

**THE LAW OFFICES OF DANIEL W. VOSS, PLLC**

3009 Holmes Avenue South  
Minneapolis, Minnesota 55408

Tel. 612-822-2152  
Fax 612-823-4508

Daniel W. Voss  
e-mail: [danvoss@voss-law.net](mailto:danvoss@voss-law.net)

February 1, 2016

Minneapolis City Clerk's Office,  
C/O T&PW Committee Coordinator  
350 S. Fifth St., Room 304,  
Minneapolis, MN 55415-1382.

**HAND DELIVERED**

**RE:** *Notice of Objection to Special Assessment*  
*My File No. 1009-00*

Dear City Clerk:

I represent WEB II Company, LLP ("WEB"). Please take notice that WEB objects to the proposed assessment described in the enclosed Notice dated January 12, 2016. WEB objects on the grounds: (i) that its property is not receiving special benefit from the improvement; and alternatively (ii) that the amount of the assessment exceeds any special benefit. WEB reserves the right to contest the assessment on any other grounds that may come to light based upon a further investigation of the facts.

Sincerely,



Daniel W. Voss, Esq.  
DWV/ttf

Enclosure

c: WEB Company II, LLP (w/o encls.)

FILED  
MINNEAPOLIS, MINN  
2016 JAN 32 AM 11:28  
CITY CLERK  
DEPARTMENT

FILED  
MINNEAPOLIS, MINN  
2016 FEB -1 AM 11:36  
CITY CLERK  
DEPARTMENT



Aggregate Industries US  
2815 Dodd Road, Suite 101  
Eagan, MN 55121

Tel 651-683-0600  
Fax 651-683-8108  
www.aggregate-us.com

January 25, 2016

Minneapolis City Clerk  
C/O T&PW Committee Coordinator  
350 South Fifth Street, Room 304  
Minneapolis, MN 55415-1382

CERTIFIED

FILED  
MINNEAPOLIS, MINN  
2016 JAN 28 AM 11:59  
CITY CLERK  
DEPARTMENT

Re: 26<sup>th</sup> Avenue North Street Reconstruction Project No 6752  
PID 10 029 24 43 0007, PID 10 029 24 43 0009, PID 10 029 24 43 0010, PID 15 029 24 12 0007

Dear Coordinator,

We are in receipt of your notice of Public Hearing, mailed on January 12, 2016 for the above mentioned road improvement project. Please consider the following comments and objections and add them to the official hearing record.

You are proposing to assess Aggregate Industries \$309,304 for our half of the reconstruction of approximately 715 feet of 26<sup>th</sup> Avenue North. We object to your proposed project for the following reasons:

1. The proposed assessment amount is excessive.
2. The proposed construction specifications are inadequate to meet the needs of transportation in the portion of the road lying east of North Washington Avenue. That entire stretch should be rebuilt with concrete. Asphalt will not stand up to the truck turning motions and the truck weights that 26<sup>th</sup> Avenue North will experience.
3. The construction of a bike path into this industrial area would encourage incompatible uses and would be very dangerous to the biking public and to the truck drivers accessing the local businesses.

Sincerely,

Robert H Bieraugel  
Dir., Environment and Land Services

C: Randy Gaworski, Aggregate Industries  
Tim Becken, Cemstone  
Vanessa Mrdakovic, LafargeHolcim



FILED  
MINNEAPOLIS, MINN

2016 JAN 29 PM 12:39

CITY CLERK  
DEPARTMENT

January 26, 2016

Minneapolis City Clerk  
C/O T&PW Committee Coordinator  
350 South Fifth Street, Room 304  
Minneapolis, MN 55415-1382

Re: 26<sup>th</sup> Avenue North Street Reconstruction Project No 6752  
PID 10029 24 43 0007, PID 10 029 24 43 0009, PID 10 029 24 43 0010, PID 15 029 24 12 0007

Dear Coordinator,

We are in receipt of your notice of Public Hearing, mailed on January 12, 2016 for the above mentioned road improvements project. Please consider the following comments and objections and add them to the official hearing record.

1. This area has tremendous amount of truck traffic with many turning motions. This stretch of roadway between the river and Washington Avenue should be built on concrete. Asphalt will not stand up and will therefore become a bad investment for the city.
2. The construction of a bike path into this industrial area would encourage incompatible uses and would be very dangerous to the biking public and to the truck drivers accessing the local businesses, especially since it is such a tight corridor.
3. We deliver a perishable product and this location is very busy. Time frame and construction schedule should be expedited to this area and reduce shutdown period.

If you have any questions or need help with concrete designs, please call.

