City of Duluth
Planning Division

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MEMORANDUM

DATE: May 4, 2015

TO: Planning Commission

FROM: John Kelley, Planner II
John Judd, Senior Planner

SUBJECT: Lincoln Park Small Area Plan & Health Impact Assessment Draft Recommendations

The Lincoln Park business corridor along Superior Street was identified as a future study area in the 2006 Comprehensive Land Use Plan. However, during the initial planning stages of the Small Area Plan (SAP) a much broader area of study was recommended due to recent commercial activity and neighborhood revitalization efforts. Therefore, it was determined that an expanded the area surrounding the commercial corridor along Superior Street would also be included in the evaluation for future land use activity as well.

This Small Area Plan (SAP) followed a process similar to the ones used successfully in the City's previous small area plans. The SAP process began in June of 2014 with a meeting of the steering committee to discuss the plan objectives. Public meetings were held in September 17, 2014 and March 25, 2015. At the March 4, 2015 Annual Planning Commission meeting, Planning Staff reviewed the draft recommendations of the SAP.

Complete documents of both the SAP and HIA are being assembled along with the draft recommendations. The attached SAP and HIA recommendations are the culmination of the data, information and input analyzed during the planning process.

III. 4

Lincoln Park Small Area Plan - Draft Recommendations List

Land Use

Goal 1.
Change zoning map designation to better reflect existing land use while minimizing potential negative impacts to surrounding area.

Rationale

The current zone districts within the Lincoln Park Small Area Plan study area are not compatible with the changing land use patterns. The vision for the area is to have zoning that will allow for a broad mix of local and craft businesses, and draw neighbors and visitors to neighborhood-serving and destination retail, restaurants, shops and services.

A. Rezone 12th Avenue West (M&H Gas Station) along W. Superior St. from Garfield Ave, South to Freeway: From R-2 and MU-N to MU-B

B. Rezone 14TH Avenue West along W. 1st Street to 17th Avenue W. down to Piedmont/Garfield Ave and W. Superior Street (Gospel Tabernacle Church) back to 14th Avenue W.: From MU-B & R-2 to MU-N

C. Rezone below W. Michigan Street at Garfield Ave. to 22nd N. 22nd Avenue West down to Freeway: From I-G to MU-C

D. Rezone alley above W. Superior Street to from Hwy 53/22nd Avenue between Piedmont Ave. and N. 22nd West: From I-G to MU-B.

E. Rezone N. 20th Avenue West to N. 39th Avenue West from Alley above and below West 3rd Street to MU-N

F. Extending F5 from N. 22nd Avenue West to N. 30th Avenue West between W. Michigan Street and W. 1st Street

G. Rezone S. 22nd Avenue W to S. 26th Avenue West between W. Michigan Street and Freeway (DTA): From I-G to MU-B

H. Rezone S. 26th Avenue W. to S. 31st Avenue West between W. Michigan and Freeway (Clyde Iron, Post Office) from I-G to MU-C

I. Rezone Freeway to RR Tracks at N. 33rd Avenue West along W. Superior Street to Carlton Street and South to Freeway: From I-G to MU-B

Health Impact Assessment-Land Use

Rationale

The three health determinants assessed for Land Use recommendations included 1) housing availability, quality and affordability; 2) community building/social cohesion; and 3) access to healthy food. Overall, the recommendations will likely have a positive impact on the number of housing units available (such as more multi-family and live-work housing), opportunities for land uses that encourage interaction among community members (such as libraries, art galleries, churches, theaters, etc.), and access to healthy food by increasing the number of parcels that allow small or large grocery stores, retail stores and restaurants, as well as urban agriculture. The Land Use recommendations will have little to no direct impact on the quality or affordability of housing units.

Recommendations

A. Consider a model foods ordinance similar to the City of Minneapolis Staple Food Ordinance to ensure that all small corner stores stock a variety of healthy foods.

B. Consider zoning regulations or necessary ordinances for mobile food markets that could travel the neighborhoods designated as food deserts to increase access to healthy food. See regulations for mobile retail (e.g., Fig Leaf).

Economic Development

Rationale

The Lincoln Park Business District stretches from Garfield to 40th Ave. West along Superior Street and Michigan Avenue. The Lincoln Park Business District is an important mixed use service area consisting of retail, service, manufacturing, and light industrial. The commercial corridor serves the immediate surrounding neighborhood and is a regional destination for commercial and light industrial activity. The business district is situated at the junction of several major traffic corridors including I-35, access to TH 53, and I-535 to Superior Wisconsin.

The commercial corridor along Superior Street contains a mix of existing businesses that are long standing in the community but the corridor is lacking in shopping and services that will promote and foster a vibrant neighborhood.

The surrounding residential neighborhoods are a mix of rental properties and owner occupied homes many of which are in need of maintenance and repair. The anticipated new business activity and revitalization efforts for existing mixed use buildings will prompt the need for additional residential workforce housing. A mix of housing types will be needed to meet the income level and living needs of residents.

Goal 1.

Redevelop and revitalize the retail core to serve the neighborhood and attract destination businesses.

Recommendations

Commercial

A. Promote City Business Development policies to benefit existing as well as new businesses.

B. Adapt or modify current Non-Government Organizations (NGO) and City loan /grant programs to meet the needs of existing and new property and business owners.

C. Acquire underutilized/vacant sites suitable for business development.

D. Assemble a professional team of advisors (Contractors, engineers, architects, real estate agents, developers, retail and color consultants) to work with business / property owner during the initial stages of redevelopment

Goal 2.
Brownfield redevelopment: Garfield, Oneota, W. Superior/ Michigan Street Corridor

Rationale

Brownfields are properties that are contaminated or have been identified as potentially being contaminated. Past industrial practices and commercial activity in the Lincoln Park SAP area has created potential brownfields. Clean up and redevelopment of contaminated properties, increases development opportunities, boosts local economies, creates jobs and protects public health.

Recommendations

A. Identify location, type and level of contamination at each site.

B. Execute clean-up or preparation of sites to allow for new & expanded business

C. Develop programs that assist businesses to locate to ex-brownfield site

Goal 3.
Build out Clyde Park Complex

Rationale

Clyde Park is a mixed-use recreational and commercial development that has attracted new development to the area, including an adjacent sporting goods store and the Children's

Museum. Build out of the Clyde Park complex will add additional value to the facility and provide much needed improvements to neighborhood stabilization, traffic safety, access, and circulation within Lincoln Park.

Recommendations

A. Increase Clyde (Heritage Sports center) integration with Wheeler field, Wade stadium and Harrison Community Center.

B. Interconnect the Cross City Bike Trail with other recreational and business opportunities in the neighborhood

Goal 4.
Adaptive reuse of existing multi-story buildings.

