment that the Avenue does three interesting things. First, it changes direction. Summer Street NE marks the location where the Avenue goes from a northeast-southwest to a north-south orientation.

Second, the Avenue changes in elevation. It passes over two rail lines and under one, each time rising above and sinking below adjacent properties. Third, the Avenue passes by the most intense concentration of Northeast Arts District studios and building clusters, and almost all passers-by have no idea that such an asset is there.



Setting: Central Avenue rises above two rail lines (top left) and passes by the NE Arts District (bottom left).

Central Avenue Profile: Central Avenue (red line below) rises above two rail lines and sinks below another, creating a lack of at-grade relationships with adjacent properties. This means that property access from Central Avenue (yellow boxes below) is limited to areas between the rail lines.



Built Form

Land Use & Development Intensity

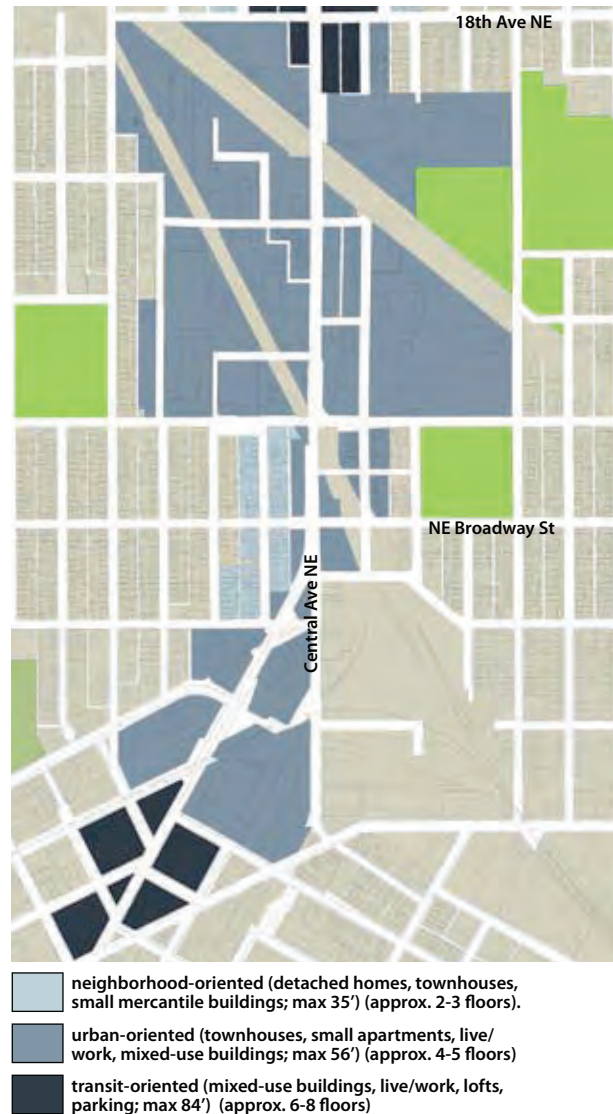
Industrial and arts land uses occupy the most land area and comprise the longest continuous frontage along Central Avenue. These uses give the core of the segment most of its physical character and identity. Also contributing to the area’s character is the low development intensity, which leads to an inactive streetscape and less pedestrian-friendly experience than other areas along the corridor. A third element that gives character to the area is the pair of rail lines that form a “wedge” shape on the ground as they pass through the arts area and across Central Avenue.

Recommendations

- Retain industrial land use designation for much of the area to align with the goals of the Northeast Arts District and the area’s history of an employment area.
- Combine industrial land use with commercial and mixed-uses along Central Avenue to offer opportunities for an arts presence on the Avenue.
- Designate the South Segment as urban-oriented to help facilitate a more active streetscape.
- Use the “wedge” shape dictated by the rail lines as a distinctive name for the area: the Central Arts Wedge.



Land Use Plan: With the exception of the north and south ends of the South Segment, the primary land use designation is industrial.