Sincerely,

Timothy Becken  
Senior Vice President



FILED  
MINNEAPOLIS, MINN  
2016 FEB -1 PM 3:07  
CITY CLERK  
DEPARTMENT

January 29<sup>th</sup>, 2016

Minneapolis City Clerk  
C/O T&P Committee Coordinator  
350 South Fifth Street, Room 304  
Minneapolis, MN 55415-1382

RE: 26<sup>th</sup> Avenue North Street Reconstruction  
PID 15 029 24 12 0006 (located at 33 26<sup>th</sup> Ave North)

Dear Coordinator,

We are in receipt of your notice of Public Hearing, mailed on January 12<sup>th</sup>, 2016 for the above mentioned road improvement project. Please consider the following comments and objections and add them to the official hearing file.

At this time you're proposing to assess our company \$160,113.24 for the project. We object to your proposed project for the following reasons:

1. The construction of a bike path into this industrial area is inappropriate. This stretch of 26<sup>th</sup> Ave carries hundreds of semi-trucks each day. It would encourage incompatible uses and we are concerned about the safety to the public, our customers and employees.
2. The proposed assessment amount is excessive.

Sincerely,

A handwritten signature in blue ink that reads "Mark Strawn". The signature is written in a cursive, flowing style.

Mark Strawn  
Area Logistics Manager – Continental Cement  
33 26<sup>th</sup> Ave North  
Minneapolis, MN 55411

#2

Projects committee

Narrow boulevards are already a problem for snow removal. Expanding the street would mean there is no where to put the snow. The expansion at Farview Park was not being shoveled this year and little used. Snow may have to be trucked out to use the expansion for half the year. Residents would probably dump the snow on the bike path. The city would have to dump it back on the sidewalk or remove it if the expansion will be used year-round.

Trees would have to be removed. Trees were just re-planted after the tornado (at \$400 per tree!).

The light poles, fire hydrants, and drains would have to be moved. (Lights were recently installed.)

Residents may have to move or remove retaining walls, and flowers on the boulevards. Some house are already so close to the sidewalk that there is no front yard.

The area is active with traffic from suburbs to pick up drugs. Bikes are used by teens with backpacks to distribute goods. They are territorial and may "claim" the expansion. Most people in the area do not bike near their houses due to gunshots both day and night. (I have 18 bullet holes in my house)

It seems that the expansion is more for "people passing through" than for the residents of the corridor. The cost seems like it is being applied to people that will not use the expansion.

I have lived here for 22 years. I oppose the 26<sup>th</sup> Street corridor roadway expansion project as planned.  
Kim Kaiser 2601 Dupont Ave N Mpls, MN 55411

Rec'd @ TPW  
2/2/16  
9:25  
Committee

#2

LRH Investment LLC  
62 North 26<sup>th</sup> Avenue  
Minneapolis, MN 55411  
Tel: (612) 522-4459  
Fax: (612) 522-1698

FILED  
MINNEAPOLIS, MINN  
2016 FEB -2 AM 9:25  
CITY CLERK  
DEPARTMENT

January 28, 2016

Office of Minneapolis City Clerk  
C/O T&PW Committee Coordinator  
350 South Fifth Street, Room 304  
Minneapolis, MN 55415-1382

RE: Proposed 26<sup>th</sup> Ave. North Reconstruction Project  
PID 10 029 24 34 0039

Dear Committee Coordinator:

In response to your notification letter for above-cited proposed road improvement project and Public Hearing to be held on Feb. 2<sup>nd</sup>, 2016; we hereby set out the following objections for said proposed reconstruction and assessment, specifically pertaining to section of 26<sup>th</sup> between 2<sup>nd</sup> Street and Pacific/Mississippi River:

1. Incompatible land use

The specified area on 26<sup>th</sup> Ave. has been zoned by the City of Minneapolis as Industrial (I3) and is not suitable for use by pedestrian and bicycle traffic. Even with the paths set to be constructed off road, there is great risk of collisions and accidents in the multiple driveway areas where pedestrians/bicyclists will be crossing truck thoroughfares. LRH, Willman Trucking, and the other businesses affected have all asked to go on record that we strongly oppose this restructuring and future liability suits from injured pedestrians/bicyclists will be directed to the City of Minneapolis Attorney's office.

2. Lack of actual need to improve road

The physical condition of 26<sup>th</sup> Ave. (2<sup>nd</sup> to Pacific) is **not** in disrepair as cited in Proposal set forth by City Public Works. CenterPoint Energy put down concrete and maintained integrity of Industrial-zoned street dimensions following their project to update underground natural gas pipelines in 2014.

3. Restructure of 26<sup>th</sup> Ave. (2<sup>nd</sup> to Pacific) is duplication of already-established bike route(MRT)

An established bike/pedestrian route, Mississippi River Trail (MRT), already exists and connects from River Road at 22<sup>nd</sup> Ave., runs west to 2<sup>nd</sup> Street and then proceeds northward.

The proposed project wishes to have an east-west bike path to Theo Wirth Parkway and that can be accomplished by using the MRT route from the river, taking 22<sup>nd</sup> Ave. west, going north on 2<sup>nd</sup> Street and then at 26<sup>th</sup> Ave. heading westward to Theo Wirth Pkwy. To insist on building a bike path 4 blocks north of a well-established path that is sanctioned by the US Bicycle Route System and spend the additional amount of tax dollars (for this section) is financially irresponsible on the part of the City of Minneapolis.

