

BOTTINEAU NEIGHBORHOOD SMALL AREA PLAN

PREPARED BY THE BOTTINEAU NEIGHBORHOOD ASSOCIATION

TABLE OF CONTENTS

[Executive Summary](#)

[Geographic Area](#)

[Vision & Goals](#)

- Community Input
- Small Area Plan Goals
- Opportunity Sites

[History](#)

[Past Planning](#)

- [Bottineau Neighborhood Comprehensive Plan \(1992\)](#)
- [Bottineau NRP Phase I \(1995\)](#)
- [Above the Falls Plan \(1999\)](#)
- [Lowry Corridor Plan \(2002\)](#)
- [Bottineau NRP Phase II \(2005\)](#)
- [The Minneapolis Plan for Sustainable Growth \(2008\)](#)
 - o Land Use Definitions

[Existing Conditions](#)

- [Demographic Survey](#)
- [Housing Characteristics](#)
- [Historic Structures](#)
- [Community Resources](#)

[The Plan](#)

- [Future Land Use](#)
- [Housing](#)
- [Economic Development](#)
- [Transportation](#)
 - o Pedestrian
 - o Bicycle
 - o Transit

- [Public Realm](#)

- [Urban Character & Design](#)

- Residential
 - Retail / Commercial

- [Implementation Plan](#)

- [Lowry Avenue](#)
 - [Grain Elevators](#)
 - [Bike Routes](#)
 - [Roadway, Streetscapes and Sidewalks](#)
 - [Bottineau Park](#)

- [Recommended Comprehensive Plan](#)

[Amendments](#)

- Commercial Nodes
 - Pedestrian Overlay
 - Zoning Changes

APPENDICES

A	Image Credits	42
B	Community Survey	43
C	Business Survey.....	48
D	Visual Preference Survey Results.....	50
E	Open Houses Information	59
F	Commute Shed	60
G	Labor Shed	61
H	Walkable Area.....	62
I	Bikeable Area.....	63
J	Current Land Use.....	64
K	Current Zoning.....	65
L	Traffic Issues.....	66
M	(Re)Sources.....	67

EXECUTIVE SUMMARY

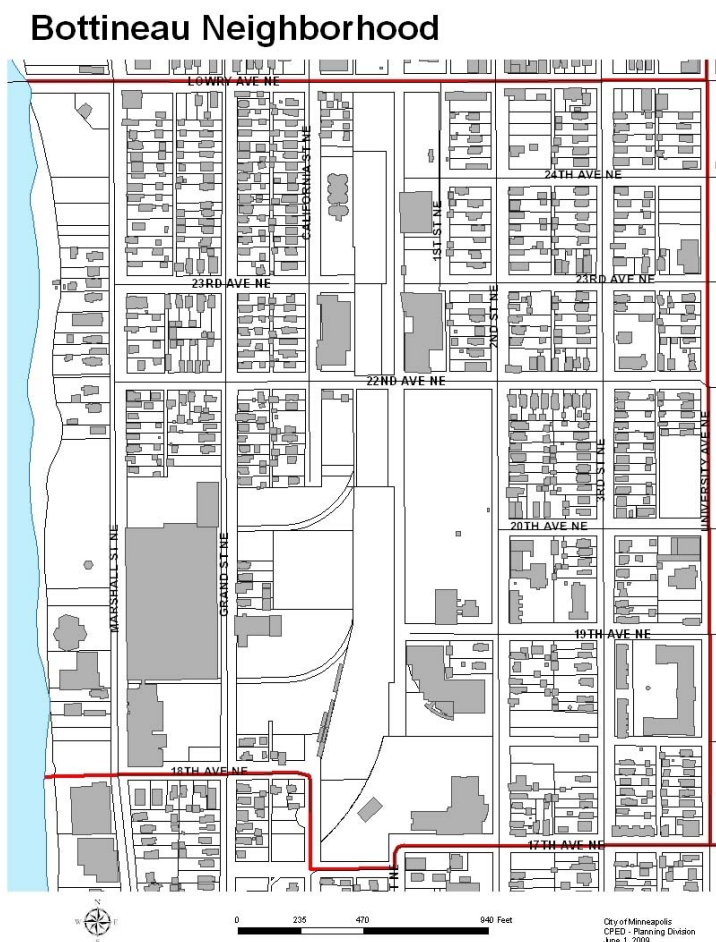
The Bottineau neighborhood, through the work of two neighborhood organizations and untold hours of resident involvement has been inexorably moving to this point for over 15 years. An early small area plan was created in 1992. For numerous reasons, some technical some political, this plan was never fully adopted by the neighborhood or City. Two Neighborhood Revitalization Program plans have been prepared and significantly implemented. A neighborhood transportation study was completed by Minneapolis Public Works in 1995. A physical inventory of neighborhood housing was prepared in 2006 by a student intern from CURA (Center for Urban and Regional Affairs). In 2008, another intern reviewed and summarized the past planning efforts and prepared the demographic survey. And, the neighborhood organizations and other residents have participated in other municipal sponsored planning efforts including the Above the Falls Plan, the Lowry Avenue Corridor Plan, and the Minneapolis Comprehensive plan as well as the recent update.

While the process of working with all the varied stakeholders and policy makers over this time to align all these efforts has been one of 'two steps forward, one step back', there has recently been a confluence of opportunities that make this effort fully 'realizable.' The City is re-examining (or at least planning to) the land use and zoning policies of the Above the Falls Plan, the Lowry Bridge is being replaced, two significant bicycle improvements are planned for the area, the housing market collapsed, the neighborhood organization is nearing the end of the implementation of the neighborhood NRP Action Plan (and the Neighborhood Revitalization Program itself), and the relationship between neighborhood

organizations and the City is undergoing a significant revision/modification. Each of these alone has created a 'place' for the neighborhood to discuss its future. Taken together, they create a necessity for the completion of this Small Area Plan.

This latest effort, builds on years of organizing and community involvement to codify the growing consensus among the varied stakeholders regarding the natural and built environments of the neighborhood, create a framework for future development, and establish and communicate a clear vision for continuing growth and sustainability of the neighborhood.

Image 1 - Bottineau Neighborhood



GEOGRAPHIC AREA

The Bottineau neighborhood is bounded by Lowry Avenue on the north, University Avenue on the east, 17th & 18th Avenues on the south and the Mississippi River on the west. Because both Lowry and University Avenues are significant streets, this Master Plan will include the blocks that face these streets on the north and east respectively. (See image on previous page.)

VISION AND GOALS

Community Input

The Bottineau neighborhood has the luxury of a documented history of involvement in community-based planning efforts. This plan significantly builds on what has been learned from the community over the last 15 years and two neighborhood implemented NRP plans.

Building on that work and focusing on areas not fully addressed in the past, a four part civic engagement process was developed. It included a six-page community survey mailed to nearly 800 addresses and made available online, a condensed version hand delivered to over 30 area businesses, the creation of a 60 image visual preference survey, and a series of four interactive community open houses. (see appendices B-E)

The open houses were a multimedia extravaganza. On display were:

- Neighborhood plat maps from as early as 1885,
- Historical photos with present images of the same locations,
- Text from respected authors in the urban development field,
- Samples of past planning surveys produced by the City, and
- Educational displays on housing types and density,

Interactive activities to gather additional community input were incorporated including displays about:

- Where people walk and bike,
- Commercial sign type preference, and
- House style and color preferences.

The visual preference survey ran looped in the background and was made available online. And, a scale model of the entire neighborhood was on display. Participants were encouraged to 'play' with the buildings and form of the neighborhood - to explore different layouts, densities, and scales.

Following is a summary of community input from the varied sources.

Areas of Opportunity

- Lowry Avenue comprehensive redevelopment
- Grain Elevator site (2301 California Street) potential for new housing
- Packaging Corporation of America long term possibility for new housing along the Mississippi

Retail/Commercial

- Dissatisfaction with the availability of area retail
- Only 9% shop the neighborhood for groceries
- The Quarry is a significant shopping destination
- Strong desire for more restaurant, outdoor café, and specialty shop options

Housing Types

- Strong identification with low-density, single family neighborhood
- Overwhelming agreement that more individual single family housing is needed
- Greatest support for higher density housing is in mixed use projects, not

stand alone apartment buildings or condos

- Lowry and University Avenues are most supported areas for higher density

Housing Condition

- Dissatisfaction with appearance of housing
- Identification of deferred maintenance as a major concern
- Some areas are clearly of more concern than others

Transportation

- Strong desire for additional walking/biking amenities
- Traffic volumes and speeds and motorist behavior are great deterrents to walking/biking
- Desire for additional destinations and connections to established trails and paths
- Low level of transit use

Public Space

- Satisfaction with existing parks and open space
- Support for pedestrian scale lighting
- Desire for built gathering spaces like gardens, outdoor cafés, etc.
- Several sidewalk deficiencies identified

Small Area Plan Goals

This plan will address stakeholder concerns and suggestions through establishing the following goals.

Improve Existing Residential Housing Stock

Well maintained properties exhibit a sense of pride and help create a safe and welcoming environment for residents, and visitors. Quality of neighborhood housing stock is one of the key indicators for neighborhood stability.

- Encourage renovation projects that make the housing stock desirable and competitive in the housing market.
- Ensure a safe and welcoming neighborhood through education and consistent enforcement of property maintenance codes.
- Encourage design of additions and reuses to compliment existing architectural style, scale, and setbacks. (comparative images below)
- Improvements to be made with high quality materials and finishes to reduce long term maintenance needs.
- Support use of 2-, 3- and 4-color schemes and 'historic' color palettes; discourage mono-chrome color schemes.



Image 2 - NE Addition



Image 3 - NE Addition

Encourage Mixed-Use and Commercial Development along Appropriate Corridors

Existing neighborhood commercial and retail space does not meet the needs and wants of neighborhood residents. Retail leakage data indicate a substantial amount of money being spent outside the neighborhood for goods and services.

- Increase neighborhood retail and service opportunities by strengthening neighborhood commercial nodes on Lowry Avenue.
- Support increased residential density to support additional commercial/retail space through mixed use development.
- Create transitions between commercial and residential uses.

Improve the built Environment for Pedestrian and Bicycle Movement

Community Corridors surrounding the neighborhood are busy streets with little room for bicyclists and little to no buffer for pedestrians on the sidewalks. They are treated as thoroughfares passing Bottineau by and effectively cut off the neighborhood from the rest of the City and vice versa. 2nd Street is better, but traffic speeds and volumes further bisect the neighborhood. 22nd Avenue is the only continuous east-west access through the neighborhood. Even then, pedestrian access is cut off at the railroad tracks with gaps in the sidewalks and unnecessary chain link fencing at Bottineau Park. The neighborhood has no identified (striped or signed) bicycle connections to the larger system of paths and trails. Two planned improvements are a start, but will only marginally connect the neighborhood to the larger systems.

- Create community streets by providing encouraging on street parking, and adding streetscape elements like pedestrian level lighting and boulevard trees, to buffer

pedestrians from vehicle traffic and to improve the sense of safety.

- Create more connections to the existing path and trails systems, especially north / south.
- Fill sidewalk gaps.
- Implement traffic calming and pedestrian/bicyclist safety measures at key intersections.

Improve and Create Public Open Spaces

The neighborhood is blessed to have three parks, the Mississippi River and literally acres of 'open-space' in the interior of the neighborhood - a feature specific to the neighborhood and possibly found no where else in the City. However, lack of connections and both physical and visual barriers prevent them from being fully utilized and even recognized.

- Encourage pedestrian scale lighting on streets that connect open spaces.
- Fill sidewalk gaps at railroad crossings
- Remove physical and visual barriers to movement and replace chain link with decorative fencing where appropriate.
- Explore establishing/reconnecting the street grid.
- Encourage landowners and developers to create and maintain publicly accessible open or green space (i.e. boulevard gardens, sidewalk seating, etc.)
- Encourage adaptive reuse of underutilized railroad property.

Opportunity Sites

Lowry Avenue Redevelopment

Lowry Avenue between the Mississippi and University Avenue is an enigma. It holds popular bars and boarded buildings, light industry and single family homes, and commercial uses and underutilized land all at within six blocks. Further complicating

matters are a soon to be replaced Lowry Avenue Bridge and the white elephant no one admits is in the room: The Hennepin County Lowry Avenue Plan. The neighborhood prefers:

- Mixed-use development and redevelopment, particularly at Marshall to support the creation of neighborhood commercial nodes.
- Create a diversity of commercial/retail option to allow mutual support and synergies.
- A strong emphasis on pedestrian and bicycle oriented improvements including filled sidewalk gaps, wider sidewalks, narrow street crossings and public space.
- Focus on locally controlled/owned retail but willing to consider larger entities as anchors.



Image 4 - New Lowry Bridge

Grain Elevators

The last of their kind in the neighborhood and one only a few remaining in most of Northeast, the elevators at 2301 California Street sit empty. One redevelopment project was in the early stages when the market collapsed. This site has also been the home of the Mulberry Junction Community garden for over 12 years. A fully assembled site could be over two acres, but the proximity to high voltage power lines and rail tracks may limit the redevelopment possibilities.

- The neighborhood would like to see housing on this site that complements the character of the surrounding residential property.
- A long term, permanent home for the Mulberry Junction Community Garden is also a priority for this site.

Packaging Corporation of America

Parts of this complex of buildings used for design, manufacturing and shipping of all sorts of corrugated products trace their history back to original uses as part of the Gluek Brewery. The buildings were built and expanded upon during a time when rivers were considered merely as a means of transportation of goods and not the valuable natural/public resources they are now. There will come a time when Packaging Corporation of America (PCA) will no longer be located here - that will be the time to reintegrate the site into the neighborhood and take advantage of the proximity to the Mississippi River. When that time arrives, the neighborhood would like to explore:

- Redevelopment of the site as low to medium density housing,
- Potential addition of neighborhood-scale retail or service options through mixed use,
- Reconnecting the street grid pattern,
- The creation of a pedestrian 'green way' connecting Bottineau Park and Gluek Park and the Mississippi River.

HISTORY

The Bottineau neighborhood is named after Pierre Bottineau (1817-1895), one of the more colorful figures in Minneapolis history. He was a renowned diplomat and translator and played an instrumental role in surveying what was at the time the wild west. The southern part of the neighborhood was added to the City of Minneapolis as the

Bottineau 2nd Addition - only a small portion of land once owned by Bottineau. Located in the north of the Town of St. Anthony, the land that would become the Bottineau neighborhood was involved in much of the early trade in the area. The Red River Oxcart Trail, an early and



Image 5 - Pierre Bottineau

significant trade goods route from Canada to St. Paul, crossed the Mississippi River near what is today Edgewater Park. The area did not see as much of the early lumber mill development, but was home to the Gluek Brewery (now Gluek Riverside Park) and St. Anthony Pottery (established 1857).

Like much of early Minneapolis and Northeast Minneapolis, the grain industry was well represented in the neighborhood. Several large elevators once dotted the neighborhood skyline. One still stands at 23rd and California. The increase in industrial uses brought a great expansion in rail traffic. At least a half a dozen spur lines once split the neighborhood where only two remain today. Starting in the 1880's to the early 20th Century, Minneapolis expansion brought more homes and a horse cart and then street car line up 2nd Street

from the city core. This route is still used by the #11 bus.

The neighborhood was at the northern end of the Minneapolis Liquor Control District established following the repeal of prohibition in the 1930's. This is the primary reason lower Northeast has the number of corner, neighborhood bars it does. During this time and up to World War II, many of the larger and older single family homes were converted to duplexes. Some of the last available large tracts of land were developed as housing after WWII to the late 50's with smaller, single level and rambler style homes. Numerous corner stores, butcher shops and other family retail operations were scattered throughout the area.

The neighborhood was quite stable in much of the second half of the 20th Century. However, as incomes rose, families began moving to the inner ring suburbs. Many of the converted single family homes became investment properties and the conversion trend continued. The loss of owner-occupants and the loss of the corner stores had a destabilizing effect in the community as owner occupancy levels, purchasing power, and goods and service availability fell. Deferred property maintenance began to become more common. However, in the 1980's and early 1990's, many artists began relocating in the neighborhood and surrounding area after being priced out of the downtown warehouse district. This new energy was a stabilizing influence in the neighborhood and contributed to the rehabilitation of several older commercial / industrial buildings to art studios and live / work space. In 2003, the City of Minneapolis created the Northeast Minneapolis Arts District. The Bottineau Neighborhood is the northwest anchor of the district.

The most recent developments affecting the community are the collapse of the housing market and the sub-prime mortgage debacle. While the situation is not as bad as other parts of the City, numerous homes have been foreclosed and left vacant. This is the context where the neighborhood finds itself.

PAST PLANNING

Bottineau Neighborhood Comprehensive Plan - Bottineau Citizens in Action (1992)

This plan was created for Bottineau Citizens in Action by Scott Wende, architect and urban designer. Bottineau Citizens in Action was the predecessor of the Bottineau Neighborhood Association. The plan recognized the still existent contradictions in land uses and zoning. It further suggested that these contradictions have had an inhibiting effect on positive redevelopment opportunities that could strengthen what is experienced as a primarily residential neighborhood and its relationship to the most dominant natural feature in the City - the Mississippi River. The plan called for significant changes in land use and zoning. Its goals include:

- Development of a riverfront park and open space system.
- Orient the neighborhood to the river.
- Focus economic development on Lowry and University Avenues.
- Resolving land uses disruptive to a residential base.
- Transitioning the industrial land uses in the middle of the neighborhood to residential use.
- Reestablish the east/west street grid pattern.
- Elimination of the rails and high voltage lines and repurposing to a greenway and trails to connect the Northeast river neighborhoods.

The plan also identified something not normally thought about Northeast neighborhoods - the varied and beautiful, even if obstructed, vistas of downtown Minneapolis available from such a small area.

Criticized for being anti-business, several of this plan's grandest land use recommendations have come to fruition including: a riverfront park system (see Above the Falls Plan below), focusing economic strategies on Lowry and University Avenues and transitioning industrial uses to residential (see comparative images below).

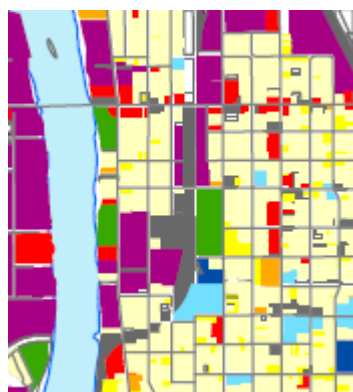


Image 6 - Current Land Use

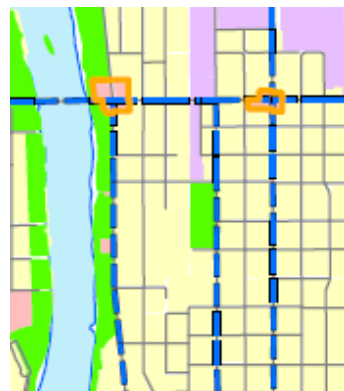


Image 7 - Future Land Use

Bottineau [NRP] Comprehensive Plan (1995)

The Bottineau neighborhood, through the work of Bottineau Citizens in Action, was one of the first six neighborhoods in Minneapolis to begin participating in the Neighborhood Revitalization Program. The plan created was not unlike many other neighborhood NRP plans. It covered a range of neighborhood issues and concerns from public safety to parks and open space, housing to environmental health, and land use and development to parking and traffic. The major goals of this community created plan are:

- To improve safety through strengthening social interactions.
- To improve the existing housing stock and create opportunities for additional single family homes.
- To document the scope of neighborhood pollution and exposure effects.
- To create a viable and compatible mix of neighborhood commercial services.
- To transition from industrial to residential land uses.
- To reduce negative impacts of traffic (speeds, noise, weight) and improve pedestrian and bicyclist movement.
- To reorient the neighborhood and improve access to the Mississippi River.

The largest percentage of the housing stock in the neighborhood was already nearly 100 years old and many were on small lots - lots that would have been too small to allow new construction. A significant amount of resources was designated to home improvements, reconversion of duplexes back to their single family origins, and identification and advocacy for new single family housing opportunities through combining small lots

and redevelopment of commercial and industrial sites.

This plan recognized that the existing retail businesses were generally appropriate in scale and type but the neighborhood did not have immediate access to many services, with no drugstore or clinics nearby for example. The number of liquor related businesses - nearly a dozen in the study area - was viewed more negatively than positively. The positive socializing element was recognized but the focus was on the noise and safety livability issues to which these businesses contributed. The plan proposed to develop a more compatible mix of businesses to provide local goods and services and to improve the marketability of neighborhood housing.

Land Use and Development sections echo much of what was contained in the Bottineau Neighborhood Comprehensive Plan (1992). Similarly, the public realm improvements focused on reducing traffic speeds and busy intersections and shifting the priority to pedestrian and bicycle amenities.

Above the Falls Plan - City of Minneapolis (1999)

The objectives of the Above the Falls Master Plan are:

- To provide public access to the river.
- To create a system of Riverway Streets.
- To enhance the ecological function of the river corridor.
- To link the Upper River to the Grand Rounds parkway system.
- To realize the area's potential for economic development.
- To establish urban design guidelines.

This plan affects the entire stretch of riverfront located within the Bottineau Neighborhood. Most of the plan calls for

creation of new parkland and a move away from traditional industrial and light-industrial uses currently in existence. However, current existing land use and zoning contradicts the plan. The City is just starting a process to reevaluate the Above the Falls Plan and develop a framework for rezoning based on this plan. Recommendations from the Bottineau planning process will be an important contribution.

