

Bryn Mawr Neighborhood Land Use Plan

A Plan for the Future of the Neighborhood

Land Use Committee

December 2003

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Executive Summary

The Land Use Committee was created in May 2002 by the Bryn Mawr Neighborhood Association.

The Purpose of The Committee:

- To provide a framework to facilitate discussion about the future development direction of the neighborhood
- To quantify/identify those qualities/characteristics that are good in the neighborhood
- To educate the neighborhood and provide it with resources and tools for making good development decisions
- To empower the neighborhood to create and document its vision of the future of the community
- To create a bridge between Bryn Mawr's history, its present and its future
- To provide a framework for a successful partnership between the neighborhood master plan and developers
- To mesh Bryn Mawr's vision for the neighborhood with the vision for the City as a whole, as enunciated in the City's Comprehensive Plan (ex. Need to build more housing and increase housing density in desirable neighborhoods like Bryn Mawr)

Bryn Mawr the Neighborhood

Advocate and expand on the small town and village image that is surrounded by parks

- Tree lined streets
- Pedestrian friendly
- Human scaled as a neighborhood

To continue to preserve Bryn Mawr as a safe and livable community

Criteria for development

- To identify Bryn Mawr as a distinct neighborhood within the broader community
- To preserve Bryn Mawr's natural resources
- To provide a diversity of housing options (Life-cycle housing, single-family and multi-family (owner-occupied and rental), affordable, moderate and higher priced units)
- To provide community/neighborhood gathering places
- To protect the quality of existing residential areas
- To provide a safe and efficient system for all modes of transportation
- To preserve and enhance the neighborhood by retaining significant and historical landmarks
- To preserve and enhance downtown Bryn Mawr
- To provide opportunities for recreation for all sectors of the Bryn Mawr population
- To acknowledge that change has happened (ex. Cuppa Java, Tot Lot in Bassett's Creek Park, I 394), is happening and will continue to happen, with or without the community's prior input (ex. Tear downs and rebuilds in Area 1 and Area 2)

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Part I. Introduction

Prelude

Located directly west of downtown Minneapolis, Bryn Mawr neighborhood is home to about 2,663 people and about 300 acres of parks and open spaces with lakes, ponds, streams, wetlands and trails. As a city neighborhood, its beauty attracts and holds many people. The housing vacancy and turnover rates are substantially lower than those of other city neighborhoods. The high level of homeowner occupancy indicates the attractiveness and desirability of the living environment in the neighborhood. To preserve the unique characteristics of the neighborhood and to accommodate future development with minimal negative impact on the neighborhood's quality of life, a master land use plan is created to lay the groundwork for desired land use and future development in the neighborhood.

The study is primarily intended to inventory and illustrate current problems, goals identified by the neighborhood, and recommendations on desired land uses for the future.

Regional Context

Bryn Mawr is a mature neighborhood with an area of approximately 1.28 square miles in the City of Minneapolis. Located directly west of downtown Minneapolis, a strong transportation network allows easy access to Bryn Mawr. Interstate 394 runs east/west through the neighborhood, and Interstate 94 runs north/south along the eastern boundary of Bryn Mawr and connects with Interstate 394. Light Rail is planned through the southern part of I-394 in Bryn Mawr and future commuter rail service will be available through the northern part of Bryn Mawr. (Figure 1-1, Bryn Mawr in MPLS).



Source: MINS data; Metropolitan Council

Figure 1-1. Bryn Mawr in the City of Minneapolis.

Regionally significant natural resources include the surrounding parks and lakes. Residents in Bryn Mawr have immediate access to over 1,000 acres of parkland and open space within and immediately outside the neighborhood's boundaries. The most significant natural resources are Wirth Regional Park, which lies within and forms part of Bryn Mawr's western boundary, and a chain of lakes, Brownie and Cedar, running south through Bryn Mawr. Each of the parks along the neighborhood's perimeter has its own individual character, yet all are connected to form a green corridor along the western edge of Minneapolis (Bryn Mawr 1998 Plan).

In addition, other cultural and economic resources have further enhanced the quality of life in Bryn Mawr neighborhood. A variety of resources can easily be found either within the neighborhood or within walking distance of Bryn Mawr: Eloise Butler Wildflower Garden and Bird Sanctuary, Wirth Beach, the Quaking Bog, the Chalet Golf Course, South Beach on Cedar Lake, The Farmers' Market, and the Sculpture Garden, to name a few.

Bryn Mawr Neighborhood History

At the turn of the 20th Century, Bryn Mawr, meaning “tall hills” in Welsh, was located outside the borders of the City of Minneapolis. It was a large and busy railroad yard surrounded by the modest homes of railway workers.

As the City of Minneapolis grew, its borders expanded to encompass Bryn Mawr, which became the City’s western gateway. Housing was built, and residents were served by a streetcar running along Cedar Lake Road to the heart of the City.

Early in the 20th Century, blocks of aging homes, with collapsing basements from the moving blue clay that lay along the bottom of a prehistoric river were cleared to develop Bryn Mawr Meadows. Apart from some farm homes, the oldest residential subdivisions were closest to the City’s Downtown – east of Penn and near the streetcar line. By the 1920’s, Bryn Mawr was discovered and homes were built in all of its original five areas, including cottages near Cedar Lake. Housing development continued well into the 1950’s, but mostly on an in-fill basis.

The Bryn Mawr Improvement Association was created early in the century and is credited with helping to get Bryn Mawr zoned residential. This organization was followed by the Bryn Mawr Community League, which was formed for social purposes, allowing students and parents of children who attended Bryn Mawr Elementary School to continue meeting on a periodic basis after the children had graduated from the school.

When the school lunch program was introduced in the 1960’s, the Community School Council was formed. This organization’s Highway Task Force studied the issue of the proposed I-394. As a result of the work of this Task Force, a neighborhood organization (Bryn Mawr Neighborhood Association – BMNA) was re-established to address additional concerns and needs of the residents of Bryn Mawr. It was incorporated as a Minnesota non-profit in 1976. When the BMNA was incorporated, it increased the original five areas of Bryn Mawr into the current seven.

The BMNA started publishing a newsletter, the Bryn Mawr Bugle, in 1974. The newsletter informs residents of issues affecting them and events within the neighborhood. The Bugle is delivered to all houses in Bryn Mawr.

Bryn Mawr is a very active neighborhood in politics. Voter participation for the 1996 general election ranked Bryn Mawr’s Precinct 7-1 second in the City with a voter turnout of 76%.

Bryn Mawr has a strong neighborhood identity as “The Neighborhood within a Park”. It is a neighborhood with a community feel of connectedness, neighborliness and attractive and diverse housing. Home ownership is a good investment in this neighborhood. Many choose to live in Bryn Mawr to avoid long commutes to work and to enjoy the amenities that exist in the City’s center.

Bryn Mawr is made up of neighbors who appreciate the “new urbanism” – narrow streets, tree-lined boulevards, sidewalks, alleys for services and car access, lots with narrow frontages and shortened setbacks, smaller yards with limited amounts of grass and homes with front porches.

“From the Bryn Mawr Neighborhood Comprehensive Plan, December 1997”

The planning process

The planning process was determined by the Land Use Committee, which was created in May, 2002 by the Bryn Mawr Neighborhood Association (BMNA). The Land Use Committee was charged with developing a land use plan for the neighborhood. The tasks of the Land Use Committee included:

- Providing a framework that would facilitate discussion about the future direction of the neighborhood
- Quantifying/identifying those qualities/characteristics that are good and desirable in the neighborhood
- Educating the neighborhood to make good development decisions and providing it with the resources and tools to do

so

- Empowering the neighborhood to create and document its vision of the future of the community
- Creating a bridge between the Bryn Mawr of today and its successor community of the future
- Providing a framework for a successful partnership between the neighborhood master plan and developers
- Meshing Bryn Mawr's vision for the neighborhood with the City's vision for the City as a whole, as enunciated in the City's Comprehensive Plan

Membership on the Land Use Committee was voluntary. The core committee consisted of 8 members. The committee met every other week for 18 months, starting in August, 2002. For one year and a half, the land use committee researched and collected data in and about the neighborhood, carried out detailed analyses, held public meeting gather neighborhood feedback on various land use issues and preliminary plans, and finally, developed a land use plan. In December, 2003, the Bryn Mawr Neighborhood Association approved the plan and resolved to submit it to the City Council for review and adoption as an amendment to the City's Comprehensive plan.

The planning process can be divided into three phases:

Inventory and analysis: This was the information gathering and analysis phase. During this phase, information that defines the Bryn Mawr Neighborhood was gathered and discussed internally in the Land Use Committee. The information included the neighborhood character (existing land use, demographics), housing, transportation, business, and natural resources, open spaces and recreation. The inventory highlighted the overall qualities that made Bryn Mawr a uniquely successful neighborhood, but also revealed the issues that needed to be deal with to make Bryn Mawr more livable.

In addition, nine sites that the Land Use Committee believed would have a strong impact on the neighborhood's character, if developed, were discussed. These sites included Fruen Mill, Save Anwatin Woods, North Frontage, South Frontage, South Gateway, Downtown Bryn Mawr, North Gateway, the "Bananna" in the Bassett Creek

Valley, and the Target site. Alternative visions for the sites were developed and preliminary Land Use recommendations intended to best serve livability of neighborhood residents were developed.

Public input and develop of the report: This phase began with a presentation of a rough draft of the Land Use Plan at a public meeting to neighborhood residents. The presentation was held in the Bryn Mawr Elementary School on a Saturday morning on May 10, 2003. The meeting drew about 36 participants. At the meeting, the Land Use Committee's view of the future of the neighborhood was discussed, and alternative visions for the larger sites in the neighborhood were shown. Participants were were provided an opportunity to express their vision for the future of the neighborhood and the sites identified, both written and verbal. For those unable to participate in the May public meeting, the Land Use Committee made the feedback possible by displaying boards with the plans at the neighborhood's Annual Dinner and Elections. Some further 130 people provided feedback and comment at this presentation. The feedback gained and the issues raised at the two public meeting were further discussed within the Land Use Committee. Based on the feedback and discussion, the visions for the future neighborhood were refined.

Review and approval: On October 15th, 2003, the Land Use Committee presented its report to the Bryn Mawr Neighborhood Association, followed by two more public presentations on October 29 and November 8. Before the public meetings, copies of the report were made accessible to the neighborhood. Copies of the report were placed in public areas, such as the coffee shops in the neighborhood, the Market in the neighborhood and on-line. On-line, the report was made available at a University of Minnesota (<http://www.npcr.org/reports/npcr1202/npcr1202.html>) website. Comments received at the Bryn Mawr Neighborhood Association meeting, at the public meetings and from other interested parties, both verbally and in written were collected. Many of these comments have been incorporated into the final report. On December 11 2003, the final report was approved by the Bryn Mawr neighborhood Association. It is to be sent to City of Minneapolis' Planning Department for further review by the city. If the review is successful, the Bryn Mawr Land Use Plan will be incorporated as an

amendment to the City of Minneapolis Comprehensive Plan.

Previous studies

Bryn Mawr Neighborhood Comprehensive Plan - 1998

This report was drafted by a committee of neighborhood volunteers. It included feedback and comments from several neighborhood focus groups and public meetings. The final document identified challenges/concerns about land uses in Bryn Mawr, some of which are still relevant today. These include problems created by aging housing stock (e.g. requiring continuous maintenance), limited housing stock; inadequate access to all neighborhood parks and open spaces; an under-utilized Bassett Creek Valley and Fruen Mill area; a shortage of parking for park users and downtown Bryn Mawr business customers; problems associated with outsiders' use of parks within Bryn Mawr. The report also identified pedestrian difficulties in traversing the Penn Ave and I-394 interchange a major challenge for the neighborhood.

A variety of strategies were suggested for creating a better neighborhood environment for the residents. Examples of these strategies included Bryn Mawr's Home Improvement Program that provided financial aid for essential home improvements; and the Downtown Area Improvement Program that provided funds for attractive street furniture, and signage in the Downtown Bryn Mawr area.

In the five years since the report was written, many changes have taken place in the neighborhood. Although many challenges outlined in the report have been remedied, many have not yet been adequately addressed. Additionally, many new challenges have surfaced, such as an aging population, the need for additional housing close to downtown Minneapolis, and also the need for increased housing to address the increased population growth predicted for the City of Minneapolis by the Metropolitan Council in the next five to ten years.

Bassett Creek Valley Master Plan – 2000

Bassett Creek Valley Master Plan is “the collaborative product of representatives of residential and business communities in the Bassett Creek Valley study area” (Bassett Creek Valley Master Plan, pp. 2). Bassett Creek Valley is located in the north/east quadrant of Bryn Mawr, and includes Bryn Mawr Meadows, Bassett's Creek, east of Cedar Lake Road, and the property lying south of Bryn Mawr Meadows and north of I-394 and containing the City's crushing facility and the Linden Yards Storage Facility (“The Banana”).