4. Lack of demand or need by pedestrians/bicyclists

There is no evidence that the public has requested said restructuring on 26<sup>th</sup> from river to 2<sup>nd</sup> Street. The Public Works Dept. has indicated there has been requests by the community for the change; however, there has been no actual proof in form of letters, meeting minutes, etc. to support such a claim. The businesses which will be most affected by this restructuring have the right to request copies of said documents by individuals or groups in the surrounding community which would possibly demonstrate some justification for this proposed project. We are the entities who are being assessed a very large tax levy and expected to pay for this project, we are the entities who will be most inconvenienced if the project is approved, so we should be entitled to see first-hand any proof that supports the notion that there is demand by the community to walk and bike through this very industrial area.

5. The restructured project street design is inadequate for oversize vehicles, ie commercial straight and semi-trucks

The roadways in commercial and industrial-zoned areas are built much wider than standard street width, not only due to larger vehicle dimensions but also the need for larger turning radius space. The design we were shown for this project has reduced the current standard street width for this industrial zone to 26 feet, while making a 21 feet width for bike and pedestrian path. With the locks closed there is an increased volume of trucks coming through 26<sup>th</sup> Ave. and it has not been accounted for based on actual use. There is quite a disparity regarding the correct allocation of required space for industrial traffic versus pedestrian/bike traffic.

6. The proposed assessment amounts are excessive and should not be placed exclusively on the few business entities which happen to be located on 26<sup>th</sup> Ave. between 2<sup>nd</sup> and Pacific streets. LRH Investment is unable to pay such an exorbitant amount.

Enclosed are copies of Minneapolis city documents that support our objections stating city planner obligation and responsibility to heed the needs of industrial use needs (including street design) that take precedence over other uses within industrial-zoned areas. These supportive statements apply to the section of 26<sup>th</sup> Ave. from the river (350 ft. east of Pacific) to 2<sup>nd</sup> Street and are not being followed in the said reconstruction project. We will obtain legal representation in this matter, should this section of 26<sup>th</sup> Ave. remain in the project plan design. Moreover, it will be noted that affected parties were given very little time to respond to this proposal prior to the public hearing (notice letters dated Jan. 11 and 12, 2016) and were not included when city engineers prepared the project street design thereby ignoring the specific needs of industrial heavy duty trucks and equipment.

Respectfully submitted,



Regina Willman  
LRH Investment LLC

Enclosures

Cc: Diane Howard - Willman Trucking, Inc.

including museums, hospitals, civic uses, stadiums, airport related uses, and college and university campuses. Note that some smaller uses (including schools, libraries, and emergency services) may be incorporated into Urban Neighborhood, where they are generally allowed.

- Open Space and Parks (OP)—Applies to land or water areas generally free from development. Primarily used for park and recreation purposes, natural resource conservation, or historic or scenic purposes. This designation does not capture privately-owned and operated open spaces and plazas, such as Crystal Court in the IDS Center.
- **Industrial (IN)**—Includes areas suited for industrial development and limited supporting commercial uses. Generally found within Industrial Employment Districts, with a high level of policy protection and an emphasis on job retention and creation. Industrial uses have primacy over other uses.
- Transitional Industrial (TI)—Industrial areas located outside of Industrial Employment Districts will be labeled “transitional” since they may eventually evolve to other uses compatible with surrounding development. Although they may remain industrial for some time, they will not have the same level of policy protection as areas within industrial districts.

Transportation, communication, and utility uses include roads, rail lines, communications towers, energy production, and similar facilities. While these are important to the city, they are not specified on the map. Most are generally allowed in a range of districts, and specific regulations govern their location and appearance.

In addition to this general future land use map, the comprehensive plan incorporates by reference land use recommendations from a number of small area plans that cover various sub-sectors of the city. These plans should be consulted for applicable areas when making development decisions, as they provide more detailed guidance. Additional information, including a summary of recent small area plans, is provided in Appendix B.

While the future land use map does not have residential density categories, guidance for these is included in the policies for land use features (below). The existing land use map does show how these densities are currently distributed throughout the city. The densities specified below are not meant to be precise, but rather to provide guidance to the appropriate range for each category.

- Low-density residential – Primarily single family and two family residential, with less than 20 dwelling units/acre
- Medium-density residential – Primarily smaller scale multi-family residential, with 20-50 units/acre

### 2.1.5 Transit Station Areas

The *Minneapolis Plan* describes Transit Station Areas as areas with unique opportunities and challenges within ½ mile of regional transit stations. Density, urban design and public infrastructure are especially critical in these areas. Transit Station Areas are designed with the pedestrian, bicyclist, and/or transit user in mind and are intended to serve individuals who are more likely to use transit. These areas include small-scale retail services that are neighborhood in scale and from which pedestrians, bicyclists and transit users are likely to benefit. The area around the 38th Street/Hiawatha LRT Station is an example of a *Transit Station Area*.