Currently there is a mix of uses including commercial, multifamily residential and single-family residential located along the river where the plan calls for new parkland. The value of these properties and whether to move them or whether they can co-exist with new parkland is essential for the neighborhood to determine prior to the plan moving forward. The existing preferred plan calls for moving the best Victorian-style homes located between Gluek and Edgewater Parks out of the neighborhood adjacent to the botanical gardens the plan states will be created in Marshall Terrace Park.

The plan calls for the redevelopment of Marshall Street NE which could include increased right-of-ways and property acquisition. The plan also calls for creation of a boulevard on the east side of Marshall Street to introduce grass, flowers, and trees providing a buffer between traffic and houses. Other additions to Marshall Street detailed in the plan are bicycle lanes, moving power and communication lines, and streetscaping.

Similarly, the plan suggests private redevelopment of the current industrial site between 18th and 20th Avenues NE. which was part of the current reasoning for having future land use of this area represented as Urban Neighborhood in the 2008 Minneapolis Plan. The Minneapolis

Plan adopts almost all the Above the Falls land use recommendations.

Another significant redevelopment recommended in the Above the Falls Plan is the widening of the Burlington Northern Bridge to include a pedestrian/bike boardwalk to connect planned trail in North and Northeast Minneapolis. (Interestingly, the BNSF Bridge is located almost exactly at 45° North Latitude.)

Lowry Corridor Plan - Hennepin County (2002)

Lowry Avenue lies on the northern boundary of the Bottineau Neighborhood and the intersections at Marshall Street and University Avenue are two of the busiest in the area and serve a greater proportion of truck traffic than other neighborhood streets. The three main goals of the plan are:

- To enhance access to jobs through public transportation.
- To effectively link civic spaces through transit, bicycle and pedestrian connections.
- To congregate services, retail and office space around transit centers/nodes.

There are a number of strategies detailed to accomplish these goals. In the Bottineau Neighborhood the plan calls for widening Lowry Avenue NE to four lanes with dedicated left turn lanes and creation of a median between Marshall Street NE and University Avenue NE. The plan also creates sidewalks at least six feet wide on both sides of Lowry, landscaped boulevards, and on-street parking in bump-outs with landscaping.

For the section of Lowry Avenue adjacent to the Bottineau Neighborhood, the main concerns are the amount of heavy truck traffic and the lack of dedicated turn lanes which means that traffic turns from the

basic through lanes and through traffic must maneuver around turning vehicles. This is especially true on Lowry Avenue at 2nd and Marshall Streets where at times trucks overtake both lanes in order to turn or the trailing wheels of semi truck trailers come several feet onto the sidewalks. This may require intersection curb radii improvements to accommodate truck traffic on dedicated routes.

The plan acknowledges that much of Lowry Avenue is residential in nature with commercial activities centered on intersections of commercial corridors. The Lowry Avenue Corridor Plan calls for maintaining the current zoning set by the 2000 Minneapolis Zoning Code. Similar to the 2008 Minneapolis Plan, the Lowry Avenue Corridor Plan calls for medium to high-density housing or mixed-use development at key nodes. However, widening the road would completely change the existing streetscape.

The largest effect that implementation of the Lowry Avenue Corridor Plan would have on the Bottineau Neighborhood would be the widening of the street between Marshall Street and University Avenue to five lanes - two travel lanes in each direction with dedicated left-turn lanes. This would result in the acquisition and destruction of many properties currently located along this stretch of Lowry Avenue. However, the current zoning would not change with redevelopment of the corridor.

This is a Hennepin County plan and the City has not committed to the implementation strategies identified for the Avenue East of the Mississippi. The City does recognize that several Lowry intersections need improvement but is not convinced that widening Lowry Avenue to four lanes is necessary.

Bottineau Neighborhood [NRP] Action Plan (2005)

In 2005 the Bottineau Neighborhood Association completed the neighborhood's second Neighborhood Revitalization Program plan. Due to changes in State Statutes and related funding formulas resulting in fewer available dollars and more requirements on what areas received a majority of available resources, this plan was generally less expansive than the neighborhood's first NRP plan and instead focused on smaller scale projects. However, many of the same general goals of the first plan were continued. This plan's goals include:

- Strengthening community through small improvements to the physical and social environments,
- Improving access to the Mississippi River,
- Improving neighborhood housing stock,
- Safety and security improvements including traffic issues, and
- Improving the commercial environment to meet neighborhood needs

The major focus of this plan is to continue the reinvestment in neighborhood housing stock and to continue to promote the creation of new owner-occupied housing. Other significant areas focus on improvements to the public realm to enhance and encourage walking and biking, improving the goods and services available to the neighborhood, and numerous community building actions.

The Minneapolis Plan - City of Minneapolis (2009)

A comprehensive plan update is mandated by state law to be submitted to the Metropolitan Council every ten years. The 2009 plan updates the 2000 Comprehensive Plan and provides more details as to future land use. Any new plans, development proposals, and infrastructure investments are evaluated by the City to determine compliance with the City's adopted Comprehensive Plan. The primary objectives of the current update to the Minneapolis Plan are:

- To strengthen and clarify the City's existing policy framework for future planning, zoning and development decisions
- To complete a future land use map that reflects the City's vision and policies
- To simplify and improve the format of the plan to make it easier for elected officials, City staff, developers, businesses, neighborhood groups, and other community stakeholders to understand land use.

The plan is the primary policy document for the City of Minneapolis. It is meant to be seen as a tool that addresses land use, transportation, housing, economic development, public services and facilities, environment, open space and parks, heritage preservation, arts and culture and urban design in the city. It provides:

- An analysis of trends that affect the future of the City
- A vision for the future of the city, desired by its citizens
- Guidance to inform decisions and ensure that they contribute to and do not detract from achievement of the City's vision.

The plan outlines potential future land uses within the Bottineau Neighborhood as

mostly Urban Neighborhood with four Community Corridors and two Neighborhood Commercial Nodes.

The Minneapolis Plan finds the existing zoning ordinance to be largely consistent with the policy recommendations of the 2030 Development Framework, meaning there are no plans to do any city-wide rezoning work.

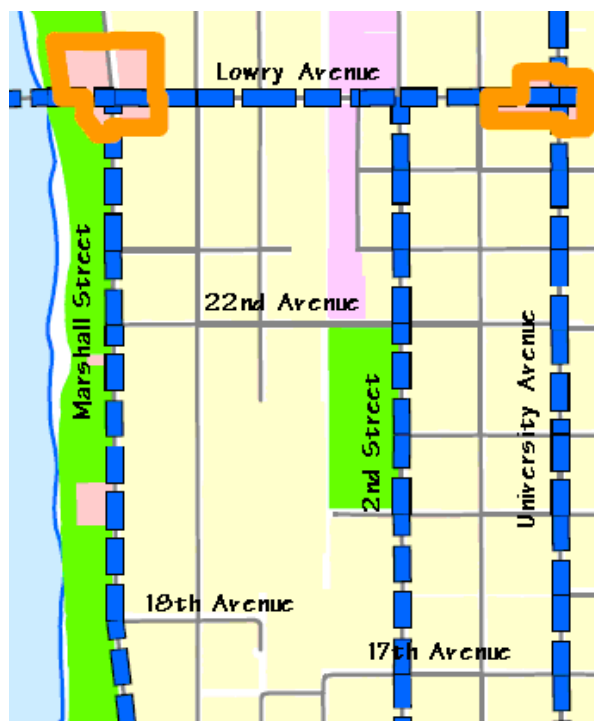


Image 8 - Future Land Use



Land Use Definitions

The Minneapolis Plan for Sustainable Growth has identified land use features in the neighborhood. Along with each land use feature, there are certain designation criteria, as well as policy guidance. The land use features, their designation, and policies are described below.

Urban Neighborhood

The Minneapolis Plan for Sustainable Growth identifies the Urban Neighborhood as a predominantly residential area with a range of densities, with highest densities generally to be concentrated around identified nodes and corridors. May include undesignated nodes and some other small-scale uses, including neighborhood-serving commercial and institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. They are not generally intended to accommodate significant new growth, other than replacement of existing buildings with those of similar density.

The densities specified below are not meant to be precise, but rather to provide guidance to the appropriate range for each category. Higher density categories are not listed because they are not included in the Small Area Plan recommendations.

- **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

Neighborhood Commercial Node

- Lowry Avenue at Marshall Street
- Lowry Avenue at University Avenue

Neighborhood Commercial Nodes provide retail or service uses on at least three

corners of an intersection and are typically located at the intersections of community corridors. Commercial uses are typically focused close to a single intersection and they generally serve the needs of the surrounding neighborhood, with a limited number of businesses serving a larger area. They usually maintain a building typology appropriate for the surrounding residential neighborhood and are oriented to pedestrian traffic, with few automobile-oriented uses.

Both designated nodes minimally meet the definition. For example, while there is an auto-oriented use on only one corner of the Lowry/University intersection, not long ago three corners were occupied with auto oriented uses. Both were first identified as nodes in the recent Minneapolis Plan for Sustainable Growth.

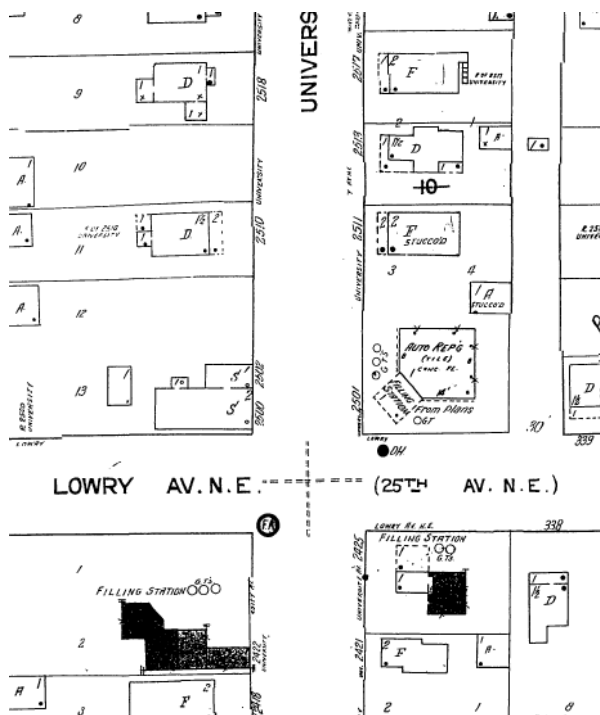


Image 9 - Lowry / University 1951

The Minneapolis Plan for Sustainable Growth lists the following policies for Neighborhood Commercial Nodes:

- Discourage the commercial territorial expansion, except to adjacent corners of the node's main intersection.
- Support the continued presence of small-scale, neighborhood serving retail and commercial services.
- Discourage new or expanded uses that diminish the transit and pedestrian character, such as some automobile services and drive-through facilities.
- Encourage a height of at least two stories for new buildings, in keeping with neighborhood character.
- Encourage the development of medium- to high-density housing where appropriate within the boundaries, preferably in mixed use buildings with commercial uses on the ground floor.
- Encourage the development of medium-density housing immediately adjacent to Neighborhood Commercial Nodes to serve as a transition to surrounding low-density residential areas.
- Encourage the redevelopment of vacant commercial buildings and direct City services to these areas.

Mixed Use

This category Mixed Use allows for mixed use development, including mixed use with residential. Mixed use may include either a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use.

Community Corridors

- Lowry Avenue
- Marshall Street
- 2nd Street
- University Avenue

Community Corridors connect more than two neighborhoods and are primarily residential with intermittent commercial uses clustered at intersections in nodes. They are generally minor arterials and carry moderate traffic volumes. They are often old streetcar lines, and usually part of the City's planned Primary Transit Network, with some exceptions. Buildings along the corridors have traditional form and massing. Commercial uses are generally small-scale retail sales and services and serve the immediate neighborhood.

University and Lowry Avenues reflect these criteria the strongest; Marshall and 2nd Streets the weakest. In fact, Marshall and 2nd Streets were not originally identified as Community Corridors in the Minneapolis Comprehensive Plan adopted in 2000. They were included in the Minneapolis Plan for Sustainable Growth.

The Minneapolis Plan for Sustainable Growth identifies the following policies for Community Corridors:

- Support the continued presence of existing small-scale retail sales and commercial services along Community Corridors.
- Support new small-scale retail sales and services, commercial services, and mixed uses where Community Corridors intersect with Neighborhood Commercial Nodes.
- Discourage uses that diminish the transit and pedestrian oriented character of Community Corridors, such as automobile services and drive-through facilities.

- Discourage the conversion of existing residential uses to commercial uses outside of Neighborhood Commercial Nodes.
- Encourage the development of low- to medium-density housing on Community Corridors to serve as a transition to surrounding low-density residential areas.
- Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

Transitional Industrial

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.

All the current industrial land uses in the Bottineau Neighborhood will be located within the Urban Neighborhood land use designation according to the 2008 Minneapolis Plan. This decision was based on the 1999 Above the Falls Plan which aims to convert heavy-industrial uses along the Mississippi River to light-industrial, parks, commercial, and residential uses. Implementation of the Above the Falls Plan would have a large effect on the Bottineau Neighborhood. As previously mentioned, the City is planning to re-examine the land uses identified in this plan and the zoning implications.

The Bottineau neighborhood also has large electrical poles and train tracks cutting north to south through the neighborhood. The Minneapolis Master Bike Plan from 2001 identifies this area as a potential site

for the Bottineau Trail which would connect to trails near the Mississippi River up to 27th Avenue NE. This is consistent with the current Above the Falls plan.

Open Space and Parks

This designation 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.

EXISTING CONDITIONS

Demographic Survey

Population

Between 1990 and 2000 the population in Bottineau increased 9% from 1,150 to 1,254 residents. This was greater than the percent increase for the city of Minneapolis which was 3.9%. A 2005 LISC report suggested the 2005 population was 1,263. This figure seems to not have taken into account the Bottineau Commons, Lofts, and East and West Townhome developments. Early Census 2010 data puts the neighborhood population at 1,665 - a 32% increase.

Age Distribution

The largest age group in the Bottineau neighborhood is between 25 and 44 years. This cohort has seen a sizeable increase since 1990. Between 1990 and 2000 the population of young adults 20 to 24 and children and adolescents 5 to 17 years also saw slight increases. The greatest decreases in population during these 10 years were in children under the age of 5 and seniors 65 and older. Overall there was a 9% increase in population. Interestingly, the male population increased by 22% while the female population decreased by almost 3%. According to the 2005 LISC study, 25 to 44 year olds will

continue to be the largest age group for both 2005 and 2010.

Ethnic Distribution

The ethnic composition of the Bottineau neighborhood has changed significantly since 1990. The African-American population had the largest increase at 423% from 1.1% of the population in 1990 to 5.4% in 2000. Early Census 2010 results show a continuing increase to just over 30% of the entire population with a corresponding decrease in the White population.

Early Census 2010 Census results show the Black population to be over 35% of the total, with a corresponding reduction in the White population.

Observation indicates that many of the Hispanics had purchased single family homes and duplexes in the 1990s. Continuing observations reveal that very few of these homeowners remain in the neighborhood. Many of these properties have been foreclosed.

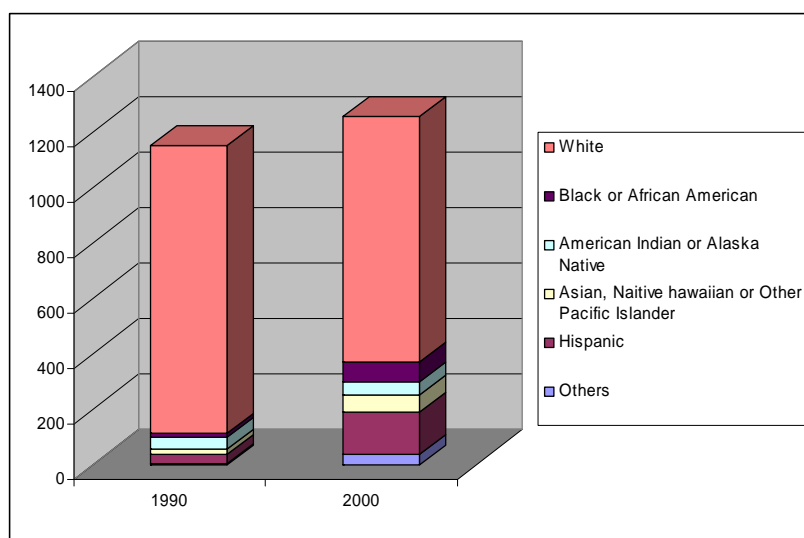


Image 10 - Ethnic Distribution

Hispanics of any race increased 344% from 2.96% in 1990 to 12% in 2000. Asians also saw large increases from 1.65% of the population to 5.18% in 2000. Whites decreased slightly in population making up 90.43% of the residents in 1990 but only 70.73% in 2000. 2005 estimates show a continued increase in minority populations with African-Americans making up 7.6% of the population, Asian or Pacific Islander at 6.8% and Hispanics at 15.1% with whites declining to 69.2%. 2010 projections continue the trend with 9.6% of the population being African-American, 8.1% Asian or Pacific Islander and 18.2% Hispanic at 15.1% with Whites declining to 69.2%.

Household Composition

Family households no longer make up the majority of households in Bottineau having decreased from 54% of the households in 1990 to 48% in 2000. Households with single residents under 65 saw the greatest increase at 61%. Households composed of unrelated people living together also saw an 18% increase. The percentage of seniors living alone remained steady from 1990 to 2000 at 49%, but is 12 percentage points higher than the city average of 37%. The neighborhood decreased slightly in the percentage of families with children under 18 from 47% to 46% and is under the city average of 50%.

Household Size

Average household size in the neighborhood has increased modestly between 1990 and 2000 from 2.19 to 2.28 persons per household. This is slightly higher than city average which in 2000 was at 2.25 persons per household.

There is, perhaps an unsurprising, correlation between household size and the number of bedrooms in housing units. But, conversations with long-time residents indicate there was once a much greater

number of larger families in the neighborhood. This runs counter to local and national trends and could be attributed to market trends and changes, changing level of satisfaction with schools or the conversion of larger (more bedrooms) single family homes to smaller (fewer bedrooms) duplexes.

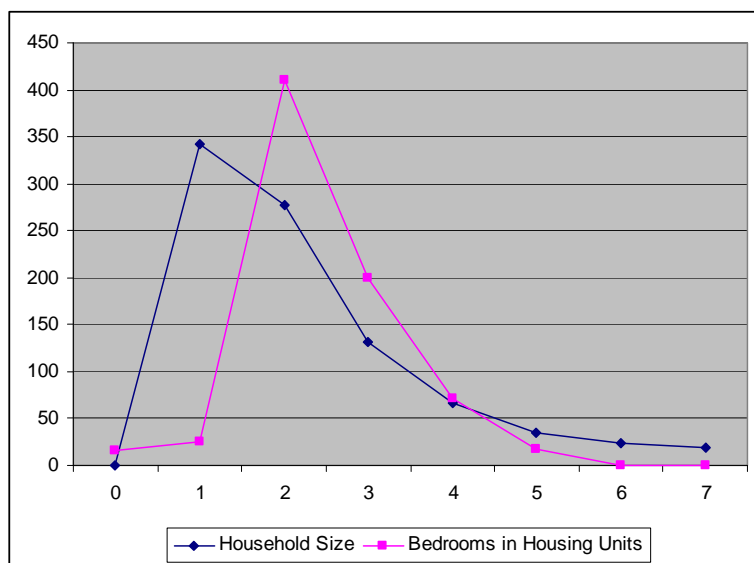


Image 11 - Household Size and Bedrooms

Education

Educational attainment for those people aged 25 and over generally agrees with the traditional working class nature of the neighborhood. Twenty five percent of this population has less than a High School education, 32% have a High School diploma or equivalent, and another 24% have some college experience but have not graduated. Only 19% have some sort of post secondary degree. The breakdown by sex is fairly even with two exceptions. More females have some college experience but have not received a degree than males and more males than females have received a bachelor's degree.

There has been a slight shift to a higher educated population. There was an approximately 4% drop in the number of people completing no more than High School or an equivalent and a similar increase in the

number with some college experience. There was also a 5% increase in the number of people with a Bachelor's or greater degree.

Housing Availability

Vacant housing remained at 5% of the total housing units between 1990 and 2000.

The number of available units increased slightly during that time period from 554 to 580 units. Again this does not take into account the nearly 170 additional housing units built just after the 2000 Census. The current economic decline and increase in foreclosures has increased the number of vacant houses. According to information published by the City of Minneapolis, there were 40 foreclosures in the neighborhood in the last three years (including the first quarter of 2009).

Housing Occupancy

Census data indicates that homeownership increased 16.7% between 1990 and 2000 making owner-occupied units the majority at 56%. Rental property still plays a significant role in the neighborhood as the owner-occupied majority is slight. In 2005, 60% of residential parcels were homesteaded. This was lower than the City of Minneapolis as a whole which had 73% of its parcels homesteaded. This data is not current because it does not take into account either the over 150 apartment units or the over 20 townhomes units built as part of the Bottineau Commons/Lofts/Townhomes. Incorporating these units results in a homesteaded rate of approximately 40%.

Homeowner and Rental Vacancy Rate

The neighborhood homeowner vacancy rate was 1.6% in 1990 and dropped to 1% by 2000 but is still slightly higher than the city's rate of 0.7%. Renter vacancy has

increased during the same time period from 2.9% to 4% which is in contrast to the city rental vacancy rate which fell from 8.1% in 1990 to 2.8% in 2000.

