Bus Amenity Corridors

Shaping and Reshaping the Metropolitan Area by Designing for Bus Use

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Prepared for the Regional Transit Board
State of Minnesota

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OVERVIEW

Point of View: Bus Transportation as Armature

This report links bus transportation, urban amenities, and urban form together to create principles that can be used to create an urban/suburban physical environment in the Twin Cities structured to be transit friendly. That is, a metropolitan area in which transit use is supported by the configuration of neighborhoods and districts. to include sufficient residential densities, a mix of land uses, and a finely grained street structure with good pedestrian connections. Of specific importance are:

- Employment area location,
- Siting of important institutions,
- Commercial development patterns,
- Access to recreational and cultural facilities.

When well structured and placed in the fabric of an urban/suburban environment, these elements constitute an urban structure called an armature.

The historian William MacDonald in Architecture of the Roman Empire: An Urban Appraisal defines the Roman urban armature. MacDonald says that each city and town is formed around a clearly delineated, path-like core of thoroughfares and plazas, which for convenience can be called an armature. The armature provided an uninterrupted passage throughout the town and gave ready access to its principal public buildings. This core, or armature, consisted minimally of a high street wider than the other streets, with plazas, civic buildings, and open structures marking junctions or intersections, or providing amenities along the way. Armatures are integrated functional and symbolic wholes consisting of many elements. The principle elements include:

- Open spaces, high streets, and major plazas linked together as connective architecture,
- Constructions partly or wholly open to connective architecture, such as arches or fountains, that marked stages or segments of it, and
- Public buildings, civic, religious, social, and commercial, sited as instruments of urbanism.

The dominant characteristic of armatures on the ground is directional and spatial unity, an indivisibility underwritten by fluid, unimpeded connections. They evolved over time. Towns gained in cohesion and coherence through their armatures, which drew activity to themselves as they passed through different quarters and wards. Armatures were essential constituents of urban life and its badge of civilization and created an immediate sense of place. An armature had many parts, each readily apprehensible on its own terms, and when joined together, the parts formed a recognizable, functional whole.

This study takes the idea of armature and studies its potential in the context of rubber tire transit. The armature or bus amenity corridor is explored as an element of urban form that serves as a vehicle for structuring a transit-friendly environment. If transit is to work as an integral part of city and suburb, land use and transit must be integrated in a meaningful way. The bus amenity corridor is a recognizable pedestrian-friendly environment along a bus line that knits the community together and provides a framework for community development and redevelopment. The bus amenity corridor has its own signature and must function on three levels simultaneously:

- It must be a recognizable and functional part of the city,
- It must be a recognizable and functional part of the neighborhood, and
- It must have recognizable and functional bus stops.

Approach

This report explores the potential of building amenity bus lines as important
urban/suburban civic armatures for organizing neighborhoods, commuter routes, park systems, suburban downtowns, and regional shopping, employment, and recreational centers. It is built upon the idea that a bus line can function as an important, permanent, and recognizable part of the community. It describes the physical systems and elements that are needed to make the bus line this organizing urban structure. The bus amenity corridor is explored in two ways in this report.

1. As a model

The study corridor embodies elements of a well functioning transit route with an underlying pattern of environmental amenities including strong residential neighborhoods, vital commercial districts, employment areas, recreational opportunities, and ecological diversity. As a model this bus corridor already embodies many principles which are generalizable. These principles might be applied elsewhere in new or retrofitted urban/suburban environments.

2. As design case studies.

This corridor includes areas that could be enhanced through design. Opportunities to make critical connections and significant modifications which could reinforce the nature of the bus corridor have been discovered as a result of detailed study of prototypical districts in the corridor. These districts have significant mixes of commercial, residential, recreational, and job-oriented land uses and are representative of many of the types of environments found throughout the metropolitan area. Through design studies this report points to specific ways in which each district might be improved. These studies have also been used to generate principles which can be generalized to other corridors or districts within other corridors.

Methods

Current literature on transportation and land use design and planning were reviewed. The case study method was used to identify and study the physical form of the one bus line in the metro area. The 6 and 28 bus line was chosen. This line comes very close to being an amenity bus line. The line was studied in total, and individual districts found along the bus route were selected for analysis. Each district selected is prototypical, that is, each represents a type of physical environment found elsewhere in the metropolitan area.

This report contains some analyses that are common to all of the case studies. The study was based on the working premise that critical issues affecting the effectiveness of transit seemed to be imbedded in the spatial structure of the line. These include:

- Land uses and their spatial organization,
- The grain and the scale of roads, streets, and parking,
- The quality of pedestrian space in areas of significant pedestrian presence,
- The nature of transit stops,
- Residential density, and
- The quality of the environmental experience.

Each study district was analyzed in order to extract principles from the existing conditions and to guide design strategies that would improve and enhance current conditions. Taken together, both the analyses and the design studies point towards both specific and generalizable principles which can be used as tools to make an urban bus line armature.

District Types Studied

Seven district types were studied they are:

- Regional specialty shopping center/entertainment district: Uptown
- Village within the city: Linden Hills
- Suburban downtown: 50th and France
- Regional shopping and employment center: Southdale
Environmental intersections: Interlachen, Loring Park

Urban commercial street: Hennepin Avenue: Franklin to 28th

Neighborhoods bounded by transit: Hennepin Avenue: 31st to 36th

Findings

The findings of the study take the form of principles. These principles describe desired physical characteristics of a bus amenity corridor. They are suggestions to consider when building or enhancing an amenity corridor. They are not a formula or a recipe. Although a bus corridor may have many prototypical districts within it, the design needs to be site specific. It needs to be grounded in its own character because any proposed bus corridor will have many different kinds of unique environments that give the corridor its special identity. Corridors are very different from each other and each will have its own personality or signature that needs sensitive expression.

The study’s findings are presented in two forms. The general principles list the characteristics of a bus amenity corridor in broad terms. They can be summarized into three main points.

1. Plan and design the bus corridor as an armature which contributes to the structure and the function of the communities that it serves. The crucial design issues are:

   Residential densities that average seven units per acre or more,

   Pedestrian accessibility throughout the corridor,

   A variety of districts on the corridor, and

   A mix of land uses near recreation and ecologically diverse zones.

2. Design streets that are pedestrian friendly regardless of traffic capacities or volumes

3. Design the route as a legible, functional, and expressive piece of the armature.

In order to depict the physical ramifications of these general principles in specific types of environments, more detailed district principles are also presented. The district principles are presented in words, drawings, site plans, and pictures.

Organization of the Report

A short chapter on urban form comes first. The general principles are listed next. The chapters that follow are devoted to individual districts; a chapter is devoted to each district type. Each chapter has two sections. The analysis section describes the district and identifies issues. The principle section demonstrates how the general principles could be applied to the specific district type and how design or redesign could strengthen the district.
URBAN STRUCTURE AND TRANSPORTATION

Urban Structure

Urban structure are those systems and elements that give form to the city. They are devices that order the city making it more understandable and functional. They add to the beauty to the city, making the city delightful.

Streets as Key Form-Giving Urban Structures

Historically streets have been important urban form givers. In ancient Athens the sacred way, the processional street to the acropolis, was the important ceremonial street that defined the physical form of the city of Athens and gave its identity. In Roman cities the major street became an armature that over time became the organizing spine that influenced the positioning of districts within the city and the placement of important urban elements that defined it as a Roman city. These civic elements included open spaces, temples, fountains, theaters, and arches.

There are many examples of streets as historic urban armatures in the modern world. Sixtus V, a renaissance pope, created powerful new streets in Rome to revive the decaying city and make its holy places accessible to religious pilgrims. Baron Hausmann created modern Paris by thrusting monumental boulevards through the heart of the city. Two prominent and a number of diagonal streets structure Washington D.C. The recent revitalization of Philadelphia was based on the building of an armature that connected historic sites and formed a spine for circulation and redevelopment.

Modern Transportation Modes as Form Givers

Like most cities in the United States, the Twin City Metropolitan Area’s development from the earliest European settlement, has been shaped by transportation. Saint Paul is located on the head of steamboat navigation, and early street grids were parallel to the river. Transit has also created form in the Twin Cities. Streetcar lines formed the structure for Minneapolis and Saint Paul growth during the late 19th and early 20th century. The cities expanded along street car line spines, only later was the land between these spines developed.

The wide spread use of the automobile and the expansion of the highway system have had a profound effect on the shape of the Twin Cities after World War II. The continuing expansion of suburban growth away from the urban core was made possible by this transportation system.
Amenities and Transportation

In cities amenities have also been linked to transportation. Roads or paths have led to important places. The sacred way led to the acropolis in Athens, the new roads of Sixtus V linked the important churches in Rome, and the Parisian boulevards of Baron Von Hausmann were built to link important monuments and institutions.

The Twin Cities have associated amenities with transportation also. The River Road in Saint Paul was first a recreational path and then became a major commuter route linking the two cities. With the construction of Interstate 94 between Minneapolis and Saint Paul, the River Road has resumed its role as a parkway.

The Twin Cities have their own urban armatures with amenities. For example, John Ireland Boulevard links two important institutions and monumental buildings in Saint Paul: the cathedral and the state capitol.

The Twin Cities Metropolitan Area: The Automobile, City Form, and Transit

The car has been given much power in determining the form of our Twin Cities Metro Area. This has led to the disenfranchisement of transit as a powerful form giver. During the last half of the twentieth century the structure of cities and suburbs has been transformed to accommodate more and more cars. The speed, the safety, and the storage of cars have been the determiners of the form of our communities.

The accommodation of the needs of the automobile has led to the following changes in form in our communities:

- The human scale has been lost in many of the shopping, working, and recreational environments,
- The pedestrian has been treated as a third class citizen,
- The formerly transit-friendly urban form that was created by the streetcar has been undermined, eroded, or obliterated,
- The form of our urban area no longer fits well with our transit system; the bus doesn't take us where we want and need to go.
- More and more potential bus patrons are living in dispersed environments further and further from the center of the metropolitan area.

As a result, although the metro region is growing, the percentage of bus patronage is down. There are two factors that contribute to the slight trend towards choice ridership. There is an increase in express ridership and a decrease in transit dependent ridership. Rising per trip costs have led to the curtailment of service. This diminished frequency of bus service makes riding the bus inconvenient for many.
Transit and Non Work-Related Activities

Much transit planning has focused on the trip to and from work. However, some trends suggest that the number of trips to work will be less important in the future and that non work-related trips will continue to expand. Telecommuting is starting to diminish the number of trips to work for a sector of the work force, and many contend that this trend will continue to grow. Demographics suggest that there will be a larger number of retired people as the metropolitan area continues to age. Despite this, the number of trips by automobile continue to grow. As more and more of our trips are generated by non employment-related activity (only about 25% are employment-related), buses need to link us to more of our other activities such as shopping, meeting our friends, and playing.

The Bus Amenity Corridor: Creating a Transit-Friendly Environment

A key to creating a transit-friendly metro area is to create bus amenity corridors that are structured to make bus use easy. The bus amenity corridor has:

- A positive physical presence,
- A density of 7 or more units of housing per acre within 1/4 mile of the bus line which is the minimum number needed to support transit,
- Amenities, services, and places of employment clustered along the line or within 1/4 mile of the line,
- A pedestrian environment which is safe, accessible, and convenient, and
- A minimum bus service level of 20 minutes in off peak hours and 10-15 minutes during peak hours.
DESIGN METHODS AS INQUIRY

This study used landscape architecture and urban design methods for its inquiry. These included a literature search, documentation of the corridor, a careful analysis of the corridor as a whole and of specific sites within it. Mapping and design were used to synthesize this information and to express it in a physical form.

An extensive literature search was conducted. Public documents, historical records, scholarly books and journals were sources. Besides the current literature on the interface of land use and transportation, the literature review included technical transportation literature that described the needs of bus routes, market study literature that identified factors that support ridership, and historical literature that described the history of transit in the United States and the role of transportation in shaping its cities.

Mapping was used as a means of analyzing the corridor. Both the natural environment and the cultural environment were documented. Land forms, geological structure, water systems, patterns of vegetation, landmarks, and natural amenities were identified along with current and historic patterns of settlement, types, characteristics, and trends of development patterns of land use, systems of transportation, cultural landmarks, pedestrian paths, and cultural amenities.

Transit in the Twin City Metropolitan Area was also studied including the history of transit in the area, the current status of transit, and its future plans. Within the corridor the physical, social, economic characteristics of the transit environment was analyzed, and its strengths and weaknesses were identified. Bus stops, bus hubs, and bus transfer points were mapped. Ridership was mapped and analyzed.

In addition, the corridor was analyzed though a visual survey. How people used the physical environment was observed. Photographs were used to document both the use of the physical environment and existing conditions.

Mapping was also used as a tool for expressing what was learned in these studies. Separate districts within the corridor were identified. The way the environment is experienced and the identification of issues were mapped in experiential diagrams. Examples of environments that work well, are problematic, are missing important elements, and need to be transformed were mapped. In addition, unique opportunities for strengthening transit friendliness were identified.

Design was used as a tool for building the corridor by designing or redesigning specific environments. Drawings of design suggestions are included in most of the district chapters. The design moves depicted in these chapters include creating new good examples, eliminating or transforming bad examples, enhancing what needs to be strengthened, creating what is missing, and expressing more powerfully what is there, but not perceived.
THE STUDY CORRIDOR

Transit History

The study corridor has been a transit corridor for a very long time. Horse cars, streetcars, and buses have all used the corridor. The maps show the routes, types of transit, and some of the land uses that were influenced by the lines.
THE STUDY CORRIDOR

The Current Circumstances

Currently the study corridor is a lively place that has much to offer the bus rider. A rich variety of residential neighborhoods, places of employment, a magnificent cemetery, neighborhood shopping centers, historic sites, a beautiful creek, elementary schools, a band pavilion, a swimming beach, entertainment districts, regional shopping centers, public libraries, beautiful lakes, a world renowned museum, wonderful places to worship, and a world famous parkway system are some of the attractions that are along this corridor.

The study corridor is located between two environmental systems, the Mississippi River on the north and Nine Mile Creek on the south. The study corridor itself intersects with several important other areas that are part of larger environmental systems, the low land at Loring Park, the Interlachen Area between Lake Calhoun and Lake Harriet, and Minnehaha Creek.

