

# Evaluating Redevelopment on Lyndale

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## ***Executive Summary***

The focus of this project is on the redevelopment Lyndale business corridor. I first collect and present the current land use in the study area around the corridor. Further analysis on the current land use is provided and the challenges raised by the current land use are discussed. Facing these challenges, a variety of strategies are considered and land use alternatives proposed. Finally, an analysis of current and potential community assets of the entire Lind-Bohanon Neighborhood is developed.

## ***Background—The Neighborhood and the Study Area***

Lind-Bohanon is part of the Camden Community which includes the neighborhoods of northwest Minneapolis: Victory, Shingle Creek, Webber-Camden and Lind-Bohanon. Lind-Bohanon is bordered on the north by 53<sup>rd</sup> Ave. N., on the east by the Mississippi River, on the south by Webber Park and the Canadian-Pacific Railroad and on the west by Humboldt Avenue. Lind-Bohanon has a population of 4449 residents in 1768 households, according to the 1990 Census. It represents 1% of the total City population. It is a working-class residential neighborhood with 87.3% owner-occupied housing. According to the 2000 Census, the neighborhood had lost 48 of her residents from 1990 to 2000.

The focus of this project is Lyndale Business Corridor. The study area is defined as follows: 1) the north border is 49<sup>th</sup> Avenue N.; 2) the south border is the Canadian-Pacific Railroad; 3) the east border is I-94; and 4) the west border is basically one layer west from Lyndale, starting at 49<sup>th</sup>, from the aisle between Lyndale and 6<sup>th</sup> Street N. to 48<sup>th</sup> Avenue N., going south along 6<sup>th</sup> Street N. to 47<sup>th</sup> Avenue N, then along the aisle between Lyndale and Camden Avenue N. all the way to 45<sup>th</sup> Avenue N., heading south along Aldrich Avenue N., and finally including BFI and two parcels above the railway. Totally, there are 72 parcels (properties) in the study area, and the total area is 1,840,593 square feet.

## ***Part one: Current Land Use***

- **Current Land Use Types**

The current land use types are summarized in table 1 and presented by map 1. The data are based on the most recent information from Hennepin County homepage and the Planning department of the City of Minneapolis. The majority of land use currently in the study area is light-industrial, various from manufacturing to recycling to

warehouse, occupied 937882 sq. ft., which is 50.96 percent of the total area. The second largest category of land use is commercial, including both retail and services, standing for 30.30 percent of the total land use in the study area. Industrial and commercial land use adding together, accounting for 81.26 percent of the total area, plays the dominant role in the study area. In the remaining areas, 8.32 percent are used as ‘transportation, communication and utilities’, 6.76 percent are devoted to residential land use, 1.80 percent are occupied by two apartment building, and 0.87 percent in the amount of 16,025 square feet remain undeveloped and unused.

- **Current Zoning In The Study Area**

Based on the most recent (year 2000) zoning information in the study area from the Planning Department of the City of Minneapolis, the east side of Lyndale in the study area, which is the Camden Industrial Area, is completely zoned as Medium Industrial District (I2), and the west side of Lyndale in the study area is zoned as a mix of neighborhood commercial, residential and industrial land use. In terms of area percentage, Medium Industrial District (I2) accounts for 55.41 percent, Neighborhood Commercial District 259181 (C1) 14.08 percent, Neighborhood Corridor Commercial District (C2) 6.71%, General Commercial District 17816 (C4) 0.97 percent, Neighborhood Office Residence District (OR1) 1.71 percent, and Multiple-family District (R5) 0.72 percent (table 2).

- **Current Land Use Efficiency**

To understand the current land use efficiency, I calculated a variety of variables for each property in the study area: Unit Land Market Value (LMV/Total Property Area), Unit Building Market Value (BMV/Gross Building Area), BMV divided by LMV (see table 3), Unit Estimated Market Value (EMV/Total Property Area) (see table 4 and map 2), EMV divided by Gross Building Area (GBA) (see table 5), and Unit Tax Capacity (Total Tax in year 2001/Total Property Area) (see table 6 and map 3).

In order to compare the current land efficiency of each property in the study area, I took four of the above variables—Unit Tax Capacity (UTC), Unit Building Market Value (UBMV), Unit Land Market Value (ULMV), and Unit Estimated Market Value (UEMV). The last variable is directly correlated with the second and third variable, it is used for the purpose of adjustment due to some missing data of the second variable. I sorted the value of each variable and ranked them. Based on their rankings, give zero point for the lowest value, 1 point to the second lowest value, and so on so forth. In order to emphasize the importance of tax capacity and also because the redundancy among the other three variables, I give a weight of 2 to UTC, and 1 to each of the other three variables. The point of each variable of each property is then multiplied by its weight and added up together by property, and then we get the Total Points of each property. Dividing the Total Points by 5 (the total weights) we get the Average Points for each property. If there are no data for certain variable, I just assumed the value of

this variable is in the average of all the variable values for that property, thus has no negative or positive contribution to the final points. For example, UBMV is missing for property 4430 Lyndale, I just added the other three weighted values together and divide it by 4 (2+1+1). The finally result of the Average Point of each property is considered to be an economic measurement of the land use efficiency of that property. And the higher the Average Point of a property, the better its land use efficiency, and less need for land use changes.

Based on my calculation, the highest Average Point is 61.60, and lowest zero. The average of these Average points is 30.31, and the median is 30.20. The standard division is 15.90. In the distance 16.00, which is approximately the standard division of the data, I divided the properties in the study area into four categories: A: 0.00 to 16.00; B: 16.01 to 32.00; C: 32.01 to 48.00; and D: higher than 48.00. Economically speaking, properties falling into the A category are those most in need of land use change, whereas the necessity of land use changes for those properties in the D category is the least (see map 4).