Median Home Values

Bottineau saw a 3.9% increase in median home values between 1990 and 2000. This lagged significantly behind the city which experienced a 20.9% increase in median values. In 2000 the difference between citywide and neighborhood median home values was 35.6%.

With the recent and dramatic changes in the housing market, these figures may be significantly off.

Median Housing Costs as a Percentage of Median Household Income

Median housing costs as a percentage of median household income has dropped for the City of Minneapolis between 1990 and 2000 from 33% to 30%. The Bottineau Neighborhood median housing costs as a percent of median household income remained steady at 29%.

Median Gross Rent as a Percentage of Median Household Income

Median gross rent as a percentage of median household income fell two percentage points between 1990 to 2000 from 22% to 20%. This mirrored the change Citywide which decreased from 20% to 18%.

Labor Force

The amount of the Bottineau population participating in the labor force has held fairly steady from 1980 to 2000 at 68%. This is in contrast to a Citywide increase from 66% participation in 1980 to 72% in 2000.

Unemployment Trends

Unemployment in Bottineau has been lower than the City rate in both 1990 and 2000. In 1990 Bottineau's unemployment rate was 4.4% while it was 6.7% Citywide. However, while Bottineau's unemployment rate in 2000 is still lower than the citywide rate, it still increased slightly to 4.7% while the City rate dropped to 5.8%.

Income

The median income for the Bottineau neighborhood was slightly less than the City of Minneapolis median in 2000 at \$35,208 and \$37,974 respectively. However, Bottineau's median income grew 17.4% between 1990 and 2000 while the City's median income only grew 12%.

Commute-shed / Labor-shed

Characteristics

Neighborhood Resident Employment Characteristics (Commute shed)

The residents of the Bottineau Neighborhood participating in the workforce are similar in characteristic, to all city residents in average earnings per worker. As shown in Image 12, the percentage of Bottineau residents in the work force making \$14,400 - \$40,800 is slightly higher than city residents as a whole and those making over \$40,800 per year is lower.

This slight difference in average annual earnings between residents of the Bottineau Neighborhood and City of Minneapolis residents overall is likely due to the types of industries in which the majority of residents are employed.

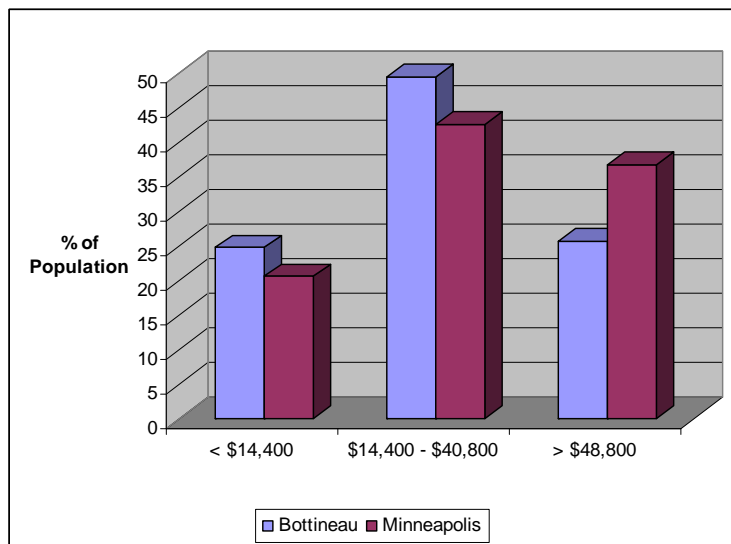


Image 12 - Average Annual Earnings per Worker

Another factor in determining earnings might be the fact that less than 20% of the neighborhood population has completed a post secondary degree program compared to nearly 37% City-wide.

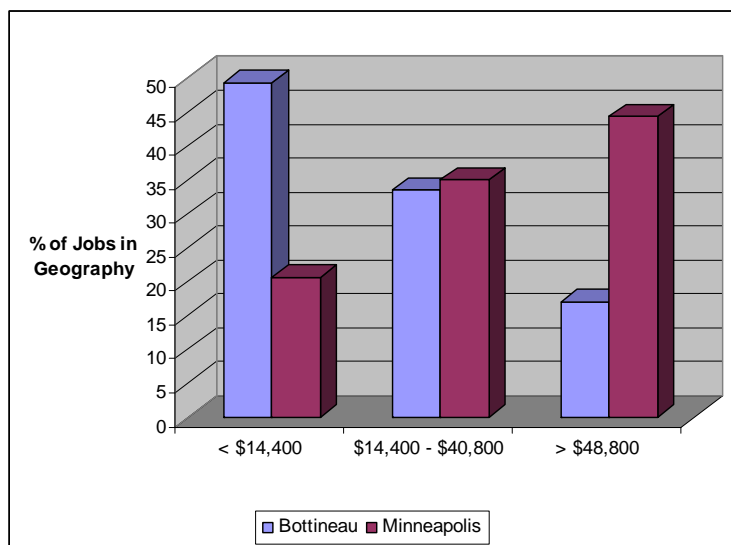


Image 13 - Average Annual Earnings by Job

Neighborhood Employer Characteristics (Labor shed)

The average earnings by job of the types of employment in the Bottineau Neighborhood are very different than the City of Minneapolis overall. As shown in Image 13, nearly half of the jobs available in the neighborhood pay under \$14,400 per year.

This is in stark contrast to the fact that slightly over 44% of all jobs in the City pay over \$40,800 per year.

Considering that as shown in Figure 4, nearly 75% of all Bottineau residents earn over \$14,400 per year, the average earnings of the jobs within the Bottineau neighborhood could be a deterrent from residents working within the neighborhood.

As shown in Table 1, three different industries make up over slightly more than 75% of employment in the Bottineau Neighborhood. While health care and social assistance make up the second largest category, most of these jobs are likely in the social assistance field as there is no sizable health care provider located within the neighborhood.

There appears to be a slight disconnect between available local jobs and the industries employing local residents. This may provide some direction in determining what types of employers might be more attracted to the community.

Appendix maps F & G show the labor-shed and commute-shed maps for the Bottineau neighborhood.

Table 1: Top Five Industries in the Bottineau Neighborhood

	Percent
Educational Services	36.6
Health Care and Social Assistance	20.8
Accommodation and Food Services	20.7
Manufacturing	9.8
Construction	4.8

Poverty Status of Families

The percentage of families below the poverty level decreased from 13% in 1990 to 12% in 2000, which is the same as the rate Citywide. The percentage of families below the poverty line with children under 18 declined from 24% in 1990 to 17% in 2000, while Citywide it dropped from 24% to 19%.

Poverty Status of All Individuals

Bottineau has a lower percentage of people living below the poverty level than the City of Minneapolis in both 1990 and 2000. The percentage of people 65 and older living below the poverty line is also lower in Bottineau, declining from a high of 29% in 1980 to 9% in 2000.

Purchasing Power

The study area includes all of one and parts of four other 2000 Census tracts. This is too small an area to be able to fully understand purchasing trends and buying power of area residents. For this analysis, Census tract 17 which includes the entire Bottineau neighborhood and each of the bordering tracts were included. Because Lowry Avenue is defined as a Community Corridor, the two Census tracts immediately on the west side of the river bordering Lowry Avenue are also included. This area constitutes about 3.35 square miles, includes a population of just over 21,000 in 8,100 households. It includes all or parts of the Bottineau, Marshall Terrace, Holland, Logan Park, Sheridan, Hawthorne, and McKinley neighborhoods. This is about twice the estimated trade market area for Neighborhood Commercial Nodes identified in the Minneapolis Plan, but data is not readily available for areas smaller than full Census tracts.

According to purchasing power profiles and workforce density data published by the University of Wisconsin, Milwaukee, the

households in this area spend over \$56.5 million dollars annually on goods grouped into 16 categories of retail spending [footnote needed]. This is \$6,755 per household per year. or over \$5 million in annual expenditures per square mile. The top four categories with the greatest amount of annual spending are, not surprisingly: food at home; food away from home; apparel and related services; and television equipment, tapes and discs. The next four categories are generally the same for each with only one or two exceptions. They include: housekeeping supplies, furniture, personal products, and non-prescription drugs. Over \$23 million alone is spent annually on food at home (groceries). It is interesting to note that there is one grocery store in the small area plan study area, yet only 9% of neighborhood survey respondents indicated they shop for groceries in the neighborhood.

The University of Wisconsin, Milwaukee also publishes retail sales leakage/surplus data drill downs by Census tract for the 100 largest Metro Areas. When estimated retail sales falls below the estimated purchasing power of a neighborhood or community, there is retail sales leakage - residents have to go outside the neighborhood to purchase goods and services. The reports for these Census tracts indicate that overall there is an estimated retail sales leakage of over \$25 million. Area residents are traveling outside their neighborhoods for just over half of their annual goods and services purchases. These leakage calculations do not include 'food away from home' expenditures as that is not a defined NAICS retail sector.

The shift over the last few decades away from community oriented, 'corner' stores to the national chains and other Big Box retailers likely accounts for much of the retail leakage. Consider that all the following are relatively nearby: Cub Foods,

Rainbow, Eastside Food Coop, Aldis, Old Navy, Target, Wal Mart, Rosedale, Mall of America, Ultimate Electronics, Home Depot, Ikea, Walgreen's, and CVS.

Given the locations of many of these large retailers and their dominance in the market, strengthening the neighborhood retail nodes may face some challenges. However, even the seven NAICS retail sectors with the least amount of spending still account for nearly \$4 million in annual expenditures. More research into specific retail sector purchasing power and leakage is warranted to better determine types of commercial /retail that can be supported by the neighborhood.

Connectivity

Walkability refers to the amount of residential parcels within a walkable distance to an open space or commercial area. From the center of the neighborhood, near Bottineau Park, nearly the entire neighborhood is within the ¼ mile radius (appendix H). Most residents are within walking distance of a park, restaurant, the river or institutional activities. Future Neighborhood Commercial Nodes will be within walking distance of the entire neighborhood. This presents an opportunity for being able to support pedestrian oriented nodes.

Bikeability is typically referred to as a distance between 2 to 5 miles or 30 minutes whichever is less, although this obviously depends on terrain, bike lanes, and other conditions (appendix I). There are several commercial nodes that one can bike to, as well as the river and downtown Minneapolis. Even the Rosedale Shopping Center is not completely out of reach. However, improved paths, trails and bike lanes may be necessary for less experienced bicyclists to feel comfortable traveling to these areas.

There are two currently planned developments that will increase the access to bicycle facilities to neighborhood residents. Part of the 18th Avenue Bike Path is scheduled to be constructed in 2010. This mostly off-street path will connect the neighborhood and Mississippi



Image 14 - Neighborhood Transit Routes

with the NE Diagonal Trail (and Quarry Shopping Center). This path will also connect with the planned 26th Avenue Path in North Minneapolis across the BNSF railroad bridge. Additionally, 22nd Avenue NE is scheduled to be 're-designated' a Bicycle Boulevard in 2010. These are two welcomed improvements but are both East/west routes. There is no north/south connectivity.

Currently the area is immediately served by three bus routes. See Image 7. The #11 runs at generally more frequent intervals than the #32, which is currently detoured due to the Lowry Bridge replacement - 20-30 minutes versus 30-60 minutes

respectively. These routes connect the neighborhood with many destinations. Some of them include:

- The Columbia Heights Transit Center,
- 46th and Portland,
- Downtown Minneapolis,
- The Minneapolis Institute of Arts,
- Hosmer Library ,
- The Robbinsdale Transit Center ,
- Rosedale Transit Center (located in the Rosedale Mall) ,
- North Memorial Medical Center,
- North Regional Library, and
- The Saint Anthony Shopping Center.

The #824 is a commuter route that starts at the Northtown Transit Center and travels to downtown Minneapolis. It offers only limited stops in the neighborhood (Lowry & University). It stops in the neighborhood three times in the morning and three times again in the afternoon. The morning times correspond to the time approximately 40% of the neighborhood workforce report leaving for work. However, it is unknown if this group is or could be well served by this route due to either their proximity to the stop or their workplace destination. Additional commute shed analysis can provide additional detail. Increasing the number of residents near this route who work downtown might have an effect on the frequency of stops in the neighborhood.

In December of 2005, the Metropolitan Council eliminated stops of the #827 commuter route anywhere South of Hwy 694. It had limited stops in the neighborhood on Marshall Street and continued south to downtown. This route was subsequently eliminated altogether. Low ridership was cited as the reason for the elimination. It is unclear if additional residential density and appropriate work

place destinations could be a basis for the re-establishment of this route.

Housing Characteristics

The Bottineau Neighborhood is historically a single-family neighborhood but it does have a number of single-family dwellings which have been converted to multifamily homes as well as recent higher-density development. According to a study conducted by Greg Corradini in 2006, 18% of the multifamily units are official duplexes, but 71.4% are considered single-family dwellings converted to multifamily uses. However, his study does not take into consideration the newer high-density developments of Bottineau Commons, Lofts and Townhomes.

The Bottineau Neighborhood has no overall defining architectural style, but rather is a mix of multiple styles. Some homes may have certain layouts or ornamentation that may put them in a particular category but lack other qualities to define them as such. The majority of homes can be classified as Folk Victorian/American architecture which was primarily a blue-collar housing style popular in the late 19th and early 20th centuries. Bungalows make up the second largest architectural style (21.5%). Stucco (43.4%) and metal/vinyl (29%) exteriors account for a large majority of the single-family and multifamily exteriors (42% and 31% respectively). The average build year for properties in the area is 1940, with a number having been built before the 20th Century. Based on the architectural styles and age of the housing, it is fair to assume that the current exteriors have either replaced or covered the original property exteriors of many of the neighborhood homes.

Most of the homes take up about 30% of the parcel's area but there are some on either extreme.

Historic Structures

Developed as primarily a working class neighborhood, most of the structures are utilitarian and practical with few that stand out. The few that do are particularly good examples of period architecture: Folk Victorians at 2128 and 2204 Marshall Street, a Spanish revival at 1929 3rd Street, and an American Foursquare at 2215 3rd Street.

The American Foursquare is the rectory of St John the Baptist Byzantine Catholic Church located at 22nd Avenue and 3rd Street. A Northeast Minneapolis Historic Resources Inventory, completed in 2004 by Mead & Hunt, recommends the church building for listing in the National Register.

One group of properties along Marshall Street was built by members of the Thies family at the beginning of the 20th Century. These include what are now the Sample Room and several residences to the north. Further north on Marshall is another group of properties that were built by members of the Kampff family in the late 1890s. Louis Kampff started St. Anthony Pottery in 1857 and descendants of his still live here. The Kampffs and the Glueks were close friends. The historic inventory identified five properties in this stretch (1926, 2111, 2124, 2128, and 2230) as not eligible for local or National designation based on preliminary research.

Possibly the most historic house in the neighborhood does not exist anymore. The Gluek brownstone mansion was razed in 1966.



Image 15 - Gluek Mansion 1965

Another building that does not exist any longer is the Old of Ferry House, (1812 Marshall Street). It is not known exactly when the old Ferry House was taken down, but it was the location for a ferry service to get people across the Mississippi River as early as 1856 until it was shut down some time before 1877. The ferry spanned the river from 18th Avenue NE to what is now 26th Avenue North. The house was a one-and-one-half story building, owned by Richard Chute in 1856.

Other buildings with long histories include the California Building, Jax Restaurant, and Tony Jaros' River Garden. The California Building was first constructed in 1915 with the six story addition added in 1920 and operated as a cereal mill until 1935. From then to 1975 it housed the Franklin Manufacturing Company which manufactured transformers, battery chargers, quartz crystals, and appliances. It sat vacant until 1980 when it became the first artist studio building in Northeast Minneapolis. The Mead & Hunt report refer to this building as

the Minnesota Fibre Bottle Company Building and recommend it for both local and National designations.

Jax Restaurant was built in 1933 and still occupies the same corner. It has expanded and undergone some cosmetic changes over the years, but is still a neighborhood, city and regional institution. Tony Jaros, two-time league champion with the Minneapolis Lakers, purchased Jack's Bar at 2500 Marshall Street in 1960. From that time it has become locally famous for its 'Greenies.'

Mead & Hunt also identified three additional areas in the area that may contain concentrations of worker housing that should also be assessed for significance and integrity within a the context of worker housing in the city of Minneapolis. These areas include: (1) an area bounded on the north by Lowry Avenue NE and on the west by Marshall Street NE, the south side of 22nd Avenue NE on the south and California Street NE to the east; (2) a concentration of brick dwellings along the south side of the 200 block of 22nd Avenue NE; and (3) the east side of the 2500 block of 3rd Street NE.

There are also at least two buildings that were used as offices/production facilities by the Fleishman's Malting Company. One is now home The Friendship Center, a senior day program of ESNS. The other is used as a residence.

Community Resources

Eastside Neighborhood Services has been in the neighborhood since its beginning in 1915. It offers a lifetime of programs and services for youth, adults and seniors including: child development facilities, employment development programs, a non profit thrift store, an emergency food shelf,

senior transportation, family violence programs, and youth and more.

A Chance to Grow, provides education and a host of other related services to children with brain injury and other neurophysiological needs including New Visions School, Minnesota Learning Resource Center, audiological assessments, optometric services, and the recent Jane Goodall Roots & Shoots Science addition and Minnesota's newest and smallest State Park.

Bottineau Park, in the heart of the neighborhood, has provided organized programs for youth for nearly 100 years. It has continued to evolve to meet the changing recreational and community needs. The most recent addition is the skate park - the only one on the east side. Mead & Hunt also suggest that Bottineau Park may be historic and that further research and documentation is required.



Image 16 - Bottineau Park Football Game 1928

Many other social, cultural, and medical resources can be easily reached by bicycle or a short bus ride.

CURRENT LAND USE AND ZONING

The diverse geography and history of the Bottineau Neighborhood has resulted in numerous land uses and zoning districts within the neighborhood. Images of the current land use and zoning are found in appendixes J and K.

Residential Districts

Most of the residential land is zoned R2B which allows for single-family dwellings, duplexes, and community residential facilities serving six or fewer persons. Clustered developments are allowed as a conditional use if they meet specific development standards. The land zoned for high-density residential is found primarily adjacent to the river, between Edgewater and Gluek Parks with one additional parcel located on the northwest corner of 3rd Street NE and 19th Avenue NE. The high-density zones are R5 and R6 which allow for multifamily dwellings of three and four units by right, although through the land use development application process much higher residential densities can be constructed. Additional uses include: community residential facilities serving six or fewer persons, and single-family homes and duplexes which were in existence prior to the ordinance. Many other institutional, public, utility, and parking uses are allowed upon obtainment of a conditional use permit within these residential zoning districts.

Commercial Districts

Commercial zones in the Bottineau Neighborhood are primarily located along the Community Corridors of Lowry Avenue NE and University Avenue NE. Along these avenues a mix of commercial zones (C1, C2, C4) exists. A couple additional parcels zoned C1 are located on 2nd Street NE and near the river there is one C1 parcel, currently The Sample Room restaurant, and two zoned C2 which

consist of Gabby's Bar and Restaurant and its parking lot.

According to the Minneapolis zoning code, the purpose of the C1 Neighborhood Commercial District is to provide a convenient environment of small scale retail sales and commercial services that are compatible with adjacent residential uses. In addition to commercial uses, residential uses, institutional and public uses, parking facilities, limited production and processing and public services and utilities are allowed. The only difference between that and the C2 Neighborhood Corridor Commercial District is that in the C2 designation the sales and services may be larger in scale. It also allows a broader range of automobile-oriented uses. Single-family, duplexes and multifamily structures are also allowed in these commercial districts.

The C4 classification is only found on the north side of Lowry Avenue NE perpendicular to California Street NE; while this is not in the Bottineau Neighborhood, it does have effects on the area. This is a General Commercial District and is established to provide for a wide range of commercial development allowing a mix of retail, business services, and limited industrial uses. Residential uses, institutional and public uses, parking facilities, and public services and utilities are also allowed, according the Minneapolis zoning code.

Industrial Districts

There are two Industrial Districts that lie within the Bottineau Neighborhood, the I1 Light Industrial District and the I2 Medium Industrial District. The Minneapolis zoning code states that industrial districts are established to provide locations for industrial land uses engaged in the production, processing, assembly, manufacturing, packaging, wholesaling,

warehousing, or distribution of goods and materials. Regulations for these districts are established to promote industrial development and to maintain and improve compatibility with surrounding areas. In addition to industrial uses, limited commercial uses, parking facilities, institutional and public uses, and public services and utilities are allowed.

Office Residential Districts

The Minneapolis zoning code describes the purpose of the Office Residence Districts as providing an environment of mixed residential, office, institutional and, where appropriate, small scale retail sales and service uses designed to serve the immediate surroundings. They may serve as small to medium scale mixed use areas within neighborhoods, as higher density transitions, or as freestanding institutions and employment centers. There are two large parcels zoned OR2, high-density office residential. The first is the East Side Neighborhood Services building located on the northwest corner of 2nd Street NE and 17th Avenue NE. The second consists of the Bottineau Lofts and Bottineau Commons Townhomes located on 2nd Street NE between 19th and 20th Avenues NE.

THE PLAN

Future Land Use

Land use designations are integral to the successful implementation of this small area plan. The proposed land use map (below) visually represents the 'destination' the neighborhood would like to reach.

