

Envisioning the Arts Avenue: A Pedestrian Design and Lighting Study for the Sheridan Neighborhood

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for the
Sheridan Neighborhood Organization

in partnership with the
Center for Urban & Regional Affairs
Neighborhood Planning for Community
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Introduction + Contents

Sheridan is an urban neighborhood in transition. It can trace its existence back to the formative years of industry in Minneapolis, when brewing and lumber milling became staples of the city's "Northeast" area. Marshall Street, arguably the oldest road in the city, served as an oxcart line to industries and eventually became a main thoroughfare into Northeast neighborhoods. (Cunningham Group, 2)

Out of this industrial climate rose the Grain Belt Brewery. Since its construction, the brewery and surrounding residential neighborhood have enjoyed a tightly-woven relationship with one another; the latter developed almost exclusively into homes for the brewery's employees. However, as suburbanization and a changing industrial market dramatically impacted the neighborhood, Sheridan has been in the process of reestablishing its identity and economic composition.

Since the physical and economic configurations of the neighborhood have changed substantially, the neighborhood is committed to redefining its character. The biggest development has been the recent emergence of the 13th Avenue arts district, known and referred heretofore as the Arts Avenue. For purposes of this report, the Arts Avenue stretches from Washington Street on the east to the River. What used to be a corridor of markets, supply stores and like businesses catered to neighborhood residents became a haven for small art galleries and artist studios. Many artists were driven to the area for its accessibility, relatively safe and stable environment and high rate of vacancies as commerce favored larger, auto dependent establishments.

Today, as momentum gains along the Arts Avenue, the Sheridan Neighborhood Organization (SNO) recognizes the need for a vision and investment in its signature district. Moreover, much of the Sheridan neighborhood's history still remains in vibrant examples such as the Grain Belt Brewery, St. Cyril's Church and Ritz Theater. In order to connect these historic landmarks, while creating a pedestrian environment germane to small artist studios and restaurants, SNO wishes to explore pedestrian lighting along the 13th Avenue corridor and surrounding residential areas.

The following report addresses the need for an Arts Avenue vision and draws on suggestions from local artists and residents and analyses of current and proposed land uses in the neighborhood. It also presents a manual for implementing pedestrian-level lighting in Minneapolis, with specific recommendations for the Sheridan neighborhood.

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History + Evolution

Although some residential development had existed in the Sheridan neighborhood prior to construction of the Grain Belt Brewery complex, it wasn't until its construction in 1893 and a mass influx of Eastern and European immigrants that the neighborhood began to establish itself. During the previous year, the city's four largest brewing companies had merged to become the Minneapolis Brewing Company and the merger required a massive new building. Marshall Avenue was a natural location for the brewery, as it had operated for years as the industrial lifeline of the city. Upon construction, the brewery was one of the largest and most modern in the country, with an annual production of over 500,000 barrels by the first decade of operation. (Lonto)

Originally, the Sheridan neighborhood ranged from Broadway St. on the south, past Lowry to 27th Avenue on the north and east of the river to University Avenue. (City of Minneapolis, 91) This accounts for the change in street pattern from 330' x 330' grids in the western two-thirds of the neighborhood to the standard 330' x 660' implemented later. Not surprisingly, most of Sheridan's older homes are located in the square grid of the western section.

With neighborhood restructuring in the 1980s, this narrow strip of land was transformed to Washington Avenue on the east and 17th Ave. to the north. This fundamentally changed Sheridan's orientation from the river to the east-west 13th Ave commercial corridor. Furthermore, by shifting the border past University Avenue, the neighborhood extended into north-south blocks where houses are about one to two decades newer. Even today, with a reconfigured neighborhood, fully 80% of the homes in Sheridan were constructed before 1920. (Sheridan Neighborhood Organization, 1) Northeast's distinctive character is due in large part to its settlement by Eastern Europeans. Since the 1890s, these immigrants found ample work opportunities in industries within the Northeast neighborhood and established churches, fraternal organizations and neighborhood leagues. In Sheridan, the best represented groups included Poles and Slovaks, evidence of which can be found today in the Polish White Eagle Association, St. Cyril's Catholic Church and Europol, a Polish restaurant serving traditional fare. Indeed, the area was such a haven for these immigrants that it quickly assumed the distinction of being the city's Polish Quarter.

With such a concentrated community of workers, a commercial corridor soon developed. Banks, bakeries, grocery stores and other services existed in the area, all of which catered to the local population. When the streetcars began to reach into Minneapolis neighborhoods, Sheridan became one of the early neighborhoods to feature a line. The east-west line, which connected the North and Northeast neighborhoods via Broadway Avenue, detoured onto 13th Avenue and ran along its commercial corridor. The streetcar, as it has in many other Minneapolis corridors and intersections, left an indelible mark on the form and orientation of commercial buildings. This can be seen today in several still-existing structures grouped at the intersection of NE 13th Ave. and NE 2nd St., as well as the stretch of 13th Ave. between University and 4th St.

In conversations with members of SNO, it has been expressed that the neighborhood features a "small town feeling" which is a desirable component to carry over into its renaissance. This can be attributed to a number of elements, including the existence of historical commercial buildings along a corridor, the narrow width of NE 13th Ave. and an identifiable community of Eastern European heritage and artists, among others.

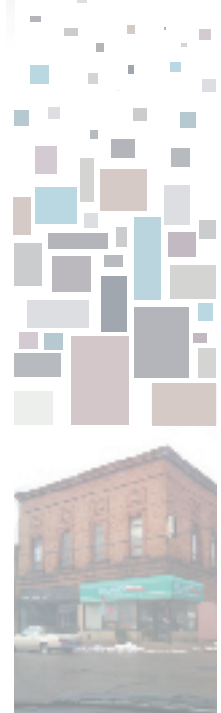


Figure 3.1 The intersection of NE 13th Ave. and NE 2nd St., 1950. The building in which the bank was located exists today in similar form.



Fig. 3.2 The intersection of NE 13th Ave. and NE Main St., 1936. A newer fire station still serves the community in the same location.

Figures 3.1 & 3.2 courtesy of the Minnesota Historical Society.

Introduction

With such an all-encompassing project, much of its success rests on establishing sound methodology. Although pedestrian lighting and streetscape design are treated separately in this report, the strength of each proposal is contingent upon a single analysis that will address both. As such, this section will be arranged into the following studies: *Analyses & Overlays*. The first section will cover the existing design conditions within Sheridan, as well as provide a summary of framework plans and neighborhood input that are relevant to each study. “Overlays” is an extension of the first section; it features a set of graphical investigations on issues important to the neighborhood.

Design Precedents within the Sheridan Neighborhood

Throughout its long history and with recent developments, the Sheridan neighborhood has come to possess a unique aesthetic that should play a supporting role in future alterations to the built environment. In order to survey the aesthetics within Sheridan, a photographic montage was conducted. This study encompassed several field visits that yielded hundreds of photographs. The photos were then laid out in geographical order and photographed to produce the montages at right.

Generally, buildings within Sheridan are grouped into four main aesthetics: the commercial buildings along NE 13th Ave., industrial complex of the Grain Belt Brewery, single family homes of 1-1/2 to 2 stories and stately churches that dot the neighborhood.

Specifically, areas in the Sheridan neighborhood are most distinctly read through the following characteristics:

- Prominent signage
- Varied color palette
- Presence or absence of trees/greenery
- Size of structure

By this analysis, it can be concluded that Sheridan possesses a strong and easily readable aesthetic language. For example, long boulevards of trees almost always signify a residential neighborhood with houses of 2 stories. Protruding signage is a fixture of buildings along the Arts Avenue and in the Grain Belt complex. Some streets that intersect with the Arts Avenue and are more traffic intensive feature larger commercial buildings and wider concrete paths. These and other existing conditions are essential for determining community nodes and means of access to areas within Sheridan.

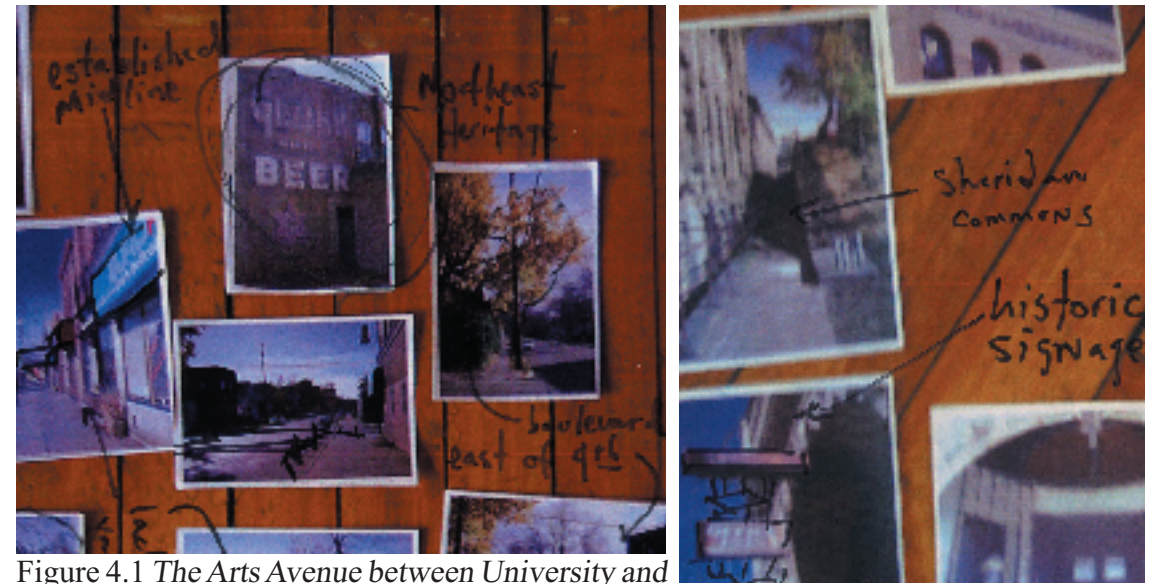


Figure 4.1 The Arts Avenue between University and NE 4th St. has an established midline of maruquees, signs and awnings. However, more attention is needed at the street level. Trees in the neighborhood are present along almost all residential parcels, but not in the Grain Belt complex or along commercial properties.

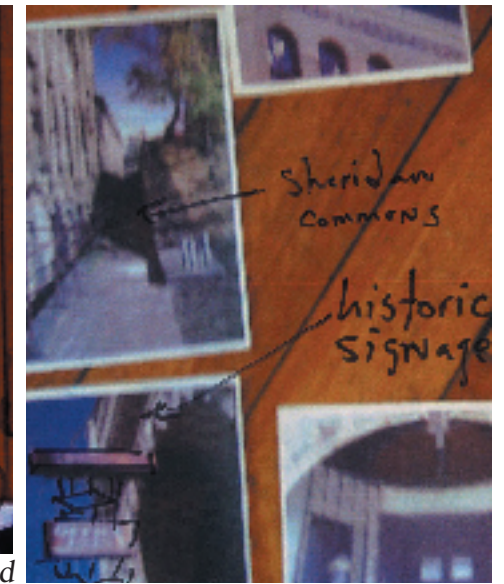


Figure 4.2 Signs are a common feature throughout the neighborhood, both in the historic Grain Belt Office building and in newer businesses along the Arts Avenue. More signage is needed at access streets.

