

Small Area Plan

Approved by SNO 11.25.2013

Approved by City Council _____





Executive Summary

The Sheridan Neighborhood Organization has commissioned a planning study to provide guidance for the neighborhood that will influence future developments. Through a series of community engagement events, analysis of the history of the neighborhood, review of past and current planning efforts, and a deep analysis of the current demographics, the planning team has gained an intimate understanding of the current community context, as well as its present challenges, and future opportunities.

The small area study revealed areas of opportunity surrounding land use and housing, businesses, and economic development to strengthen pedestrian and bicycle amenities in the neighborhood, increase the installations of community art, and enhance the urban design elements of the neighborhood.

The study reveals areas in which investments should be made in the existing housing stock and where new housing should develop in a way that will blend with the historical character of the neighborhood. The study also explored alternative parking options, and ways to continue to provide support to local businesses in the neighborhood. The planning study found many areas in which the street network, and parks and trail systems in the neighborhood could be enhanced. In partnership with the City of Minneapolis, the Sheridan Neighborhood Organization can work to improve the overall pedestrian and bicycle experience, improve vehicle circulation, and increase safety for all. Additionally, there are opportunities to work with neighborhood artists to create a beautiful, creative, and uniform neighborhood appearance through by integrating of public art into public spaces.

The small area plan is a framework to guide the future development of the Sheridan Neighborhood, offering tangible implementation action items to make connections between short-term actions that will help shape the long-term visions articulated by residents and community members who living and working in the neighborhood.





Small Area Plan

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Acknowledgements

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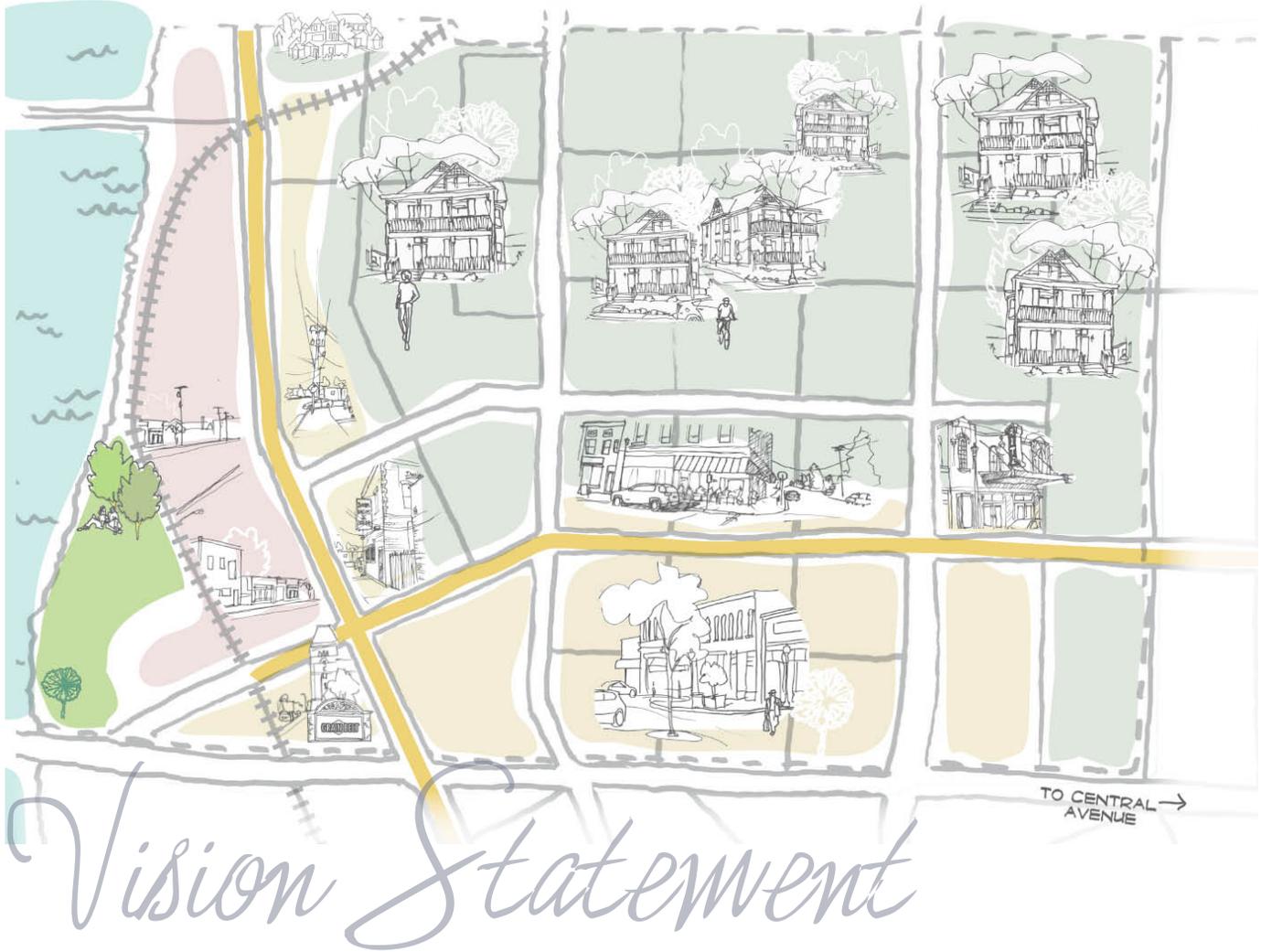
Council Member Lisa Bender, Matthew Brown, Meg Forney, Rebecca Gagnon,
Ben Gisselman, Council Member Ryan Kronzer, Alissa Luepke-Pier, John Slack,
Theodore Tucker.

The residents and business owners of the Sheridan Neighborhood.

Completed in conjunction with:



I. Vision Statement



The Sheridan Neighborhood is a welcoming and thriving community. Sheridan is a safe, creative, and diverse place to live, work, and enjoy life. Our community strives to support local businesses, preserve our vibrant history, maintain our flourishing arts community, and foster services needed to enjoy life.





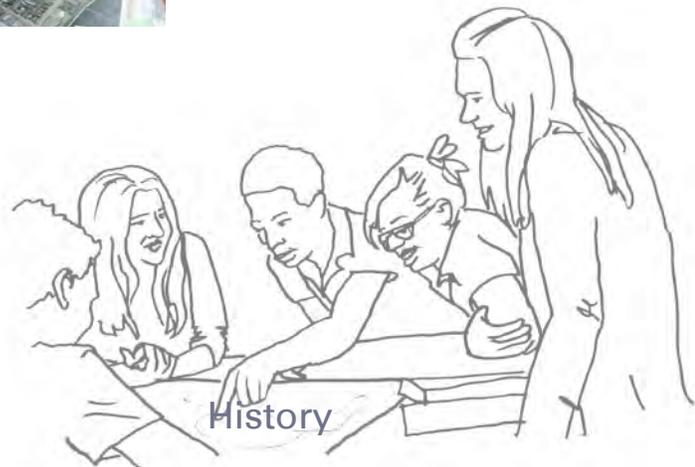
Northeast Minneapolis has seen significant transformation over the past 15 years; the Sheridan Neighborhood has been no exception. The area has become the arts hub in the Twin Cities, which has resulted in new investment and economic development. Despite numerous other planning efforts that apply to Sheridan, the neighborhood needed a plan that would serve as a guiding document into the future. The area is experiencing investment and change, and needed a plan that reflects the goals and desires of the community.



Community Engagement

The Sheridan Neighborhood is located in Northeast Minneapolis. It is bordered by Broadway Street NE to the south, Washington Street NE to the east, 17th/18th Avenue NE to the north, and the Mississippi River to the west.

As with any neighborhood plan, a strong and effective community engagement process is necessary, and such efforts were spearheaded by a steering committee of ten active members of the community. To ensure the plan is a compilation of members of all geographic and demographic communities, the steering committee adopted a stakeholder engagement plan at the onset of the planning process. Working with the consultant team, the steering committee held three community-wide meetings with attendance of over 100 people, compiled an online survey and project website, sent a survey to local businesses and the parents of Sheridan school attendees, and held focus groups with the artist community. The steering committee met six times to coordinate the input from the community into the plan document. The team also participated in Art-A-Whirl and talked with almost In total nearly 200 residents and stakeholders representing a wide array of thoughts, opinions, and included their perspectives in the writing of the small area plan.



Survey Summary

A total of 21 online and 26 paper responses were received for the general neighborhood survey. People listed a variety of things as their favorite part of the Sheridan Neighborhood, including proximity to the Mississippi River and downtown, small local businesses, walkability, cultural diversity, strong arts culture, neighborhood character, and sense of community.

There were also several things people stated that they wished to see changed, including more green space; rain gardens and community agriculture; better connection to the river; less crime; more trash containers; addition of a dog park; improved bike, pedestrian, and transit mobility; and more parking for 13th Avenue businesses. Some of the most important neighborhood attributes were the ability to meet daily needs within the neighborhood, improving safety, and ability to get around. When asked to describe the Sheridan Neighborhood in one word, responses were mostly positive but included a few negative responses. Responses included: vibrant, cool, home, friendly, unique, fun, livable, energetic, progressive, working-class, tired, dirty, eclectic, crusty, and diverse.

Regarding future development, respondents expressed a desire to see more urban farming, more green space (especially along the riverfront), high-density housing with ground-floor commercial, bike lanes and bike parking, and more locally owned businesses that cater to daily needs. Approximately 79% of respondents stated that they ride their bicycle within the neighborhood. Regarding auto transportation, the major issues respondents identified in the neighborhood were lack of parking, especially near businesses, and dangerous conditions along busy streets, specifically Broadway Street, University Avenue, and 13th Avenue. Broadway and University were also identified as being difficult for pedestrians to cross. 13th Avenue was identified as needing wider sidewalks.

The steering committee met one final time in August to discuss changes to the city's generalized land use map for Sheridan Neighborhood and recommend a series of edits to the map, including:

- Changing several parcels (as indicated on the map) to mixed use to allow for more flexibility in the redevelopment of these parcels, and in some cases, to expand the activity center on 13th and Marshall and the commercial node along 13th Avenue. Sheridan School is proposed to be mixed use to allow for continued shared parking in the lot with the surrounding commercial properties.
- Regulating several parcels from medium-density residential (which appears to be a remnant of the historic zoning from the 1970s) to low-density residential, which is more compatible with immediately adjacent land uses. These areas are also indicated on the land use map.
- Adjusting the boundaries of the activity center and the commercial node to include some additional parcels, and connect the two areas geographically.

A draft review meeting was held on July 29, 2013 to provide final feedback to be included in the small area plan. Comments from this meeting communicated the need for:

- Pedestrian-scale lighting
- Connections to the new park and river
- Usable green spaces
- An executive summary to be added to the plan

The plan was adopted by the Sheridan Neighborhood Organization on November 25, 2013.



The growth of the Sheridan Neighborhood can largely be attributed to brewing at the Grain Belt Complex. The complex was constructed in 1893 following the merger of four Minneapolis breweries. Industrial uses were typical along the river at this time, but the increase in residential use came following the construction of the brewery. At the time of its construction, the brewery was one of the most modern in the country and soon began brewing 500,000 barrels a year. Many eastern Europeans migrated to the area to take advantage of the ample job opportunities, some at the brewery and other industrial uses along the river. Most immigrants were of Slovakian or Polish descent, and at one time, the area became known as the Polish Quarter. Many traces of the eastern European heritage can still be found in the neighborhood today.



By 1933, the City of Minneapolis had assembled an impressive street car system, which extended into Northeast. Within the Sheridan Neighborhood, an east-west route existed along 13th Avenue NE and crossed the river along Broadway Avenue. 13th Avenue was solidified as a neighborhood-serving commercial corridor with grocery stores, bakeries, banks, and other services. The corridor still serves as the primary commercial corridor in the neighborhood today. A north-south streetcar route also ran along 2nd Street NE.



Over the past 20 years, as industrial uses have declined, the area has experienced a significant increase in the number of artists and art-related business, which has helped revitalize the local economy. Many former industrial buildings and warehouses have been converted into studios and live/work spaces to accommodate artists or other uses. The Grain Belt complex represents a perfect example of a historical and cultural asset being reused today for several uses. The Sheridan Neighborhood, and much of Northeast, is experiencing a renaissance as it returns to its brewing heritage through the increase in several local breweries, including the neighborhood's own Dangerous Man Brewing Company.





Historic Structures

Grain Belt Brewery – The Grain Belt Brewery, located at 13th and Marshall, was largely responsible for sparking initial development in the area, as it provided jobs for many eastern European immigrant families. Brewing on the site actually began as early as 1850 by John Orth, a German immigrant, who is considered to be the first brewer in what is today Hennepin County. The complex was constructed in 1891 as a result of a merger between four Minneapolis breweries, including Orth Brewing, Heinrich Brewing, Germania Brewing, and Norenburg Brewing. Original buildings included the brew house, offices, and warehouses. Following the merger, the company became known as the Minneapolis Brewing and Malting Company and began brewing Grain Belt beer. The company experienced quick success, brewing over 500,000 barrels per year by 1900. The brewery closed between 1927 and 1933 during prohibition. After reopening, the company acquired a brewery in Omaha, which allowed them to become 22nd in national sales. The brewery was eventually sold in 1975 to a local businessman who closed the brewery. Schell’s Brewery in New Ulm, Minnesota now owns the rights to the Grain Belt Beer label.

While some structures have been removed, there has been a significant effort to preserve what is left of the brewery since its closing. The complex is currently being reused for office and light industrial uses. The Minneapolis Park and Recreation Board owns property along the riverfront adjacent to the complex and will be developing a park that is currently in the planning process. The addition the park will be a great resource to the site and will bring people to the riverfront. The Grain Belt site was approved as a historic district by the Minneapolis City Council in August 1977 and was placed on the National Register of Historic Places. The national designation provides access to federal funding for rehabilitation.



Little Sisters of the Poor Home for the Aged – Originally located at the northeast corner of Broadway and 2nd Street NE, the Little Sisters of the Poor is a Christian-based group that still exists with the mission of serving the poor in the local community. The group came to Minneapolis in 1889 with the intent of building a home to support the elderly. The main building was built by the architect Corser in 1895. As demand for space increased, an east wing was constructed in 1905. Space demands continued to grow and a west wing was built in 1914. While the east wing was designed by the original architect, the west wing was designed by architects Kees and Colburn. The home was supported financially by members and groups of the Minneapolis community. After 82 years in the home, Little Sisters for the Poor moved to a new facility in St. Paul in 1977. The building has since been reconverted into a 71-unit general occupancy apartment complex.



Left: Ritz Theatre as it stands proudly today

Above: Ritz Theatre prior to renovation

Ritz Theater – The newly renovated Ritz Theater, located on 13th Avenue between University and 4th Street, represents a longtime cultural landmark within the neighborhood. Dating back to the 1920s, the theater was a single-screen movie house before closing for many years. In 1999, a local performing arts group, Ballet of the Dolls, moved forward with a capital campaign and plan to design and redevelop the theater. Ownership of the theater was transferred to the Ritz Theater Foundation in 2005, and with the help of local financing, the theater was restored. Ballet of the Dolls opened the renovated theater with its inaugural show on May 12, 2006. The Ritz Theater is the first year-round performing arts and education facility in the Northeast Minneapolis Arts District. An eclectic array of entertainment from live music, dance, theater, and the Dolls themselves provides a spirited and intimate theatrical experience.

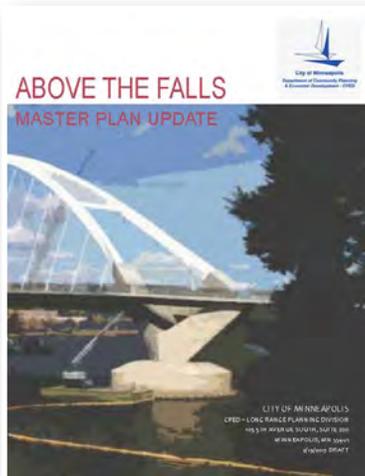
Past and Current Planning Efforts Affecting Sheridan

Minneapolis Plan for Sustainable Growth, 2009



Adopted by the city in 2009, the Minneapolis Plan for Sustainable Growth is the city's comprehensive plan and provides a framework for future growth. The plan aims to make Minneapolis a more livable and sustainable city. The document address land use, transportation, housing, economic development, public services and facilities, environment, open space and parks, heritage preservation, arts and culture, urban design, and implementation. In order to be adopted by the City, the Sheridan Neighborhood Small Area Plan should be mostly consistent with the Minneapolis Plan for Sustainable Growth.

Above the Falls: A Master Plan for the Upper River in Minneapolis



Completed in 2000, the plan was adopted by the City of Minneapolis. In 2009, the city began a process to update the plan, which was approved by city council on June 4, 2013. The study area is bordered by Plymouth/8th Avenue on the south, the Camden Bridge on the north, Marshall Street on the east and I-94 to west. The plan is aimed at improving park and trail amenities within the study area, as well as land uses that complement the river. The document outlines a plan for continuous park space along the areas directly adjacent to the Mississippi River. A portion of the Sheridan Neighborhood is included in this plan, which has tremendous implications for development near one of the neighborhood's most valuable resources, the Mississippi River. As the city develops a plan for the wider area around the river, the Minneapolis Park and Recreation Board (MPRB) is also working to update its vision for park space within in the area, which includes the future Sheridan Memorial Park.