Bus service is good. The 6/28 line that serves this corridor is one of the most frequent in the metro area. During week days head ways are 10 minutes normally and 5 minutes during rush hour. On Saturdays buses run every 10 minutes and every 15 minutes on Sundays. Using the bus is popular in the corridor by metro area standards. Many people use corridor during the working day, on week-ends and at night.
THE STUDY CORRIDOR

The Districts

As the bus corridor moves southwest from the Basilica of Saint Mary to the Southdale Mall, it undergoes many changes. A great variety of building types, land forms, densities, land uses, and street patterns are part of this corridor. This diversity of form and use is not random. Discrete, recognizable areas or districts are part of this variety. The success of the bus line can be attributed in part to the difference among these individual districts because this variety provides a great range of destinations along the line.

The presence of so many different kinds of districts added value to the choice of this particular corridor as the study corridor. Although each district is distinctly unique, many are also representative of a district type found in the Twin City Metropolitan Area. For example, although there is only one Southdale, there are many suburban shopping malls in the metro area that have similar characteristics and issues.

Seven district types were studied in depth. An analysis of each district and the application of the principles to each district are presented in separate chapters. The districts are:

Hennepin Avenue Franklin to 28th: An Urbane Commuting Street

The Hennepin Avenue from Franklin Avenue to 28th Street District is a mixed use section of the corridor. The avenue acts as a seam for two very different neighborhoods. Many large apartment buildings are on Hennepin and in the area directly to the east. Some older Hennepin commercial property is undergoing development pressure. Several of the properties have been cleared, combined and redeveloped into suburban-style mini malls.

Uptown: Regional Specialty Shopping Center/Entertainment District

The Uptown District is a lively and "with-it" center for specialty shopping, good food, and art movies at the intersection of Hennepin Avenue and Lake Street. Its older commercial buildings have been recycled for these sophisticated new uses, and new infill buildings have responded to the district scale, materials, and detailing. Uptown has a developed streetscape and is a transfer point for many bus patrons.

Hennepin Avenue: 31st to 36th: Transit Bordering Neighborhoods

Two traditional residential neighborhoods border the bus line in the Hennepin from 31st to 36th District. Hennepin is narrow in this stretch. Sidewalks on residential streets provide good pedestrian access to the bus.

Linden Hills: An Urban Village within the City

The Linden Hills District is a very well defined neighborhood that has many of the characteristics of a village: a compact commercial area, a rich variety of neighborhood institutions, an identifiable character, a central park, etc.

50th and France: A Suburban Downtown

The 50th and France District is an active suburban downtown built on an intersection of two commercial streets. The ring road for destination visitors has made a strong, well-appointed pedestrian environment possible.

Southdale: A Regional Shopping and Employment Center

The Southdale District is a shopping and employment center built around a large central shopping mall which is surrounded by smaller malls, offices, and multi unit housing.

Environmental Intersections: Marsh Crescents and Interlachen

The bus line crosses great environmental amenities that are important recreational, habitat, and cultural resources. Loring Park, the first park in Minneapolis, and the Walker Sculpture Garden are sited on marshy land that forms a great bowl at the foot of Lowry Hill. The Interlachen Area is the green isthmus between Lake Harriet and Lake Calhoun that connects the high land of Linden Hills to the rolling hills of Lakewood Cemetery.
GENERAL PRINCIPLES

The results of the study can be summarized in the following three principles. Strategies to make each principle work in the physical environment is listed under each. These general principles and their strategies are demonstrated in specific types of environments in the district chapters that follow.

1. Design the Bus Route.

Useful strategies in designing a memorable, easy to use route include the following:

- Create an image and a name for the route.
- Locate stops on near-side corners; preserve the existing curb lines to facilitate the bus merging back into traffic.
- Create park and ride lots that support a safe and lively pedestrian environment and contribute to the sense of place. These lots should not create vast wastelands of asphalt which separate the facility from the life of the community. Do not place park and ride lots on local bus routes within the city. Avoid building park and ride lots in residential areas of the city.
- Minimize turns in the route; accommodate left turns with traffic signal phases.
- Put signs on the rear of the bus that tell automobile drivers of the law that gives the right of way to buses when leaving the stop.
- Create an identity for important transfer stops on the route that portray them as important destinations and reinforce them as places in a community and or district.
- Make the bus stop a memorable part of the "urban-ness"/"suburban-ness" of the environment.
- Provide climate controlled bus shelters at important stops. Also provide an alternative outside waiting area.
- Integrate the bus shelter into the fabric of the neighborhood's "important place" where appropriate.
- Locate bus stops near active areas so that waiting bus patrons do not feel isolated.
- Provide enough room at bus stops so that patrons are not crowded and can keep a comfortable distance from each other.
- Place bus stops in areas that do not impede pedestrian movement or prevent access to store entries.
- Light the bus stops; do not over light to cause "the fish bowl effect."
- Avoid placing bus stops in front of problem commercial enterprises such as pornography shops or disreputable bars.
- Comply with the Americans with Disabilities Act wherever appropriate.
- Provide bus route and schedule information on signs at the stop.
- Define pedestrian crossings at intersections by paving or painted lines.
- Provide traffic signals at key intersections; explore whether the existing standard for walk lights is adequate to accommodate easy crossing by environmentally vulnerable people such as seniors.
- Provide pedestrian safety islands at wide, busy intersections.
- Along the route provide on-street parking as a buffer and a traffic slowing device.
- Make multi modalism a part of the route by:
  The design of park and ride facilities that are safe and convenient.
The design of bike paths and lockers that encourage the use of bikes to reach the bus stop.

- Explore the possibility of using specific buses for each amenity corridor that are identified with the route. For example, paint Lake Line buses with a special graphic, feature advertising and community news on the bus, assign bus drivers to the same route, etc.

2. Make the Bus Corridor an Identifiable Entity of the City

Plan the corridor as an entity which is an important structural part of the community. Strategies that create the bus corridor as an entity include the following:

- Identify parcels of land along the route that could be developed/redeveloped to be transit friendly and offer bonuses and/or subsides if done so.
- Site important major public facilities along the corridor as corridor landmarks, encourage private sector to do the same.
- Site minor public facilities so that they support a transit friendly environment.
- Encourage using wide right of ways in amenity corridors for a developed pedestrian realm, not for more traffic lanes.
- Integrate park and ride and bicycle planning with transit corridor planning.
- Address transit access issues in site plan reviews of all projects on the route.
- Offer bonuses for the special accommodation of transit in development plans such as bus shelter, lighting.
- Design pedestrian paths to the route.
- Encourage densities of 7 units per acre or more within one quarter mile of the route; higher densities are more desirable.
- Make the bus stops a visible point of identity for the neighborhoods or the district.
- Create paths to the stops that are clear, direct, and convenient; they should have contiguous and lighted sidewalks to make pedestrian access to the bus easy.
- Discourage the extensive use of cul de sacs in developments.
- Provide safe and comfortable places to wait for transit. Bus stops should be lighted, but not over-lighted.
- Locate major destinations within walking distance of the bus line.
- Use land use decisions to create an active environment. Encourage a mix of uses to create a street that people use.
- Create incentives for land uses along the bus route that support transit use.
- Locate essential services on the route.

3. Make Pedestrian Friendly Streets

Create pedestrian friendly streets through land use policy and design guidelines. These should:

- Encourage appropriate infil.
- Maintain the street edge by requiring a uniform set back that relates well to the sidewalk and disallowing large set-backs.
- Choreograph pedestrian movement by the design of pedestrian paths that encourage easy access that enlivens the street.
• Encourage nodes of concentrated activity and lively streets through compatible mixed use.

• Provide standardized racks for newspapers in locations that do not impede pedestrian movement on the sidewalks or block pedestrian access to the bus stop.

• Make the street environment supportive of personal safety. Streets should:
  - be appropriately lighted,
  - have good sightlines from them and to them,
  - be located in active areas with compatible, non-threatening land uses,
  - offer a choice of movement and means of escape, and
  - are continuous and readable as pedestrian paths.
**Hennepin: Franklin to 28th**
An Urban Commuting Street
Experiencing Suburban Development

**Analysis**

- Regional Context
- History
- District Character
- Density
- Land Use
- Traffic, Parking, and the Pedestrian Environment
- Bus Routes and Stops
- Experiential Analysis

**Principles**

- District
- Site
ANALYSIS Hennepin: Franklin to 28th
An Urbane Commuting Street
Experiencing Suburban Development Patterns

Regional Context

Hennepin Avenue from Franklin Avenue to 28th Street is an urban street. Separated from Loring Park, the Walker, and the monumental churches on the north by the gigantic Interstate 94 interchange and bounded on the south by the more clearly defined Uptown, a regional specialty shopping and entertainment district, it forms the boundary between two very different neighborhoods. An important link to downtown, Hennepin is used by many to go to work, to shop, or to play.
ANALYSIS Hennepin:  
Franklin to 28th  
An Urbane Commuting Street  
Experiencing Suburban Development Patterns  

History  

Many years before European settlement an Indian trail existed in the vicinity of the present Hennepin Avenue. It was the trail to the falls in the Mississippi River. Although the alignment of Hennepin does not follow the old Indian trail from the lakes to Saint Anthony Falls, it parallels it and it performs the same function. It connects the lake area to downtown and to the river. Hennepin Avenue was originally a boulevard of large houses and grand apartment buildings with a streetcar line running down its middle. It became a commercial street after a lawsuit that challenged its status as a residential street opened it to commercial activity. Many of the commercial buildings in use today were built during the early decades of this century and have been the sites of a great variety of successful businesses.

Hennepin Avenue has provided important access to the public and private recreational amenities developed in the late nineteenth and early twentieth century in conjunction with the lakes.

Hennepin Avenue parallels old the Indian trail.

This is one of the many high-quality older commercial buildings found on Hennepin.

These stately apartment buildings that line the eastern edge of the street are vestiges of the era when Hennepin was a residential boulevard and commercial activity was prohibited.
ANALYSIS Hennepin: Franklin to 28th
An Urbane Commuting Street Experiencing Suburban Development Patterns

District Character

This section is of Hennepin Avenue is very important to the identity of the city. It is the artery that connects the downtown to the lake district, the street that helps define Minneapolis as "The City of Lakes". It is a broad and busy street. Although the street has continued to renew itself with new development, the largest number of commercial and apartment buildings on the avenue that exist today are from the street car era.

This stretch of Hennepin is an avenue where a great variety of small businesses and old, formerly grand apartment buildings line its street edge and define its character as an important street. However, it is also where new suburban-style restaurants with their parking lots create areas of banality and anonymity.

From Franklin to 28th Hennepin has a configuration that makes moving south different from moving north. The avenue does not follow the grid pattern but cuts diagonally across the city grid to form a pattern of x shaped intersections. The spaces within these x shaped intersections feel larger and are less constrained, more dynamic. The pedestrian crossings are longer and feel less safe than those at perpendicular intersections.

This configuration splits a normal-sized city block diagonally. Small triangular-shaped block fragments are located on the east side of Hennepin while the remaining trapezoidal-shaped pieces of the blocks are located on the west side of Hennepin. This asymmetric pattern has created two different site conditions which in turn have generated two different building footprints. Older, formerly grand flat iron shaped apartment buildings aggressively occupy the small triangle sites on the east side of Hennepin. These buildings are prominent; they have great presence. They clearly define the intersection and form a rhythm that syncopates down the avenue. The developments on the trapezoidal blocks make these sites less dramatic. Many of these larger "blocks" have been redeveloped as mini malls with small, one story buildings and large parking lots. These new malls are neither urban nor monumental, but suburban. They do not support a strong street edge. They create no unique presence, nor do they create a syncopated rhythm of buildings on the west side of Hennepin.
ANALYSIS Hennepin: Franklin to 28th
An Urbane Commuting Street
Experiencing Suburban Development
Patterns

District Character

Hennepin bounds two very different neighborhoods in this section. Although both neighborhoods have large older houses and large apartment buildings, the mix and the type are very different. Large, older apartments occupied by young, single adults predominant east of Hennepin. Large, gracious, and prestigious homes predominant in the affluent neighborhood west of Hennepin.

This figure ground drawing shows how Hennepin dominates this district. Interrupting the grid pattern of neighborhood streets, it creates an area of influence which consists of larger buildings and large parking lots. Sidewalks provide pedestrian access to Hennepin.

These older apartment buildings on a triangular site define the street and create a rhythm on the east side of Hennepin.
ANALYSIS Hennepin: Franklin to 28th
An Urbane Commuting Street
Experiencing Suburban Development Patterns

District Character

This is one of the newer suburban-style malls that threatens to change the character of Hennepin.

Although most of the triangular sites on the east side of Hennepin are well utilized, this parking lot is a missed opportunity. The art deco building could be a real asset to the avenue if the parking lot and the auto body shop were removed and they were replaced by a restaurant with outdoor eating.

Because many of the Hennepin Avenue bus stops can only accommodate one bus at a time, congestion that allows traffic is created when a second bus has to wait in traffic for the first bus to clear.

Older commercial buildings anchor many intersections.
ANALYSIS Hennepin:
Franklin to 28th
An Urban Commuting Street
Experiencing Suburban Development Patterns

Density

Many people are within a short walking distance to the bus stops on Hennepin. The areas within a few blocks of this section of Hennepin are some of the more dense parts of the city, due to the preponderance of large apartment buildings. The density easily exceeds the minimum density required to support transit of seven units per acre.

Land Use

The rich variety of commercial, institutional, and residential land uses on the avenue not only make it a desirable place to shop, visit, and live but also an environment that supports transit use. But Hennepin could not be built today in most American cities because of the wide spread adoption of single use zoning which would not permit this combination of restaurant, school, shop, religious institution, liquor store, office, and apartment. Hennepin Avenue was built before zoning made it illegal to create such a lively mix.

The high number of parking spaces required for new development also prohibit the creation of new Hennepin Avenues and threaten continuation of Hennepin as a lively, urbane place. These parking requirements make it impossible for new development to emulate the stores, apartments, and restaurants that already exist on the avenue. Because of parking requirements, more and more parcels of land are being assembled by large developers and are being redeveloped into suburban-style mini-malls with large parking lots. The urban character of Hennepin is being compromised.
ANALYSIS Hennepin: Franklin to 28th
An Urbane Commuting Street
Experiencing Suburban Development Patterns

Traffic, Parking, and the Pedestrian Environment

The traffic on this section of Hennepin is heavy and the capacity is stretched. It is a former streetcar street that carries a daily traffic volume of 32,000 vehicles. Numerous curb cuts provide access to parking lots, adding to the traffic on the street. Intersections are particularly problematic because of the traffic volume, the undefined nature of the road configurations, and confusion of pattern where the Hennepin diagonal cuts across the neighborhood grid. Some streets have been designated as one way to clarify and control traffic patterns.