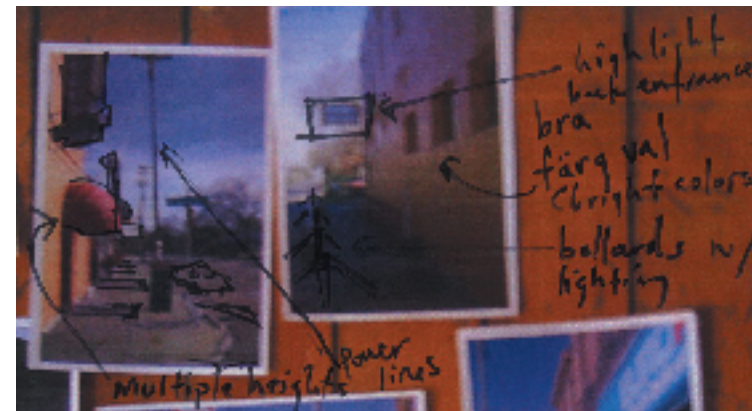


Figure 4.3 Bright colors on doors and buildings provide a distinct and appropriate character for the Arts Avenue. The building at left displays a bright orange color while catering to all levels of the streetscape.



Figure 4.4 Transitional areas already exist at intersections like NE 3rd St, which feature large boulevards extending away from the Arts Avenue. However, at intersections like NE 13th + University and NE 13th + 2nd St., the commercial areas are more substantial. Concrete paths instead extend alongside the buildings to create “service areas” for the district.

Framework

With its location in a unique and evolving urban area, the Sheridan Neighborhood has recently been included in a variety of master plans, streetscape proposals and park designs. The most important of these has been the Above the Falls Master Plan.

Above the Falls Master Plan

This study constitutes the most extensive master plan ever initiated in the city of Minneapolis. The three-year study, completed in 1999, impacts the Mississippi River and surrounding neighborhoods from the Central Riverfront to the Camden Bridge. Historically, this area has been the center for Minneapolis' heavy industries. When early brewing and milling operations ceased to be viable, the city constructed the Upper River Harbor in 1963 to encourage more modern heavy industries. Over the past 40 years, these newer industries also began to wane, prompting the city to explore other land uses for the Upper River area.

The Master Plan envisions a network of trails, parkland and open space that is predicated upon decommissioning railroad corridors and purchasing increments of land along both banks. This is inspired by the topography of the shoreline and west banks along the Upper River corridor, whose flat, low-lying stretches of land provide idyllic access points for recreational use. Large scale, intimate connections with the river currently do not exist in the city, as the Mississippi passes through a deep gorge in South Minneapolis and is flanked by the locks and dam in the Central Riverfront. In order to create more substantive connections to the river, the Master Plan proposes a list of recommendations for future development. The following urban design recommendations are relevant to the Sheridan neighborhood:

- Create a continuous and integrated riverfront parks and open space system along the Upper River.
 - Construct recreational trails along both banks of the river.
 - Provide space in parks for riverbank, landscape, and habitat restoration.
 - Develop waterfront features in new parks, and nodes of interest at regular intervals along trails.
 - Establish a Riverway Street System, with common streetscape elements and signage that identify streets leading to and paralleling the riverfront.
 - Convert the BN Bridge to a pedestrian and bicycle facility linking both banks.
 - Reconstruct Marshall Street as a boulevard, with new landscaping and bicycle lanes.
- (Minneapolis Planning Department, 1)

Essentially, the plan calls for greater connections between the surrounding neighborhoods and the river. People will be more inclined to visit the river if there are interesting community nodes, such as the Grain Belt Brewery in the Sheridan neighborhood. Likewise, recreational users and commuters along the river system will see the Sheridan neighborhood as a safe and exciting destination. However, this is only possible if meaningful physical connections are made between the river system and Sheridan's main river arterials -- NE 13th and 14th Avenues. To address this need, the Metropolitan Design Center has proposed Memorial Park for the river between 13th & 14th Avenues, which promises to fulfill many of the recommendations of the Upper River Plan. (Metropolitan Design Center, 1)

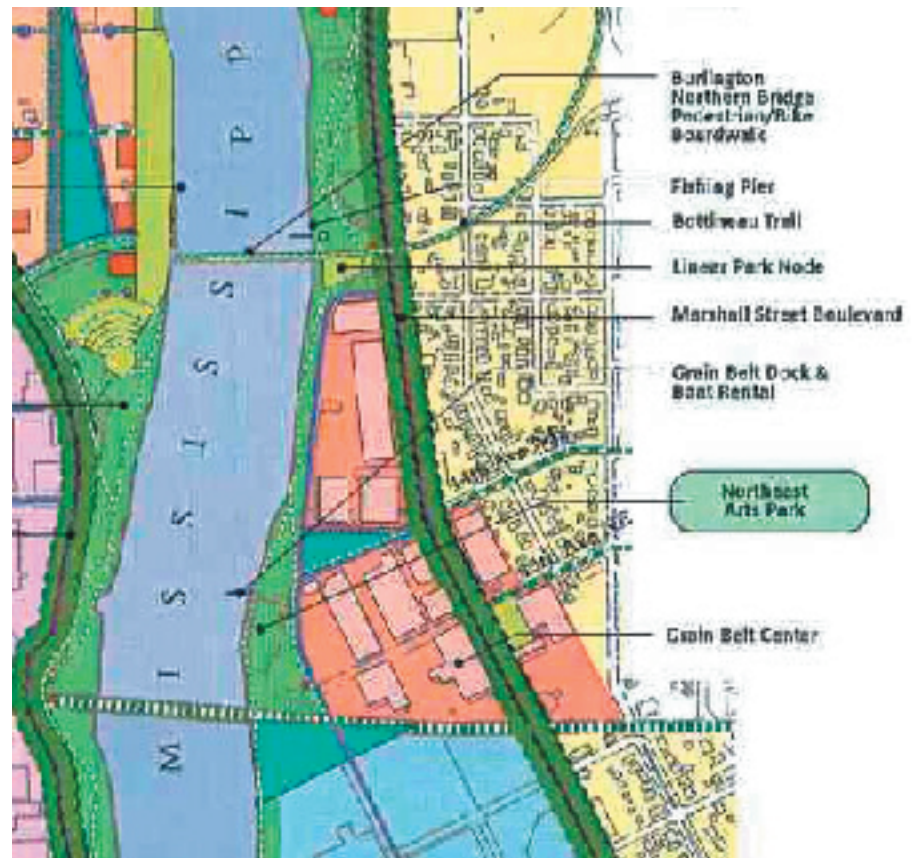
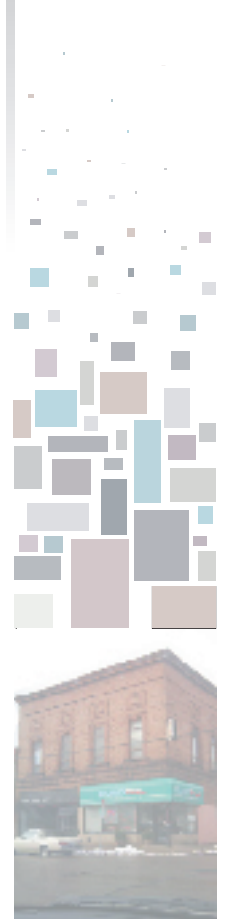


Fig. 5.1 A clip of the Master Plan in Sheridan, displaying important neighborhood elements.

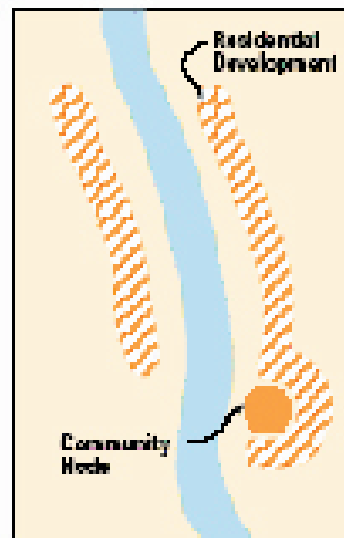


Fig. 5.2 The Grain Belt Brewery Complex will serve as Sheridan's riverfront community node. Residential development is proposed within and about the site.

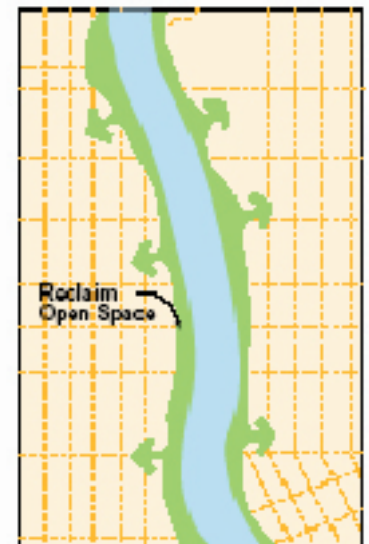


Fig. 5.3 A network of parks and street systems will bring people into the Sheridan neighborhood.

Figures 5.1-3 courtesy of the Minneapolis Planning Department

Neighborhood Recommendations

Art-A-Whirl Survey

In a survey facilitated by the Sheridan Neighborhood Organization at the annual Art-a-Whirl festival, visitors were asked to comment on the state of the Sheridan neighborhood. Responses were varied, but generally fell into the following categories: crime, housing, transportation and the River + Arts Avenue. Most residents recognized the need to make stronger connections from the Arts Avenue to the Mississippi in order to, as one participant stated, “make the river a part of the shopping experience.” Another participant commented that the neighborhood needs to become a place “where people both want to live and want to come spend a Saturday or Sunday”, suggesting parks, more businesses and increased transit options. In the interest of community identity, two respondents stated the neighborhood should become “safe, visually pleasing and a well-connected community where people know one another” and a “small community life feeling.” (SNO, Art-a-Whirl survey)

NRP Meetings

Since November of 2004, SNO has been in the process of producing its NRP II plan. The Minneapolis NRP (Neighborhood Revitalization Program) is into its second development phase, and provides funds for neighborhoods to use on housing, community development, street improvements and business loans, among others. Residents have been invited to monthly meetings about the NRP development process. At a NRP meeting on 19 September 2005, residents were curious about developing artist live/work lofts and increasing density along the Arts Avenue. At a NRP meeting on 21 November 2005, business owners and neighborhood artists echoed the need for addressing the needs of Sheridan’s artists. Several mentioned that the Arts Avenue must become the “main street” of the neighborhood and that future improvements in infrastructure must reflect that vision.

Another participant noted the need for signage. Outsiders need signage in order to navigate into the district and once they have arrived, a network of kiosks will direct them along the corridor. However, the group was also quick to caution against excessive uniformity, noting that the individual nature of artist studios and restaurants is what gives the neighborhood its character. Many business owners also approved of the business improvement program and other measures to encourage greenery and streetscape enhancements.

Business Survey

In a business survey solicited by SNO, business owners voiced their concerns about the neighborhood. 34.9% of respondents chose inadequate parking as the biggest impediment to business, followed by small customer base (16.3%) and safety (9.3%) (Albrecht). A lack of retail businesses was also cited as a drawback to the neighborhood. These businesses are classified as “other retail” and “restaurants” in the Community Institutions sections. Some reported examples are delis, juice bars and coffee shops. Businesses like these usually thrive in areas with high public investment, including bike racks, attractive sidewalks and a district with businesses in close proximity to one another. Not surprisingly, more than half (51%) of respondents cited the need for improvements to infrastructure, including transportation and streetscape improvements. Opportunities are present for these issues, as 80% of businesses are located near off-street parking and 58% of businesses have direct access to bussing (as of 2001).