The plan also recommends improvements to Marshall Street NE, including the construction of bicycle lanes, planted medians, and curb extensions with parking bays between them. The addition of bicycle and pedestrian facilities along the river and Marshall Street NE increases the impetus for developing a strong east-west bike route through Sheridan to connect Sheridan residents to the river and Sheridan Memorial Park, and to draw bicyclists into the neighborhood. The plan cites 18th, 14th, and 13th Avenues NE within Sheridan as being priority streets for the creation of a "Riverway Streets" network, "...with enhanced streetscapes and signage that will lead visitors to riverfront parks." Features of these streets include increased landscape plantings, bicycle accommodations, signage, and decorative elements.

Grain Belt Brewery Area Development Objectives, 1996



The Grain Belt Brewery complex has seen significant change since the adoption of this plan. The vision outlined in the document reiterates the need for better connections and open space along the riverfront. It calls for a mix of uses and places a high priority on preserving the historic character of the complex. Ideal uses for the site specifically identified include restaurants, neighborhood commercial services, residential units above commercial uses, art-related uses, light industrial, a corporate headquarters, and a public riverfront attraction, including a park and activity node. The plan also calls for improvements to Marshall Street to make it "greener, less cluttered, and safer", as well as a plaza on the east side of

Marshall Street across from the Brewery. Everwood Development plans for that site include a prominent plaza in that location. Streetscape improvements along 13th and 14th Avenues are also desired to make these more attractive gateways to the riverfront for pedestrians and cyclists. While much of the area has already been transformed since the development of this plan, many of the principles, such as streetscape improvements and preservation of the historic character, will be carried on within the Sheridan Neighborhood Small Area Plan.



Arts Action Plan for Northeast

The Arts Action Plan for Northeast is an initiative aimed at keeping Northeast a viable and supportive hub for artists and creative businesses, as well as to maintain the artistic character and charm of the area. Over the past 20 years, Northeast has become home to hundreds of artists due to the abundance of available industrial space and its affordability.

Similar examples of the transformation experienced in Northeast have been seen elsewhere in other parts of the country, only to eventually experience a significant rise in property values and be overcome by high-end retail, commercial, and residential uses. The plan aims to combat some of these forces in order to preserve Northeast Minneapolis as a place for artists in the long term. The Northeast Minneapolis Arts Association (NEMAA), a non-profit agency, played a large role in the creation of this plan and is charged with its realization on a day-to-day basis. NEMAA's mission is to "promote connections between individuals, businesses, and artists for the collective benefit of our community." Investing in the arts has been shown to have a positive impact on many local economies. As a result, it will be important that the goals, policies, and recommendations outlined in the Sheridan Neighborhood Small Area Plan complement the objectives in the Arts Action Plan for Northeast.



RiverFirst

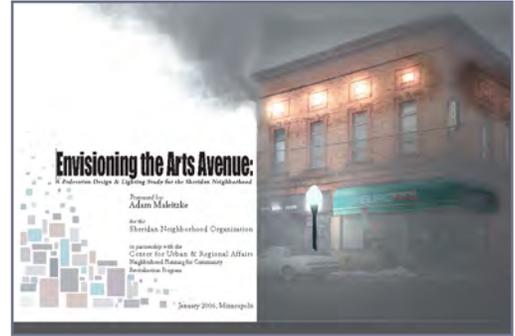
The RiverFirst Initiative is a collaborative effort by the City of Minneapolis, Minneapolis Park and Recreation Board, and the Minneapolis Parks Foundation. The vision for RiverFirst provides a long-term development strategy for the Upper Mississippi River. This vision is outlined as a park design proposal and implementation framework that aims to better utilize the river and develop a more complete system of parks and trails in the area. The initiative is also aimed at economic development and improved ecological health of the river and sustainability. The vision for RiverFirst was adopted by the Park Board in 2012 and served as a guide for the Above the Falls Master Plan.



RIVERFIRST

Envisioning the Arts Avenue

This plan aims at establishing a vision and plan for investment along one of Sheridan’s key corridors, 13th Avenue NE, also referred to as the Arts Avenue. Specifically, the plan looks at lighting improvements along the corridor and other ways of developing a more pedestrian-friendly environment. The plan draws on recommendations from artists in the area and other residents, and provides some analysis of land use and transportation in the neighborhood.



Minneapolis Bicycle Master Plan

The 2011 Minneapolis Bicycle Master Plan presents a proposed network of bikeways and routes throughout the city, consisting of existing and planned infrastructure. Specific to Sheridan, the Bicycle Master Plan shows a planned off-road shared-use path (East River Parkway Trail), and the 18th Avenue NE Trail (currently developed from California Street NE to 6th Street NE) being a key east-west off-road shared-use path connection between the river, Central Avenue NE, and the Minneapolis Diagonal Trail running along New Brighton Road to the east. Thirteenth Avenue NE from Monroe Street NE to Marshall Street NE is proposed as a signed bicycle route, while 5th Street NE is designated as a bicycle boulevard, as it currently operates today. Finally, Marshall Street NE is recommended as a north-south bikeway with on-road bicycle lanes, an improvement that is also proposed in the Above the Falls Master Plan.



Rendering of Sheridan Memorial Park

Sheridan Memorial Park

Development of this park, located at the former Grain Belt Beer Brewery campus on the east bank of the Mississippi River, is ongoing. The park will include a playground and a veterans memorial when completed. The future East River Parkway Trail will link this park with sites to the north and south.

Resurfacing of University Avenue NE

University Avenue NE/Minnesota Highway 47 is currently being resurfaced from Central Avenue SE to 27th Avenue NE, with a large portion of this work including areas in Sheridan. Sidewalks are being replaced in the area of 15th and 16th Avenues NE. The work will include upgrading pedestrian ramps at all unsignalized intersections to make them compliant with ADA standards. MnDOT is also working with the City of Minneapolis to address improvements at all signalized intersections over the next five years after resurfacing is complete.

Pedestrian Master Plan

The Sheridan Neighborhood has adopted a Pedestrian Master Plan to interconnect its community through pedestrian accessibility. This pedestrian accessibility drives home the forward thinking mentality of the community and will aid in future redevelopment efforts.



Current Demographics

The population of the Sheridan Neighborhood has remained stable around 2,800 residents. Since 2000, the share of children and seniors has decreased, resulting in more young and middle-aged adults in the area. This represents a homogenization of age, which is a trend that has been occurring over many decades.

<i>Total population and share of city's population (2010)</i>				
	<i>Sheridan</i>		<i>Minneapolis</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
SEX AND AGE	2,884	0.8%	382,578	100%
Male	1,495	51.8%	192,421	50.3%
Female	1,389	48.2%	190,157	49.7%
Under 5	207	7.2%	26,453	6.9%
5-9 years	160	5.5%	21,653	5.7%
10-14 years	104	3.6%	18,136	4.7%
15-17 years	59	2.0%	10,980	2.9%
18-24 years	350	12.1%	57,979	15.2%
25-24 years	797	27.6%	80,531	21.0%
35-44 years	379	13.1%	52,527	13.7%
45-54 years	383	13.3%	46,748	12.2%
55-64 years	240	8.3%	37,078	9.7%
65-74 years	103	3.6%	16,325	4.3%
75-84 years	62	2.1%	9,136	2.4%
85 years and older	40	1.4%	5,050	1.3%
17 years and younger	530	18.4%	77,204	20.2%
18 years and older	2,354	81.6%	305,374	79.8%
65 years and older	205	7.1%	30,511	8.0%

Source: MN Compass 2010 Census Profile



Just over one-third of the households in the neighborhood are owner-occupied, while two-thirds are renter occupied. This has stayed relatively consistent over the past 20 years.

The Sheridan Neighborhood is increasingly diverse in ethnicity. According to the 2010 census, 64.4% of the neighborhood listed themselves as White or Caucasian, Black or African American make up 16.4 percent, Hispanic or Latino are 11.8 percent, Asian or Pacific Islander make up 1.9 percent, American Indian and Alaska Native make up 1.8 percent, while those reporting two or more races make up the final 3.5 percent. A language other than English is the primary language spoken in 21.2 percent of households, which is fairly consistent with Minneapolis as a whole. This diversity is a strength of the community, and represents the historical trend of Sheridan being a home to people emigrating from other countries.

<i>Race and Ethnicity</i>	<i>Sheridan</i>		<i>Minneapolis</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
White	1,857	64.4%	230,650	60.3%
Black or African American	472	16.4%	69,971	18.3%
American Indian and Alaska Native	53	1.8%	6,351	1.7%
Asian or Pacific Islander	56	1.9%	21,567	5.6%
Other race	-	-	962	0.3%
Two or more races	102	3.5%	13,004	3.4%
Hispanic or Latino	339	11.8%	40,073	10.5%

**People who ethnically identify as Hispanic may be of any race, but are represented only as "Hispanic or Latino" in the table above. All race categories are non-Hispanic.*

Source: MN Compass 2010 Census Profile

From 1999 to 2009, the median household income decreased substantially from \$46,135 to \$38,195, a 17 percent decrease. Data from 2009 found that one-quarter of residents in the neighborhood have incomes below the poverty level compared with approximately one-fifth for all of Minneapolis.

III. Land Use and Housing



Current Land Use

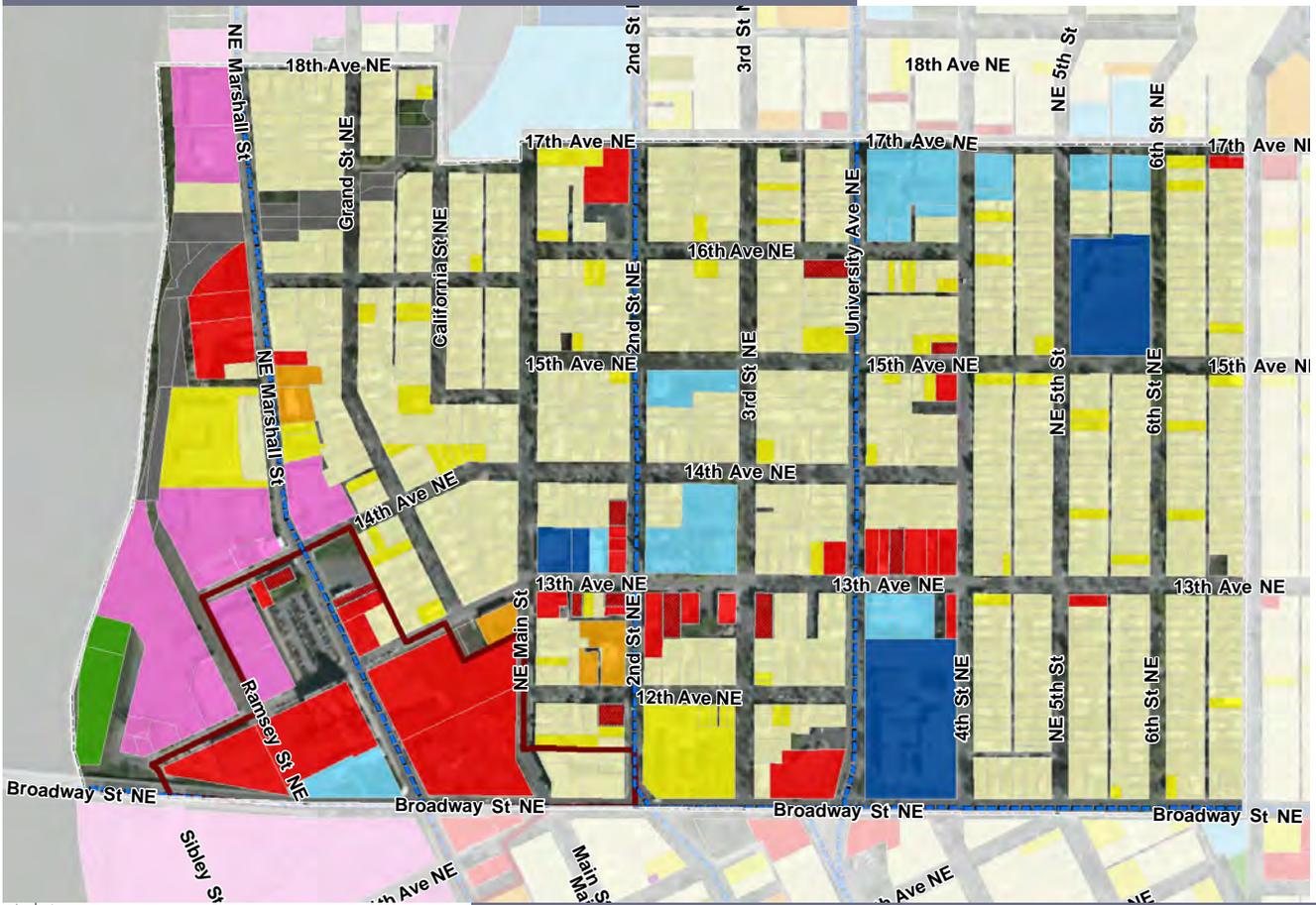
A variety of land uses is found in the neighborhood, including commercial, industrial, public/institutional, cultural, parks/open space, mixed use, transportation and utility uses, and various residential districts of different densities. The neighborhood is characterized by a classic urban setting with the average block containing residential, commercial, and institutional land uses.



The industrial uses are primarily located on the west side of the neighborhood along the river and off of Marshall Street. Commercial uses are found along several key corridors, including Marshall Street, 13th Avenue, 2nd Street, and Broadway. Cultural/entertainment and public/institutional land uses can be found throughout the neighborhood and include many schools, places of worship, and the library. The neighborhood has only one area officially designated as park or open space, which is the area along the riverfront where Sheridan Memorial Park is to be built in the future. This park space is the basis for the eventual park expansion along the Mississippi River which will result in the reuse of land currently utilized for industrial. However, there are several informal park areas and playgrounds, including Sheridan Space at Sheridan School and the New City School site, the private open space at Northeast Community Bank, and a small park area in front of Bottineau Library.



EXISTING LAND USE MAP



LEGEND - EXISTING LAND USE

Land Use Designations	
Sheridan Neighborhood	Public/Institutional
Low-Density Housing (up to 20 DU/acre)	Cultural/Entertainment
Medium-Density Housing (20-50 DU/acre)	Transportation/Communication/Utilities
High-Density Housing (50-120 DU/acre)	Light Industrial
Very High-Density Housing (>120 DU/acre)	General Industrial
Congregate Living	Parks/Open Space
Commercial	Vacant
Mixed Use	Activity Center
	Community Corridor



Ideas from Stakeholders

- Residential improvements for home-owners
- Change city policy to make home improvement easier
- Clean up problem properties

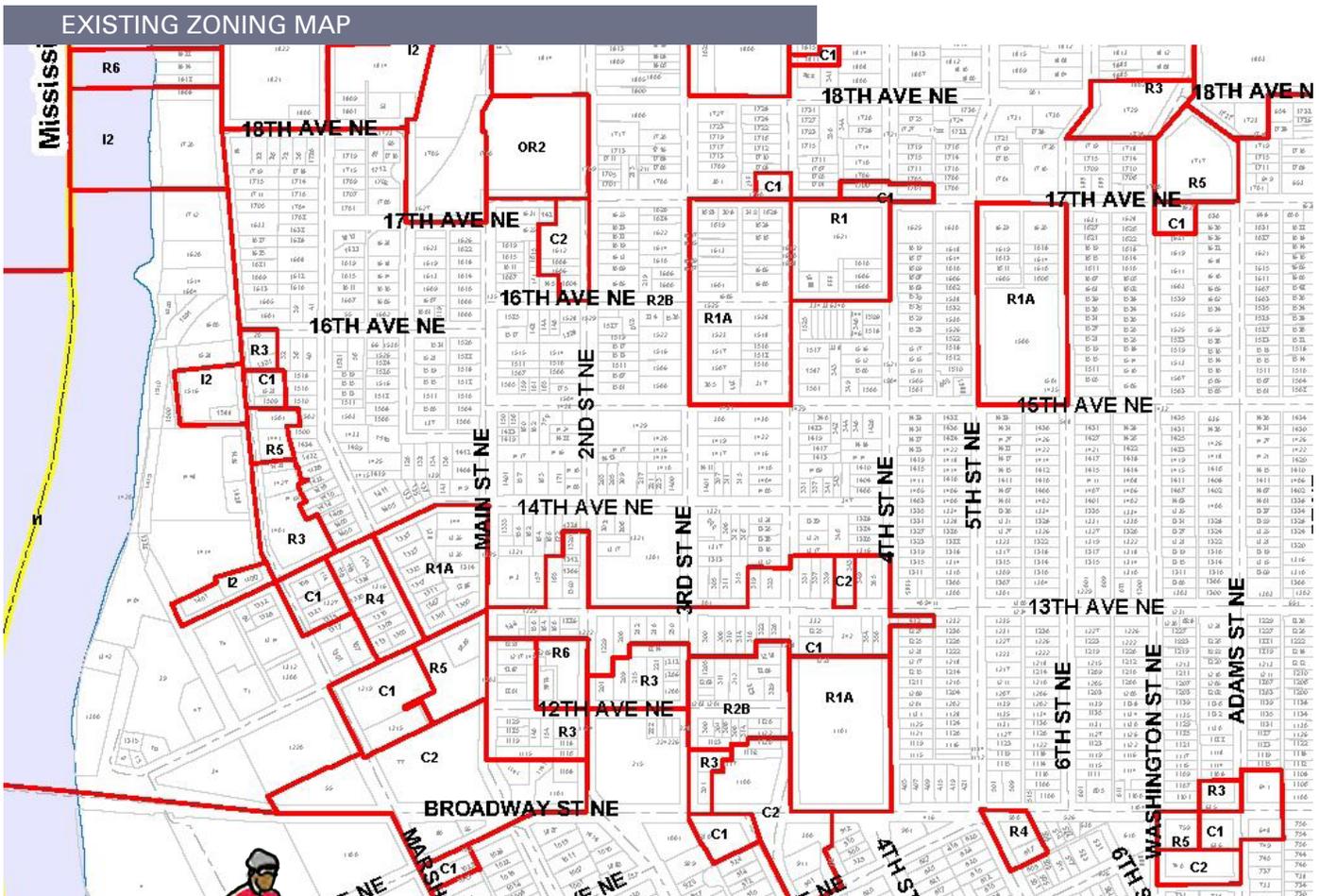
Current Zoning Districts



Ideas from Stakeholders

- Home improvement incentives
- Solar power to all homes
- Use housing density to make cars less dominant

The Sheridan Neighborhood is made up of many zoning districts, including several different kinds of industrial, commercial and residential. Adjacent to Marshall Street is primarily industrial to the west and commercial and residential to the east. The west side of Marshall Street is primarily zoned I1 (Light Industrial) with the exception of a few parcels zoned I2 (Medium Industrial). The City of Minneapolis Code of Ordinances states that the purpose of the I1 zoning district is “to provide clean, attractive locations for low impact and technology-based industrial uses, research and development, and similar uses which produce little or no noise, odor, vibration, glare or other objectionable influences, and have little or no adverse effect on surrounding properties” (550.190). The I2 district is for slightly more intense uses and is intended “to provide locations for medium industrial uses and other specific uses which have the potential to produce greater amounts of noise, odor, vibration, glare or other objectionable influences than the uses allowed in the I1 District and which may have an adverse effect on surrounding properties” (550.260).