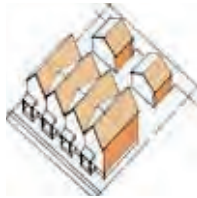
Development Intensity Plan: Development intensity is primarily urban-oriented in the South Segment.

Built Form (continued)

Building Types

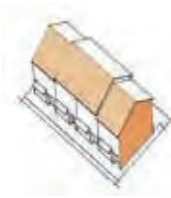


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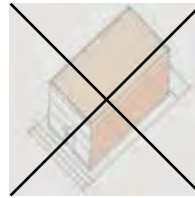
townhouse

- Locate in areas adjacent to neighborhoods.



live-work

- Locate within the Arts Wedge and along Central Avenue.

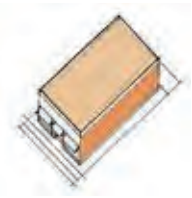


small apartment



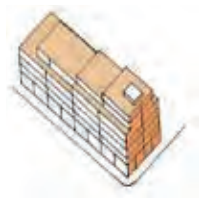
courtyard apartment

- Locate in all areas.



mercantile mixed-use

- Locate along Central Avenue.



large plate mixed-use

- Locate within the Arts Wedge and along Central Avenue.



loft studio

- Locate within the Arts Wedge.



office/lab



industrial warehouse

- Locate within the Arts Wedge.



podium & tall apartment

- Locate within the Arts Wedge and along Central Avenue.



parking building

- Locate within the Arts Wedge.



Townhouse



Live-Work



Large Plate Mixed-Use



Loft Studio



Industrial Warehouse



Podium & Tall Apartment

Open Space (continued)

Open Space Types



front yard



window box

- Locate in all areas.



balcony

- Locate in all areas.



forecourt

- Locate within the Arts Wedge and along Central Avenue.



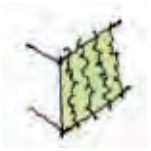
green roof

- Locate in all areas.



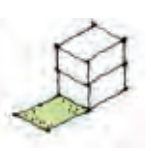
courtyard

- Locate in all areas.



green wall

- Locate in all areas.



work yard

- Locate within the Arts Wedge; if small, locate near neighborhoods.



passage

- Locate in all areas.



plaza

- Locate in all areas.



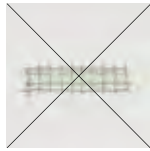
street trees

- Locate in all areas.



square

- Locate within the Arts Wedge.



promenade



field

- Locate within the Arts Wedge.



park

- Locate near neighborhoods.



trail

- Locate within the Arts Wedge.



Forecourt



Courtyard



Work Yard



Passage



Square



Park

Access

There are few street connections to Central Avenue in this segment. This is due to the difference in grade between the Avenue and surrounding properties, the rail lines that cross the study area, the large, irregularly shaped industrial sites, and the dead-end roads that disconnect residential neighborhoods from industrial areas.

Recommendations

Pedestrians & Bicycles

- Create and improve alternative routes for pedestrians, such as sidewalks on streets within the Wedge.
- Create sidewalks and crossings across Central Avenue and NE Broadway Street where streets do not connect.

- Establish bicycle connections from north to south and east to west through the industrial areas.
- Improve signage and provide wayfinding assistance for pedestrians and cyclists.

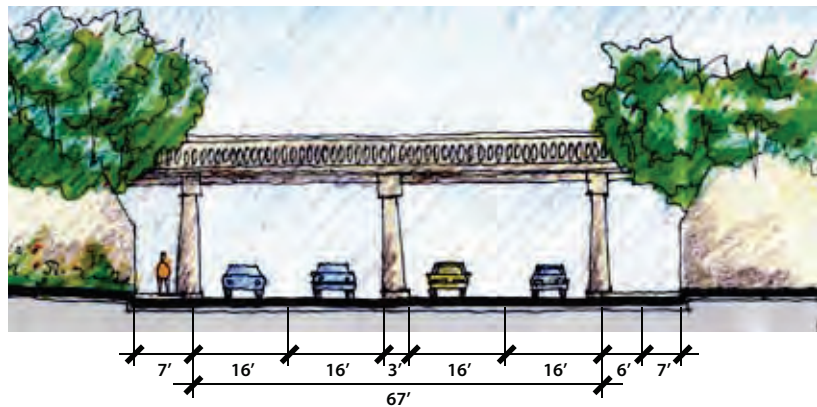
Transit

- Improve conditions of transit stops in the area.
- Incorporate the arts into transit stops.