SNO Arts Task Force

During the Fall of 2005, SNO organized a task force to address the need for public art in the neighborhood. As a true arts district, the neighborhood must encourage art fixtures that will enhance the public realm and express the identity of the Arts Avenue. Since transportation is a major component of the district, task force meetings on 5 & 19 October addressed the need for art fixtures on bus shelters. Since NE 2nd Avenue is currently served by route #11 and intersects the Arts district, this is a perfect corridor in which to concentrate this activity. Bus shelters, public art and signage can all be enhanced to create a district-wide identity that will still respect the individual tastes of artists and businesses.



Figs. 6.1-2 NE 2nd Street is the primary bussing corridor for Sheridan. A bus shelter currently exists at 2nd and 13th Ave. at left, but there is a need for additional structures and increased visibility at intersections such as 2nd and Broadway, at right.



Fig. 6.3 Intersections such as NE 4th Street + Broadway, shown at left, are main service corridors for the Arts District but currently do not have substantial connections to 13th Avenue. Further, they are often poorly lit and sites of recurring crime.

Methodology

Overlays Transportation Networks Overlay

The Sheridan Neighborhood is served by a unique hierarchy of transportation infrastructure. Each corridor falls into one of six categories, based on traffic volume, historical and commercial significance to the neighborhood and land use. In the overlay process, these factors were compiled into a series of layers which have resulted in the following transportation networks:

Primary

University and Broadway Avenues are two of the city's main corridors. University, Broadway and Central work together to connect the greater Northeast and Southeast neighborhoods, while providing connections to the regional marketplace via the interstate system. In 1996, Broadway Avenue alone carried 16,000 autos per day, a figure that is expected to rise to 22,850 by year 2020. (Minneapolis Planning Department, 1) The Minneapolis Planning Department has deemed these avenues *community corridors*, but the existence of chain restaurants and gas stations on Broadway is not a suitable identity for Sheridan.

Secondary

Marshall Street is one of the oldest streets in Minneapolis. It originally served as an ox-cart line into Northeast Minneapolis, connecting breweries and lumber mills as new industries evolved. Today, Marshall Street is receiving increased attention. In Sheridan, Marshall River Run and the Grain Belt redevelopment project are bringing hundreds of new residents to the street, which has opened up the possibility of forging lasting connections between the river and the neighborhood.

Community

The Sheridan Neighborhood Organization and constituency have expressed their desire to focus future development along NE 13th Ave. This is the community's Arts Avenue, which has evolved over the past 15 years into small artist galleries, restaurants and a dance theater, among others. As this is the new economic engine of the neighborhood, much attention will be given to streetscape design, parking and access to the district. The Arts Avenue will also need to be modified to become a pedestrian district.

Access

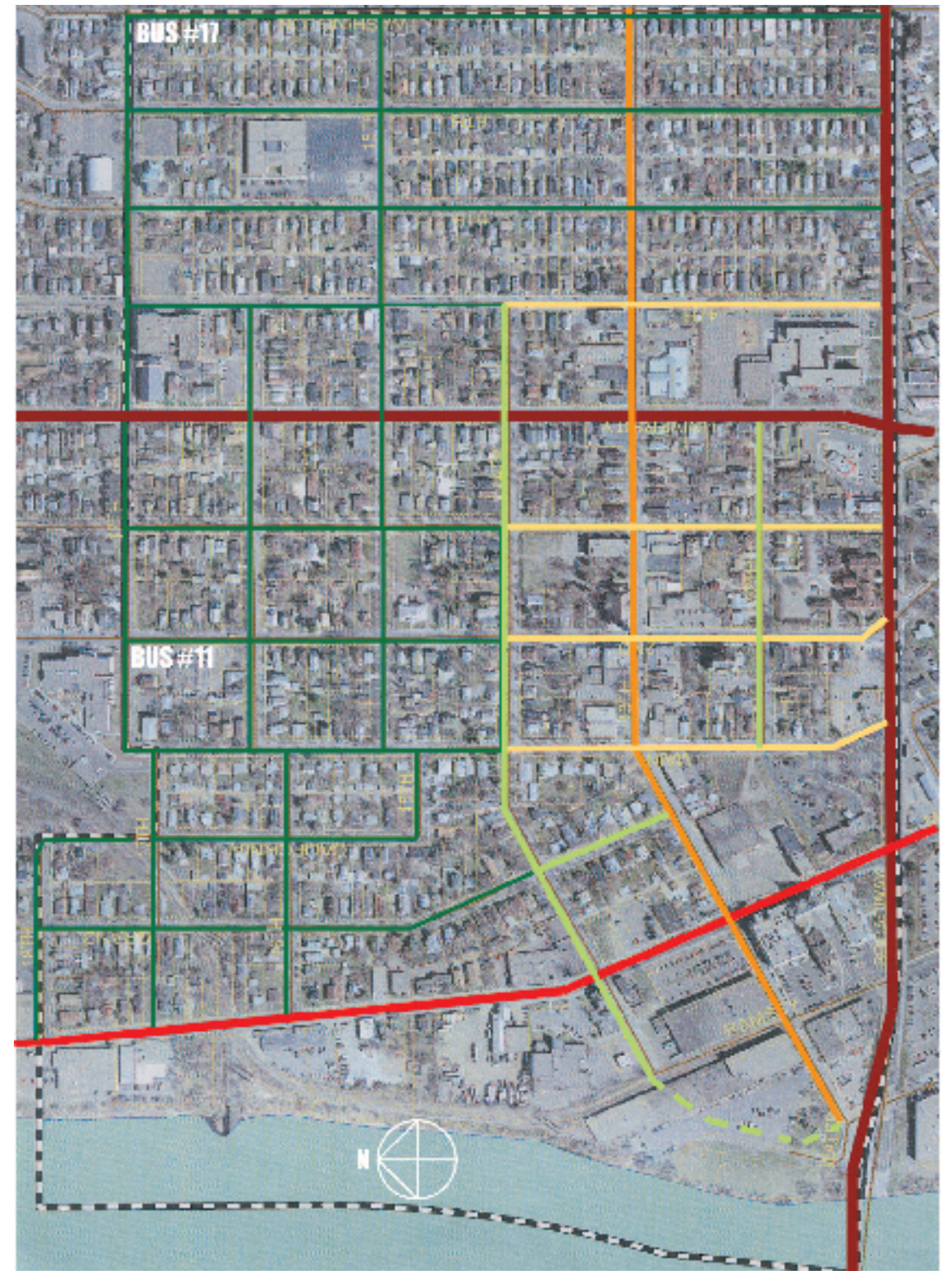
Four access corridors have been identified for the neighborhood. These corridors connect the high volume of traffic along Broadway and University to the Arts Avenue. Since parking is increasingly at a premium, any future reconstruction of these corridors will need to address the need for visible and accessible on-street parking options. SNO is in the process of negotiating a shared parking lot with the Sheridan School, which will provide for much of this demand. However, signage and streetscape redesign must be major components of a parking scheme for the neighborhood.

Access + Neighborhood

While these corridors function mainly as neighborhood corridors, with low traffic volumes and predominantly residential land use, they may double as overflow areas for parking and pedestrian movement as needed. NE 14th Avenue has already been identified as a service corridor for the Grain Belt redevelopment project. This will be especially true if it is extended to connect to NE 13th Avenue near the River.

Neighborhood

This is the transportation network for much of the neighborhood. Traffic volumes are low, although there have recently been problems with drag races and speeding. The primary land use is R2B, with a majority of units either rental duplex properties or single family homes.



Overlays Community Institutions Overlay

The Sheridan neighborhood is home to several businesses and institutions that are easily accessible to neighborhood residents. Most of these community institutions are located along the 13th Avenue business corridor. This circumstance, combined with the existence of several pedestrian-oriented historic commercial buildings gives the neighborhood its “small town” character.

The high level of variation of these community institutions and their close proximity to one another create an environment ripe for a pedestrian district. Sheridan boasts not only an emerging arts district, but also two clinics, a day care, school, grocery store, three churches and several other businesses. These institutions can be grouped into five distinct categories:

Public Institutions

Most urban neighborhoods are lucky to have one major public institution. The Sheridan neighborhood has three, including Fire Station 2 at Main & NE 13th Ave., the Sheridan School at the intersection of University and Broadway and the Pierre Bottineau Library along Marshall Street. Most houses are within a 10-minute walk to at least one of these buildings.

Galleries, Restaurants & Bars

These businesses make up the area’s arts and entertainment district. Their location along the Arts Avenue creates an accessible and easily navigable district. While they do cater to local residents, most businesses sell to clientele from the greater Minneapolis area. In order to create a stronger entertainment district, however, it will be necessary to facilitate closer links between businesses and address the increasing demand for parking.

Clinics & Grocery Stores

It is rare to have both a local grocery store and clinics within an urban neighborhood. However, both institutions exist within Sheridan. Sentyrz is currently located along NE 2nd Street, depicted in blue at the north end of the map. Although it is directly connected to the Arts Avenue via 2nd Street, its secluded and relatively dark location make it a target for crime. The clinics are located along NE 13th Avenue at 2nd Street and University Avenue. A daycare is also located in the University clinic building.

Churches & Neighborhood Organizations

The Northeast neighborhood is famous for its high concentration of churches. These churches, founded by immigrant Eastern Europeans, are noted for their ornate detail and grand scale. The Sheridan neighborhood is home to three - St. Cyrils, Pope John Paul II and Saint Mary’s Orthodox Church. Another semi-public institution - the Sheridan Neighborhood Organization - functions as the neighborhood’s representative voice. It is centrally located on NE 2nd Street, just south of NE 13th Avenue.

Other Retail

These supporting businesses are necessary to the neighborhood. They provide variation within the potential monotony of a single use arts corridor and act as a secondary magnet for the business district. In addition, they are also more able to cater to the retail needs of both local residents and customers from outside the neighborhood. Some of these businesses include a flower shop, funeral home, the Polish White Eagle Association and a bank.

Although there is an identifiable, mixed use district, more development is needed to fill in gaps along the Arts Avenue. Two rectangles highlight areas that are currently residential in use, but zoned C1 (commercial retail). Since these buildings are currently 2 story, single family homes, there is discussion of converting them into artist live/work spaces. This is similar to Grand Avenue in Saint Paul, which has expanded its commercial district into formerly residential neighborhoods while preserving residential structures.



Methodology

Overlays Crime Overlay

In the Sheridan neighborhood, crime is a top concern for residents and business owners. Excessive crime has the potential to tarnish a neighborhood's appeal to customers and new investment. Thus, it is essential to analyze recent crime trends and highlight the ways environmental design can help to reduce the level of crime in Sheridan.

In a controlled experiment in Stoke-on-Trent, U.K., crime rates before the installation of pedestrian lighting were compared with those a year after installation. The experiment concerned 365 properties, most of which were semi-detached rental units (Painter & Farrington, 87). This is not unlike many properties in the Sheridan neighborhood, where 40% of properties are detached rental houses or duplexes. The results of the Stoke-on-Trent experiment were significant, as after one year of lighting the neighborhood experienced a 43% drop in crime compared with only a 2% drop in the control area. Moreover, nighttime pedestrian counts increased by 71%, which ostensibly contributes to increased surveillance and an even greater drop in crime (Painter & Farrington, 87). The researchers attribute this spike in pedestrian traffic to improved perceptions of the area following installation of the lighting scheme.