Parking is an important challenge on this part of Hennepin. As the restaurants, small businesses and entertainment spots continue to multiply and gain in popularity, this former streetcar environment is being stressed for parking places. There are many on-street parking places despite the curb cuts and the many attempts of the Department of Public Works to remove it in order to facilitate traffic flow. Resistance to eliminating on-street parking has come from local merchants and the surrounding neighborhoods. These groups have championed on-street parking not only because of the parking it provides but also because it acts as a traffic calming device and a protection for the pedestrian on the sidewalk.

The pedestrian environment is less than desirable. Although there are many delightful stretches of sidewalk that pass interesting shops, there are many stretches where parking lots abut the sidewalk. The light levels on the sidewalk are uneven and often low. The light fixtures are not scaled to the pedestrian nor do the appearance of the highway-like fixtures add to the positive ambiance of the street.

Hennepin is a hard street to cross. The pedestrian crossings are long and poorly marked. There are several pedestrian islands on the avenue that can be used as a refuge from the traffic when crossing. Although these islands are useful, and in some places an absolute necessity, they are less than satisfactory. They are too small and barren; one feels too exposed to the rush of traffic on them.
ANALYSIS Hennepin:
Franklin to 28th
An Urban Commuting Street
Experiencing Suburban Development Patterns

Bus Routes and Stops

Bus use on Hennepin is heavy. Routes 6, 12, 28, and 17 use the avenue. More than 3,500 bus patrons use the stops and shelters daily.

Unlike most of Minneapolis, buses are usually only a few minutes away during most times of the day. Because traffic is congested during the rush hour, buses have difficulty maneuvering during peak traffic periods.

Neighborhood streets provide good access to Hennepin to bus patrons. However, bus use is not as convenient as it could be. Though numerous, the bus stops are often less than desirable. Several have been located on tiny triangular shaped islands surrounded by traffic. These precarious locations are hard to reach, discomforting to use, and in general do not encourage bus use.

Despite heavy bus use in this section of Hennepin there are no climate controlled shelters. The bus shelters and the benches are generic; they do not help define the character of the district.

There are many bus stops on Hennepin. Shelters are located at the bus stop intersections. Intersections are wide and difficult to cross.

Generic benches and shelters do not support the character of the district.

This island bus stop is an intimidating place to wait for a bus especially during rush hour.
ANALYSIS Hennepin:
Franklin to 28th
An Urbane Commuting Street
Experiencing Suburban Development Patterns

Experiential Analysis
PRINCIPLES Hennepin: Franklin to 28th
An Urbane Commuting Street
Experiencing Suburban Development Patterns

DISTRICT

• Develop sites along the corridor that add interest to the bus route and the give the district identity.

• Enhance the identity of the district by providing memorable public settings for important landmarks in the district.

• Maintain the street as a pedestrian environment by encouraging the use of shared parking lots for customers and the use of transit for employees. Give bonuses to developers that utilize them.

Smith Triangle Park with its statue of Thomas Lowry, the father of transit in Minneapolis, adds a green space to the avenue and commemorates its history.

Smith Triangle Park provides a dignified setting for Temple Israel, one of the district's landmarks.

When there is no district wide policy that encourages shared parking arrangements, parking lots often abut each other as in this Drawing on the left. This arrangement further erodes the street edge and makes it an unfriendly place for pedestrians.

The drawing on the right shows an alternative arrangement where parking is shared, some curb cuts are eliminated, and the character of the avenue as a pedestrian realm is supported.

Drawings by Martin&Pitz Associates, Inc.
**PRINCIPLES**

**Hennepin: Franklin to 28th**

An Urbane Commuting Street

Experiencing Suburban Development Patterns

**DISTRICT**

- On Hennepin use zoning and other methods such as overlay districts to encourage developments that reinforce the existing urban nature of the avenue, encourage small scale commercial development, and discourage mini mall development.

- Encourage mixed land use on the bus corridor.

- Encourage densities of 7 units per acre or more within one quarter mile of the route; higher densities are more desirable.

- Encourage policies for Hennepin that support transit use. These policies could include a wide range of strategies such as giving development bonuses for a transit program for employees or for a shared parking lot for commercial customers, subsidizing the rent of non car owners, providing free bus fares for customers, etc.

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The parking requirements mandated by zoning can be powerful determiners of urban form. This is an example of the kind of development that is becoming more prevalent on Hennepin Avenue. Due to the requirements of parking, mini malls are being developed and the developers are usually franchises because they have the financial power to assemble the required parcels of land.

The density of this block which is just off Hennepin helps create the transit environment on Hennepin.

Combining commercial and housing in this building adds much vitality to the area. Compatible mixed uses contribute to a people-friendly street.
PRINCIPLES Hennepin:
Franklin to 28th
An Urbane Commuting Street
Experiencing Suburban Development Patterns

DISTRICT

• Create memorable gateways that help define the district

• Use street furniture that reinforces the district's special identity and makes it a good place for pedestrians.

• Create district-wide pedestrian lighting. Lighting levels should permit the identification of the face of an assailant at fifty feet.

• Narrow intersections and create large traffic islands to make pedestrian crossings less intimidating and dangerous.

EXISTING

1- Pedestrian travel is longer than normal because streets are crossed on the diagonal
2- Islands are necessary safety zones for peds, but they are too small
3- Cars make left-turns prior to signaled intersection making it unsafe for peds
4- Streets entering Hennepin north appear large with ambiguous lanes

PREFERRED

1a- Islands can be made larger by eliminating 2-way traffic
1b- Island could be annexed onto the block in one case
2- Safety bumps outs allow more ped area
3- Safety bump outs make ped crossings shorter, better directed cars, and add green space

A PEDESTRIAN STRATEGY FOR X-SHAPED INTERSECTIONS:
Drawing by Martin&Pitz Associates Inc.
SITE

• Encourage buildings that support the pedestrian environment by holding the street edge and have doors and windows on the street. Discourage those buildings that do not.

• Relate buildings to pedestrians by siting them next to the sidewalk and providing windows and doors on the street. Encourage the use of facade detailing such as awnings, lighting, flower boxes, and small signs.

• Create a buffer between traffic and the pedestrian by providing on street parking and a boulevard between the sidewalk and the street. Define the sidewalk and the boulevard between the street as a pedestrian space by providing street trees, pedestrian-scaled lighting, and street furniture such as trash receptacles, benches, low attractive fencing, flowers, and shrubbery.

• Design parking lots adjacent to buildings carefully so that they support the sidewalk as a pedestrian space. Minimize their size and offer incentives if merchants create shared lots. Lots in the rear or on the side are preferred.

• Screen parking lots on the street from the street with plant materials, attractive low fencing, etc. Light the lots well but unobtrusively. Minimize
PRINCIPLES Hennepin: 
Franklin to 28th  
An Urbane Commuting Street  
Experiencing Suburban Development Patterns

SITE

• Encourage "people uses" on the avenue and discourage businesses that serve cars.

• Encourage the creation of climate controlled bus stops at key intersections by offering bonuses to developers that incorporate bus shelters into the design of their buildings.

• To facilitate bus movement locate bus stops on the near side corner. Whenever possible, provide large bus bays at stops so that buses can easily pull in and out of traffic.

• To assist people in crossing streets, mark pedestrian crossings well, create large safety islands, provide long enough walk lights, and shorten the crosswalk by necking down wide intersections wherever possible.

This is an opportunity that has not been realized. The bus stop is by an important amenity, Smith Triangle Park, yet it turns its back on the park and is not incorporated into it. It is ironic that father of transit in Minneapolis is the statue that is the focal point of this small park on Hennepin Avenue.
PRINCIPLES Hennepin: Frankfurt to 28th
An Urbane Commuting Street
Experiencing Suburban Development Patterns

SITE

- Enhance the pedestrian environment by redeveloping mini mall sites to be more urban and people-oriented and less automobile-oriented.

EXISTING

- Buildings are set-back from street, corners are empty.
- Parking lots are not shared.
- Bus shelter is crowded onto sidewalk.
- Too many curb cuts.
- Supervalue parking lot does not focus views on entrance, and has ambiguous driving lanes.

STAGE TWO

- Re-orient Super Valu parking lot to:
  + focus driver's view onto entry;
  + add trees and landscaping;
  + improve connection to neighborhood.
- Develop corner with mixed-use building:
  + Define street edge;
  + Share excessive parking lot.
- Connect parking lots together for better efficiency and function.
  No loss of parking.

STAGE THREE

- Replace gas station with mixed-use developments.
- Incorporate transit shelter into new development.
- Create pleasant walk-throughs from parking.
- Increase parking.

These drawings demonstrate how existing suburban style sites can be reurbanized.
Drawing by Martin&Pitz Associates Inc.
Uptown
A Regional Specialty Shopping & Entertainment Center

Analysis

Geographic Setting
Regional Recreational Resources
History
Traffic
Bikes

District Character: Housing
District Character: Commercial Core
District Character: Open Space
District Character: Bus Stops and Personal Safety

Land Use and Density
Parking and Circulation
Bus Routes
Pedestrian Linkages
Linkages to Other Modes
Experiential Analysis

The Library, The Bus Stops, & the Mall
Transit/Bikeway Hub Opportunity

Principles

City
District
Site
ANALYSIS UPTOWN
A Regional Specialty Shopping &
Entertainment Center

Geographic Setting

The Uptown area is one of the key commercial areas in Minneapolis. The location of high density housing in close proximity to a commercial center is similar to such areas as Dinkytown, but what makes Uptown a unique gathering place is its location at the crossroads of major two major routes and the geographic features of the region. Uptown is where an historic north/south Indian corridor crosses another east/west route as it passes between the south shore of Lake of the Isles and the north shore of Lake Calhoun. Because of the proximity of these significant lakes, the Uptown area was destined to be an important gathering place and a site of active commerce.

Regional Recreational Resources

The proximity to the regional recreational resources of Lake of the Isles, Lake Calhoun, and the Minneapolis Parkway System is one of the distinctive features of the area and one of its most important attractions to those living in the area. These resources provide opportunities for outdoor recreational activities such as walking, jogging, rollerblading, boating, ice skating, swimming, and picnicking.

History

The crossings of the Hennepin/Lake intersection set the pattern for commercial and residential concentrations that have continued to this day. Development of Uptown has been related to transit. First the horse car lines, and then the electric car lines, stimulated development. The two landmark theaters and the Walker Library, which were built in the early part of this century, made the area a entertainment and cultural destination. The creation of the Mall south of the rail corridor provided an open space area that linked the commercial area to the lakes and the parkway system.

Traffic

The traffic at this busy crossroads has been a problem. Creating a pair of matched east/west one way streets on Lake and Lagoon has reduced some of the pedestrian/vehicle conflicts and increased traffic flow at the Hennepin and Lake intersection.

Bikes

Uptown is a popular destination for bike riders. Proper and secure bike storage is needed at the edges of Uptown to discourage sidewalk riding.
District Character: Housing

The amount and quality of housing within walking distance of the commercial area has greatly defined the character of the area. The district has a number of human scale, four story apartment buildings and smaller multi unit buildings whose scale and architectural detailing provide a quality living environment. Townhouses which have been recently developed within the area, although not as richly detailed, have maintained the quality features of the older buildings. The variety and the quality of high density housing options available support transit use and contribute to the vitality of the area because the rental opportunities have attracted a high proportion of young adults.
ANALYSIS UPTOWN
A Regional Specialty Shopping &
Entertainment Center

District Character: Commercial Core

The defining heart of the thriving Uptown area is the sophisticated and urbane crossroads that is centered at Hennepin Avenue and Lake Street. This concentrated commercial and entertainment area is like no other in the Twin Cities. It offers both local services and cutting edge specialty shopping that attracts a large following of under forty-year-olds from all over the metro area. Its great variety of restaurants and coffee shops and its art film theaters create a vibrant urban night life that is unequalled in other areas of Minneapolis or Saint Paul.

Uptown’s one-to three-story buildings and well developed streetscape support this vibrancy. Most of the buildings were built in the nineteen twenties when this district established itself as one of the leading shopping and entertainment districts of Minneapolis. New buildings have tended to emulate the older existing buildings in scale, materials, and window details.

Uptown’s brick buildings are located close to the street next to the sidewalk and have large windows. The older ones have been used and reused for many purposes over the years and it is this ability to change with the times, the ability to stay current with trends, has made Uptown a continuing commercial success.

The lighting, trees, and street furniture of the distinctive streetscape has done much to identify Uptown as a special place.

When fire destroyed the building on the southwest corner of Hennepin and Lake, it was replaced by this building which relates well to the its context. It is a strong presence on the corner and is compatible to the neighboring buildings in scale, materials, and window size and placement.

The redevelopment of the seven buildings on the southeast corner of Hennepin and Lake provided a new signature to the area and was the catalyst for the successful revitalization Uptown.

The many small, human-scale stores with doors and windows on the street contribute to personal safety and support the pedestrian character of this special shopping district.

The Suburban World Theater, formerly the Granada Theater, is one of Minneapolis’s best examples of 1920 movie “palaces.”
ANALYSIS UPTOWN
A Regional Specialty Shopping &
Entertainment Center

District Character: Open Space

The illustration on the right shows how open space is utilized within the Uptown area. With the exception of the Mall, pedestrian space is concentrated along the edge of each street. The area, however, contains many small expansions of open space along these corridors. Several open spaces are provide along both sides of Hennepin north and south of Lake Street. Additional open space exists along Lake Street close to the high density shopping. Most often these areas are developed as outdoor eating areas associated with restaurants, but several are bus stops. In an intense environment, these areas provide a needed spaces to wait for the bus without blocking the sidewalk and visual relief from the monotony of linear walkways. Effective bus corridors need to provide these "relief valves" for pedestrians if they wish to support an active pedestrian environment and encourage bus use.

Two features of the Hennepin/Lake area are its green open space corridors that link Hennepin Avenue and the commercial area to the lakes to the west. The Mall links Uptown to Lake of the Isles; the newly created 31st Street Greenway links it to Lake Calhoun. Improved for pedestrian to the bus, the lake and Uptown could be provide by extending the 31st Street Greenway to the east beyond Hennepin Avenue.

The Mall is the major public open space in Uptown.

Outdoor eating areas edged with flowers and shrubs provide life on the street and soften the hard urban environment.

Pedestrian Space in Uptown

A high percentage of pedestrian space is provided in Uptown.
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A Regional Specialty Shopping &
Entertainment Center

District Character: Bus Stops and
Personal Safety

The quality of the bus stop varies. Most
areas are provided with a uniform sign
and standard bench with advertising. A
bus shelter is provided at heavily used
stops. Other stops provide more
amenities. Sitting areas with special
benches, planters, and an overstory of
shade trees are in front of the Sons of
Norway building on Lakes Street. It is
common to see several people sitting
and people watching in these areas.