In addition to Transit Station Areas, there are several Transit Centers in the City. These serve as hubs on the Primary Transit Network. While the surrounding land use characteristics may be different, Transit Centers may have similar needs for improved facilities for pedestrians, bicyclists and transit users.

### 2.1.6 Growth Center

The *Minneapolis Plan* describes Growth Centers as areas where there is a concentration of employment activity accompanied by a wide range of complementary activities taking place throughout the day. These areas include residential, office, retail, entertainment and recreational uses. Growth areas are supported by very good transit service. The Plan identifies four growth centers in the city: (1) Downtown Minneapolis, (2) University of Minnesota, (3) Bassett Creek Valley, and (4) Wells Fargo/Hospitals area.

### 2.1.7 Major Retail Centers

The *Minneapolis Plan* describes major retail centers as unique locations that can accommodate large-scale retail uses with immediate and easy access to regional road networks. These sites may be more oriented to the automobile but need to be designed to accommodate pedestrians and other forms of transportation to retain their compatibility within the city. The Quarry Center is an example of a *Major Retail Center*.

### 2.1.8 Industrial Employment Districts

The *Minneapolis Plan* describes industrial employment districts as areas identified in the city's Industrial Land Use and Employment Policy Plan. These districts serve to protect prime industrial space, as well as providing an opportunity for the city to support targeted industries and redevelop underutilized sites. Many of these uses may need to accommodate the movement of large trucks. The Southeast Minneapolis Industrial (SEMI) area is an example

### 2.1.9 Place Type Characteristics

The following characteristics are used to differentiate the place types: Urban Form, Building Placement, Frontage Types, Enclosure, and Edge Treatments/Open Space. These characteristics are described below and in Figure 2-2.

### **2.2.3 Activity Area Street**

Activity Area Streets support retail, service commercial and higher intensity residential land uses in a large node of several blocks (sometimes very large like downtown). Activity Area Streets are found primarily near the land use categories of activity centers, growth centers and transit station areas. They may also be found near some neighborhood commercial nodes or major retail centers. Activity Area Streets may have many different design characteristics and capacities depending on the unique needs within the specific area where they are located. These streets may be under the jurisdiction of Hennepin County or the city. Examples of Activity Area Streets include 3<sup>rd</sup> Avenue S. in downtown, 15<sup>th</sup> Street S.E. near the University of Minnesota campus, and 31<sup>st</sup> Street W. near Uptown.

There is no one design appropriate for an activity area street because each street may have unique needs depending on the adjacent land uses and how the street fits into and serves the area. In addition, activity area streets may extend along the edge or outside the boundaries of a designated Activity Center, Growth Area or Transit Station Area. In some cases (31<sup>st</sup> Street W. is a good example), connection and transition needs between adjacent neighborhoods and higher intensity land use areas may be even more important than the linear needs of the street. Activity area streets typically need significant pedestrian capacity, need to accommodate high transit loadings/unloadings, often serve high bicycle volumes, and have significant on-street and/or off-street parking demand. Traffic volumes are often high in these areas with a large share of traffic accessing parking and properties within or near the adjoining activity center, growth area or other high density area.

### **2.2.4 Community Connector**

A Community Connector a medium capacity street (usually under Hennepin County or city jurisdiction) that connects neighborhoods with each other, neighborhoods with commercial corridors and other districts, districts with each other and serves as the main street of a neighborhood commercial node. Examples are Nicollet Avenue (city) and Lowry Avenue (Hennepin County).

### **2.2.5 Neighborhood Connector**

A Neighborhood Connector a low capacity street (usually under city jurisdiction) that connects neighborhoods with each other. Examples are Emerson Avenue North and Bloomington Avenue South.

### **2.2.6 Industrial Connector**

An Industrial Connector is a low capacity street (usually under city jurisdiction) that provides access to or serves abutting property in industrial/employment districts. These streets may need to be designed to accommodate high truck volumes, depending on the uses in the industrial/employment district. An example is Washington Avenue North.

## Industrial Employment Districts

Ensuring that future employment growth can be directed in such a way that it supports a long-term goal of economic prosperity is an important aspect of the City's economic development strategy. As the city grows, its departments and agencies have a responsibility to make sure that it grows intelligently. The Minneapolis Plan calls for industrial districts to continue their employment and economic growth, acting as magnets for new investment.

The City's [Industrial Land Use and Employment Policy Plan](#) identifies Industrial Employment Districts with the objective to protect prime industrial space and to provide an opportunity for the City to support targeted industries and business clusters and to redevelop underutilized sites for economic development purposes.

### Criteria for designating Industrial Employment Districts

- Protected areas intended for industrial growth and expansion without residential uses in their boundaries
- Designated in the Industrial Land Use and Employment Policy Plan

### **Policy 1.14: Maintain Industrial Employment Districts to provide appropriate locations for industrial land uses.**

1.14.1 Develop regulations for the Industrial Employment Districts that promote compatible industrial development and the efficient use of land.

