Infrastructure Update
FEEDBACK FROM COMMUNITY ENGAGEMENT

• Connect UHT into the greater Northside community

• Overcome the barrier of I-94

• Offer a riverfront-oriented experience

• Incorporate green infrastructure throughout UHT

• Prioritize safe street designs to encourage safe driving behaviors

• Improve access for walking, rolling, and biking with high quality facilities

• Support existing and future transit service

• Provide comfortable public realm with pedestrian street lighting

• Integrate street and utility improvements with park, jobs, housing
PARK AND INFRASTRUCTURE SITE PLAN

• Dowling Avenue as gateway to the river
• Cohesive system of streets and trails
• Site access and circulation
• Stormwater management
• Xcel powerline relocation (MPRB preferred location)
ADDITIONAL IMPROVEMENTS TO SOUTHERN PORTION OF THE SITE

Public Works is exploring opportunities to prioritize additional improvements, subject to funding availability:

• Construction of the southern half of the parkway

• Construction of pedestrian and bicycle trails in coordination with the southern half of the park

• Reconstruction of 33rd Avenue to improve UHT access near Lowry Avenue, currently there are no sidewalks or trails on this street
Improving Connectivity & Transit
SITE CONTEXT
CONNECTIVITY AND CONNECTION TO NEIGHBORHOODS

• **Improve connectivity** to the greater community west of I-94 as part of a 2022 street reconstruction of Dowling Avenue by prioritizing sidewalks, bike trails, lighting, stormwater solutions and site access.

• Continue to explore funding and partnership opportunities with MnDOT to reconfigure the Dowling Avenue Bridge and **construct a new non-motorized bridge across I-94** to improve North Side connectivity as part of the 252/94 MnPASS Project.

• **Coordinate with Metro Transit** to expand new local, limited stop, and/or express service to the UHT site with a priority of connecting North Side residents to the proposed housing and jobs.
CONNECTIVITY
Upper Dowling (Lyndale Ave N – 4th St N)

Existing

Proposed
Dowling Bridge

Existing

Proposed
Streetscape Design
STREETSCAPE (STREETS, BIKES, AND PARKWAY)

- **Prioritize pedestrian and bicycle connections** between adjacent neighborhoods and the UHT site by incorporating designs that promote safe, convenient and comfortable travel.

- Implement **dedicated off-street bicycle trails** that are physically separated from sidewalks and pedestrian paths.

- Provide comfortable public realm with wide boulevards that offer separation from vehicle traffic and allow for **healthy trees, landscaping, furnishings, public art, and pedestrian street lighting**.

- Design safe streets with infrastructure and operational elements, including speed limits, that **prioritizes safety and encourages safe travel behaviors**.
STREETSCAPE (STREETS, BIKES AND PARKWAY)

• Explore innovative stormwater solutions to treat and reduce the volume of water entering the Mississippi River, by implementing green infrastructure designs such as bioretention areas with native plantings, biofiltration swales, detention/retention basins, and permeable pavement.

• Locate the parkway adjacent to park property to support activation, visibility, and accessibility along the riverfront, while exploring innovative design and operational solutions to support the new park and planned development.
Lower Dowling (Dowling Bridge – UHT Site)

Existing

Proposed
Regional Park Update
2020 PARK PLANNING SCHEDULE

• February – Public Art Master Planning and Community Storylines
• March – Draft Park Concepts and Park Program
• April – Draft Park Concept Refinement
• May – First Phase Park Improvements
• What will parking look like for a venue of this size? There will still need to be significant parking for families who won’t use the space unless there is parking, and access for seniors.

• A transit connection to the site is very important. The BRT line should connect here.

• Would like to see pedestrian bridges to connect the different spaces.

• CAC members are concerned about the orientation of the music venue and the impact of the noise on adjacent areas. Conduct sound studies depending on the orientation of the space.

• Where will the back of the buildings face? Maintain private development character that positively impacts park and public spaces.

• Will all music venue customers come off of Dowling Ave? That scenario will lead to high traffic; consider impacts of traffic congestion.