Along the east side of Marshall Street NE is a combination of commercial and residential districts, including C1 and C2, which are both intended to accommodate various kinds of neighborhood-serving commercial businesses. These types of businesses provide convenient, small-scale shopping opportunities that are close to home for residents of the neighborhood. In the C1 District, these types of uses are generally smaller and are intended to be compatible with adjacent residential. C2 uses are intended for neighborhood-serving commercial corridors and tend to provide uses that are generally larger than what is allowed in the C1 District and tend to generate slightly higher parking demands. Residential districts along Marshall Street NE include R2B, R3, and R5, which are all multi-family districts of varying intensity, with the R2B District also accommodating single-family homes.

Along 13th Avenue NE are districts similar to what is along Marshall Street. Properties zoned for I1 are found near the Grain Belt complex but make up the only industrial properties along 13th Avenue within the neighborhood. The majority of the corridor is zoned either C1 or R2B, but other commercial and residential districts can be found including, R1A, R4, R5. The only property zoned C2 along the corridor is for the Ritz Theater, which can draw a substantially larger crowd than many of the properties zoned C1.

The City also uses overlay districts to apply different requirements for areas with unique conditions. Several areas within the Sheridan Neighborhood fall within an overlay district. To the west of Marshall Street are two areas that fall under the Industrial Living Overlay District. This designation is intended to provide opportunities for residential within the I1 or I2 district where conditions may be compatible for residential. It is also a way to encourage reuse and rehabilitation of former industrial buildings. The Transitional Parking Overlay is another district applied to the Sheridan Neighborhood, which is intended to encourage shared-use parking where feasible. The overlay applies to the Sheridan School between University Avenue NE and 4th Street NE, just north of Broadway Street NE. The intent of the Transitional Parking Overlay District is to provide additional parking in areas adjacent to districts in need of more parking. In the Sheridan Neighborhood, this overlay is used to provide additional parking to the businesses along 13th Avenue during non-school hours.



Ideas from Stakeholders

- *100% occupied homes*
- *Turned vacant housing over to community for affordable housing*
- *No more boarded up houses in the community*



Ideas from Stakeholders

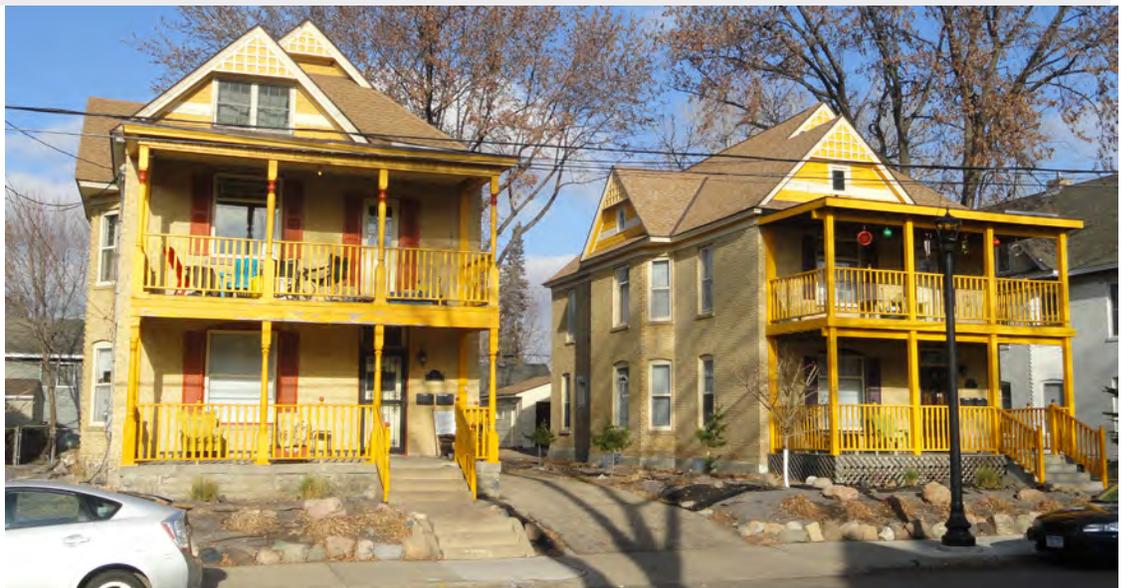
- *Enforced building codes on rental*
- *Architectural zoning has been implemented to retain and create charm*

Housing Characteristics

Although the neighborhood has seen reinvestment in many existing homes, the majority of the housing stock within Sheridan is significantly older than most homes in Minneapolis. Approximately 73 percent of homes in the Sheridan Neighborhood were constructed prior to 1939, compared with just 50.5 percent for all of Minneapolis. Despite this age, the median rent remains somewhat higher for the Sheridan Neighborhood (\$904) compared to all of Minneapolis (\$761).

Occupied or Vacant Housing Units (2010)	Sheridan		Minneapolis	
	Number	Percent	Number	Percent
Total housing units	1,486	0.8%	178,287	100%
Vacant housing units	141	9.5%	14,747	8.3%
Occupied housing units	1,345	90.5%	163,540	91.7%
Average household size	2.1	x	2.2	x
Owner-occupied	494	36.7%	80,439	49.2%
Average household size	2.2	x	2.3	x
Renter-occupied	851	63.3%	83,101	50.8%
Average household size	2.1	x	2.1	x

Units in Structure (2005-2009)	Sheridan		Minneapolis	
	Number	Percent	Number	Percent
Total housing units	1,486	0.8%	178,287	100%
Single	573	38.5%	88,398	49.6%
2 or more	913	61.5%	89,889	50.4%



Future Land Use

The Sheridan community envisions future land use to build on the legacy of historical development patterns occurring in the neighborhood. This includes encouraging a mix of uses, with particular focus on the development of commercial uses on the first floor of residential buildings, and preserving the ability of small retailers to reuse existing sites along main corridors. The blend of commercial and residential is often achieved through commercial or office-residential zoning designations which is important with regards to this plan due to the wide sweeping suggestions of mixed use development. Adaptive reuse of existing structures has been noted by the community as a key effort, and provides a high level of sustainability in preservation and reuse rather than redevelopment.

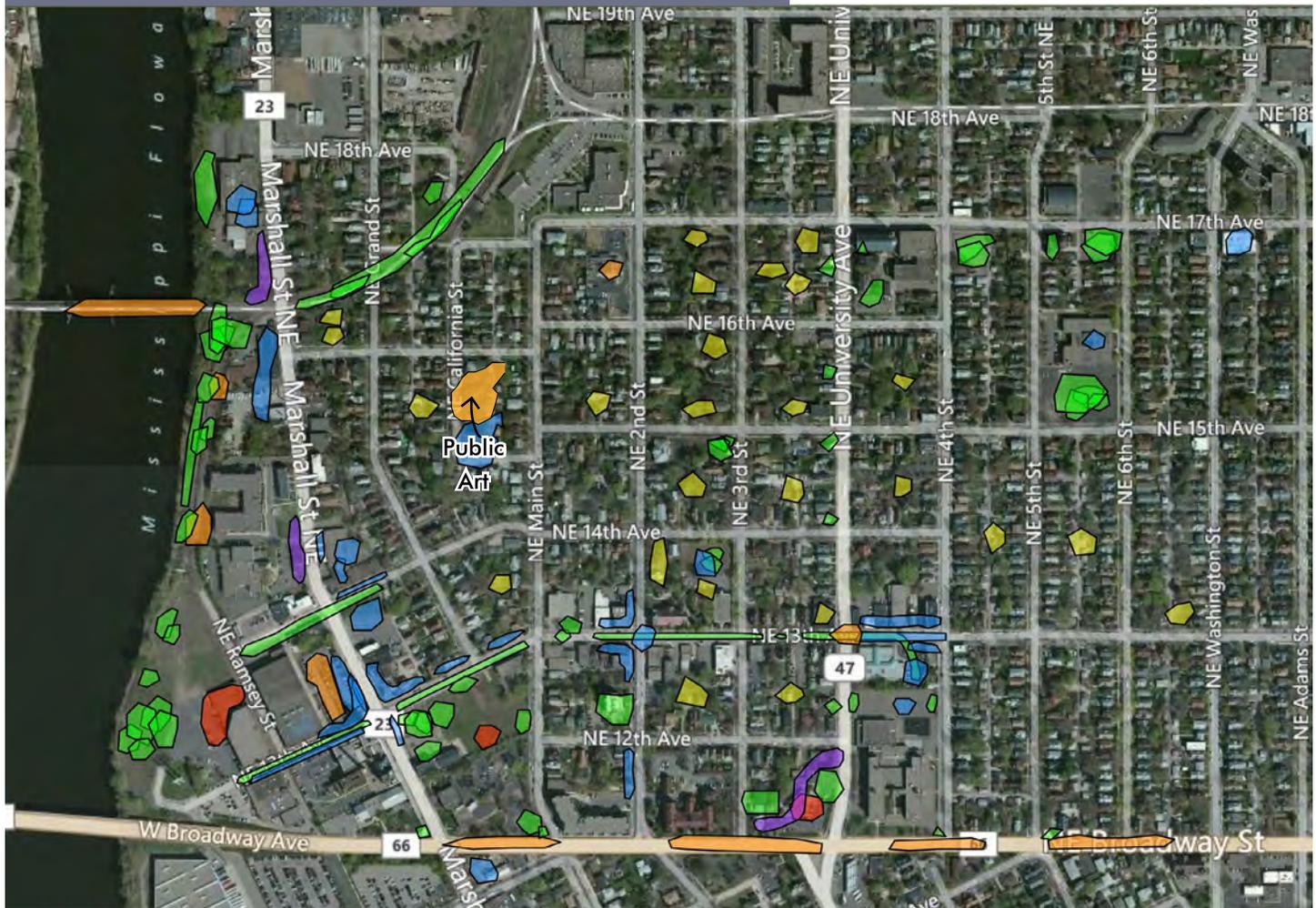
Any new development should be focused around those activity centers identified by the Minneapolis Plan, specifically along 13th Avenue and Marshall Street, and should be a mix of uses, where feasible. The residents of the community would like to focus redevelopment efforts on those properties that are currently city-owned, most of which represent vacant parking lots or underutilized parcels. As part of the community visioning session, attendees discussed desired land uses around the intersection of 13th and Marshall. Using playdough, they built their desired land use map. Below is a composite of the five groups' work.



Ideas from Stakeholders

- *Homes are sound, architecturally integrated in the neighborhood*
- *Good balance of urban/green space/businesses/homes*

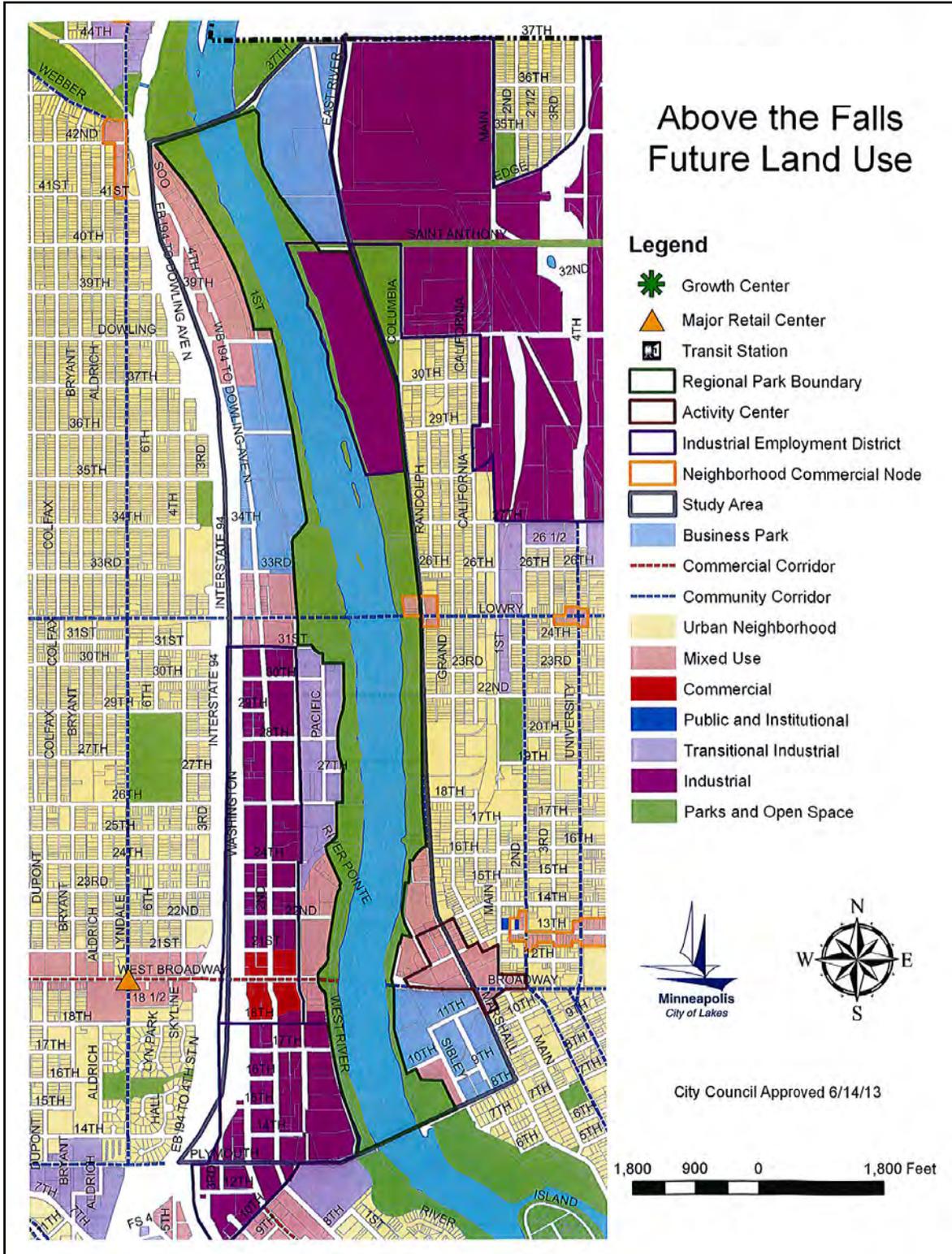
VISIONING SESSION DESIRED LAND USE MAP



LEGEND - DESIRED LAND USE MAP

- Parks/Open Space
- Commercial
- Residential - low density
- Residential - medium to high density
- Other

The city recently completed the Above the Falls Master Plan Update, which calls for changes to the city's land use map. Specifically, the Above the Falls plan re-guides much of the riverfront area to parks and open space. Furthermore, it guides a large portion of the parcels on the northwest side of 13th and Marshall as mixed use from previously industrial zoning classifications and urban neighborhood land use designations. These changes are reflected in the proposed future land use map. The neighborhood has incorporated these changes into a proposed future land use map (shown on page 24).