With these results in mind, a similar evaluation was conducted in the Sheridan neighborhood. The crime overlay at right is a compilation of the four most often committed crimes from June-December of 2005. A six month period was used in order to produce an adequate stratified sample size of 30. The four crimes include burglary, auto theft, TFMV and theft. Not entirely coincidentally, these crimes are the ones most influenced by environmental conditions. In the past six months, 31 cars were subjects of TFMV, while 17 cars were stolen entirely. These crimes were mainly committed in a large clump in the southeast corner of the neighborhood, with a peculiar clump of auto-related crimes located along NE Main St. between NE 13th and 14th Aves. These areas tend to be on streets that extend out from larger thoroughfares such as Broadway and NE 13th Ave. Not surprisingly, TFMV crimes occurred almost regularly in areas just outside of the illumination of the city's standard lights. Installed throughout the city by Xcel Energy, these lights provide minimal illumination and are located at each intersection and in the center of longer 300' x 600' blocks. Thus, the existing lights are deterring crime, but only to the extent of illumination.

Burglaries tend to happen along NE 13th Ave. and in a couple of locations north and south of 13th. In the west end of Sheridan, burglaries are scattered. The majority of thefts occur in three areas of the neighborhood, with most occurring randomly in the southeast corner. An unusually high number of all crimes occurred along NE 2nd St between NE 16th and 17th Aves.

In most cases, these clusters of crime are influenced by conditions in the built environment. These clusters are identified by the concentric rings on the overlay at right.



-  Burglary
-  Auto Theft
-  TFMV (Taken From Motor Vehicle)
-  Theft



Metadata Source: Minneapolis Police Department

Pedestrian Lighting

Lighting Policy + Process

In recent years, neighborhoods in Minneapolis have become increasingly interested in installing pedestrian level lighting. Much of this is due to several studies, which have made the connection between enhanced lighting levels and their positive impact on crime, perceived vitality of commercial districts and an increased sense of neighborhood identity. Over the past 10 years, a host of lighting projects have been implemented in the city of Minneapolis. Some of these have been lauded for making substantial neighborhood improvements, while others remain criticized for overzealousness and light pollution. In an attempt to strike a balance between these extremes, the city has produced a draft pedestrian lighting policy. Since October of 2003, the Minneapolis City Council enacted a moratorium on all pedestrian lighting projects that is to last until the Council approves the final policy.

The current draft of the pedestrian lighting policy has not changed since it was produced in July of 2004. The policy covers all aspects of pedestrian lighting implementation, from the proposal and petitioning process to final approval and implementation. However, it must be considered that at the time this report was produced in January 2006, the moratorium was still in effect. The draft policy is dynamic and can still be modified before the final policy is approved. (Warmka, personal interview)

In accordance with the Minneapolis Plan, the draft policy identifies two separate implementation processes based on the designation of affected corridors. The Minneapolis Plan has structured a number of districts into the Central Business District, pedestrian districts, community corridors and community nodes. For purposes of simplicity, the draft plan groups these districts into residential areas and CBD/pedestrian districts. Both processes are nearly identical, but the process in a CBD/pedestrian district varies depending on funding sources. The following is an outline of the implementation process, taken directly from the city's 2004 draft policy:

Minneapolis Draft Pedestrian Lighting Policy - Implementation Process

1) Any property owner, resident, or developer can request ornamental low-level lighting for their area. The request must be in writing and include the blocks in question for lighting installation, a contact name and phone number, and indication that the affected Council Member and neighborhood association have been informed. These requests are sent to the Department of Public Works.

2a) *Applies only to Residential Districts: Once the petition area has been established, the Department of Public Works will prepare a petition form that will include: (consult list in 2b)

2b) *Applies only to CBD/Pedestrian districts: The actual approval process will vary based on how the lighting system is to be funded, i.e. developer, business organization, special service district, property assessment, or outside sources. Depending on the funding source, a petition may or may not be required. If a petition is required, the Department of Public Works will prepare a petition form that will include:

- Map and description of petition area
- Fixture style that will be used
- Estimated cost for entire project
- Estimated number and location of lights
- Funding methods
- Estimated assessment rate for defined average lot
- Declaration of who can sign the petition
- Percentage of "approval" signatures required for consideration
- Time deadline for return of petition
- Contact number of neighborhood representative and/or City staff if someone would like to ask additional questions

3) Public informational meetings to explain the project and process, especially for large projects, are held.

4) Once the petition process has begun, the project boundaries cannot be changed without the written approval of the City Council Member(s) for the project area. Otherwise, new petitions will be prepared showing the new project boundaries and the process will begin again.

5) The requester is then responsible for circulating the petition, obtaining signatures for approval, and returning it within the stated time period to the Department of Public Works for verification. The maximum time allowed to complete and return the petitions to the Department of Public Works is one year from the date of petition form was transmitted to the neighborhood, unless an extension of up to six months is granted by the City Council Member(s) of the area.

6) Completed petitions are submitted to the Department of Public Works for verification of signatures. The square footage of property in the project area is totaled, the amount of property that is represented by petition signers is calculated, and the percent approval is determined.

7) Signatures representing at least 65% of the total square footage of the benefiting property owners as calculated by the Department of Public Works shall be sought within the above given timeframe. This percentage is a Department of Public Works guideline and is only advisory to the City Council. (The City Council may approve a project with a percentage less than 65% approval of the benefited property and are not required to approve projects with over 65% approval of the benefited property.) Based on area parameters, petition validation efforts, and the 65% threshold, the Department of Public Works will recommend approval or denial.

8) The project is formally submitted by the Department of Public Works to the City Council for authority to proceed or end the petitioning process. If approval is received, detailed property assessment rolls are prepared, and notices are sent to property owners notifying them of the official public hearing date. The City Council Transportation and Public Works Committee holds the public hearing, and assuming committee approval, the project is moved on to the City Council and the Mayor for their approval of the project. (If an area starts the petition process and the project does not move forward, no part of that area may start another petition effort for 2 years after the initial petition submittal date.)

9) The Department of Public Works will develop a schedule to complete the lighting project based upon workloads, time of year, time required for material procurement, or hire a contractor if necessary.

-(City of Minneapolis Public Works)

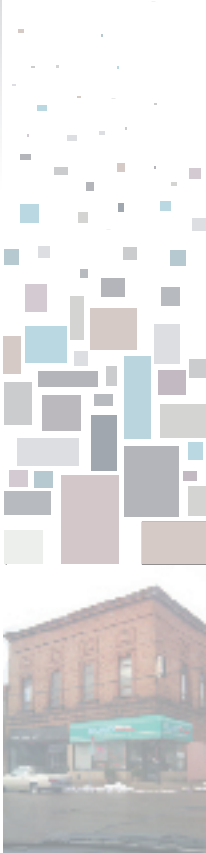
Lighting Specifications

In order to streamline the city's lighting infrastructure, the draft plan structures lighting schemes into low, medium and high, determined by the height of the pole. As a general rule, more lighting is provided with higher pole heights and increased wattage. Mid and high-level district lighting will be allowed in CBD/Pedestrian district designations, while low level lighting will become standard in residential and smaller business districts.

The plan uses the following criteria to determine the nature of a district:

Central Business District (CBD)

The area within the following boundaries defines the Central Business District (CBD):



Pedestrian Lighting

Lighting Policy + Process

- Mississippi River
- I-35W
- I-94
- I-394, Third Ave Distributor, and the Burlington Northern Sante Fe railroad tracks

The areas within the CBD that shall meet the Residential District definition (examples: Elliot Park, Mills District, Loring Park) are as follows:

- To Be Determined with CPED and community assistance

Pedestrian District (PD)

Pedestrian District (PD) will be defined as follows:

- A street block that is designated in the Minneapolis Plan as a commercial area AND it has a majority of commercially zoned properties. The Minneapolis Plan cites commercial areas in numerous ways: Commercial Corridors, Growth Centers, Large Scale Auto-Oriented Commercial Centers, and Activity Centers. A complete list of these specific locations is cited in the Minneapolis Plan. The City Council in the future may add or subtract to the list of eligible areas as amendments/revisions to the Minneapolis Plan.
- Streets (not designated above in the Minneapolis Plan) that are at least 60% zoned commercial land uses based on the linear front footage.
- Locations determined to be high pedestrian activity areas Public Works and CPED will further define these areas

Residential District

- All areas not defined above are a residential district

-(City of Minneapolis Public Works)

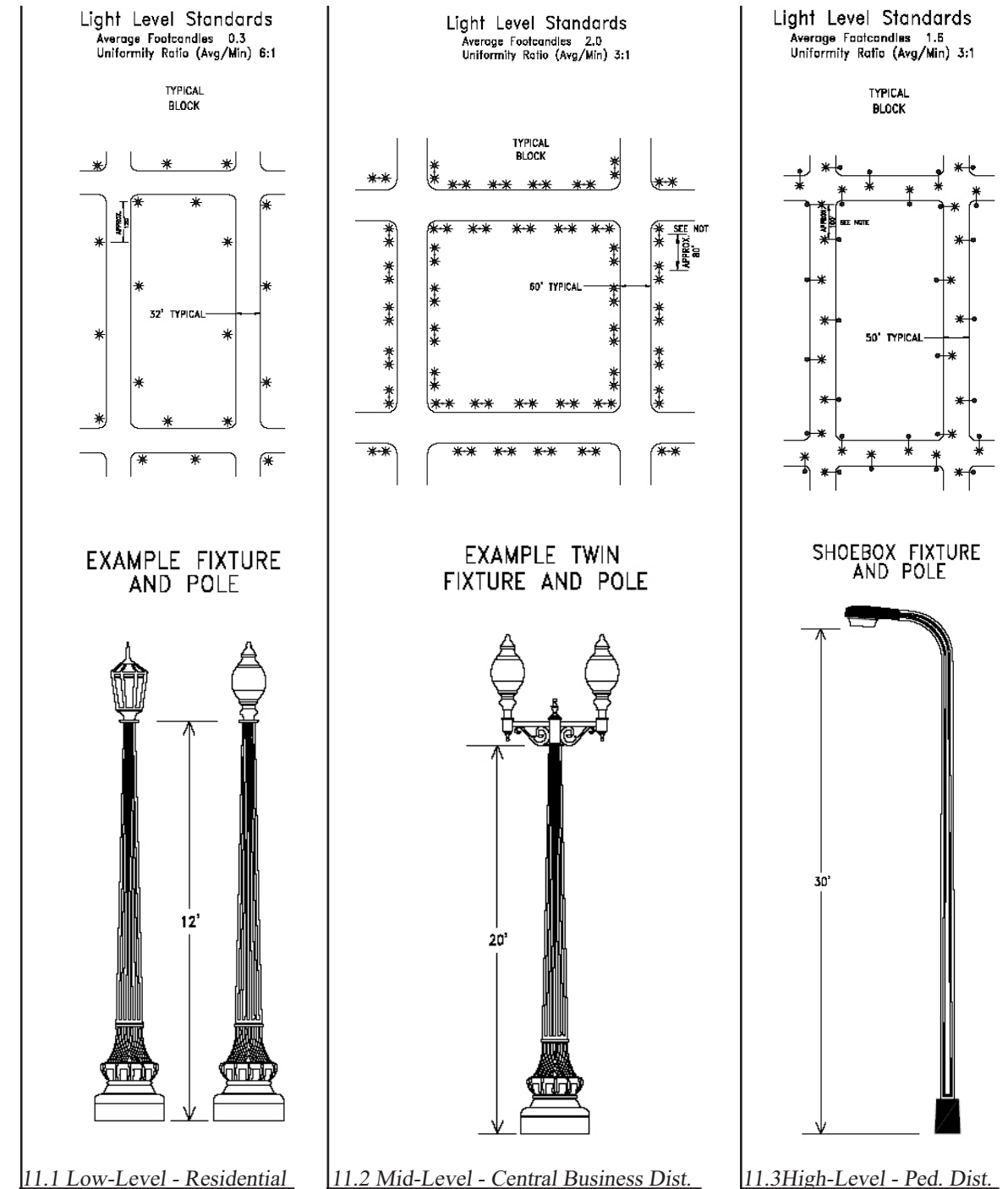
To determine if a corridor qualifies for mid and/or high level lighting, neighborhoods should consult the Minneapolis Plan.