Rationale

Adaptive reuse is a process that performs alterations to existing buildings for new uses such as commercial/retail into mixed-use housing. There are several multi-story buildings located along Superior Street currently occupied by commercial/retail businesses that can be modified to accommodate housing on the upper floors.

Recommendations

A. Renovation of the Esmond (Seaway Hotel) for housing on the upper floors with shops and office space on the superior street level.

B. Incremental improvement of the upper stories of other Superior Street buildings from loft/storage to office, to housing while retaining commercial space at the street level

Goal 5.
Focus on Lowering Crime rate and improving perception of overall safety of Lincoln Park Neighborhood

Rationale

Statistically, crime rates in Lincoln Park are marginally higher than Duluth for every type of crime. The public and advisory committee input during the Lincoln Park study revealed a perception of the area as that of an "underclass" in terms of income level, neighborhood amenities working class, general neighborhood conditions, and level of rental versus home ownership. It is these conditions that contribute to the perceived "fear" of crime in the area.

Recommendations

A. Maintain and supplement neighborhood policing and citizens crime watch efforts

B. Develop and exploit more positive "Public Relations" stories about the neighborhood and it's revitalization.

Health Impact Assessment-Economic Development

Rationale

The three health determinants assessed for Economic Development recommendations included 1) employment/living wage jobs, 2) community building/social cohesion, and 3) access to healthy food. Overall, the recommendations will likely have a positive impact on total number of jobs, approximately 40% of which could be in industries that are more likely to provide living wage jobs; on social cohesion through employment opportunities; and access to healthy food through building redevelopment, increased jobs and wages to afford healthy food, and potentially urban agriculture.

Recommendations

A. Enforce Duluth's first source hiring requirement in development agreements and consider tying requirement for attempted local hiring to the storefront loan program if there is a resulting increase in jobs. Increasing employment in the community may have a positive impact on crime levels and social cohesion.

B. To support redevelopment of buildings and parcels in Lincoln park, explore the possibility of unique building ownership models, such as non-profit owners with businesses run by for-profit companies.

Transportation

Goal 1.
Provide safe, convenient, and efficient multimodal transportation options for residents, businesses, and visitors

Rationale (Motorized)

Generally speaking, conditions related to motorized traffic in the Lincoln Park SAP study area are safe and efficient. Conditions could change in some locations as future growth occurs, and so it is recommended that issues related to heavy truck traffic and parking be studied more closely in coming years. The area around the intersections of 27th Avenue W with Superior Street and Michigan Street appear to hold the greatest potential for future congestion and traffic conflicts. This is due to the anticipated patterns of commercial redevelopment there, as well as the close proximity of those two busy intersections to each other. In addition, a substantial amount of heavy truck traffic navigates these intersections daily. For these reasons, it is recommended that the City of Duluth both continue to monitor conditions at these intersections and begin to strategize and plan for a future redesign of those intersections.

Regarding the condition of infrastructure, several miles of poor road pavement exists in the Lincoln Park neighborhood, many of which the City will not be able to be address any time soon. A few street segments are being recommended (both within and outside of the SAP area) as priorities based on their function, traffic volumes, and connection to activity centers or other important routes. It is also known that MnDOT will need to address the aging "Can of Worms" interchange within the next 25 years. This poses an opportunity to improve, or create street connections. In particular, it is recommended that the City seek to create a secondary road access to Courtland Street and a more obvious and "streamlined" connection between W 3rd Street and Piedmont Avenue – which could help to relieve future traffic conditions on Superior Street within the Lincoln Park Business District.

Recommendations

A. Monitor traffic operations and traffic safety along 27th Avenue W between W 3rd St and I-35. Begin planning for eventually reconstruction/redesign for this road segment.

B. Review parking needs in the Lincoln Park neighborhood business areas. Specifically consider the following actions:

- Conduct a parking capacity/vacancy study - revisit metering strategy for public spaces.
- Facilitate discussions with area businesses about opportunities to coordinate usage of private parking spaces.
- Investigate public/private opportunities to invest in enhancing space below US 53 at Superior & 22nd Ave W for public parking.

C. Convert the following street segments from one-way to two-way:

- Michigan St - from 21st Ave E to 19th Ave W.
- W 1st St - from 27th Ave E to 22nd Ave W. (Investigate feasibility of also converting 27th Ave W to 30th Ave W).

D. Conduct an updated review of truck routes in the city to determine, in part, future route designations, space, and infrastructure needs for heavy trucks in the neighborhood.

E. Repair or replace road pavements in poor condition (see Map 4.1 for segment locations and suggested prioritization).

F. Reconstruct/Redesign the segment of 27th Avenue W between W 3rd St and I-35 to meet increased demand of multiple user groups.

G. As part of a "Can of Worms" reconstruction, incorporate the following improvements (contingent upon design):

- Create a secondary street connection to Courtland St, aligning with the intersection of Lower Michigan St & 21st Ave W. Incorporate access to the waterfront.
- Seek to improve connection of W 3rd St to Piedmont Ave via street realignments.

Rationale Active Transportation (Pedestrian, bike, etc.)

There is a substantial amount of pedestrian and cycling activity within the SAP study area as well as the greater Lincoln Park neighborhood. Several sidewalk segments in poor condition are being called out as priorities for repair based on their connection to activity centers, to bus routes, or known heavy usage. In addition, a number of potential future trails and "greenway" connections have been identified that would provide missing connections or enhance connections to parks and other recreational areas. Two safety improvements are recommended for immediate implementation: 1) repainting the edge lines on Skyline Parkway to create more space for cyclists, runners, and walkers while also calming traffic speeds; and 2) replace the Cross City Trail stop signs at 27th Ave W with bike-specific signal heads in order to reduce confusion among cyclists and motorists at that busy, signalized intersection. Several other improvements are recommended for the Cross City Trail in order to improve connectivity, reduce safety conflicts, and increase a variety of scenery for trail users. These things will make the trail more attractive and increase its use, and the city will be able to better capitalize on its investment in the trail.

Recommendations

A. Develop an access management policy (and possibly specific design standards) for Superior St between 30th Ave W and 22nd Ave W to help guide the development review process and mitigate the number and placement of driveways across the Cross City Trail.

B. Repaint edge lines on Skyline Parkway from Haines Rd to 28th Ave W to reduce the width of travel lanes and increase the width of shoulders.