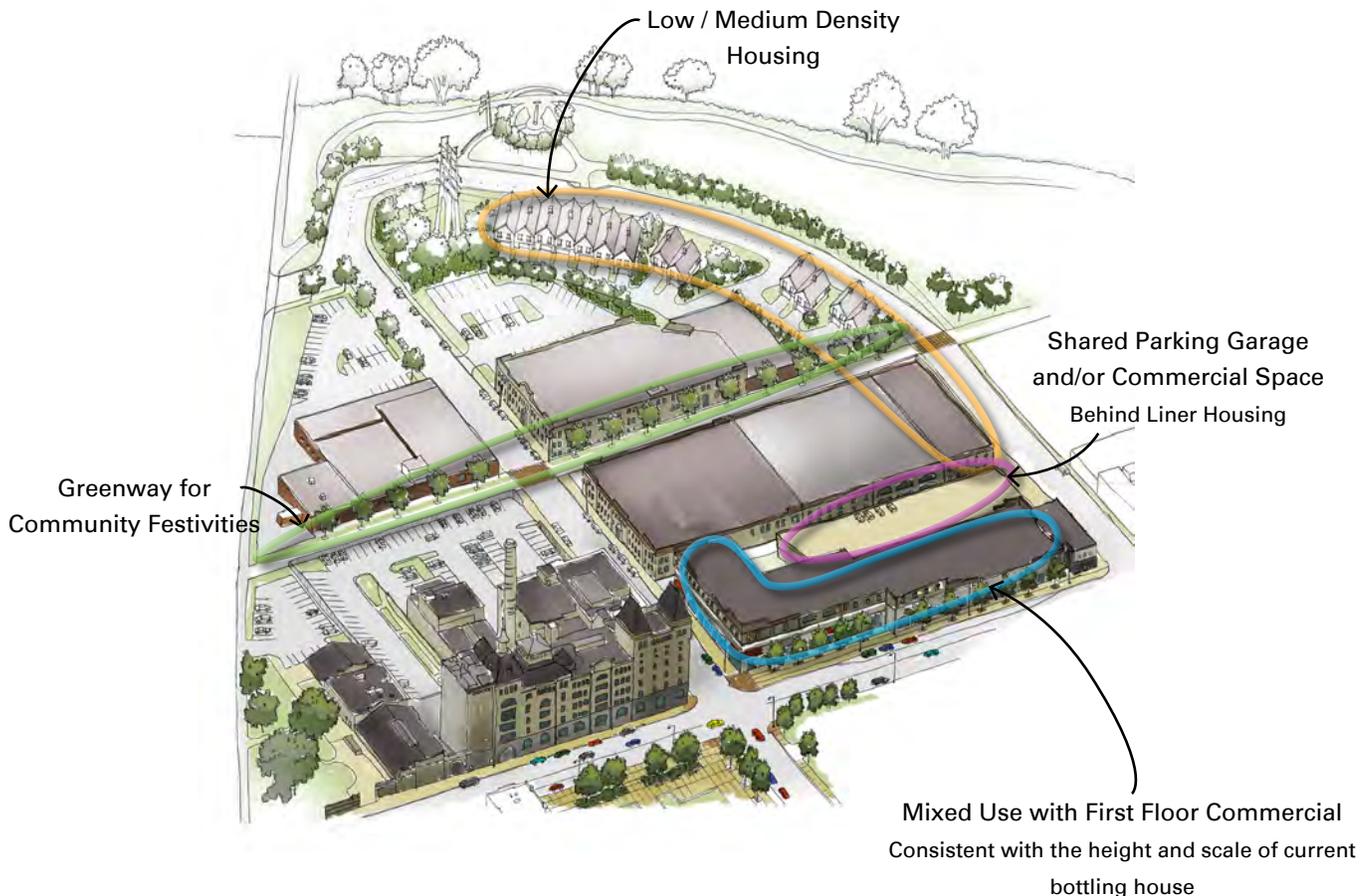
POTENTIAL REDEVELOPMENT SCENARIO

Generally speaking, the neighborhood desires to see the northeast corner of the intersection develop at a height and scale consistent with the current bottling building. A vision for live/work housing units was expressed by the steering committee, which would be compatible with the existing businesses in the former bottling house. A desire for commercial activity was also discussed for the northeast corner on 13th and Marshall Street.

Since parking is such an important issue in that commercial node, the inclusion of a parking ramp open to the public was expressed in the visioning meetings and subsequent steering committee meetings. Therefore, the plan shows the desire of a hidden parking ramp with liner development surrounding it on the northeast corner.

Also of great importance to the neighborhood was the identification of a greenway along the former railroad right of way. It is envisioned that the community could hold street festivals and other informal gatherings in this space, which would also serve as a link between the commercial activity on 13th Avenue and the new park along the river.

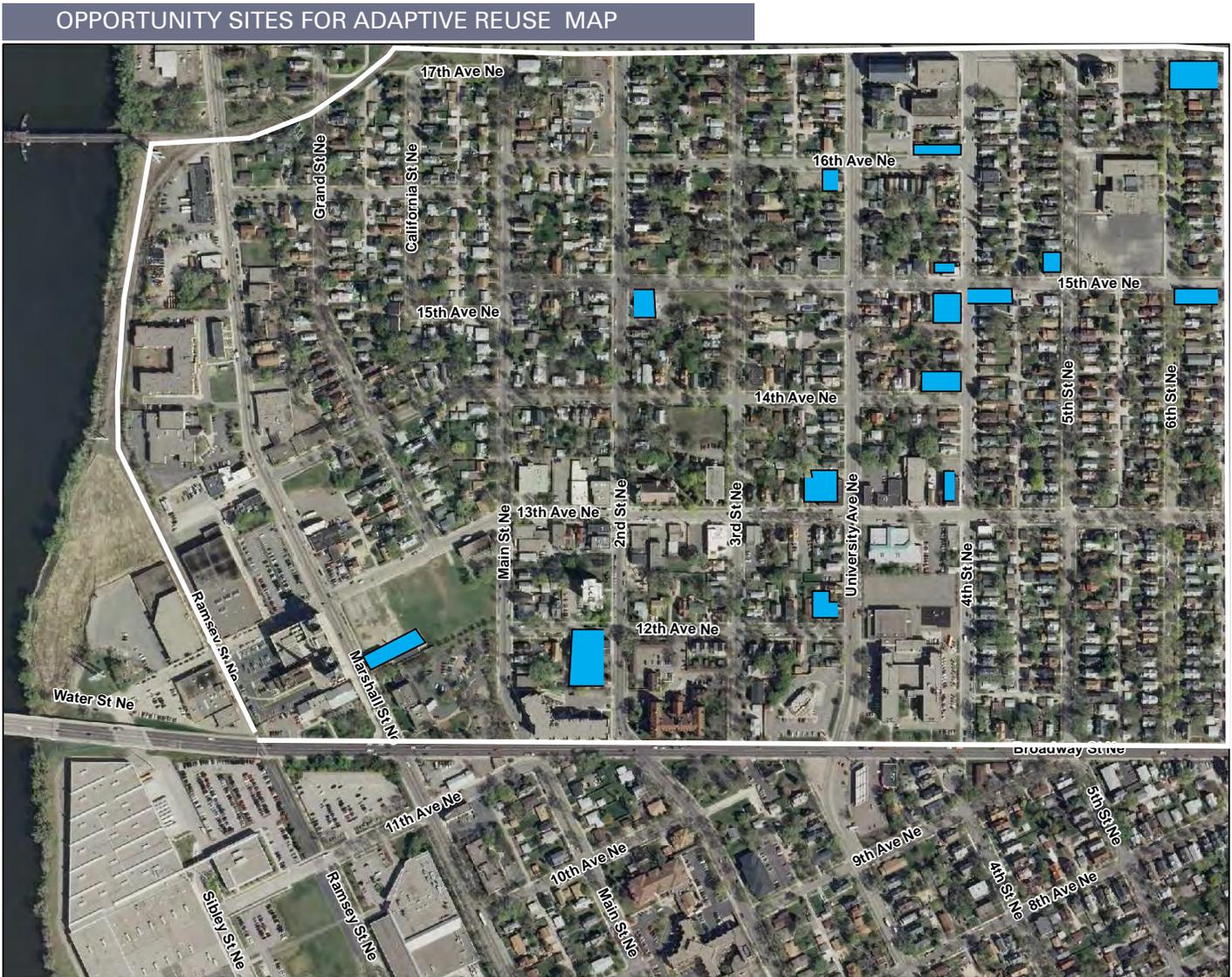
The remaining space indicated in orange on the map is slated for low or medium density housing. There is a desire to have "eyes on the street" in that location to keep the park safer, but also it has been identified as an area where housing could be located to take advantage of river views and good accessibility to the park and future trail. It is envisioned that this housing would have its own off-street parking, and that additional parking would be available in a small surface lot behind the development, as well as on the new street connection.



The neighborhood desires to see a continued trend of investment in the existing housing stock, and support from the city to encourage this investment. While there is support for a variety of unit types, occupancy types (rental and owner-occupied), and styles, there was also a strong desire to see properties kept in better condition. Given the increase in artists living and working in Northeast Minneapolis, and specifically Sheridan, community residents felt it crucial to ensure that the stock of affordable housing for artists be considered. Suggestions for implementation were to work to develop live/work units and artist-designated housing, and encourage adaptive re-use of existing underutilized or vacant buildings (see below).

In the Northeast Arts Action Plan, a chief goal was to provide artists with affordable housing and studio space to rent. This goal has largely been reached, and artists are also looking to own live/work units that give them equity and a stronger commitment to the neighborhood.

Also, creative zoning techniques were discussed as a way to encourage more density and a greater variety of housing options for property owners in the community. Specific examples discussed were alley homes, allowances for two homes on a single property, and zoning around architectural themes rather than housing types.





The future land use map in the Minneapolis Plan for Sustainable Growth identifies the majority of the Sheridan Neighborhood as Urban Neighborhood. This land use designation is described as largely residential with a mix of densities; however, it may also include neighborhood-serving commercial, as well as institutional and semi-public uses such as schools, community centers, religious institutions, and public safety facilities. Areas identified as Urban Neighborhood are not intended to see a large increase in new growth or density.

The plan identifies much of the land adjacent to the intersection of 13th Avenue and Marshall as an Activity Center. Activity Centers are described as areas with a unique urban character and a mix of uses with city-wide and regional draw. They also are areas that are aimed at serving pedestrians and transit. They may have a high intensity of uses and be of a higher density (50-200 du/acre) depending on the context of the surrounding area.

In addition, the plan identifies much of the property along 13th Avenue between Main Street and 4th Street as a Neighborhood Commercial Node. Neighborhood Commercial Nodes are those areas that include small to medium size businesses that mainly serve the surrounding area. The types of businesses are generally retail or service uses. They are pedestrian-oriented in nature and are often located at the intersections of Community Corridors.

Several thoroughfares within Sheridan are identified as Community Corridors on the future land use map of the city's Comprehensive Plan. These corridors include Marshall Street, 2nd Street, Broadway Street, and University Avenue. Many routes identified as Community Corridors within the city are former streetcar lines, which provide a historic development pattern for urban living. Community Corridors support small commercial neighborhood-serving businesses, as well as a diversity of housing options and densities. Impacts to neighborhood character, pedestrian experience, and quality of life are emphasized when considering development and design along these corridors. Community Corridors support moderate traffic volumes and are a part of the transit network in most cases.





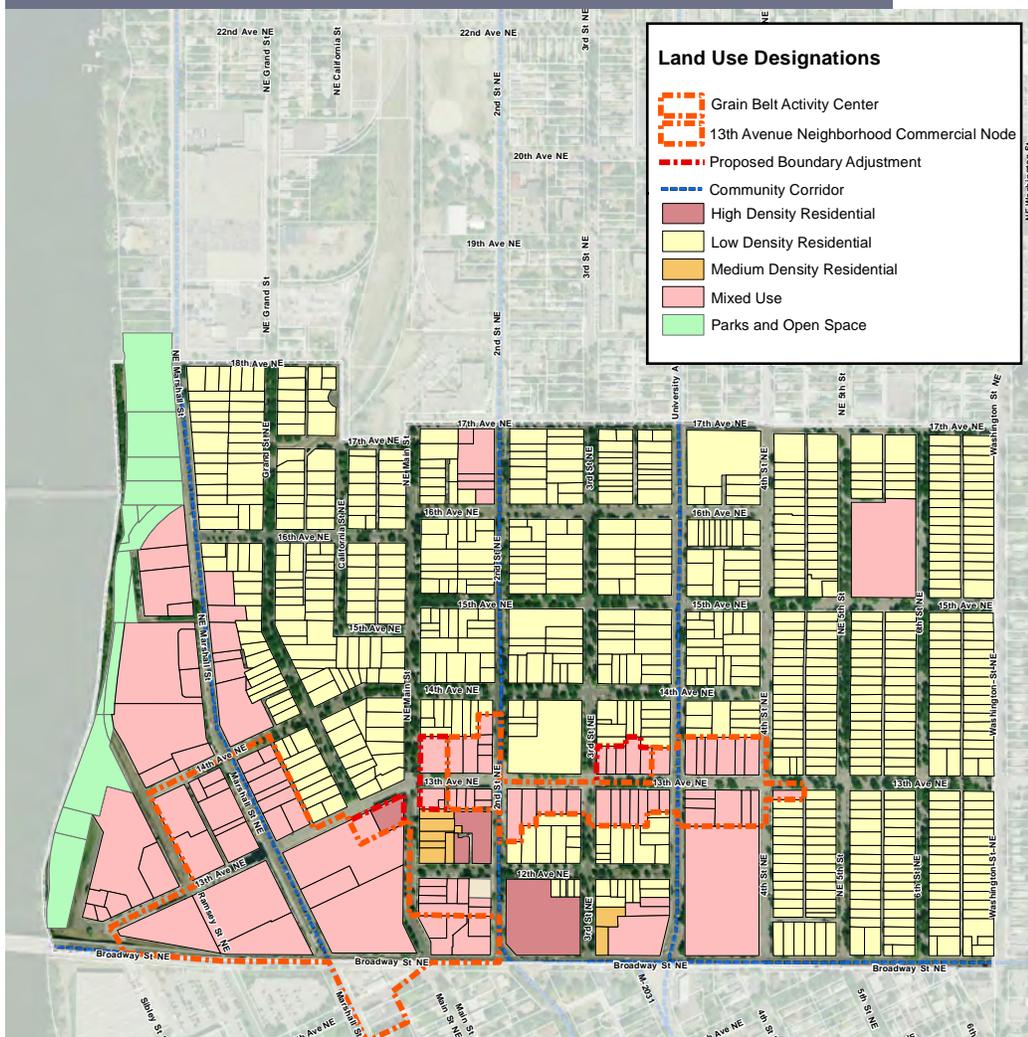
Ideas from Stakeholders

The steering committee met to discuss changes to the city’s generalized land use map for Sheridan Neighborhood, and recommend a series of edits to the map, including the following:

- Changing several parcels (as indicated on the map) to mixed use to allow for more flexibility in the re-development of these parcels, and in some cases, to expand the activity center on 13th and Marshall and the Commercial Node along 13th Avenue. Sheridan school is proposed to be mixed use in order to allow for continued shared parking in the lot with the surrounding commercial properties.
- Re-guiding several parcels from medium density residential (which appears to be a remnant of the historic zoning from the 1970s) to low density residential, which is more compatible with immediately adjacent land uses. These areas are also indicated on the land use map.
- Adjust the boundaries of the activity center and the commercial node to include some additional parcels, and connect the two areas geographically.

- *Develop park space and public space in new, higher density developments*
- *Get city-owned property developed into productive use*
- *Renovated historical sites*
- *Dense housing with retail*
- *Affordable and diverse housing*

FUTURE LAND USE MAP



Develop new housing that respects the neighborhood and the historical character of surrounding buildings

- Encourage city planners and developers to contact the Sheridan Neighborhood Organization when new developments are proposed
- Consult and utilize existing planning documents when developments are proposed to the neighborhood organization, such as the Grain Belt Brewery Area Development Objectives, Envisioning the Arts Avenue, and Re-Discovering Marshall Street (last two are available at SNO office).

LINK HERE to grain belt brewery development objectives

Ensure the continued existence of affordable housing.

- Work with building officials to adapt existing mixed use buildings to affordable live/work spaces.
- Partner with non-profit art and housing groups to increase the amount of affordable housing in Sheridan

Focus new development on city-owned parcels along 13th Avenue and Marshall Street that provides opportunities for mixed-use housing, with sidewalk-oriented commercial on the first floor

- Work with city planning staff to advocate for the construction of structured parking on a vacant parcel near 13th Avenue and Marshall Street.
- Work with city planning staff to complete re-zoning efforts to encourage the development of first-floor commercial (with housing above when available) on the intersection on 13th Avenue and Marshall Street.
- Support the development of medium or high-density housing on the site of the parking lot abutting the new Sheridan Park.
- Ask to be notified when city development RFPs are being drafted for city-owned land in the 13th Avenue and Marshall Street area, with neighborhood involvement in process.
- Work to achieve an owner-occupied/rental housing ratio closer to the City of Minneapolis average.



Ideas from Stakeholders

- *Vacant properties are now filled (residential and commercial)*
- *We had a city representative that looks out for our neighborhood*

LINK HERE for Housing Inspection Districts Map

- Research the availability of historic tax credits for the updating/upgrade of these properties.
- Collaborate with non-profit housing developers, such as Artspace, on examining ways to convert these spaces into artist live/work units.