### **Conflicting adjacent land uses**

Warning Lites.

4430 Lyndale Ave. N.

Conflicts between some heavy industries and nearby properties are unavoidable given the nature of these operations. In the study area, obviously, the industrial land use plays a dominant role. The industrial businesses have their contributions to the neighborhood, especially most of them are the important tax sources of the neighborhood, but they are also the big source of problems. For example, the heavy truck traffic on Lyndale, which is a big threaten to pedestrians, is mainly generated by the industrial businesses. In particular, the highway traffic signal company Warning Lites is a big contributor of the negative landscape on Lyndale. The recycling company BFI is a garbage contributor to the street. However, as I interviewing the business owners or managers of Warning Lites, BFI, Mereen Johnson, Mini-Acorn Storage, Hirshfield's Manufacturing, and Machine Specialties, none of them have any plan of relocation in the future, only the owner of Machine Specialties indicated that he is willing to sell the property. On the contrary, they all like to stay in the current location for reasons like the central location, freeway access, neighborhood environment, or limited business competition.

With the continuing existence with all the industries on the east side, heavy truck traffic would be unavoidable, the residential and commercial land use would be difficult to develop, a pedestrian friendly environment would be intricate to create, the barrier to the river would be tough to surpass, and a unified theme of land use and unique identity of the neighborhood would be not so easy to establish.

### **Limited connection to the river**

Though nearby, the neighborhood seems to be far from the river. The Mississippi is only a half-mile walk from Lyndale Avenue. Access to the river of the neighborhood

is restricted by both existing transportation infrastructure, I-94 in particular, and existing land uses. Currently, the neighborhood is connected to the North Mississippi Regional Park through overpasses at 41st, 49th, and 53<sup>rd</sup>, with a couple of additional underpasses at 45th Ave. N and Webber Park.

### **An irregular and often threatening pedestrian environment**

West sidewalk on Lyndale.

East Sidewalk before 4300.

The appearance of Lyndale is harsh, with heavy traffic, no planting strips for street trees, and local power lines and poles, street signs, and hydrants punctuating the sidewalk area. Currently, on the west side of Lyndale, between 49<sup>th</sup> Avenue and 46 Avenue, there is only a 6-foot sidewalk. Between 46<sup>th</sup> Avenue and 44<sup>th</sup> Avenue, the sidewalk is 8-foot, but is frequently blocked by power poles. The entire sidewalk begins at the curb with no planting strips. On the east side, except the short section south of 44<sup>th</sup> Avenue, there is no paved sidewalk at all. Bicyclists are usually on the sidewalk, rather than risk riding in high-speed drive lanes. It is in great need to create a pedestrian and bicyclist friendly environment on Lyndale, real improvements, however, are stymied by the lack of useful right of way and adequate setbacks for structures. Yet a redesign is not impossible and can work in conjunction with other planning objectives of riverfront parks and trails.

### **Lacking of vibrant commercial nodes**

B-Safe and vicinity.

Lee & Associates Reality.

4501-- Milan's Motor and Mobil.

4559—Parking lot.

Commercial activity should be concentrated at several well-defined commercial nodes. Vibrant commercial nodes are of crucial importance to the identity and vitality of a business corridor. However, currently there is not even one well developed commercial node on the Lyndale business corridor. At the intersection of 48<sup>th</sup> Avenue N. and Lyndale, Camden Hardware Hank located at the north side is a very influential store well patronized by customers from a large radius. At the south side, however, B-Safe/Ryder is a very small business with minor influence. Its building is in average minus condition and the site is not well developed. At the intersection of 47<sup>th</sup> and Lyndale, the situation is similar but the direction is in the opposite. Camden Care Center at the south side is well built and a important tax generator of the neighborhood, but at the north side Lee & Associates Reality is a very small office building of fairly limited market value dwelling in a huge precious open space as surface parking lots, which is also a very inefficient and ineffective land use. At the intersection of 46<sup>th</sup> and Lyndale, at the north is a liquor store--Waldo's Liquor & Food, at the south side there is nothing but two adjacent vacant part lots lying under the sun. At the intersection of

45<sup>th</sup> and Lyndale, the site of Macdonald's at the south is well designed, but at the north side the site occupied by Mobil gas station and Milan's Motor are poorly designed and organized. Therefore, future investment should be first focusing on developing these commercial nodes to enhance the vibrancy and strengthening the identity of the Lyndale Business Corridor.

### **Deteriorating residential structures**

4619& 4623 Lyndale.

4839 Lyndale.

A number of residential buildings located in the study area are really aged, under average of average minus condition, in the lowest range of housing market value, and of very limited tax capability. As a result, lots of them fall in the A and B categories of my land use efficiency classification. For example, the duplex at 4623 Lyndale Avenue N. was built in 1906. It is under average minus condition and its estimated market value in year 2001 is only \$44,500. Another duplex at 4839 Lyndale Avenue N. was built in 1909, also under average minus condition, and its estimated market value is \$70,000. The estimated market value of the house at 4738 6<sup>th</sup> Street is only \$30,000. Many of such houses have considerable deferred maintenance and permanent damage to structure items. Without significant maintenance and renovation, these houses are not likely to be viable in the long term. In order to enhance the housing quality and promote mixed land use, such residential units must be redeveloped.