C. Make the following improvements to the existing section of the Cross City Trail:

- Install or improve curb cuts 19th Ave W, 20th Ave W, and 21st Ave W (create spur connection)
- Replace trail stop signs with bike signal heads at the intersection of 27th Ave W and paint a trail crossing through the intersection (see Figure 4.1 and Figure 4.2).
- Paint a trail crossing across Michigan St at the intersection of Cross City Trail spur and Michigan St in front of the Heritage Center.
- Install Hi-visibility ped crossing signs and ped-activated flashing beacons at the intersection of the Cross City Trail spur at both Michigan St and Superior St.

D. Develop a greenway segment of the Cross City Trail from Carlton St & Superior St intersection to Wade Field and Wheeler field along Merritt Creek (see Map 4.2).

E. Repair or replace sidewalk segments in poor condition (refer to Map 4.3 for locations and recommended prioritization)

F. Increase bike parking opportunities throughout the neighborhood (see Map 4.4 for key locations)

G. Formalize public right-of-ways between Superior St and Michigan St at 28th Ave W and 26th Ave W. as pedestrian walkways.

H. Construct paved multi-use trail segments at the following locations (see Map 4.5):

- Devonshire Trail - Michigan Ave to Atlantic Ave (pair with sidewalk improvements on Devonshire St).
- Trail through Lincoln Park park at W 6th St.
- Trail linking Anson Ave to W 10th St (see Map X on pg. X).

I. Plant a natural buffer or install special infrastructure between the Cross City Trail and I-35 (from 22nd Ave W to intersection of Lower Michigan & Superior St) to reduce potential conflicts with trail users and debris from the interstate.

J. Improve connection between the Heritage Center and Harrison Park by doing the following (see Map 4.6).

- Paint a two-way bike lane on the NE side of 30th Ave W between Grand Forks Ave and Superior St.
- Reorganize recreational facilities in Harrison Park to allow for a paved multi-use trail between Grand Forks Ave and the Harrison Community Club facility.

K. Include a sidewalk or trail facility as part of any future secondary access to Courtland St. to support pedestrian and bike access to the waterfront.

L. Seek ways to enhance 26th Ave W. as a greenway connection between Superior St and Lincoln Park park. Explore opportunities to create a pedestrian path as part of any concept for daylighting Miller Creek at this location.

Rationale Transit

The Lincoln Park neighborhood generates a lot of bus ridership. W 3rd Street/Grand Avenue is the most productive transit route for the DTA. It is recommended that the City of Duluth recognize this mainline transit corridor as an asset to be protected and enhanced. It can do this by ensuring that the land use requirements along the corridor encourages density, multiple uses, and minimal building setbacks - as well as amenities such as benches and the shade trees. The City should work closely with the DTA to explore opportunities to create express service options along portions of the corridor. In addition, key bus stops and transfer points (e.g. W 3rd Street & 24th Avenue W) should be identified as locations were investments need to be made to ensure adequate space exists for the necessary amenities and bus operations that will need to occur there.

M. Conduct a coordinated transit network plan for the City of Duluth aimed at better matching land use ordinances with goals for the transit network. Pay particular attention to the following corridors in Lincoln Park:

- W 3rd St. (Develop a transit overlay zone district)
- Superior St. (Extend F-5 district to 30th Ave W)
- 24th Ave W.

N. Enhance the vicinity of Superior St & Cross City Trail spur as a bus stop serving the Heritage Center. Create a dedicated waiting area for bus riders.

O. Seek a Complete Streets solution to achieve the following on Grand Ave (Carlton St to Central Ave):

- Express bus lanes (especially on the south side for inbound buses, but also to support an "Express Grocery Bus" service in the area).
- Minimal conflicts with future Cross City Trail alignments.

P. Convert parking lane on south side of Grand Ave (from Carlton St to Central Ave.) to a dedicated in-bound lane.

R. Prioritize key bus stops and transfer points, determine space requirements, and install bus shelters at key locations (see Map 4.7).

Health Impact Assessment-Transportation

Rationale

The three health determinants assessed for Transportation recommendations included 1) safety (traffic and crime), 2) community building/social cohesion, and 3) access to healthy food. Overall the recommendations will likely have a significant positive impact on traffic safety for all users, and particularly for pedestrians and bicyclists; and possible positive impact on community building/social cohesion and access to healthy foods. Crime levels may be positive or negatively impacted; if more people are active in a community it can result in 'natural surveillance', more 'eyes on the street' and less crime; or more activity can sometimes result in higher crime levels (bike theft as a result of more bike parking).

Recommendations

A. Locate bus stops away from entrances to bars, within sight of other locations (natural surveillance).

B. Wayfinding – point out access to local retail, service and recreation destinations (e.g., Wheeler, Wade, Heritage, and "restaurants & shops" in central business district).

C. Encourage more greening by developing a Lincoln Park streetscape program or requirements for street trees and street and building lighting in sidewalk replacement projects. Work with business owners and City Engineering on proper placement of street trees and lighting.

Housing

Rationale

The dynamics of Lincoln Park's population is shifting. This includes a large of number of people in their mid to late twenties who will be starting families in the near future. The 4th largest age cohort is 0-5 years of age suggesting this trend has already begun. To accommodate the housing needs for these age groups and to support efforts being made by community leaders a housing focus zone was idnetified on the Western edge of the Lincoln Park study area. This

area is predominantly single family homes and is walkable to Harrison Community Center, Lincoln Park Middle School, the Heritage Center, and Duluth Children's Museum. Many of the homes were built on 25 foot wide lots over 60 years ago and are in poor condition. The focus will be on rehabbing homes that are in moderate condition, demolish those that are in poor condition, and consolidate these now vacant lots with the property of the adjacent neighbor thereby increasing the value of their property while reducing the neighborhood density. This will to provide emerging families an improved housing stock to choose from and help give the neighborhood a more stable population.

To support young single and two person households and to meet the market demand, second floor housing above multi- story buildings along Superior Street is encouraged. The proposed zoning changes will allow for mixed used development and provide for convenient non-motorized access to businesses and amenities. Coordination among City departments and community partner's in identifying and enforcing the building code and rental licensing standards will promote the proposed housing recommendations and encourage resulting in a mix of housing that is decent and affordable.

Goal 1.
Improve the housing stock, making the neighborhood a more desirable place to live with affordable housing options

Recommendations

A. Work with rental licensing and inspections to fully enforce rental and building code and gain full compliance of vacant property registration to ensure all rental properties in the area are safe and up to code.

B. Increase promotional and educational efforts of the Housing Resource Connection. Inform the public throughout Lincoln Park, about all of the housing assistance products and programs available to assist with lowering existing homeowner's cost of living, removing blight, encourage and lowering the cost of housing rehabilitation, and improvement to the rental housing stock.