Poles & Fixtures

As of January 2006, the city has approved three pedestrian lighting fixtures for use in Minneapolis. The draft plan's specifications currently allow the acorn, lantern and shoebox styles. More styles are available through a petitioning process laid out by the Department of Public Works. Configurations of these styles with pole options are presented at right.

Special Service Districts

All configurations come equipped with electrical outlets, but require the establishment of a special service district before they are electrified. Under the current draft policy, a special service district is also required if property owners wish to install banners, planters, ornamental lights to fixtures and trees, bollards or any other fixtures in the public right-of-way. These districts are used to assess affected property owners for maintenance and energy costs. Currently, there are 12 such districts in the city of Minneapolis. In addition, under Minnesota state law, an advisory board must be established for each district to advise the city. These boards are usually a collection of 7-10 business and property owners within the district who are elected to two-year terms. For more information on special service districts and pedestrian lighting, interested parties should contact Public Works at (612) 673-2401.



Figs. 11.1-3 From left to right, the featured fixtures are the lantern, acorn and shoebox. Under a contract with Xcel Energy, the city's standard light is the cobra, which is spaced at the intersections and midpoints of 330' square blocks. In 330' x 660' blocks, the cobra light is located at intersections and twice at thirds of the 660' side.

Pedestrian Lighting

Lighting Policy + Process

Case Study: Logan Park

Logan Park is a neighborhood due east of Sheridan in Northeast Minneapolis. Because of this close proximity, the Logan Park Neighborhood Association (LPNA) confronts many of the same issues as the Sheridan Neighborhood, including auto-related thefts, a declining housing stock and an emerging arts presence. Prior to 1998, two neighborhood committees - Safety & Livability - addressed the issues of crime and aesthetics in the neighborhood. In 1998, these committees came together to create the Logan Park Street Lighting Program, in order to tackle these issues head-on. LPNA was motivated in part by a study from the Central neighborhood in South Minneapolis, which reported a 28% drop in crime during the months following the installation of pedestrian lighting.

Since the project was initiated prior to the moratorium or any talk of a city-wide implementation process, each project was governed by a loose set of ordinances. LPNA worked directly with the city's pedestrian lighting specialist, who provided a petition form and a handful of designs to choose from. Under previous protocols, the neighborhood's representative council member set the minimum percentage required for approval of the project, which for LPNA's project was 65%. From there, it was up to LPNA to circulate the petition. In order to streamline the petitioning process, LPNA did a property search on parcels within the neighborhood through the Hennepin County website and chose the blocks that would ostensibly have the greatest political support for the project. As it turns out, blocks with high percentages of elderly residents and absentee landlords were generally against the proposal. The petitioning process involved about 15-20 committed neighborhood residents who circulated the neighborhood block-by-block. Petitioners visited many properties 3-4 times in order to garner support. (Fetyko, personal interview)

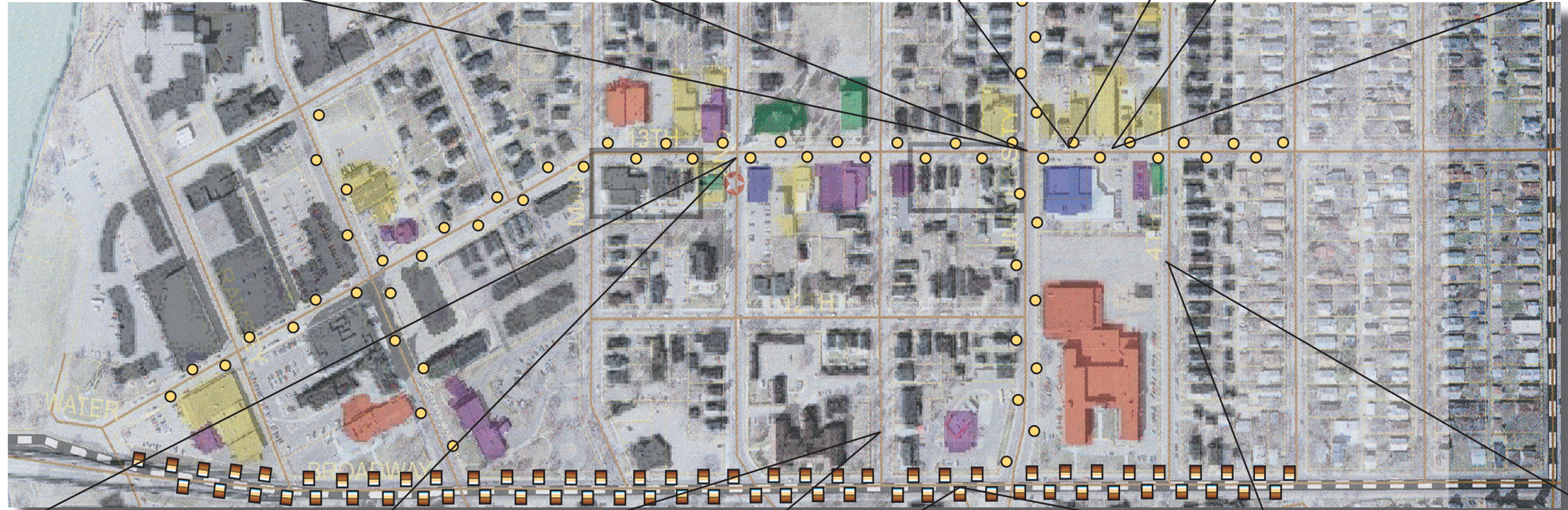
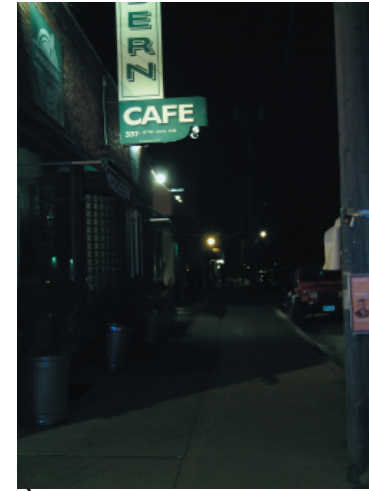
Logan Park's vision for the lighting project was to enhance the historic character of churches and houses in the neighborhood and reduce crime. Since Logan Park does not have a business and retail corridor, the project's focus was dispersed throughout the neighborhood. The original plan included +/- 100 streetlights for 13 blocks in Logan Park. Because of flexibility in the petitioning process, which allowed the plan to be submitted several times to account for a lack of political support in some areas, the original proposal was whittled down to 60 streetlights in 8 blocks. Within the final block configuration, LPNA was able to capture a 92% approval rating for the project (LPNA, 1)

NRP funds were used to subsidize the cost of the project. Administrative costs were spared due to the voluntary nature of LPNA. Without NRP funds, the project would bring an average cost of \$185/year for 20 years. With NRP funds, the neighborhood was able to bring the average yearly assessment down to \$148. These costs include a 5.5% financing charge. To avoid paying the interest charge over 20 years, property owners can opt to pay the assessment cost in full. (LPNA, 3) The assessment cost is calculated by the square footage of affected properties. However, properties are only assessed per a 10-15' setback from the street. With NRP funds, LPNA was able to secure an assessment of \$35-40 per 100 sq. ft. of property, which does not account for interest.



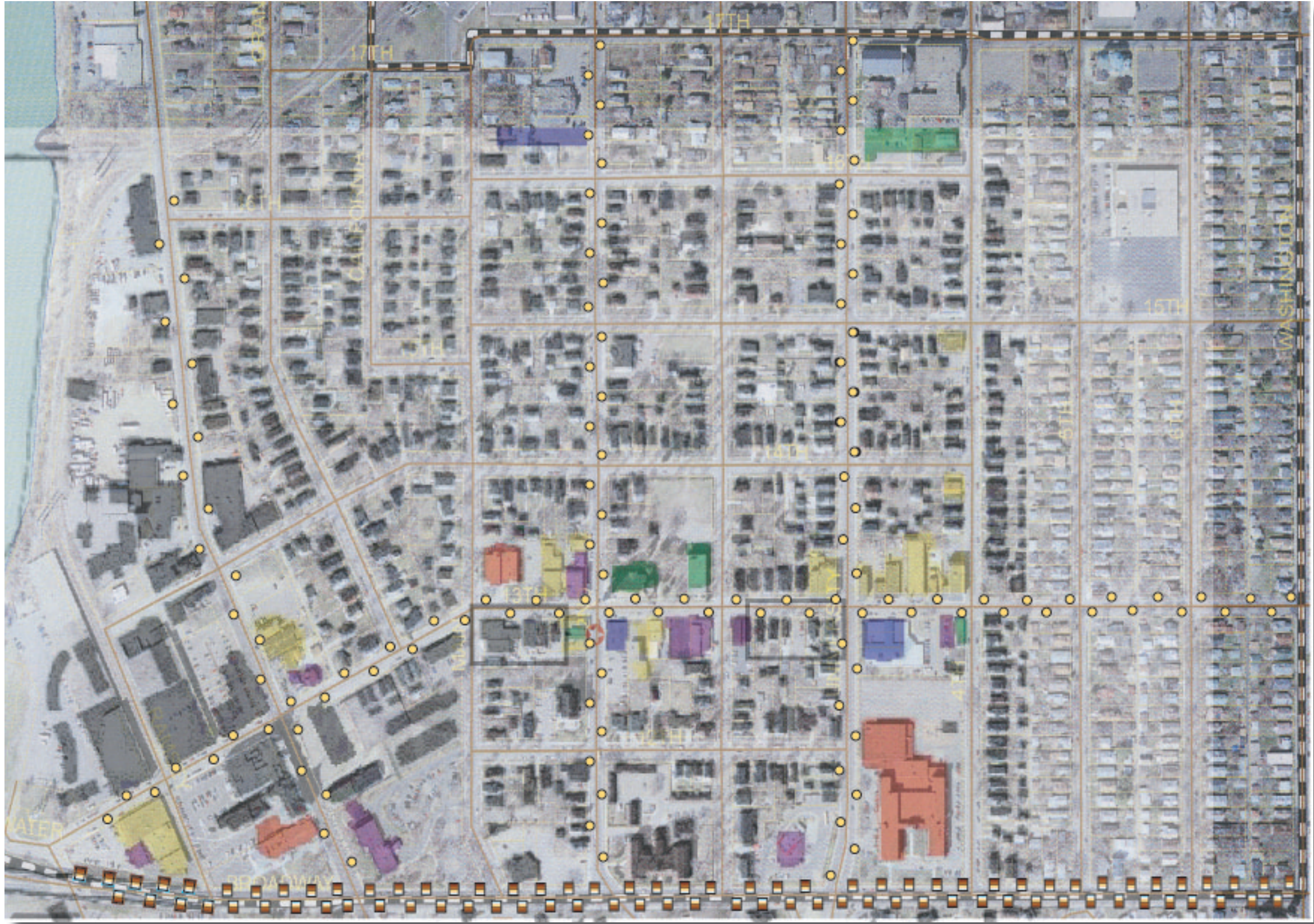
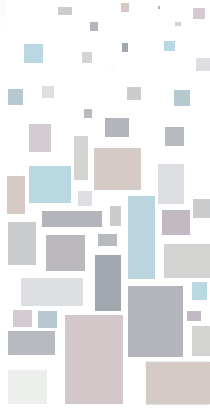
Lighting Proposals