1.14.2 Allow industrial uses outside of Industrial Employment Districts to transition over time to other uses.

1.14.3 Restrict the development and expansion of non-industrial uses within designated Industrial Employment Districts, limiting non-industrial uses to the types of uses and locations designated in the Industrial Land Use and Employment Plan.



*SEMI industrial employment district provides an opportunity for industrial growth within the city*

#2

2/2/16

RE: Agenda Item #2  
Public Hearings / TPWCA

2/2/16

26th Ave. N. Reconstruction Project

To: Minneapolis City Clerk  
City of Minneapolis  
Minneapolis City Council

TO WHOM IT MAY CONCERN:

Written objection is hereby made  
to the above-described matter, on  
behalf of the Church of St. Anne/  
St. Joseph Hier (PID # 08 029 44 0002)  
and Queen Anne Communities  
(PID # 17 029 24 11 0248).

  
Mark A. Masica  
Attorney for ~~the~~ Objectors  
Property Owners  
4517 Abbott Ave. N.  
Mpls, MN 55422  
(763) 277-2003  
email: bmasica16@gmail.com

Rec'd @  
TPW Mty  
2/2/16  
9:29

**Willman Trucking, Inc.**  
**62 North 26<sup>th</sup> Avenue**  
**Minneapolis, MN 55411**  
**Tel: (612) 522-4459**  
**willmantrucking@earthlink.net**

FILED  
MINNEAPOLIS, MINN  
2016 FEB -2 AM 9:26  
CITY CLERK  
DEPARTMENT

January 29, 2016

Office of Minneapolis City Clerk  
C/O T&PW Committee Coordinator  
350 South Fifth Street, Room 304  
Minneapolis, MN 55415-1382

RE: Proposed 26<sup>th</sup> Ave. North Reconstruction Project  
PID 10 029 24 34 0039

Dear Committee Coordinator:

In response to your notification letter for above-cited proposed road improvement project and Public Hearing to be held on Feb. 2<sup>nd</sup>, 2016; we are responding with the following objections to the approval of aforementioned reconstruction project:

**1. Inappropriate and incompatible usage of land and roadways:**

The specified area on 26<sup>th</sup> Ave. has been zoned by the City of Minneapolis as Industrial (I3) and is, without question, completely unsuitable for use by pedestrian and bicycle traffic. Even if the paths are to be constructed off road, there is great risk of collisions and accidents in the multiple driveway areas where pedestrians and bicyclists will be crossing truck thoroughfares. Willman Trucking, and the other businesses affected (LaFarge, Cemstone, Aggregate Ind.) have all asked to go on record that we strongly oppose this restructuring and future liability suits from injured pedestrians/bicyclists will be directed to the City of Minneapolis Attorney's office as well as City Council.

**2. Lack of any need present to support road improvement**

The physical condition of 26<sup>th</sup> Ave. (2<sup>nd</sup> to Pacific) is **not** in disrepair as cited in Proposal set forth by City Public Works. CenterPoint Energy just put down concrete and maintained integrity of Industrial-zoned street dimensions following their project to update underground natural gas pipelines in 2014 and for the City to ignore that fact is a flagrant misuse of taxpayer funds.

**3. Restructure of 26<sup>th</sup> Ave. (2<sup>nd</sup> to Pacific) is duplication of already-established bike route(MRT):**

An established bike/pedestrian route, Mississippi River Trail (MRT), already exists and connects from River Road at 22<sup>nd</sup> Ave., runs west to 2<sup>nd</sup> Street and then proceeds northward.

If the proposed project wishes to have an east-west bike/pedestrian path to Theo Wirth Parkway, it can be accomplished by using the MRT route from the river, taking 22<sup>nd</sup> Ave. west, going north on 2<sup>nd</sup> Street and then at 26<sup>th</sup> Ave. heading westward to Theo Wirth Pkwy. Newer constructed walk-/bike-ways already exist on River Road, 22<sup>nd</sup> Ave. and 2<sup>nd</sup> Street and to ignore those paved pathways and build bike/pedestrian paths in a highly industrial-zoned area just 4 blocks north of these well-established paths (sanctioned by the US Bicycle Route System) while spending a substantial amount of tax dollars (in regard to this particular section) is financially irresponsible on the part of the City of Minneapolis, especially in an economic climate when government budgets are in a deficit, including municipal spending.

**4. Unfounded demand or need by pedestrians/bicyclists:**

There is no evidence that the public has requested said restructuring on 26<sup>th</sup> from river to 2<sup>nd</sup> Street. The Public Works Dept. has indicated there has been requests by the community for the change; however, there has been no actual proof in form of letters, meeting minutes, etc. to support such a claim. The businesses which will be most affected by this restructuring have the right to request copies of said documents by individuals or groups in the surrounding community which would possibly demonstrate some justification for this proposed project. We are the entities who are being assessed a very large tax levy and expected to pay for this project, we are the entities who will be most inconvenienced if the project is approved, so we should be entitled to see first-hand any proof that supports the notion that there is demand by the community to walk and bike through this very industrial area.