C. Designate a six-block focus area as a 'Lincoln Park Housing Revitalization Area' between First Street and Third Street and 26th Ave W and 30th Avenue West. This neighborhood has potential to be the impetus behind an entire revitalization of all of Lincoln Park given its centrality, proximity to businesses, amenities, parks, and transportation. Property values are low, yet many of the properties are in good condition or are potentially good rehab candidates. A focus of many of the previous recommendations could help to begin initial investment, with the potential of attracting families or young professionals looking to purchase first homes.

Goal 2.
Create a vibrant and safe residential neighborhood

Recommendations

D. In areas where residential land uses collide with other non-residential uses, evaluate the effectiveness of current required screening for vehicle parking, parking lot surface, storage, and other potential neighborhood detractors.

E. Remove structures that are condemned and deteriorated beyond rehabilitation. Remaining lots should be evaluated for redevelopment or sold to adjoining property owners, decreasing density and expanding lot sizes.

Goal 3.
Encourage housing development near/within the Superior Street Corridor.

Recommendations

A. Through revised zoning, building code enforcement and housig program incentives, encourage second floor apartments above businesses along the Superior Street Corridor, which creates addition housing but also the potential for business owners and/or employees to live near where they work.

Health Impact Assessment-Housing

Rationale

The three health determinants assessed for Housing recommendations included 1) housing needs (tenure, quality and affordability); 2) community building/social cohesion; and 3) access to healthy food. Overall, the recommendations will likely have a positive impact on homeownership and housing quality. The recommendations could possibly have positive or negative impacts on housing affordability (rehab costs could increase housing costs or result in cost savings, such as energy efficiency), community building/social cohesion (homeownership often increase social cohesion, but residents moving in and out of the neighborhood voluntarily or involuntarily can decrease social cohesion), and access to healthy food (could increase if new residents are coming from areas with lower food access or housing costs decrease and free up money for food, or it could be the opposite).

Recommendations

A. Host annually an informational session in Lincoln Park on the acquisition of vacant residential buildings (or parcels), purchasing a home, and rehabilitation.

B. Include "energy efficiency programs/assistance for home owners and renters, if available" in Housing recommendation 1-B. Energy efficiency improvements increase the value of home and could reduce housing cost-burden.

C. Encourage screening between residential and non-residential uses to use "green wall" or other type of green screening as an alternative to hard-scape, while keeping in mind Crime Prevention Through Environmental Design best practices for safety and defensible space.

D. Enforce Duluth's first source hiring requirement in development agreements and consider tying requirement for attempted local hiring to the storefront loan program if there is a resulting increase in jobs. Increasing employment in the community may have a positive impact on crime levels and social cohesion.

E. To support redevelopment of buildings and parcels in Lincoln park, explore the possibility of unique building ownership models, such as non-profit owners with businesses run by for-profit companies.