IV. Business and Economic Development



Ideas from Stakeholders

- *Small, independent businesses are best*
- *Home-based and arts businesses are super important*
- *Keep out big box stores/chain restaurants*

The Sheridan business community is the cornerstone of the neighborhood. In almost every discussion, despite the topic, the importance of a thriving, local business climate was discussed. The very character and vision of the community depends on the success of existing businesses and the growth of new small business. However, maintaining and growing a small, locally owned business community can be a challenge, especially in tough economic times. It is crucial to be intentional about supporting local business, both in consumer behavior, but also in organizing, marketing, and celebrating local businesses.



Ideas from Stakeholders

- *Change city policy to make it more friendly for small business*
- *No big box-re-developments*
- *Preserve small scale unique businesses found only in Sheridan*
- *Protect small businesses*
- *Sheridan has stayed non-corporate*

In an effort to engage directly with the Sheridan businesses, a survey was sent out and completed by nineteen business owners. Of the respondents, 58% have had their business in the neighborhood for at least 10 years and 32% have been in the neighborhood for 5-10 years. As for the most important qualities that make Sheridan a good place to do business, respondents listed a young growing market, other independent businesses that draw people to the area, a close-knit community feel, safety, easy of access, and the arts culture. As for what could enhance the business environment, respondents listed improved safety, more independent businesses and shopping options, fixing up rundown properties, parking solutions, lower traffic speeds, and better transit access. The limited availability of parking during peak hour needs and directing people to the available parking has been expressed by the residents and businesses, especially along the 13th Avenue corridor.



Ideas from Stakeholders

- *Add different types of businesses*
- *Thriving businesses hiring local people to enhance the neighborhood economy*
- *Living wage jobs (green) employing Sheridan residents*





Ideas from Stakeholders

- *Small business incentives/façade improvements*
- *Small practice stores-bakery, hardware, green-grocer*
- *Keep small, locally owned, racially diverse, ethically managed, living wage, businesses strong*
- *A varied business community that meets a variety of shopping needs*

Many of these issues were also some of the biggest concerns for business owners going forward. Respondents were also concerned with the area being gentrified and growing too fast. However, 94% of respondents stated that they are “very optimistic” about the future success of their business in the Sheridan Neighborhood. Approximately 83% of business owners said they definitely plan to keep their business in Sheridan, while the remaining 17% responded “maybe.” In the future, business owners wish to see more housing, better parking solutions, more trees, streets repaired, and properties maintained in good condition. Sheridan has a good community feel and focus on local independent business, which should not change. Approximately 78% of businesses said they have customers who come from all over Minneapolis.

The recommendation and implementation tools are outlined in an effort to enhance the assets, while minimizing the challenges.



Ideas from Stakeholders

- *Affordable diner/family restaurants*
- *Coffee shop with wifi hotspot*
- *Old corner storefront building reconverted to retail businesses*



Business and Economic Development Implementation Recommendations:

- Strive for the development of new, affordable business/retail space in the development of new buildings/housing in the neighborhood.
- Encourage zoning that supports small business and multi-tenant facilities, such as land use and zoning districts that allow neighborhood retail and commercial opportunities.
- Continue to support and encourage the work of a local business association, or the expansion of an existing association into the neighborhood.
- Connect small businesses with resources that are available from the City of Minneapolis

[LINK TO Minneapolis Chamber of Commerce Website](#)

[LINK TO Business Support Resources](#)



Ideas from Stakeholders

- *Employment opportunities*
 - *Retain jobs*
 - *Allow a diverse mix of businesses to promote buying local*
 - *More businesses added to 13th and Marshall*
- Explore the possibility of applying for the Great Streets-Neighborhood Business District Program for 13th Avenue for marketing campaigns, consistent signage, or wayfinding efforts.
 - Continue to enhance the pedestrian and bicycle environment by advocating for improved bike lanes, wider sidewalks, and safer intersection crossings (see transportation section).
 - Work with neighborhood businesses to enhance the shared parking campaign. Provide for better signage and marketing of the availability of shared parking at the Sheridan School site.

V. Mobility and Transportation



Comfortable, inviting and walkable pedestrian environments improve community health, economics and interconnection.

This chapter focuses on transportation in the Sheridan Neighborhood: present conditions, assets, challenges, and recommendations for improvement. With a comprehensive approach toward transportation, it uses a focus of “mobility,” which is defined as “the ability to move freely and easily.” Movement and travel to, from, and throughout Sheridan are considered in this chapter, with emphasis on sustainable, non-motorized modes: walking and bicycling.

Present Conditions

The Sheridan Neighborhood is connected to the rest of Northeast Minneapolis and the city as a whole through several existing mobility and transportation networks. A summary of each of the networks providing transportation to and from, as well as within the neighborhood, is included below.



Sidewalks on every block make Sheridan more walkable than many other neighborhoods in our region.



Narrow sidewalks with obstructions make walking along Broadway Street NE less pleasant and inviting than it could be.



An obstructed crosswalk at University Avenue NE and Broadway Street NE.

Pedestrian Travel

Walking is the most basic mode of travel and is available to people through the widest range of ages, incomes and physical abilities (including people with mobility devices). Walking and walkability improve individual and community health, neighborhood economics, and interpersonal connections.

Pedestrian access and mobility are important issues within Sheridan because of the variety of land uses and local businesses located within convenient and accessible distance from most neighborhood residents. Like most neighborhoods in Minneapolis, Sheridan is well served by a network of sidewalks on every block. However, several characteristics of the neighborhood's pedestrian realm work against walkability by presenting uncomfortable and potentially unsafe conditions for walking.

The high-volume and high-speed automobile travel corridors of Marshall Street NE and University Avenue NE create barriers for comfortable pedestrian travel within the neighborhood, while Broadway Street NE and Washington Avenue NE act as barriers for travel from the neighborhood to adjacent neighborhoods.

Several intersections throughout the neighborhood lack adequate signals, clearance, markings, and/or controls to allow for comfortable crossings by pedestrians. For example, no crosswalk markings, signs, or signals for pedestrians currently exist for crossing University Avenue NE between 17th Avenue NE to 13th Avenue NE, a stretch of four-lane roadway that sees more than 9,000 vehicles per day.

Additionally, several angled/skewed intersections provide wide radii for turning automobiles, leading to high speeds around turns, including the north-south crossings of Broadway Street NE on the southern edge of the neighborhood. These intersections increase crossing distances for pedestrians and make visibility difficult for all users.

Several areas within the neighborhood present narrow, unbuffered sidewalks directly adjacent to roadways with high volumes of traffic, which creates an unpleasant situation for pedestrians. This is the case, for example, along Broadway Street NE, which carries more than 14,000 motor vehicles per day and is a busy route for large trucks. In addition to narrow sidewalks, sidewalks with utility poles and other obstructions create difficulties for pedestrians, particularly those using wheelchairs.



The 13th Avenue commercial district continues across University Avenue.



The 18th Avenue NE Trail shared-use path just north of Sheridan.

In the Envisioning the Arts Avenue plan, pedestrian-scale lighting is proposed for residential blocks on the southeast corner of the neighborhood in an effort to reduce crime in low-lit areas. Another proposed alternative is to illuminate the stretch of NE 2nd Street from the south to north ends of Sheridan.

Bicycle Network

The Sheridan Neighborhood hosts several important bicycle transportation network assets.

There are two bicycle boulevards traveling through the neighborhood. One is along 5th Street NE (which also includes a bicycle-specific traffic signal to aid crossing of Broadway Street NE, and two traffic circles to reduce vehicle speeds).

The second bicycle boulevard includes portions of 16th Avenue NE and NE California Street, connecting Marshall Street NE to the 18th Avenue NE Trail shared-use path.

The 18th Avenue NE Trail is an off-road shared-use trail running east-west from the northern end of NE California Street to 6th Street NE just north of Sheridan. This route is designated on the City's 2011 Bikeways Master Plan as part of a planned connection between a future East River Parkway Trail to Central Avenue NE and the Minneapolis Diagonal Trail along New Brighton Boulevard to the east of Sheridan.

There are no existing on-road bicycle lanes within the Sheridan Neighborhood.



Traffic circles are present on the 5th Street NE bicycle boulevard where it intersects 15th Avenue NE and 17th Avenue NE, but needs better cues are needed for vehicles.

Transit Network

Several Metro Transit bus routes operate through Sheridan, providing important connections to downtown Minneapolis and other areas. Routes 11 and 32 run along 2nd Street NE, Route 17 along Washington Street NE, and Route 824 along University Avenue NE with limited stops. Regularly scheduled transit service includes the following routes:



Metro Transit offers four routes that serve the neighborhood. (Image courtesy of Minnesota Public Radio.)



The 2007 Streetcar Feasibility Study recommends a Nicollet Avenue-Central Avenue streetcar route connecting to downtown Minneapolis.

Route	Service Description
11	Local bus route. Connects Columbia Heights Transit Center, Northeast, Downtown, and South Minneapolis. Travels along 2nd Street between Lowry Avenue and Broadway Avenue in this portion of its route. Rush hour frequency is 5-15 minutes and at 30-minute intervals during midday hours.
17	Local bus route. Connects St Louis Park, Hopkins, Downtown, and Northeast Minneapolis. Travels along Washington Avenue in this area. Runs at 30-minute frequencies during rush hour and during midday hours.
32	Local bus route. Connects Robbinsdale Transit Center, North and Northeast Minneapolis, and Rosedale Shopping Center. Runs at 30-minute intervals on weekends.
824	Limited stop bus route. Connects Northtown Transit Center, Northeast, Downtown and South Minneapolis. Travels on mainly University Avenue in this section. Limited service during rush hour.

Lowry Avenue, 2nd Street NE, and Washington Street NE are all identified in the City of Minneapolis' 10-Year Transportation Plan as part of a "Primary Transit Network" where buses will run at 15-minute frequencies for at least 18 hours a day, seven days a week.

The City of Minneapolis's 2007 Streetcar Feasibility Study recommends a Nicollet Avenue - Central Avenue streetcar route. The vision for transit service throughout the 9.2-mile corridor is to have the route extend from the 46th Street/I-35W Transit Station and Nicollet Avenue on the south, through Nicollet Mall in downtown Minneapolis, and to the Columbia Heights Transit Center on the north via Central Avenue to the east of Sheridan.

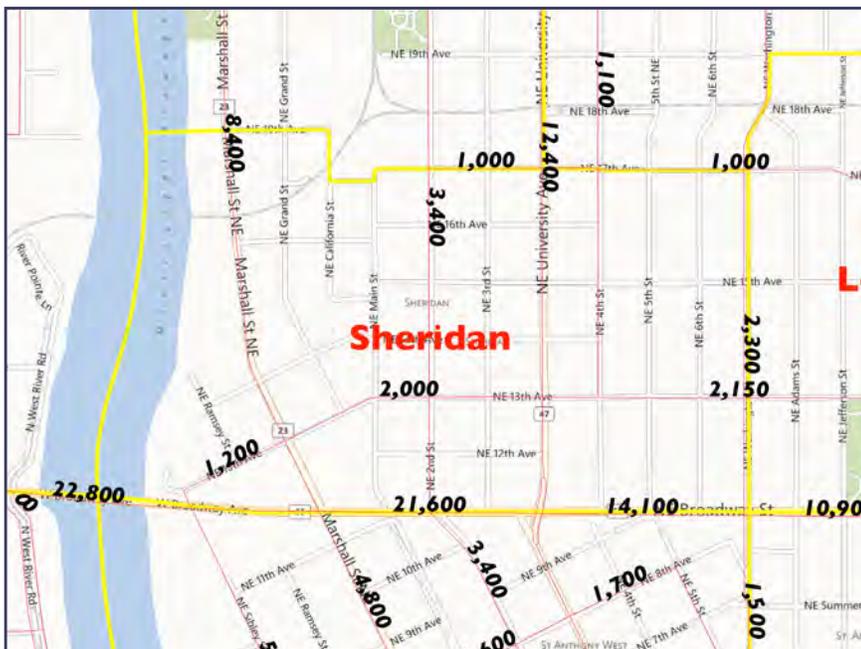


Roadway Network, Automobile Circulation, and Parking

The neighborhood is well served by a network of local roads and county and state arterials that provide access to regional connections.

Broadway Street NE, which forms the southern boundary of the neighborhood, serves as a major east-west truck route connecting I-35W and I-94 and serving industrial areas along the Mississippi River. It is a County State-Aid Highway (CSAH 66) classified as an **A-Minor** arterial with an average daily traffic (ADT) of 12,000 - 14,000 vehicles per day, according to 2011 data from the Minnesota Department of Transportation (MnDOT).

Additionally, there are four main thoroughfares running north-south through the neighborhood- Marshall Street NE/County State-Aid Highway 23 (ADT of 8,400 vehicles per day), University Avenue NE/Minnesota Highway 47 (ADT of 9,100 vehicles per day), 2nd Street NE (ADT of 2,400 vehicles per day), and Washington Street NE (ADT of 2,300 vehicles per day).



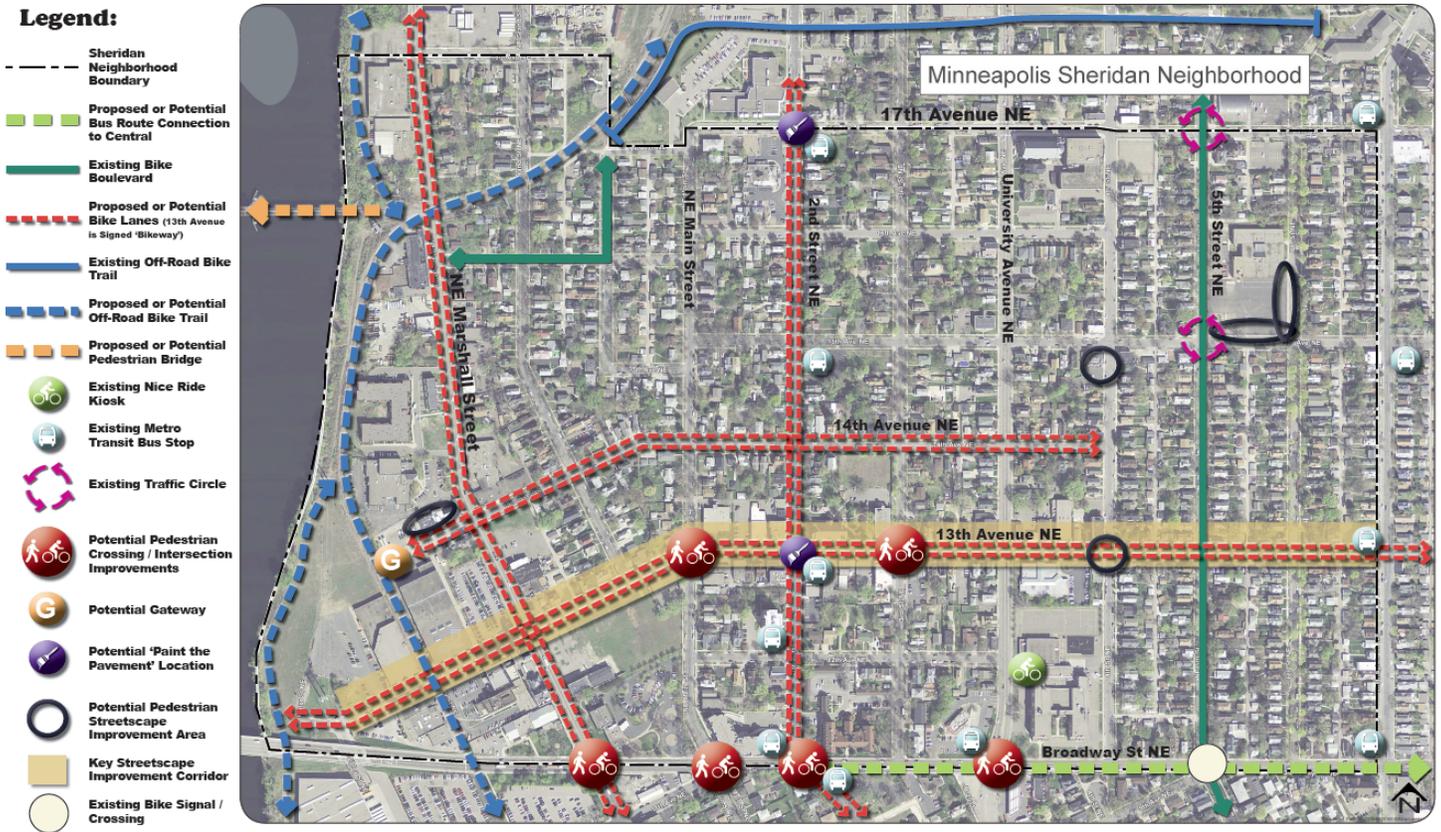
Traffic volumes (2012 ADT) for Sheridan neighborhood. (Data courtesy of MnDOT.)

The remainder of the roads are lower-volume local streets providing important connections throughout the neighborhood. 13th Avenue NE traverses the neighborhood from Main Street NE to 4th Street NE, and functions as a pedestrian-oriented stretch of retail and commercial uses, including speciality stores, coffee shops, and popular bars and restaurants. This is the neighborhood’s primary business/commercial corridor and district.