Bus use could be encouraged by the
development of quality bus stops with
signature bus shelters and transit signs,
flowers in planters, and water features
which reinforce the image of the
corridor and provide a positive transit
image in Uptown. To provide this
quality space at all bus stops would be
economically feasible, but it is very
desirable at key locations.

The pedestrian areas in Uptown are
generally safe during the day due to the
high levels of activity and the number
of store windows that provide
observation of the street. Bus stops are
placed in observable locations. At night
personal safety is enhanced by the
special pedestrian-scale lighting and the
activity generated by the mix of uses.

Land Use and Density

Recent private investment in older,
existing commercial buildings has
revived and revitalized this important
crossroads. A diversity of small shops
provides for both neighborhood and
regional specialty shopping. These
commercial facilities are tightly
clustered along a two block area
centered by the Hennepin and Lake
intersection.

The area has continued to flourish as an
entertainment center with movie
theaters, coffee shops, and restaurants, a
role it has played in the city since the
twenties when its first two movie
theaters were built. Community
institutions such as a branch of the
public library and a YWCA add to the
area's vitality.

In Uptown high density housing rings
the commercial area. This
concentration is the result of the
intersection of major circulation
corridors and a policy of allowing
multiple unit dwelling in close
proximity to the commercial areas that
developed around the crossroads. This
concentration of living units provides
the numbers of people needed for
transit.
ANALYSIS UPTOWN
A Regional Specialty Shopping & Entertainment Center

The Figure Ground: Parking and Circulation

In the figure ground drawing of the Uptown area on the right, the space used for circulation and parking is black. Clearly over 50% of the land area is devoted to these uses. The large areas of concentrated parking are located in close proximity to the intersection of Hennepin and Lake. However, the pedestrian quality of the intersections is maintained because these parking facilities are not directly on either of these streets.

Bus Routes

Bus circulation on Hennepin is compromised by on-street parking and by not having a designated bus lane. Buses are forced to weave in and out of the moving lanes at bus stops. The on-street parking at Uptown is regarded as essential by the local merchants; therefore, it is very unlikely that it will be eliminated in order to facilitate bus maneuvering. The area along Lagoon Street serves as a holdover location for major east/west routes. Because of the narrowness of the sidewalks on Lagoon, the opportunity for comfortable, protected waiting area for bus patrons is lost.

Pedestrian Linkages

There are many pedestrian linkages to the transit route on Hennepin Avenue. Unfortunately, the pedestrian linkages to the east and the west along Lagoon are not human scale because Lagoon is devoted to moving vehicular traffic. West of Hennepin no transition space is provided between the four story apartment buildings and the street edge. Narrow sidewalks without boulevards barely provide enough room for pedestrians to pass each other.

Linkages to Other Modes

The future bike way and the projected light rail transit corridor along the 29th Street corridor offer the potential of making Uptown a Multi-modal center by linking bus transit to bicycles and LRT.
ANALYSIS UPTOWN
A Regional Specialty Shopping & Entertainment Center

Experiential Analysis

Uptown is a well defined place with an identifiable character; however, this strong character could be strengthened. The contrast between the residential setbacks south of 31st Street and the two story brick facades of the commercial buildings on the north side of the intersection provide a very strong gateway experience from the south on Hennepin. Entries from the east and the west at the beginnings of the one way streets need reinforcement to effectively announce arrival to the area. Entry from the north is accentuated by the rise of the bridge over the railroad corridor; however, the low profile of the library fails to hold the frame down to the main shopping area. A stronger expression of this important northern gateway is needed.

The two story brick buildings located on the property lines next at the sidewalks on Hennepin and Lake provide a strong spatial definition to Uptown’s exterior spaces. The weak enclosure provided by the library at the northern end needs to be changed to give strength to this portion of the avenue. The old library across the street is not given a graceful open space setting worthy of its stately character and historic presence.

The bridge at 29th and Hennepin serves as a poor gateway to the Uptown commercial district. It does nothing to define the vitality of the area.

Despite the traffic, Uptown streets are alive with people.
ANALYSIS UPTOWN
A Regional Specialty Shopping & Entertainment Center

The Library, the Bus Stops, & the Mall

The civic presence of the south bound bus stop at Lagoon, the Walker Branch of the Minneapolis Public Library, and the Mall is sorely lacking. This is a place in Uptown where there are clear examples of opportunities missed. Each of these elements has problems within itself, and although these elements exist in very close proximity to each other, they do not form a whole civic space that is greater than the sum the parts. Instead, each contributes to the isolation of the others.

The bus stop in front of the library is a very busy place; many bus patrons wait there at all times of the day and night. The deficiencies at this bus stop are many. The bus shelter is too small; many people are forced to wait outside the shelter. The site is too small. There is not sufficient waiting space outside the shelter. The stop crowds the sidewalk making it an unpleasant and sometimes an intimidating place to walk by.

This is a bleak, sterile waiting environment that is relatively isolated from the rest of the vitality of the area. It is next to the library, but this is not put to advantage. There are no library displays to peruse while waiting for the bus. No library windows overlook the bus stop to add to its safety. The proximity to the library entrance to the stop may intimidate potential library patrons because often there are large groups waiting at the stop.

The Mall is an important civic green space that could connect Hennepin and Uptown to the parkway system around the lakes. However, it is marginalized by the library which cuts it off from the rest of Uptown. The library plaza could be an important forecourt to this green space, but it fails to relate to it in any effective way.

The northbound bus stop at Lagoon in front of MacDonalds is also problematic. It crowds the street creating pedestrian congestion. Because there is a large outdoor open space that is attached to the MacDonalds, this has become a gathering space for young people who intimidate bus patrons at times.
ANALYSIS UPTOWN
A Regional Specialty Shopping & Entertainment Center

Transit/Bikeway Hub Opportunity

An historic crossroads, Uptown is positioned to become an important intermodal center. The current railroad corridor is projected to become the 29th Street Bicycle Greenway and a light rail transit route. A light rail station is being proposed where the corridor intersects with Hennepin. The current bus activity on Hennepin and Lake, the bike path, and the LRT line all hold the potential for making the Uptown area a multi-modal center. The bike path, the rail station, and a bus hub could be linked together.

The northeast segment of Uptown offers the greatest potential site for the multi-modal center. It is the most underutilized part of Uptown and it offers the potential of providing a pedestrian-friendly environment that is so essential for a transit center.

The building of a LRT station at Hennepin could be a real opportunity to create a new landmark which would strengthen the weakly defined northern entry to Uptown at the bridge. The station could define this key gateway while creating an LRT presence on Hennepin. The section drawing illustrates how the Hennepin Avenue level and the LRT level can be linked to provide the pedestrian access needed to switch from the bus to the LRT and vice versa.

The historic library offers a great re-use potential as a bus hub with related pedestrian open spaces that accommodate gathering and people watching. The area east of the old library provide an opportunity for a bus stop and bus layovers. The bus hub and the bike trail are linked by an underground passage, and bike lockers are suggested in the lower level of the bus hub. New shops and restaurants and an open space with a grove of trees, benches, and a water feature are also suggested.

Pedestrian friendly areas enhance the change of travel modes and make this transportation center an important, vital part of the Uptown commercial area.

Restful sitting areas are provided adjacent to bus shelters

This drawing demonstrates how the change in grade between the railroad corridor and Hennepin Avenue can be put to advantage in the design of a multi-modal transit hub.
PRINCIPLES UPTOWN
A Regional Specialty Shopping &
Entertainment Center

CITY

• Give identity to crossroads locations.

• Create designated bus lanes at least during specified times of the day to provide efficient travel.

The massing of buildings, the windows overlooking the street, the awnings, the street trees, the signage, and the lighting all help to define this crossroads location as an active, pedestrian place.
DISTRIBUTION

• Concentrate areas of automobile parking in locations that support pedestrian activity on the sidewalks.

• Concentrate parking facilities in structures. Locate car entry and egress points in areas that do not contribute to conflicts between pedestrians and automobiles.

• Create safe and easy pedestrian access to parking.

• Create pleasant and visible pedestrian linkages between amenities and neighborhoods.

Pedestrians can reach the parking ramp from Calhoun Square using this skyway.

Traffic to and from the Uptown parking ramp does not add to the congestion on Lake Street because cars enter and leave from a side street.

Creating a well planted and lighted median on 31st Street helps to slow traffic making it a more pedestrian friendly street.
PRINCIPLES UPTOWN
A Regional Specialty Shopping & Entertainment Center

DISTRICT

• Create the opportunity to provide housing options in close proximity to transit lines including apartments, townhouses, and single family units.

• Create housing designs which reinforce the unique character of the district.

• Buffer single family houses from busy commercial areas with multi unit housing.

• Locate high density housing within easy walking distance of transit stops.

This housing design reinforces the character of Uptown.

This multi unit housing close to the bus line provides a buffer between the Uptown commercial area and a residential neighborhood of single family homes.
PRINCIPLES UPTOWN
A Regional Specialty Shopping & Entertainment Center

DISTRICT

• Cluster commercial facilities near transit stops to build high use.

• Concentrate appropriate entertainment, cultural, and culturally related business to encourage multipurpose pedestrian activity.

• Define commercial areas by providing strong gateways that help create a sense of place and distinguish it from the areas that surround it.

• Create "signature" streetscape elements to give a clear image to the district.

The close proximity and the mix of commercial entities in Uptown make it a vital area for pedestrians.

The two corner brick commercial buildings at 31st and Hennepin form an appropriate and powerful gateway to the Uptown commercial area.
PRINCIPLES UPTOWN
A Regional Specialty Shopping & Entertainment Center

SITE: The Library, the Bus Stops, & the Mall

There are opportunities to improve the pedestrian environment on the west side of Hennepin to encourage bus use. Rebuilding the current library to give it a public presence on Hennepin is strongly recommended. The Mall offers a potential for a meaningful linkage between the parkway system and Uptown. By linking the Mall to the open space north of the library and extensively redesigning this whole area, this underutilized green corridor has the potential as a memorable open space on Hennepin. It can also serve as a water regeneration feature which treats surface water before it is discharged into the Lake of the Isles. The plan at the right illustrates a typical Mall segment with spray and settling basins which are linked by slow riverlets that help upgrade the quality of the water as it passes through them.

• Provide identifiable, memorable links to recreational systems and open space.

• Create public buildings that have a civic presence and contribute to a quality pedestrian environment.

• Use the opportunities of adjacency of public buildings and spaces to enrich the public realm.

This open space celebrates the proximity of Uptown to the Chain of Lakes. A water feature is used to improve the quality of the water entering the lakes.
PRINCIPLES UPTOWN
A Regional Specialty Shopping & Entertainment Center

SITE: Transit/Bikeway Hub

• Develop pleasant and well lighted sitting areas in association with bus stops to allow the pedestrians to safely wait for the bus and observe city life.

• Provide generously planted and well lighted pedestrian rest areas along walkways leading to bus stops.

• Create strong spatial enclosure to the streets in commercial areas to help define human scale pedestrian places.

• Provide a visually related package of street furniture, lighting, and signage to give clear identity to the bus waiting area.

• Provide seasonally flexible, weather protected waiting areas for bus patrons.

• In busy commercial areas provide generous and pleasant walkways to the bus stop.

• Provide floral plantings, water features, awnings, and an overstory of trees where possible to create pedestrian friendly sidewalks and bus waiting areas.

• Develop transit hubs where possible to accommodate bus, rail, bicycle, and automobiles.
31st to 36th Street
Transit Bordering the City's Traditional Neighborhoods

Analysis

Geographic Setting

District Character and Land Use

History

Streets and Traffic

Bus Lines, Bus Stops, and Pedestrian Paths

Experiential Analysis

Principles

City

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Site
ANALYSIS 31st to 36th Street
Transit Bordering the City's Traditional Residential Neighborhoods

Geographic Setting

The 32nd to 36th area is consists of two neighborhoods: East Calhoun Community, between the east shore of Lake Calhoun and Hennepin Avenue, and the Calhoun Area Neighborhood, located east of Hennepin Avenue. Bordered by Uptown, a busy regional specialty shopping and entertainment district on the north, the Lakewood Cemetery on the south, and the recreational district of the Interlachen Area on the southwest, this part of the city is a transitional area between the busy commercial and mixed use urbane areas to the north and the quieter, residential neighborhoods and recreational lakes and parks to the southwest.

The bus route follows the neighborhood boundaries. It is on Hennepin Avenue until its terminus at Lakewood Cemetery where it turns towards Lake Calhoun on 36th Street.
ANALYSIS 31st to 36th Street
Transit Bordering the City's Traditional Residential Neighborhoods

District Character and Land Use

This area is predominately residential in character although commercial activities exist on Hennepin Avenue. The character of this district is determined by its grid of residential streets and alleys, its distance to Lake Calhoun, its topography, and its role as transitional area.

Land use and density are different in the East Calhoun and Calhoun Area neighborhoods. East of Hennepin the density is much greater. There are many multi-unit apartment buildings occupied predominately by singles and small single family detached houses. To the west large single family detached houses and large duplexes predominate. Both areas have densities of seven units or more per acre needed to support transit use.

This stretch of Hennepin Avenue is predominately a residential street. There are single family houses, duplexes, condominiums and apartment buildings, but Hennepin Avenue is becoming more commercial. For a long time there have been stores on this section of Hennepin, but they have been related to serving the immediate surroundings either as neighborhood businesses such as a dry-cleaning service or those that related to the cemetery such a florist and a tombstone company. These businesses tended to be clustered at a few intersections. The activity generated by the busy, popular Uptown Area has caused regional commercial activity and professional offices to move south down the avenue between 31st and 32nd. There is considerable pressure to convert more housing on Hennepin south of 32nd to commercial uses.

The closeness to the lake and the views to it from the high ground between the lake and Hennepin make the neighborhood west of Hennepin quite a desirable place to live. The drop in topography just east of Hennepin Avenue, its numerous apartment buildings, and its greater density trend to help define the neighborhood east of Hennepin as distinct from its more affluent westerly neighbor.
ANALYSIS 31st to 36th Street
Transit Bordering the City's Traditional Residential Neighborhoods

History

The high ground east of Lake Calhoun has had a long history. It was the site of an Indian cemetery long before Lakewood Cemetery was established in the nineteenth century. The current site of the Saint Mary's Orthodox Church has had a varied history of use. Originally the site of the Pond mission in Eastonville, a community established to teach Indians farming, it was also occupied by the Lyndale Hotel before becoming the site of the Forman mansion at the turn of the century.