## ***Part 2: Land Use Alternatives***

According to the Minneapolis Plan<sup>1</sup>, Commercial corridors are streets that: 1) are available for development including more intensive commercial and high traffic activities; 2) support all types of commercial uses, with some light industry and high-density residential uses as well; 3) balance pedestrian and automobile orientation in their design and development; and 4) carry large traffic volumes and must balance significant vehicular through-traffic capacity with automobile and pedestrian access to commercial property.

Facing all the above stated challenges, Lyndale as a community business corridor, its future development should deliver two messages: both community and commercial. It should strive to promote commercial vitality and preserve residential quality, thereby supporting both the commercial corridor and community corridor characteristics of Lyndale Avenue.

The general principles for considering any land use alternatives on Lyndale Business Corridor should be: first, to enhancing the river theme and river connection; second, to creating an pedestrian friendly environment; third, to promoting the transition of obsolete, heavy and medium industrial sites to light industrial or

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<sup>1</sup> The Minneapolis Plan, page 1.2.31.

commercial land use; fourth, to improving the vibrancy of commercial nodes; and finally, to enhancing the housing quality and facilitating a mixed land use.

- **Enhancing River theme and creating a pedestrian friendly environment**

Lyndale Avenue is the neighborhood's river road. To reinforce this identity, the street should be transformed with river-related pedestrian amenities and more convenient connections to the river should be provided. A Riverway Street System should be established, with common streetscape elements and signage that identify streets leading to and paralleling the riverfront. Lyndale should be strengthened as a balanced, "green street," having comfortable, wide sidewalks, provisions for bicycle use, good accommodations for public transit, consistent boulevard tree planting, etc.

### **Greening the Avenue**

Green boulevards should be created along Lyndale Avenue wherever possible. The tree canopy should be restored by planting additional trees and replacing diseased or ailing trees. It is suggested to use hardy, salt-resistant tree and grass species to better their chances for survival and improve their appearance. Alternative ways to "green" the avenue might be considered including installation of flower boxes and hanging planters. It is also suggested to consider developing a commercial Blooming Boulevards program to encourage business owners to beautify their properties. The current unsightly fences of the properties must be replaced, and the best bet is to replace them with planting strips and green boulevards. A pedestrian-friendly environment is an environment of safety and comfort that attracts pedestrians, raises the activity level of an area, and further enhances safety (which attracts more pedestrians, even further enhancing safety). A virtuous cycle is established.

In fact, with improved site design and pedestrian-friendly environment, quite some of the fence may no longer be necessary at all due to improved safety.

### **Adding Fountains to Impact Mailing Lawn**

Impact Mailing is located right at the center of the Lyndale Business Corridor, and it happens to have a huge open space in front of the building. Currently, part of the open space is used as parking lots, and there is a big lawn up to the street front. This would be an unique opportunity to strengthening the identity and river theme of Lyndale. I strongly suggest to redesign the open space and construct fountains at the current place of the lawn. Hopefully this activating of the center will serve as a catalyst and set the whole corridor in motion. This project would require a great private public partnership and coordination. I believe that would be a "win-win" game, thus desirably to everybody. For the public and the neighborhood, there would be one more scenic and recreation site. For Impact Mailing, a better corporation image would be established, and its influence would be increasing. The only problem might be rearrangement of the parking space, but given the size of the space, I believe this could be resolved without much difficulty.

## **Site reconstruction strengthening the park entrance at 45<sup>th</sup>**

Park entrance at 45<sup>th</sup> Avenue.

Green strip at 45<sup>th</sup> Ave.

The underpass at 45<sup>th</sup> Avenue on Lyndale is one of the key connections of the neighborhood to the North Mississippi Regional Park and the river. However, the current park entrance at 45<sup>th</sup> is not well designed, not very visible and blocked by the heavy traffic on Lyndale. There is no overpass, no stop sign, and even no pedestrian crosswalk. To cross the street to get to the park entrance, the waiting time is uncertain and could be rather long.

On the south side of 45<sup>th</sup>, in front of the MacDonald's parking lot, there is a nice green strip leading pedestrians and bicyclists to the park entrance. But at the north side, there is nothing at all but a disorganized surface parking space. Mobil gas station and Milan's Motor cohabit on the parcel, but the space is ill designed and not effectively utilized. Milan's Motel has a huge fenced backyard, probably under utilized. The big open space between Milan's Motor and Mobil are roughly used as unloading and parking space.

In order to making better use of the precious node space, to make it more appealing to pedestrians, and thus to strengthening the characteristic of this locality as one of the gateways of the neighborhood's connection to the river, this site should be redesigned and reorganized. First I suggest marking pedestrian crosswalk or stop sign on Lyndale Avenue at this intersection to make pedestrian crossing easier. Also, more importantly, I propose to reorganize the space at north side of the node, to purchase part of the current underutilized open space as public right of the way, and construct a parallel planting strip to the south side, and also to put clearer sign on the east side of the intersection, directly and conveniently leading pedestrians to the park entrance. In the long term, a bike trail network should be developed in the neighborhood, and there should be also a bike-path on 45<sup>th</sup> Avenue linking the bike-path on Lyndale and in the park with the others within the neighborhood.

## **Reconstruction of the west sidewalk and new bike path construction on the east side**

Sidewalk before Warning Lites.

Bicyclist on east sidewalk.

Streets and sidewalks are the primary places where people interact in the city. The character and quality of streets and sidewalks are of major importance to the success of a city and the neighborhoods within it. The comfort level of the shopper, businessperson, or resident on streets and sidewalks will encourage or discourage continued use of commercial nodes and pedestrian circulation from residences to the nodes.