The Bassett Creek Valley Master Plan established a 20-year vision for the Bassett Creek Valley area. The long-term vision developed in the report states:

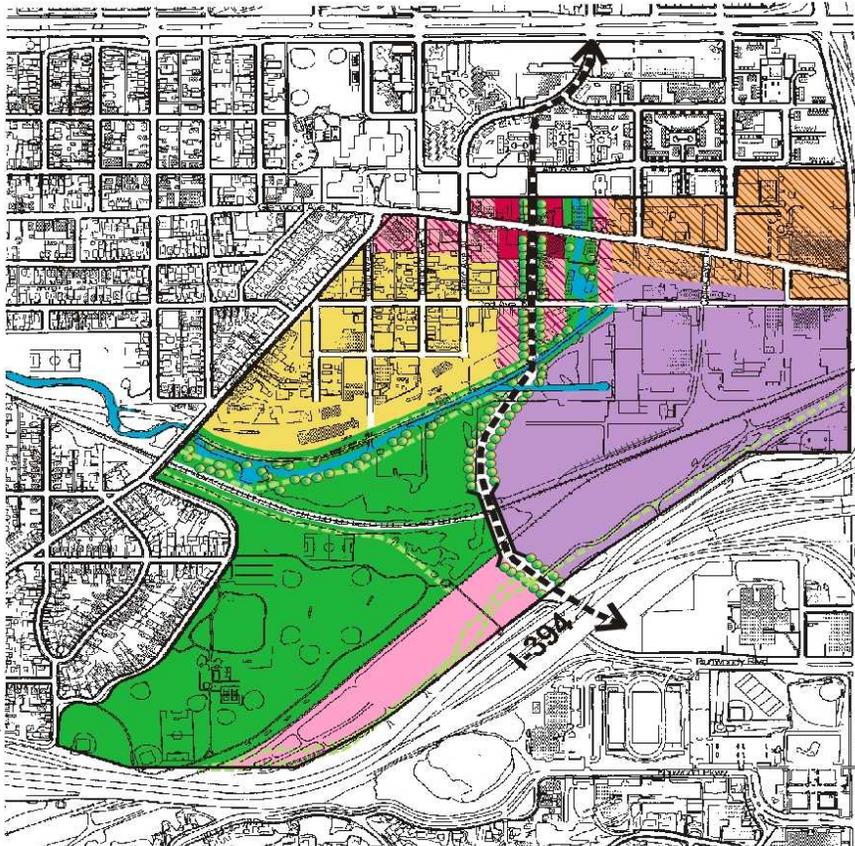
“Bassett Creek Valley is a village within the city that is inviting, diverse, safe, friendly and sustainable, where people want to live and work and others like to visit.”

The Plan proposed future land uses and identified potential areas for redevelopment. More specifically, public and private improvement projects were identified, changes in land use were recommended and a strategy for long-term development was suggested. The location for a new north/south connector – Van White Boulevard - was recommended.

Within Bryn Mawr, the area east of Van White Boulevard is reserved for commercial and industrial use; and, the portion of “The Banana” on the west side of Van White Boulevard is designated within the BCV Master Plan as commercial and/or institutional and/or community attraction (Figure 1-2). The other area, from Bryn Mawr Meadows up to Bassett Creek is to become a public greenway.

In order to better guide future development within the study area, the Bassett Creek Valley Plan adopted Design Principles and Guidelines that could direct planning and design of future development in the area.

The report was subsequently adopted by the City Council in 2000, as an amendment to the City of Minneapolis Comprehensive Plan.



Future Land Use

Bassett Creek Valley Master Plan

- Neighborhood Oriented Commercial
- Mixed Use: Commercial/Industrial/Residential
- Mixed Use: Commercial/Residential
- Mixed Use: Commercial/Industrial
- Residential
- Commercial/Community Attraction
- Park
- Trail
- Streetscape
- RR Spur

LYBILGREN
SUPERVISOR
AND
COUNCIL
MEMBER

**Bassett Creek
Valley
Association**
Bassett Creek
Valley
Association
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Source: Bassett Creek Valley Master Plan, 2000

Figure 1-2: Bassett Creek Valley Master Plan

Part II. Inventory and Analysis

1. Neighborhood Character

Existing Land Use

Bryn Mawr is a mature urban neighborhood. Land use in Bryn Mawr has remained relatively stable over the past several decades, and very little of the neighborhood's parks and open spaces were developed into residential, commercial or industrial use. Residents in the neighborhood actively protect the parks and open spaces which they consider one of the major amenities and attractions of the neighborhood. This trend, it is hoped, will remain for the foreseeable future.

The major current land use categories are presented in Table 2-1 and Figure 2-1 (Figure 2-1, Bryn Mawr current land use). Bryn Mawr is considered a park neighborhood, as the largest category of land use is park and playground.

Table 2-1. Land Use in Bryn Mawr.

Land Use	Area (acre)	Percent
Park and playground	275.0	33.6%
Residential	191.3	23.4%
Transportation	155.6	19.0%
Water bodies	62.3	7.6%
Industrial	54.4	6.6%
Commercial	45.0	5.5%
Public	35.8	4.4%
Total	818.7	100.0%

Source: MNIS GIS data, University of Minnesota.

- **Park and recreation:** This category constitutes the largest land use in Bryn Mawr and consists of parks, playgrounds and some sports facilities. Parks and open spaces account for 275.0 acre, or 33.6%, of land use in Bryn Mawr.
- **Residential:** Residential land use is the second largest land use in Bryn Mawr. Residential land use now accounts for 191.3 acres, or 23.4%, of the total area of Bryn Mawr. Housing is concentrated in the center of the neighborhood. On the whole, residential areas have relatively low-density (Net density of 6.64 dwelling unit per acre¹). The majority of residences in the neighborhood are single-family homes, with a few multifamily units located around the neighborhood.
- **Transportation:** This land use includes highways, streets, alleys, trails, and other transportation related use. Transportation land use comprises 155.6 acres, or 19.0% of land use in Bryn Mawr.
- **Water bodies:** Water bodies include three lakes and a creek, Cedar Lake, Brownie Lake, Birch Pond and Bassett's Creek. Water bodies account for 62.3 acres, or 7.6%, of land use in Bryn Mawr.
- **Industrial:** Industrial land occupies approximately 54.4 acres, or 6.6%, of Bryn Mawr's total area. Industrial uses consist primarily of industrial warehouses and an industrial railway on the north side of the neighborhood.

¹ Density is calculated by dividing housing units (1270 dwelling units) by total land area under residential use (191.3 acres), but not including roadways.

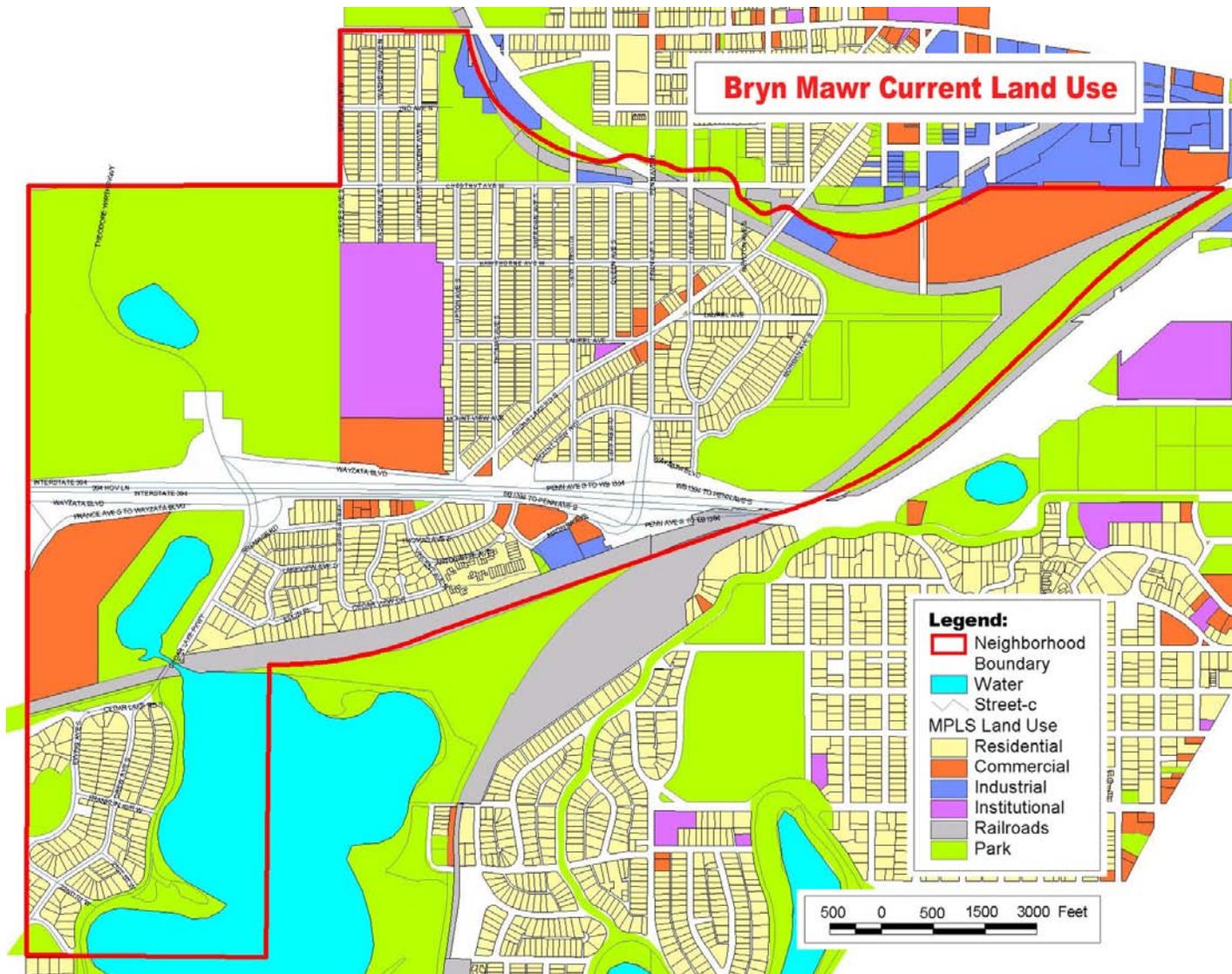


Figure 2-1. Bryn Mawr Current Land Use

Source: Metro Council

- Commercial:** Commercial land use includes all forms of business except industry, occupies approximately 45.0 acres, or 5.5%, of Bryn Mawr’s land area. Commercial land use primarily consists of commercial and office uses. Office land use includes parcels along Interstate 394, and in Downtown Bryn Mawr. Commercial land uses are all located in Downtown Bryn Mawr in the form of retail use.
- Public:** This use includes land used for institutions, schools, and utilities. Public land use consists of 35.8 acres, or 4.7%, of Bryn Mawr’s land area.

Neighborhood demographic character

People are the most important element in a neighborhood. Changing demographics can result in the changing characteristics of a neighborhood. A neighborhood plan should follow the characteristics of its population, thus be able to accommodate change. Bryn Mawr has a population of 2,663 in 2000, a decrease of 6.4 percent from 1990 (2,845 people).

Age group categories: The median age of people living in Bryn Mawr rose a little from 39.7 to 40.3 in the past ten years. Now, the majority (60 %) of residents living in Bryn Mawr are between the ages of 25 and 54.

Change in demographics between 1990 and 2000: The most substantial population growth in Bryn Mawr has been among people approaching retirement age (Figure 2-2). There was an increase of 72.4% in the number of residents between the ages of 45 and 59 from 1990 to 2000, while the 15 to 19 year-old age group increased by only 19.0%. In all other age groups, the number of residents decreased, with the most significant loss among people age 64 and over.

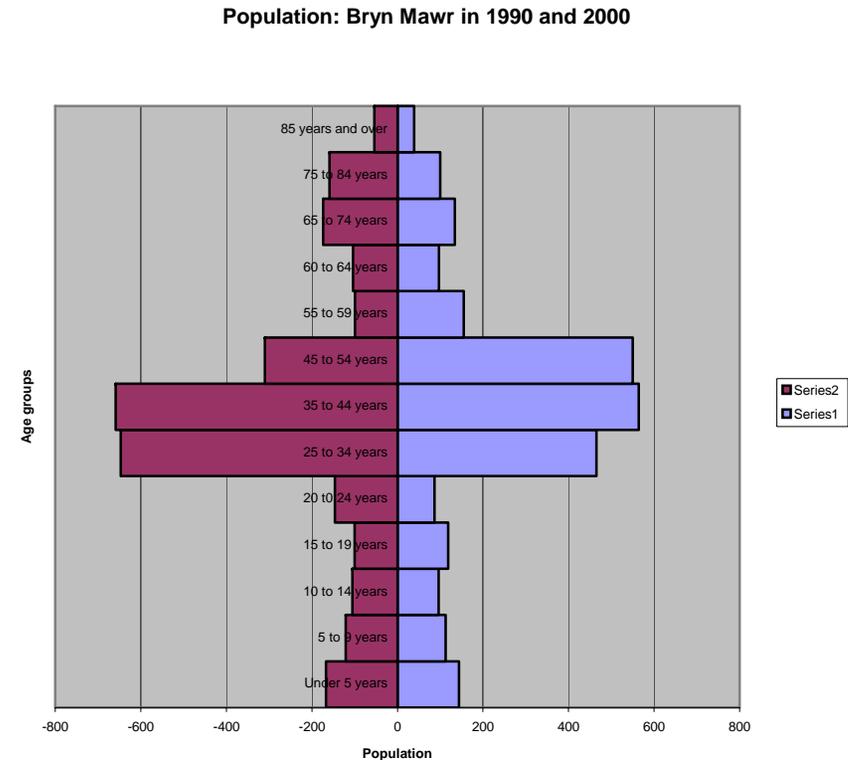


Figure 2-2. Population pyramid for Bryn Mawr Neighborhood.
Source: U.S. Census Bureau, Census 2000

While only the most significant trends are outlined here, more detailed statistics can be found in the appendix.