**5. The restructured project street design is inadequate for industrial vehicles, ie commercial straight and semi-trucks:**

The roadways in commercial and industrial-zoned areas are built much wider than standard street width, not only due to larger vehicle dimensions but also the need for larger turning radius space. The design we were shown for this project has reduced the current standard street width for this industrial zone to 26 feet, while making a 21 feet width for bike and pedestrian path. Since the locks closure last summer, there has been an increased volume of trucks coming through 26<sup>th</sup> Ave. and it has not been accounted for in this proposal. The disparity regarding the correct allocation of necessary space for industrial traffic versus the actual space needed for pedestrian/bike traffic is unconscionable.

**5. The proposed assessment amounts are excessive:**

Assessments have been placed exclusively on the few business entities which happen to be located on 26<sup>th</sup> Ave. between 2<sup>nd</sup> and Pacific streets. Willman Trucking rents space from LRH Investment and will likely experience in unsupported increase in rent amounts since LRH would be assessed such an exorbitant amount along with the other businesses affected.

Enclosed are copies of Mississippi River Trail showing the well-established routes available for use by both bicyclists and pedestrians illustrating the unnecessary aspect to creating another set of paths so close to the existing MRT, especially within an industrially-zoned area.

Should this section of 26<sup>th</sup> Ave. remain in the project plan design, we will obtain legal representation due to the safety issues and flagrant disregard for primary needs of businesses operating in this industrial area.

It will be noted that affected parties were given very little time to respond to this proposal prior to the public hearing (notice letters dated Jan. 11 and 12, 2016) and were not included when city engineers prepared the project street design thereby ignoring the specific needs of industrial heavy duty trucks and equipment.

Regards,



Diane Willman Howard  
Willman Trucking, Inc.

Enclosures

Cc: Regina Willman and Lisa Wilson - Willman Trucking, Inc.

	libraries, and emergency services) may be incorporated into Urban Neighborhood, where they are generally allowed.	
Open space and parks	Applies to land or water areas generally free from development. Primarily used for park and recreation purposes, natural resource conservation, or historic or scenic purposes. This does not capture privately-owned and operated open spaces and plazas.	Residential generally not appropriate for these areas.
Industrial/transitional industrial	Includes areas suited for industrial development and limited supporting commercial uses. Transitional industrial districts may transfer to another use over time, while industrial districts are preserved for industrial use.	Residential generally not appropriate for these areas.

## Land Use Features

The City designates a series of land use features that indicate where certain types and intensities of development are most appropriate. Each type of land use feature is described below, along with designation criteria and policy guidance. A list of all designated features is found later in the chapter. The land use features are also shown on Map 1.3.

### Community Corridors

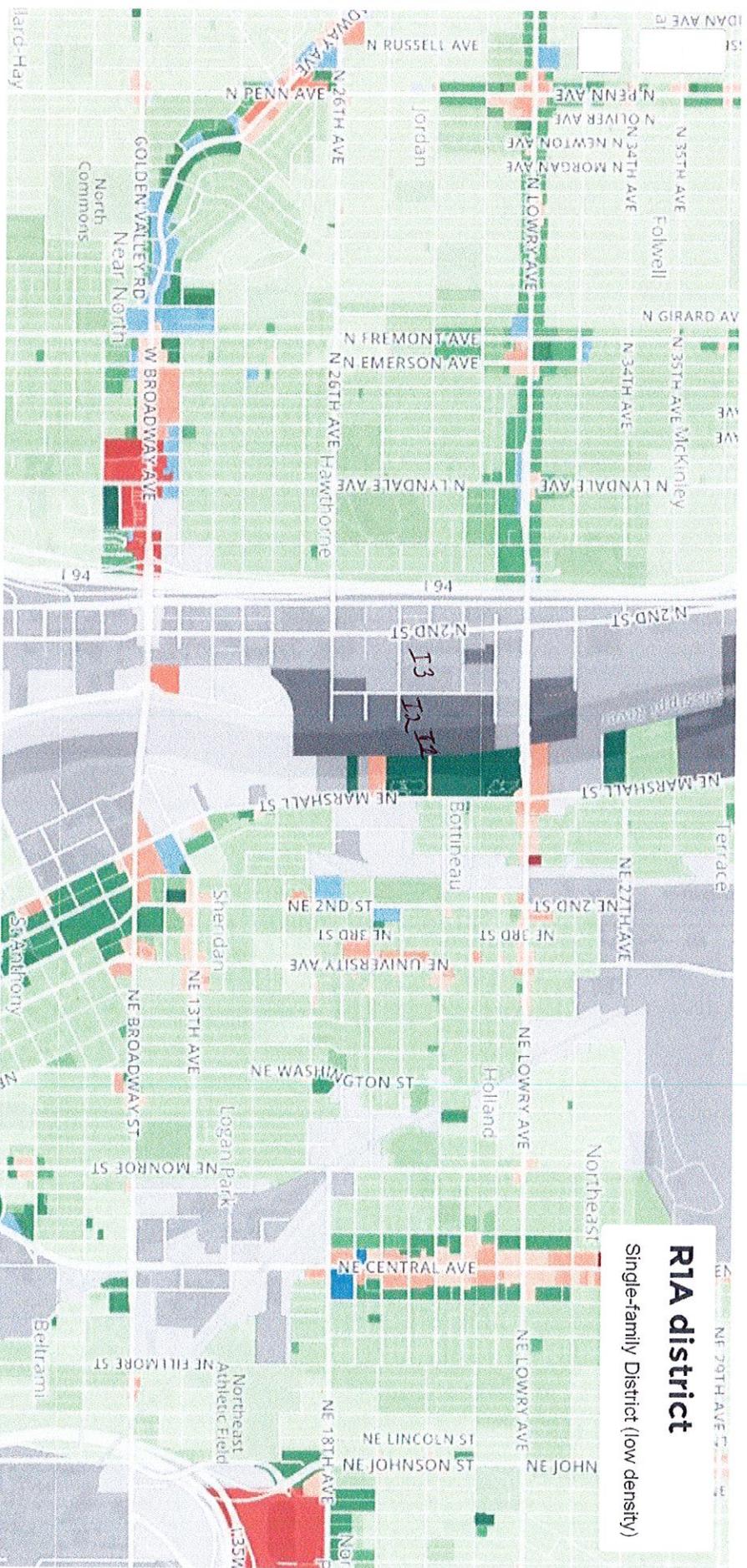
In Minneapolis, streetcar routes and the traditional urban corridors they created serve as principal travel routes. The rhythm of development in community corridors contributes to the dynamic nature of city living and is a source of pride and identity