As I discussed before, the current condition of sidewalk on Lyndale is far from satisfactory. On the west side, the northern part of the sidewalk is only 6 feet wide. The southern part is about 8 feet, but frequently punctuated by power poles. On the east side of the street, there is almost no sidewalk at all. In order to provide a pedestrian friendly environment, reconstruction of the sidewalks are badly needed.

However, due to the limited public right of the way, the room for any operation is highly restricted.

To narrow the roadway sounds to be a good idea, because it would serve to slow the traffic and create more green space, but give the heavy traffic, truck traffic in particular, this approach may not be feasible if the traffic condition stays unchanged. In addition, without any business expansion or relocation, to change the width of the street would be procedurally impossible based on the state law. Besides, due to the needs of street parking, I also think to strip a bike-path on the street is not a good idea. But this does not mean that nothing we can do about it.

As my investigation reveals, although the setback in a lot of places is quite limited, but on the west side of the street, there should be no big barrier to expand the entire sidewalk to 8 feet, or even 9 feet. Therefore, on the west side, I suggest to expand the northern part of the sidewalk, to try to remove those power poles on the southern part. On the east side, the sidewalk at places is checked by buildings with limited setbacks, for example, the building at 4300, the Hirshfield's Painting building and Perspective Advocacy building. However, even in the narrowest place there is still 8 feet from the street. Because currently there is no sidewalk on the east side, in certain places, the space is filled by plantings or trees, or carpolite. Plantings and trees should be encouraged, but they should first make room for a sidewalk or bike-path.

Therefore, I believe to construct an 8-foot asphalt bike path is fully feasible on the east side. Although it is ideal to have a 10-foot bike-path, but it is much better to have a 8-foot one than nothing anyway.

The new sidewalk and bike-path will restore balance to streets and sidewalks and provide better connection between the North Mississippi Regional Park and Webber Park. The two underpasses and three overpasses of river connection will be much better connected and the north-south linkage should be greatly facilitated.

- **Increasing housing quality and standard**

First, there is currently and will continue to be a need for housing in the city. Minneapolis' population is growing. In its latest series of demographic projections, the Metropolitan Council estimates that there will be an additional 9000 households in Minneapolis in the year 2020. City of Minneapolis projections, which are based on more current information, project an even greater increase of 10,500 by 2020. A wide range of people of varying income levels is contributing to the increasing population. For this reason it is important to provide a range of housing types and affordabilities. This can be accomplished through the construction of new housing and, just as importantly, it can also be accomplished through the preservation of existing housing.

4851 Lyndale.

4857 Lyndale.

The second rationale for residential development is that it helps to create 24-hour activity along the avenue. An area of mixed office, commercial and residential use



generates activity during the day when people are working and shopping, and it creates activity during the evening when people are at home. 24 hour activity can help reduce crime, improve people's perceptions of safety, and contribute to the overall commercial vitality of the avenue.

Therefore, I believe the housing quality in the study area should be maintained, and housing standard should be upgraded gradually. I recommend providing a variety of housing types and prices including live-work opportunities, and encouraging home-based business that are compatible with residential uses.

In particular, I propose a housing reconstruction at the Intersection of 49<sup>th</sup> and Lyndale. This is at gateway position of the business corridor, but it is relatively far away from the industrial area and heavy traffic, so it is an ideal space for housing. But the current housing at this section from 4839 to 4857 are all in average minus condition, the quality is poor and market value is rather low. Therefore, I do not think they would be viable in the long term. I recommend taking these houses in the section, even including 517 at 6<sup>th</sup>, as a whole and considering some combined housing redevelopment in this area in the long term, just like some ongoing housing redevelopment project in other areas of the neighborhood.

- **Enhancing commercial nodes**

Enhancing a pedestrian-friendly environment along the entire stretch of Lyndale Avenue is necessary, but commercial nodes should be the focus streetscape, building design and maintenance, and site design and maintenance investment (public and private). Potentially, these areas will serve as catalysts for creating an identity for the avenue.

An important principle of street design, especially node design, is to hide surface parking. But as I mentioned before, the current practices at almost all the nodes on Lyndale are a big violation of this rule. I recommend strengthening the livability of the commercial nodes with a "green" framework and pedestrian-friendly amenities, and. Allowing parallel parking on the street but contain and "hide" surface parking behind or between buildings.

I believe that nor the current building quality, style and site design of both B-Safe/Ryder at 4757 and Lee & Associates Realty at 4707 can live up to the expectation at the key commercial nodes. They are all small shabby buildings seating in a big space with large surface parking exposed to the street. The BMV of 4707 is \$62,000, and BMV/LMV is only 2.30. Even worse, at 4757 the BMV is only % \$17,500, and BMV/LMV is 0.67. Therefore, a the occupant of the key commercial nodes, their building and site design should be significantly upgraded in the short term. In the long run, building reconstruction or relocation should be considered. In particular, I recommend considering 4757 and the current open space at 4739, 4743 and 4747 on Lyndale together as a potential site for new commercial development. Also, new

business development at the current open space at 4559 on Lyndale should be considered. For future development, the site of 4559 and 4555 should be considered together. For the targeted business, I recommend a coffee shop or bike shop for this location based on the survey of the neighborhood.

In addition, the current space at 4817 Lyndale used as a warehouse in the open air is both visually unpleasant and economically inefficient. This spot is as large as 14356 sq. ft. and should also be put to much better use. New housing or commercial development should be considered.