Issues

Neighborhood Gateways:

Gateways are important as they are the first place where people entering a neighborhood can perceive the character of that neighborhood. People have indicated that gateways should be a prime indicator of neighborhood character. Only two gateways in Bryn Mawr reflect this policy - the signage hedge at the Penn Avenue and I-394 interchange and the Cedar Lake Parkway Gateway garden. All other entry points into the neighborhood are identified only by neighborhood street signs. Bryn Mawr has indicated that these other gateways should more clearly reflect the character of the neighborhood.

Neighborhood cohesiveness

Interstate 394 divides Bryn Mawr into two parts, north and south of the highway. People have to cross a highway to get from one side of the neighborhood to the other. The Penn Avenue Bridge and the Cedar Lake Parkway Bridge have literally become the only vehicular and pedestrian means of connecting the neighborhood across the highway. In addition, one pedestrian bridge exists spanning I-394. Since neither the Penn Avenue Bridge nor the pedestrian bridge are pedestrian friendly, the highway makes the movement of people through the neighborhood difficult, and can mentally divide the neighborhood. Such a divide is also increasingly being used by state and city agencies and departments and other groups to differentially treat the two parts of the neighborhood.

The neighborhood is further divided, by the Bryn Mawr Neighborhood Association for fuller representation on the Board, into seven smaller voting areas (Figure 2-3). Residents

sometimes begin to think of the smaller area as their neighborhood.

Proximity to downtown

Bryn Mawr lies directly west of downtown Minneapolis. With the expansion of the City's downtown area, problems experienced by the city downtown area today could become problems for Bryn Mawr tomorrow. For example, downtown Minneapolis suffers from both lack of parking spaces and from congestion. The City is unable to provide sufficient parking downtown. It is also unable to handle efficiently the volume of traffic on its streets. To better deal with parking and traffic problems, Minneapolis has decided to build parking lots on the periphery of downtown – park and ride lots. Bryn Mawr, because it is a neighborhood adjacent to the City's downtown, would seem to be a logical location in which to place such Park and Ride Lots. The congestion during rush hours on the Penn Avenue and I-394 interchange is another example of traffic problems facing Bryn Mawr today and into the future.

Bounded by neighborhoods in transition

Bryn Mawr has one of the highest home ownership counts in the City of Minneapolis with 87.4% percent of homes occupied by the homeowner. Across Glenwood Avenue and Bassett's Creek, neighborhoods to Bryn Mawr's north and east have significantly lower homeowner occupancy rates and residents with lower income levels. However, there are several programs in place in these neighborhoods, among them the Neighborhood Revitalization Program, which are dedicated to improving housing stock and increasing home ownership.

Opportunities

Parks, lakes and green spaces

Many residents in Bryn Mawr have indicated that one very important reason for choosing to live in Bryn Mawr is the parks, lakes and green spaces within and surrounding the neighborhood. Parks, lakes and green spaces account for over 40 percent of Bryn Mawr, and continue to attract more people to Bryn Mawr. Some residents find it unbelievable to have so many parks, lakes and green spaces in a neighborhood directly adjacent to the City's downtown.

Trail system

Minneapolis is proud of its trail system that provides both recreational and transportation opportunities to residents. Bryn Mawr benefits from the City's richness of trails. Residents can bicycle to many significant sites within and close to Minneapolis, as trails converge through Bryn Mawr to downtown Minneapolis, museums, theatres, the chain of lakes, and parks. Bicycle trails also take the rider along a trail system that starts in Bryn Mawr and extends westward for many miles.

Proximity to downtown

Proximity to the City's downtown can create problems for the neighborhood, but it also offers great opportunities and services. Offices and jobs are close to Bryn Mawr, cutting down on daily commutes. Downtown Minneapolis also provides numerous recreational and cultural opportunities, such as art institutes, sports facilities, restaurants, cinemas, and more. In addition, proximity to downtown gives Bryn Mawr a beautiful view of the downtown skyline.

Schools

Bryn Mawr has two schools, Bryn Mawr Elementary School and Anwatin Middle School. They are valuable assets that allow neighborhood children to go to school in their home neighborhood and get to know other neighborhood children. School facilities provide residents in Bryn Mawr not only with a meeting place, but also with recreational opportunities in the winter.

Transportation

As a city neighborhood, Bryn Mawr enjoys the convenience of an urban transportation system. People living in Bryn Mawr have transportation choices – from driving cars, to taking the bus, or, to cycling. Public transportation is provided by Metro Transit which moves people to anywhere in the Twin Cities. Interstates 394 and 94, run through or next to the neighborhood. People can quickly access the highway and go to most destinations in a minimum amount of time.

Bryn Mawr Neighborhood Association

The Bryn Mawr Neighborhood Association (BMNA) is a grass roots organization that was established to address the concerns and needs of the residents of Bryn Mawr. The Association was incorporated in 1976. It plays an important role in the neighborhood by informing residents of issues of concern to the neighborhood; by advocating on behalf of the neighborhood with city and state agencies; by holding functions that allow neighbors to meet and bond; and by acting to protect, make safe, and enhance the neighborhood; as well as to provide guidance, after consultation with residents, on directions in which the neighborhood can grow. The monthly newsletter the BMNA publishes, the **Bryn Mawr Bugle**, acts as an information center for informing residents of issues affecting them, and informing them of events within the neighborhood.

2. Housing

In recent years, housing has become a major issue in the Metropolitan Area. Not enough new housing is being developed to meet the needs of residents. Availability is at an all-time low. Seniors, young adults, singles, middle and low-income individuals are frequently not well served by current housing options within the neighborhood.

In general, three factors determine housing conditions: the structure, demographic trends affecting housing needs, and the environment in which the housing is located. To better understand existing housing conditions in Bryn Mawr, these three factors need to be examined.

Table 2-2. Age of Bryn Mawr Housing Stock

Year Built	Total Units	Percent
1909 or Earlier	121	9.27%
1910 to 1919	133	10.19%
1920 to 1929	357	27.36%
1930 to 1939	108	8.28%
1940 to 1949	232	17.78%
1950 to 1959	169	12.95%
1960 to 1969	54	4.14%
1970 to 1979	79	6.05%
1980 to 1989	32	2.45%
1990 or later	20	1.53%
Total*	1,305	100.0%

Source: MNIS GIS data, University of Minnesota.

* The difference between this data and the housing occupancy data is due to differences between databases.

Existing Housing

According to the Minneapolis Information System (MNIS), in 2001 Bryn Mawr had approximately 1,305 housing units. As shown in Table 2-2, the majority of houses in Bryn Mawr were built before 1960. Most houses in the neighborhood (85.82%) are 40 years old or older. In the last 20 years, housing construction has been very low with an average of 26 units built per decade.

The older age of Bryn Mawr housing can be seen in the wide range of housing styles in the neighborhood, such as Victorian, bungalow, four-square, split-level, one story or multi-storied, and many more. The mixture of styles and ages of the homes, the parks and other natural amenities in the neighborhood create a diverse and beautiful environment in the neighborhood.

Though the housing stock in Bryn Mawr is old, overall, buildings are in relatively good condition, as shown by the housing condition values in the MNIS data (Table 2-3). The

Table 2-3. Building Condition of Housing Stock in Bryn Mawr.

Building Condition	Number of House
0	1
1	26
2	38
3	427
4	565
5	94
6	16
7	5
Average	3.63

Source: MNIS GIS data, University of Minnesota.

majority of the houses in Bryn Mawr are in average condition represented by 4 in the database. It is interesting to note that few houses are in relatively bad shape. For example, only five houses have a score of seven (the lowest condition class, meaning they are in very bad shape) and 16 houses have building condition scores of 6.

Issues

Housing Needs

Housing needs in Bryn Mawr reflect three problems. First, there is a major shortage of housing in the Metropolitan Area. New housing has not kept up with the needs of residents and new-comers seeking houses, and the availability is at an all-time low. As one of the most desirable residential neighborhoods in the City, Bryn Mawr has a very high housing occupancy rate of 97.7 percent (Table 2-4). Conversely, the high occupancy rate indicates not only the desirability of housing stock in Bryn Mawr, but also its lack of availability.

Secondly, there needs to be more housing options for people of all ages. The current housing stock in Bryn Mawr is uniform. The majority of homes are single-family homes, and only a small number are multi-family homes or apartments. People wishing to live in

demographic profile (Appendix A), a substantial number of residents in Bryn Mawr are approaching retirement age. The need for senior housing, life-cycle housing, is apparent.

Currently, there is no senior housing in Bryn Mawr. According to the Bryn Mawr demographic study (appendix A), the number of elderly (65 and over) is expected to increase substantially over the next 10 years. Already a large segment of Bryn Mawr’s population is between 45 and 54 years of age. Very soon, this group will approach retirement age, and, lacking senior housing in the neighborhood if they choose to move out of their homes, will have no choice but to move out of Bryn Mawr.

Affordability

According to the data available, few homes are sold in Bryn Mawr each year, while the price of buying a home in Bryn Mawr is high and rising. The average home sale price in Bryn Mawr in 2000 had more than doubled compared to prices in the 1980s (Figure 2-5). In 2001, 47 homes were sold at an average price of \$273,512. Home sale prices in 2001 were 130% higher than those of 1995. According to guidelines set by the Metropolitan Council, a home with a value below \$180,000 is deemed affordable. Of the 74 homes sold in 2001, only 13, or 17.5%, met the affordability criteria set by the Metropolitan Council and, among these 13 homes, seven had a price above \$170,000.

Table 2-4. Housing Occupancy.

Housing Occupation	Bryn Mawr		City of Minneapolis		Twin Cities	
	Housing units	Percent	Housing units	Percent	Housing units	Percent
Occupied	1253	97.7%	162352	96.3%	1021454	97.5%
Owner-occupied	1095	85.4%	83408	49.5%	728966	69.6%
Renter-occupied	158	12.3%	78944	46.8%	292488	27.9%
Vacant	29	2.3%	6254	3.7%	25786	2.5%
Total	1282	100.0%	168606	100.0%	1047240	100.0%

Source: 2000 U.S. Census Bureau, Census 2000.

Rental housing prices are also high in Bryn Mawr. Depending on location, a one or two-bedroom home/unit in Bryn Mawr rents for \$800 to \$1200 a month. Metropolitan Council defines affordable rental as \$862 per month per unit, or \$10,300 a year.

Rental, owner-occupied, and absentee landlord-owned housing
 A common view is that owner-occupied housing is generally better maintained than renter-occupied housing, since owners live in the house and are concerned with the appearance, comfort and condition of the house. Homeowners are concerned that absentee landlords, who may care less about the quality of their houses, could be contributing to poor housing quality in Bryn Mawr.

Opportunities

Housing quality/Architectural diversity
 Overall, housing in Bryn Mawr is in relatively good condition. The age of Bryn Mawr housing, dating to as early as 1890, has contributed

greatly to the neighborhood’s environment. In Bryn Mawr, most styles of houses can be found, ranging from bungalows to ranch styles to Victorian, etc. The diversity of housing styles creates a nice mixture, attracting new homebuyers who are looking for unique housing products and better living environments.

High homeownership
 Residents in Bryn Mawr enjoy the stability of the neighborhood and contribute to it. One of the most important factors contributing to the stability of the neighborhood is its high degree of home-ownership. In 2000, 87.4 % of housing units were occupied by home-owners and only 12.6 % were occupied by renters. Bryn Mawr home ownership is far higher than that of the City of Minneapolis and the Twin Cities metropolitan area as a whole. Over the past ten years, the home-owner-occupancy rate in Bryn Mawr is still increasing, with the rate increasing from 85.2 percent in 1990 to 87.4 percent in 2000.