This area has a history of being a center for recreation in the city. The east side of Lake Calhoun had several resort hotels in the nineteenth century. There have been boat liverys, bath houses, and swimming beaches. Recreational activities taking place in this area in the late 19th and early 20th century include bicycling, canoeing, boat touring, sailing, ice boating, tobogganing, and ice horse racing.

This area's early development was related to mass transportation. A station was located at 34th and Calhoun. The railroad line that provided early access to the area was later converted to a streetcar line that extended to southwest Minneapolis and beyond.

Although this area of the city was originally platted to be an area of mansions for the elite, it was replatted for the development of middle class houses in the late 19th century. Although many houses were built in the 19th century, much of the existing housing and neighborhood commercial buildings that exist today were built in the early 20th century.

This map shows the early uses and the location of some of the early recreational amenities in the area.
ANALYSIS 31st to 36th Street
Transit Bordering the City's Traditional Residential Neighborhoods

Streets and Traffic

The 31st to 36th Area has a regular grided street and alley pattern like many other neighborhoods in Minneapolis. Its sidewalks make walking to the bus convenient throughout the year in all kinds of weather. There is street lighting that helps make walking safer at night, but the lighting levels are low and in need of improvement.

Most neighborhood streets are quiet. Most of the traffic west of Hennepin is local. The system of one way streets east of Hennepin helps control the flow through the neighborhood.

There are several streets that serve citywide needs. The East Calhoun Parkway and 31st Street are part of a major commuter route to downtown. 36th Street brings traffic from the lakes to Hennepin and to Interstate 35 W to the east. Hennepin Avenue, although not as nearly as busy as it is north of 31st, is an important route to Uptown and downtown.

This figure ground map of the area shows the street and alley grid and the location of the sidewalks. Because the sidewalks on Hennepin abut the curb, Hennepin appears wider than it actually is.
ANALYSIS 31st to 36th Street
Transit Bordering the City's Traditional Residential Neighborhoods

Bus Lines, Bus Stops, and Pedestrian Paths

The busline is on Hennepin Avenue and 36th Street in this area. Hennepin is atypically narrow in this section; it is forty-four feet wide. There are two 10 foot wide traffic lanes and two 12 foot wide parking lanes. The daily traffic count is over 9,000. No boulevard separates and buffers the sidewalk from the street, the typical pattern in most Minneapolis streets. The sidewalk directly abuts the curb. Lighting is provided by a few large, traffic-scaled fixtures. The narrowness of the street, the volume of the traffic, the low levels of pedestrian lighting and the location of the sidewalk make this section of Hennepin less than an ideal pedestrian environment for those who wish to use the bus.

On-street parking helps to separate vehicular traffic from pedestrians; however, no on-street parking is permitted during rush hours. The rush hour parking ban both helps and hinders easy and safe bus use. It helps facilitate bus movement down the avenue. The 12 foot parking lane turned movement lane helps the bus move in and out of traffic and pick up and drop off patrons during rush hours. However, this same situation makes bus patrons feel less safe. The lack of a parked car buffer between them and the rush hour traffic makes them feel uneasy as they walk to and from the bus stop.

The narrowness of the street also makes waiting for the bus at the stop less amiable. There is little room to accommodate bus stop amenities such as a shelter, a bench, and newspaper vending machines. Groups of waiting bus patrons may block the sidewalk and the entrances to the stores at the stop.

31st and 36nd are streets that make clear pedestrian connections to the bus route on Hennepin. At 31st Street west of Hennepin the pedestrian environment has been improved by the addition of street furniture and a center green boulevard. The enhancement of 34th Street and its crossing at Hennepin would provide a needed mid-neighborhood path.
ANALYSIS 31st to 36th Street
Transit Bordering the City's Traditional Residential Neighborhoods

Experiential Analysis

Hennepin Avenue changes character as it moves south from the busy Uptown area to its terminus at Lakewood Cemetery. It becomes a residentially scaled street with a modest setback that carries one third of the regional traffic that exists north of Uptown. The narrowness of the street, the lack of any boulevard, and the closeness of the buildings to the street create a confined civic space that slows traffic.

Views are important features of the bus route in this area. They are the magnificent view of the gateway to Lakewood Cemetery, the dramatic view of Lake Calhoun on 36th Street, and the gateway to Uptown that signals one's arrival into a more urbane section of the city.

The rise in the street as it goes south conceals and then reveals the entrance to Lakewood Cemetery making the terminus of Hennepin a very dignified and memorable part of the city.

The proximity to Lake Calhoun, Lakewood Cemetery and Uptown make this well maintained residential part of the city memorable and a desirable place to live.
PRINCIPLES 31st to 36th
Transit Bordering the City's Traditional Residential Neighborhoods

CITY

• To create vital bus lines, site them on routes that have had an historic role in the development and vitality of the community.

• Site bus routes on the boundaries of residential neighborhoods to maintain the integrity of the neighborhoods, reduce crime, and provide easy access to the bus for two or more communities simultaneously.

• Site bus routes on streets with wide enough right of ways so that an adequate pedestrian realm can be developed to support safe and easy access to the bus stop and amenities can be provided at the stop.

In this part of the city the bus route borders the neighborhood.
PRINCIPLES 31st to 36th Transit Bordering the City's Traditional Residential Neighborhoods

DISTRICT

- Design the turns in the bus route. Make memorable places where the bus changes direction.
- Site bus stops near institutions used by the public.
- Make a circulation systems within neighborhoods that support easy access to the bus line.
- Along the bus route in residential neighborhoods cluster neighborhood businesses in nodes at intersections. This maintains the residential character of the area, creates a lively and convenient place for errands, and makes an interesting and safe place for a bus stop.

This view of the entrance to Lakewood Cemetery is a magnificent terminus to Hennepin Avenue. This amenity gives character and identity to the bus route which is in keeping with Hennepin Avenue’s importance as a prominent civic street in Minneapolis. The bus bench and the shelter near the entrance accommodates visitors to the cemetery.

The density of this neighborhood helps support transit. The presence of many duplexes does not destroy the character of the neighborhood. Commercial enterprises on corners make good places for bus stops.
PRINCIPLES 31st to 36th
Transit Bordering the City's Traditional Residential Neighborhoods

DISTRICT

• Increase density by adding duplexes, townhouses, and neighborhood-scaled apartment buildings on the blocks along the bus line in desirable residential neighborhoods of single family housing.

Houses in this neighborhood are large and closely spaced. The apartment buildings such as these pictured below make good neighbors if they are located on the blocks which are on the bus line.
PRINCIPLES 31st to 36th
Transit Bordering the City’s Traditional Residential Neighborhoods

SITE

• If the streets, sidewalks, and boulevards are too narrow to adequately accommodate bus stops, consider integrating the bus stops into a part of new or existing commercial buildings.

• Appropriate reuse of existing buildings within a quarter mile of the bus line helps maintain the viability of the bus route and adds value to the neighborhood.

• Along the bus route site apartment buildings with ground level units far enough from the street so that they are buffered from the street and a pleasant residential environment can be created.

This obsolete fire station on Hennepin Avenue was recycled into beautiful condominiums.

Very little buffers these ground level apartments from the activity on Hennepin Avenue.
**Linden Hills**

An Urban Village within the City

**Analysis**

- Geographic Setting
- Linkages to Regional Systems and Amenities
- District Character and Land Use
- Streets and Traffic
- A Streetcar Right-of-Way that Supports the Center of the Community
- District Density & Circulation
- Bus Lines, Bus Stops, and Neighborhood Pedestrian Paths

**History**

- Experiential Analysis
- Enhanced Neighborhood Commercial District

**Principles**

- City
- District
- Site
ANALYSIS Linden Hills
An Urban Village within the City

Geographic Setting

Linden Hills is a neighborhood in southwestern Minneapolis defined by both political and topographical boundaries. The suburban city of Edina bounds it on the west, the Armatage neighborhood of Minneapolis on the south, Lake Calhoun on the north, and Lakewood Cemetery and Lake Harriet on the east. By most standards Linden Hills is not a particularly hilly place, but in predominantly flat Minneapolis, its gentle and rolling hills are memorable enough to give the community its name. Because of the need for downtown-bound buses and cars from southwestern Minneapolis and the southwestern suburbs to pass between Lake Calhoun and Lake Harriet, Linden Hills is bisected by major bus lines and car routes.

Like many south Minneapolis neighborhoods, Linden Hills has a well defined neighborhood commercial district. Its initial location was determined by the streetcar line, but unlike many other neighborhood centers, it was not first created at the intersection of two or more lines. Instead, its location was determined by topography. Its "main street" shopping area is located along a streetcar line in a bowl-shaped depression that gives it a strong definition.

Linkages to Regional Systems and Amenities

Linden Hills is a contained neighborhood that is linked to major regional systems and amenities. Despite its location on the way to downtown, it feels like an isolated neighborhood. It is not criss-crossed by arterials; therefore, many have a hard time finding it. But its location provides easy access to the Minneapolis Parkway System that rings the lakes, the Thomas swimming beach on the south shore of Calhoun, the picnic grounds and active sport fields of the Interlachen Area between the two lakes, and the Lake Harriet Concert Pavilion. The ridge immediately west of Lake Harriet provides a buffer that separates the neighborhood from the activity generated by these very popular recreational amenities but does not function as a barrier to residents who wish to use these amenities.
Linden Hills is a distinct place. The neighborhood has the feel of an urban village that cherishes growing things. Its streets are quiet and tree lined. Its small commercial center is active, down home, and casual with many locally-based businesses. Neighborhood institutions all reinforce a sense of community. Flowers abound in store window boxes, in residential gardens, and on boulevards, helping to make it a memorable place.

Linden Hills is primarily a residential neighborhood of small, charming single family houses and multi-unit apartments from a number of eras. Many houses were built as modest homes or cottages in the early part of the century and have been remodeled and enlarged. Larger homes were originally built along picturesque Linden Hills Boulevard overlooking Lake Harriet.

There is a great variety of multi-unit housing in Linden Hills, these include older, stately buildings on Linden Hills Boulevard, two and one half story smaller buildings built in the fifties, large buildings built in the sixties, a six story apartment tower, and newly constructed row houses. These multi-unit buildings tend to be located on or within major streets which place them directly on the bus route or within two short blocks of the bus. Although it has some large apartment buildings, its wide range of multi unit housing is predominately small scaled and clustered near Lake Harriet buffering the single family housing from the commercial district. Despite the popularity of the neighborhood for single family housing, multi-unit housing has continued to be built.
The commercial center in Linden Hills is neighborhood-scale and located in a depression that helps define it. Even those shops that draw from a larger area for their customers, like the Wild Rumpus Children's Bookstore are neighborhood sized and fit well with the neighborhood hardware, meat market, small restaurants, and other service stores. Small scale commercial activity is also located along Forty-Fourth Street and along France Avenue. All commercial activity in Linden Hills is located along a bus route.

Institutions in Linden Hills are neighborhood based and therefore, neighborhood scaled. They include a city branch library, a number of churches and schools. All are located on a bus line or within walking distance of a bus line.

Linden Hills is rich in open space and recreational amenities. By virtue of its proximity to the Lake Calhoun, Lake Harriet, and the renowned Minneapolis Parkway System, residents have easy access to these city amenities. Neighborhood needs for recreation facilities are addressed with the Linden Hills Park which is located near the center of the neighborhood a few blocks off a bus line. A square block in size, it has ball fields, a wading pool, and a small recreational center.
ANALYSIS Linden Hills
An Urban Village within the City

Streets and Traffic

Although bounded on the west by a busy arterial and on the north and east by popular parkways, Linden Hills has many quiet, residentially-scaled streets. Most streets are grided, but few have alleys. Sheridan Avenue and Linden Hills Boulevard curve gently to respond to the topography of lake and ridge. Traffic is concentrated on the few busy streets such as Thirty-Ninth, Sheridan, and Forty-Fourth which are bus routes. Parking is allowed on most streets, except Sheridan where all the narrow, residential-scaled right of way is needed to accommodate the bus and car traffic that move through the neighborhood towards downtown.

A Streetcar Right-of-Way that Supports the Center of the Community

Although it has been many years since streetcars have linked Linden Hills to downtown, the streetcar right-of-way is still very important to the economic vitality of the Linden Hills commercial center. The abandoned streetcar corridor serves as an important spine that accommodates parking for both stores and apartment buildings. Only the width of a very wide alley, its extra width is very important. It makes it possible to preserve the pedestrian quality of the street by providing much needed short term off street parking for commercial customers. It also provides for a greater housing density by making it possible to access the parking associated with the many apartment buildings that have the spine in their back yards. The parking spine is efficient, unobtrusive, and supports the residential character of the neighborhood. It interrupts the street facade only minimally while performing these important functions.

Sheridan's narrow width and traffic preclude on-street parking. The old streetcar right of-way provides convenient parking for these businesses and access and parking for many apartments.

Limiting the time one can park in this lot shared by many businesses helps preserve this parking for their customers.
ANALYSIS Linden Hills
An Urban Village within the City

District Density & Circulation: Private Driveways and a Streetcar Right-of-Way

The figure/ground drawing reveals a neighborhood pattern of predominately single family houses sited on modest lots. An astonishing number of blocks are not served by an alley but instead use a private driveway to access the garage. This pattern is different from the typical grided streets and alleys that predominate in most of Minneapolis. Yet, the density is great enough to support transit. It suggests that an alley and street system is not a prerequisite feature of residential density needed for transit. The drawing also reveals the nature of the old streetcar right-of-way as a supporting spine for commercial activity and multi family housing.
BUS ROUTES

Lake Harriet

Pedestrian Path to Commercial Center

Old Streetcar Right of Way
Parking, Access Spine

Bus Line

This is a very important pedestrian street in Linden Hills. It connects the park and the library to the commercial district and the bus line. It needs to be designed as a major neighborhood path.
ANALYSIS Linden Hills
An Urban Village within the City

History

Linden Hills was a neighborhood formed by the streetcar line that served it in the early twentieth century. The streetcars curved west as it left the shore of Lake Harriet and followed an old railroad that led to Minnetonka. A commercial district grew up around the streetcar stop at Upton between Forty Three and Forty-Fourth Streets. Once the intersection of Upton, Sheridan, and Forty-Third Street was a seasonal lake. When it was filled by material from some of the nearby hills, commercial activity expanded northward.