Parking in the neighborhood consists largely of on-street space, with some surface lots that provide parking for employees and patrons at businesses in the Marshall Street NE and 13th Avenue NE corridors. Engagement with stakeholders has identified a lack of parking for businesses.

The map below outlines the neighborhood’s plan with regard to bicycle and pedestrian improvements within the neighborhood. It identifies areas where better bicycle and pedestrian improvements are needed and identifies opportunities for streetscape improvements that can enhance the pedestrian realm. It is suggested that lower volume and non-signalized intersections would be preferable locations for paint and pavement projects. Implementation recommendations regarding these improvements are described in more detail.

MULTI-MODAL TRANSPORTATION AND STREETScape VISIONING



A map showing draft recommended treatments for the neighborhood. These are presented in greater detail in the following pages.



Left. Bikelanes
(Photo courtesy of Bike Nopa)

Right. Reduced crossing distances
(Photo courtesy of NE project blog)

Transportation and Mobility Implementation Recommendations:



Curb extensions, or “bump outs,” shorten street crossing distance and provide additional space for trees and landscaping. Image courtesy of commons.wikimedia.org.



High-visibility crosswalks and vehicle stop bars improve the safety of pedestrians at crosswalks by making crosswalks more obvious to drivers. Image courtesy of safety.fhwa.dot.gov.

Improve overall neighborhood pedestrian and bicycle connections, circulation, and safety

- Explore the installation of advisory bike lanes or shared lane markings on 13th Avenue NE to enhance overall bicycle access and safety along this corridor, from the proposed East River Parkway Trail to Washington Street NE. 13th Avenue NE is currently 40 feet wide from curb to curb, with on-street parking on both sides of the road, one lane of travel in each direction, and buildings close to the street. To maintain parking on the street (which is important for business vitality, and has been identified as a priority by local business owners), it is not possible to accommodate separated bicycle facilities like bicycle lanes.
- Support the establishment of the East River Parkway Trail and the bicycle route along the abandoned railroad corridor running parallel to Marshall Street NE, as recommended in the Above the Falls Plan.
- Investigate intersection safety improvements at all neighborhood intersections, particularly those improvements included in the Existing Conditions and Recommendations section below.
- Develop 13th Avenue NE as a unique pedestrian and bicycle-oriented business district/commercial corridor and arts district corridor that provides strong connections from the neighborhood to the future Sheridan Memorial Park and Mississippi River to the west.
- Install “inverted U” or “post and loop” style bicycle parking in front of neighborhood businesses and destinations.
- Realign skewed/angled intersections along Broadway Street NE between Marshall Street NE and University Avenue NE to shorten crossing distance, reduce turning radii, and slow vehicles traveling through the intersections. Assess affordability with other possible strategies.
- Widen sidewalks where appropriate and possible, particularly along Broadway Street NE where heavy vehicles travel adjacent to pedestrians on the sidewalk.
- Explore methods for slowing traffic on local streets, such as adding curb extensions, on-street parking, narrowing lanes, or adding chicanes.
- Establish clear and inviting connections and access to the Mississippi River from the neighborhood.
- Work with the City to improve signage and cues for traffic circles along 5th Street.



Creative and artistic bicycle wayfinding could be installed to designate bicycle and nearby locations.



Hanging light post planters would add beauty, greenery, and help unify the look of the 13th Avenue NE corridor.

Explore and market shared parking arrangements

There are several surface parking lots in the neighborhood that are used in the daytime but are empty in the evening.

Shared parking arrangements and agreements can provide access to surface parking lots after business hours for entertainment / dining visitors to the neighborhood. Establishing, formalizing, and/or marketing these arrangements and agreements can alleviate on-street parking pressures in the neighborhood, and expand parking availability for businesses along 13th Avenue NE.

Parking lots that may be part of these programs include the lot serving offices at the intersection of 13th Avenue NE and Marshall Street NE (including offices in the Grain Belt Building), as well as the asphalt playground space on the north side of Sheridan School between Broadway Street NE and 13th Avenue NE (which is currently available for parking by the general public after school hours, but is not readily identified as such by visitors to the neighborhood).

- Conduct a parking study to assess the feasibility of shared parking arrangements

Enhance neighborhood transit service and connections

- Improve transit access along Broadway Street NE to provide transit connections from 2nd Street NE to Central Avenue NE
- Support the recommended streetcar service for Central Avenue NE

Fund year-round maintenance to improve walkability, especially at important neighborhood commercial districts

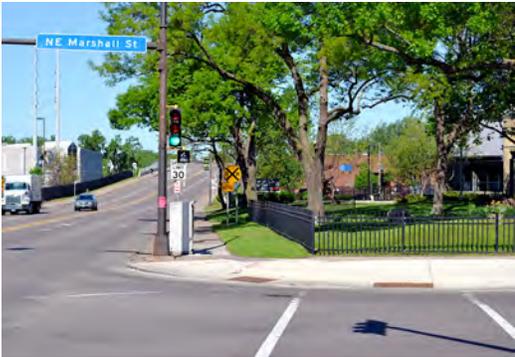
- Explore development of a special service district to fund year-round - including winter - maintenance of the 13th Avenue NE commercial corridor



Transit is an important element for neighborhood connectivity.



Pedestrian ramps should have detectable warning curb features for additional safety and ADA compliance.



Curb ramps should align directly with marked crosswalks.



Median intrudes into the crosswalk and fails to offer protection to pedestrians crossing University Avenue along the northern edge of Broadway Street NE, near Sheridan Elementary School.

Implementation Recommendations for Specific Problem Intersections:

Discussions with residents of Sheridan led to the identification of the following neighborhood intersections as priority locations to improve safety and comfort for pedestrian and bicycle travel:

Broadway Street NE and 4th Street NE

The intersection of Broadway Street NE and 4th Street NE, adjacent to Sheridan Elementary School, is a three-way unsignalized intersection with a stop sign for southbound traffic on 4th Street NE as it approaches Broadway Street NE. There is no marked crosswalk at this intersection to the south across Broadway Street NE, the east-west crossing over 4th Street NE does not contain pavement markings, and curb ramps are not compliant with ADA standards, since they diagonally face the intersection with no detectable warnings.

- Install ADA-compliant, high-visibility crosswalks providing pedestrian movement across 4th Street NE (east-west movement) and across Broadway Street NE (north-south movement).

Broadway Street NE and University Avenue NE

The intersection of Broadway Street NE and University Avenue NE, adjacent to Sheridan Elementary School, is a four-way, signalized intersection of two high-volume arterial roadways that carry large trucks. The two roadways cross each other at a skew. Wide turning radii allow motor vehicles to make higher-speed turning movements. Deteriorated sidewalks and curb areas, and poorly designed medians fail to offer protection to pedestrians, and in some cases impede pedestrian movement. For example, the median along the northern edge of Broadway Street is in poor condition and includes a traffic signal that partially blocks the marked crosswalk across University Avenue NE. A future realignment would need to be assessed against other alternatives to ensure the best cost/benefit is selected.

The southern edge of Broadway at this location also presents several difficulties, including lack of a marked crosswalk across University Avenue NE, and blocking of the pedestrian path into the traffic island (which connects to the sidewalk at the southwest corner) by utility poles and signal posts. This intersection, along with other signalized intersections along University Avenue NE from Central Avenue NE to 27th Avenue NE, will be examined for improvements by MnDOT and the City of Minneapolis through 2018.

- Explore reconfiguration of the intersection to remove skew
- Install ADA-compliant, high-visibility crosswalks for all legs of the intersection
- Include vehicle stop bars to minimize potential for “hidden threat” crashes



Curb ramp is blocked by post, and median intrudes into the crosswalk along the southern edge of Broadway Avenue, near Sheridan Elementary School.



Skewed intersections, like those along Broadway Street NE, increase crossing distances for pedestrians.

- Include LPI (Leading Pedestrian Interval) timing for all crossing movements
- Ensure all crosswalks and crossings are unobstructed and run perpendicular to vehicle traffic
- Participate in ongoing discussions with MnDOT regarding intersection changes.

Broadway Street NE and 2nd Street NE

The intersection of Broadway Street NE and 2nd Street NE is a skewed four-way intersection with traffic signals in all directions. Similar to other skewed intersections, many alternatives including the ones listed below would need to be considered to ensure the the best decision is made. 2nd Street NE is the primary route for transit in Sheridan. The intersection lacks high-visibility crosswalks and experiences high traffic volumes along Broadway Street NE. The northwest edge of the intersection includes a small traffic island that contains a traffic signal and serves as terminus for two of the provided crosswalks.

- Explore reconfiguration of the intersection to remove skew
- Install high-visibility crosswalks in all directions
- Install pushbutton walk signals on all pedestrian movements to add legibility for pedestrians and vehicles.
- Install ADA-compliant, high-visibility crosswalks for all legs of the intersection

Broadway Street NE and Main Street NE

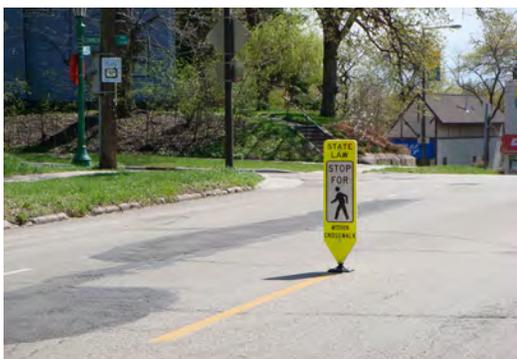
The intersection of Broadway Street NE and Main Street NE is a three-way, unsignalized intersection with a stop sign for southbound traffic on Main Street NE. Adjacent to the intersection is a senior housing complex and a bank on the north side of the intersection, and a pizza restaurant on the south side of the intersection.

Currently there is no marked pedestrian crosswalk across Broadway Street NE (to, for example, provide access to the restaurant site). The pedestrian crosswalk across Main Street NE is not marked, and curb ramps are not compliant with ADA standards, since they are diagonally facing the intersection with no detectable warnings ramps.

- Establish a marked crosswalks across Broadway Street NE.
- Install ADA-compliant high-visibility crosswalks for all legs of the intersection.



Bike boxes increase the visibility and safety of bicyclists at intersections by allowing them to get out in front of motor vehicles. Image courtesy of today.ucla.edu.



An in-pavement "Yield for Pedestrians" sign can greatly enhance motorist compliance with pedestrian crossings in low-speed neighborhood districts.

- Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) for pedestrian movement across Broadway Street NE.

Broadway Street NE and Marshall Street NE

The intersection of Broadway Street NE and Marshall Street NE experiences significant traffic volumes, including high volumes of truck traffic serving industrial land uses in Sheridan along the river. The intersection is adjacent to Bottineau Library and offices at the Grain Belt Building, and is an important crossing point for pedestrians and cyclists. The intersection will become even more important for cyclists when planned improvements, including the extension of bike lanes, are implemented on Marshall Street NE north of Broadway Street NE.

The intersection's high skew angle and wide turning radii makes it easy for even large vehicles to make turns at higher speeds, creating a potentially dangerous situations for pedestrians and cyclists. Additionally, a right turn phase for southbound traffic on Marshall Street NE reduces the amount of crossing time provided for pedestrians. Other issues with the intersection include a lack of push buttons for pedestrians to request a "walk" phase, and a lack of high-visibility marked crossings. Similar to other skewed intersections, many alternatives including the ones listed below would need to be considered to ensure the best decision is made.

- Explore reconfiguration of the intersection to remove skew
- Explore decrease of turn radii for intersection to slow turning vehicles
- Install high-visibility crosswalk pavement markings across Marshall Street NE and Broadway Street NE.
- Install pushbutton walk signals on all pedestrian movements.
- Consider adding "No Turn on Red" signs for traffic turning from westbound Broadway Street NE to northbound Marshall Street NE.
- Support bicycle improvements for Marshall Street NE and consider the installation of a bike box northbound and southbound Marshall Street NE bicycle traffic to increase visibility of bicyclists.

13th Avenue NE and 3rd Street NE

The intersection of 13th Avenue NE and 3rd Street NE is a four-way intersection with stop controls for 3rd Street NE (running north-south). School crossing markings are in poor condition and are of a low-visibility type. Sheridan residents have expressed that the intersection feels to motorists as if it should be a four-way stop intersection, creating confusion.

- Install high-visibility marked crosswalks and crosswalk signs at all crossings.
- Explore installations of curb extensions ("bump-outs") along 13th Avenue NE.
- Explore installation of a traffic circle at this location (can be added at other locations along 13th Avenue NE to create more comfortable shared-space accommodation for bicyclists along this route).
- Explore installation of a four-way stop at this intersection -or- install a "Cross Traffic Does Not Stop" sign for motorists traveling north-



Marked crosswalks make crossing the street more comfortable and convenient.

south along 3rd Street NE.

- Install a “Yield for Pedestrians” crossing sign in the crosswalk for east and west bound 13th Avenue traffic to increase visibility and safety for pedestrians.

University Avenue NE Between 13th Avenue NE and 17th Avenue NE

Sheridan residents have expressed concern with lack of opportunities to safely cross University Avenue NE between 13th Avenue NE and 17th Avenue NE across University Avenue NE. Currently, no marked pedestrian crossings are provided along this stretch.

Currently, University Avenue NE is currently being resurfaced from Central Avenue SE to 27th Avenue NE and portions of sidewalk in the area between 13th Avenue NE and 17th Avenue NE are being rebuilt.

- Install high-visibility crosswalk pavement markings across University Avenue NE at 15th Avenue NE.
- Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) for pedestrian movement across University Avenue NE.



A no-parking zone should be enforced within a safe distance of the 18th Avenue NE Trail shared-use path crossing of University Avenue NE to provide better visibility for pedestrians and bicyclists using the trail. Here, two buses are seen parked close to the crossing.

18th Avenue Trail and University Avenue NE

The intersection of the 18th Avenue Trail off-street shared-use path and University Avenue NE includes an overhead, user-activated bicycle and pedestrian crossing beacon for the crossing of University Avenue NE. Poor sight lines exist for pedestrians and bicyclists when vehicles park close to the designated crosswalk.

- Move vehicle stop bars at least 20 feet back from the crosswalk to minimize potential for “hidden threat” crashes
- Enforce a no-parking zone within a safe distance of the designated bicycle and pedestrian crossing so as to ensure an adequate vision corner to see motorists traveling north-south along University Avenue NE.

VI. Importance of the Arts



The arts have a strong presence, which has been growing within Sheridan and throughout Northeast for some time. Maintaining this momentum and support for the arts within Sheridan will be critical to preserving the traits that make the neighborhood so desirable to existing artists and other residents.

The Arts Action Plan for Northeast is a plan that looks at all of Northeast and is aimed at keeping the area as a viable and supportive hub for artists and creative businesses as well as to maintain the artistic character and charm of the area. Many of the concepts and recommendations from this plan can be directly applied to Sheridan. For example, the plan makes specific mention of the importance of maintaining the unique and gritty feel of Northeast, while making it a place where artists will want to stay long term. This character is especially prevalent in Sheridan and should be preserved through adaptive reuse of existing buildings wherever possible and new development that respects the scale





Ideas from Stakeholders

- *Landscaping and public space design (fruit/nut trees, native plants)*
- *We have edible landscapes free for the community all over our neighborhood*
- *Public beehives and nature flower landscaping that are run by youth programs and the neighborhood*

and aesthetics of surrounding buildings. This character however is not just in the built environment. The diverse populations and cultural traditions also add to the appeal of the neighborhood for many artists. The plan states that in a survey conducted in 2002 by the City of Minneapolis, 60% of respondents selected culture as one of the best things about the City of Minneapolis. The neighborhood should continue to be supportive of and find new ways to encourage cultural events and festivals to increase the visibility of the various cultures found within Sheridan. Enhancing the livability of the neighborhood by means detailed in other sections of the plan, such as improved green spaces, better bike and pedestrian mobility, and other amenities, will add in making the neighborhood a place in which artists will wish to remain long term.



Another key goal of the Northeast Arts Action Plan is to “Establish affordable arts production and studio space with relatively stable rents, available for at least ten years, for artists’ use only.” Surveys conducted as part of the plan found that while there is some demand for live/work space, studio space for rent is an even larger priority. The survey found that 62% of artists feel that rental studio space is essential. Making sure these spaces are available and affordable for artists will be critical. The survey found that in cities across the U.S., artists leave neighborhoods when rents go up. In addition, many landlords have reported waiting lists for artists looking for production space. Largely, the need for studio space has been fulfilled - that was a goal set out by the Arts Action Plan, which has been met. Ensuring these remain affordable and that there is continued growth in the types of work/live/studio space available is key. As buildings become available within the neighborhood, the possibility of conversion to studio rental space should be explored. Due to the gap



between what artists can afford to pay in rent and what landlords can afford to accept, the Sheridan Neighborhood Organization should work with government entities to explore funding options, and options for in-kind assistance to keep studio, production, and living space affordable.