Alternative #1



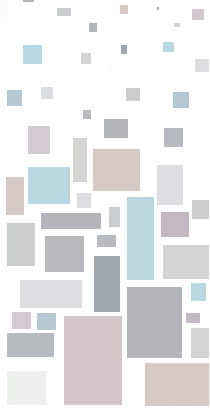
Lighting Proposals

Alternative #2



Lighting Proposals

Alternative #3



Sheridan Lighting Proposals

Analysis + Elements

Based on the methodology devised earlier in this study, three lighting alternatives are proposed for the Sheridan neighborhood. Each alternative is based on one or a combination of two overlays to determine the most important factors for locating pedestrian lighting. The descriptive and visual analyses were used to determine important areas based on building type, unique fixtures and dark areas within Sheridan. In addition, neighborhood input was considered in order to address issues of cost, lighting pollution and the need for better lighting near commercial buildings.

All proposals include the following two styles of lighting: residential low-level lighting with a pole height of 12' and high-level lighting with a pole height of 30'. The residential lighting will include the *acorn* fixture, since this was viewed by most at neighborhood meetings to be germane to the historic qualities of the neighborhood. High-level lighting is proposed exclusively for Broadway, since it is a high capacity road that falls within the city's criteria for high-level lighting.

Alternative #1

This alternative is focused primarily on the Arts Avenue. The Arts District takes center stage in this lighting alternative, as underscored by the superimposed institutions overlay. Alternative #1 encompasses the 13th Avenue corridor from 5th Street east to the River, with connections between 13th and Broadway through Marshall St. and University Avenue. The intersection of 13th Avenue with these streets creates two neighborhood nodes, one at the Grain Belt Redevelopment site and at 13th and University. Furthermore, since most business in the Arts Avenue comes from clients outside of the Sheridan neighborhood, both Broadway and University Avenues are proposed to be illuminated. Only a few edges of residential blocks are illuminated to reduce residential light pollution and maintain focus on the Arts Avenue. While the plan is the least ambitious and most inexpensive of the three, it does not propose to illuminate important neighborhood corridors such as NE 2nd St. and NE 4th St. In addition, it neglects other factors such as public transit and crime.

Alternative #2

In the interest of reaching out to more areas of the neighborhood and illuminating important corridors, alternative #2 is proposed. Alternative #2 extends illumination along University north to NE 17th Ave., east along 13th Ave. to Washington and north along Marshall to NE 16th Ave. This alternative also illuminates the stretch of NE 2nd Street from the south to north ends of Sheridan, in order to connect to Sentyrz grocery store, provide lighting for bus line #11 and make a direct neighborhood connection from Broadway to the Arts Avenue. Currently, those who wish to reach the Arts Avenue are most enticed to use University or Marshall, which currently act as city-wide collector roads. By installing lighting along 2nd, the Arts Avenue will come to have its own access corridor for autos and bussing, in addition to establishing an important third node for the neighborhood.

Alternative #3

The most ambitious of the three, alternative #3 is most informed by the crime and transportation networks overlays. It uses alternative #2 as a foundation for its scheme, but also uses the idea of *access corridors* to connect Broadway with the Arts Avenue along four of these corridors. These corridors also extend one block north of 13th Ave. to form a more pedestrian-friendly district, as customers will be more inclined to park in illuminated access corridors on either side of the Arts Avenue.

The third alternative also addresses crime patterns in Sheridan. In the crime overlay, three distinct areas of crime were highlighted. Most of these incidents occurred in residential areas, in locations just outside of view and illumination. Therefore, in this alternative, pedestrian lighting is proposed for residential blocks on the southeast corner of the neighborhood. Should the neighborhood choose this alternative, auto-related crimes and thefts can be expected to decrease, as few dark pockets would continue to exist. Moreover, since NE 2nd Street will become an established neighborhood corridor, the installation of pedestrian lighting will encourage more pedestrian movement and increased illumination, which two important factors in fighting crime from thefts.



Fig. 16.1 Looking north towards University + NE 13th. The lights complement other lighting on buildings to create an exciting arts and entertainment district.



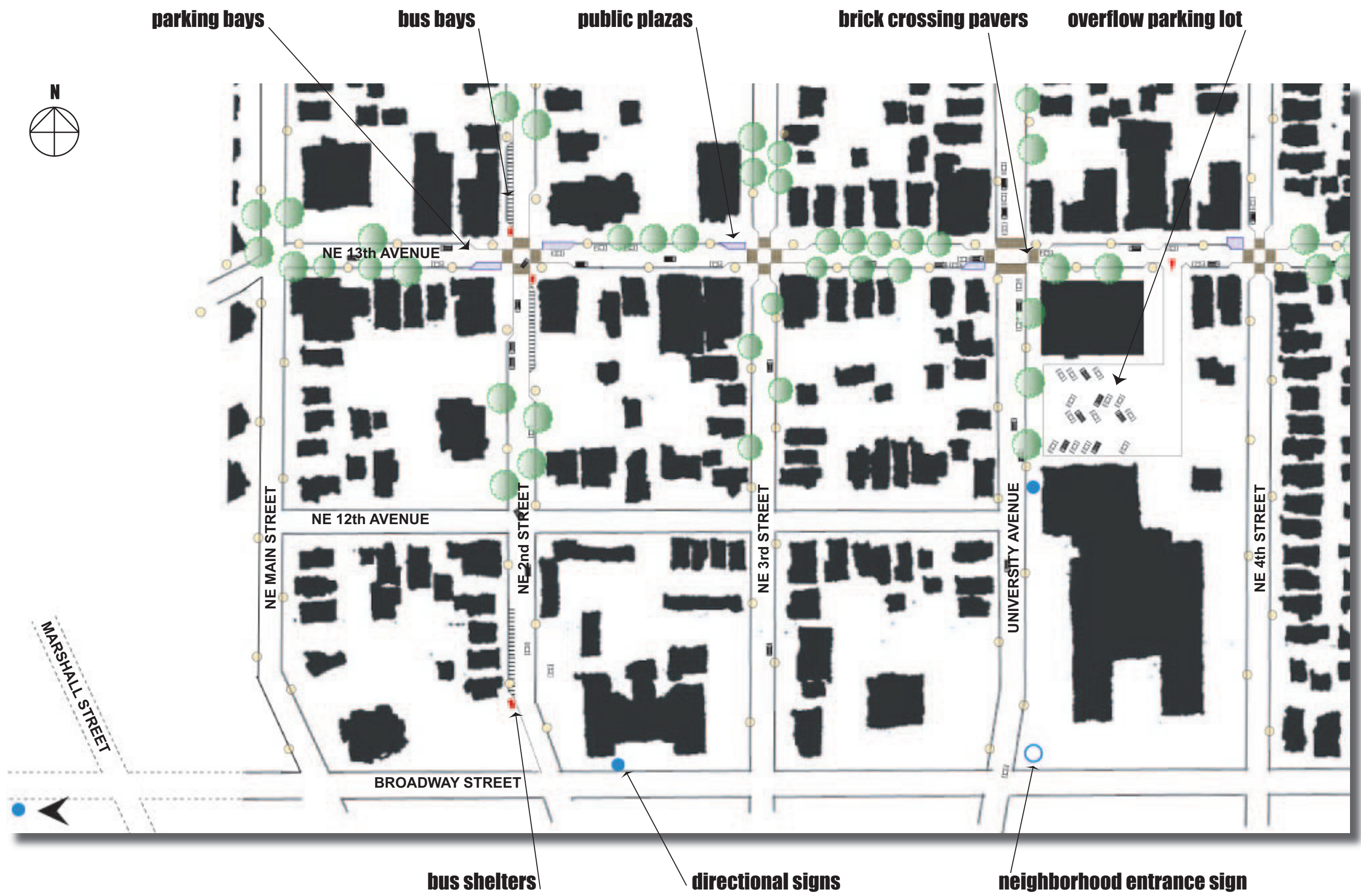
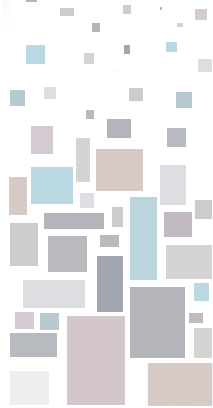
Fig. 16.2 University + NE 13th, looking east. Decorative banners signify the 13th Avenue corridor's artistic identity, while low-level lighting illuminates a currently-neglected pedestrian-level environment.



Fig. 16.3 NE 2nd St. + 13th Ave, looking south. 2nd Street has the potential to become an important neighborhood thoroughfare and Arts Avenue access corridor.