In the early part of the century Cottage City, a neighborhood of modest houses on a grid of streets and alleys, was developed just south of Lake Calhoun. The existence of the streetcar line and the Cottage City Streetcar Stop made it possible to work downtown and live "by the lake". Living by the lake is still desirable and much of the housing stock has been upgraded incrementally through small or ambitious additions. Many of the original modest cottages have been converted into larger, more prestigious houses while still maintaining the village-within-the-city feel to the neighborhood that prevails today.

Lake Harriet has long been a popular place for a variety of kinds of outdoor recreation such as picnicking, boating, etc. A number of landmark pavilions have stood where on the site of the current Lake Harriet bandstand.
ANALYSIS Linden Hills
An Urban Village within the City

Linden Hills: Experiential Analysis

The rolling terrain of Linden Hills and its proximity to Lake Calhoun and Lake Harriet define it as a neighborhood with considerable natural amenity, yet these amenities are not readily apparent to the first-time visitor. These are discovered as one moves around the tree-shaded streets.
ANALYSIS Linden Hills
An Urban Village within the City

Enhanced Neighborhood Commercial District

This drawing shows some suggestions to make the neighborhood center stronger and more connected to the neighborhood.
PRINCIPLES  Linden Hills
An Urban Village within the City

CITY

Linden Hills is an urban village within the southwest quadrant of Minneapolis. Contiguous to both Lake Calhoun and Lake Harriet, traffic from the southwest has moved through it to reach downtown Minneapolis.

• Plan bus routes through a neighborhood so that they make the neighborhood accessible to neighborhood transit users, yet do not disrupt neighborhood life.

• Site bus stops that relate to regional facilities in places that facilitate easy, convenient, non-disruptive access for regional bus patrons.

The necessity of passing through Linden Hills to avoid the lakes is illustrated in this map. Bus lines that serve many parts of the neighborhood without destroying it are also shown.
PRINCIPLES Linden Hills
An Urban Village within the City

DISTRICT

The presence of the transit routes in the Linden Hills neighborhood appears to be incidental; they are not readily apparent, even though transit was crucial in creating this very charming place.

- Create identifiable bus routes that are memorable parts of the physical structure to the neighborhood.
- Create "signature" streetscape elements on the corridor to give a clear image to the district.
- Design pedestrian paths from bus stops to regional amenities that support the nature and the integrity of the neighborhood.

In most parts of Linden Hills the bus route is barely visible because it is only marked by small bus stop signs. In residential neighborhoods bus routes should have continuity and consistency which give them character. They should be easily recognizable by their distinctive physical characteristics such as lighting, signature signage, tree canopy, and wider right of way.

Regional amenities such as the Lake Harriet Band Pavilion and the Minnesota Transportation Museum's streetcar ride attract users from a wide geographic area. Care should be taken to place bus stops in locations where regional pedestrian traffic on quiet residential streets is minimized.

Unique lighting and carefully planned placement of trees, shrubs, and flowers could reinforce the garden image of Linden Hills.
PRINCIPLES  Linden Hills
An Urban Village within the City

DISTRICT

• Busy neighborhood intersections should be equipped with traffic lights that have long walk lights to permit children, seniors, and physically handicapped people to cross safely.

• Strengthen neighborhood paths to the bus corridor to provide safe and easy bus stop access.

• Design the turns in the bus route. Make memorable places where the bus changes direction, and make it easy for the bus to turn.

• Mark significant historical and natural features to make the trip by bus more accessible, understandable, and memorable.

Forty-Third Street between the apartment buildings and the bus stop at the intersection at Sheridan/Upton should be well designed with wide sidewalks, street trees, and pedestrian-scale lighting that provides four foot-candles of light at face height.

The landmark church anchors the turn and signals entry into the “main street.”

The memory of the seasonal lake which once occupied the intersection of Forty-Third and Upton/Sheridan could be celebrated by marking its location with a fountain and a community gathering place.
**PRINCIPLES**  Linden Hills
An Urban Village within the City

**DISTRICT**

- Make neighborhood institutions landmarks through design and siting. Locate them on or close to the bus line. Site them so that they relate powerfully to the street.

- Recognize the public nature of bus stops by locating them in front of public institutions, semi-public entities, or commercial enterprises rather than single family houses.

- Locate needed services along the bus corridor

- Locate high density housing within easy walking distance of transit stops.

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*Parking is provided behind this church, so that the building can relate magnificently to the street as a neighborhood landmark.*

*The location of this bus stop in front of the church is more appropriate to its public function than the stop across the street which is in front of a private home.*

*This child care center is on the bus line in Linden Hills.*

*The multi unit housing’s location by the bus stop makes living in these apartments more desirable and makes it possible to go to work, to shop, or to play without a car.*
PRINCIPLES  Linden Hills
An Urban Village within the City

DISTRICT

• Site commercial to take advantage of topographic features when possible.

• Aggregate neighborhood commercial activity in neighborhood centers.

• Locate transit stops at clustered commercial facilities to build the high use and activity that promotes personal safety.

• Buffer the clustered commercial area from single family houses with multi unit housing, vegetation, and /or changes in topography.

• Cluster appropriate entertainment, cultural, and culturally related business to encourage multi-purpose pedestrian activity.

• Provide identifiable, strong links to recreational facilities and open space within the neighborhood.

Locating commercial activity at intersections can make them powerful, friendly places of community activity such as this in Linden Hills.

These apartments provide a transition from the busy commercial heart of Linden Hills to its quiet residential streets.

The location of the branch library, the school, and the churches help support the vitality of the "main street."

The structure of the Linden Hills commercial area is readable and understandable even to the first time visitor because the topography helps define it. A bowl-shaped land form holds it gently within its contours giving it substance and defining its edges.
PRINCIPLES Linden Hills
An Urban Village within the City

SITE

Linden Hills is a recognizable place that works well for pedestrian access to the bus and to the residential, recreational, institutional, and commercial aspects of the community. There are many good examples of things done right, yet there are some things that could be strengthened.

• Redevelop vacant parcels of neighborhood land along the bus route with compatible uses. Respond to the existing neighborhood scale to provide a vital mix of uses.

• Bring new commercial buildings forward to the sidewalk to maintain the building's relationship the street which gives neighborhood commercial areas their character as pedestrian environments.

• Support the pedestrian environment in busy commercial areas through parking policies. Provide for the cars of customers by utilizing limited time street and lot parking. Locate employee parking at a distance away from parking for customers.

• Design the sidewalk as an interesting and active place.

This vacant parcel on the most important corner in Linden Hills needs to be redeveloped in a way that supports the other three strong corners at the intersection of Forty-Third and Upton/ Sheridan. It is an ideal place for more commercial and a community gathering place.

The parking spine provided by the old streetcar right of way provides needed short term customer parking while not dominating the area and destroying its pedestrian nature.

This sidewalk accommodates pedestrians, window displays, flower boxes, a sidewalk cafe, and the display of merchandise on the sidewalk simultaneously.
PRINCIPLES Linden Hills
An Urban Village within the City

SITE

• Concentrate parking in a number of small areas to maintain a neighborhood context.

• Design parking that does not destroy the pedestrian nature of the street.

• Create parking lots that are perpendicular to the street. Screen parking that abuts the sidewalk with low walls and/or vegetation.

• Create public policy that lowers parking required by zoning in the corridor, and provides incentives for riding the bus. These could be reducing the parking requirements for businesses that share lots, are in historic commercial buildings, or pay the bus transportation fares of employees.

• In low density areas within 1/4 mile of the amenity corridor encourage infilling with a variety of housing at higher density. These could include a variety of apartments, townhouses, and/or condominiums.

• Design the new, higher-density housing to reinforce the unique character of the district.

In this drawing the parking is broken up into many small lots behind the stores and away from the street. Curb cuts are minimized to maintain the pedestrian environment on the street.

Multi unit housing was developed on the bus line when an old school was torn down. These townhouses are carefully scaled to the neighborhood and detailed with materials that are compatible with the neighboring single family houses.

Locating multi unit housing by the Linden Hills stores adds activity and viability to the commercial area.
PRINCIPLES  Linden Hills
An Urban Village within the City

SITE

• Combine or mix compatible land uses to provide more active commercial areas.

• Make bus stops an integrated part of the center neighborhood center

• When feasible, integrate the bus stop into a commercial building.

This drawing shows the bus stop as part of a neighborhood gathering place. A bay of a new building was integrated into a climate-controlled bus shelter. This strategy can also relieve the congestion on the street corner.

This drawing shows a pedestrian and transit enhanced neighborhood center.
50th and France
A Suburban Downtown

Analysis

Regional Context
City Form
History
Land Use
District Character
Traffic, Bus Routes, and Bus Stops
Parking, Pedestrian Paths, and Traffic
Experiential Analysis
District Enhancement

Principles

City
District
Site
Regional Context

The 50th And France district is located on the southwest border of Minneapolis and the eastern edge of Edina. An older suburban downtown that was on the major commuting route from the southwest suburbs to downtown Minneapolis before Highway 100 and Interstate 35 West were built, it is still occupies a significant crossroads location in the metro area. Both 50th Street and France Avenue have considerable commercial activity on them. Commuters still drive though this district because it is on the way to Southdale, an important regional commercial, employment, and residential center. It is also a destination for specialty shopping.

Because it is located by the boundary between Edina and Minneapolis, not all of this district is within the borders of Edina. France Avenue is the boundary.
ANALYSIS  50th and France
A Suburban Downtown

City Form

Because 50th Street and France Avenue are the two most important streets in Edina, their intersection is the most important intersection in Edina. France Avenue is the only non-limited access road that moves from north to south throughout the city. There are three different scale shopping areas along France: neighborhood scale at 44th, a suburban downtown at 50th, and a regional shopping center at 66th. The only east west route across Edina that is not a limited access road is 50th and Vernon. The civic core is located along this corridor.

Older Edina has a grid pattern. Route 6 serves it. The newer parts of Edina are more like a typical suburban cul de sac development. More privatized, they have no or few pedestrian paths or sidewalks. Downtown Edina is located on the eastern border in the older, girded area.

Two major environmental corridors move diagonally through Edina: Minnehaha Creek and Nine Mile Creek. These corridors do not function as part of a larger recreational system. Access to them is limited; much of the land surrounding them is private. Although there are many parks in Edina, public lands and access to them are segmented, so these amenities usually serve the surrounding neighborhoods.
ANALYSIS 50th and France
A Suburban Downtown

History

This area has a long history as a transportation route. An old Indian path followed the present alignment of 50th and Vernon Road (old Eden Prairie Road). Edina Mills was built in 1857 where 50th crosses Minnehaha Creek. The old bridge at this crossing was one of the few bridges that crossed the creek. Therefore, 50th was part of the route that connected Eden Prairie to the Mississippi River at Saint Anthony Falls.

By the early 1920s the streetcar line was built just south of 50th Street connecting a growing Edina commercial district and to Lake Harriet and downtown Minneapolis.
ANALYSIS  50th and France
A Suburban Downtown

Land Use

Commercial use is clustered into a tightly configured node in the Edina portion of the district. Multi family housing buffers the single family residences from the commercial district.

Land uses are configured differently in the Minneapolis part of the district. Commercial uses are strung out along both 50th Street and France Avenue. There are no buffers between the single family houses and the commercial establishments.

The figure ground drawing shows different street and parking patterns in Edina and Minneapolis. Parking in Edina supports the main street pedestrian character of 50th by relating to the ring road, not 50th. It is aggregated in large clusters behind the main street. In Minneapolis the parking is dispersed. It is associated with individual buildings, not clustered. Although there is parking behind some stores on France, parking usually relates to 50th or France. The many curb cuts do not support the pedestrian environment.

The gas station on the northeast corner of the intersection of 50th and France undermines the pedestrian character of the district.
ANALYSIS 50th and France
A Suburban Downtown

District Character

50th and France is a compact and lively place that feels more like the downtown of a small town than a downtown of a typical suburb. France Avenue has a number shops, but 50th Street functions as the main commercial street. Edina is an old and affluent suburb and most of the shops and restaurants are upscale. The buildings are similar in character. Many of the original buildings were built in the twenties when 50th and France was a streetcar stop. Most are one and two stories in height, are sited next to the sidewalk, and have many doors and windows that look out on the street. The buildings are beautifully detailed; some have ceramic ornamentation. The new buildings are compatible with the old in siting, scale, fenestration, and materials.

The public realm is well developed and filled with amenities. Quality paving materials define pedestrian pathways. Sidewalks are broad and well lighted. The pedestrian paths link the parking ramps to the "main street" activity on 50th. The benches, trash receptacles, and lights are abundant and well placed. Signature signs are strategically placed. The street furniture is coordinated to reinforce the image of the district as a people-friendly commercial environment.

Traffic, Bus Routes, and Bus Stops

Traffic is reduced and the pedestrian environment is supported on 50th west of France because destination shoppers and movie patrons and use the ring road to enter and leave the parking ramps and lots.

Bus service in Edina is hindered by the design of the streets. The two major routes are on the two through streets that are not limited access: 6 on France Avenue and 4 on 50th Street. The proliferation of cul de sac streets and the lack of sidewalks limits pedestrian access to these routes.

Bus service in the Minneapolis side of this district is facilitated by the grid pattern that provides direct access to the route on city sidewalks from the residential blocks.

The narrowness of the sidewalk on France Avenue at the 50th Street intersection makes it difficult for pedestrians to pass the bus stops. Integrating the stops within the commercial buildings could improve the situation. The pedestrian environment west of 50th facilitates bus boarding and disembarking.
ANALYSIS 50th and France
A Suburban Downtown

Parking, Pedestrian Paths, and Traffic

The pedestrian quality of the 50th and France District is supported and maintained by the parking strategy in the Edina portion of the district. Most of the parking ramps and lots are clustered off the main street behind buildings. To reach them by car, traffic is routed away from the 50th and France to a ring road. Well lighted and well appointed pedestrian paths connect the parking to the shopping street. This policy minimizes traffic congestion and creates a street alive with people, not cars. While it provides parking, it also encourages walking to a variety of destinations. On 50th Street parking in front of a single business is discouraged, traffic is lessened, the street can be narrowed, and the pedestrian environment can be widened.

The strength of the design of 50th and France is that it accommodates cars, but not at the expense of pedestrians. It creates an interesting and active pedestrian environment. It balances the car and the pedestrian accommodating both.

The sidewalk is narrow at the northwest corner of the 50th and France intersection, and the bus stop crowds the corner. The building’s lights and recessed windows and the placement of the trash receptacles, the street light and the banner away from the corner help relieve the congestion at this bus stop.