- **Replacing medium industrial to light industrial land use**

**Improving site and building design of current industrial land use**

When relocation is not of the industrial is a viable choice, improved site design, building design, and management may be the best means of achieving increased compatibility of current land use. It is important that requirements for improved site and building design be accompanied with assistance (in the form of grants, loans, expedited city processes or pre-approved site and building design) to enable the business to remain in the area, but to operate as a better neighbor.

Over time, the avenue will begin to evolve into a grand urban corridor. At that point, industrial uses may no longer be appropriate along the corridor. Under such scenario, the fact that rents and land prices will likely increase to the point that it is no longer cost effective to operate an industry along the corridor may help this argument. Therefore, for industrial uses which are compatible with adjacent commercial and residential uses, improved site and building design should be encouraged. If improved site and building design cannot be achieved, pursue relocation of the industrial use, rezoning of the site, and redevelopment compatible with surrounding uses and plans for the area. For industrial uses which are incompatible with adjacent commercial and residential uses, relocation of industrial use, rezoning of the site, and redevelopment compatible with surrounding uses and plans for the area should be pursued.

**New light-industrial land use at 4400&4430**

4400 Lyndale.

4430 Lyndale.

Even though significant land use change currently in the east side industrial area is not really likely in the short term, I believe the space currently owned by Mr. John Zimmerchied from 4400 to 4430 on Lyndale represents an unique opportunity for new light-industrial development. At 4400 is Machine Specialties Manufacturing Inc. It was a lumber mill first established in 1892. Mr. John Zimmerchied inherited it in the 1940's. It has been a machine shop for 54 years. There is a product line building replacement parts. The building at 4400 is currently underutilized; part of it is used as storage for the family. Another obsolete building at 4430 also owned by Mr. Zimmerchied is now rented to H&H Buying and Selling, which is dealing with used electrical equipments. Though the buildings are rather old, but they are not likely to be considered as historical sites. Mr. Zimmerchied said it would be too expensive to do

so. He is going to retire in the near future and indicates to me his willingness to sell this property. Behind 4400 and 4430, there are also two smaller parcels in the address of 4410 and 4420, which are separated by disused railways. Now they are all vacant. Taking together, the space is as large as 89806 square feet. I consider this spot as a potential site to attract certain big light-industrial business. Potentially, this could bring some fresh air to the Camden Industrial Area and open the chapter towards neat, clear light industrial development in the east side of the Lyndale Corridor. The targeted business for this area would be hard to identify at this moment, because it would be rather contingent. Certain potential types of business would be office and commercial equipment; precision machine production, and Medical and optical goods and technology.

- **Future Vision**

In year 2030, Lyndale Avenue will be a continuous corridor with a recognizable identity along which residents, workers, and visitors will celebrate its many distinctly different and unique parts. Lyndale Avenue will represent high quality of urban living for a diverse group of people by providing housing options, employment, a mix of goods and services, multiple and efficient transportation options, and opportunities for entertainment and recreation.

Lyndale Avenue will provide a safe, stable, and attractive residential environment where the daily needs of residents and workers in surrounding neighborhoods are served through clearly defined commercial areas. Lyndale will also serve a regional population by capitalizing on a vibrant commercial area. Lyndale Avenue will embrace its multiple roles, becoming a destination and a conduit, an economic focal point, and a neighborhood in which to live, work and play.

### ***Part 3: Current and potential community assets***

#### ***Mississippi River***

The mighty Mississippi gracefully flows through our neighborhood backyard. The river with its great power and natural beauty not only provides an invaluable source of recreation and entertainment to our neighborhood, but also is the backbone of a community-building network that extends into and underpins the fabric of adjacent neighborhoods and communities. Taking advantage of connections to the Mississippi River gives our neighborhood an opportunity to re-establish our unique identity and become united within the larger river community. Strengthening the *river* theme and constructing a '*river town*' is the main goal of the future development of our neighborhood.

#### ***Central location and great accessibility***

In addition to her closeness to the Mississippi River, the central location and great accessibility is also a unique asset of our neighborhood. Four major highways—694, 94, 100 and 252 connect the neighborhood to homes, work, social activities, etc. North,

south, east, or west are all conveniently accessible yet highway noise is minimal in the neighborhood. Downtown sports, theaters, art, restaurants, and various other forms of entertainment are only 6 miles south on 94E. Within 5-mile radius, there are 4 Cub Foods, 4 Rainbow Foods, 8 Target Stores, and 3 K-mart Stores. Brookdale Mall in Brooklyn Center, Terrace Mall in Robbinsdale and several other shopping centers are quickly accessible.

### ***Regional Parks and Facilities***

#### **North Mississippi Regional Park ( 5300 Lyndale Avenue)**

Sitting on the grand banks of the Mississippi River are the North Mississippi Regional Park and soon to be Interpretive Center as family gathering places and resources that the Lind-Bohanon neighborhood claim as three of its greatest assets.

From south of the Camden Bridge, north to 53rd Avenue North Mississippi Regional Park snakes along the river for just over a mile. Hidden behind that freeway wall, the newest regional park in the Minneapolis Park System lies in wait, ready to charm the visitor who knows it's there, to captivate the one lucky enough to stumble upon it.

One may visit North Mississippi Park for the walk or the view, but the addition of picnic tables and grills, and the boat launch/fishing dock – all at the south end of the park – make it a place to spend the day. Walking and biking trails traverse the park and connect with Webber Parkway and commuter routes downtown. In the winter, it's become a great spot to cross-country ski and snow shoe.

A new wading pool, featuring a rock waterfall and rock walls, and a state-of-the-art playground were recently finished on the north end of the park. In addition two new log and stone structures – one a picnic shelter large enough to accommodate 150 people, the other a restroom building were completed spring of 2001.