Automobiles & Parking

- Establish a long-term vision for structured parking in the destination-oriented arts area.
- Improve street conditions in industrial areas.
- Rebuild the portion of Central Avenue that passes through the South Segment.

Existing Street Section: Existing conditions show Central Avenue as it is today: four traveling lanes and a narrow sidewalk without much building frontage.



Proposed Street Section: Proposed changes include adding sidewalk area on both sides of the Avenue, adding bike lanes in both directions, and adding an arts median down the middle. Such features create a more pedestrian-friendly environment by increasing pedestrian amenities and adding elements to slow automobile traffic in the area.

Transformative Project: Central Arts Wedge

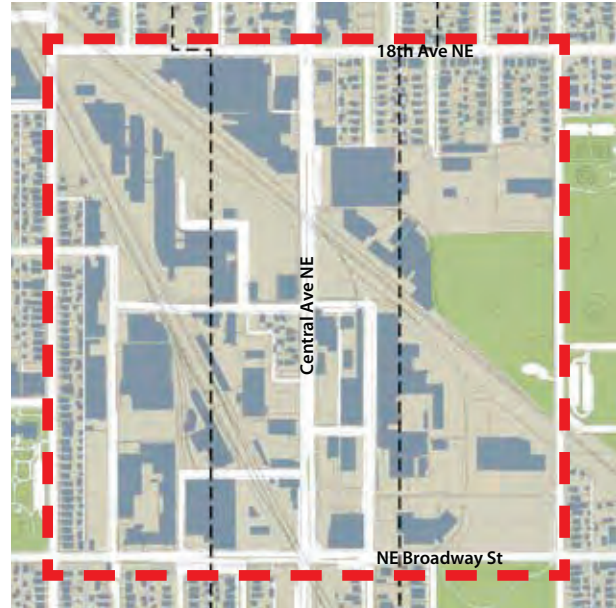
Setting

The west half of the South Segment’s transformative site is strategically located in the southeast corner of the Northeast Arts District. Although it is just eight percent of the District’s geographic area, over 50 percent of Northeast’s 400 independent artists have studios here. Currently, there are six studio buildings within the site.

The site’s east half is not an official part of the District, but its gritty character, old industrial buildings, and historical significance is similar. Together, these two sides of Central Avenue, from NE Broadway Street on the south to NE 18th Avenue on the north, can become one powerful place that has a strong physical arts presence along Central Avenue.

Two active rail lines pass through the site, adding to its character but complicating its legibility and accessibility. The street network is disconnected, and there are few ways to enter and move through the site. Most of the buildings are old, large, and industrial; several are for sale or lease and are ready to be reused or redeveloped.

While the focus of the plan’s attention is on the wedge area, there are several important contributing structures outside this area (e.g. Thorp Building, the buildings on Quincy Street, the Waterbury Building and the Casket Arts Building) that are part of the arts identity of Northeast Minneapolis.



The Site: The transformative project in the South Segment is approximately 140 acres and includes the significant southeast corner of the Northeast Arts District.



Existing Conditions: Production has always been a tradition in this area. The Northrup King building once housed a seed company. Now, over 50 percent of Northeast’s independent artists have studios in this area, over 100 of them in the Northrup King building.

Central Arts Wedge (continued)

The Concept

Because the arts has little presence on Central Avenue, the arts community misses a valuable opportunity to market itself physically and establish a relationship with Avenue amenities. Development here should leverage the arts and focus on creating a successful future for the NE Arts District and for Central Avenue.