Home Sales’ Numbers in Bryn Mawr, 1983-2002

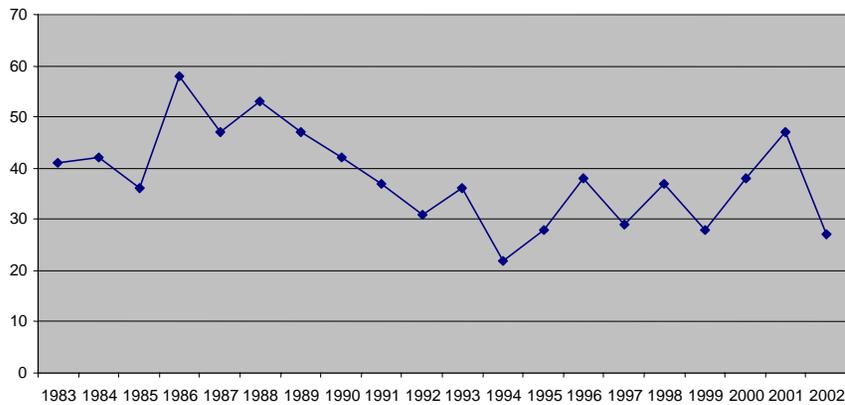


Figure 2-4. Number of Home Sales in Bryn Mawr, 1983-2002.
 Sources: MNIS GIS data, University of Minnesota.

Average Residential Home Sale Prices in Bryn Mawr, 1983-2002

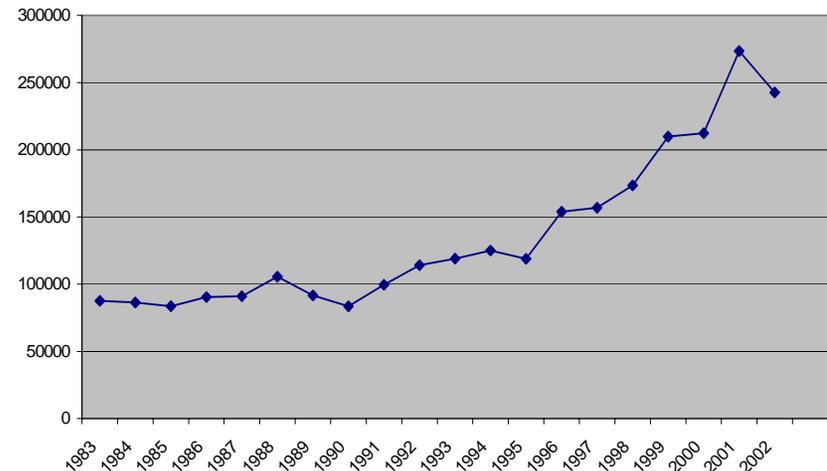


Figure 2-5. Average Residential Home Sales Price in Bryn Mawr, 1983-2002.
 Source: MNIS GIS data, University of Minnesota

Opportunities

Proximity to downtown Minneapolis

Proximity to downtown Minneapolis and easy access to regional parks, lakes and trails has increased the attractiveness of housing stock in Bryn Mawr. There are many jobs in downtown Minneapolis, and living in Bryn Mawr, eliminates a long commute to work. In addition, proximity to downtown Minneapolis gives Bryn Mawr a beautiful view of the downtown skyline, which adds value to housing stock in Bryn Mawr.

Community schools and Nursery

Bryn Mawr has two schools, Bryn Mawr Elementary School and Anwatin Middle School and a Nursery. Having schools and facilities for the children within the neighborhood makes housing stock in Bryn Mawr more attractive to young families with young and school age children.

Potential sites for development

Bryn Mawr does have land for potential new development, as well as existing properties that may, if they were to become available, present opportunities for redevelopment (see Part V: Site Studies). The planning process also identified some underutilized land deemed to be more suitable for housing development than current uses. These parcels of land could serve as focal points for future residential development or redevelopment. Appropriately developed, they could play an important role in meeting the needs of both the neighborhood and the City to provide increased housing.

As stated in the Minneapolis Plan, the city's principle goals are "to improve choices, both for households with constrained choice and for households with many choices". Policies identified in the City of Minneapolis' Plan are relevant to Bryn Mawr, such as:

"Minneapolis will reasonably accommodate the housing needs of all of its citizens."

"Expand constrained housing choice"

"Minneapolis will improve the range of housing options for those with few or constrained choices"

"Minneapolis will expand the type and range of housing types for residents with substantial choice"

"Minneapolis will maintain the quality and unique character of the city's housing stock, thus maintaining the character of the vast majority of residential blocks in the city."

"Promote medium density residential development around neighborhood commercial nodes"

"Support a mixed use on Commercial Corridors – such as retail sales, office, institutional, and higher density residential"

In addition, more specific recommendations can be found in the City's Comprehensive Plan, which can serve as a guide for future development in Bryn Mawr.

City and regional housing policies

3. Transportation

Places are connected together by roadways. Transportation plays an important role in people's daily life. This section discusses transportation in Bryn Mawr, including private automobiles, public transportation, bicycling, and pedestrian modes of travel.

Regional Transportation Context

Bryn Mawr enjoys excellent access to the regional highway network (Figure 2-6: regional transportation context). A grid of north-south and east-west highways goes through or is located just outside of the neighborhood. I-394 connects Bryn Mawr to I-94 and I-35W, and provides high-speed travel around the Twin Cities metro area, connecting to I-694 on the north and east, and to I-494 on the south and west.

Existing Traffic Volumes

The traffic volume data from the Minnesota Department of Transportation (MnDOT) consists of an auto count on the major streets in and around Bryn Mawr (Table 2-5) (Figure 2-7: traffic count in Bryn Mawr). The traffic count data is on a daily basis. Bicycle and pedestrian counts do not exist, even though they are becoming

increasingly attractive transportation alternatives for Bryn Mawr residents. Overall, traffic going through Bryn Mawr has lessened in the last ten years. Except on the eastern side of Meadow Lane South, traffic volume on Glenwood Ave decreased substantially by 29.6% to 38.1% depending on the count's location on Glenwood Ave. Traffic volume on Penn Avenue South, Cedar Lake Road South and Ewing Ave South has also decreased. However, as one of the major interstate highways in the Twin Cities, traffic volume on I-394 increased substantially, by 72.1% to 79%, again depending on count locations.

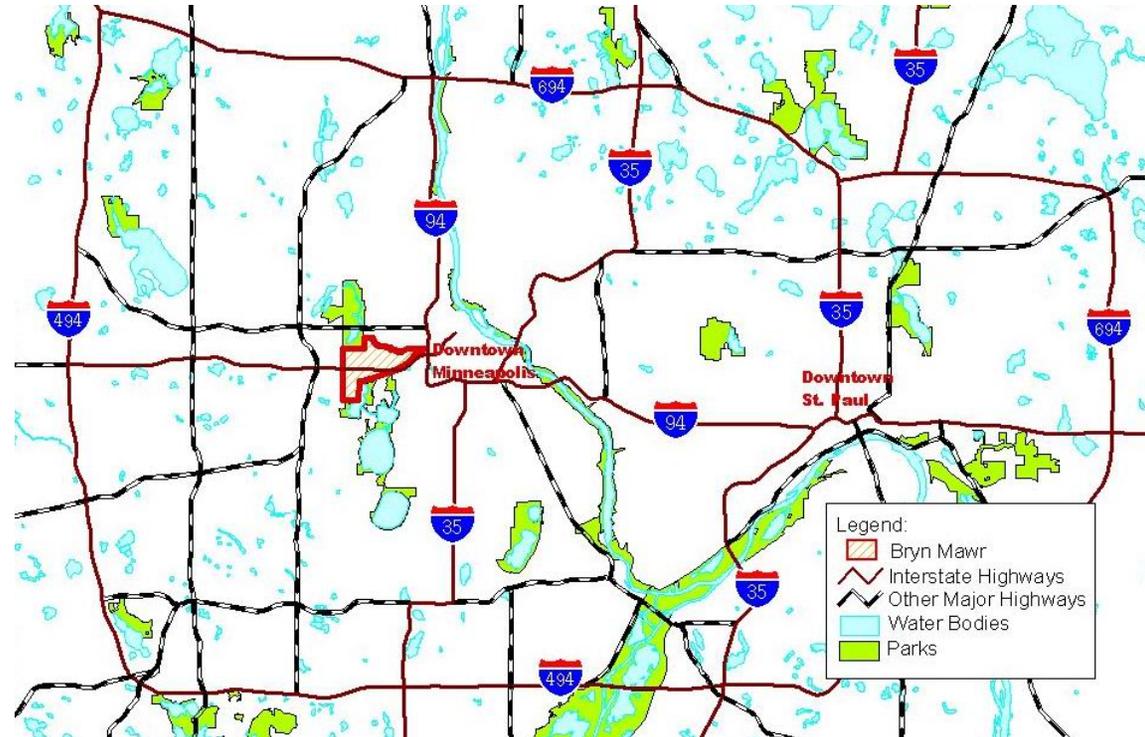


Figure 2-6: Regional Transportation Context

Source: Metropolitan Council.

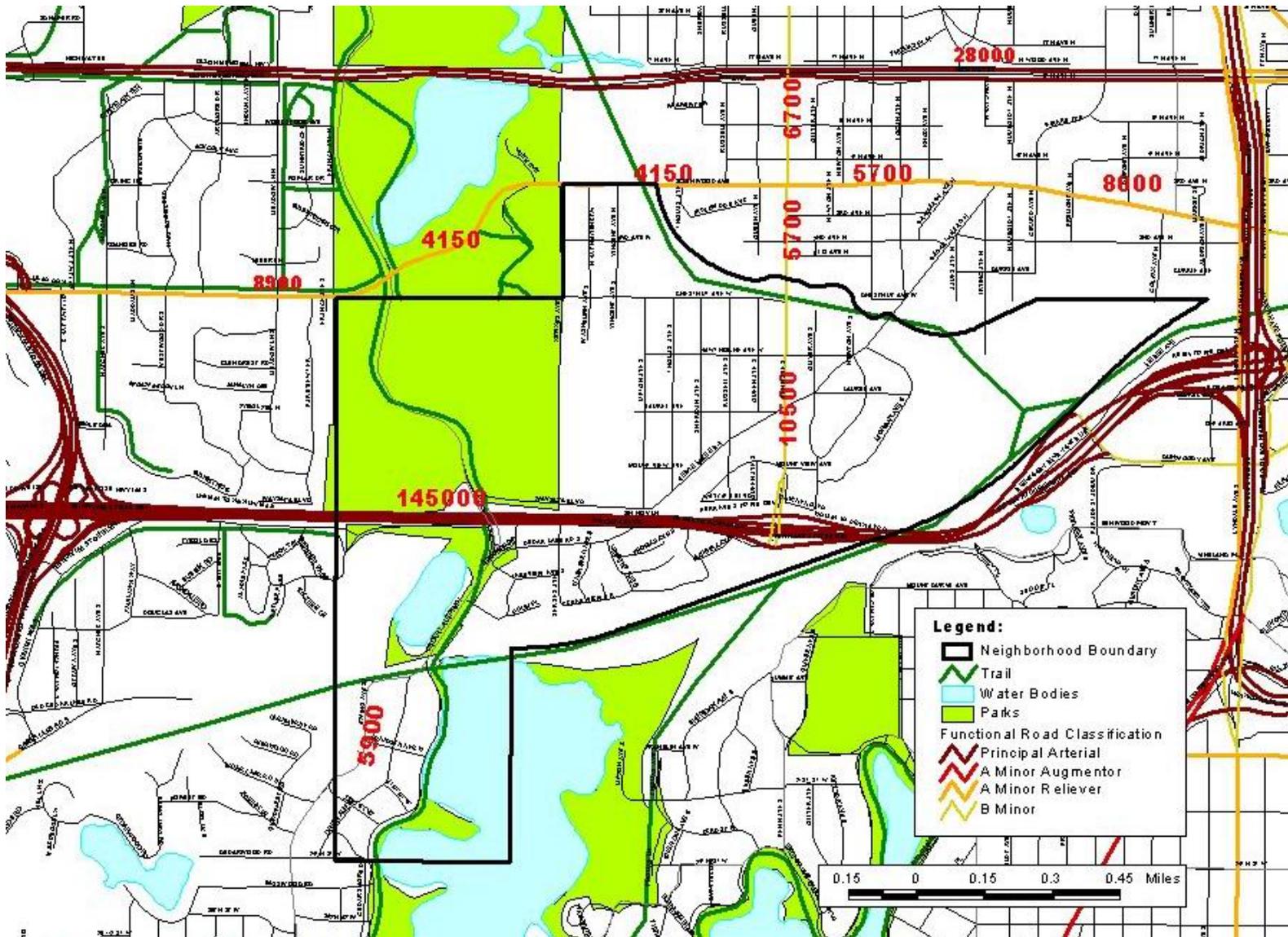


Figure 2-7: Traffic count (daily totals) on Bryn Mawr's major roadways.
 Source: MN/DOT 2000 Traffic Volume Book; Metropolitan Council.

Table 2-5. Traffic Count (daily totals) on the Major Roads.