# MINNPOST

## How Minneapolis is zoned

By Alan Palazzolo | 02/03/15

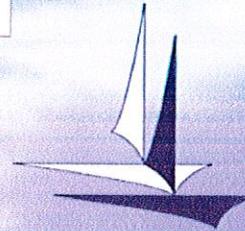
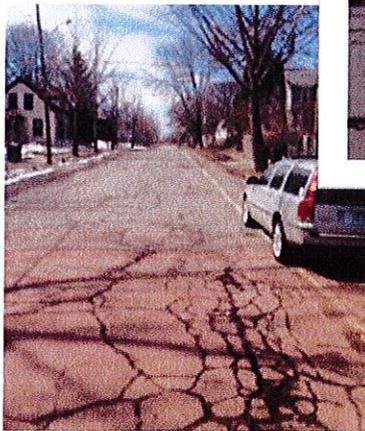
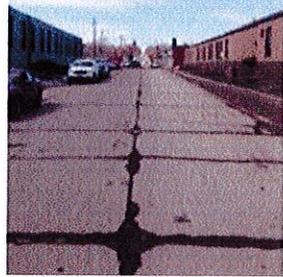
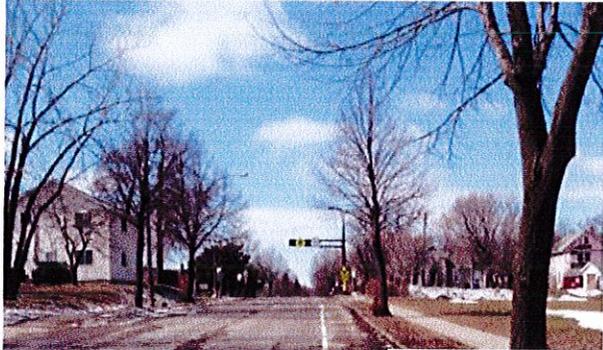
Minneapolis primary zoning districts colored by type of district. Data up to date as of December 11, 2014. Minneapolis overlay zoning districts — a parallel set of zoning regulations affecting parts of the city — not included. Click or tap on the legend to see the specific Minneapolis code for each zoning district.