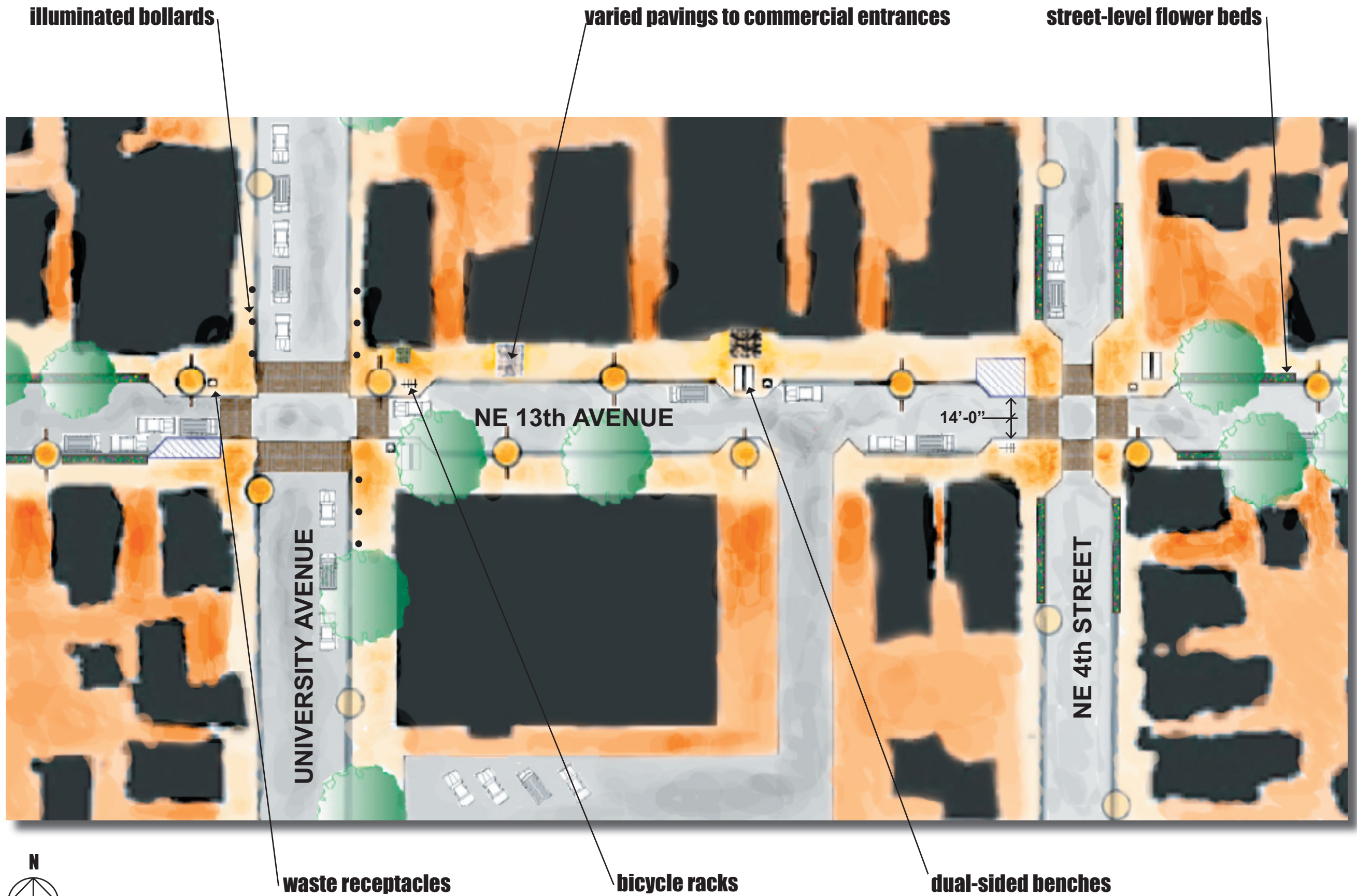
Design for Arts Avenue

Arts Avenue Corridor



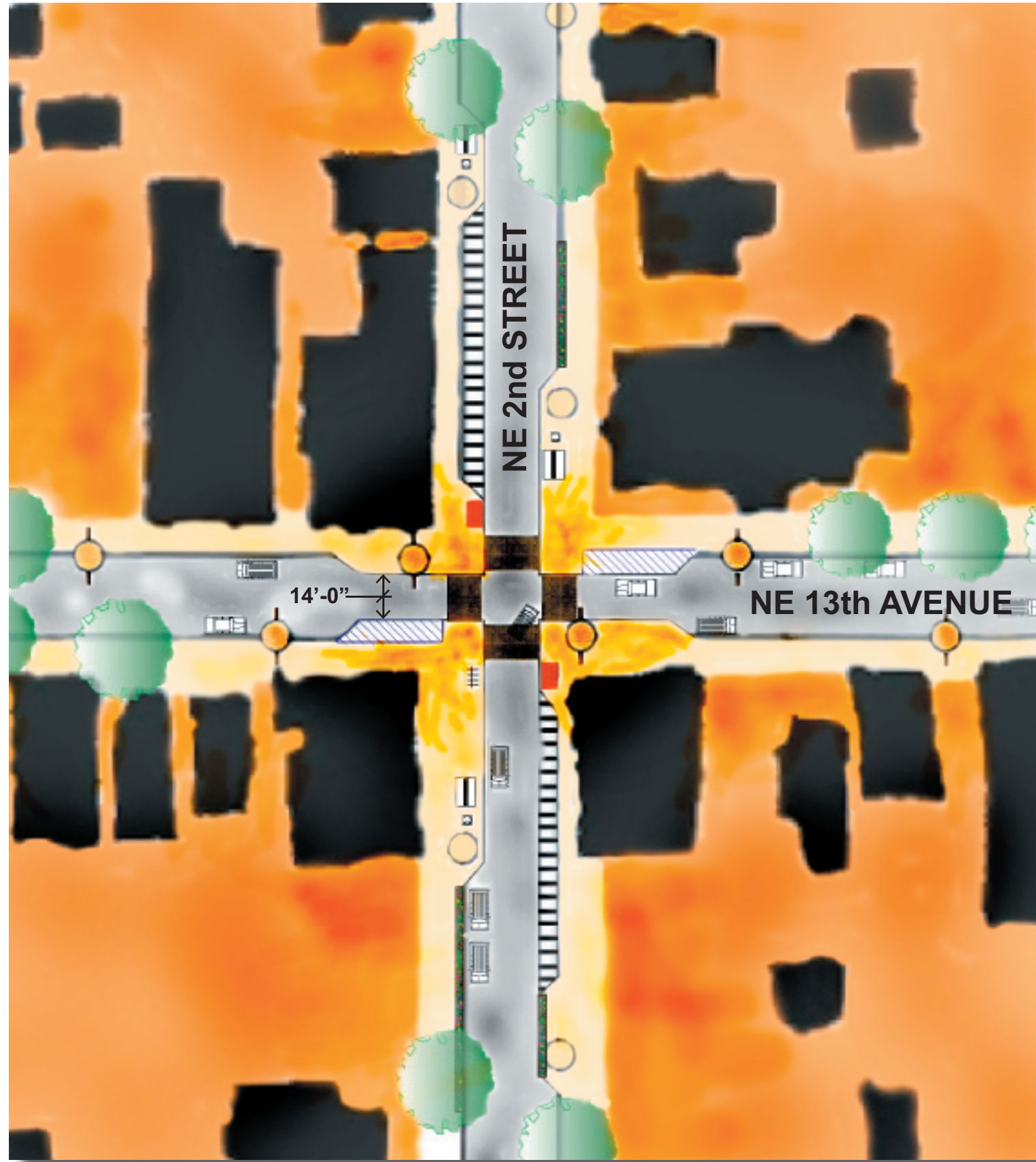
Design for Arts Avenue

13th + University to 13th + 4th Street



Design for Arts Avenue

13th + 2nd Street



Design for Arts Avenue

Elements of Streetscape

While the three previous renderings propose several streetscape elements for the Arts Avenue, each fall into one of four general categories. These categories evolved directly out of the analyses found earlier in the report, which are taken from aesthetic precedents, neighborhood suggestions and studies of other similar business districts. Thus, the proposed streetscape elements are either DECORATIVE, aid in TRANSPORTATION/NAVIGATION to and about the Arts Avenue, serve FUNCTIONAL needs or help to establish the Arts Avenue's unique IDENTITY.

Decorative

This category includes illuminated bollards, planters and specialized paving at any location. Bollards have been used in many commercial districts to separate pedestrians from high-volume traffic, while providing a low-level light source to add dynamism to the pedestrian environment. The proposal calls for bollards along three quadrants at the intersection of University and NE 13th, where the primary corridor of University conflicts with the community corridor of the Arts Avenue.

In the plan, planters extend outward from nodes and along short stretches of access corridors. The planters are created by removing 2' wide sections of the public right-of-way, which currently features lifeless concrete. Sand and topsoil are added to provide for flowers during warmer months. These planters may become a focal point for the community, since SNO can encourage neighborhood residents to participate in annual planting projects.

Varied paving materials can help to break up the monotony of concrete sidewalks and create an exciting pedestrian environment. Crosswalk pavers are appropriate at four of the Arts Avenue's main intersections, which will work in tandem with parking bays to encourage pedestrian movement. In addition to crosswalk pavers, individual businesses may wish to beautify their entrances with small brick or stone pavings.

Transportation/Navigation

Since buses and autos are the primary forms of transportation into the district, the proposal calls for more accommodations for these vehicles. In the interest of the #11 line, SNO has the opportunity to develop bus shelter embellishments on two shelters at 13th + 2nd Street and one at Broadway + 2nd Street. Depending on the level of ridership, SNO may also want to consider a shelter at the stop near Sentyrz grocery store.

Parking and bus bays are often used to create wider sidewalks and reduce the distance from one corner to another. In this plan, the sidewalk is extended at the intersection of 13th with 2nd, 3rd & 4th Streets and University Avenue. Some bump-outs are also proposed between University & 4th, which serve to accommodate a bench and open up access to the district's overflow parking lot.

Since signage was a major concern for many businesses along the Arts Avenue, the proposal highlights areas where signage may be installed. Simple navigational poles with intricate ironwork and hanging panels are desirable, since this design would best harmonize with the architecture of the Grain Belt complex. Three locations on the fringe of Sheridan have been identified to highlight major access corridors into the Arts Avenue. Further, as University + Broadway is the neighborhood's most visible intersection, a more permanent neighborhood entrance



Fig. 20.1 A Panoramic view of NE 2nd Street + 13th Ave. The bus shelter, complete with embellishments, is placed towards the intersection to create a more dynamic crossing. An interpretive installation may be placed in the public plaza on the north side of 13th, while a bicycle rack and bench may be located on the SW corner.



Fig. 20.2 Foot-level planters can easily be installed along the north, south and east approaches to 13th Ave. + NE 4th St. Upward lighting may be appropriate for buildings on the NW and SE corners of the intersection, to accentuate the upper stories and add additional lighting to the streetscape.

Design for Arts Avenue

Elements of Streetscape

sign has been proposed for this location.

Bicycles are an important component of any urban neighborhood. However, they are of particular importance in Sheridan. Under the Upper River Master Plan, the Arts Avenue is proposed to connect to a trail network surrounding the Mississippi, while the Marshall Street Plan calls for a commuter bicycle lane to extend south into the downtown area. In order to encourage bicycling into and along the Arts Avenue, bicycle racks are proposed at strategic areas along NE 13th Ave. These include major Arts Avenue nodes and extant retail businesses such as coffee shops and restaurants.

Functional

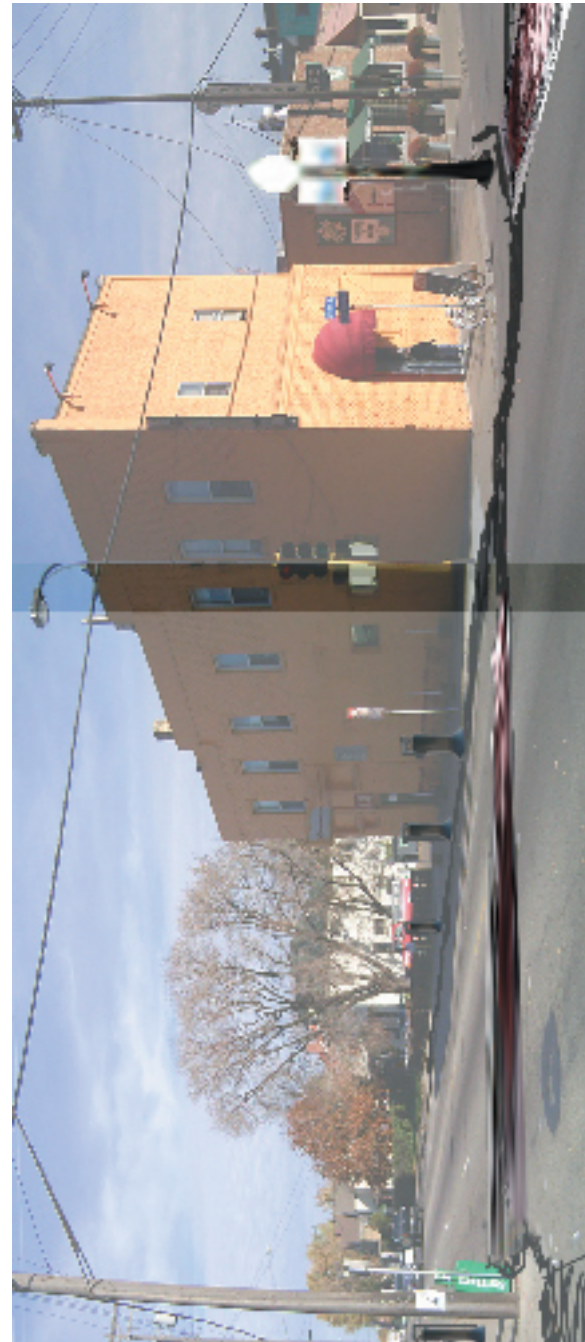
This is a broad category, but is basically concerned with two elements that encourage greater public interaction and beautification -- benches and waste receptacles. When placed outside retail establishments, these elements work together to give people a place to relax -- whether enjoying a cup of coffee outside of a shop on 2nd Street or waiting for the doors to open for a show at the Ritz Theater. Dual-sided benches provide a sense of independence between parties and allow for the user to select a vantage point along the Arts Avenue. When a party is done having a sit, nearby waste receptacles will encourage visitors to keep 13th Avenue litter-free.