Recommendations

- Locate signage at intersections directing drivers to parking areas.
- Provide opportunities for the public to engage and appreciate the Northeast Arts District.
- Create a strong arts presence on Central Avenue.
- Blend old and new buildings and spaces.
- Improve pedestrian access to and throughout the area through a logical but quirky network of lanes, alleys, passages, and streets.
- Provide opportunities for artists to live, work, produce, create, display, sell, and show their work in existing and new buildings.
- Create a unique system of courtyards, fields, and work yards to produce an identifiable area.
- Continue to allow for affordable, flexible production space that meets needs of artists living and working in

this area, including truck and rail access.

- Cross-promote the assets of the entire Northeast Minneapolis Arts District, including non-arts uses, to strengthen its overall appeal and strength.



Arts Focus Area Plan: The plan for the Arts Wedge focuses on helping the arts community establish a strong physical presence along Central Avenue (new development in orange)



Arts Focus Area Vision: Development in the Arts Wedge should blend the old and new buildings and spaces.

Central Arts Wedge (continued)

The Strategy

Cultural districts should have a strong identity, should be walkable and connected, and should be easy for visitors to navigate. The Central Arts Wedge is already part of a cultural district, but it lacks the physical characteristics described above. By using a phased development approach that builds on existing strengths and resources, the Arts Focus Area can become a vibrant place that captures the creative, impromptu, and gritty essence of the arts in Northeast.

To do so, it is necessary to look to strong existing conditions. They will dictate the appropriate way for the area to grow toward a more cohesive and identifiable place that retains the authenticity it has now. This Plan recommends starting with an organizing structure based on existing conditions and needs.

- The area has several significant arts and historical buildings. Improve connections between them.
- The area has lots of undefined open spaces. Treat open spaces as destinations instead of leftover areas.
- The area has streets and sidewalks. Improve conditions and connections to render them navigable, convenient, and friendly for pedestrians and visitors.
- Improve, increase, and diversify overall connectivity between places within the area.
- The area is located adjacent to Central Avenue. Strengthen its visibility and presence on the Avenue.

An open space and access network to connect arts resources within and across Central Avenue offers a guiding framework for new development. A phased approach suggests how this might be implemented.



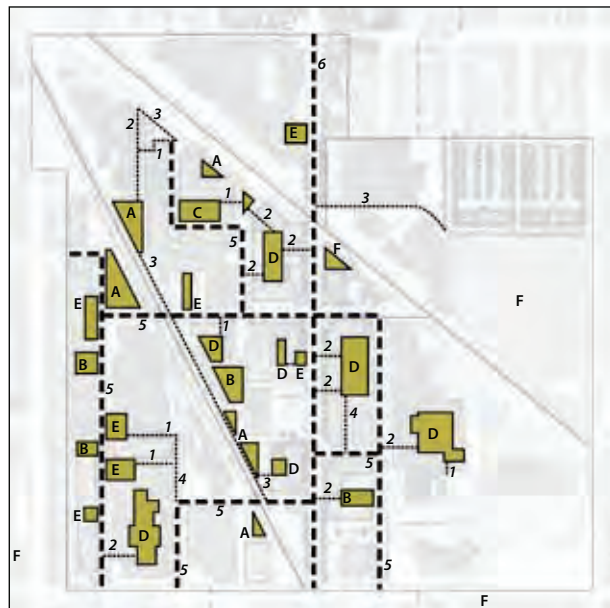
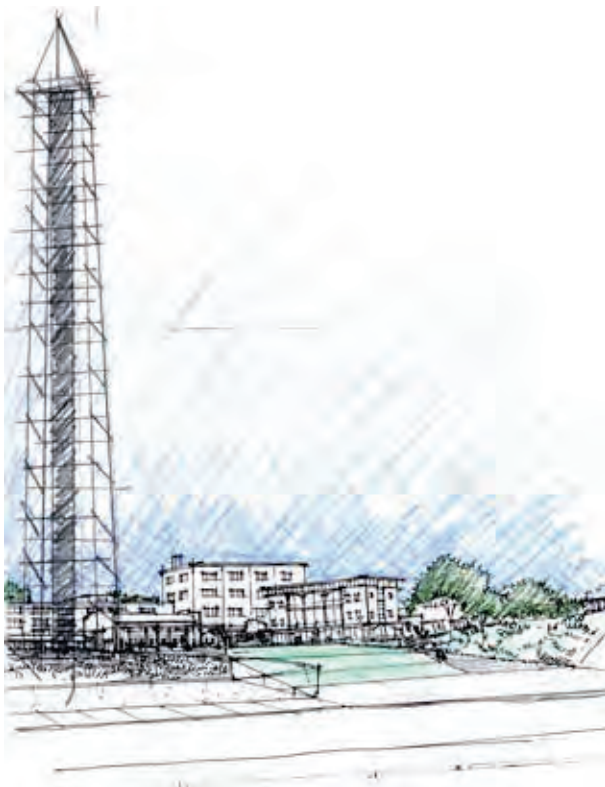
Opportunities: Existing conditions in the Central Arts Wedge (1 & 2) and a similar destination-oriented arts and cultural area in Toronto, Ontario, Canada (3 & 4) showing the potential for passages, walks, and paths.