Future Zoning

Zoning in Study Area

Future Zoning

- F-5
- I-G
- MU-B
- MU-C
- MU-N
- P-1
- R-1
- R-2
- Official Study Area

N

0 0.175 0.35 0.7 Miles

Current Zoning

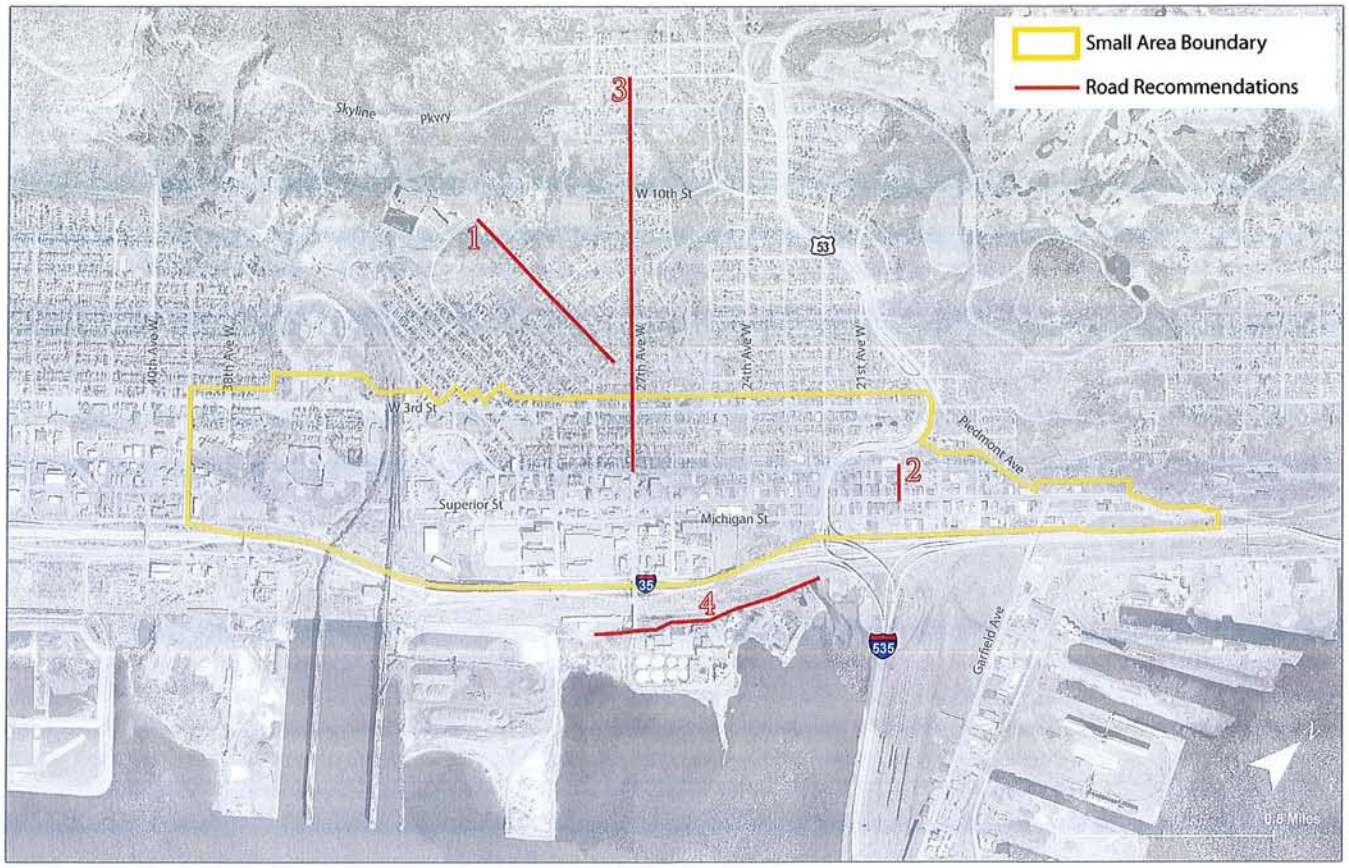
Zoning in Study Area

Current Zoning

- F-5
- I-G
- MUB
- MUN
- P-1
- R-1
- R-2
- Official Study Area

N

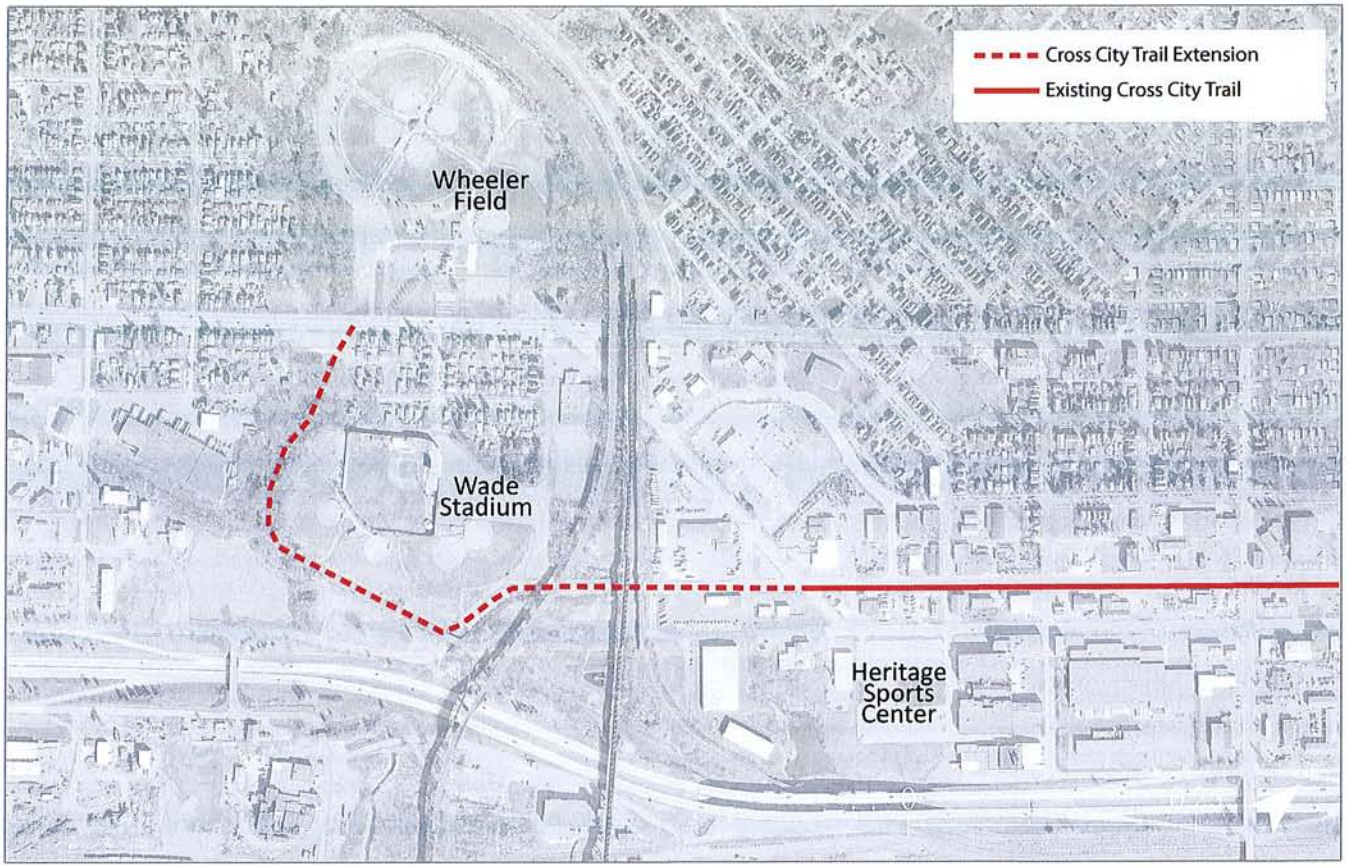
0 0.175 0.35 0.7 Miles



Map 4.1: Priority Road Repairs* (Recommendation 4-E)

1. Wellington Street (from Anson Avenue to Grand Forks Avenue)
2. 20th Avenue W (from W 1st Street to Superior Street)
3. 27th Avenue W (from Skyline Parkway to Superior Street)
4. Courtland Street (CNN Ore Dock to WLSSD)

** Prioritization is based solely on the function, connectivity, and existing pavement quality of the road segments. Overlays of the condition of other underground utilities, which would represent opportunities to optimize spending, were not considered.*