Road	Location	1990	2000	Change
Glenwood Ave	East of Meadow Lane S.	7,900	8,900	12.7%
	West of Penn Ave S	6,700	4,150	-38.1%
	East of Penn Ave S	8,100	5,700	-29.6%
	East of I-94	11,400	8,000	-29.8%
Penn Ave S	North of I-394	9600 ¹	10,500	9.4%
	Intersection of Chestnut Ave W	7,100	5,700	-19.7%
	North of Glenwood Ave	7,500	6,700	-10.7%
I-394	East of Highway 100	81,000	145,000	79.0%
	East of Penn Ave S	86,000	148,000	72.1%
Cedar lake RD S/Ewing Ave S.	Intersection of Cedar Wood RD	8,600	5,900	-31.4%
	South of I-394	12,200	9500 ¹	-22.1%

Note: 1. the number is from MN/DOT 1994 Traffic Volume Book.

Source: MN/DOT 1990 Traffic Volume Book

MN/DOT 1994 Traffic Volume Book.

MN/DOT 2000 Traffic Volume Book

Existing commuting patterns

In 1999, 1,822 residents, age 16 and over, in Bryn Mawr were employed. Of these people, more than half (65.3%) commuted to work alone in their car, while only 8.9% took public transportation (Table 2-6). The percent of people taking public transportation in Bryn Mawr is much lower than that for the city of Minneapolis as a whole (14.6%). For the other residents, 8.9% commuted by carpooling, 10.8% walked, 0.7% commuted by bicycle and 0.6% commuted by other means of transportation.

Table 2-6. Means of Transportation to Work for Workers 16 Years and Over.

Means of Transportation	Population	Percentage
Car, truck, or Van	1,469	74.1%
Drove alone	1,295	65.3%
Carpooled	174	8.8%
Public Transportation	177	8.9%
Motorcycle	0	0.0%
Bicycle	13	0.7%
Walked	215	10.8%
Other means	11	0.6%
Worked at home	98	4.9%
Total	1,822	100%

Source: U.S. Census Bureau, Census 2000.

Existing transit services

Currently, one bus route run by Metro Transit serves Bryn Mawr: Route #9 (Figure 2-8, Bus services and trails). Northbound Route #9 starts at South Minneapolis (4th Ave S and 48th Street East) goes through Bryn Mawr, via downtown Minneapolis, and ends in Minnetonka or St. Louis Park. Southbound Route #9 is the reverse of the northbound route.

Route #9 provides bus service to Bryn Mawr every 30 minutes during weekdays, except during rush hour when service frequency is a bus every 20 minutes. On Saturdays, buses run every 15 to 30 minutes and, on Sunday, every 30 minutes. On weekdays, the northbound service begins at 4:30AM and the last bus leaves the garage at 11:40PM. The southbound bus service begins at 5:29AM and the last bus leaves the garage at 12:41AM.

Existing bicycle and pedestrian amenities

As a city neighborhood, Bryn Mawr has been mostly pedestrian safe and accessible with the City providing sidewalks on most of the neighborhood's streets. In addition, the road networks are interconnected streets, rather than multiple dead-end or loop streets. As a result, pedestrians can walk around the neighborhood and to many destinations. The sidewalks and interconnected streets together create a

pedestrian- and bicycle-friendly environment in the neighborhood.

Bryn Mawr has several bicycle trails in and around the parks, including regional and local trails. These trails provide good connections to the City of Minneapolis and other neighborhoods. Walking and bicycling on the trails are safe and enjoyable. For some residents, bicycling has become the preferred commuter transportation choice. However, access to the various trails from all parts of the neighborhood is not as good as it could be.

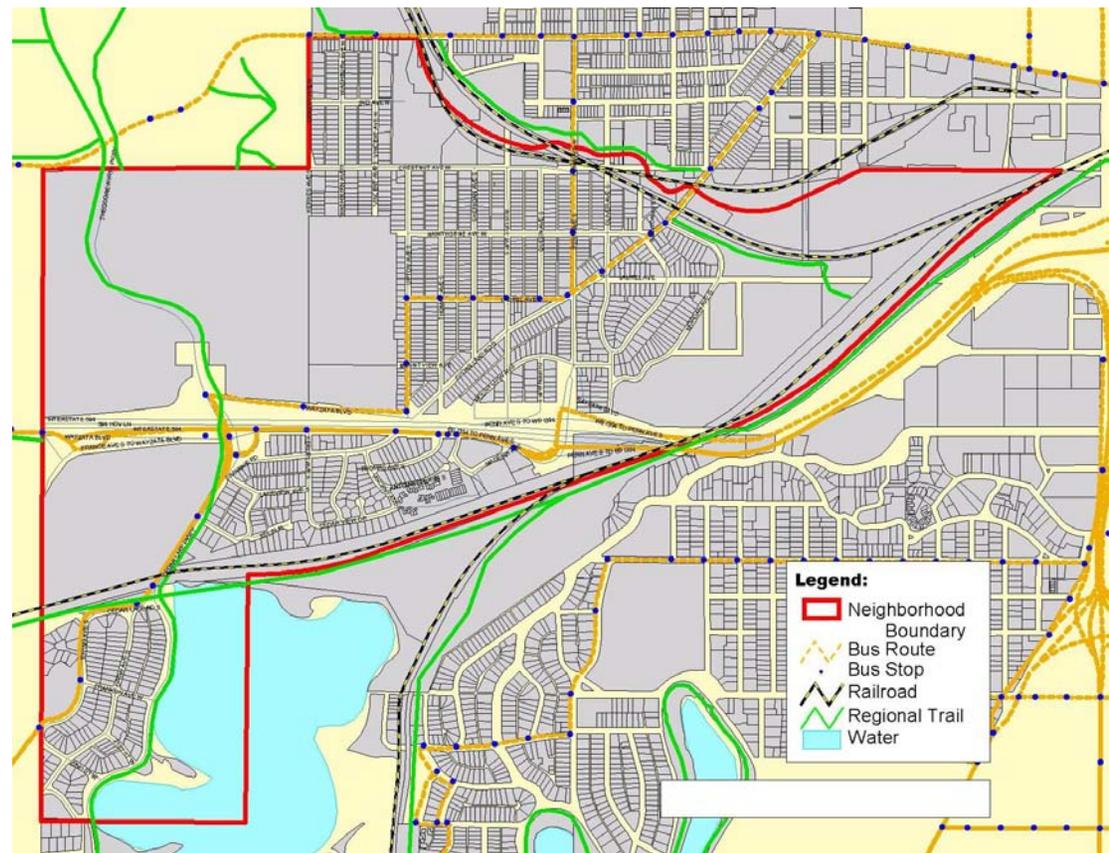


Figure 2-8: Bus service and trails in Bryn Mawr

Source: Metropolitan Council.

In addition, bicycling conditions on most major streets in the neighborhood are poor. If the trails were more accessible from all parts of the neighborhood and bicycling conditions were better on major streets, the neighborhood would become more pedestrian and bicycle-friendly and the increase in such traffic would have a calming effect on auto traffic on the major neighborhood streets.

Issues

Speeding on neighborhood major roadways

Residents identified high speeds on the neighborhood's roadways as a major concern. In particular, high vehicular speeds on Penn Avenue and Cedar Lake Road South, two of Bryn Mawr's major roads, especially in the downtown area, have posed a threat to pedestrian safety. Witnesses report cars and school buses traveling in excess of 50 MPH in the mornings on Penn Avenue. High speeds are also reported on Wayzata Boulevard.

Pedestrian safety and walkability

The issue of speed on major roadways is closely related to issues of pedestrian safety and walkability in the neighborhood. There are four areas of concern for pedestrian safety in the neighborhood: Downtown Bryn Mawr, Wayzata Boulevard, lack of a sidewalk on the south frontage road, and Ewing Avenue South.

High speeds on Penn Avenue and Cedar Lake Road South have threatened the safety of pedestrians. In addition, residents have indicated that the intersection of Laurel Avenue West and Cedar Lake Road South is not safe for pedestrians because of the existence of the sharp right turn from Laurel Avenue West onto Cedar Lake Road South. Cars frequently do not stop for the stop sign before making the sharp turn from Laurel Avenue West onto Cedar Lake Road South. Drivers can barely see what is happening on Cedar Lake Road South from Laurel Avenue West, making this a problem intersection. Cedar Lake Road is wider than necessary in Downtown Bryn Mawr. The width makes it difficult for pedestrians to safely cross the street.

Conversely, sidewalks are not wide enough in the downtown area. As a result, few activities can take place on the sidewalks.

High speeds are also a problem on Wayzata Boulevard. Residents indicate that walking is dangerous on Wayzata Boulevard, partly because the sidewalk does not extend the full length of the street, and high walls and buildings impede motorists' full view of pedestrians.

Ewing Avenue is dangerous for pedestrians because a large portion of the street is without a sidewalk. As part of a Minneapolis neighborhood, sidewalks should have been constructed, but Ewing Avenue does not have this basic street element.

Residents complain of an unpleasant pedestrian environment on the Penn Avenue Bridge and the I-394 interchange. Traffic, complicated roadways, no pedestrian crossing lights and lack of a sidewalk on the south portion of the I-394 interchange have made walking at this location dangerous.

Parking in Downtown Bryn Mawr

Parking is a major problem in Downtown Bryn Mawr. Only on-street parking is available, and residents, customers and employees of downtown businesses compete for the limited spaces. It is hard to find convenient and safe parking during rush hours. Partly because of the parking problem, residents opt to not come to Downtown Bryn Mawr to socialize or to shop, limiting the vitality and success of some of the downtown businesses.

Transit service

Metro Transit provides transit service in Bryn Mawr. However, in the past few years, they have been steadily cutting back service as a result of state budget cuts, even as neighborhood ridership has grown. Route #9 bus used to run every 20 minutes, but now it only runs every 30 minutes. With the additional budget cuts of 2003, bus service in Bryn Mawr will be cut back still further. Bryn Mawr will

need to work with Metro Transit to increase bus service in the neighborhood as an alternative to car usage.

Congestion and difficult access to freeway

Even though I-394 runs through Bryn Mawr, access to the interstate is extremely difficult, partly because of congestion during rush hours on the interstate, and partly because of congestion on Penn Avenue where, during rush hours, the ramps onto the interstate are metered.

Freeway noise

In quite a few areas, for example near the Qwest Building on the north frontage road and on Wayzata Boulevard, there are only short sound walls along the freeway. Businesses along the freeway were opposed to building tall sound walls because of their need to be visible to traffic on the interstate. However, noise from the freeway has become a major livability issue to residents living close to the freeway. Residents continually express their desire to be screened from highway noise.

Opportunities

Proximity and direct access to freeway system

I-394 runs through Bryn Mawr; and I-94 lies on the eastern border of Bryn Mawr; and the existing freeway interchange at Penn Ave, and I-394 is centrally located in the Neighborhood. These factors allow Bryn Mawr easy access to any part of the Twin Cities. It takes only minutes for people in Bryn Mawr to get to downtown Minneapolis and downtown St Paul.

Future LRT station

According to Mn/DOT and Hennepin County Railway Authority, the North Star Railway (a planned commuter rail) will run on the existing track on the northern border of Bryn Mawr. Dan Patch Commuter Rail and Southwest Corridor Light Rail Transport (LRT) will run through the southern segment of the neighborhood. There

have been discussions about a proposed LRT station near the interchange of Penn Avenue and I-394. An LRT station and commuter rail operations could present opportunities to the neighborhood, such as offering residents an alternative means of travel around the Twin Cities. The LRT would also bring people to the neighborhood and increase commercial opportunities for the neighborhood commercial nodes.

Decreasing traffic count on neighborhood roadways

With the advent of I-394, pass-through traffic on Bryn Mawr local streets has decreased over the years. Statistics from Mn/DOT show that the Average Daily Traffic counts have dropped on most of the neighborhood's streets (Table 2-5 on Page). The decrease in traffic has contributed to a safer and calmer neighborhood, and increased residents' mobility within Bryn Mawr.

Alternative transportation modes

One of the advantages of living in Bryn Mawr is the variety of alternative transportation choices available to residents -- mass transit, bicycling, and walking. Even though the automobile is the predominant choice, many residents choose to travel via transit and bicycles. Transit is the primary choice of transportation for some residents. Bryn Mawr neighborhood needs to work closely with Metro Transit to increase, not decrease, bus transportation through the neighborhood. With the development of the LRT, more people will use transit services in the future. The trail systems are also actively used by Bryn Mawr residents. In the warm season, many cyclists use the trails for commuting and for recreation.

Van White Boulevard is opening

After years of planning, Van White Boulevard is ready to be built. It will connect Fremont Avenue North to Dunwoody Boulevard. The opening of Van White Boulevard will further reduce pass-through traffic on Penn Ave. It will also make development on the eastern side of the neighborhood possible.

4. Business

Bryn Mawr Businesses

Economic activity in the Bryn Mawr neighborhood is limited. The most significant employers in Bryn Mawr are located in Downtown Bryn Mawr, along I-394, and along the railway track on the northern side of the neighborhood. Downtown Bryn Mawr (at the intersection of Penn Avenue and Cedar Lake Road South), the neighborhood's main commercial node, is the center of neighborhood economic activities, and contains both commercial and office space. Along I-394, especially on the southern side of the highway, there are additional office spaces. The only light industry in Bryn Mawr is located on the northern side of the neighborhood, along Bassett's Creek. Residents in Bryn Mawr primarily go outside the neighborhood for shopping and jobs. Table 2-7 lists the major businesses in Bryn Mawr.