Central Arts Wedge (continued)

Open Space & Access Framework

Several open spaces exist in this area, but they are undefined and uninviting. They can be designed to support the mission and focus of the Central Arts Wedge area and can be destinations themselves. These spaces should accompany new development and should be connected directly to the access network via one of the access types.

A variety of access types should connect to and between destinations in the Arts Wedge, and should themselves be destinations. They should be navigable, and should enhance the area's character by offering an even better way to embark on the beloved "urban adventure" experience this area supports. Opportunities for creativity, innovation, and experimental ventures should be part of the open space and access network design.



- | Proposed Open Space Types | Proposed Access Types |
|---------------------------|-----------------------|
| A. Field | 1. Passage |
| B. Work Yard | 2. Walk |
| C. Square | 3. Path |
| D. Courtyard | 4. Alley |
| E. Forecourt | 5. Street |
| F. Park | 6. Avenue |



Open Spaces & Access: Creative and innovative artistic statements should help make open spaces into destinations (top left). Higher quality connections between the Arts Wedge and Central Avenue (bottom) should increase the presence of the arts on Central Avenue.

Central Arts Wedge (continued)

Arts Presence on the Avenue

The arts can materialize along the frontage of Central in three ways.

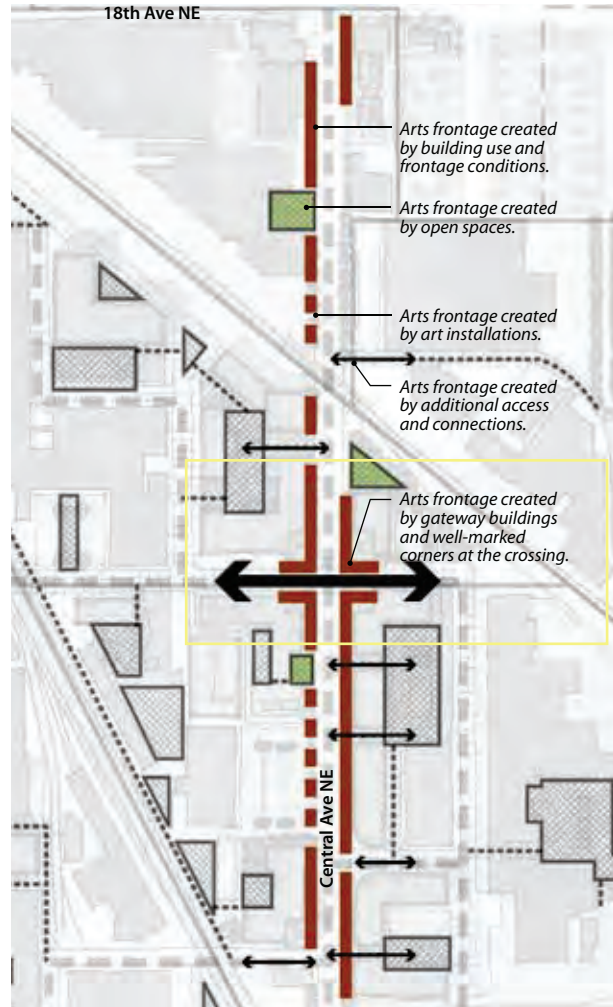
- Storefronts for arts-related and arts-supporting commercial.
- Access connections from Central Avenue to the Arts Wedge interior.
- Strong gateway where 14th Avenue NE crosses Central Avenue and connects both sides of the Arts Wedge.