There are a few proposed amendments to the Minneapolis Plan for Sustainable Growth. They include:

- An alteration in the configuration of the neighborhood commercial node on Lowry at Marshall,
- A 'relocation of the neighborhood node on Lowry at University to 2nd Street,
- Identification of location for medium density housing,
- Identification of Parks and Open Space land use along the railroad right of way and under the high voltage power lines,
- Identification of candidates for reconnected streets, and
- Identification of potential greenway connecting Bottineau and Gluek Parks (Mississippi River).

Urban Neighborhood - Low Density

Low density residential should continue to be the primary land use of the neighborhood, with the slightly higher density residences around Community Corridors and Commercial Nodes. Desired structures include single family detached, single family attached, townhomes, and rowhouses (10-

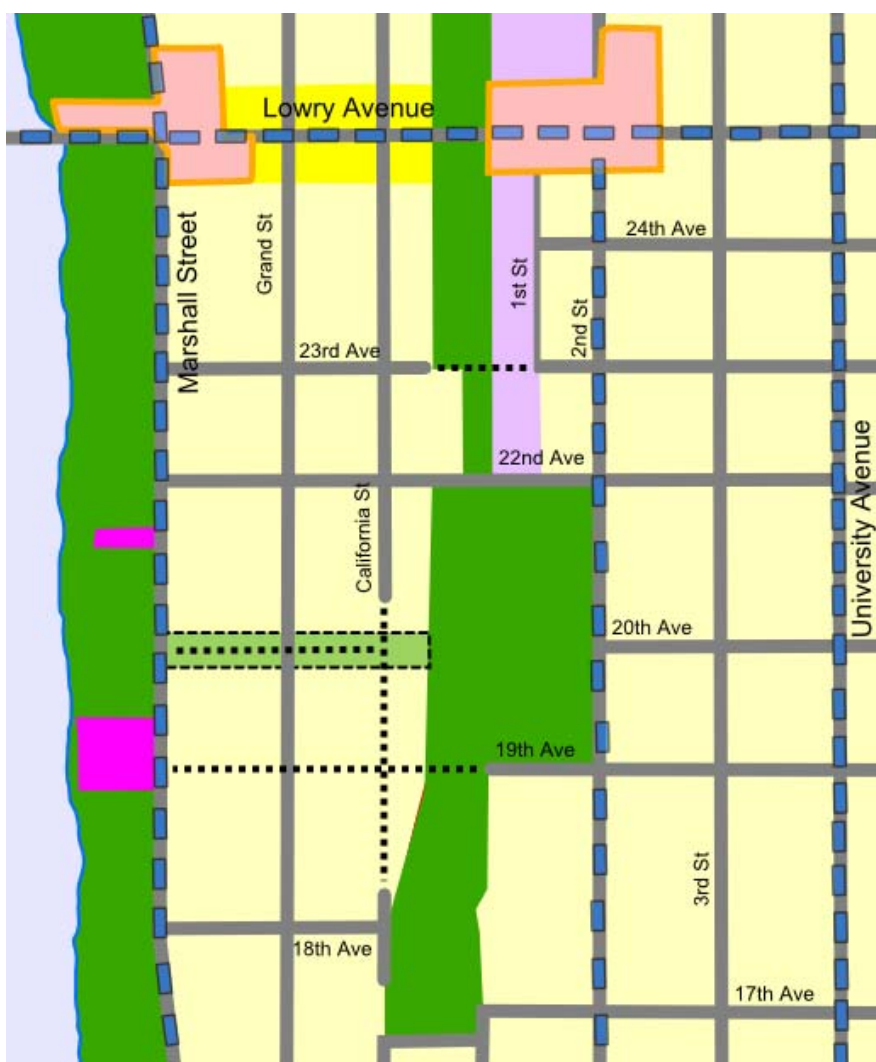
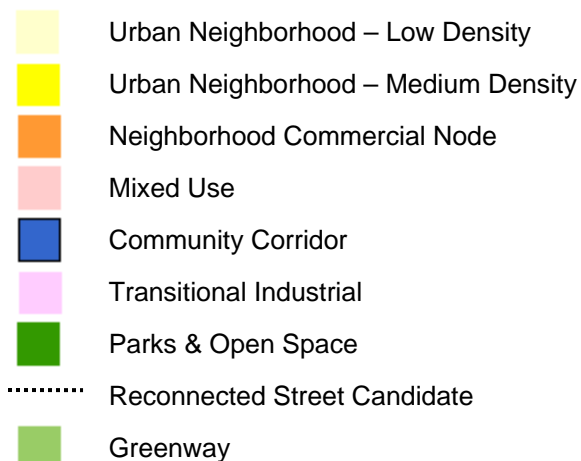


Image 17 - Proposed Land Use



19 units/acre) with preferably detached garage parking.

Urban Neighborhood - Medium Density

Medium density residential should be located around the identified Neighborhood Commercial Nodes and Community Corridors. Desired structures include townhomes, stacked townhomes, low-rise apartments, and senior housing (20-50 units/acre, 1-3 story buildings, surface, underground, and garage parking).

The following section contains policy and action statements for informing decision about future development and public improvements

Housing

- Encourage medium density housing and neighborhood retail near Neighborhood Commercial Nodes.
- Encourage conversion of duplexes, especially non-conforming, back into single family homes.
- Additional duplexes, triplexes, and four-plexes are discouraged.
- Establish transitions between residential and commercial areas including clear changes in massing, scale, and screening and fencing to buffer create a buffer to noise and traffic.
- Continue community education about and enforcement of the housing and property maintenance codes.
- Continue regular inspections of rental housing to maintain and improve its quality and safety.
- Encourage adaptive reuse, retrofit and renovation projects that make the neighborhood's housing stock competitive in the city market.
- Rehabilitation of older and historic housing should be encouraged over demolition as quality of housing allows.

- Detached garages are preferred and all garages should be located on the rear/alley-side of the house, as existing grade allows, and should be accessory in size and use to the primary residential structure.
- Promptly address vacant and boarded buildings to avoid negative community impacts

Economic Development

- Encourage retail/commercial development along Lowry Avenue, especially at Neighborhood Commercial Nodes.
- Encourage active uses on ground floor.
- Promote neighborhood-serving uses.

A neighborhood-serving use primarily serves individual consumers and households, not businesses, is generally pedestrian in design, and does not generate noise, fumes or truck traffic greater than that typically expected for uses with a local customer base. A neighborhood-serving use is also one to which a significant number of customers and clients travel, rather than the provider of goods or services traveling off-site.

- Support retail/commercial operations by increasing residential density in and near commercial areas through mixed uses.
- Support the growth and development of local businesses

Transportation

Pedestrian

- Provide safe pedestrian routes to open spaces and parks
- Encourage pedestrian scale lighting in Neighborhood Commercial Nodes and connecting routes to parks and open spaces.
- Encourage wider sidewalks in Neighborhood Commercial Nodes
- Provide streetscape elements including boulevards, street furniture,

and trees to buffer pedestrians from auto traffic.

- Encourage narrowed, signed and marked crosswalks, especially at busy intersections.
- Explore a future 'green way' connecting Bottineau Park and the Mississippi River.

and food markets which sell locally and regionally grown foods.

- Improve access to the Mississippi River.
- Use open space to protect prime public view corridors such as those of landmark buildings, significant vistas, and/or water bodies.

Bicycle

- Improve connections to City and County bicycle system.
- Establish bike paths/routes on Marshall and 2nd Streets.
- Provide safe routes to open spaces and parks.
- Ensure new development provides adequate bicycle parking.

Transit

- Encourage new development to incorporate transit shelters or boarding areas into building and site design.
- Support transit use by encouraging targeted, increased residential density and additional commercial (employment and retail opportunities).

Public Realm

- Consider all users and transportation modes in the planning, design, building, and operating of residential streets.
- Support walking and biking for health, recreation, and as viable transportation modes.
- Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character. (see image 18, p.29)
- Support the creation and improvement of community gardens



Image 18 - Lowry Bridge Corridor View

- Maintaining existing trees and plant new trees on public and private property.
- Invest in the greening of streets, particularly community corridors.
- Explore a more parkway-like Marshall Street, including planted medians, street trees, and narrowed crosswalks.
- Encourage private landowners and developers to create and maintain publicly accessible open spaces or green infrastructure.
- Preserve and reuse historic materials typically found in public spaces, such as street materials like pavers, lighting and other resources.
- Bury power lines and utilities when possible.

Urban Character & Design

Residential

A neighborhood's character is largely determined by its structures and history. Building on these elements is important to maintaining the stability of the neighborhood

- Rehabilitation of older and historic housing stock should be encouraged over demolition.
- Encourage the use of high quality and durable materials for construction and historic preservation.
- Encourage adaptive reuse, retrofit and renovation projects that make the housing stock competitive on the regional market.
- Renovation of housing should reflect the setbacks, orientation, pattern, materials, height and scale of surrounding dwellings.
- Building features of infill development, such as windows and doors, and height of floors shall reflect the scale of surrounding dwellings
- Ensure safety in open spaces by encouraging Crime Prevention through Environmental Design strategies.
- Building placement should preserve and enhance public view corridors that focus attention on natural or built features, significant open spaces or water bodies and allow light and air into the site and surrounding properties.
- Infill development shall incorporate the traditional layout of residential development that includes a standard front and side yard setbacks, open space in the back yard, and detached garage along the alley or at back of lot.
- Encourage 2-, 3-, and 4-color schemes and use of 'historic' color palettes.

Retail/Commercial

- Encourage wider sidewalks and narrowed street crossings for pedestrian movement, trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas, additional bicycle facilities, and on-street parking and other curbside uses.
- Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street.
- Encourage the use of high quality and durable materials for construction and historic preservation.
- Encourage the integration of public art into the development and renovation projects.
- Ensure safety in open spaces by encouraging Crime Prevention through Environmental Design strategies.
- Encourage design and implementation of shared parking
- Encourage developments to implement sustainable design practices.
- Ensure that developments use storm water BMPs (Best Management Practices).



Image 17 - Permeable Parking Area

- Building placement should preserve and enhance public view corridors that focus attention on natural or built features, and allow light and air into the site and surrounding properties.
- The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk.
- The street level of buildings should have windows to allow for clear views into and out of the building.
- Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.
- Integrate transit facilities and bicycle parking amenities into the site design.
- Encourage developments to utilize renewable energy sources.

Implementation Plan

Realization of the framework created by the Bottineau Neighborhood Small Area Plan will require collaboration between different groups and jurisdictions. The neighborhood is itself in Ward 3 of the City Council, but borders Ward 1 to the north and east. As much as Community Corridors connect neighborhoods, they also separate them. Lowry is the divider between Bottineau and Marshall Terrace. University separates the Bottineau and Holland neighborhood. Other neighborhood associations and affinity groups will work together on redevelopment and infrastructure projects. The Minneapolis Park and Recreation Board and Hennepin County also have jurisdiction over certain areas identified in this plan.

Lowry Avenue

The Lowry Avenue Plan is the neighborhood's 800 pound gorilla. Community conversations about the desired

future of Lowry Avenue, what it should look like, what kind of shops there should be, and what to do about traffic all come to a halt with someone saying, "What about the Lowry Avenue Plan?"

The neighborhood recognizes the need for Lowry Avenue to accommodate the projected additional traffic volumes, but generally feels the plan does so at the expense of the neighborhood identity, pedestrian orientation, and creates more challenges to building vibrant neighborhood commercial nodes than it overcomes.

The construction of the new Lowry Bridge is the opportune moment to revisit and update the portion of the Lowry Avenue Plan between the river and University Avenue. With an updated plan, discussions of redevelopment can occur and turn into real projects.

The neighborhood will seek funding for an even more detailed redevelopment plan for Lowry Avenue between the Mississippi River and University Avenue. The plan will include specific recommendations to address:

- Roadway needs to accommodate projected traffic types and volumes,
- Potential types and square foot requirements for neighborhood-serving commercial uses based on further market analysis,
- Identification of strategies to strengthen the primary market area, and
- Recommendations for scale, massing, design and character for structures.

The neighborhood will work with City and County Staff, affected property owners and other stakeholders to establish a working group to review the plan as it develops. This plan will inform the Lowry Avenue Plan and

recommend modifications, and will be used by the neighborhood, in partnership with CPED, gather support of redevelopment projects.



Image 20 - Grain and Garden

Grain Elevators

While there is little current demand for new housing in the market, this will not always be the case. The neighborhood will seek funding for a design charrette to develop specific recommendations for the residential redevelopment of this area in accordance with the small area plan goals. The charrette will explore:

- Several housing type and configuration options,
- Inclusion of a permanent home for the Mulberry Junction Community Garden,
- Maintaining access to open space.

Marshall and 2nd Street Bike Routes

The neighborhood will work with City and County Public Works staff to determine the best solutions for creating bicycle routes on Marshall and 2nd Streets.

A Marshall Street path can connect with the Mississippi River Regional Trail creating a continuous route from St Anthony Main and downtown Minneapolis to the Coon Rapids Dam Regional Park with cross connections with the Minneapolis Grand Rounds.

A 2nd Street route can easily connect with the short University Avenue Bike Path (from St Anthony Parkway south about six blocks to 27th Avenue) directly with the East Hennepin area and has significantly less traffic than University Avenue. The neighborhood will work with the City and the Holland neighborhood closely on this proposed route because 5th Street has already been identified as a potential future route. It may be that one or the other (or both) are more ideal locations.

Short and long term solutions may be necessary for each. Short term options may include mere signage or striping. Long term implementation could involve the creation of routes separated from the traffic lanes.

Bottineau Park

The neighborhood will work with the Minneapolis Park and Recreation Board to enhance the entrances to Bottineau Park

Of greatest concern is the north end of the park where it is separated from the neighborhood by decades old chain link fence.



Image 21 - Bottineau Park (NW corner)

The neighborhood will work with the MPRB to identify specific improvements, identify funding and develop an implementation timeline.

An award on 2010 from the Hennepin County Youth Sports program has funded field improvements, added irrigation and a new fence which will have more openings.

Roadway, Streetscapes and Sidewalks

The neighborhood will work with Minneapolis Public Works, Burlington Northern Santa Fe Railroad, and bordering property owners to prioritize sidewalk gaps (Image 23) to be filled, develop cost estimates, identify funding and create an implementation schedule. to make the park more inviting and to help eliminate barriers to inter and intra neighborhood movement.

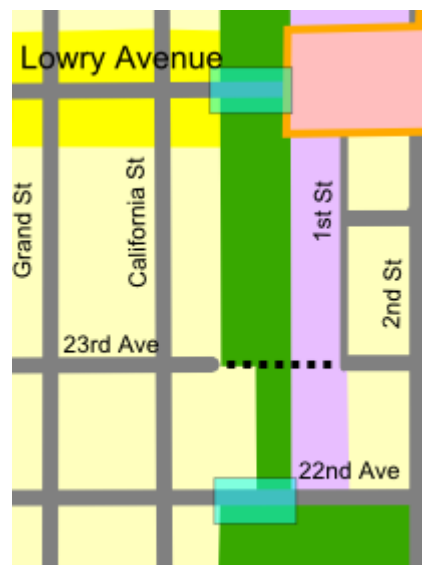


Image 22 - Sidewalk Gaps

Recommended Comprehensive Plan Amendments

Neighborhood Commercial Nodes

Lowry Avenue at University Avenue

The neighborhood would like to reconsider the designation of the Lowry / University Avenues intersection as a commercial node for a number of reasons. First, this intersection has historically been auto-oriented. This has resulted in an intersection that is not pedestrian oriented with buildings placed on the backs of the lots with parking in front. This configuration currently creates some difficulties with vehicles occasionally using the parking lots on three of the corners to avoid red lights at the intersection.

Second, this is one of the busier intersections in northeast with an estimated 27,000 vehicles per day. While this could be an advantage for businesses, it is unclear how much that much of that volume is or could be captured because of the limited parking. The traffic volume also leads to numerous documented accidents. The

number will increase after the Lowry Bridge is replaced and traffic returns.

Third, there are already four active businesses at this intersection. Further complicating issues on this corner is the Lowry Avenue Corridor Plan. There is a need for some road alterations to accommodate the required turning radius of large trucks. This will most likely affect the NW corner (Stanley's).

Even with gradual change, this intersection faces substantial challenges to become a Neighborhood Commercial Node. The neighborhood believes there are better options.

at 2423 2nd Street is undeveloped and is one of three that are currently zoned R3. Another advantage is that while the 44,000 square foot lot at 2401 1st Street NE is not on the corner, its current use is as an unpaved storage yard. Lastly, there are two bus routes that have stops at this intersection.

This configuration amounts to just over 97,000 square feet. The lots at 2401 1st Street and 109 Lowry are not included in this calculation. This is on the large size for a Neighborhood Commercial Node, but the 'extra' square footage may be attractive for a larger development or may be able to be

used to lessen any potential traffic impacts a vital node may have on the community.

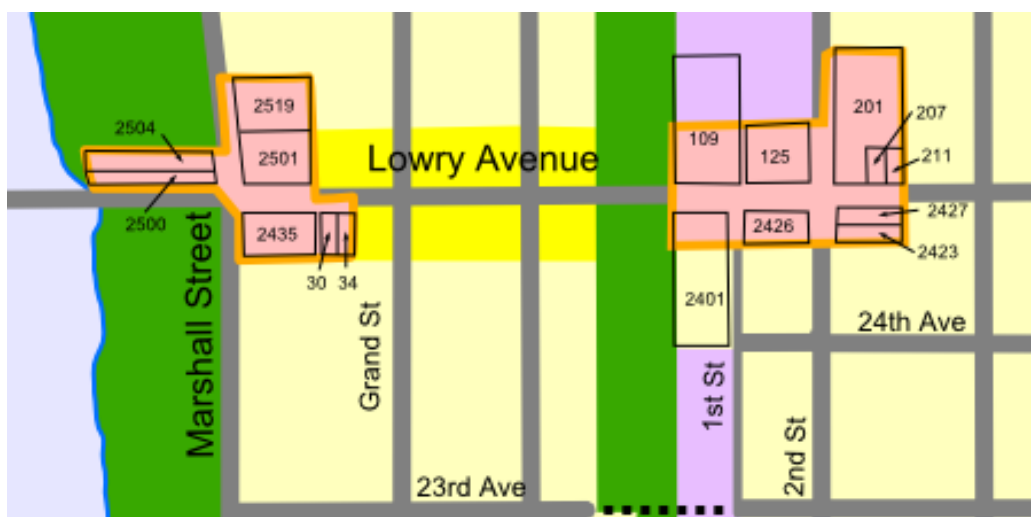


Image 23 - Neighborhood Commercial Nodes

Lowry Avenue at 2nd Street

The neighborhood would like to have this intersection considered for designation as a Neighborhood Commercial Node. This intersection has several advantages over Lowry and University. The greatest of them is that there is over 50,000 square feet ready for (re)development. The 201 Lowry lot is the location of now boarded Little Jack's Restaurant and is controlled by Hennepin County. Much of the interior has been removed, and the building has some amount of water damage. It may not be financially feasible to rehabilitate it. The lot

Primary among them is the construction of the new Lowry Avenue Bridge. Because of the redesigned approach from Marshall, Hennepin County acquired the Super America on the SW corner of the intersection. This building has been demolished and the site will be used for treatment of storm water runoff and as open space. The Mississippi Watershed Management Organization has recently signed a purchase agreement for the property at 2522 Lowry (not indicated on the image on the previous page). While a welcome addition to the neighborhood, their plans are to use the space as offices and

Lowry Avenue at Marshall Street

There have been some recent developments that affect may affect the configuration of this Neighborhood Commercial Node.

indoor/outdoor classrooms and not commercial / retail. The lots at 30 and 34 Lowry are proposed to be included because they are currently parking for River Liquor.

Road Realignment

The realignment of the Lowry Avenue approach to the new bridge and will have a significant impact on the land use of this part of the neighborhood and may preclude the establishment of a neighborhood commercial node. The realignment and recent comments by County officials indicate that the south side of Lowry will likely be acquired at some future point (more near than the implementation of the entire Lowry Avenue Plan) in order to accommodate traffic flow. The image below shows the lots most likely to be acquired first.



Image 24 – Lots to be acquired?

Removing existing and potential commercial land use seriously complicates the neighborhood's desire to move this intersection to actual use as a neighborhood commercial node. This will be the greatest challenge for the neighborhood, City and County to address.

Pedestrian Overlay

In order to encourage a pedestrian character of the Neighborhood Commercial

Nodes on Lowry at Marshall and 2nd Streets, to achieve the goals of promoting pedestrian activity at street level, and to take advantage of a future public view corridor, the neighborhood seeks to

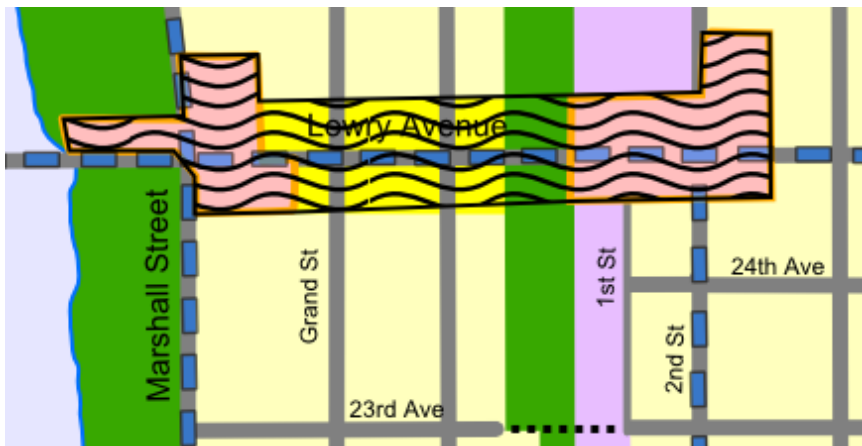


Image 24 - Pedestrian Overlay

establish a Pedestrian Oriented Overlay District (PO) that is contiguous with the Neighborhood Commercial Nodes. Minneapolis Code of Ordinances 551.60 - .140.