Table 2-7 lists the largest employers in Bryn Mawr

Company	Production/Function
Target	Credit Department
Qwest	Law Department
Palm Brothers	Wholesale restaurant equipment
Lurie Besikof Lapidus	Accounting firm
Crossroads Aftercare	Half way house
Accent Signage	Signage
Bloomsbury Market	Garden plants and ornaments
Mill City Dental	Dental office
Bryn Mawr Market	General Store
Cuppa Java	Coffee shop

Issues

Retail needs

Commercial activities in Bryn Mawr are limited. Residents in Bryn Mawr have expressed a wish for other small retail stores, such as a bakery or a boutique, in the neighborhood. Adding small retail stores in Downtown Bryn Mawr will not only make it a more convenient destination for neighborhood folk, but would also make the Downtown Bryn Mawr shopping experience more diverse, and more viable.

Underutilized commercial spaces

Business spaces in Bryn Mawr are not well utilized. Several spaces in Downtown Bryn Mawr and along Wayzata Boulevard are regularly vacant. In fact, the space on the northwest corner of Penn Avenue and Cedar Lake Road South in Downtown Bryn Mawr has been vacant for some time. "For Sale" and "For Lease" signs can often be seen along I-394. These factors adversely affect the business environment in Bryn Mawr.

Some occupied spaces are also underutilized. The parcels of commercial land on the south frontage road and on Madeira Avenue, one of the prime sites in Bryn Mawr, are currently used as industrial warehouses. They are located directly at the south entrance to Bryn Mawr. The site could be better utilized to create higher value uses that would also improve the image and livability of the neighborhood.

Data shows that the parking lot at Qwest's site, on the north frontage road, is underutilized. There are 300 parking spaces on the site, and only about 200 are used. The remaining parking spaces only add asphalt and run-off into the neighborhood.

Lack of cohesiveness among commercial and office spaces

Commercial and office space is scattered around the neighborhood. Some space is located in the downtown area, while some is on the south and north sides of I-394. They lack connection with each other, and movement between the locations is difficult. For example, people working at the south frontage spaces cannot walk easily to the coffee shops and other services in downtown Bryn Mawr.

Safety and unfriendly pedestrian environment

Pedestrian safety in Downtown Bryn Mawr, on Wayzata Boulevard, and on Penn Avenue has been a big concern. Speeding cars and a lack of trees and green spaces inhibit pedestrian visits to the commercial areas of Bryn Mawr. Cedar Lake Road South in Downtown Bryn Mawr is too wide for safe pedestrian crossing and lighting in the area is also poor. These add up to an unpleasant walking experience.

Gas station

Many residents think a gas station should not be in a residential neighborhood. On the other hand, many residents have commented on how convenient it is to have a gas station in the neighborhood.

Integrated commercial and residential areas

In some areas, the co-existence of commercial and office space has adversely affected the residential area at that location. For example, the commercial and office spaces south of I-394 need to be visible to traffic on I-394, so no sound wall was built on the south side of the freeway. Highway noise passes through the commercial and office spaces and becomes a livability issue to the residential areas in that location.

Lack of bicycle parking

Even though Bryn Mawr has many bicycle trails, the use of bicycles within the neighborhood is inconvenient. There are very few bicycle parking facilities in Downtown Bryn Mawr, and people who bike to the downtown have to lock their bicycles to trees or poles, greatly

limiting the use of bicycles in the neighborhood. Appropriate numbers of bicycle racks should be provided to encourage the use of bicycles in the neighborhood, and contribute to a more vital commercial area.

Opportunities

Vital neighborhood commercial node

The commercial node, Downtown Bryn Mawr, is well used by neighborhood people. People shop, socialize and do business there. It has become a prime gathering place for neighborhood people. On warm days, people can be seen sitting in the coffee shop and at tables on the sidewalk.

Active business association

The Bryn Mawr Neighborhood Business Association (BMNBA) has been active in informing neighborhood business of issues affecting them, advocating on their behalf, and sponsoring activities that promote their goods and services to the neighborhood. The BMNBA is an important avenue for businesses to network, and share data and experiences. The BMNBA also distributes information about grants and financial opportunities to its members.

Proximity to the freeway

I-394, the western highway into the City of Minneapolis, cuts through Bryn Mawr. Many people working in downtown Minneapolis and living in the western suburbs use I-394. Visibility to the high volume of traffic on I-394 offers an opportunity to businesses in Bryn Mawr. Penn Avenue, a minor arterial running through the neighborhood, also has a high volume of traffic that offers more opportunities for growth to businesses in Downtown Bryn Mawr.

Business contribution to commercial node livability

Businesses in the neighborhood not only provide convenient services to residents, but also help maintain the neighborhood's environment and enhance the neighborhood's image. The business community enhances Downtown Bryn Mawr's physical appearance by greening

the commercial node and making it a pleasant place for neighbors to gather together or drive through.

Locations for possible future development

Bryn Mawr does have vacant land for future business development, as well as existing properties that may, on becoming available, present opportunities for redevelopment. The land use planning process also identified underutilized land considered suitable for business development. These are located in the downtown area and on the I-394 south frontage road. Appropriately developed, these sites could play an important part in meeting neighborhood business needs, improving the image of the neighborhood, making Bryn Mawr a more livable neighborhood, and increasing revenue for the City of Minneapolis.

Relevant city and regional policy

In the City of Minneapolis' Comprehensive Plan, the terms "community corridors" and "commercial corridors" are used to describe streets that play a special role in the city. Along "community corridors" and "commercial corridors", neighborhoods will "find many of their goods and services" (Minneapolis Comprehensive Plan, pp. 1.4.29). In the City of Minneapolis Comprehensive Plan, Cedar Lake Road between Penn Ave and Glenwood Ave and Penn Ave between Glenwood Ave and Cedar Lake road are identified as community corridors (Figure 2-9). Specific policies in the City of Minneapolis Comprehensive Plan include:

- "Require that street design for these corridors preserves and enhances the strong residential character and pedestrian orientation of these streets while maintaining the street's capacity to carry current volumes of traffic".
- "Discourage the conversion of existing residential uses to commercial uses, but encourage the development of

mixed-use residential dwelling units in commercial buildings, where appropriate."

- "Support the continued presence of small scale retail sales and commercial services along community corridors."
- "Make sure commercial uses do not negatively impact nearby residential areas."

In addition to the community corridor, the City of Minneapolis Comprehensive Plan also identified Neighborhood Commercial Nodes that "provide a shopping environment of small scale retail sales and commercial services" (The City of Minneapolis Comprehensive Plan, pp. 1.9.82). "Neighborhood commercial nodes are the small scale service locations and focal points for the neighborhood" (The City of Minneapolis Comprehensive Plan, pp. 1.4.33). The neighborhood commercial node identified in Bryn Mawr is at the intersection of Penn Avenue and Cedar Lake Road South. The City's policies on the development of neighborhood commercial nodes include:

- "Support the continued presence of small scale retail sales and commercial services in Neighborhood Commercial Nodes."
- "Direct other uses that act as neighborhood focal points (institutional, cultural or social) be located at Neighborhood Commercial Nodes"
- "Limit territorial expansion of Neighborhood Commercial Nodes, but encourage and rehabilitate and invest in existing buildings."
- "Ensure commercial uses do not negatively impact nearby residential uses"
- "Facilitate the redevelopment of underutilized commercial areas and promote their re-use as infill development"
- "Preserve traditional commercial storefronts at Neighborhood Commercial Nodes where possible."

- “Develop parking facilities and management strategies that balance the following goals: improve customer access, protection of sidewalk traffic; reduce visual impacts, mitigate impact on neighboring uses and shared use of parking facilities.”
- “Promote transit stops and bicycle parking and storage in Neighborhood Commercial Nodes”

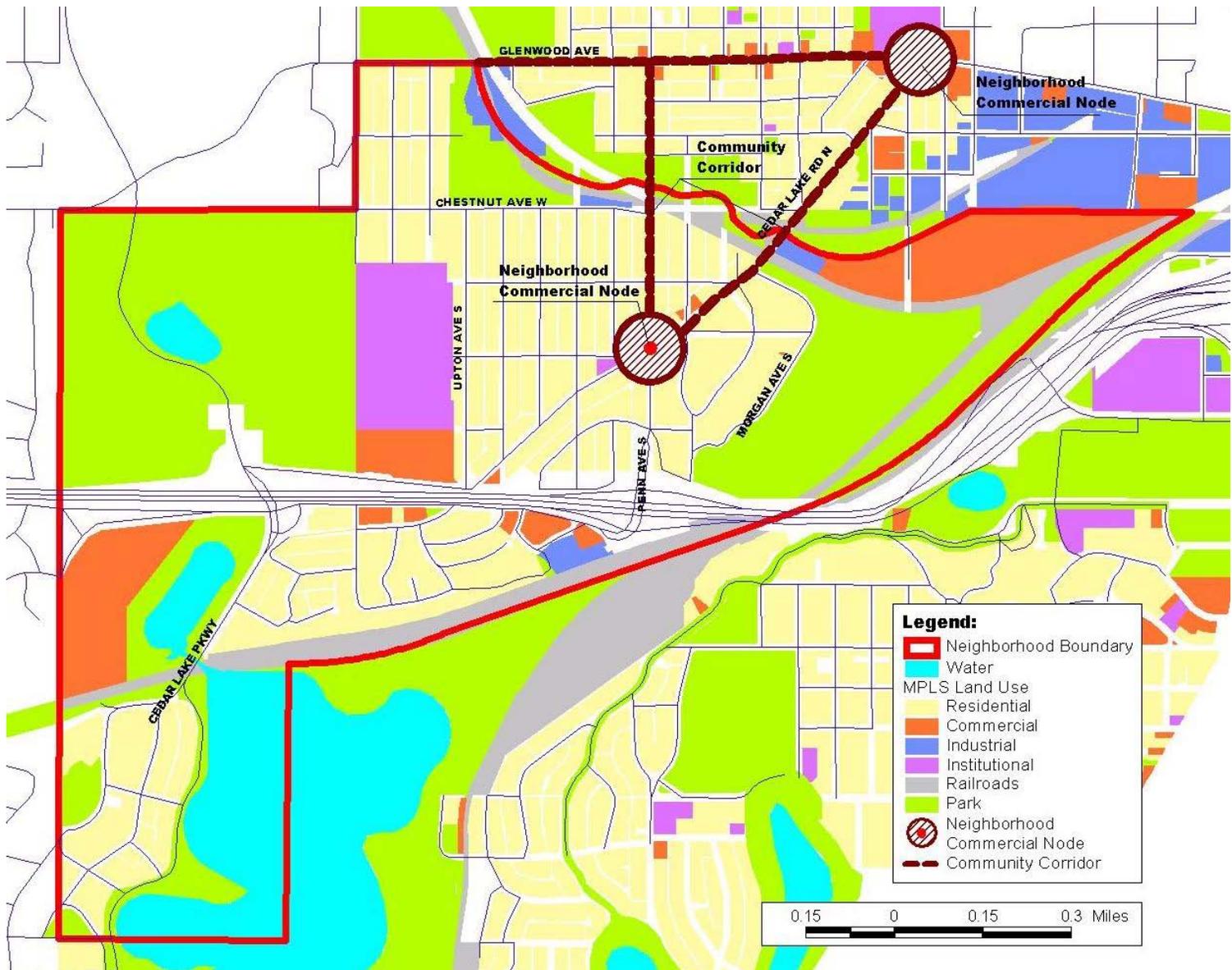


Figure 2-9. Generalized City of Minneapolis Land Use Plan

Source: MNIS Data. City of Minneapolis Comprehensive Plan

5. Natural Resources, Open Space and Recreation

Natural resource inventory

Bryn Mawr is a neighborhood surrounded by parks, lakes, and trails. Over 40% of the land area in Bryn Mawr consists of parks or water bodies. Residents have immediate access to over 1,000 acres of parkland and open space within and outside the neighborhood. The most significant parks surrounding Bryn Mawr are Wirth Park, Bryn Mawr Meadows, Bassett's Creek Park, and Cedar Lake Park. The lakes include Cedar Lake, Brownie Lake and Birch Pond. Bassett's Creek flows through and is the northern boundary of Bryn Mawr. These water bodies are some of the most important amenities in the neighborhood. Trails in the neighborhood provide bicycle commuters, recreational users and pedestrians with scenic links among St. Louis Park, downtown Minneapolis, and the City's Chain of Lakes.

Open Space

The most significant parkland in Bryn Mawr includes Bryn Mawr Meadows, Bassett's Creek Park, and Wirth Park (Figure 2-10: Parks). All open spaces in Bryn Mawr are owned and maintained by the Minneapolis Park and Recreation Board (MPRB).

On the east side of Bryn Mawr is Bryn Mawr Meadows, a regional athletic park. The Meadows offers a variety of sports amenities, including softball, basketball, and tennis courts, a wading pool and a children's playground. There is a small park building that contains restrooms and a multi-purpose room. The fields are heavily used during weekends and evenings, especially in the summer.