Identity

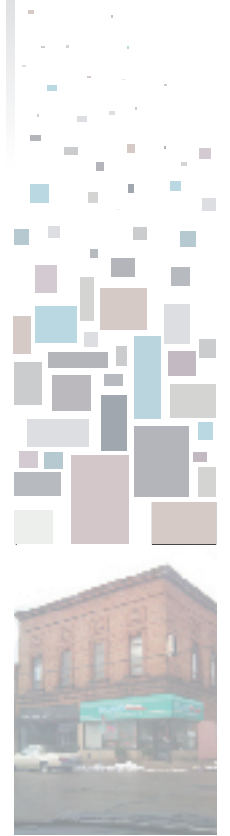
Sheridan's character is shaped by the old and new - more specifically, by a historic service-oriented business district and modern-day Arts Avenue. Thus, it is important for the neighborhood to encourage streetscape fixtures that will celebrate its past while reflecting 13th Avenue's emerging arts identity. SNO is already in the process of addressing these issues, as it plans to consider art embellishments for bus shelters. However, in order to create a truly visible arts streetscape, the Arts Avenue requires permanent to semi-permanent art installations to show of the talent of local artists. For this, SNO requires three elements: space in the public right-of-way, support from local businesses and the City and organizational structure in order to commission such installations.

This proposal addresses the necessity for space. In addition to accommodating benches, pedestrian lighting and expanded sidewalks, bump-outs create stretches of public space that can be utilized for interpretive/artistic installations. In the proposal for Sheridan, bump outs are proposed at the four major access corridors along NE 13th, which brings each intersection's quadrants together. Consequently, pedestrians have less road to cross and more pedestrian space in which to sit, socialize and contemplate the Arts Avenue through shop windows and public art.

Strategic bump-outs have been identified as ideal areas for art installations. Called public plazas, these installations can take several forms, from a simple plaque highlighting the corridor's streetcar days to an original art piece by a local artist. Whichever medium and subject is chosen, the installation should come from within the community and not provide serious impediments to general maintenance and snow removal. Naturally, all proposals to modify the right-of-way will have to be reviewed and approved by the Department of Public Works. Furthermore, depending on the scope of the project, the city may require the neighborhood to establish a special services district.



Figs. 21.1-2 At the intersection of 13th Ave. and University, left, bollards have been proposed in order to separate fast-moving traffic from pedestrians, while providing mid-level lighting at night. At right, a network of signs will guide visitors into the Arts Avenue. Shown here is the Sheridan School, which is the site of a highly-visible area. A more permanent installation may be constructed at this intersection in the foreground, while smaller hanging signs can be installed at other important intersections. Bottom left: The historic Grain Belt Office sign, featuring ironwork. This style can become a prototype for signage throughout Sheridan.



Conclusion + Timeline

This study, while proposing a new set of opportunities and possibilities for Sheridan, leaves the tall task of advancing some of these ideas to the Sheridan Neighborhood Organization. However, some components of the proposal are out of the scope of neighborhood planning for even the next five years. This is intentional, and serves to provide Sheridan with a clearer long-range framework as it envisions its status in the years to come.

In the future, Sheridan will have to flex its political muscle in order to bring necessary improvements in infrastructure and zoning to the emerging Arts Avenue. As public works policies exist today, for example, the neighborhood would have to establish a special services district to even attach banners to pedestrian lighting. The solutions to issues like these come in the form of more cohesion between Sheridan's businesses and constant dialogue between the neighborhood and its representative council member. There is still time to rectify some of the shortcomings of these policies, since as of January 2006 the city's pedestrian lighting policy still exists in draft form.

In order to implement a vision for Sheridan, assistance will need to come from several partnerships, both public and private. Sheridan can work with other nearby neighborhoods who share a similar arts vision, including Logan Park, Holland & Audobon Park. Furthermore, the Northeast Minneapolis Arts Association (NEMAA) has proposed a number of initiatives to encourage arts development, including Strategy 6.2 - the establishment of Arts Zoning Overlay Districts - and Strategy 1.6 - increasing the concentration of public art. (NEMAA) The organization possesses increasingly stronger political capital in Minneapolis and a partnership can be beneficial to both SNO and NEMAA. Moreover, the ideas presented in this report - many of which came from Sheridan's neighborhood residents and business owners - can be shared with other neighborhoods vis-a-vis NEMAA.

Since SNO is reaching the end of Phase II of NRP funds, private organizations will also be an essential part of the public development of Sheridan. The foremost of these is the Twin Cities-based McKnight foundation, which has a long history of offering grants to urban neighborhoods and artistic initiatives. SNO may wish to apply for such a grant, the proposals of which are accepted every three months. For more information, consult the Foundation's website at: <http://www.mcknight.org/grantsprograms/index.aspx>

In order to take the first step towards implementing the streetscape and lighting proposal, SNO should contact Jim Steffel of the Traffic & Safety division of Minneapolis Public Works. Jim and his team will be able to review SNO's proposal and evaluate its compliance with Public Works design standards and guidelines. For a successful project, Public Works will look for a plan that has political and financial support. For example, in order to install bump-outs, Public Works requires the support of at least 75% of properties adjacent to the project. (Steffel, personal interview)

While extensive partnerships and private monies will be needed to achieve the most sweeping proposals, SNO can implement the vision in increments as it looks towards the future. This may mean the installation of a neighborhood entrance sign, new wastebaskets at major intersections or even the establishment of an Arts Avenue business association. Whatever first steps are taken, it is evident from this study that the Arts Avenue will continue to be the driving force for the Sheridan neighborhood. Perhaps even, just as the Grain Belt Brewery became the center of much of Northeast Minneapolis a century ago, the Sheridan Arts Avenue will rise again to signal the rebirth of one of Minneapolis' most enduring areas.



Suggested Project Timeline

Evaluation
February-March 2006

Evaluate progress of NRP meetings, determine general vision for following year and feasibility of implementing components of Arts Avenue plan. Contact Jim Steffel of Public Works to initiate negotiation process.

Proposal
April 2006

SNO Annual Meeting
Present Lighting + Design Plan, field suggestions from neighborhood.

Community Exchange
April-December 2006

Hold a series of meetings to generate community involvement, create a dedicated neighborhood project team, build organizational & political support and assess financial resources.
Necessary Partnerships:

- City of Minneapolis Public Works - Bev Warmka, Pedestrian Lighting Specialist. Ph. 612/673.3762
- Hennepin County Transportation: Ph. 612/596.0300
- Jim Steffel, Ph. (Traffic & Safety Division) 612/673.2411. Ask for Jim.
- Diane Hofstede, Ward 3 City Council Member: 612/673.2203
- Neighborhood residents & business owners
- Private funding organizations

Generate Capital
15 July 2006-January 2007

Applications for the McKnight Foundation's Region & Communities Grant that are submitted by 15 July will be considered in November. SNO and the project team may also wish to apply for other private grants. County funds may be considered for the intersection of NE 13th Ave. + University Ave. (C.S.A.H. 47). Community fundraising may be appropriate for smaller project components such as flower beds, signage, etc.

Review
January-March 2007

Evaluate progress of project and determine if the vision should be expanded based on success of fundraising and organization. Present summary to neighborhood at the 2007 Annual Meeting.

Development
March 2007

With funding and project support in place, continue to foster links between neighborhood partners as construction begins. SNO may also consider spots in local newspapers, MTN and other media to promote the Arts Avenue's revival.

Appendix

References + Crime Overlay Metadata

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- Warmka, Beverly. Personal Interview. 15 October 2005, Minneapolis.



	Burglary	TFMV	Auto Theft	Theft
June	22nd-1615 NE Main Street	25th-1417 6 St NE		
		22nd-1214 3 St NE		
		28th- 215 Broadway St NE	30th-13 Ave NE	
July	8th-77 13 Av NE	3rd-15 Av NE + 5 St NE	30th-3 St NE	17th-77 13 Av NE
		15th-5 St NE	3rd-1209 4 St NE	16th-1428 4 St NE
			23rd-1400 University Av NE	16th-16 Av NE + University Av NE
				19th-1612 2 St NE
				19th-1235 5 St NE
August	16th-1317 University Av NE	6th-1428 4 St NE	3rd-1301 5 St NE	16th-13 Av NE + 4 St NE
	24th-1517 Main St NE	7th-1218 5 St NE		
	27th-1315 2 St NE	23rd-409 Broadway St NE		
		26th-1100 University Av NE		
		31st-1517 University Av NE		
		30th-337 13 Av NE		30th-1612 2 St NE
September	10th-1434 Marshall St NE	22nd-1521 6 St NE	4th-1206 2 St NE	1st-1700 2 St NE
	10th-1435 Marshall St NE	22nd-1531 6 St NE	16th-135 16 Av NE	30th-1433 4 St NE
		22nd-1428 4 St	15-1315 6 St NE	
		4th-1403 3 St NE		
		1st-1106 6 St NE		
		18th-412 13 Av NE		
		18th-1215 4 St NE		
		18th-1203 Main St NE		
		28th-1329 University Av NE		
October	20th-355 13 Av NE	21st-141 14 Av NE	18th-1623 California St NE	4th-1501 Marshall St NE
	18th-1222 5 St NE	29th- 1304 4 St NE	5th-1621 University Av NE	12th-1612 2 St NE
		27th-15 Av NE + 4 St NE	15th-1217 Main St NE	15th-1416 Grand St NE
	30th-1623 2 St NE	27th-1538 5 St NE	29th-1203 Main St NE	30th-1200 University Av NE
November	8th-1610 Grand St NE	3rd-13 Av NE	1st-34 13 Av NE	10th-1612 2nd St NE
	28th-1319 6 St NE	16th-1612 2 St NE	18th-1319 Marshall St NE	2nd-1432 5 St NE
		18th-1209 6 St NE	28th-133 14 Av NE	21st-1612 2 St NE
			25th-1701 2 St NE	18th-1319 Marshall St NE
				18th-409 Broadway St NE
				29th-311 14 Av NE
December	12th-1416 Grand St NE	14th-1428 4 St NE	17th- 1220 Main St NE	11th-1619 2 St NE
	9th-1331 Water St NE	17th-1322 5 St NE		
	2nd-343 13 Av NE	4th-215 Broadway St NE		

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To the Arts Avenue!



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