A PO district established with the proposed boundaries would create two non-conforming uses. 2501 Lowry is a self-serve car wash, which is a conditional use in the current C2 category, and 2500 California which is an auto repair shop.

Interestingly, the original use of 2501 Marshall was more in line with the definition of a Neighborhood Commercial Node. The original structure, Built in 1891, was a grocery store. A saloon was added in 1904, and the store space was converted to restaurant space in the 1940's. This is the site of the former Wig and Bottle Restaurant, a popular, upscale restaurant from the 1960s through the 1980s.

Zoning Changes

Industrial 'Belt'

Urban Neighborhood is the dominant land use designation in the neighborhood.

Characteristically, the residential properties in the neighborhood are consistent with the predominant residential zoning classification - R2B. Due to historical development patterns in the area, a large amount of land is zoned Industrial (I1 or I2). This is largely incompatible with the proposed land uses. The zoning of the identified lots below may need to be changed from and Industrial to a Residential Zoning Category.

An examination of residential lot sizes in the neighborhood reveals a significant number with 6,000 square feet or more. This is consistent with the R2 Zoning Category. Considering the direct relationship between number of bedrooms in a neighborhood house and family size in the community, the neighborhood would like to explore rezoning the identified lots to R2 to allow for slightly larger homes with more bedrooms to provide housing option for growing families.

This creates a large number of non-conforming uses. A number of them are railroad right of way, identified by the Parks & Open Space land use.

Of the remaining lots:

- 2301 California is 54,000 sq' and home to the Mulberry Junction Community Garden and now empty grain elevators,
- 2109 California is 30,000 sq' of undeveloped land,
- 2007 Grand is 81,000 sq' of asphalt pavement used for parking,
- 1919 Grand is 88,000 sq' of undeveloped land owned by Burlington Northern Santa Fe,
- 1901 Grand is 98,000 sq' containing a remodeled commercial building recently used by Aztec

Electronics. This company no longer uses the facilities and part of the structure is leased by an area artist. This site was originally home to the Sinclair Oil Company and is identified as a potentially polluted site, and

- 1814 Grand is 78,000 sq' used by Siwek Lumber as an additional storage yard.



Image 25 – Industrial 'Belt'

1800 Grand, 1821 Marshall and 2001 Marshall amount to nearly nine acres of design and production facilities and parking, for Packaging Corporation of America. The last of the small lots are single family homes and duplexes and would be conforming under a R2 zoning.

There has been some discussion in the community about a higher density residential and some limited commercial / retail to take advantage of the proximity to the river along Marshall Street between 18th and the equivalent of 20th.

Because of the complexity of this proposal and the potential number of non-conforming lots and because some of these lots will be included in the planned upper river rezoning study, the neighborhood will work with CPED to include all the identified lots in that study.

River Lots

A similar situation occurs between Marshall Street and the Mississippi. The proposed land use is Parks & Open Space, but the current land uses are a variety of residential, commercial and industrial. There is a further disconnect. The residential use is primarily single family and duplex, but the lots are zoned R6.

The lots between 2430 Marshall south to 2128 Marshall are either already or soon to be Parks & Open Space or are single family homes or duplexes with one exception. 2220 Marshall Street is a vacant, condemned, and boarded 23 unit apartment building. 2430 is the soon to be demolished Super America and 2314 is Hennepin County tax forfeit land soon to be land-swapped with the Minneapolis Park and Recreation Board as part of the Lowry Bridge Project. 1926 and 1808 are also

owned by the Minneapolis Park and Recreation Board.

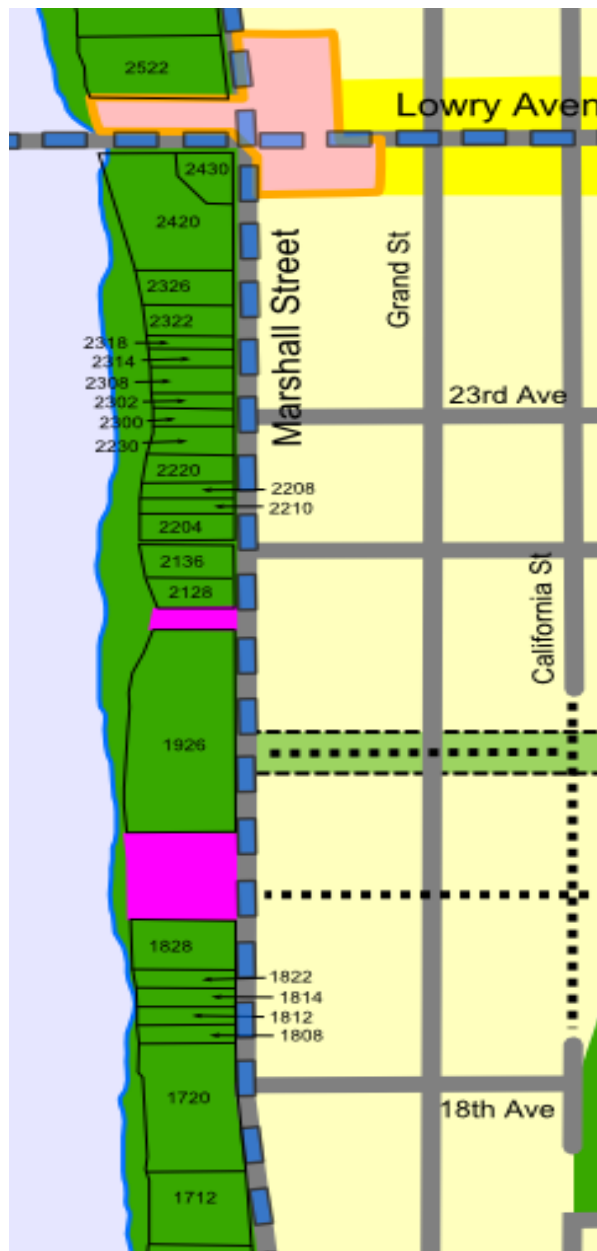


Image 26 – 'River Lots'

1828 Marshall is an industrially zoned (I2) property and contains a number of uses including light manufacturing, commercial and residential. 1822 is a single family home and a 4-unit condominium occupies 1812/14 Marshall Street. 1720 and 1712 are both industrial properties.

In order to facilitate the eventual transition of this area to use as an upper river park (Above the falls Plan), the neighborhood would like to explore a rezoning of these lots to a category that reflects the predominant residential use and lot size. The R2 category is consistent with both the general use and lots sizes.

This change would however, make the following Marshall Street lots non-conforming:

- 2220,
- 2210,
- 1828,
- 1720, and
- 1712

The neighborhood will work with the City and other stakeholders during the planned re-zoning study of the upper river.

Because of the potential historic nature of a number of the existing properties and locations, the neighborhood will continue to work with CPED, Historic Preservation Commission and the Minneapolis Park and Recreation Board to assess the appropriate response for historic designations and / or historic markers. This work will build off the Northeast Minneapolis Historic Resource Inventory completed in 2004 by Mead & Hunt.

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IMAGE CREDITS

- Image 1 - Bottineau Neighborhood: City of Minneapolis, CPED Planning Division
- Image 2 - NE Addition: Bottineau Neighborhood Association
- Image 3 - NE Addition: Bottineau Neighborhood Association
- Image 4 - New Lowry Avenue Bridge: Hennepin County
- Image 5 - Pierre Bottineau: Minnesota Historical Society
- Image 6 - Current land Use: CPED, Planning Division
- Image 7 - Future Land Use: CPED, Planning Division
- Image 8 - Future Land Use: CPED, Planning Division
- Image 9 - Lowry / University 1951: Sandborn Fire Insurance Maps (John R. Borchert Map Library)
- Image 10 - Ethnic Distribution: Bottineau Neighborhood Association (Census 2000)
- Image 11 - Household Size and Bedrooms: Bottineau Neighborhood Association (Census 2000)
- Image 12 - Average Annual Earnings by Worker: Bottineau Neighborhood Association (M3D- LED Worker Origin/Destination and Residential Area Characteristics Files, 2004. Bureau of the Census)
- Image 13 - Average Annual Earnings by Job: Bottineau Neighborhood Association (M3D- LED Worker Origin/Destination and Residential Area Characteristics Files, 2004. Bureau of the Census)
- Image 14 - Neighborhood Transit Routes: Metropolitan Council
- Image 15 - Gluek mansion 1965: Minnesota Historical Society
- Image 16 - Bottineau Park Football Game 1928: Minnesota Historical Society
- Image 17 - Future land Use: Bottineau Neighborhood Association
- Image 18 - Lowry Bridge Corridor View: Hennepin County
- Image 19 - Permeable Parking Are: Bottineau Neighborhood Association
- Image 20 - Grain and Garden: Bottineau Neighborhood Association
- Image 21 - Bottineau Park - NW Entrance: Bottineau Neighborhood Association
- Image 22 - Sidewalk Gaps: Bottineau Neighborhood Association
- Image 23 - Neighborhood Commercial Nodes: Bottineau Neighborhood Association
- Image 24 - Pedestrian Overlay: Bottineau Neighborhood Association
- Image 25 - Industrial 'Belt': Bottineau Neighborhood Association
- Image 26 - River Lots: Bottineau Neighborhood Association

Appendix Images

- Appendix E: Bottineau Neighborhood Association & Northeaster Newspaper
- Appendix F: Eden Spencer
- Appendix G: Eden Spencer
- Appendix H: Eden Spencer
- Appendix I: Eden Spencer
- Appendix J: Eden Spencer
- Appendix K: CPED, Planning Division
- Appendix L: Hennepin County

Survey - Neighborhood Function, Structure and Beauty - Survey

There are several things occurring right now that will have an impact on what the neighborhood will be like in the future. The housing bubble burst, leaving numerous foreclosed and vacant properties in the community. The Lowry Bridge is being replaced in the near future which will impact the Lowry/Marshall intersection. The County would like to widen Lowry Avenue. The Met Council projects Minneapolis will grow by over 106,000 people by 2030. The City is planning several pedestrian/bicycle improvements in the next years. And a new corporation has been formed to oversee upper river redevelopment. Most of this will happen with or without your involvement. Wouldn't it be better if you had some say in what and how development occurs? Please take a few moments to complete this survey to take one step in helping frame the future of the neighborhood. See the back page for more detail about how this information will be used.

What are the cross streets nearest to your home:

How long have you been in the neighborhood?

6% less than 1 year

49 1 to 10 years

22.4 10 to 20 years

2 20 to 40 years

20.4 more than 40 years

How many people in your household?

20.4% 1 51 2 20.4 3 4.1 4 4.1 5+

How old are you?

0% less than 20

29.2 20 – 35

31.3 36 – 50

20.8 51 – 65

18.8 over 65

How satisfied are you with the neighborhood as a place to live?

15.9% Very satisfied

47.7 Satisfied

18.2 Neither satisfied nor dissatisfied

13.6 Dissatisfied

4.5 Very dissatisfied

In the time since you have been in the neighborhood has the neighborhood become?

15.9% A more desirable place

40.9 A less desirable place

38.6 No change

4.5 No opinion

How would you rate each of the following ?

	Very Satisfied	Satisfied	Neither Satisfied nor Dissatisfied	Dissatisfied	Very Dissatisfied
Availability and condition of sidewalks	6.3%	50%	25%	16.7%	2.1%
Parks and open spaces	12.5	56.3	22.9	8.3	0.0
Availability and condition of bicycle amenities	2.1	12.8	51.1	21.3	12.8
Availability of retail stores	2.1	25	25	37.5	10.4
Level of traffic congestion	6.4	29.8	38.3	23.4	2.1
Availability of professional services	2.1	31.9	38.3	23.4	4.3
Safety	2.1	31.9	29.8	27.7	8.5
Access to the Mississippi River	12.8	27.7	34	17	8.5
Sense of community involvement	4.3	39.1	30.4	21.7	4.3
Appearance and condition of residential property	4.3	17	31.9	38.3	8.5
Appearance and condition of commercial/industrial property	2.1	19.1	36.2	27.7	14.9

Where do you primarily shop for the following goods and services? (choose one area)

	The Neighborhood	Central Avenue	The Quarry	Downtown Mpls	St. Anthony Village	Rosedale Area	Mall of America	Other
Groceries	8.5%	14.9%	46.8%	2.1%	10.6%	0.0%	0.0%	17%
Clothing	0.0	3.2	2.3	14	9.3	44.2	4.7	23.3
Dining Out	52.4	9.5	0.0	16.7	2.4	4.8	2.4	11.9
Banking	40	24.4	13.3	2.2	0.0	2.2	2.2	15.6
Home Decorating	5.4	2.7	35.1	10.8	2.7	13.5	8.1	21.6
Home Improvement	7.1	7.1	71.4	0.0	0.0	2.4	2.4	9.5
Gifts & Cards	14.3	11.9	35.7	11.9	4.8	9.5	0.0	11.9
Haircuts, Manicures, etc.	31	7.1	4.8	9.5	4.8	2.4	2.4	38.1
Video Rental	4.5	4.5	22.7	0.0	0.0	0.0	4.5	63.6
Coffee	57.6	0.0	6.1	6.1	6.1	0.0	0.0	24.2
Bakery	21.9	15.6	15.6	3.1	3.1	0.0	3.1	34.4
Automotive	29.7	0.0	0.0	0.0	0.0	5.4	2.7	43.4
Medical (doctor, dentist, pharmacy, etc)	28.2	12.8	0.0	12.8	5.1	0.0	2.6	48.7

Please check the types of improvement you would like to see closer to or in the neighborhood. (choose up to five)

25% Boutiques/specialty shops
 45.8 Decorative street lighting
 18.8 Professional offices
 12.5 Art galleries
 8.3 Bank
 14.6 Chain drug stores
 22.9 Public art
 35.4 Open/green space
 52.1 Restaurants – sit down
 20.8 Residential uses
 18.8 Mixed uses
 41.7 Outdoor cafes
 29.2 Pedestrian paths
 35.4 Delicatessens/bakeries
 6.3 Larger bus shelters
 0.0 Signs and banners
 33.3 Mom and pop retail stores
 2.1 Clubs
 8.3 Restaurants – drive thru
 0.0 Parking garage/centralized parking
 14.6 ‘Big Box’ stores such as Target or Wall-Mart
 16.6 Other – please specify:

How often do you purchase goods/services from businesses in the neighborhood?

8.5% Every day
 0.0 Every work day
 57.4 Couple times a week
 25.5 Couple times a month
 4.3 Only for special occasions / events
 4.3 Never

How much do you agree or disagree with the following statement: I am satisfied with how far I travel for professional and personal goods and services.

6.5% Strongly agree
 41.3 Agree
 21.7 Neither agree nor disagree
 26.1 Disagree
 4.3 Strongly disagree

How much do you agree with the following statement: I am satisfied with the quality of local goods and services?

8.7% Strongly agree
 41.3 Agree
 17.4 Neither agree nor disagree
 30.4 Disagree
 2.2 Strongly disagree

Which of the following would you most like to see in the neighborhood? (choose only one)

36.6% Decorative street lighting 0.0 Information kiosk(s) 14.6 Public art 22 More trees 26.8 Public gardens

How important to you is the goal of creating a walking and biking-friendly community?

55.1% Very important
26.5 Important
8.2 Somewhat important
10.2 Not important

What are the biggest factors that discourage you from walking/biking? (select up to three)

20.5% Lack of sidewalks and trails
31.8 Lack of roadways with bicycle lanes
27.3 Pedestrian unfriendly streets/land uses
22.7 Traffic
18.2 Unsafe crossings/intersections
29.5 Aggressive motorist behavior
22.7 Deficient sidewalks
25 Lack of nearby destinations
2.3 No bicycle parking
18.2 Lack of time
2.3 Lack of interest
6.8 Health issues
20.5 Low lighting
15.9 Other:

What walking/biking destinations would you most like to get to? (select up to three)

53.3% Trails and greenways
40 Parks
40 Shopping
46.7 Restaurants
20 Library or rec. centers
11.1 Place of work
26.7 Entertainment
6.7 Public transportation
6.7 School or university
6.7 Other:

How much do you agree with the following statement?
Neighborhood parks and open spaces are clean and well maintained.

6.3% Strongly agree
47.9 Agree
27.1 Neither agree nor disagree
16.7 Disagree
2.1 Strongly disagree

For each purpose below, choose the answer that best describes how often you walk or bike.

	Daily	Weekly	Monthly	Never
All the way to school	3.2%	0.0%	0.0%	96.8%
All the way to work	2.8	13.9	5.6	77.8
To run errands (like shopping, etc.)	12.8	28.2	33.3	25.6
To the bus stop for work or school	12.5	12.5	9.4	65.6
For exercise/fitness/pleasure	24.4	55.6	20.0	0.0
Other: _____	28.6	57.1	0.0	14.3

Why do you normally visit neighborhood parks or open spaces? (select up to five reasons)

54.5% Relax or think
15.9 See birds & wildlife
68.2 Get some fresh air
22.7 Ride a bike
4.5 Meet friends
2.3 To eat / drink
63.6 To keep fit / improve health
0.0 Guided walks and talks
15.9 For peace and quiet
43.2 Walk the dog
11.4 Visit the play area
9.1 Play sports or games
29.5 Enjoy flowers / trees
11.4 Take a shortcut
20.5 Children / Family outing
11.4 Group picnic / barbecue
11.4 Attend events
6.8 Watch sport or games

How much do you agree with the following statement?
I am happy with the facilities that are available in my nearest park or open space.

4.7% Strongly agree
60.5 Agree
20.9 Neither agree nor disagree
7 Disagree
7 Strongly disagree

How much do you agree with the following statement?
When I visit parks and open spaces I feel safe.

2.4% Strongly agree
54.8 Agree
26.2 Neither agree nor disagree
14.3 Disagree
2.4 Strongly disagree

Many people say they face tradeoffs when choosing a place to live – meaning that they have to give up some things in order to have other things. How do you feel about the following two tradeoffs? Other things being equal...

Tradeoff 1

(a) Would you choose to live in a mixed-use neighborhood where you can walk to stores, schools, and services, or (b) Would you choose to live in a residential only neighborhood even if it means you have to drive to stores, schools, and services?

79.6% (a) Mixed-use neighborhood
14.3 (b) Residential-only neighborhood
6.1 Don't know

How strongly do you agree or disagree with the following statement: Neighborhoods should have a balance of housing for upper, middle, moderate, and low income households.

19.6% Strongly Agree
50 Agree
10.9 Neither agree nor disagree
10.9 Disagree
8.7 Strongly Disagree

Additional housing is needed for which of the following? (check all that apply)

47.8% Established professionals
63 Young families/first-time home buyers
8.7 Very low income
32.6 Seniors
19.6 Persons with disabilities
19.6 No additional housing is needed
4.3 Other: _____

Tradeoff 2

(a) Would you choose to live in a higher-density neighborhood where it was convenient to use public transit when you travel locally, or (b) Would you choose to live in a lower-density neighborhood where you would have to drive when you travel locally?

55.3% (a) High-density neighborhood, use public transit
27.7 (b) Low-density neighborhood, drive a car
17 Don't know

What housing type is needed in the neighborhood? (check all that apply)

79.1% Single family
9.3 Duplex/Triplex
4.7 Fourplex/Big house
18.6 Side attached row house
11.6 Stacked row house
16.3 Low-rise apartment
7 Mid- to high-rise apartment
11.6 Apartment/Commercial

For more information on housing types, see:
www.housinginitiative.org/pdfs/Housing_Types/housing_types_MDC.pdf

Increased housing density generally results in more affordability, better transit, stronger local economy, lower auto dependency, and other things associated with strong urban neighborhoods. It also means increasing the number of homes on each unit of land.