The real charm of the park, of course, is its proximity to the river. Near the river, except for that distant hum of traffic and the large blue bridge (Camden) that spans the river, it becomes possible to forget you are in the heart of a large metropolitan area; the sight of a great blue heron makes it possible to imagine you have gotten away.

As you make your way south along the river, you arrive at Shingle Creek. Secluded and picturesque, in summer the creek is roofed in places by vine-covered tree branches arching over it. The path leads to a footbridge over the creek, across the bridge, through the woods, under the Camden Bridge, past picnic tables and grills, and finally to the boat launch/fishing dock. Anyone the least bit in awe of the world's great rivers, with a weakness for beautiful scenery and a penchant for reflection, can't help but be drawn to this spot.

#### **North Mississippi Regional Park's Interpretive Center**

A regional center that preserves and interprets the Mississippi River's economic, cultural and natural history has started to take shape in early 2001 in the North Mississippi Regional Park. It is hoped that the city will use this project as an example of how the upper river corridor should be developed. The center will serve as a destination point for both residents and tourists and insures that the Mississippi will

remain a living ecosystem for generations to come. It is aimed to returning the riverfront to a more natural state, bringing people to the river, and allowing for increased habitat and reduced runoff. The programs at the Interpretative Center will teach visitors about the culture, history and environmental significance of the area from the Coon Rapids Dam to downtown Minneapolis.

Plans for an environmental interpretive center have been completed, and a December 2000 groundbreaking kicked off construction of this development. Suburban Hennepin Parks, the Park Board's partner in this endeavor, will offer interpretive programming when the center is ready for use in the fall of 2001.

**Bohanon Park ( 49th St. & Bryant Ave N.)**

Bohanon Park, located at 49<sup>th</sup> and Bryant, right in front of the Jenny Lind Community School, is a local neighborhood park with something for everyone. Its amenities include: 1) baseball field; 2) basketball court; 3) broomball rink; 4) craft room; 5) cricket field; 6) drinking fountain; 7) hockey rink; 8) meeting rooms; 9) picnic area; 10) wading pool; 11) restroom facilities; 12) softball field; 13) sports facility; and 14) tot lot/playground.

**Webber Park (4400 Dupont Ave N)**

As a long, narrow open space bounded by trees, Webber Park is a room in the midst of the residential neighborhood forest that links bicyclists and pedestrians to the river. It is a beautiful and active neighborhood park that has a historical pond, Webber Pool, and many other fun recreational opportunities. The amenities of Webber Park include: 1) basketball court; 2) biking path; 3) drinking fountain; 4) hockey rink; 5) ice rink; 6) picnic area; 7) restroom facilities; 8) soccer field; 9) softball field; 10) tennis court; 11) tot lot/playground; 12) wading pool; and 13) walking path.

The Webber Recreation Center, started from 1978, is located in Webber Park. It is a welcoming neighborhood center at the intersections of Webber Parkway, Victory Memorial Drive and the new Humboldt Greenway. Its amenities include: 1) craft room; 2) drinking fountain; 3) gymnasium; 4) kitchen; 5) meeting rooms; 6) restroom facilities; 7) volleyball court. In addition to its various facilities, the center also has a variety of programs for different of age groups, for example, "story hours" for preschool children, "Concordia Language Camp" for school children, "Teen trips," "Senior Tournaments" and so on. Besides, quite often there are periodical special events going on in the center. In a word, it is a great place for local recreation and social gathering, and creates a strong sense of belonging.

***Webber Camden Library***

This library has served Camden Community well for ninety years. Originally located in 1910 in the Camden Field House/Library, the library moved into its current building in 1980.

Webber Park Library is a significant community resource and cultural anchor in North Minneapolis. It serves the neighborhood as a gathering place for seniors,

families with children and students. It is particularly attractive as a pleasant refuge for browsers and recreational readers. In addition to its large stocks of books, periodicals, newspapers, now the library is equipped with computers connected to the Internet. The librarian hosts popular weekly story times for children who also participate enthusiastically in the Summer Reading Program. Neighborhood elementary students rely on Webber Park Library's collection for homework materials.

Webber Park Library is considered to be a potential Local/National Register Historic Site.<sup>2</sup>

### **Area Schools**

#### **Jenny Lind School (5025 Bryant Ave N.)**

Jenny Lind Community School, located in the middle of the Lind-Bohanon neighborhood, was built in 1995. It is a neighborhood school in the Lind-Bohanon-Camden neighborhood. The school offers a contemporary school program serving kindergarten through fifth grade. Principal Denise Wells has 635 students, walking the halls of Jenny Lind. Approximately one-third of the students are African American, one-third are Asian American and one-third White American. The student population at Jenny Lind Community School reflects the rich diversity found in the city's population. Students and staff honor the uniqueness of each of our cultures and the values that are common to all of us. Their goal is to foster respect, understanding, and appreciation for all people.

The mission of Jenny Lind is to provide students with a strong foundation in the knowledge and skills that they will need to be successful in the 21<sup>st</sup> century. This is achieved through a multifaceted, collaborative effort that includes staff, parents and community.

There are many programs in place where students, parents and faculty can work together to positively influence children's lives at Jenny Lind Community School, ones like: Academic Programs Featuring Classroom Experiences, Special Programs Offering Opportunities for Children to Capitalize on Special Interests, Needs and Potential; Adults Taking Leadership Roles Planning and Delivering Services to the School and Community; Family and Community Members Providing Support for students as they Strive for Excellence; Having Our Outstanding Faculty Win Awards and Community Support; are all reasons why Jenny Lind is such a great start for children in the neighborhood.