# 26<sup>th</sup> Avenue North

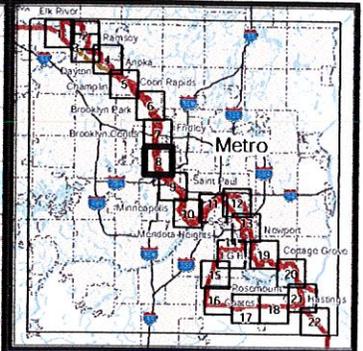
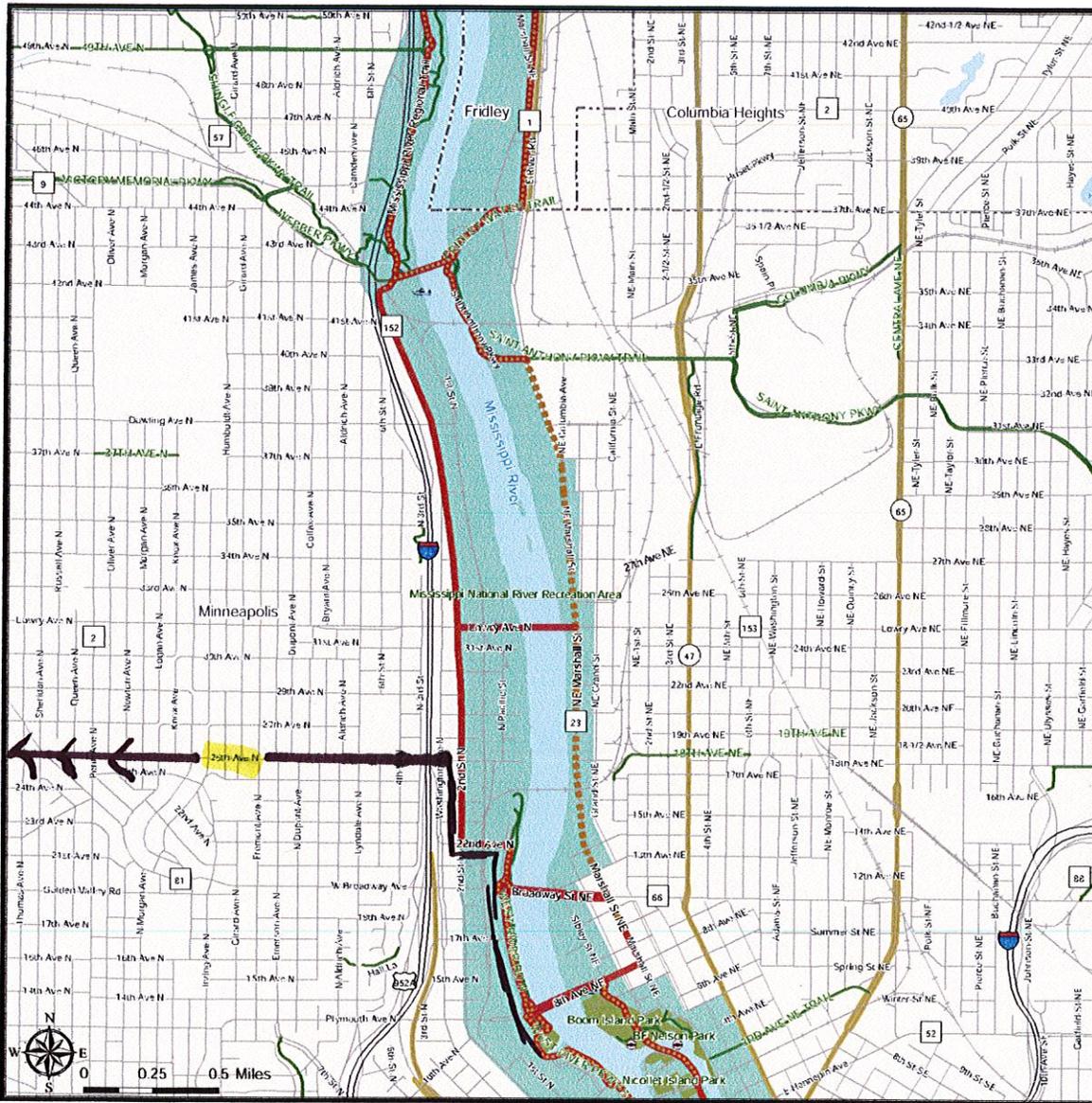
Reconstruction Project  
Assessment Information Meeting  
Presentation

January 25, 2016



**Minneapolis**  
City of Lakes

The condition of 26th Ave. (between Pacific and 2nd Streets) is not in disrepair. It was just resurfaced by CenterPoint Energy after they updated the natural gas pipelines in 2014.



### North Minneapolis Metro Map Inset 8 Mississippi River Trail Bikeway U.S. Bicycle Route (USBR) 45

**Details on MRT Route:**

- MRT Route on Road
- MRT Route on Existing Roads with Limitations (shoulder width, sightlines, surface)
- MRT Route on Existing Trails

**Existing Recreation Facilities:**

- Fishing Opportunities
- Water Access Site
- Existing Federal, State and Regional Bikeable Trails
- State and Regional Parks
- Mississippi National River and Recreation Area (MNRRA)
- Federal and State Forests
- National Wildlife Refuge

**Basemap Features:**

- Major Road with 4+ Bikeable Shoulders
- Railroad
- Interstate Highways
- Other Roads
- U.S. Highways
- State Highways
- County Roads
- Cities
- Open Water



March 2015

MRT Info on MNDOT Website:  
<http://www.dot.state.mn.us/bike/mrt/index.html>  
 Alternative Format:  
<http://www.dot.state.mn.us/bike/ada.html>  
 Disclaimer:  
<http://www.dot.state.mn.us/information/disclaimer.html>