Figure 2-10: Parks, open space and water bodies in Bryn Mawr.

Source: Metropolitan Council.

On the western edge of Bryn Mawr is Wirth Park, a regional park of mostly wooded hills, wetlands and a lake. Theodore Wirth Parkway meanders through Bryn Mawr, passing by the restored Tamarack Bog and a cross-country trail. The park extends north to the Wirth Lake area, where there is a swimming beach, fishing pier, playgrounds and picnic areas.

On the northern border of Bryn Mawr is Bassett's Creek Park. This park contains a creek with a small falls, wetlands, uplands, and open space. Bassett's Creek Park, at this location, also has a children's playground, tennis courts and some trails.

Water bodies

Approximately 62.3 acres, or about 7.6%, of Bryn Mawr's surface area consists of open water in the form of lakes, streams, and ponds. Cedar Lake is located at the southern border of Bryn Mawr. The lake provides numerous amenities to the neighborhood and is part of the regional public park system. Regional trails go around the lake. The trails provide cyclists and pedestrians with scenic views as they travel around the lake. In addition, Cedar Lake also provides swimming beaches, canoeing opportunities, and fishing for Bryn Mawr and city residents (Bryn Mawr 1998 Plan). Other surface water bodies include Brownie Lake, Birch Pond, and Bassett's Creek.

Wetlands

Wetlands perform important functions in the natural environment. They provide areas for floodwater storage, storm damage abatement, and fish and plant habitat. The wetlands are a precious amenity in the neighborhood.

Bryn Mawr has a number of wetland areas around the neighborhood. The most significant wetlands are in Wirth Park and along Bassett's Creek. Recently, additional wetlands were designated in the vacant lots to the north of Bryn Mawr Elementary School.

Issues

Poor access to parks and trails

Even though Bryn Mawr has direct access to more than 1,000 acres of parks and the regional trail system, accessibility from some parts of the neighborhood to the parks and trails is poor. Residents living south of I-394 and near Penn Ave have no easy access to the trails in the southern part of the neighborhood, even though the trail runs by that part of the neighborhood. They have to go to Cedar Lake Parkway to access the trail system.

Use of the Lakes

Bryn Mawr has access to lakes and their beaches, where residents can fish or swim. However, lifeguards are pulled from the beaches in late August, discouraging residents from accessing the beach and the lake.

Brownie Lake

Brownie Lake is "wild", which to some residents is as it should be, while to others the lake needs to be made more user-friendly. There is lively discussion in the neighborhood about developing Brownie Lake – should a trail be built around the lake so that people can reach the water or should the lake be left untouched. In its untouched state, it provides shelter to a variety of wild animals and birds.

Regional sports activities

The fields at Bryn Mawr Meadows are heavily used in the spring and summer by organized regional sports leagues. Leagues use the park's facilities for a variety of games. This level of activity in the Park poses problems for the neighborhood, including athletes speeding through neighborhood streets to reach a game on time; parking on the residential streets; and littering. These mostly non-neighborhood uses of the facilities contribute greatly to the problems.

Opportunities

Open spaces and natural areas

Bryn Mawr is a neighborhood surrounded by parks, lakes, and trails. Over 40% of Bryn Mawr's land area consists of parks or water bodies. Including the parks outside the neighborhood, residents have immediate access to over 1,000 acres of parkland and open space. These are one of the most important amenities in the neighborhood.

Recreation

With the parks, lakes, and playgrounds at Bryn Mawr Meadows, Bassett's Creek Park and Wirth Park, residents in Bryn Mawr have access to a wide variety of recreational opportunities in the neighborhood, including bicycling, fishing, ball playing, water skiing, skating, skiing, etc. The trails in the neighborhood provide bicyclists,

recreational users and pedestrians with a scenic link between St. Louis Park, downtown Minneapolis, and the Chain of Lakes.

Eloise Butler Wild Flower Garden and Bird Sanctuary

Bryn Mawr residents appreciate the amenities provided by nature and are active conservationists. Eloise Butler Wild Flower Garden and Bird Sanctuary is an interpretive center providing residents with a rare learning opportunity

Part III. Goals

Based on discussions in Land Use Committee meetings and feedback from public meetings (public meetings in early May, October and November, 2003, the Annual Dinner in May, 2003 and a business feedback meeting in July, 2003), a vision for the future of Bryn Mawr and more specific goals for the neighborhood were created. The vision is about the type of community that Bryn Mawr residents hope to see in the near and more remote future. The vision provides the framework within which specific planning proposals and implementation strategies are developed, and within which design frameworks are identified for developers. Goals are the neighborhood's stepping-stones to achieving the neighborhood vision.

Bryn Mawr Neighborhood Vision

In 2020, Bryn Mawr is a vital, healthy community with a strong identity. Development in the neighborhood respects and enhances Bryn Mawr's built and natural environments. The neighborhood provides beautiful gathering places for residents to enjoy community amenities. It has a safe, pedestrian friendly, and vital neighborhood commercial node, which serves the neighborhood's needs and which has become a community-gathering place. People living in Bryn Mawr are free of traffic problems and have transportation choices. Residents also have full life-cycle housing in the neighborhood.

Affordable Housing

Bryn Mawr supports affordable housing. Bryn Mawr hopes that developers building in Bryn Mawr will honor the City's and the neighborhood's wish to include an affordable component in their development.

Goals

The goals listed below were developed from discussions at Land Use Committee meetings and from input from several neighborhood public meetings. The meetings were advertised in the Bryn Mawr Bugle and neighbors were encouraged to attend. The public meetings were held on May 10, October 29 and November 8, 2003 and provided residents an opportunity to provide input on issues that included housing needs, protection of natural resources, development of the neighborhood commercial node, density and transportation. At the Bryn Mawr Neighborhood's Annual dinner in May, further comment was collected from those attending the event. Lastly, the Land Use Committee met with business owners and commercial building owners in the neighborhood to solicit their feedback on the Land Use Plan.

The goals identified by the Land Use Committee and the public meetings set the basis for the Bryn Mawr neighborhood's Land Use Plan. The goals are as follows:

1. To protect the quality of the existing residential area

- Minimize the negative impacts of development (commercial and industrial) on the neighborhood from the increase in traffic, noise and pollution.
- Foster a safe street environment for pedestrians and cyclists.
- Create a pleasant environment along neighborhood streets. The visual quality of major streets should be improved to enhance and humanize activities, by improving the land, vegetation, and structural forms along the streets.
- Preserve and enhance a sense of community in the neighborhood.

- Promote small retail and service businesses in the neighborhood commercial node to provide convenient neighborhood shopping.
 - Promote good urban design and architecture (See Part IV: Design Framework).
2. *To provide and maintain safe and efficient transportation systems for private vehicles, public transportation, bicycles, and pedestrian traffic.*
- Improve traffic safety at street intersections and other places in the neighborhood.
 - Identify unsafe areas and streets associated with traffic, and promote safe and efficient traffic movement by controlling the volume, location and speed of traffic.
 - Ensure that transportation improvements are not made at the expense of the quality of life in the neighborhood.
 - Promote a pedestrian friendly environment in Bryn Mawr by providing sidewalks and crosswalks on streets throughout the neighborhood.
 - Enhance trails and paths to better accommodate pedestrians, cyclists, and others.
 - Continue to seek and plan for improved public transportation throughout the neighborhood.
3. *To provide a range of housing options to meet the needs of people of diverse incomes, age and family size, while maintaining the current percentage of owner-occupied housing in the neighborhood.*
- Provide housing opportunities (both rental and homeownership opportunities) for Bryn Mawr's aging population.
 - Provide affordable housing for low- and moderate-income families using local, state, federal and private sources.
- Provide affordable housing options for singles and young people.
 - Develop more rental opportunities in the neighborhood while maintaining current home-ownership ratios.
4. *To preserve, protect, restore, and ensure the conscious management of Bryn Mawr's natural resources (forests, wetlands, water bodies).*
- Protect forest, wetlands and water bodies and their important ecological functions such as flood storage and storm damage mitigation, wildlife habitat, plant communities, scenic value, and recreational value.
 - Manage public land in Bryn Mawr in a way that respects its ecological values while also allowing compatible human uses.
 - In new development or redevelopment, require natural buffers for forests, wetlands, and water bodies
 - Require wetland management and preservation strategies to be part of redevelopment.
5. *To preserve and enhance Bryn Mawr's heritage*
- Create attractive gateways into Bryn Mawr
 - Identify and preserve significant historic buildings, structures and other features.
 - Places with historic significance to the neighborhood or the city and region as a whole should be maintained to provide a focal point within the neighborhood and to create a sense of history.

6. *To guide development and land use in Bryn Mawr in a manner compatible with the existing neighborhood character and which enhances livability*

- Existing and future development should comply with City of Minneapolis' zoning codes.
- Address the city-wide need for increased housing needs.
- New development should preserve a pedestrian scale along the streets
- New development should have a compatible scale with the surrounding land use. Jarring and inappropriate scale change should be avoided.
- Guide land use and development in a manner that preserves and enhances important landscape features such as parks, wetlands, water bodies, playgrounds and other open spaces.
- Guide development in a manner that enhances a sense of community.
- Preserve view corridors that establish visual connections to natural features and scenic vistas

7. *To preserve downtown Bryn Mawr – Bryn Mawr neighborhood's commercial node*

- Maintain and enhance the character of Bryn Mawr's neighborhood commercial node by promoting appropriate development.
- Promote the neighborhood commercial node as a pedestrian friendly, service area and neighborhood gathering place through streetscaping and use of public spaces.
- Make an effort to mitigate the lack of safety related to traffic.
- Provide sufficient parking spaces to enable people not within walking distance to access downtown easily and make easier use of downtown in winter.

- Promote small retail and service businesses in the neighborhood commercial node in order to provide convenient neighborhood shopping.

8. *To provide adequate opportunities for the neighborhood to access parks, trails, water bodies and other open spaces for all sectors of Bryn Mawr's population.*

- Promote easy and safe access points from the neighborhood to the parks, trail systems, and water bodies.
- Develop new trails, where appropriate, which will link the wetlands and parks to residential areas.
- Enhance neighborhood access to recreational facilities in the parks in and around Bryn Mawr.

9. *To promote and enhance neighborhood gathering places*

- Promote neighborhood gathering places in Downtown Bryn Mawr.
- Create more neighborhood gathering places in different parts of Bryn Mawr.
- Provide neighborhood gathering opportunities in any new development.

Part IV. Design Framework

To better foster the livability of the Bryn Mawr Neighborhood and to create the environment envisioned by Bryn Mawr, a design framework is presented for development based on the goals identified in the preceding section

In this section, a general design framework for infill development and redevelopment is identified in the form of land use, built form, movement and public spaces. More detailed discussion is presented in the site-specific analyses in the next chapter.

Land use

Land use deals with issues of character, composition and location of the various features that comprise a neighborhood. It states what uses should occur and where. The Land Use Plan (Appendix B) shows the proposed future land uses for the neighborhood. The Plan implements the goals identified and sets objectives for future development. In addition, the following principles are applied to determine land uses in the neighborhood.

- Best land uses meeting development needs of Bryn Mawr
- Compatibility with adjacent land uses
- Current land use and its transformability

Housing Mix

Try to expand and diversify the mix of housing, including “life cycle” housing, that will meet the needs of various ages, household types and income levels, while maintaining the current home-ownership ratios. Currently, the majority of houses in the neighborhood are single-family dwellings. Adding new medium-density housing is one way to provide more diverse housing to meet the needs of residents. [10]

Commercial uses

The majority of future commercial development is concentrated in Downtown Bryn Mawr, the South Gateway and South Frontage areas, North Frontage Site, and the Target Site. If Qwest moves out of its current site, Bryn Mawr would like it to be developed for residential use. Future commercial development, especially in Downtown Bryn Mawr and the South Gateway Area, would try to serve local residents’ needs, and, if appropriate, draw visitors from neighboring areas.

The business and commercial nodes play a key role in shaping the neighborhood’s character. Uses identified by neighborhood residents and which would be encouraged include small boutiques, bakeries, eateries, bookstores and such.

Mixed residential development

For new residential development, a range of densities, housing types and building configurations are encouraged. The sites in or next to the commercial nodes, such as Downtown Bryn Mawr and the South Gateway, should be developed with low to moderate densities, and a wide range of housing needs should be addressed, particularly those of seniors and empty-nesters. [10]

Stylistic unity

Encourage unity as well as diversity in housing and commercial development by using a common design vocabulary. General guidelines for design are presented in the appendix. Clear pathway systems and shared outdoor spaces that unify and integrate sites are encouraged. All commercial development in the neighborhood should be in scale with surrounding residences. [10]

Mixed use on large sites

Mixed uses on the larger sites are strongly encouraged. Mixed uses could include vertical mixture, horizontal mixture or both for:

- Residential uses
- Retail uses
- Office uses

On each of the large sites to be developed or redeveloped, residential use should be appropriately incorporated into the development.[10]

Small businesses

Bryn Mawr would prefer small businesses that provide social gathering place for the residents. Large national business chains are unwelcome in the neighborhood. Encouraging small businesses is consistent with past patterns of development, and tends to increase the diversity of businesses in the neighborhood.[10]

Multiple-storied commercial buildings

New development in the neighborhood, especially in the commercial nodes, should include multi-storied buildings. Upper levels could be used for residential and/or office space and ground levels could be used for retail and other services. Buildings could also include vertical mixed use. Single story commercial building is discouraged.