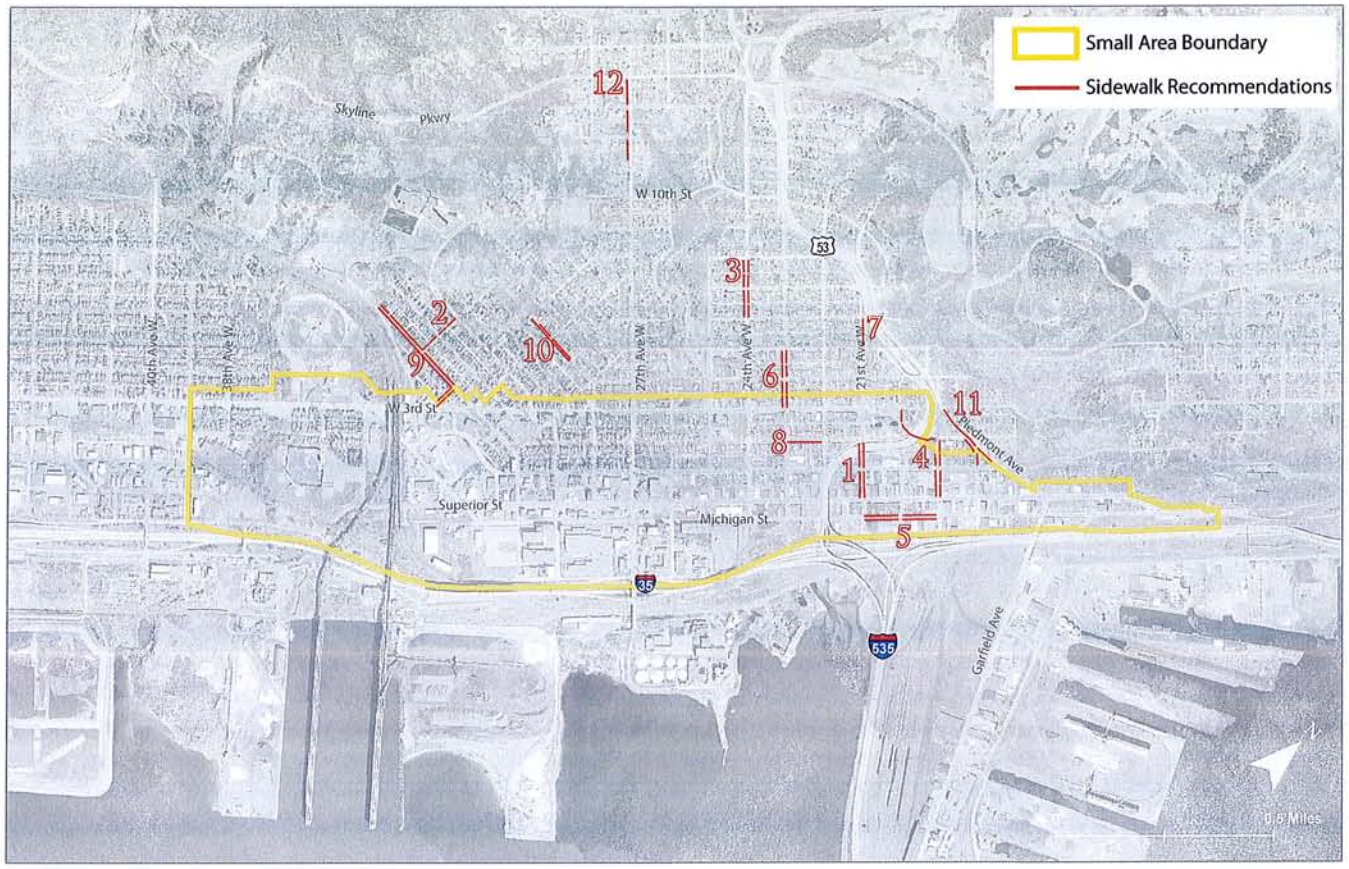


Map 4.2: Recommended alignment for future extension of the Cross City Trail (Recommendation 4-K)

Figure 4.1

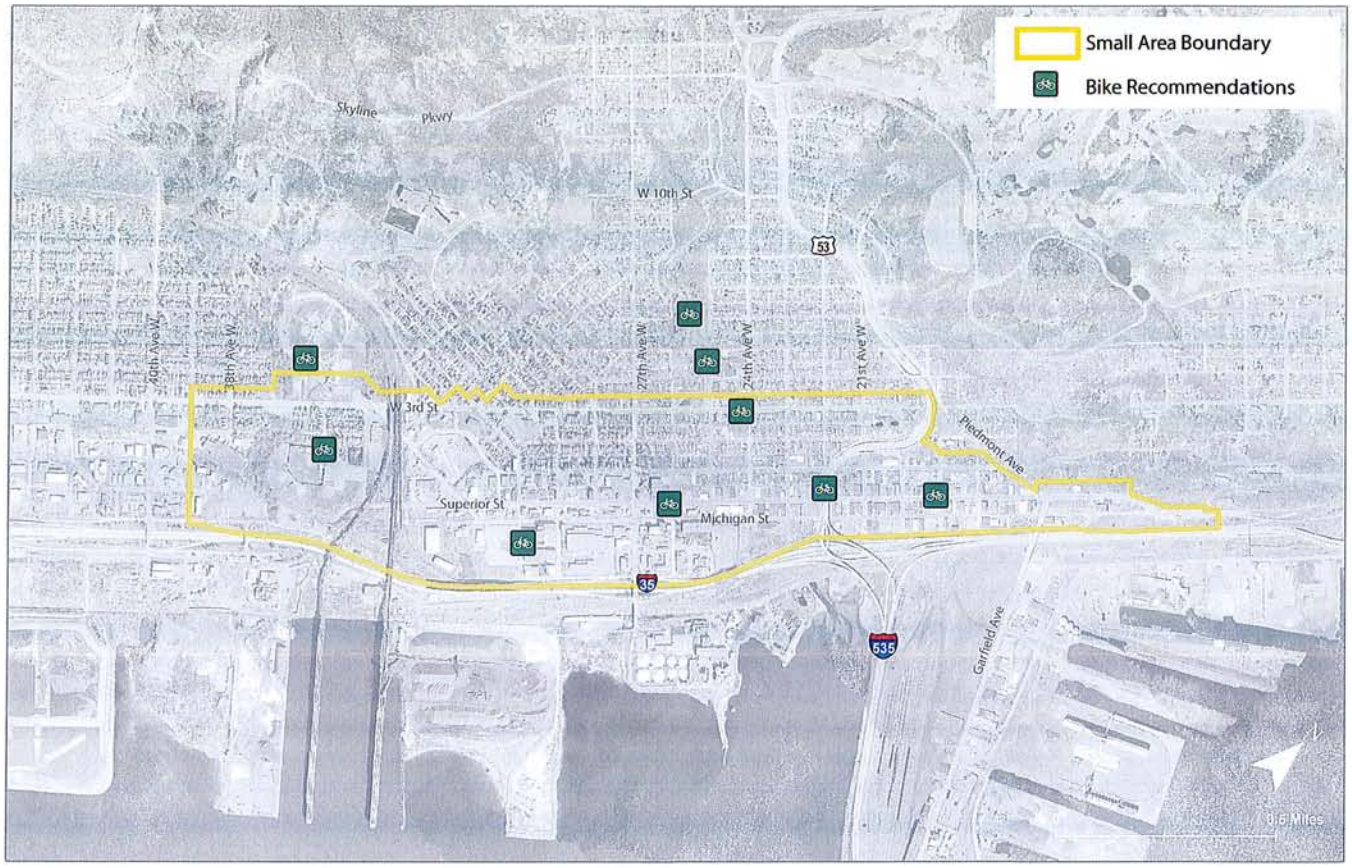
Figure 4.2

Figures 4.1 and 4.2: Examples of bike-specific signal heads. Such signal heads are recommended for the intersection of the Cross City Trail with 27th Avenue W (Recommendation 4-J)