Providing opportunities for artists to display their work is another way they can be supported in the community. Increasing the opportunities artists have to sell their work will enhance their ability to



Ideas from Stakeholders

- *Commitment to artists (arts action plan, housing, and other programs)*
- *Inclusive Communication*
- *Community oversight of police*
- *Fight crime*
- *Focused crime prevention (better police presence to give confidence)*
- *Low crime*



support themselves. There are many opportunities for artists to display their work through galleries and cafes; however, they are at capacity. This NEMAA Arts Action Plan goal has been reached; however, further exhibition space should include outdoor exhibition opportunities for artists within the neighborhood. Current artist interest is more focused on work and livability, outdoor exhibit space, and artist-related businesses. Clay Squared to Infinity represents one such place within Sheridan. The plan calls out vacant store fronts and properties as potential options to support this effort; however, full time dedicated gallery space is still a priority. The Torpedo Factory Art Center in Alexandria, Virginia, is seen as a model to emulate in Northeast. It was financed with city redevelopment funding. The plan states that the building now generates profit for the city. Another option is to have a non-profit purchase a building that is committed to providing long-term affordable space for artists.



Ideas from Stakeholders

- *Focused on green space, trees, rain gardens*
- *Preservation and enhancement of green space*
- *Develop the park*
- *Grants to improve the nature of the neighborhood*

Keeping artists in the neighborhood long term is a priority for ensuring that the community remains a hub for artists well into the future. One way artists can take more ownership in a community is if they have the opportunity to own the space in which they work and display their art. Providing owner-occupied live/work spaces may be a way to appeal to older and more financially established artists.

As a part of this Small Area Plan process, local artists suggestions were collected through a series of engagement strategies. These engagement strategies included two artist input meetings, online and printed surveys, collecting information at Art-a-Whirl through a community chalkboard, and speaking with artists in and around the neighborhood.

Some goals of this engagement were to learn:

- What could be the role of artists/art in neighborhood growth?
- How can we make that thrive?
- What do artists need?
- What could that look like?

Some of the key takeaways were:

- Lack of neighborhood recognition – “Where is the Sheridan Neighborhood?”
- Keep Sheridan unique – “We don’t want it to become another Warehouse District.”
- Provide more/ensure live-and-work spaces – “Making art can be a solitary activity. I want to work around other people.”
- Use artists skill sets to create pedestrian scale street design – “There aren’t many places to walk TO. Why not have a series of artist-designed respite areas in the neighborhood, and creative street design and river access?”



Ideas from Stakeholders

- *Systems approach to transportation, biking, walking, natural systems, water*
- *Preservation of art, small niches, and recesses along the street that encourage people to wander and discover*
- *Keep the arts strong*
- *Keep the NE charm*

Whether a studio artist, or a digital artist, each creative person said they needed physical and mental space to create work and mentally recharge their creative juices. Usually just a walk or a bike ride will offer up some quiet time. More creative indoor and outdoor common spaces may be needed so that those who aren't studio artists can work around other people (like Maeves or Coco).

Responses found that the most important reasons artists choose to live in the Sheridan Neighborhood are the people and atmosphere, cheap studio and living space, and other artists and art activities. Responses to this engagement confirmed much of what is in the Arts Action Plan for Northeast, including that more places to show art are necessary. In addition, artists want more coffee houses and places to be in public, live/work housing and cooperative work environments, as well as artist-friendly childcare that has flexible scheduling.

Arts Implementation Recommendations:

- Work with neighborhood artists for creating a beautiful, creative and uniform appearance to streetscape design. This could empower neighborhood artists and use their skills to create greater visual identity of the Sheridan Neighborhood.
- Work with NEMAA to devise a broader definition of artist and develop a stronger network of artistic professionals.
- Maintain the existing character of the built environment through adaptive reuse of old buildings and new development that is respectful of its surroundings.
- Continue to be supportive of and find new ways to encourage cultural events and festivals to increase the visibility of the various cultures found within Sheridan.
- Explore opportunities for more artist owned live/work space, collaborative work space, and artist oriented businesses. Work with government entities on financing strategies to ensure affordable and stable rents.
- Provide more opportunities for artists to display their work such as through vacant store fronts and properties. Also, continue to explore long-term solutions for permanent gallery space.



Ideas from Stakeholders

- *Food hub established (growing, processing, distribution)*
- *Sustainable food hub and green space development*
- *Home agriculture starter kits and classes taught by youth*
- *Urban gardens created from repurposed land*

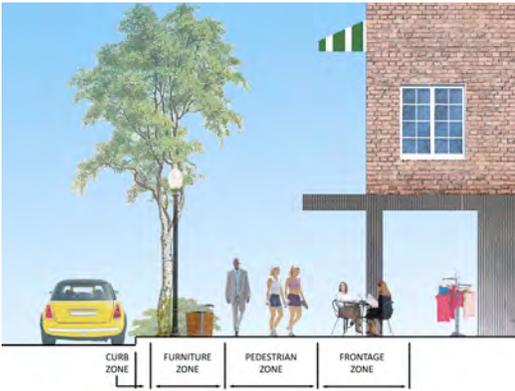


Ideas from Stakeholders

- *Pleasant streetscapes*
- *13th Avenue has developed in a positive manner*
- *13th Avenue retains its character*
- *Balance of urban/green spaces*
- *Increased bikeability*
- *Better-managed traffic*
- *Plan for traffic and parking*
- *Traffic is controlled consistently*
- *Improved streetscape and connections to river, park, school*

Throughout the public engagement process, common themes arose around streetscapes, access to the river, and connections between the businesses on 13th Avenue and the Mississippi River. Residents are eager to see the completion of the riverfront park and desire more access to space along the river. There is a desire to see more tree-lined streets, public gardens, and parks. Some sidewalks are too narrow and are not well kept from snow and ice in the winter. There is a lack of garbage cans along the sidewalks in key pedestrian areas. Pet waste bags along 13th Avenue are also desired. People want more art in the public realm.

These comments all relate to the importance to ensure that public improvement projects like street reconstruction, park investments (both public and private), and pedestrian level improvements are a focus of city and park board discussions.



Sidewalks work best when they offer a buffer between pedestrians and moving traffic.



13th Avenue NE can be an even better more lively and prominent street for non-motorized transportation and neighborhood businesses.



Landscaping improvements and planters add beauty and vibrancy to sidewalks and streetscapes. (Image courtesy of handbook.neighborland.com.)

Enhance Pedestrian Comfort and Safety Along Broadway Street NE

Walking along Broadway Street NE is unpleasant and feels dangerous in many places. Sidewalks should be widened where possible, as the current width puts pedestrians close to high-speed and high-volume traffic.

Sidewalks along Broadway Street NE contain utility poles and other obstructions, forcing pedestrians to navigate around these, which is particularly difficult for those who are elderly or in a wheelchair. These obstructions should be moved out of the path of pedestrian travel to comply with proper Americans with Disabilities Act (ADA) standards. Sidewalk safety is of prominent concern due to the presence of a school, a senior housing facility, a residential neighborhood, and retail and commercial businesses, all of which generate pedestrian use.

Create an Inviting Pedestrian and Bicycle Corridor on 13th Avenue NE

13th Avenue NE has been identified by residents and the Sheridan Small Area Plan Steering Committee as an high-priority street for pedestrian and bicycle facility improvements. It is an important connecting corridor since it links the core neighborhood business district directly to the river to the west, and to the existing 5th Street NE bicycle boulevard to the east.



Ideas from Stakeholders

- *Streetlights*
- *Walking boulevards (example Milwaukee Ave)/no cars on some blocks*
- *Make a pedestrian walking boulevard*
- *Traffic calming, making streets safer and more family friendly*
- *Community organizing to improve spaces*
- *Good, appropriate, energy efficient lighting*



Parklets are temporary mini-parks established in public right of way to enhance the attractiveness and liveliness of the pedestrian environment. (Image courtesy of oaklandnet.com)



Advisory bicycle lanes could provide comfortable biking conditions along 13th Avenue NE, as in this example from East 14th Street in the Elliot Park Neighborhood of Minneapolis. (Image courtesy of bikewalktwincities.org.)

The *Above the Falls Master Plan* proposes improved pedestrian and bicycle routes along the river with the planned East River Parkway Trail, presenting an opportunity for bringing new patrons into the business district. 13th Avenue NE will continue to be a crucial link between Sheridan’s businesses and the Mississippi River, and between the neighborhood as a whole and Sheridan Memorial Park being constructed at the west end of 13th Avenue NE. 13th Avenue NE, in addition to being the neighborhood’s business and commercial district, is also a core element of the NE Minneapolis Arts District.

13th Avenue NE is currently 40 feet wide from curb to curb, with on-street parking on both sides of the road, one lane of travel in each direction, and buildings close to the street. To maintain parking on the street (which is important for business vitality, and has been identified as a priority by local business owners), it is not possible to accommodate separated bicycle facilities like bicycle lanes.

Nevertheless, options do exist for transforming 13th Avenue NE into more welcoming bicycle facility by using shared facilities such as advisory bike lanes or shared lane markings (i.e., “sharrows”). Either of these configurations would calm traffic on 13th Avenue NE while designating the roadway as a shared space, making bicycle travel easier and more comfortable while retaining parking capacity on the street. Bicycle accommodations would serve to link the 13th Avenue NE corridor with the eventual East River Parkway Trail shared-use path along the river.

Additionally, street furniture, outdoor dining, parklets, creative wayfinding signage, decorative paving, public art, landscaping, and other features should be explored for creating a vibrant, inviting, and engaging pedestrian environment with unique visual identity and sense of place.

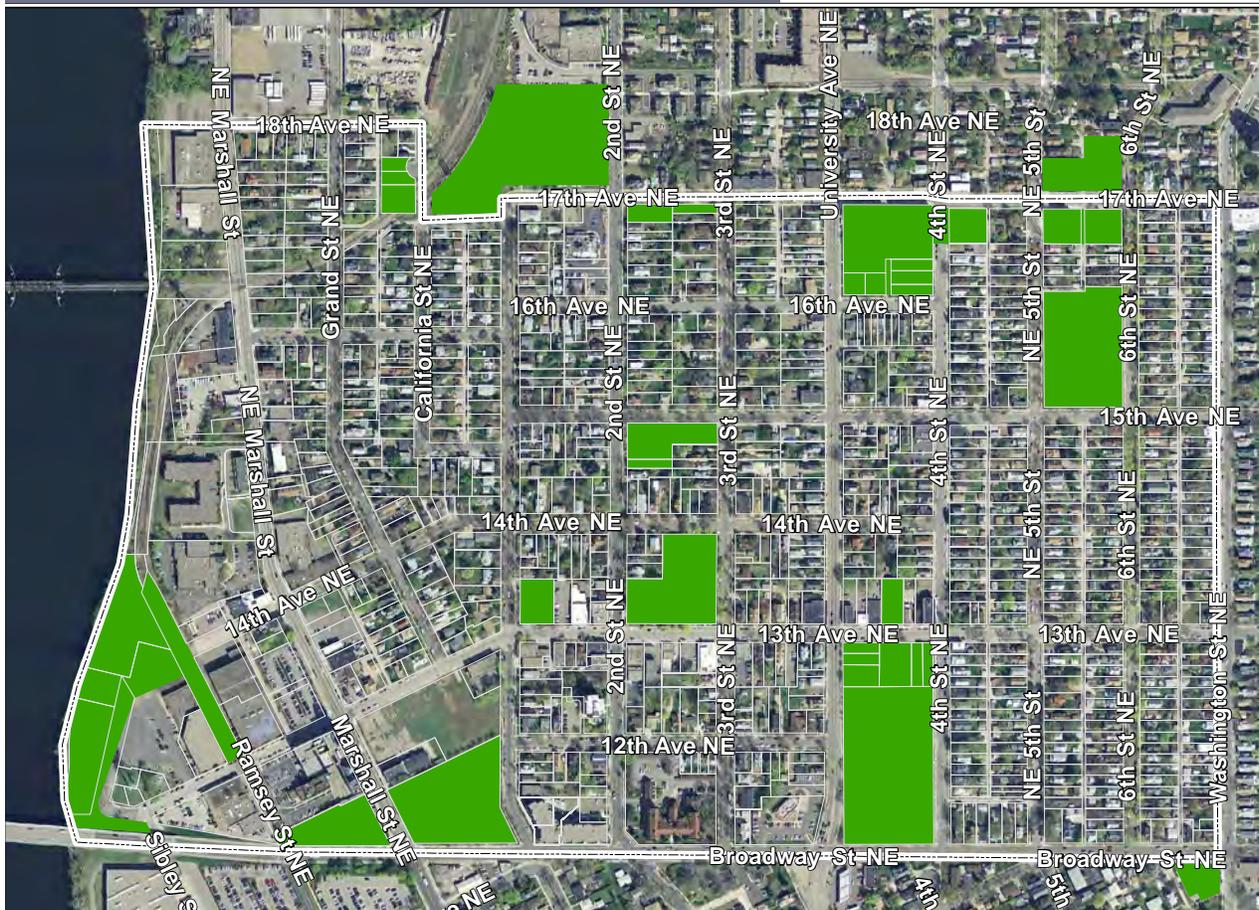


Ideas from Stakeholder

- *Investment in the riverfront*
- *Comprehensive River Plan*
- *River has been fully developed/realized*
- *River has become a usable spot*
- *Riverfront park and playground, bandshell, green space, bike trail*
- *Open access to river, trails, and parks*
- *Sheridan Memorial Park completed*
- *River access*

The Envisioning the Arts Avenue study proposes the use of residential lighting to illuminate important corridors in the neighborhood and establishing more neighborhood nodes. The proposed alternatives include the 13th Avenue corridor from 5th Street to the river. Additional illumination along University north, to NE 17th Street, east along 13th Avenue corridor from 5th Street east to the river. The proposals include two styles of low-level lighting with a pole height of 12’ and 30’. Both options of lighting would include the acorn fixture, which was viewed by most at the neighborhood meetings to fit in with the historic qualities of the neighborhood.

EXISTING GREEN SPACES



The map above outlines those areas in the neighborhood that are open and available to the public as gathering spaces. Public spaces are abundant in Sheridan, and opportunities existing to partner with public agencies such as schools and the Park Board and private agencies such as Northeast Community Bank and the many churches to explore and discover opportunities to utilize these public/semi-public spaces in a way that benefits the community goals. While many of these spaces are privately owned, the neighborhood can partner with churches, schools, and others to create community spaces.

The new Sheridan Memorial Park will serve as an important neighborhood node that connects the Sheridan neighborhood to the mighty Mississippi. It will act as a cultural and recreational asset to the neighborhood. Located at the historic Grain Belt Brewery, the park will have a veterans memorial and playground, and will house the future East River Parkway trail. The park will act as an east anchor and gateway for traffic from the park into the Sheridan neighborhood. Pedestrian-scale design elements and considerations to bicycle infrastructure should be considered when designing the park. A diverse and abundant community programming schedule should be considered once the park is complete. This will give people a reason to come to the park and a reason to stay in the neighborhood. Working with Minneapolis Parks and Recreation Board to organize movies and concerts in the park, and with private organizations to create events in the park will be critical in creating a vibrant place in which people want to spend their time.



Rendering of Sheridan Memorial Park

A goal stated by community members in Sheridan was the desire to encourage more locally grown and sourced foods. These public/semi-public spaces offer perfect partnership opportunities for the creation of community gardens, edible landscapes, and learning points especially for children. The areas identified on the map should be explored for such installations. Support for private urban agriculture activities should also be supported within the neighborhood. Edible gardens, beekeeping, and the husbandry of chickens could be encouraged to increase the desire for the support of more locally sourced foods. In addition to educating people about the importance and value of locally grown food, this provides opportunity for increasing community spirit, pride, and crossing cultural and demographic barriers to organize around a common effort.



Edible Gardens

A primary goal stated at the visioning session and at steering committee meetings was the desire to increase connections to the riverfront. 13th Avenue poses the best connection point to the river, and good connections can be achieved through enhanced streetscape and encouraging interesting pedestrian-level activities. However, 14th Avenue is also a key connection point to the river and should not be underestimated or overlooked as views are much more favorable from 14th Avenue.



Urban Design and the Public Realm Implementation Recommendations:

Recommended corridor improvements are included below for the purpose of creating a more unified neighborhood with safe, comfortable, and inviting access for all users of the transportation system.

- Sidewalks along Broadway should be at least 10 feet wide, with at least 4 feet of “furniture” zone (which holds landscaping and utility elements, and buffers pedestrians from street traffic) and at least 6 feet of space for the “pedestrian” or walking zone.
- Work to make 13th Avenue, University, Broadway, and Marshall “complete” streets that include the necessary pedestrian infrastructure to connect the residents, businesses, and visitors to the River.
- Explore opportunities for a secondary gateway to the river on 14th Avenue.
- Encourage the use of public art to enhance corners and streetscapes, especially on the southeast corner of 13th and Marshall, where the proposed Everwood development is being constructed.
- Partner with local businesses/residents to improve the condition of the existing planter boxes in city right of way through an adopt-a-planter program.
- Focus streetscape design efforts on 13th Avenue, especially west of Main Street.