Please indicate which of the following you support (check all that apply):

33.3% Allow higher density development in single-family residential areas (more homes per acre)
8.3 Allow zero lot-line development (homes built to side property lines)
41.7 Allow accessory units (garage apartments, mother-in-law suites, etc.) on existing residential lots
22.9 Allow more multifamily development (apartments, townhomes, and condominiums)
8.3 Require larger developments to include more units if some are made affordable
54.2 Allow more mixed-use areas with housing above commercial or office space
35.4 Do not allow higher density

If the neighborhood were to have higher density development, where should higher density areas be located? (check all that apply)

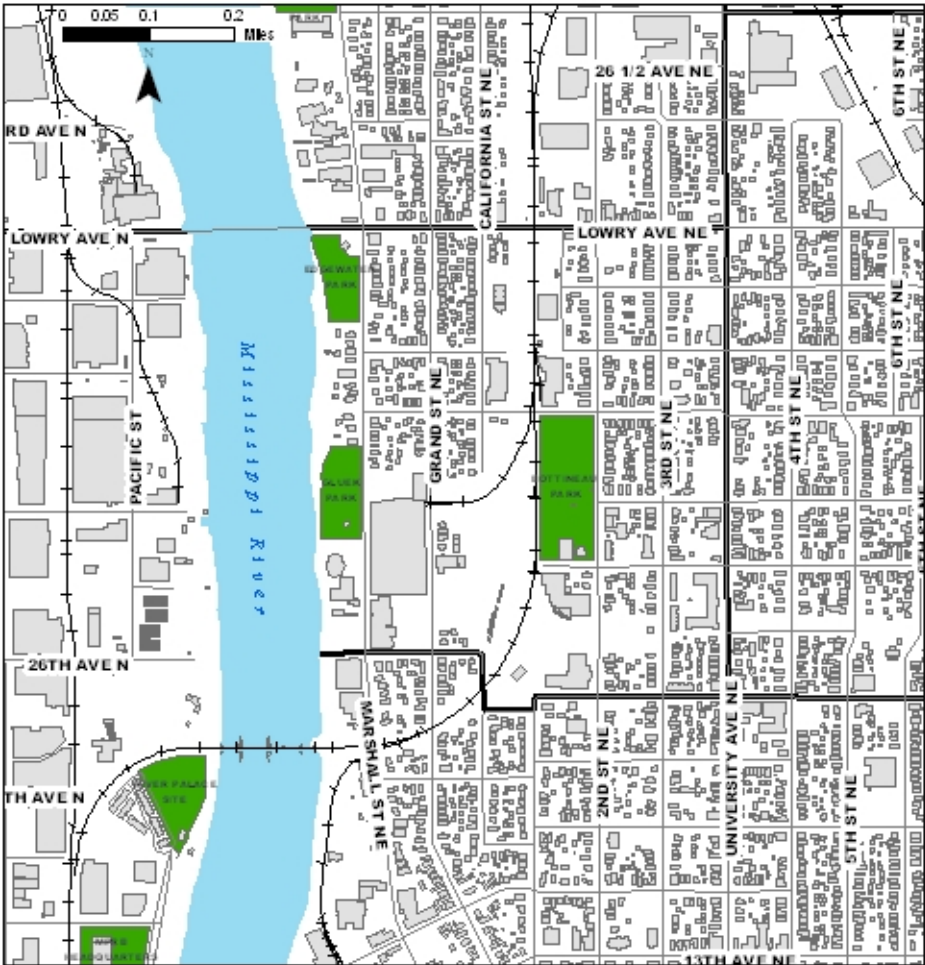
50% Large parcels of land when available
25 Smaller parcels within the neighborhood
25 Industrial areas close to jobs
61.1 Commercial areas close to jobs, shopping, etc.
38.9 Along Marshall Street
52.8 Along Lowry Avenue
55.6 Along University Avenue
16.6 Other (please specify): _____

If you had unlimited resources, what one thing about the neighborhood would you change?

Do you have any questions for us?

Place a circle ○ or oval ○ around the area on the map below that you like best.

Place a square □ or rectangle □ around the area on the map below that you like least.



Business Survey - Neighborhood Function, Structure and Beauty - Business Survey

What are the cross streets nearest to your business?

How long has your business been a part of the neighborhood?

8.3% less than 1 year

33.3 1 to 10 years

16.7 10 to 20 years

8.3 20 to 40 years

33.3 40 or more years

Do you also reside in the neighborhood?

0.0% Yes

100 No

How much parking do you have for your employees and customers?

27.3% Too much

54.5 Just right

18.2 Not enough

How do most of your customers get to your business?

100% Personal vehicle

0.0 Bus / carpool

0.0 Walk / Bike

Do you provide bike racks for

employees/customers? 14.3% Yes 85.7 No

What are your future plans for the business? (e.g. moving elsewhere, expansion at current locations, no change, remodeling, selling to another operator, etc.):

Number of employees: _____ How many are neighborhood residents: _____

Number of FTEs: _____

Increased housing density generally results in more affordability, better transit, stronger local economy, lower auto dependency, and other things associated with strong urban neighborhoods. It also means increasing the number of homes on each unit of land.

Please indicate which of the following you support (check all that apply):

55.6% Allow higher density development in single-family residential areas (more homes per acre)

0.0 Allow zero lot-line development (homes built to side property lines)

44.4 Allow accessory units (garage apartments, mother-in-law suites, etc.) on existing residential lots

33.3 Allow more multifamily development (apartments, townhomes, and condominiums)

22.2 Require larger developments to include more units if some are made affordable

44.4 Allow more mixed-use areas with housing above commercial or office space

33.3 Do not allow higher density

If the neighborhood were to have higher density development, where should higher density areas be located? (check all that apply)

55.6% Large parcels of land when available

22.2 Smaller parcels within the neighborhood

33.3 Industrial areas close to jobs

44.4 Commercial areas close to jobs, shopping, etc.

33.3 Along Marshall Street

33.3 Along Lowry Avenue

44.4 Along University Avenue

22.2 Other (please specify): _____

Please check each type of improvement you would like to see closer to or in the neighborhood.

- ☒ 70% Boutiques/specialty shops
- ☐ 60 Decorative street lighting
- ☐ 40 Professional offices
- ☐ 50 Art galleries
- ☐ 30 Bank
- ☐ 20 Chain drug stores
- ☐ 30 Public art
- ☐ 20 Open/green space
- ☐ 60 Restaurants – sit down
- ☐ 30 Residential uses
- ☐ 50 Mixed uses
- ☒ 70 Outdoor cafes
- ☐ 40 Pedestrian paths
- ☐ 30 Delicatessens/bakeries
- ☐ 0.0 Larger bus shelters
- ☐ 30 Signs and banners
- ☒ 70 'Mom and pop' retail stores
- ☐ 20 Clubs
- ☐ 20 Restaurants – drive thru
- ☐ 0.0 Parking garage/centralized parking
- ☐ 0.0 'Big Box' stores such as Target or Wall-Mart
- ☐ 20 Other – please specify: _____

How satisfied are you with the neighborhood as a place to do business?

- ☒ 16.7% Very satisfied
- ☐ 50 Satisfied
- ☐ 8.3 Neither satisfied nor dissatisfied
- ☒ 16.7 Dissatisfied
- ☐ 8.3 Very dissatisfied

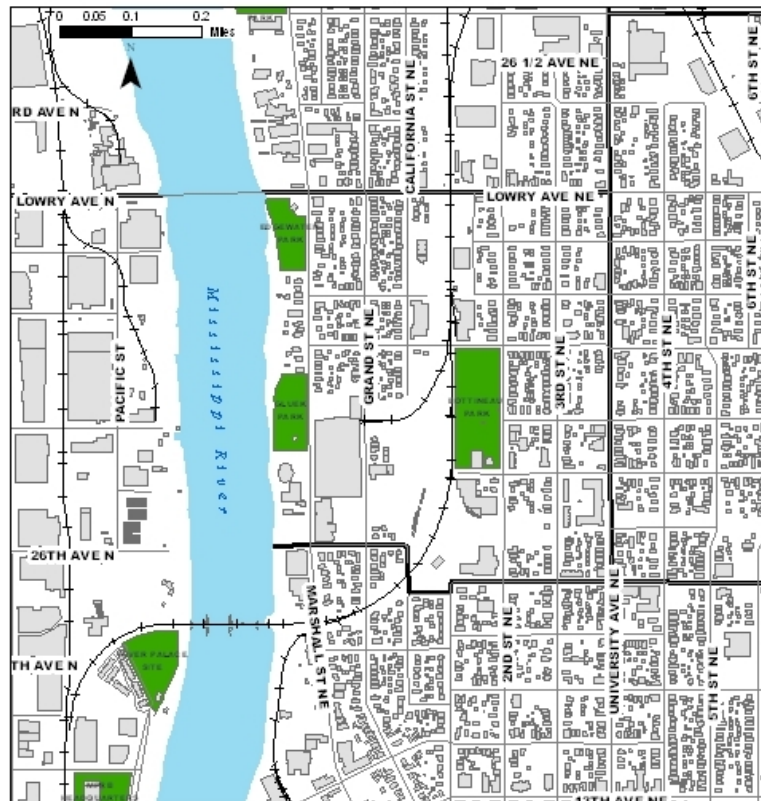
In the time since you have been in the neighborhood has it become?

- ☒ 36.4% A more desirable place to do business
- ☐ 27.4 A less desirable place to do business
- ☐ 18.2 No change
- ☐ 18.2 No opinion

What do you think is working and/or not working for businesses in the neighborhood?

Place a circle ○ or oval ○ around the area on the map below that you like best.

Place a square □ or rectangle □ around the area on the map below that you like least.



Visual Preference Survey Results

Methodology

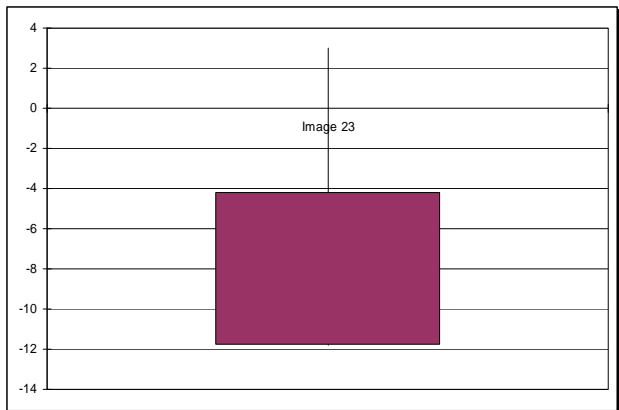
A Visual Preference Survey (VPS) provides a broad range of options for depicting community features. It provides a basis to rate or assess each visual depiction on a preference scale. As a result, participants can express judgments and possibly reach a consensus about a visual design, architecture, site layout, landscape, and similar design features, which may be incorporated in the goals, objectives, design guidelines, enhancement/mitigation measures, and/or recommended standards for a study, plan or project.

Participants are asked to rate each image on a scale from -10 (very inappropriate for the neighborhood) to +/-0 (neutral) to +10 (very appropriate for the neighborhood). The inputs are tabulated and subject to some statistical analysis. The important results are the mean and standard deviation. A high or low mean score indicates a respective positive or negative reaction to the image. A very high or low mean corresponds to a very strong positive or negative reaction. The standard deviation indicates the level of agreement amongst the survey participants. A small standard of deviation corresponds to a high level of consensus on the overall appropriateness of the image for the neighborhood. The results are from 34 returned surveys. Two of the surveys were incomplete and both were completed to different points. The analysis uses N, where N = the number of ratings for each image.

Low 6

The following images have the lowest mean scores. These are the six images that evoked the strongest overall negative reaction. However, in each case the standard deviation is 3.7 or greater. This indicates a somewhat broad range of responses and therefore less of a general consensus on these being most inappropriate types of images for the neighborhood. This lack of consensus could be the result of a genuine lack of agreement or due to the participants rating different aspects of the images. From the worst of the worst to the best of the worst they are:

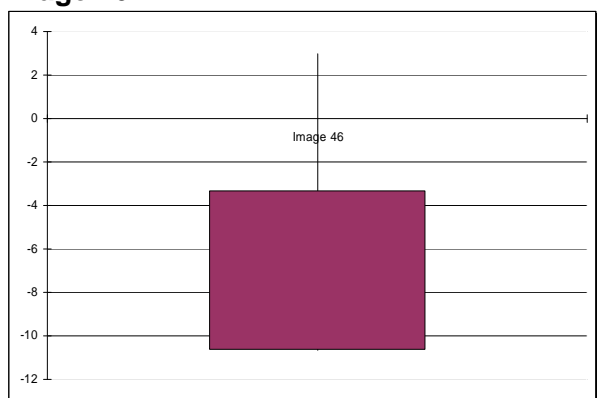
Image 23



Mean: -6.5 Standard Deviation: 3.8



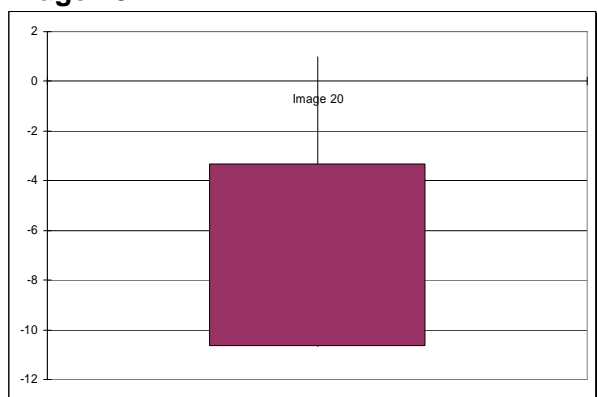
Image 46



Mean: -6.4 Standard Deviation: 3.7



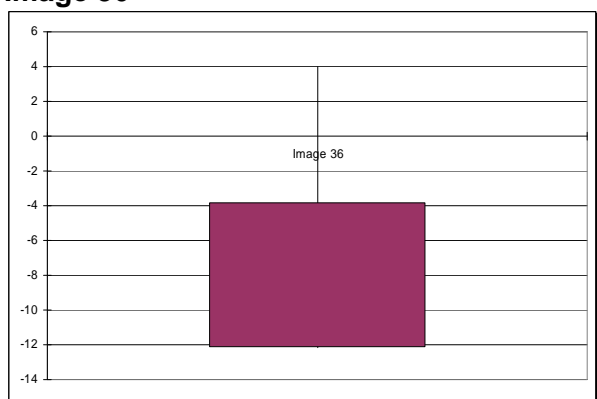
Image 20



Mean: -6.3 Standard Deviation: 3.7

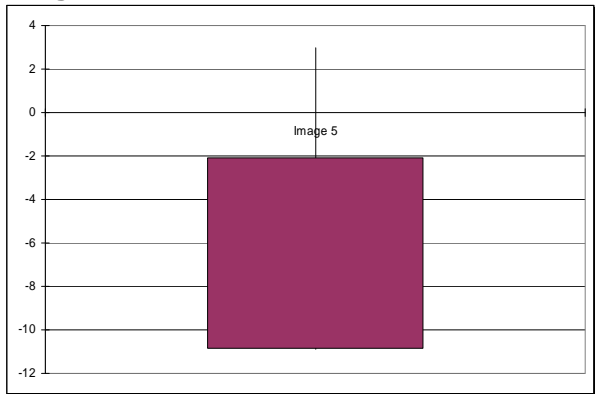


Image 36

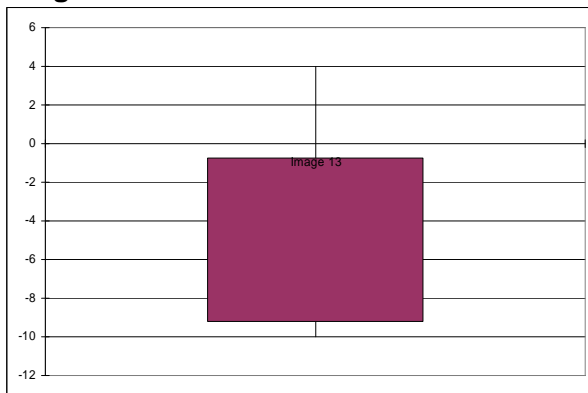


Mean: -6.2 Standard Deviation: 4.2



Image 5

Mean: -5.6 Standard Deviation: 4.0

Image 13

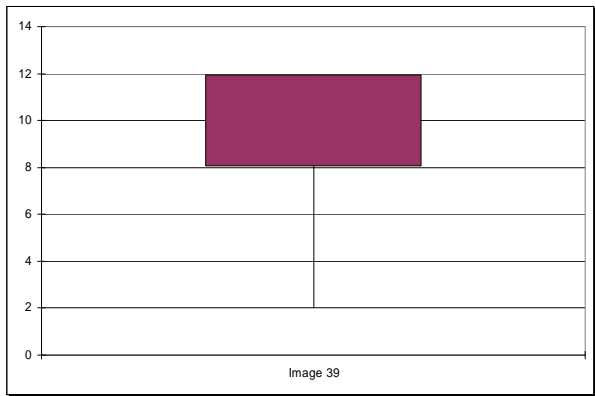
Mean: -5.4 Standard Deviation: 4.2

Even though the standard deviations are greater than 3.7, there may be a greater level of consensus than indicated for four of the six most inappropriate images. Images 23, 46, 36 and 5 all share some common characteristics. They each depict a commercial setting with varying setbacks. In each case the front of the business(es) is dedicated to motor vehicle parking. Landscaping is generally nonexistent and the signage in three of the images lacks any architectural significance. While participants were asked to judge the images on what they saw, these six images generally share something in omission. There is little to orient the environment to the pedestrian. There are no visible sidewalks in four of the images. The image with a sidewalk is sterile with extremely little landscaping and large expanse of wall devoid of window opening. The last image contains a crosswalk on a road that appears to have six traffic lanes with little protection for any pedestrians other than the painted crosswalk. Images 23 & 36 may have been rated low because of their use. One is a pawn shop and the other is a liquor store.

High 6

The following images have the highest mean scores. These are the six images that evoked the most overall positive reactions. Interestingly enough, these six images are among the ten images with the lowest standard deviations. This indicates a strong level of agreement that these are appropriate images for the neighborhood. From the best of the best (highest mean) to the least of the best, they are:

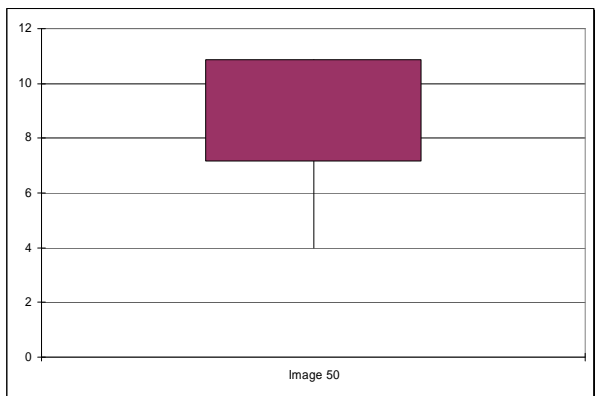
Image 39



Mean: 8.5 Standard Deviation: 1.9



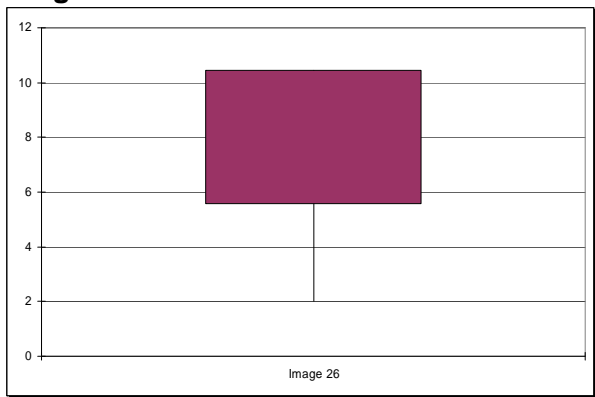
Image 50



Mean: 8.3 Standard Deviation: 1.9



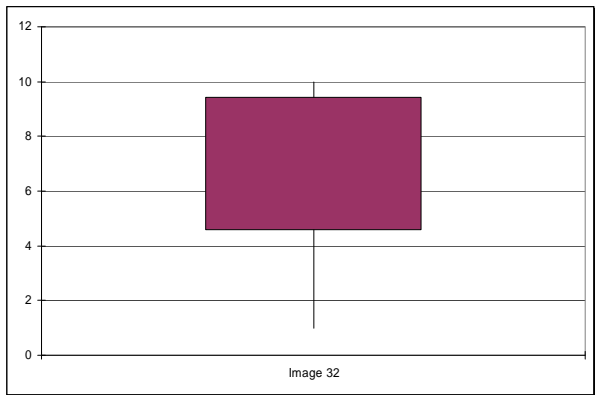
Image 26



Mean: 7.7 Standard Deviation: 2.5

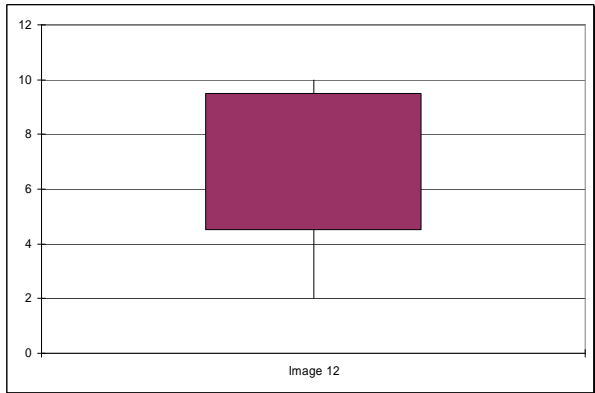


Image 32



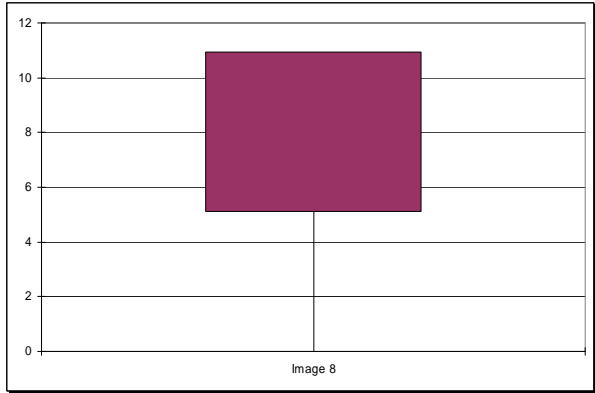
Mean: 7.0 Standard Deviation: 2.4

Image 12



Mean: 6.7 Standard Deviation: 2.5

Image 8



Mean: 6.7 Standard Deviation: 2.9

There is no strong theme connecting these images. The two residential images (39 & 32) have similar setbacks and some shared design elements. But they are different scales and have vastly differing landscaping. The two open space images (50 & 26) while in different settings

depict trails and a more natural landscape (as opposed to a tended landscape). The last two images (12 & 8) are mixed use settings with retail on the first floor. It is not clear if the massing is similar but both show a pedestrian orientation with awnings, significant window space and tree lined street and in the case of image 12, pedestrian scale street lighting.