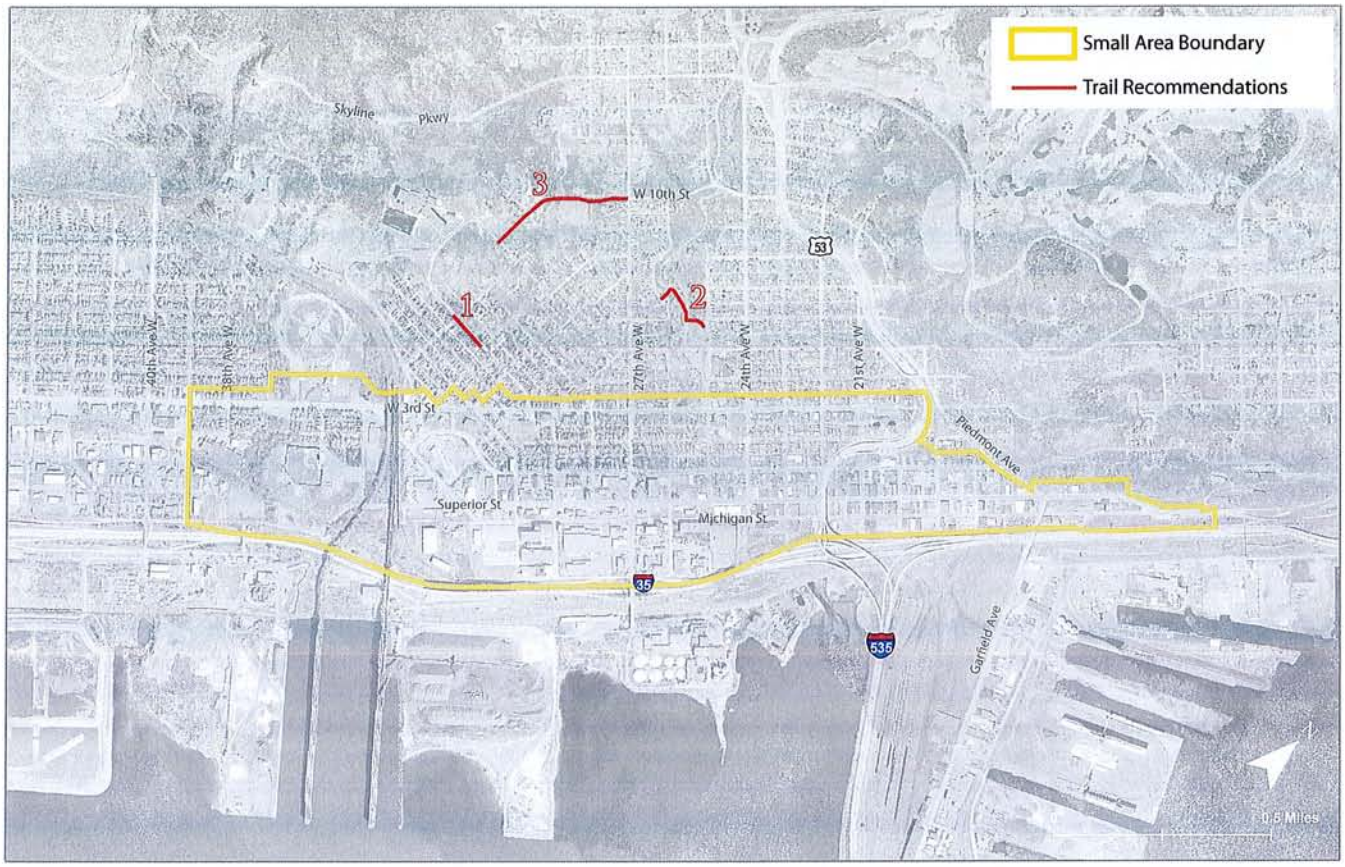


Map 4.3: Priority Sidewalk Repairs (Recommendation 4-L)

1. 21st Avenue W (from W 2nd Street to Superior Street)
2. Atlantic Avenue (from Vernon Street to Devonshire Street)
3. 24th Avenue W (from W 8th Street to W 7th Street)
4. 20th Avenue W/19th Ave W (from W 3rd Street to Superior Street)
5. Michigan Street (from 22nd Avenue W to 19th Avenue W)
6. 23rd Avenue W (from W 4th Street to W 3rd Street)
7. 21st Street (from W 6th Street to W 5th Street)
8. W 2nd Street (from 23rd Avenue W to 22nd Avenue W)
9. Vernon Street (Anson Avenue to Pacific Avenue) / Pacific Avenue (W 3rd Street to Chestnut Street)
10. Wicklow Street (from Pacific Avenue to Winnipeg Avenue)
11. Piedmont Avenue (from W 3rd Street to W 1st Street)
12. 27th Ave W (from Skyline Parkway to W 11th Street)