#### **St. Elizabeth Seton School (5140 Fremont Avenue North)**

St. Elizabeth Seton School (SESS), located in the northwest of the neighborhood, is a Catholic school committed to the education of the whole person: Spiritual, intellectual and physical.

SESS serves 231 students (grades K-8) representing 174 families that encompass a

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<sup>2</sup> North Minneapolis Historic Context Study, 1998, by Landscape Research, Garneth O. Peterson and Carole Zellie.

diverse population: African-American, Caucasian, American-Indian, Hispanic, and Asian. SESS is an accredited school by the Minnesota Non-Public School Accrediting Association (MNSAA). An ongoing school improvement plan is an integral part of the school's continuous goal of academic excellence within the framework of a Catholic, caring, nurturing learning environment.

SESS's success in preparing young people for the challenges of life has been extraordinary. Their students are given a superior education, learning from a caring and committed staff in a nurturing environment where character development and parental involvement are keys. As a Catholic school, their religion program instills in their students the importance of prayer, sacramental growth, liturgical preparation and experience, scriptures, the life of Christ, and moral development within the framework of Catholic teachings and traditions. Scholarships are available to all who require financial assistance and meet the guidelines.

#### **Patrick Henry High School (4320 Newton Ave N)**

Patrick Henry High School, located a few blocks west of the Lind-Bohanon Neighborhood in the Camden Community, is one of seven comprehensive high schools in Minneapolis. Patrick Henry High School has 2 magnet programs: International Baccalaureate Magnet and Open Program Magnet.

The school draws half of its student population from the northside of the city. The other half comes from all over the city to attend the magnet programs. As a result of these programs, the student population is economically, academically and racially diverse. Patrick Henry High School is rich in cultural diversity: 41 different languages and dialects spoken. The comprehensive program allows exploration of career pathways in which satisfy Minnesota's High Standards for graduation.

The school has an enrollment of 1400 students in grades 9 through 12 and is fully accredited by the North Central Association of Secondary Schools. The school has a faculty of 90 and a total staff of 160. The school day consists of 6 classes each 55 minutes long. The school year is divided into 4 quarters of 9 weeks each.

Patrick Henry is also home to the Professional Practice School, a partnership with the Minneapolis Federation of Teachers and the University of Minnesota. This innovative program offers imbedded and meaningful professional development opportunities for staff at any stage of their careers.

#### **Olson Middle School (1607 51<sup>st</sup> Ave N)**

Olson Middle School, located just next to the Lind-Bohanon Neighborhood, opened in 1995 as an experiment in middle school reform. Through a focused vision and an excellent staff, Olson has led the way in middle school reform. The Olson Middle School staff and community are dedicated to providing an educational base which instills their belief of life-long learning. The school provides a stable nurturing environment. Skill-based learning is emphasized with an integrated curriculum in a team-oriented structure. Their goal is to insure that Olson students have access to the most technologically advanced curriculum, equipment and facilities available. Therefore, students are motivated to become productive citizens.

Students spend grades six, seven and eight with the same core of four teachers, in the same learning community of approximately 110 students. This consistent experience provides support and nurture for students and families. The three year experience allows staff to plan a rich and in-depth curriculum.

Students from Olson have shown consistently high academic achievement, on both the Minnesota Basic Standards Test and on other assessment tools. High schools regularly report how well prepared Olson students are for the high school learning experience.

### **Shingle Creek Elementary School (5034 Oliver Avenue North)**

Shingle Creek Elementary School, located a few blocks west of the Lind-Bohanon Neighborhood, is also named Shingle Creek Urban Environmental Center. Its general objective is to be an earth-friendly school. It was built up in 1958. Principal Karen Erickson has 440 students.

At Shingle Creek, students interact with natural and social communities and use the outdoors as an urban environmental laboratory. Curriculum is interdisciplinary, emphasizing environmental themes in language arts, math, social studies, science, the fine arts and technology. Through diverse environmental experiences, students develop attitudes and values that result in earth positive behavior. Environmental education provides alternate ways of thinking and acting. Students are provided with individual and cooperative experiences that foster personal appreciation, sensitivity and stewardship for the environment. Students learn that their behavior does influence the world and they make a difference.

Special activities in this school include: 1) Earth Expo; 2) Peach Garden with Bird Feeders; 3) Assemblies with Environmental Themes; 4) Earth Day Activities; 5) Programs for Preservation; 6) Hands-on Environmental Education; 7) Visual Arts; 8) Environmental Field Trips; 9) R.I.F.; 10) Family Involvement Liaison; 11) Accelerated Reader; 12) Band; 13) Choir; 14) Student Council; and 15) CCC Computer Lab.

## ***Ongoing and Proposed Projects***

### **The Humboldt Greenway Project (2001-03)**

The Humboldt Greenway project includes a partnership between Hennepin County, the Minneapolis Community Development Agency (MCDA), the State of Minnesota, and the Lind-Bohanon and Shingle Creek Neighborhoods of Minneapolis, among others. The principle purpose of the Humboldt Greenway is to eliminate blight and facilitate redevelopment and investment through property acquisition, infrastructure improvements, and environmental and open space improvements. This will be accomplished largely with property acquisition along with the reconstruction of Humboldt Avenue North (County Road Number 57) between Victory Memorial Drive and 53<sup>rd</sup> Avenue N. as a parkway-like roadway. The new Humboldt Avenue will include landscaped boulevards, pedestrian-oriented lights, a “central green,” as well as new open space and stormwater ponds adjacent to Shingle Creek and Shingle Creek



Park. The project will eventually include the creation of a landscaped roadway and mixed-use trail along 50<sup>th</sup> Avenue between Bohanon Park and Humboldt Avenue.