Transitions to Neighborhoods

The “wedge” of land that bisects the area not only gives it a name, but also gives boundaries to the area that can absorb the most intense development. The historic building pattern in the wedge includes buildings of a larger, taller scale than those nearer to the neighborhoods. Thus, this is the area where larger, taller buildings should continue to be concentrated. However, where taller buildings meet Central Avenue, they should step back so as not to overwhelm the feeling of the Avenue. Smaller buildings should be located outside the wedge, where the area meets the neighborhoods.



The Wedge: The two rail lines that bisect the area form a wedge shape (yellow), which gives the area its name. This is where larger and taller buildings should be located to leverage the arts with minimal physical impact on adjacent neighborhoods.



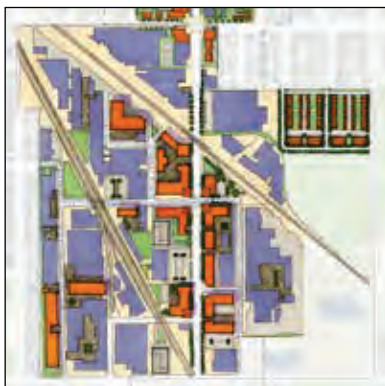
Arts on Central Avenue: Strengthening the Arts Wedge area with the open space and access framework will increase the visibility of the arts community, and the Northeast Arts District, on Central Avenue.



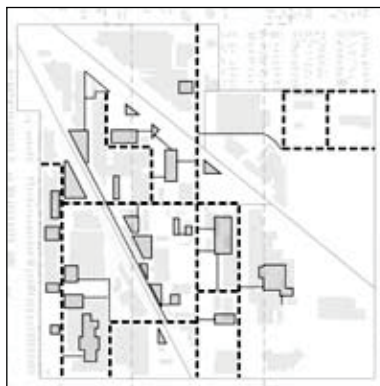
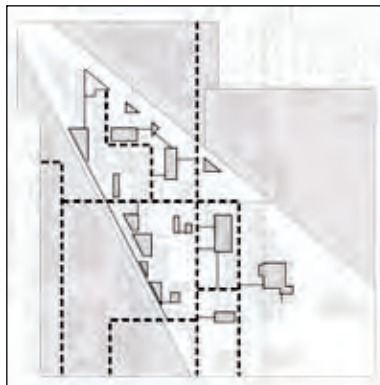
Section AA: Buildings Between the Rails: Taller buildings should be located in the “wedge” created by the rail lines and should step down toward Central Avenue. Smaller buildings should be located in the areas adjacent to surrounding neighborhoods.

Central Arts Wedge (continued)

Built Form Phases



Open Space & Access Phases



Short-term

- Improve existing streets (gravel or loose cobblestone) to establish strong infrastructure for the area.
- Focus redevelopment in the area near Northrup King to strengthen and capitalize on the area's biggest asset.
- Start to define the Central Avenue and 14th Avenue NE intersection, the only crossing of Central Avenue in the area, to establish and define a gateway.

Medium-term

- Improve the Central Avenue streetscape and narrow the Avenue width between NE Broadway Street and 18th Avenue NE.
- Focus redevelopment between the rail lines on both sides of Central Avenue to give the arts community a presence on the Avenue frontage.