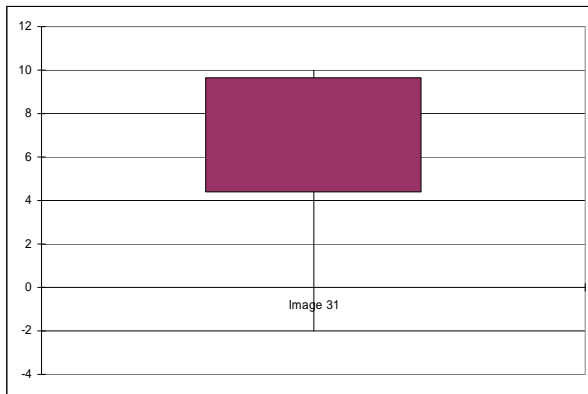
Most Consensus

If the top ten images were ordered in terms of which have the most consensus among them (lowest standard deviation), from most agreement to least agreement, the order would be as follows:

1. Image 50 (high six, mean: 8.3)
2. Image 39 (high six, mean: 8.5)
3. Image 32 (high six, mean: 7.0)
4. Image 26 (high six, mean: 7.7)
5. Image 12 (high six, mean: 6.7)
6. Image 31 (high #7, mean: 6.5, image below)
7. Image 38 (high #19, mean: 4.4, image below)
8. Image 8 (high six, mean: 6.7)
9. Image 29 (high #23, mean: 3.6, image below)
10. Image 40 (high #11, mean: 5.6, image below)

It is interesting to note that the six highest rated images are among the ten with the greatest amount of consensus and none of the lowest rated images are found here. This shows that people participating in the survey had an easier time expressing what they do like as opposed to what they don't.

Image 31



Mean: 6.5 Standard Deviation: 2.7



Image 38

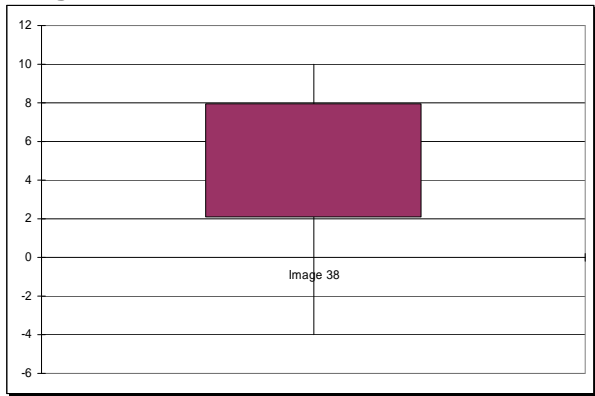


Image 29

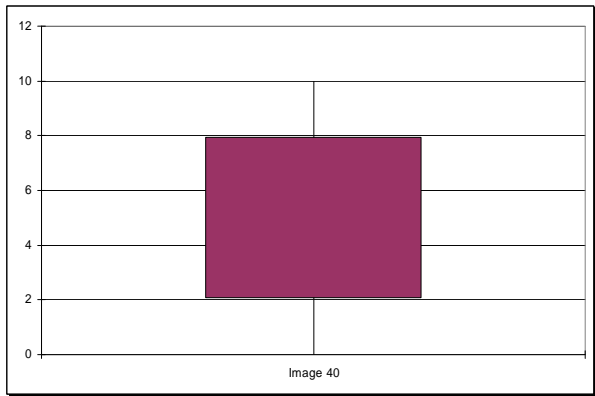
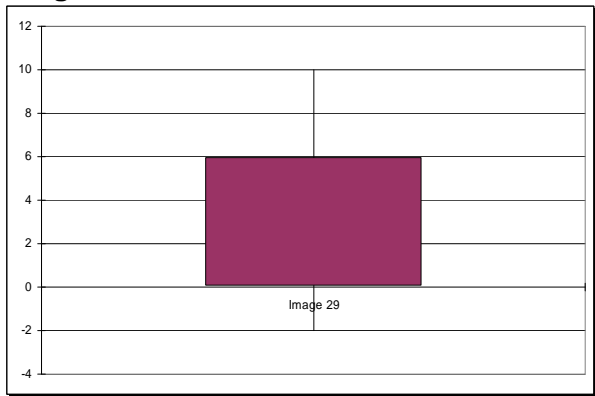


Image 40

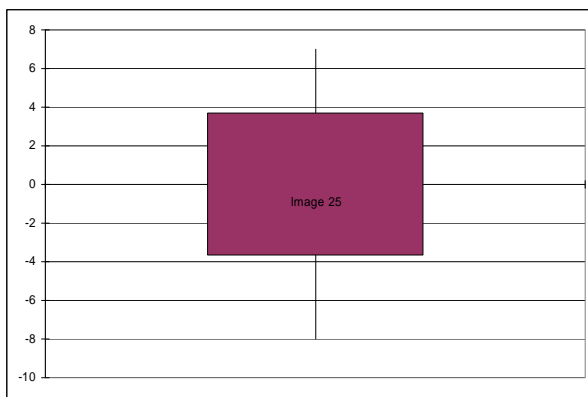


These additional four images are nearly all rated in the top third for being most appropriate for the neighborhood. The lone exception is Image 29, which is rated #23 out of 60 images.

Image 31 is very similar to images 12 & 8, ranked #5 and #6 respectively. This reinforces the neighborhood desire for mixed use structures, active public spaces, and a pedestrian orientation.

Image 38 & 29 both have an identical standard of deviation of 2.9. This indicates a high level of agreement of the emotive response to the image. However, both have means less than five, which suggests that while people had an overall similar reaction to the image, they may feel that these images are more appropriate for ‘some other’ neighborhood. There are some architectural similarities between these two images, but that is about the extent of the common features.

Image 40 is best understood with its counterpart in the survey – **image 25**.



Mean: -0.25 Standard Deviation: 3.7

Only a few people commented that they noticed that these are the same image with one having a few additional trees, a tree-lined median, and wider boulevards and one sidewalk added. The addition of the green space resulted in a significant upward shift in ratings and compression of the range of ratings (smaller standard deviation). This seems to further indicate a preference for green space and its use to soften and lend a pedestrian scale to open, hardscaped areas.

Conclusions

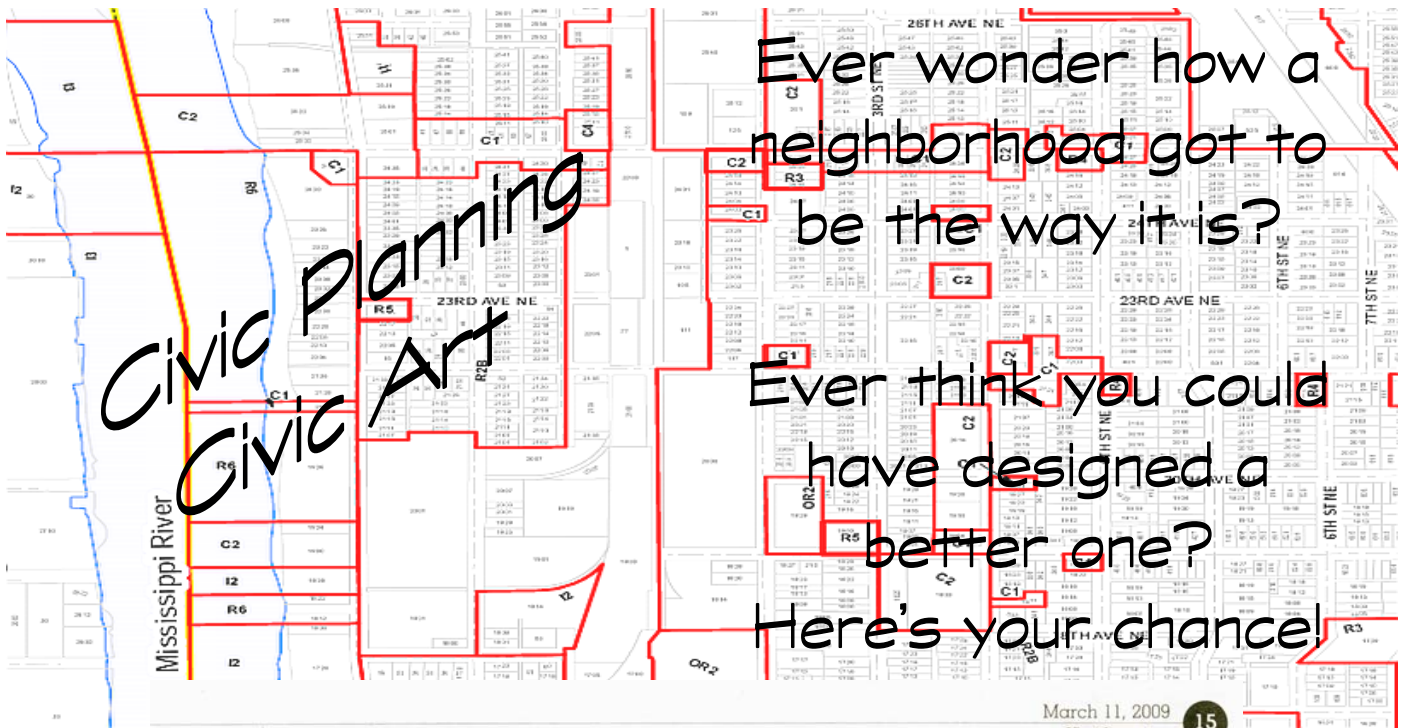
A few clear points of direction can be summarized using these results as the only context in which to draw conclusions about neighborhood goals for design guidelines for the built environment. Additional information from the community survey and business survey will very likely provide additional context for these results.

The three areas where there is the most agreement are interrelated and mutually support each other. They are:

1. Attention to green space: Only one of the lowest rated images had any appreciable landscaping/green space (#5) and even then it is only obviously used to separate a parking lot from the road. Two of the highest rated images were images of open/green space. There both in natural settings and oriented to pedestrian use. The two residential images in the six highest rated images each have some amount of landscaping between the sidewalk and structure. One has a substantial tended garden in the front yard creating an attractive and welcoming visual appeal. The mixed use images in the six highest rated images both have street trees and one has additional low planters next to

the entrances to the businesses. The desire for green space is further reinforced through the additional images with the greatest amount of consensus. Each of them contains elements that exist in the highest rated images: street trees, front yard landscaping, and pedestrian orientation.

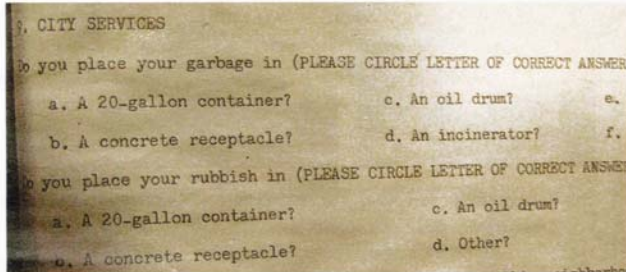
2. Architectural detail: In each image with a structure, the rating (high or low) appears to have a direct relation to the presence or absence of architectural elements. The structures in the low rated images each are quite plain and uninviting. The liquor store (#36) has a lot of window space, but a significant portion is blocked with sale advertisements. On the other side are the structures in the other images. The highest rated residential structures both have open porches, a large amount of window space and some architectural detailing (decorative porch columns and railings, soffit detailing and 2- and 3-color schemes). The mixed use and commercial images each has a majority of window space on the first floor. They each have horizontal and vertical breaks/set backs which act to reduce the sense of massing that occurs with monolithic wall structures. Several have other smaller elements including awnings, façade arches, and decorative crowns. The condominium/townhome structure has individual entrances, railings, several vertical set backs and crown detail.
3. Pedestrian orientation: The most striking common theme running through all the images, either by inclusion or omission, is a pedestrian orientation. Inviting building facades, street trees and furniture, trails, human scale design elements, and the break up of long/wide streets all create an attractive, welcoming built environment that is pedestrian friendly.



The Northeast EXPERIENCE

Civic Planning/ Civic Art

Those who attended the Civic Planning/Civic Art open houses held on two week nights and two Saturday afternoons could compare old photos of landmarks like Little Jack's, fields near the former location of East Side Neighborhood Services on Second Street, and the Lowry Bridge with present day scenes. Other displays at the C allifornia Building Gallery highlighted the book covers and quotes from respected authors in urban development and planning, and advertising pages for various paints and stains appropriate to housing of the eras prominent in Bottineau neighborhood, which extends from Lowry to 17th/18th west of University to the River. Residents and businesses in the area have also been mailed written surveys in an effort to write a neighborhood plan that can be incorporated into the Minneapolis Plan for Sustainable Growth. For more information, call 612-782-2145 or email bnab@bottineauneighborhood.org.



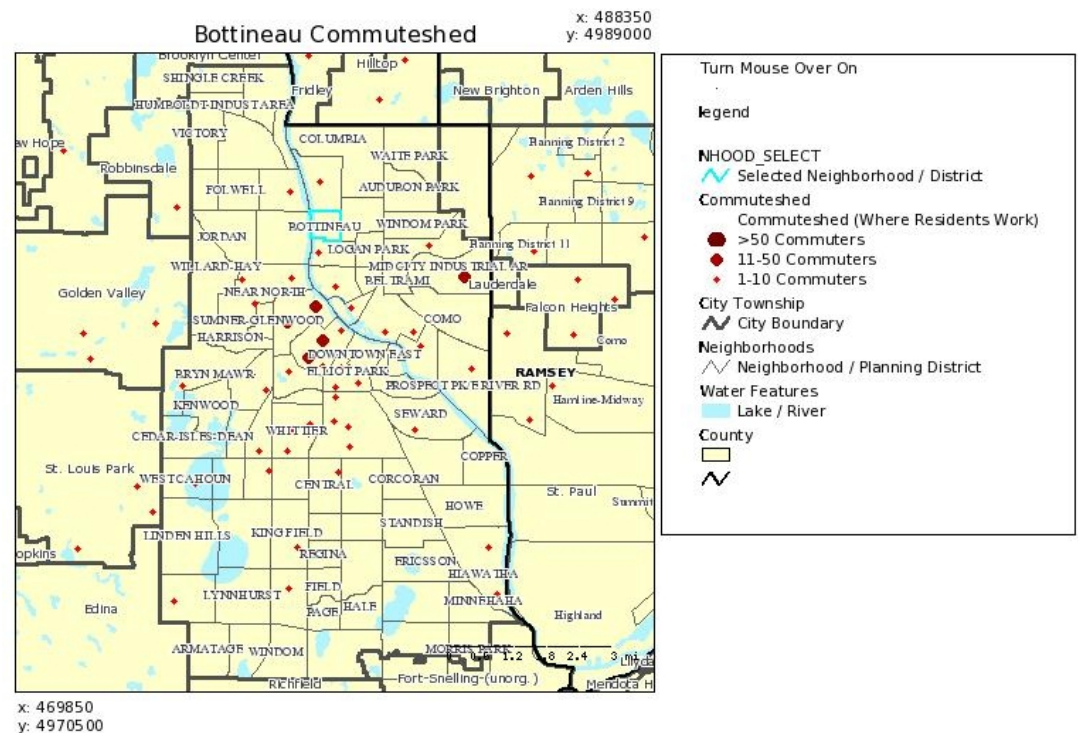
The above photo is of a survey taken many many years ago. Present day questions are a little bit different.

Photos
by
Margo
Ashmore

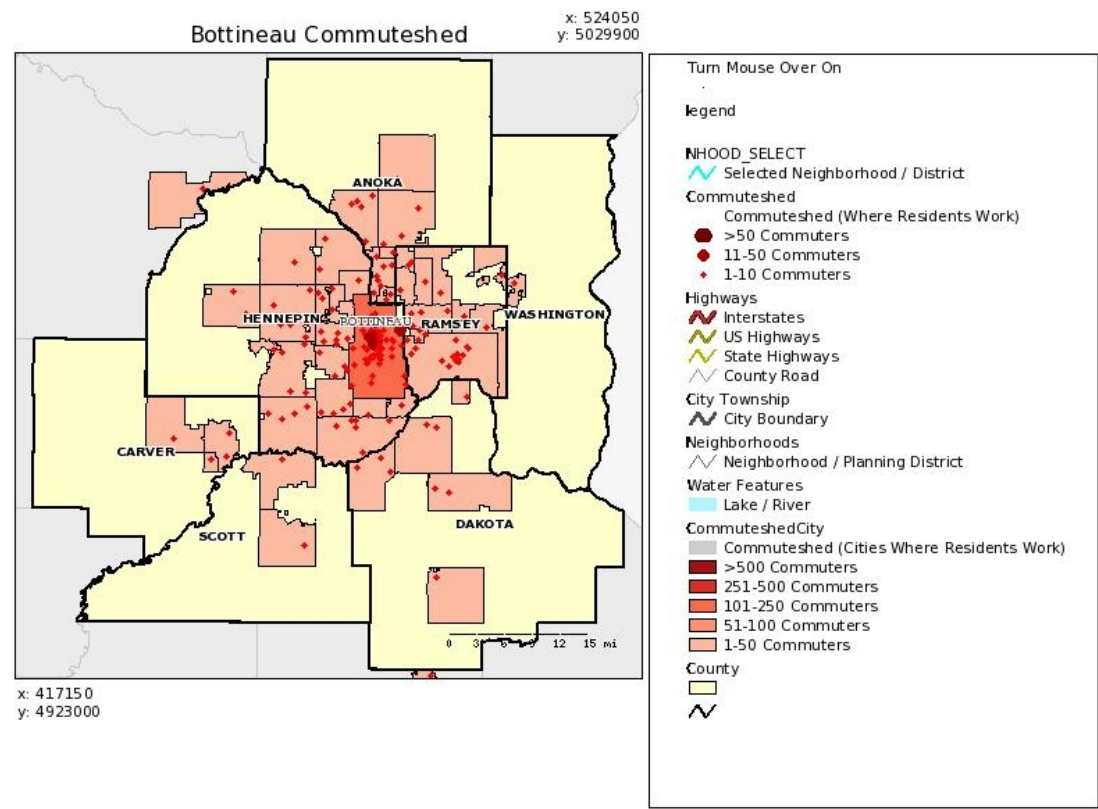
"Look at this - in 1959, the bridge was out!" Bottineau Neighborhood Association staffer Chris Gams pointed out the "Bridge Out" sign in this 1959 photo of the Lowry Bridge and the Erickson gas station in the background. At right, on Thursday, March 5, Dolores Ziegler looked at a large map with building blocks representing the houses, while in the background, others could take a visual preference survey of types of buildings and streets they would like to see.