The townhomes and single family homes of the Humboldt Greenway are designed in the spirit of the historic Victory Memorial Parkway. Single family home include an eclectic mix of craftsman bungalows, tudor, and foursquare two story designs. The exterior of the homes will appear historic through the use of the brick and stucco materials and traditional window designs. The residential floor plans include sunny, eat-in kitchens with great rooms, expansive closets, owners bedroom suites, energy efficient features, basements, large private yards, and attached garages. The townhomes will offer one and two story designs with two car garages—perfect homes for empty nesters and professionals.

### **Shingle Creek Commons Project (2001)**

The Shingle Creek Commons Project is part of the Humboldt Greenway Project. The location for the proposed Shingle Creek Commons senior housing development Project is just east of Humboldt Avenue North at 46<sup>th</sup> Avenue N. in the Lind-Bohanon Neighborhood. The project will include 75 units of senior rental housing on land that has been cleared for redevelopment. An underground parking garage will include 60 of the required 75 parking spaces. A 27-space surface will be located adjacent to the building. The structure will be a three story, elevator building consisting of thirty-nine one-bedroom units, seven units containing one bedroom plus den and twenty-nine two-bedroom units. The three-story building will include two wings that extend from the main entrance of the building that fronts on Humboldt Avenue. Humboldt Greenway Senior Housing development will serve low and moderate-income seniors.

The dwelling units will be located on both sides of a central corridor. The building's hip roof will be covered with asphalt shingles. The building exterior, which will be maintenance free siding with extensive brick trim, will be planned for low maintenance and long life. Gypsum board finishes will be used throughout the building. The site will be attractively landscaped to complement the parkland along Shingle Creek.

A community room on the first floor is designed for multiple uses and configured for simultaneous use by more than one group in order to accommodate the provision of support services. It is located for easy access for the main entrance as well as the elevator and arranged in a way that privacy can be achieved when needed. Other amenities will include underground parking, lounges, veranda, and three-season porch, patio, on-site laundries, and activity room, site manager, and access to paved trails connecting to an adjacent park and walking trails.

The building is designed so most units will have views of Shingle Creek and the surrounding parks. The spacious dwelling units will be equipped with air conditioning, dishwashers, and disposals and wired for cable TV and telephone. The living unites are designed with the kitchen area open to the living room to increase the feeling of spaciousness and also economically meet the Minnesota State Building Code ventilation requirements. A storage unit in contained in each unit.

### **Bike Path on 49<sup>th</sup> Avenue North (2002-03)**

This project is part of the phase 2 of the larger Humboldt Greenway Project, the timeline of which is year 2002 – 2003. The total budget of the part of this Phase 2 project is around 4 million dollars, funded by Hennepin County and the Federal Government. The scope of the work includes: 1) landscaped boulevards with bike trail from Humboldt Greenway to Lyndale Avenue; 2) road reconstruction on 49<sup>th</sup>, 50<sup>th</sup> and Shingle Creek Dr.; 3) drainage improvement; 4) utility work; and 5) landscape and lighting. The bike path will be on the northside of the road separated from the street. This project will significantly improve the neighborhood's connection to the river.

### **Camden Bridge Renovations Project (2003-04)**

A project has been proposed to rehabilitate the Camden Bridge over the Mississippi River and I-94 from 2003 to 2004. It will preserve the major capital investment by retrofitting the pin hanger system (fracture critical detail), repairing expansion joints, repairing areas of delaminated concrete deck, re-painting the steel beams, and provide a bike lane.

The scope of the work includes: 1) replace pin and hanger assemblies; 2) reconstruct expansion joints; 3) concrete deck repair; 4) mill and overlay concrete deck; 5) clean and re-paint steel beams; 6) replace existing lights; 7) replace metal rail; 8) replace guard rail; 9) approach paving; and 10) provide bike lane.

After the renovation, the Camden Bridge will be more visually attractive and provide better connection between the river and the neighborhoods.

### **Bohanon Pool updated (2001)**

The existing Bohanon Wading pool was built many years ago when local building codes really did not require much in the way of small wading pools. Today if upgrading a wading pool in anyway within the city you must bring the pool up to current local codes and standards. To upgrade the pool an automatic system for filtration, chlorine, draining and filling system had to be incorporated in the scope of work. Several meetings with the neighborhood groups also had been held wherein several pool play features were discussed and reviewed. From these meetings and the requirements of local codes the Project Architect designed the pool upgrades including the water play features. A Pool Consultant was also hired to design the automatic delivery systems the pool and local codes required.

The Bohanon Wading Pool Improvements project has been a several year process. The reason for that has been the difference between the allotted funds of the Park and Recreation Board and the bids received from potential contractors. The budget for Bohanon Wading pool project \$282,253.33. From this budget Architects fees (7%), Park Board finance and administration costs (3.5%) have to be deducted. This amount was approximately \$20,000 leaving a construction budget of about \$262,250. In September 2000 a low bid of \$253,100 was received from Pool Construction Inc. The Minneapolis Park Board accepted this bid and the construction started just before the end of the 2000 construction season. The work includes the required demolition, formwork for the pool, and the pool building structure. All other work was continued

in the 2001 construction season.

The project was scheduled to be complete by Memorial Day 2001 but due to the extensive rain in the spring the project had many delays. The pool is being used by the public now and with a few lingering corrections and approvals the project should be done. The neighborhood residents really like the improvements.

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