The shelter, bench, trash receptacles, and newspaper stands crowd the busy southeast corner at the intersection of 50th and France.
ANALYSIS 50th and France
A Suburban Downtown
Experiential Analysis

WEAK GATEWAY · FULLY TRANSITION FROM RESIDENTIAL TO COMMERCIAL
LACKS MATURE TREES AND BUILDING ENCLOSURE

STRONG GATEWAY FORMED BY TRANSITION FROM RESIDENTIAL TO COMMERCIAL

EDINA COVENANT CHURCH

MULTI FAMILY HOUSING BUFFERS SINGLE FAMILY FROM COMMERCIAL DISTRICT

1920 COMMERCIAL BUILDING

WEAK GATEWAY, NO ENCLOSURE COMMERCIAL IS CONTINUOUS DOWN 50TH

EDINA THEATER

CANOPY OF TREES

BUILDINGS CLOSE TO STREET

STRONG GATEWAY FORMED BY TRANSITION FROM RESIDENTIAL TO COMMERCIAL
ANALYSIS  50th and France
A Suburban Downtown

District Enhancement

As delightful and as pedestrian friendly as this district is, it could be made even better with a few improvements. These improvements are:

- Construct a new grocery store that supports the pedestrian environment. Site the building next to the sidewalk, and site the parking lot at the rear. Incorporate a pedestrian pathway from the parking to the sidewalk into its design.

- Construct a Minneapolis version of the ring road to divert destination traffic and parking away from the intersection of 50th and France.

- Integrate the bus stop on the southeast corner of the 50th and France intersection into the building at that corner.
PRINCIPLES 50th and France
A Suburban Downtown

City

• Strengthen spines which cross the corridor to bring more pedestrians to the corridor and provide connections to the corridor.

• Create signature streetscape elements such as lighting, benches, plantings and paving to unify the district and give a clear image of the district.

• Make transit routes an identifiable part of the district.

Fiftieth Street is a major east/west connection between suburb and city. Located along the street are the Edina Civic Center, the historic mill site park, a crossing of the Minnehaha Creek corridor, the 50th and France commercial center, and Minneapolis commercial locations. A strengthened corridor with a strong identity, possibly transforming it into a boulevard, would help give form to Edina and focus attention on the 50th and France intersections and the bus routes that run on them.

The light fixtures, planters, banners, bollards and paving tell you that you are at 50th and France.

This major transit stop on the northwest corner of 50th and France is identified only by the red T. It could easily be missed and adds nothing to the district.
PRINCIPLES  50th and France
A Suburban Downtown

District

- Create paths to bus stops that are along clear, direct, convenient routes.
- Locate transit stops at activity centers in the district.

Pedestrian connections to bus routes on the Minneapolis side of France are clear, direct and have sidewalks, making a much more pleasant pedestrian experience. Pedestrian connections on the Edina side involve longer walks and there are no sidewalks.

This activity center would make a good location for a bus stop.
PRINCIPLES  50th and France
A Suburban Downtown

District

• Parking in commercial districts should be available from all directions and be connected to shopping with a network of pedestrian paths to concentrate pedestrian activity on the street.

• The locations of parking should be should facilitate walking to various destinations rather than parking in front of individual destinations.

• Curb cuts on commercial blocks should be minimized.

The west side of the fiftieth and France shopping area is characterized by its network of pedestrian paths which connect parking with the street. Both the automobile and the pedestrian are accommodated in this scheme, and the needs of one are not sacrificed for the other. Because parking lots are scattered throughout the commercial district and a variety of pedestrian paths both covered and uncovered lead directly from parking to the street, shoppers are encouraged to walk from one store to another to complete their shopping rather than get back into their car and drive to another parking space. Parking feels as though it belongs to the entire shopping district rather than to just one or two adjacent shops. Parking on the east side of France is not well connected to the street and parking seems to be more related to an individual shops than to the whole district.
PRINCIPLES  50th and France
A Suburban Downtown

District

- Provide ring road circulation for cars around major intersections and pedestrian districts; enter parking from ring road.

The ring road around the Fiftieth and France intersection in Edina significantly reduces the number of automobiles that travel between Halifax and France and pass through the intersection. Shoppers driving into the district enter the majority of the parking ramps and lots from the ring roads also reducing traffic through the commercial block, creating a pedestrian zone. A similar pedestrian zone could be established on the Minneapolis side of the commercial district by designing a ring road to divert traffic from the shopping area and creating parking lots behind shops with pleasant pedestrian paths into the shopping area.
Site

- Provide pedestrian paths that encourage walking in commercial district.
- Parking lots and ramps should be located back from the street behind commercial structures.

The figure ground analysis shows the parking lots and structures in black with the commercial and residential structures in white. The majority of parking is located behind the commercial structures.

Pedestrian use a well lighted and pleasantly landscaped path from the parking structure to the shops on 50th street.

Beautifully landscaped and lighted pedestrian walkways encourage shoppers to walk through the commercial district.
PRINCIPLES  50th and France
A Suburban Downtown

Site

• Make human scale pedestrian paths that are pleasant and safe.

• Provide pedestrian friendly site elements.
PRINCIPLES 50th and France
A Suburban Downtown

Site

- Buildings should hold the edge of the street with parking behind or along side. Use infill buildings to define the edges of streets.

- Make pedestrian crossings pedestrian friendly by marking the crosswalk and making the walk signal long enough for easy crossing.

Lunds grocery store is set far back from the street leaving a hole on the street which interrupts an otherwise pleasant pedestrian path.

On the north side of 50th Street opposite Lunds, buildings hug the street and create a comfortable pedestrian corridor.

On 50th Street a marked crosswalk and sign provide a safe crossing for pedestrians.
Site

- Create sidewalk gathering spaces that can accommodate pedestrian benches for visiting, parking bicycles and sidewalk eating.

- Provide seasonally flexible, weather protected waiting areas for bus patrons that are integrated into the fabric of the neighborhood.
PRINCIPLES  50th and France  
A Suburban Downtown

Site

- Buffer single family residential neighborhoods from core commercial areas with multi-unit residences, topography and vegetation.

A change of topography, a brick wall and a heavy vegetative planting screens an adjacent residential neighborhood from the lights, fumes and noises from the commercial parking lot.

A quiet residential neighborhood west of the commercial district is separated and screened from commercial activity by vegetation and wooden structure. Control access into single family residential neighborhoods from commercial area.

A multi-family building guards the entrance to a residential street in Edina. The angle at which the residential street meets the ring road discourages movement into the neighborhood.
SOUTHDALE
A Regional Shopping & Entertainment Center

Analysis

Geographic Setting
District Character
Amenities
Traffic and Parking
Parking as Public Space

Principles

City
District
Site
ANALYSIS Southdale
A Regional Shopping & Employment Center

Geographic Setting

The district around Southdale Shopping Center is a suburban landscape. The subtleties of its original topographic relief have been largely wiped clean to provide an efficient, automobile-dominated environment where grades are literally eliminated or experientially overpowered by developments on the land. To the west lies the suburb of Edina, an older suburb which sustained tremendous growth in the immediate postwar period. In (c. 1960) the shopping center was designed by Victor Gruen Associates for an evolving auto-based metropolis.

Southdale's success has generated further retail development of various kinds, virtually all of which are designed as highway commercial land uses. To the east of Southdale, fronting on York Avenue, are a series of strip malls that have developed on lands which are, in some instances, grade-separated from the adjacent Minneapolis neighborhoods to the rear (east) of these self-contained developments. South of the main shopping center, a series of home stores, A Target discount store, a Byerly's grocery store, gas stations, and clusters of high density housing have generated other self-contained shopping environments and residential enclaves. The most notable smaller centers are Galleria, and Centennial Lakes. Located between 66th and 70th Streets, Galleria (c. 1988-1990) is an upscale interior shopping center which has been built up surrounding Gabbert's home store (c. 1975). Centennial Lakes, (c. 1990), a mid-upscale service-oriented retail center has been developed in the area between Edinborough and France Avenue.

Southdale and the surrounding district that it has generated are separated from the fabric of Minneapolis by the Crosstown Highway on the north and by York and Xerxes Avenues on the east. It is largely bounded by I 494 on the south, although most of the development in that direction and to the west occurs at the same suburban scale.
ANALYSIS Southdale
A Regional Shopping & Employment Center

District Character

This district is a monument to the automobile. The car, and the buying power and other social and economic advantages represented by car use and ownership has been the chief determinant of its character. Blockfaces are long and tend to not be fronted by doors and windows but by parking lots. Sidewalks often occur on only one side of a road or street. Crossings are often marked by caution signs to warn drivers. Little in the way of pedestrian amenities or wayfinding devices exist.

Southdale itself covers nine normal city blocks. Berms (constructed mounds) edge Southdale and create a physical barrier of a hill between the store parking lots and the road. There are no sidewalks in this perimeter, demonstrating the active principle of the district that open space in this district is largely what is left over after the parking has been designed around the building.

Southdale is different from other parts of Edina. Although the blocks in Edina area also longer than in Minneapolis and do not always have sidewalks, there is, in general, a much finer grain to the city than this district. The Country Club District, (1924-1931), in the older part of Edina, for example, was planned as a low-density village around a golf course and Minnehaha Creek. However this notion of a community, blown up in scale, and simply rolled out over the landscape can create a disconnected fabric for pedestrians and an environment which does not have sufficient densities to support transit. White Oaks, immediately west of the district, is a single-family area designed around Lake Cornelia. It make few references to streets and other elements of the public landscape around its edges; fenced backyards face Valley View Road. This character presents significant challenges to transit riders since a pedestrian environment is essential to transit use.

Although the Southdale area has been designed as a autovehicular destination zone, primarily for shopping and for work although there are also sizable higher density residential zones, and a major institutional destination, the Fairview Southdale Hospital complex. This potential ridership base suggests retrofitting of the circulation infrastructure of the area to reach these potential bus customers. Reestablishing basic pedestrian amenities and connecting sidewalks to destinations, especially transit, will also be critical design moves in this environment.
ANALYSIS Southdale
A Regional Shopping & Employment Center

District Character

While the character of the majority of the district follows this model, some newer developments, notably Centennial Lakes have begun by increments to move toward a somewhat more pedestrian-friendly model. Here a community park has been sited as an amenity which penetrates the core of the shopping center, defining its physical center and connecting it to the high-density residential environment of Edinborough. This area also lies at the south end of a pedestrian and bike greenway that goes all the way to 70th Street and the entrance to the Galleria. There is a significant grade-separated connection to Yorktown Park.

Unfortunately, pedestrian connections between the greenway and adjacent buildings and streets are not always well-designed. This spine is largely undeveloped except for non-descript plantings and not legible as a pedestrian space to those who may be unaware of its existence.

There is no lighting on the greenway. At Centennial Lakes, the connection to the park is grade-separated from France Avenue and a parking lot/ramp separates the park from principal street access points.
Significant amenities are provided in the context of Edina by the natural setting and recreational opportunities of the district. Nine Mile Creek runs to the west of the district on its way to the Minnesota River. Recreational amenities lie along the creek corridor and near the edges of the district. They constitute a potential linear armature which may provide pedestrian and bicycle access to the Southdale district. Lake Cornelia Park lies approximately two blocks away from Southdale shopping Center on 66th Street. Transit stops lie at the edge of the park, but parking lots separate pedestrians from the heart of the park where the Edina Art Center is located. Cornelia Elementary School and its small park lie approximately three blocks away from France Avenue; Arnesen Acres park lies west of Cornelia Park on 70th Street; Pamela Park is north of Highway 62; and Lake Edina Park, farther south, is about four blocks away from the district on Parklawn Avenue. Bredesen Park lies farther to the west along the Nine Mile Creek corridor. Edinborough Park, an indoor park, and Yorktown Park, a small neighborhood park, are near the south and east edges of the district.

In a community which is notable for its lack of a defined, multi-use civic center, Edina's public libraries are also dispersed. A public library is on the corner of York and 70th Street near the eastern edge of the Galleria Shopping Center. Here again the location and site design conspire to make this facility a less than optimal destination. Furthermore, it is part of a county government complex, including courtrooms; this particular mix of uses may not be congenial to library use.
Traffic and Parking

This area is dominated by highway commercial structures and spaces. In many ways the district can be understood as bounded by highways north and south, and defined at eastern and western edges by very high volume arterials. In response to this carrying capacity, large and small buildings are sited almost haphazardly amid very large parking lots which are served by a very coarsely grained pattern of wide roads. Pedestrian circulation is discouraged. In some places signs direct pedestrians not to cross certain streets. Bicycles are not given separate lanes, nor are there any other apparent design considerations which favor bicycle use. Given the density of commercial and residential clusters, transit is essential to relieve the intense traffic conditions. However, even though there is a large city/suburban bus hub, there is very little specific space given over to transit operations. Transit is almost invisible in this microcosm of car culture.

In fact, the only apparent public spaces in this district are the road and the parking lot.
Parking as Public Space

Parking lots are storage spaces for vehicles. Since vehicles encase people from others in the process of dislocating and relocating them, the parking area has the need to be a destination in itself and its has the potential of being a meeting ground.

Currently the design of parking lots and structures in the Southdale district destroys the pattern of connectivity that has characterized the shared atmosphere of public space. Pedestrian paths and spaces are needed to reconnect people in a "proxemic" spatial pattern which is recognizable as a district in the way that Kevin Lynch has defined that concept of legibility. Critical pathways as connective tissue must be added in both north-south and east-west directions across the entire district. Because of the diagonal cross-axial structure of Southdale, opportunities also exist to forge some diagonal pathways.

Some key connections include:

• Fairview Hospital to Southdale
• Southdale to York Avenue retail and to residential districts to the east
• Southdale to Galleria and to the south at least as far as Centennial Lakes
• Yorktown Park and the Southdale YMCA to high-density housing
• Southdale to the Library and to parks and residences in Richfield along 70th Street
PRINCIPLES Southdale
A Regional Shopping & Employment Center

CITY

Southdale is a regional shopping center at the core of a large suburban district. Southdale's location between the urbanization defined by highway corridors creates a specific kind of problem for transit at the city scale.

- Create transit and pedestrian connectivity across modes and among various scales of urban development and land uses—especially linking employment, shopping, services, employment, residences, recreation, entertainment, public institutions and environmental amenities to high density and medium density residential.

- Keep cars from destroying the pedestrian environment.

- Consolidate commercial activities for cars such as filling stations, repair shops, parts shops in "car precincts" such as the one at the intersection of 54th Street and France Avenue

- Integrate transit with other modes.

Southdale district in the context of the city. The street grid of central Minneapolis and the open space and hydrological systems of the city are shown in this map.