Ideas from Stakeholders

- *Development of riverfront*
- *The riverfront was opened up for use to all*
- *Dress up the riverfront*
- *Riverfront access/place to meet*
- *Riverfront restoration-eco-barrier between riverfront and any development*
- *Non-corporate community-controlled riverfront access with ecological buffer zone*
- *Actively getting park board and city to develop unused spaces*
- *Better use of the river*
- *River walk park*



Ideas from Stakeholders

- *Increase urban design on corners and add benches*
- *Marshall Avenue is no longer a mish-mash*
- *Structured parking with storefront on Marshall*
- *Uncrowded parking on smaller streets*
- *Broadway was widened to include a bike path/shoulder*
- *Place garbage cans along the sidewalk*
- *Plant flowers on University*

- Work with the Minneapolis Park and Recreation Board to continue to contribute to the park and trail planning discussions within the neighborhood.
- Consider artistic signage to direct people to the river/park/future trails.
- Highlight the importance of river access via the existing staircases located in the future park.
- Identify areas of partnership between the many of the public/semi-public uses within the neighborhood (schools, churches, community centers, artist groups, library) for greening, community gardens, or rain gardens and urban agriculture.
- Identify the variety of festivals and community events and work to cross-market/partner on these events.
- Support the four schools in the neighborhood. Expand the existing sidewalk planter program to install sidewalk planters and decorative landscaping elements along key corridors.
- Plant trees and other landscaping wherever possible.
- Support urban agriculture activities like edible landscapes, community gardens, beekeeping, and the husbandry of chickens.
- Work with neighborhood artists to explore “Paint the Pavement” features at key intersections along 13th Avenue NE
- Incorporate artistic wayfinding signage at key corridors and locations in the neighborhood.
- Explore the installation of seasonal parklets along 13th Avenue NE.
- As prescribed by the Envisioning Arts Avenue Study, extend improvements to lighting along the entire stretch of 13th Avenue NE from Washington Avenue NE, and along Marshall Avenue to the river to create a consistent and inviting neighborhood aesthetic and offer a clear connection to the riverfront.
- Install curb extensions, or “bump-outs,” where appropriate in the neighborhood to calm traffic, shorten crossing distances at crosswalks, and provide space for landscaping and decorative elements.
- Work with local artists on all streetscape improvements to incorporate artistic elements in features such as bicycle racks, benches, signs, landscaping, and others.
- Work with local artists to find creative uses for underutilized spaces and lots.
- Encourage the development of “artist-designed” respite areas (benches, green space)
- Work with Minneapolis Park Board on policies that pre-empt and eradicate the Emerald Ash Borer.

The Sheridan neighborhood is experiencing investment and change and there is a need for guidance that reflects the goals and desires of the community. The Sheridan Neighborhood Small Area Plan is intended to serve as guide to future development and improvements to the neighborhood. A summary of the implementation recommendations is included for easy reference by the neighborhood, its future leaders and volunteers, the City of Minneapolis, and other agencies who may desire to reference the implementation of the goals and desires of the Sheridan Neighborhood.

<i>Summary of Implementation</i>		
<i>Land Use and Housing Goals</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<i>Encourage investment in existing housing stock.</i>	<ul style="list-style-type: none"> Utilize Neighborhood Priority Plan dollars from Neighborhood Community Relations Department to establish fix-up fund for existing housing in the neighborhood. 	SNO
	<ul style="list-style-type: none"> Coordinate marketing efforts with other agencies that offer these services, such as the City of Minneapolis and the State of Minnesota. 	SNO
	<ul style="list-style-type: none"> Encourage city planners and developers to contact Sheridan Neighborhood Organization when new developments are proposed. 	SNO
<i>Develop new housing that respects the neighborhood and the historical character of surrounding buildings</i>	<ul style="list-style-type: none"> Consult and utilize existing planning documents when developments are proposed to the neighborhood organization, such as the Grain Belt Brewery Area Development Objectives, Envisioning the Arts Avenue, and Re-Discovering Marshall Street. 	SNO City of Minneapolis CPED
	<ul style="list-style-type: none"> Work with building officials to adapt existing mixed use buildings to affordable live/work spaces. 	SNO City of Minneapolis Regulatory Services
<i>Ensure the continued existence of affordable housing.</i>	<ul style="list-style-type: none"> Partner with non-profit art and housing groups to increase the amount of affordable housing in Sheridan. 	SNO NEMAA

<i>Summary of Implementation</i>		
<i>Housing Goal</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<p><i>Focus new development on city-owned parcels along 13th Avenue and Marshall Street that provides opportunities for mixed-use housing, with sidewalk-oriented commercial on the first floor.</i></p>	<ul style="list-style-type: none"> • Work with building officials to adapt existing mixed use buildings to affordable live/work spaces. • Partner with nonprofit art and housing groups to increase the amount of affordable housing in Sheridan. • Work with city planning staff to complete rezoning efforts to encourage the development of first floor commercial (with housing above when available) on the intersection on 13th and Marshall Street. • Support the development of medium or high-density housing on the site of the parking lot abutting the new Sheridan Park. • Ask to be notified when city development RFPs are being drafted for city-owned land in the 13th Avenue and Marshall area, with neighborhood involvement in process. • Research the availability of historic tax credits for the updating/upgrade of these properties. • Collaborate with non-profit housing developers, such as Artspace, on examining ways to convert these spaces into artist live/work units. 	<p>SNO City of Minneapolis Regulatory Services</p> <p>SNO Art Space</p> <p>SNO City of Minneapolis CPED</p> <p>City of Minneapolis CPED</p> <p>SNO</p> <p>City of Minneapolis CPED</p> <p>SNO City of Minneapolis Artspace Other Non-Profits</p>

<i>Summary of Implementation</i>		
<i>Economic Development Goals</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<i>Support local businesses</i>	<ul style="list-style-type: none"> · Strive for the development of new, affordable business/retail space in the development of new buildings/housing in the neighborhood. 	City of Minneapolis CPED
	<ul style="list-style-type: none"> · Encourage zoning that supports small business and multi-tenant facilities, such as land use and zoning districts that allow neighborhood retail and commercial opportunities. 	City of Minneapolis CPED
	<ul style="list-style-type: none"> · Continue to support and encourage the work of a local business association or the expansion of an existing association into the neighborhood. 	SNO
	<ul style="list-style-type: none"> · Connect small businesses with resources that are available from the City of Minneapolis. Explore the possibility of applying for the Great Streets-Neighborhood Business District Program for 13th Avenue for marketing campaigns, consistent signage, or wayfinding efforts. 	SNO MPLS Bike Coalition
<i>Enhance pedestrian and bicycle safety</i>	<ul style="list-style-type: none"> · Continue to enhance the pedestrian and bicycle environment by advocating for improved bike lanes, wider sidewalks, and safer intersection crossings (see transportation section). 	SNO
<i>Explore alternative parking options</i>	<ul style="list-style-type: none"> · Work with neighborhood businesses to enhance the shared parking campaign. Provide for better signage and marketing of the availability of shared parking at the Sheridan School site. 	City of Minneapolis SNO Business Owners Sheridan School

<i>Summary of Implementation</i>		
<i>Mobility and Transportation Goal</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<i>Improve overall neighborhood pedestrian and bicycle connections, circulation, and safety.</i>	<ul style="list-style-type: none"> Explore the installation of advisory bike lanes or shared lane markings on 13th Avenue NE to enhance overall bicycle access and safety along this corridor, from the proposed East River Parkway Trail to Washington Street NE. 	<p>SNO City of Minneapolis CPED MPLS Bike Coalition</p>
	<ul style="list-style-type: none"> Support the establishment of the East River Parkway Trail and the bicycle route along the abandoned railroad corridor running parallel to Marshall Street NE, as recommended in the Above the Falls Plan. 	<p>SNO</p>
	<ul style="list-style-type: none"> Investigate intersection safety improvements at all neighborhood intersections, particularly those improvements included in the Existing 	<p>City of Minneapolis Public Works</p>
	<ul style="list-style-type: none"> Develop 13th Avenue NE as a unique pedestrian and bicycle-oriented business district/commercial corridor and arts district corridor that provides strong connections from the neighborhood to the future Sheridan Memorial Park and Mississippi River to the west. 	<p>City of Minneapolis MPLS Bike Coalition</p>
	<ul style="list-style-type: none"> Install “inverted U” or “post and loop” style bicycle parking in front of neighborhood businesses and destinations. 	<p>Business Owners SNO</p>
	<ul style="list-style-type: none"> Realign skewed/angled intersections along Broadway Street NE between Marshall Street NE and University Avenue NE to shorten crossing distance, reduce turning radii, and slow vehicles traveling through the intersections. 	<p>City of Minneapolis Public Works</p>
	<ul style="list-style-type: none"> Widen sidewalks where appropriate and possible, particularly along Broadway Street NE where heavy vehicles travel adjacent to pedestrians on the sidewalk. 	<p>City of Minneapolis Public Works</p>
	<ul style="list-style-type: none"> Explore methods for slowing traffic on local streets, such as adding curb extensions, on-street parking, narrowing lanes, or adding chicanes. 	<p>City of Minneapolis Public Works</p>
	<ul style="list-style-type: none"> Establish clear and inviting connections and access to the Mississippi River from the neighborhood. 	<p>City of Minneapolis Public Works</p>
	<ul style="list-style-type: none"> Work with the City to Improve signage and cues for traffic circles along 5th street. 	<p>City of Minneapolis Public Works</p>

<i>Summary of Implementation</i>		
<i>Mobility and Transportation Goals</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<i>Broadway Street NE and 4th Street NE</i>	<ul style="list-style-type: none"> Install ADA-compliant high-visibility crosswalks providing pedestrian movement across 4th Street NE (east-west movement) and across Broadway Street NE (north-south movement). 	<p>City of Minneapolis Public Works</p> 
<i>Broadway Street NE and University Avenue NE</i>	<ul style="list-style-type: none"> Explore reconfiguration of the intersection to remove skew. Install ADA-compliant, high-visibility crosswalks for all legs of the intersection. Include vehicle stop bars to minimize potential for “hidden threat” crashes. Include LPI (Leading Pedestrian Interval) timing for all crossing movements. Ensure all crosswalks and crossings are unobstructed and run perpendicular to vehicle traffic. Participate in ongoing discussions with MNDOT regarding intersection changes. 	
<i>Broadway Street NE and Main Street NE</i>	<ul style="list-style-type: none"> Establish a marked crosswalks across Broadway Street NE. Install ADA-compliant, high-visibility crosswalks for all legs of the intersection. Consider installation of a Rectangular Rapid Flashing Beacon (RRFB) for pedestrian movement across Broadway Street NE. 	
<i>University Avenue NE Between 13th Avenue NE and 17th Avenue NE</i>	<ul style="list-style-type: none"> Move vehicle stop bars at least 20 feet back from the crosswalk to minimize potential for “hidden threat” crashes Enforce a no park zone within a safe distance of the designated bicycle and pedestrian crossing so as to ensure an adequate vision corner to see motorists traveling north-south along University Avenue NE. 	

<i>Summary of Implementation</i>		
<i>Mobility and Transportation Goals</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<p><i>Broadway Street NE and Marshall Street NE</i></p>	<ul style="list-style-type: none"> • Explore reconfiguration of the intersection to remove skew. • Explore decrease of turn radii for intersection to slow turning vehicles. • Install high-visibility crosswalk pavement markings across Marshall Street NE and Broadway Street NE. • Install push-button walk signals on all pedestrian movements. • Consider adding “No Turn on Red” signs for traffic turning from westbound Broadway Street NE to northbound Marshall Street NE. • Support bicycle improvements for Marshall Street NE and consider the installation of a bike box northbound and southbound Marshall Street NE bicycle traffic to increase visibility of bicyclists. 	<p>City of Minneapolis Public Works</p>
<p><i>13th Avenue NE and 3rd Street NE</i></p>	<ul style="list-style-type: none"> • Install high-visibility marked crosswalks and cross walk signs at all crossings. • Explore installations of curb extensions along 13th Avenue NE. • Explore installations of a traffic circle at this location (can be added at other locations along 13th Avenue NE to create more comfortable shared-space accommodation for bicyclists along this route). • Explore installation of a four-way stop at this intersection or install a “Cross Traffic Does Not Stop” sign for motorists traveling north-south along 3rd Street NE. • Install a “Yield for Pedestrians” crossing sign in the crosswalk for east and west bound 13th Avenue traffic to increase visibility and safety for pedestrians. 	

<i>Summary of Implementation</i>		
<i>Importance of the Arts Goal</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<p><i>Work with neighborhood artists for creating a beautiful, creative, and uniform neighborhood appearance.</i></p>	<ul style="list-style-type: none"> • Empower neighborhood artists and use their skills to create greater visual identity of the Sheridan Neighborhood. • Work with NEMAA to devise a broader definition of artist and develop a stronger network of artistic professionals. • Maintain the existing character of the built environment through adaptive reuse of old buildings and new development that is respectful of its surroundings. • Continue to be supportive of and find new ways to encourage cultural events and festivals to increase the visibility of the various cultures found within Sheridan. • Explore opportunities for more artist-owned live/work space, collaborative work space, and artist oriented businesses. Work with government entities on financing strategies to ensure affordable and stable rents. • Provide more opportunities for artists to display their work such as through vacant store fronts and properties. Also, continue to explore long-term solutions for permanent gallery space. 	<p>SNO Business Owners NEMAA</p> <p>SNO NEMAA</p> <p>City of Minneapolis NEMAA</p> <p>SNO NEMAA</p> <p>Developers City of Minneapolis</p> <p>Business owners SNO Artists</p>

<i>Summary of Implementation</i>		
<i>Urban Design and the Public Realm Goals</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<p><i>Utilize street design to maximize usability for all modes of transit</i></p> <p><i>Create an inviting pedestrian experience through the use of specific streetscape designs</i></p> <p><i>Increase park and trails access in the neighborhood</i></p>	<ul style="list-style-type: none"> • Sidewalks along Broadway should be at least 10 feet wide, with at least 4 feet of “furniture” zone and at least 6 feet of space for the “pedestrian” or walking zone. • Work to make 13th Avenue, University, Broadway, and Marshall “complete” streets that include the necessary pedestrian infrastructure to connect the residents, businesses, and visitors to the River. • Explore opportunities for a secondary gateway to the River on 14th Avenue. 	<p>City of Minneapolis Public Works</p> <p>City of Minneapolis</p> <p>Minneapolis Parks And Recreation</p>
	<ul style="list-style-type: none"> • Encourage the use of public art to enhance corners and streetscapes, especially on the southeast corner of 13th and Marshall, where the proposed Everwood development is being constructed. 	<p>Developers SNO</p>
	<ul style="list-style-type: none"> • Partner with local businesses/residents to improve the condition of the existing planter boxes in city right of way through an adopt-a-planter program. 	<p>SNO</p>
	<ul style="list-style-type: none"> • Focus streetscape design efforts on 13th Avenue, especially west of Main Street 	<p>City of Minneapolis</p>
	<ul style="list-style-type: none"> • Work with the Minneapolis Park and Recreation Board to continue to contribute to the park and trail planning discussions within the neighborhood 	<p>SNO</p>
	<ul style="list-style-type: none"> • Work with the Minneapolis Park and Recreation Board on policies that pre-empt and eradicate the Emerald Ash Borer. 	<p>SNO</p>
	<ul style="list-style-type: none"> • Consider artistic signage to direct people to the river/park/future trails. 	<p>Minneapolis Parks and Recreation</p>
	<ul style="list-style-type: none"> • Highlight the importance of river access via the existing staircases located in the future park. 	<p>City of Minneapolis SNO</p>
	<ul style="list-style-type: none"> • Identify areas of partnership between the many of the public/semi-public uses within the neighborhood for greening, community gardens, or rainwater gardens. 	<p>City of Minneapolis SNO</p>
	<ul style="list-style-type: none"> • Identify the variety of festivals and community events and work to cross-market/partner on these events. 	<p>SNO</p>

<i>Summary of Implementation</i>		
<i>Urban Design and the Public Realm</i>	<i>Implementation Action Item</i>	<i>Lead Agency</i>
<i>Utilize streetscape design to create inviting public space for all users</i>	<ul style="list-style-type: none"> Expand the existing sidewalk planter program to install sidewalk planters and decorative landscaping elements along key corridors. Plant trees and other landscaping wherever possible. Explore the installation of seasonal parklets along 13th Avenue NE. Extend improvements to lighting along the entire stretch of 13th Avenue NE from Washington Avenue NE to the river to create a consistent and inviting neighborhood aesthetic and offer a clear connection to the riverfront. Install curb extensions, or “bump-outs,” where appropriate in the neighborhood to calm traffic, shorten crossing distances at crosswalks, and provide space for landscaping and decorative elements. 	<p>SNO City of Minneapolis</p> <p>SNO</p> <p>SNO</p> <p>City of Minneapolis</p> <p>City of Minneapolis</p>
	<ul style="list-style-type: none"> Work with local artists on all streetscape improvements to incorporate artistic elements in features such as bicycle racks, benches, signs, landscaping, and others. Work with local artists to find creative uses for under utilized spaces and lots. Work with neighborhood artists to explore “Paint the Pavement” features at key intersections along 13th Avenue NE. Incorporate artistic wayfinding signage at key corridors and locations in the neighborhood. Encourage development of “artist-designed” respite areas (benches and green space). 	<p>SNO City of Minneapolis</p> <p>SNO</p> <p>SNO City of Minneapolis</p> <p>SNO City of Minneapolis</p>
<i>Encourage locally sourced and grown food</i>	<ul style="list-style-type: none"> Support edible landscapes, community gardens, urban chickens, beekeeping, and agriculture education in the neighborhood. 	<p>SNO City of Minneapolis</p>