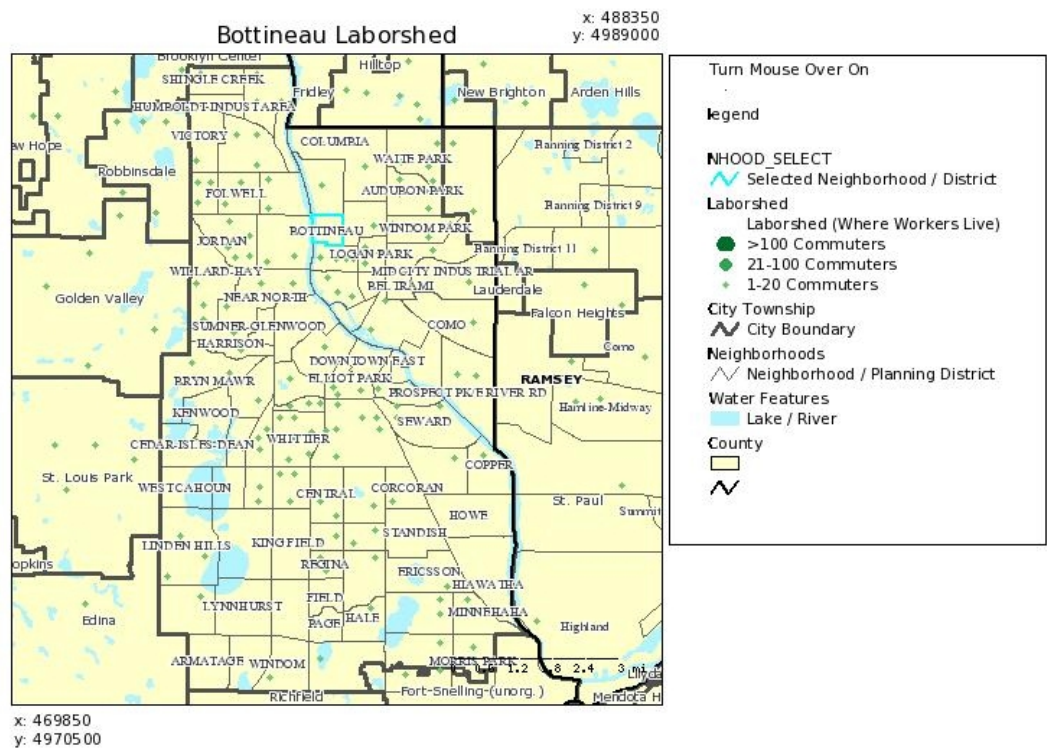
Bottineau Commute Shed within Minneapolis



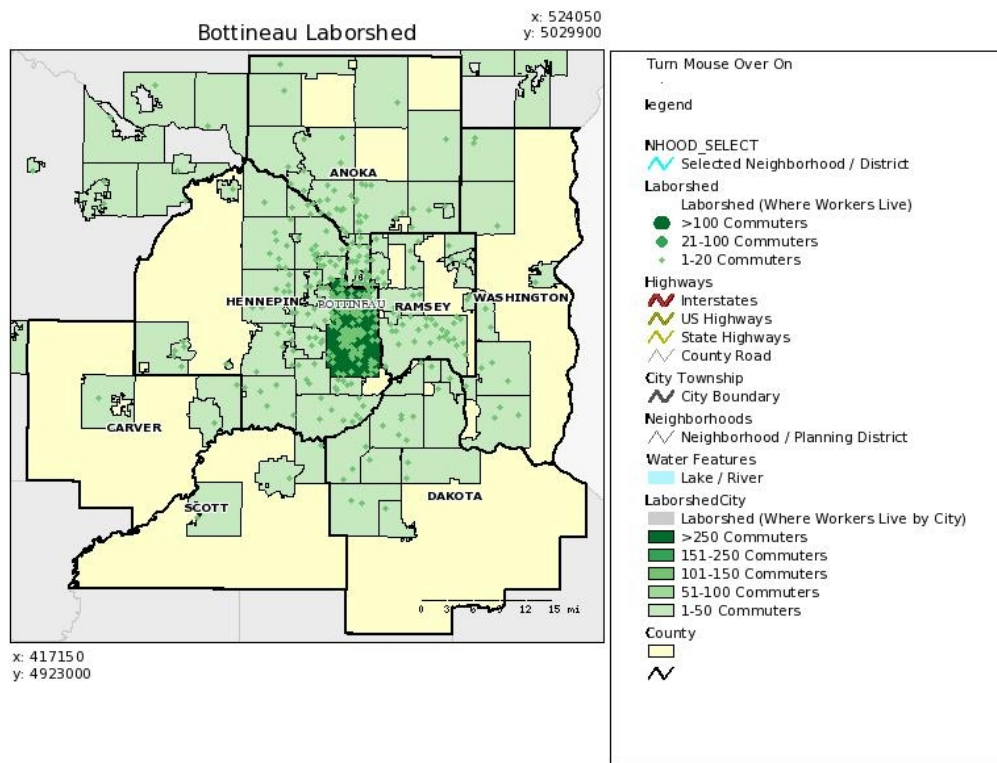
Bottineau Commute Shed Seven County Metro

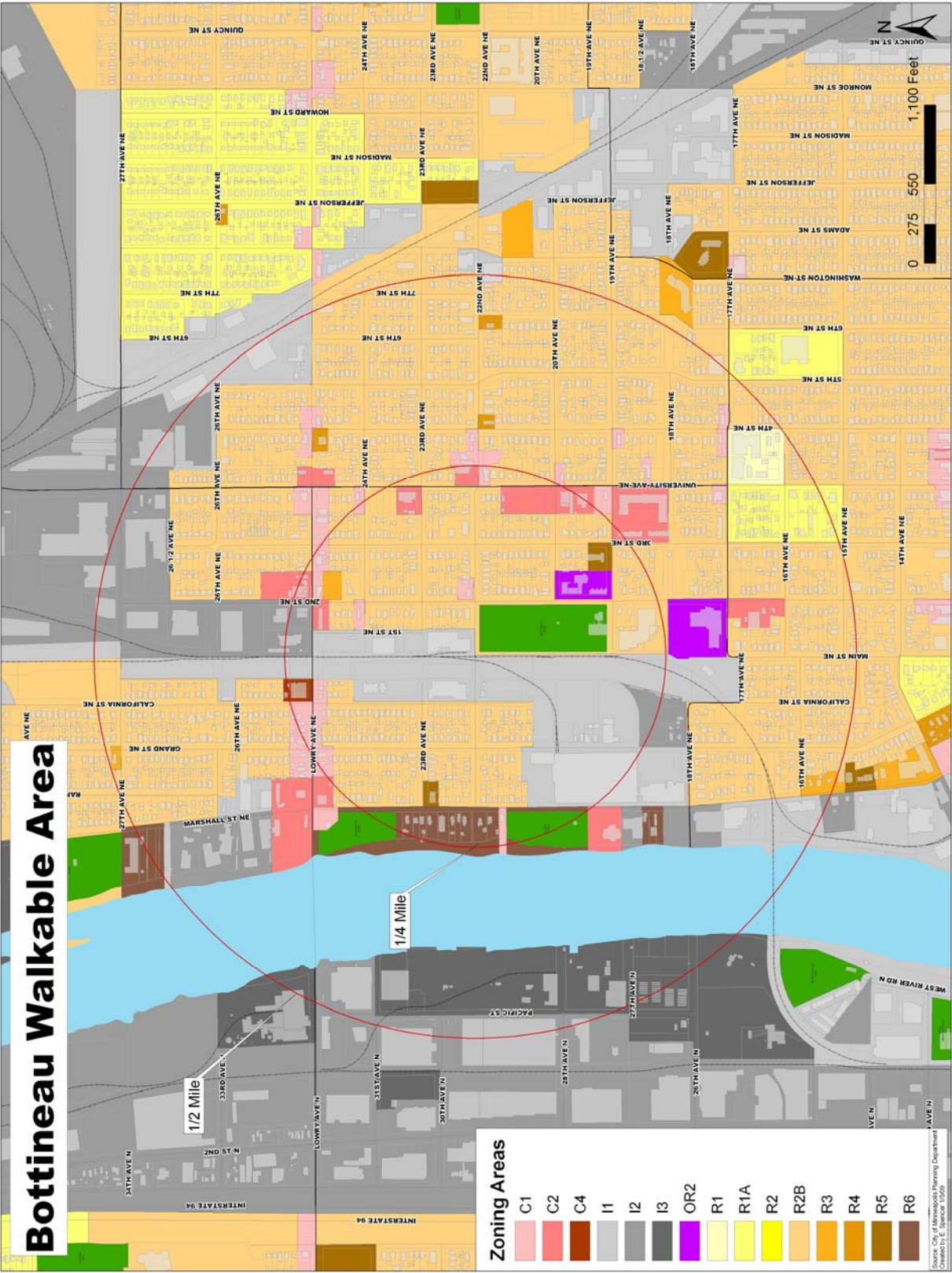


Bottineau Labor Shed within Minneapolis

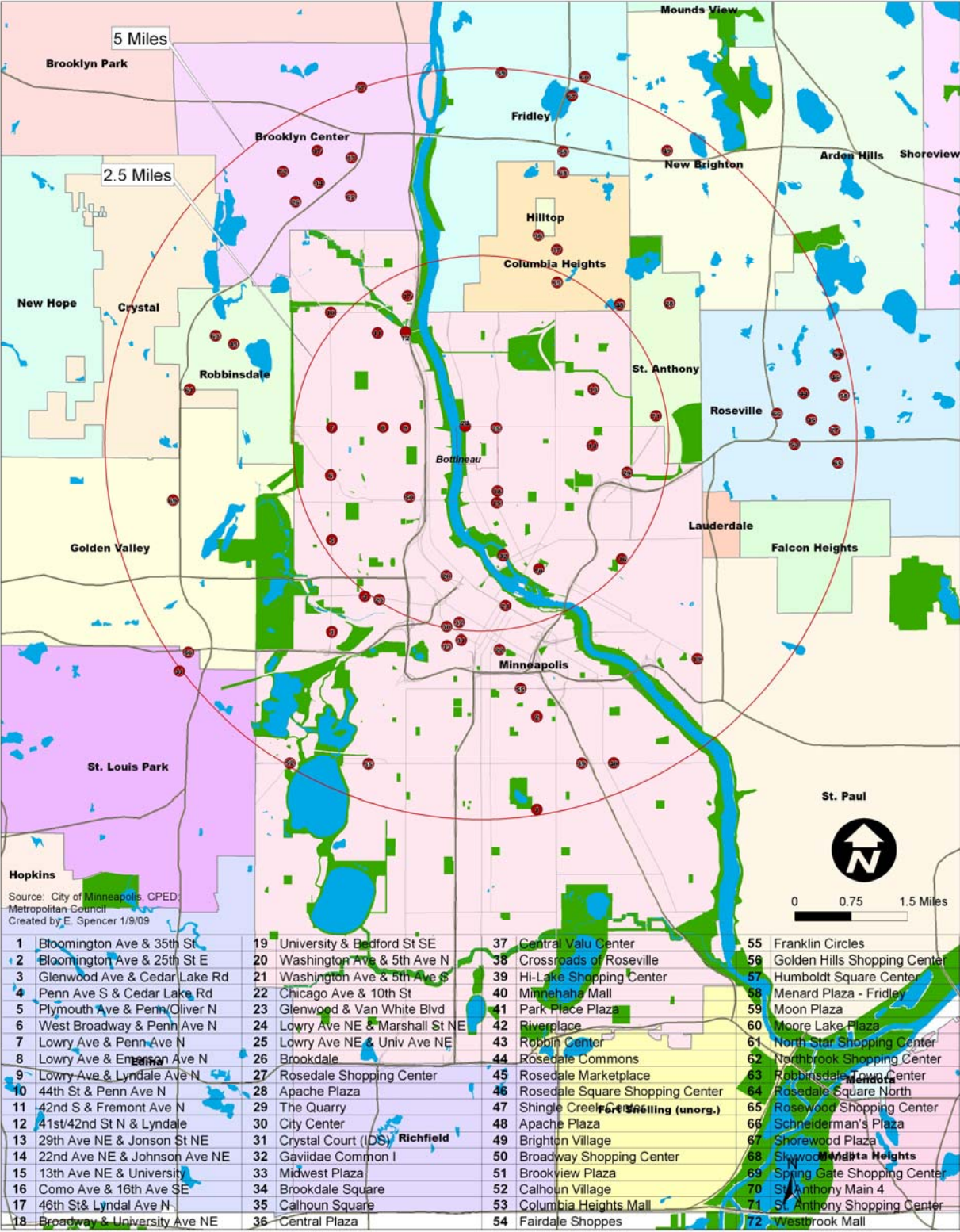


Bottineau Labor Shed Seven County Metro

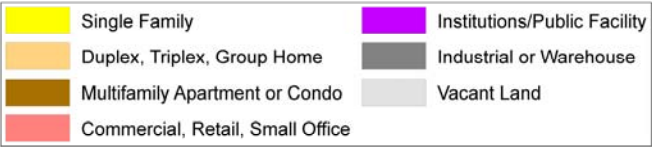
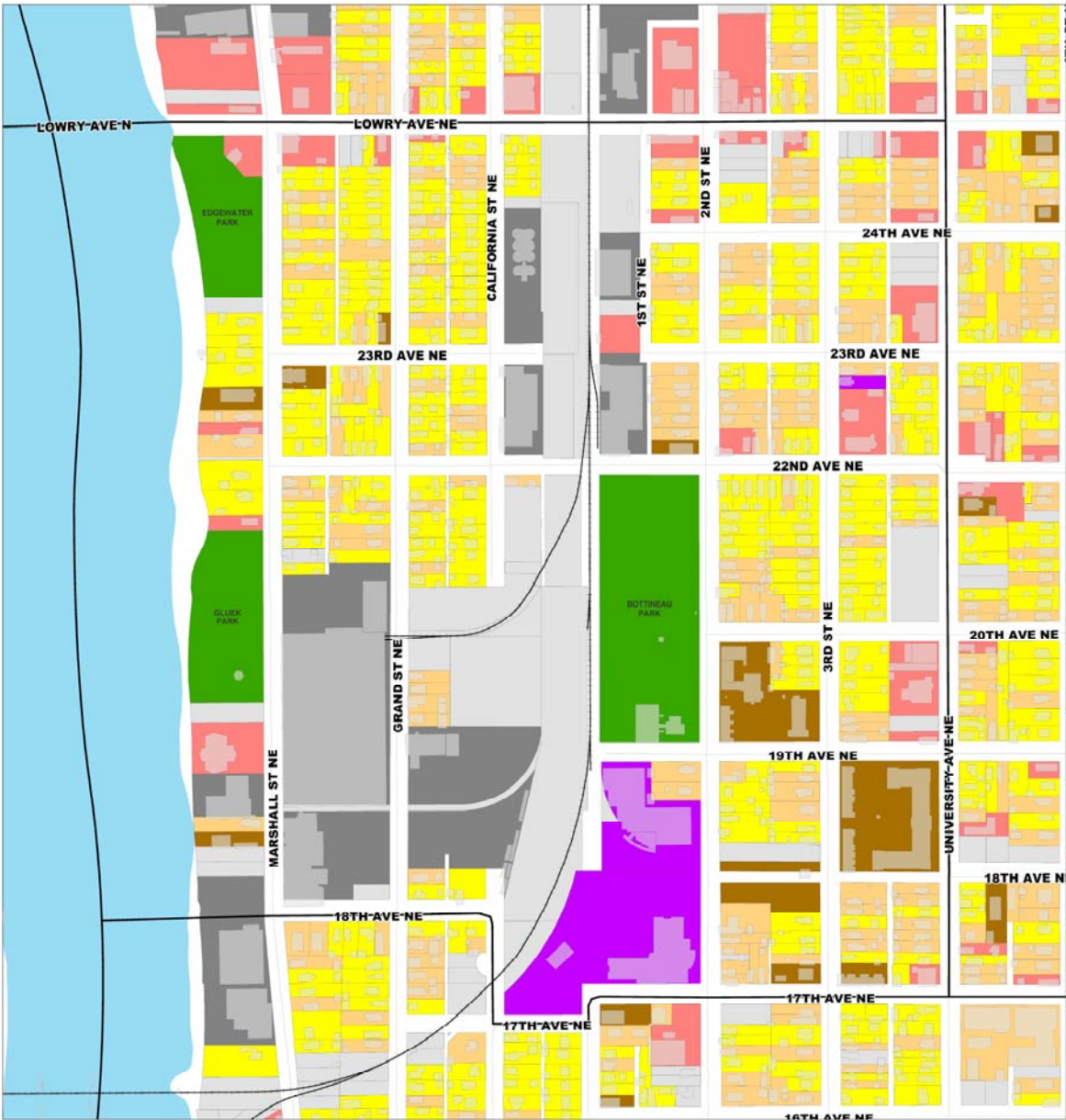




Bottineau Bikeable Area & Commercial Centers

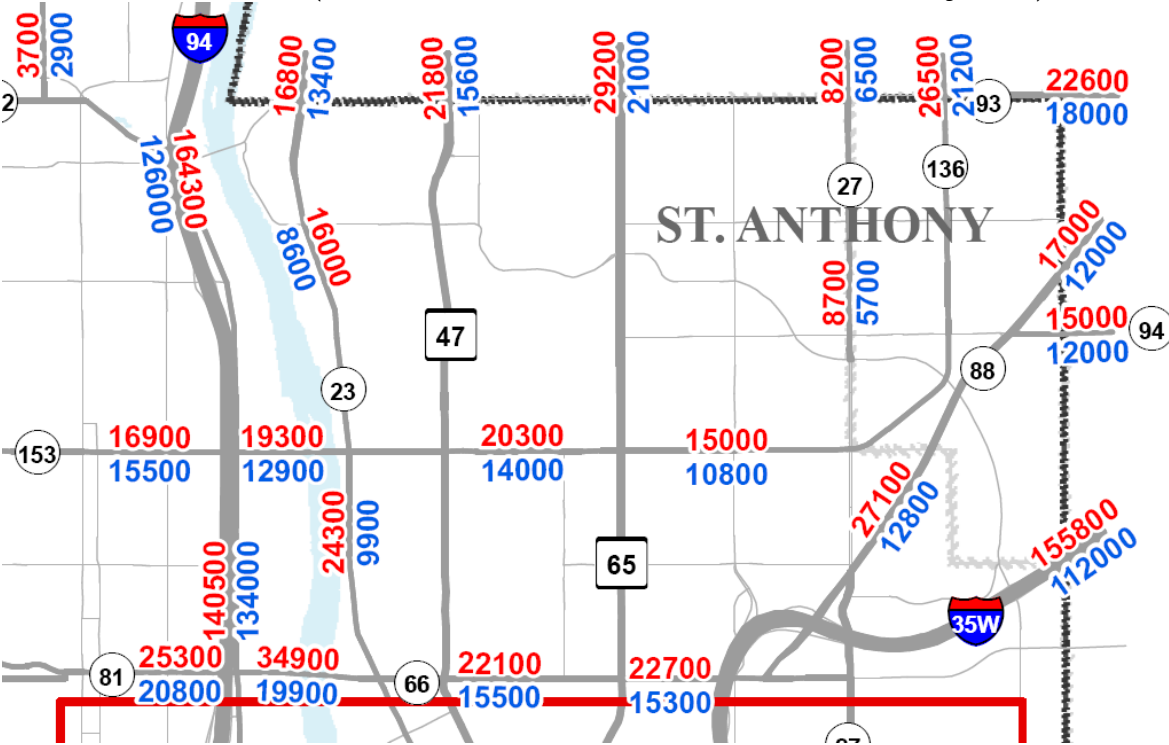


Bottineau Land Use



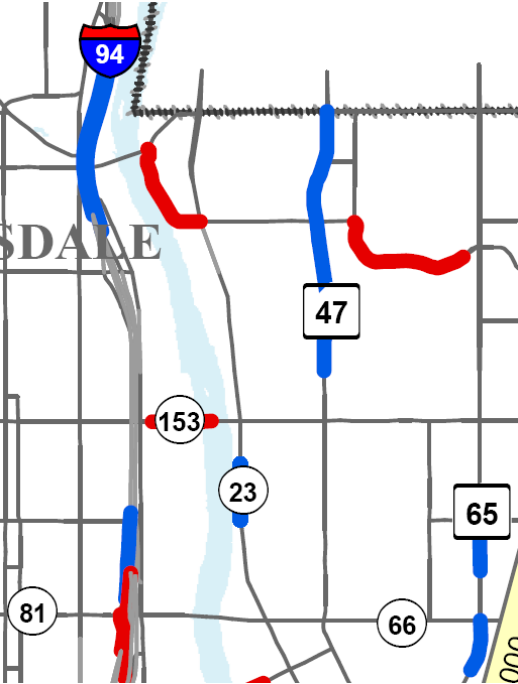
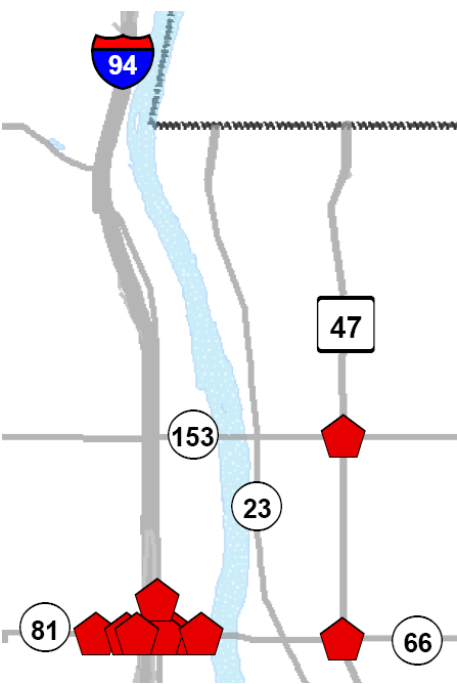


2030 ADT Forecast (BLUE 2005 Base Volume / RED 2030 Projection)



Unfunded Safety Improvement Candidates

Roadway Adequacy (BLUE Possible Congestion / RED Probable Congestion)



(Source: 2030 Hennepin County Transportation Systems Plan)

In No Particular Order

City of Minneapolis.

<http://www.ci.minneapolis.mn.us>

City of Minneapolis. *Municipal Zoning Code*.

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DJR Architecture, Inc. (2008). *Audubon Park Neighborhood Small Area Plan*.

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Corradini, Greg. (2006). *Bottineau Neighborhood Housing Inventory and Analysis Project Review*.

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Hennepin County. (2002). *The Lowry Avenue Corridor Plan*

<http://www.co.hennepin.mn.us> , keyword “lowry corridor plan”

LISC. (2005). *Bottineau Market Profile* With data from ESRI Business Analyst.

<http://www.necdc.org/NeighborhoodData.htm>.

Minnesota 3D Project. (2008).

<http://map.deed.state.mn.us/M3D/>

National Oceanic and Atmospheric Administration (2008).

<http://www.csc.noaa.gov/alternatives/walk.html>

Hennepin County, 2030 Transportation Systems Plan

<http://www.co.hennepin.mn.us> , keyword “HC-TSP”

Minnesota Historical Society

<http://www.mnhs.org>

Complete Streets

<http://www.completestreets.org>

Lowry Avenue Bridge, Hennepin County

<http://www.lowryavenuebridge.com>

Old Lowry Avenue Bridge

<http://www.johnweeks.com/bridges/pages/ms22.html>

Thursday Night Hikes: Marshall Street/NorthEast Minneapolis Architecture Notes

http://www.angelfire.com/mn/thursdaynighthikes/nmpls_arch1.html

Lara Kelland (2000) Bibliography of Historical Resources for Northeast Minneapolis

<http://www.cura.umn.edu/publications/NPCR-reports/npcr1158.pdf>