Long-term

- Add neighborhood street network and complete the secondary open space and access network.
- Focus redevelopment in the areas adjacent to surrounding neighborhoods.
- Build smaller scale buildings in areas adjacent to neighborhoods.



6. Implementation

Implementation of this Plan is expected to occur over approximately 20 years. It will require a coordinated and concerted effort between private and public stakeholders. The following section outlines the implementation steps necessary to realize the vision of this Plan. Recommendations are categorized as short term (0-5 years) medium term (5-10 year) and long term (10-20 years).

Implementation - South Segment

Recommendation	Timetable	Responsibility
<p>Land Use and Development Intensity</p> <ul style="list-style-type: none"> • Retain the industrial land use designation for the majority of the segment to align with the goals of the Northeast Arts District and the area’s rich employment history. • Combine industrial land use with commercial and mixed-uses along Central Avenue to offer opportunities for an arts presence on the Avenue. • Designate the South Segment as urban-oriented to help facilitate a more active streetscape. • Use the “wedge” shape dictated by the rail lines as a distinctive name for the area: the Central Arts Wedge. • Develop a Master Development Plan for the Central Arts Wedge 	<ul style="list-style-type: none"> • Near term 	<ul style="list-style-type: none"> • CPED, Property Owners, Development Community, NEMAA, Northeast CDC.
<p>Pedestrians and Bicyclists</p> <ul style="list-style-type: none"> • Create and improve alternative routes for pedestrians, such as sidewalks on streets within the Wedge. • Create sidewalks and crossings across Central Avenue and NE Broadway Street where streets do not connect. • Establish bicycle connections from north to south and east to west through the industrial areas. • Improve signage and provide wayfinding assistance for pedestrians and cyclists. 	<ul style="list-style-type: none"> • Near term 	<ul style="list-style-type: none"> • CPED, Public Works

Implementation - South Segment

Recommendation	Timetable	Responsibility
<p>Transit</p> <ul style="list-style-type: none"> • Improve conditions of transit stops in the area. • Incorporate the arts into transit stops. 	<ul style="list-style-type: none"> • Near term 	<ul style="list-style-type: none"> • CPED, Public Works, Metro Transit
<p>Automobiles & Parking</p> <ul style="list-style-type: none"> • Establish a long-term vision for structured parking in the destination-oriented arts area. • Improve street conditions in industrial areas. • Rebuild the portion of Central Avenue that passes through the South Segment to include on street bike lanes, pedestrian amenities and narrower drive lanes 	<ul style="list-style-type: none"> • Near term 	<ul style="list-style-type: none"> • CPED, Public Works
<p>Central Avenue Arts Wedge Transformative Site</p> <ul style="list-style-type: none"> • Locate signage at intersections directing drivers to parking areas. • Provide opportunities for the public to engage and appreciate the Northeast Arts District. • Create a strong arts presence on Central Avenue. • Blend old and new buildings and spaces. • Improve pedestrian access to and throughout the area through a logical but quirky network of lanes, alleys, passages, and streets. • Provide opportunities for artists to live, work, produce, create, display, sell, and show their work in existing and new buildings. • Create a unique system of courtyards, fields, and work yards to produce an identifiable area. 	<ul style="list-style-type: none"> • Near term 	<ul style="list-style-type: none"> • CPED, Public Works, NEMAA, Development Community, NECDC, NE Chamber of Commerce

Implementation - South Segment

Recommendation	Timetable	Responsibility
<ul style="list-style-type: none"> • Continue to allow for affordable, flexible production space that meets needs of artists living and working in this area, including truck and rail access. • Cross-promote the assets of the entire Northeast Minneapolis Arts District, including non-arts uses, to strengthen its overall appeal and strength. 	<ul style="list-style-type: none"> • Near term 	<ul style="list-style-type: none"> • CPED, Public Works, NEMAA, Development Community, NECDC, NE Chamber of Commerce