Pedestrians are not provided sidewalks in much of the district around Southdale; however in the context of the larger city, the attractiveness of the district suggests adaptation of local streets to support transit and pedestrian access.
PRINCIPLES Southdale
A Regional Shopping & Employment Center

DISTRICT

While the "district" around Southdale Shopping Center is larger and more
coarsely-grained than the more traditional urban centers, its basic mix of uses is a
positive foundation upon which the application of planning and design
principles can further build.

The core of Southdale is still the commercial retail center and this core use
has catalyzed growth in the district, but its design has spun off atomized and
highly auto-oriented patterns of development. Efforts to retrofit the
Southdale district should emphasize concentrations of linked, mixed uses.

Support for the existing bus hub can be built by enhanced transit and pedestrian
access to the hub from residences and from the hub to employment and high
quality commercial services and retail. This objective can be accomplished from a
physical design perspective via greater definition of street capacity for all modes,
and via infill to create a greater density of commercial and residential buildings with
well-defined pedestrian and bicycle transportation at the core of the district.

Programatically, an important principle in the district would be to provide incentives
for riding the bus such as subsidizing employees who agree to use bus
transportation; or working with residential building owners who provide
residential building owners who provide
transit incentives for tenants.

• Cluster appropriate institutional, entertainment, cultural, and culturally
related businesses to encourage multi-purpose pedestrian activity.

• Site and design important institutions carefully as landmarks and as civic
and/or community gathering places.

• Strengthen spines which connect to and
cross the bus corridor to bring
pedestrians to the corridor easily and
safely.

Fairview Southdale Hospital anchors the northern edge of the Southdale district. While reachable by transit, many factors in the district make it a hostile environment for pedestrians.
PRINCIPLES Southdale
A Regional Shopping & Employment Center

DISTRICT

- Retrofit single-purpose Automobile streets and internal circulation for multiple modes.
- Reconstruct and control street intersections for pedestrians and bikes.
- Use infill buildings to define the edges of streets.
- Add service- enriched infill on pedestrian and park-ride- routes, e.g. child-care centers, cleaners, drugstores, hardware.
- Add structured parking as infill.
- Develop a transit on the multi-modal street perimeter of large blocks and design pedestrian connections via an internal circulation network.
- Develop street hierarchy with reference to bus routes.
- Develop the intersections of France and York at 66th and 69th as a transit ring road; re-design as transit streets.

The scale of blocks, or grain, in the street system west of Southdale reflects the auto-oriented planning which compromises the effectiveness of transit and pedestrian uses of the environment.

Develop a transit ring around Southdale which includes restructuring France and York and 66th and 69th.

Conventional urban structures, which have housed mixed uses for centuries, are models for the type of infill which needs to be encouraged in this district.
PRINCIPLES Southdale
A Regional Shopping & Employment Center

DISTRICT

• Infil the district to bring buildings and sidewalks to the street as a blockface. This principle may require revision of the off-street parking ordinances and will certainly require considerable time in implementation since it flies in the face of conventional retail and commercial service wisdom.

• Concentrate areas of public automobile parking in locations that support pedestrians and transit.

• Concentrate and consolidate automobile precincts which provide services for cars and drive-up facilities. Place parking between these precincts and critical transit and pedestrian destinations.

• Create small scale parking lots; break down scale of existing parking lots.

• Build connective pedestrian paths.

• Develop special street treatment for streets that connect to transit. Continuity of lighting and trees, activity, consistency of treatment in the right-of-way along the street gives it character.
The Southdale site around the shopping center occupies an area that would normally be nine blocks. With such a large area given over primarily to the movement and parking of cars, the site suffers from a lack of attention to the needs of pedestrians. Its edges are barriers to pedestrian movement. Furthermore, there is significant scale change on this site in comparison to other sites in this study.

Planted zones around the shopping center are intended only to define the edge of the center, not for pedestrians or transit riders.
SITE

The bus hub site on the south side of Southdale Shopping Center is located in front of a blank wall. It is near an entrance to the interior mall; however, there is no covered walkway between the entrance and the shelter. There are a few pedestrian amenities in the form of lights, trash cans, bike racks, and trees. None of these elements seem to be located with the transit rider specifically in mind.

Crosswalks are painted on the pavement.

A long walkway parallels a swale that pitches back toward the building.
PRINCIPLES Southdale
A Regional Shopping & Employment Center

SITE

The site principles below focus primarily on the relationship between the south side of the shopping center and the corridor retail environment that has developed on France Avenue to the south. If generalized these principles would be well targeted to many sites in the district.

- Develop north-south internal pedestrian circulation to intersect with the numbered east-west cross streets providing a multi-modal hierarchy of access routes. Develop the pedestrian circulation spines between Southdale and the Galleria by two redefined connections between the bus hub and the corner of France and 69th Street and the core of the Galleria.

- Develop a bus hub which is a physically integrated part of a community center.

- Develop other bus stops as integrated elements in the parts of the district which they serve; e.g., give bonuses to high density housing which provides integrated transit stops.

- Develop new infill buildings with revised enriched edges that line pedestrian spaces and provide needed services for transit riders and others.

- Connect park and ride lots and parking ramps to shopping, bus hubs, bus stops, and infill structures via defined pedestrian spaces that knit the spines together.
PRINCIPLES Southdale
A Regional Shopping & Employment Center

SITE

Bus Stops as Public Places

The public image of a transit stop as a safe and attractive public space is dependent upon principles which guide the creation of a good pedestrian realm combined with the specific necessities of transit riders and transit operation.

• Build connective, functional, and attractive pedestrian paths to and from the bus stop.

• Design and build transit stops as safe and attractive gathering spaces for public use and enjoyment. The design should:
  
  Be legible at the scale of the environmental context in which they are placed.
  
  Be a bus shelter that is partially enclosed. Shelter should be given from the waiting area to the bus door.
  
  Be well lit by daylight (lexan roofs) and artificial light that is indirect. Lighting levels at night should not be so high that people cannot see out of the shelter.

Transit stops could have special signage that reflects the character and identity of the line and the area through which it runs.

Bus stops in this part of the city tend to be token, pedestrianized spaces in a larger suburbanized and non-pedestrian realm.
Environmental Intersections
Marsh Crescents-Loring and Walker Bus Stops

Analysis
  History
  Current Conditions

Principles
  The Design

Interlachen: the Area Between Two Lakes

Analysis
  Environmental History
  Historic Transit Stops
  Current Transit Route
  Parking and Traffic
  Experiential Analysis

Principles
  The Design
ANALYSIS
Environmental Intersections
Marsh Crescents - Loring & Walker Bus Stops

History

The low, bowl shaped land between Lowry Hill and the Basilica of Saint Mary is a former wetland that has been filled by soil from Lowry Hill. This area was at one time, an important "hydrological intersection." Loring Lake formerly drained Lowry Hill and the Groveland area. Drainage also occurred across Lyndale and Hennepin Avenues to the lake.

This area has significant cultural history also. Loring Park was the first city park in Minneapolis. Hennepin Avenue was a grand Parisian style boulevard during the early part of the twentieth century. Later when automobiles became very numerous, the intersection of Hennepin Avenue and Lyndale Avenue became known as the infamous "bottleneck," the site of heavy traffic congestion and many accidents.

Current Conditions

Currently the areas is still a busy place for traffic. It is an important place for entry and exit to Interstate 94. Bus stops lie on either side of the Lyndale/Hennepin Avenue junction. Even though these stops are located adjacent to the major amenities in this area, they do not take advantage of their location and are not connected to them in any meaningful way. They are isolated, generic pieces that are placed on the landscape without care. Crossing the Hennepin/Lyndale intersection on foot at Oak Grove is a perilous undertaking. The Whitney Bridge provides a safer and aesthetically pleasing pedestrian alternative.

This area is also a major cultural intersection with important institutions. Major landmark churches, the Basilica of Saint Mary, the Cathedral of Saint Mark, and Hennepin Avenue Methodist Church, are located there, as well as the Walker Art Center, the Sculpture Garden, and the Guthrie Theater.

This area is still an important environmental intersection. Loring Park is a significant park in itself, but it is also the beginning of a greenway that stretches towards downtown. Hydrology continues to be important here, but today deep subsurface drains carry large volumes of storm runoff from the west under the Walker Sculpture Garden, Hennepin Avenue, Lyndale Avenue, and the south edge of Loring Park.
PRINCIPLES
Environmental Intersections
Marsh Crescents : Loring & Walker Bus Stops

The Design

The marsh crescents are designed to filter local site drainage into the deeper system. Some local runoff, thus filtered could be reused to recharge Loring Lake.

• Connect the bus stop environment in a meaningful way to the larger environment that surrounds it.

• Create memorable bus stops by making them a part of an ecological environment that makes the hydrology visible and understandable to pedestrians.

• Provide for pedestrians by widening the at-grade crossing at Oak Grove and defining it with plant materials.
ANALYSIS
Environment Intersections
Interlachen: the Area Between Two Lakes

Environmental History

The Interlachen area lies between Lakes Calhoun and Lake Harriet. In the nineteenth century it was a low-lying area with a marshy creek meander. The creek flowed from Lake Calhoun to Lake Harriet. In the 1880's William King donated a portion of the creekbed and marsh to the fledgling Minneapolis Board of Park Commissioners; he had earlier given lands to the east to Lakewood Cemetery. The Cemetery lands were regraded to form a lake and burial sites. Two roads were projected (and their right-of-ways appear on a survey map of 1853) for the area from an early time of Euro-American settlement. One road was run north-south between the two lakes, west of the marsh; and the other intersected with it, and ran east-west on the northern edge of Lake Harriet. South of the intersection, the two roads merged into one, and this road ran along the western shore of Lake Harriet. These roadways would become important elements in the development of the parkways system around the lakes after the development of the loop design by the landscape architectural consultant to the park Board, H. W. S. Cleveland, in 1883. Interlachen would be more fully developed by Cleveland's successors, Warren H. Manning and Parks Superintendent Theodore Wirth who had to cope with increasing amounts of parkway traffic and the construction of a street railway line through the Interlachen area.

Historic Transit Stops

The streetcar had important stops in this area. At one stop a rest building and gatehouse was staffed by attendants who assisted lady visitors to Lakewood Cemetery. At another stop residents of Cottage City got off to walk up the hill to their homes.
ANALYSIS
Environment Intersections
Interlachen: the Area Between Two Lakes

Current Transit Route

The current bus route provides an important scenic experience and access to recreational opportunities as it moves through this beautiful parkway section of the route. Moving along the south shore of Lake Calhoun, views of the nature and recreational areas and views of the downtown skyline across the lake are to be enjoyed. The Thomas swimming beach, the paths around the lake, the active playing fields, the bird sanctuary, and the terminus of the Transportation Museum's streetcar line are easily reached from the bus stops.

Parking and Traffic

Because of the popularity of the many recreational amenities in this area, traffic congestion and lack of parking create problems during weekends and evenings during the spring, summer and fall. It is particularly crowded during summer concerts at the Lake Harriet Bandstand.

Experiential Analysis

Currently the Interlachen area is marked by the confusing nature of the intersections which have resulted from the development of the northern part of Linden Hills, the one-way traffic around Lake Harriet, and the crossing of the old street railway. The simple legibility of the creek meander as a connection between the lakes is lost due to the massive regrading of this landscape to accommodate cemetery, streetcar, parkway and other recreational uses, including the beach on the north shore of Harriet.
The design clarifies pedestrian, bike, and ski connections through the Interlachen zone making the many amenities more accessible. Traffic and parking problems in this section of the parkway system could be alleviated during times of high use by linking transit more closely to park use. People wishing to walk around the lakes, swim, play volley ball or picnic could come by bus. Lake Harriet concertgoers and others could leave the bus at the south shore of Lake Calhoun and transfer to the historic streetcar line to ride to Lake Harriet. The design includes:

**Sidewalk and Trees along the Parkway**
A sidewalk runs along east side of Calhoun Parkway, between the intersections at 36th, William Berry Parkway, and Richfield Road.

**Cottonwood Allee**
A cottonwood allee is planted on the edges of an old dike running through the marsh at the intersection of Calhoun Parkway, Berry Parkway, and Richfield Road. This allee connects the bus stops and parking area at this intersection with a path that goes over the bridge at the trolley and all the way to Lake Harriet's north shore and the bandstand. The marsh is regraded to create long elliptically-edged spaces on either side of the allee.

**Thomas Sadler Roberts Bird Sanctuary & Marsh**
The Christian Bossen pathway runs through the marsh above the northern shore of Lake Harriet and connects it to the neighborhoods to the east. Opening sections of the marsh edge and replanting native tamaracks enhances this space. A new handicap accessible ramp and turnstile are added.

**Marsh at the Harriet Shoreline**
A new symbolic marsh at the end of the storm sewer pipes that empties into Lake Harriet near 42nd Street, presents in physical terms the connection between the Linden Hills neighborhood on the high ground and the lake below.

- Make the environmental/recreational system a legible, memorable part of the bus route.
- Encourage bus use for access to environmental and recreational amenities by designing beautiful and readable pedestrian connections.
- Use the streetcar ride from the south shore of Lake Calhoun to relieve parking problems and traffic congestion during concerts at Lake Harriet.
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- Persons Using Transit for Work Trip (Minneapolis-Saint Paul and adjacent areas).
- Persons Working (1990-Minneapolis Saint Paul and adjacent areas).
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- Atray Map of Minneapolis.
- Map of Minneapolis Park System Prepared Extensions 1910.
- Map of Minneapolis Park System 1943.
- Map of Minneapolis Park System 1950.
- Map of Minneapolis Park System 1960.
- Map of Minneapolis Park System 1970.
- Map of Minneapolis Park System 1980.
- Map of Minneapolis Park System 1990.
- U.S.G.S. 1952 City Map of Minneapolis.
- Village of Eden.
- Watershed Map of Hennepin County.
- Median income of families Minneapolis/Saint Paul and adjacent suburban areas.
- Sota Map of Hennepin County.
- Distribution of Population Age 11-16 Years, 1990 TOMA.
- Townships No. 28 N. Range No. 24 West 4th Mer. - Saint Paul Secretary of State, State of Minnesota.
- City of Minneapolis.
- City of Minneapolis.
- Minneapolis: Minneapolis-Hennepin County Area.
- Village of Richfield.
- Minneapolis Traffic Survey, Map of Minneapolis/Classification of Territory.
- Drainage Map of the Zoning Ordinance in the City of Minneapolis as approved April 7, 1924 and Amended on March 12, 1929.
- Works Projects.