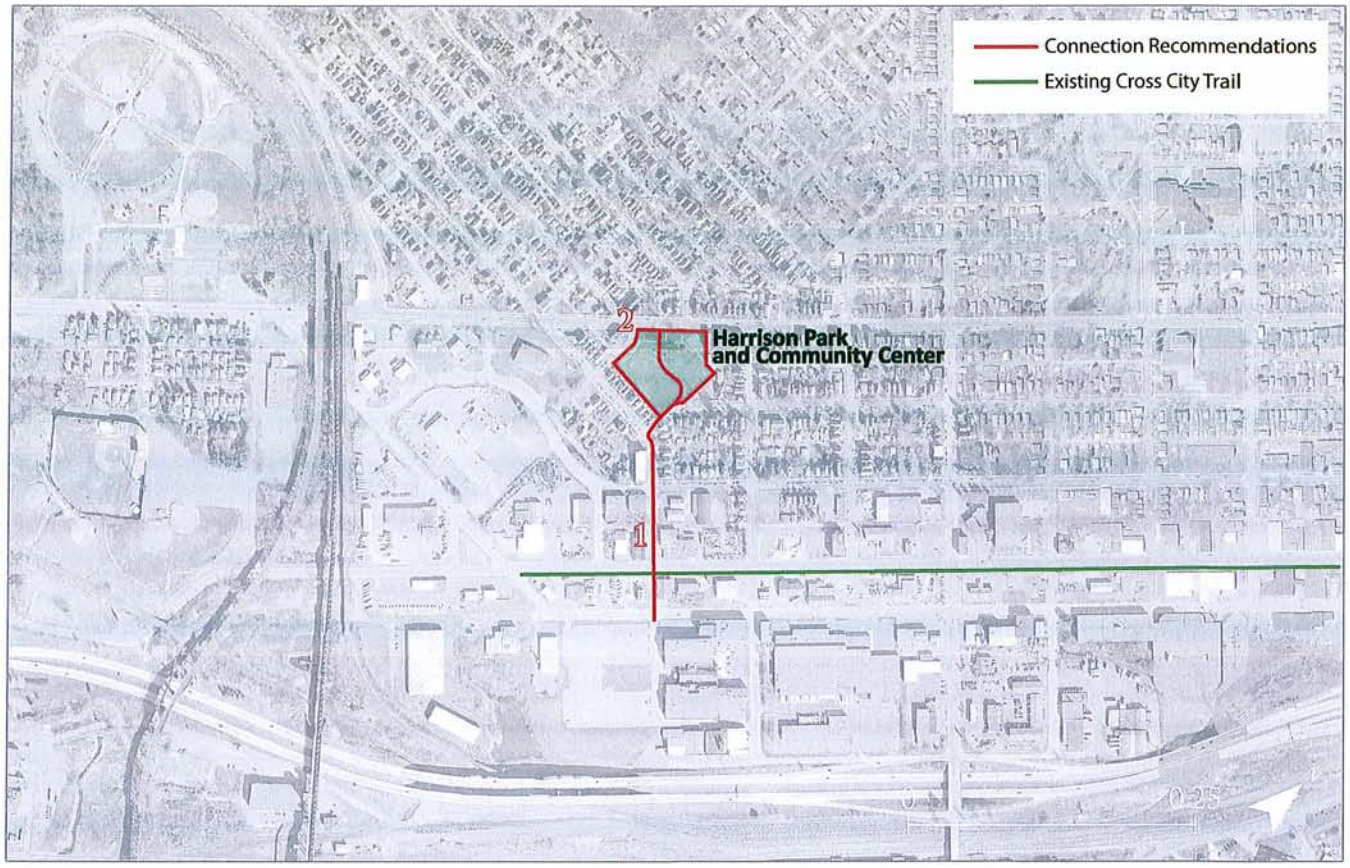


Map 4.4: Recommended Locations for Bike Parking (Recommendation 4-M)



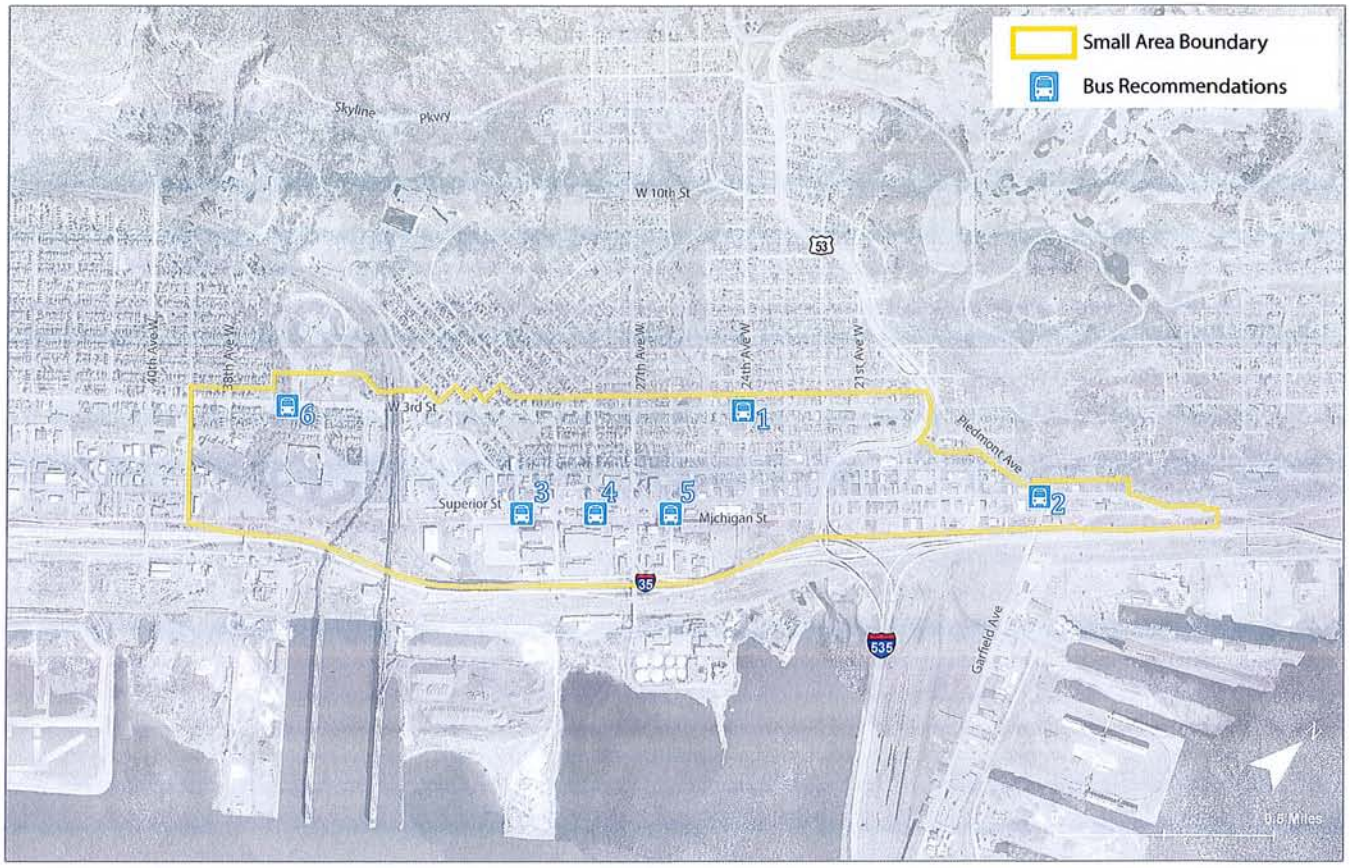
Map 4.5: Priority Trail Connections (Recommendation 4-O)

1. Formalize the Devonshire Trail with a paved surface
2. Create a paved trail connection mid-way through Lincoln Park to help cross the park and access the DTA buses on 24th Avenue W- using the existing road and bridge.
3. Create a paved trail linking Anson Avenue to W 10th Street to facilitate walking and biking to Lincoln Park Middle School.



Map 4.6: Improved connection between the Heritage Center and Harrison Park (Recommendation 4-Q)

1. Painted two-way bike lane
2. Redesigned park layout with paved trail connecting Grand Forks Avenue to the Harrison Community Club and W 3rd Street.



Map 4.7: Priority bus stop locations (Recommendation 4-W)

1. W 3rd Street & 24th Avenue W (future transfer point of multiple DTA routes)
2. Superior Street & Garfield Avenue (transfer point to Superior, WI routes)
3. Superior Street & 30th Avenue W (bus stop serving Heritage Center/Clyde Iron)
4. Superior Street & 28th Avenue W (stop serving 27th Avenue W commercial node)
5. Superior Street & 26th Avenue W (bus stop serving 27th Avenue W commercial node)
6. Vicinity of W 3rd Street & 35th Avenue W (serving Wade Stadium, Wheeler Fields, and recommended Cross City Trail trailhead).