Large buildings

Depending on the location of the development, taller buildings might be appropriate in the neighborhood. If so, they must avoid negatively impacting nearby residences and also be compatible in design with the buildings around them.

Site plan

All the necessary components of development should be incorporated into the primary building when possible. Freestanding trash and loading docks should be avoided.

Building Design

Building design deals with the way the buildings and structures should be located and designed. It can guide development in the neighborhood, and makes the development more compatible with the built environment in the neighborhood.

Design to respect the environment

New development and redevelopment should complement the existing character of surrounding buildings and the whole neighborhood. The development should also respect the natural environment of Bryn Mawr, the parks and lakes, and should not degrade the natural amenities of the neighborhood.

Mixed uses

Commercial buildings should be designed to incorporate mixed-use. Street level retail, service, entertainment, office or neighborhood service with residential above is strongly encouraged. Single-use buildings in the commercial nodes are deemed inappropriate.

Relationship to the street

The main entrance of a building should face the street. The design of the building should have a strong relationship between the front façade and the street, with public and semi-public space occupying the front of the building. Buildings that front Penn Avenue and Cedar Lake Road South should face both streets. Porches are strongly encouraged as part of residential design.

Building material

High quality, traditional building materials, should be used, such as stucco, brick, etc.

Visibility

At least 40 percent of the ground floor facade of a commercial building should be transparent. The transparency allows views into or out of the building through windows or doors, keeps eyes on the

streets, and promotes subtle interaction with passersby and perhaps promotes an element of greater safety. Building façades should not have blank walls facing the streets. [10]

Setbacks

Buildings in the commercial nodes should build out to the sidewalk. If a building is designed to provide public plazas or outdoor eating/resting areas, the setback should be minimal. Minimizing setbacks makes buildings more accessible

Awnings

Awnings are strongly encouraged for commercial buildings as they help define individual storefronts. They also provide shade and weather protection to pedestrians. [10]

Signs

Signs should be oriented to the pedestrian, not to automobiles. Signs should be integrated with the building. Signage should be properly sized and related to the activities of the business represented. [8]

Lighting

Lighting should be pedestrian oriented. Enough lighting for pedestrians should be provided without being intrusive to nearby residences.

Transportation

Transportation deals with the inter-relationship of automobiles, transit, bicycles, and pedestrians, in Bryn Mawr, as well as parking. The aim is to provide a more balanced traffic flow and make travel safer and enjoyable.

Share the streets

To make sure there is safe sharing of the street among automobile, transit, bicycling, and pedestrians. As a public space, street use

should be balanced among cars, transit, pedestrians, bicycles and other transportation modes.

Walkable community

Small blocks where people can walk are part of the character of a city neighborhood. Bryn Mawr should provide a continuous pedestrian path system along all its streets. Bryn Mawr should petition the City of Minneapolis to construct sidewalks in those areas currently without them.

Traffic calming

Traffic calming measures within the neighborhood are needed, especially along Penn Avenue and Cedar Lake Road South. Traffic calming measures could include redesign of on-street parking spaces and bump-outs at intersections. These measures would help slow traffic and improve pedestrian safety.

Parking locations

Measures to improve the volume of on-street parking in the commercial node are encouraged. On-street parking serves businesses, buffers pedestrians from traffic, and can act as a traffic-calming measure. Off-street parking should be located to the side or rear of buildings, or below grade. When parking is on the side, a well-designed fence or wall should separate it from the sidewalk.

Bicycle parking

More bicycle parking facilities are needed in the commercial nodes, especially in downtown Bryn Mawr. Bicycle racks should be in convenient, visible locations. If possible, racks should be sheltered. As a guideline, any development with more than five automobile parking spaces should also include bicycle parking. [10]

Sidewalk

Sidewalks should be provided along all public street frontages. The width of the sidewalk should allow three people to walk abreast in the mixed-use areas.

Better street design

Where possible, measures should be taken to improve the safety of pedestrian, bicyclist, and driver. Problem intersections, such as Laurel Avenue West and Cedar Lake Road South, need realignment. More lighting should be installed and more street trees planted.

Public Spaces

Public spaces are where Bryn Mawr people gather and socialize outside of residents' homes and commercial buildings. They consist primarily of streets, parks and open spaces, community centers, etc. They also include yards around commercial buildings and other spaces open to the public. Public spaces are important for Bryn Mawr in that they provide a place for people to gather and enjoy the natural amenities, and they strengthen the community bonds that make Bryn Mawr more than just a place to live.

Improve downtown

Downtown Bryn Mawr, as the most important gathering place for residents, should be further improved by:

- Improving landscape and streetscape (lights, street trees, street furniture)
- Realigning the street to provide a safer pedestrian experience
- Calming traffic
- Narrowing the street to provide wider sidewalks and more space for people to gather

Downtown needs to be redesigned so that its image and appearance are enhanced and it becomes a better gathering place for neighborhood people.

More public space

More public spaces could be created as part of development and redevelopment at strategic locations, such as the South Gateway area. A public plaza or gardens could be installed, so that residents might enjoy the amenities offered by the site, such as the view of downtown, the parks, the trail system. New public spaces at this location could also provide the neighborhood an easier access to the trail systems below.

Preserve natural environment

As the most important amenity in the neighborhood, the natural environment should continue to be preserved.

Street trees

Provide trees along all street frontages, and use trees to define spaces. Trees should be of sufficient height to provide shade for pedestrian in summer, while allowing for visibility of storefronts. [10]

Buffers along sidewalks

Provide a landscaped buffer between sidewalk and street, and off-street parking lots where they exist. Buffers could be trees, decorative fences, or flower beds. The style of the buffer should be consistent with the built environment.

Part V. Site Studies

As part of the Master Plan, nine site studies were conducted. These focused on planning issues in different parts of the neighborhood. The sites are Fruen Mill (1), Anwatin Woods (2), North Frontage (3), South Frontage (4), South Gateway (5), Downtown Bryn Mawr (6), North Gateway (7), and Bassett Creek Valley – the Banana (8), and Target (9) (Figure 5-1, sites location).

The site Studies included:

- Analysis of the current situation in the study area
- Assessment of opportunities for development or redevelopment
- Identification of neighborhood preferences for future development or redevelopment

In addition, the Site Studies highlight some important livability issues in Bryn Mawr: aesthetics, protection

of wetlands, vacant lands or buildings, traffic safety, and a sense of community. The studies make some recommendations, and they also highlight issues and provide guidelines that Bryn Mawr can use in discussions of future development at each site.



Figure 5-1. Site location.

Source : Metropolitan Council

Fruen Mill

Location

The site is located on the northern edge of Bryn Mawr. Glenwood Avenue and the Glenwood Avenue Bridge create the northern border for this site. The Canadian Pacific rail line is the eastern boundary of the site, and Bassett's Creek forms the western and southern boundaries of the site. Burlington Northern Santa Fe Railway runs parallel and to the east of the property on a northwest and southeast diagonal, and Bassett's Creek and the Minneapolis Park and Recreation Board's (MPRB) Vegetation and Habitat Restoration Areas lie to the west across the creek. To the east lies the Glenwood Inglewood Water Company.

Considerations (or Goals)

Based on the vision for the area, the land use committee, with input from residents, determined that a plan for the area should:

- Preserve the natural environment, especially Bassett's Creek and MPRB Vegetation and Habitat Restoration Areas
- Improve the visual image
- Be compatible with current and surrounding land use

Site analysis

Site statistics

- Owner: California Development Co.
- Current Zoning: Light Industry (L1)
- Land area: 88,445 square feet (2.03 acres)
- Year structure built: 1900

Current uses

- Vacant mill (Fruen Mill)
- Glenwood-Inglewood Water Co.
- Railroad

Adjacent Land Use

- Public park
- Light industrial
- Residential



Bassett's Creek
View from the bridge south of the mill



Fruen Mill Building
View from Thomas Ave

Site strengths/opportunities for development

- Proximity to and view of downtown Minneapolis
- Major arterial access to downtown via Glenwood Ave
- Direct access to Minneapolis public parks and trail systems
- Park and creek on the south identified as one of ten Metro Area Open Space Treasures by McKnight Foundation
- MPRB Vegetation and Habitat Restoration Areas on the northwest and southwest

Site limitations for development

- Delicate site: the site sits close to commercial drinking water springs
- High cost of removing current structure: the building on the site was built in 1900; the demolition expense will be high.
- Possible access problems due to rail tracks: no direct access to main streets, but can access Glenwood Avenue from Thomas Avenue North. Currently, two railway tracks separate the site from Thomas Avenue North.
- Potential pollution to springs from development.



Fruen Mill Building
View from the trail under Glenwood Ave
Bridge



Fruen Mill Building
View from the Bassett's Creek Park



Sign showing Vegetation
Restoration Area

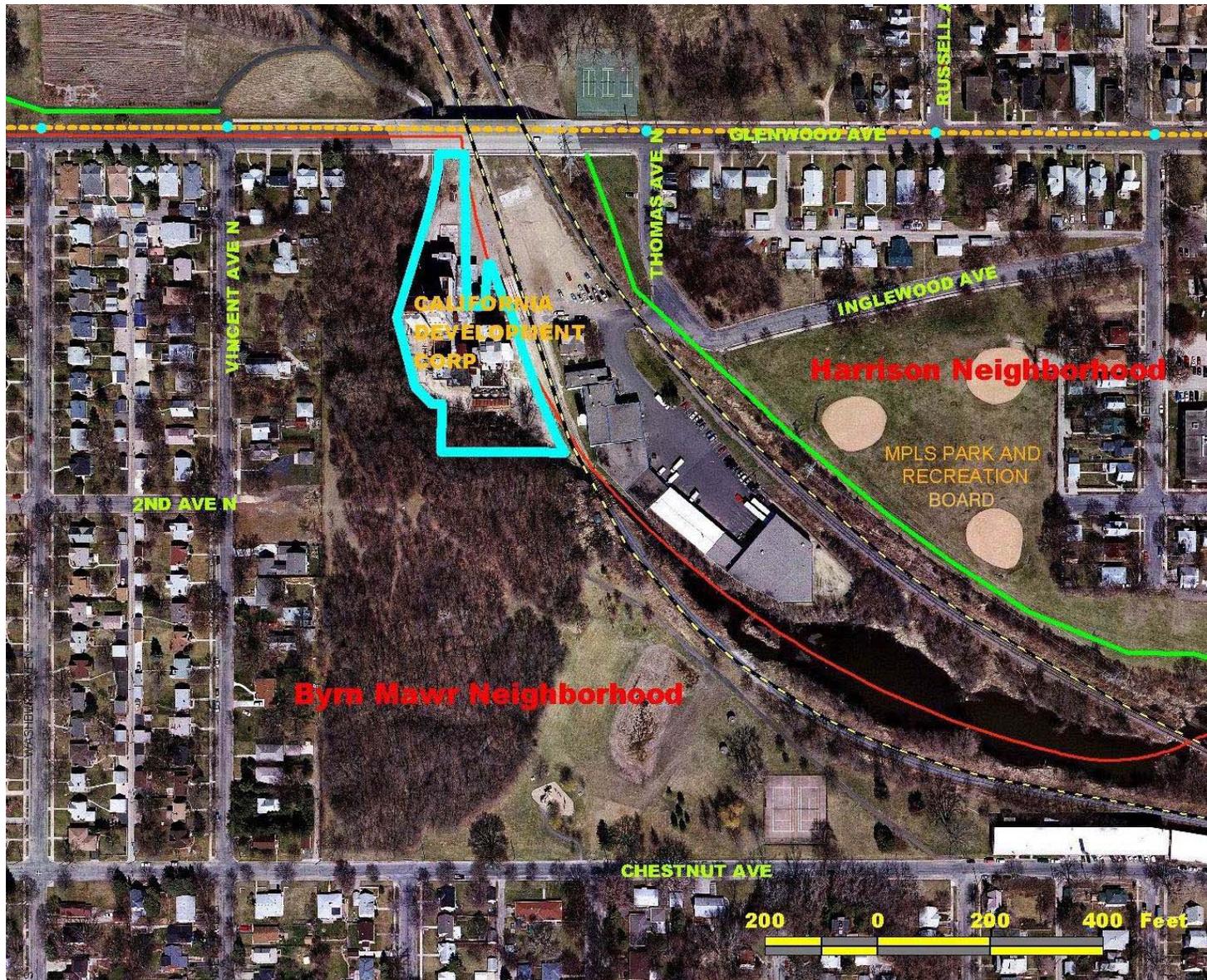


Figure 5-2. Fruen Mill site. Current status.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

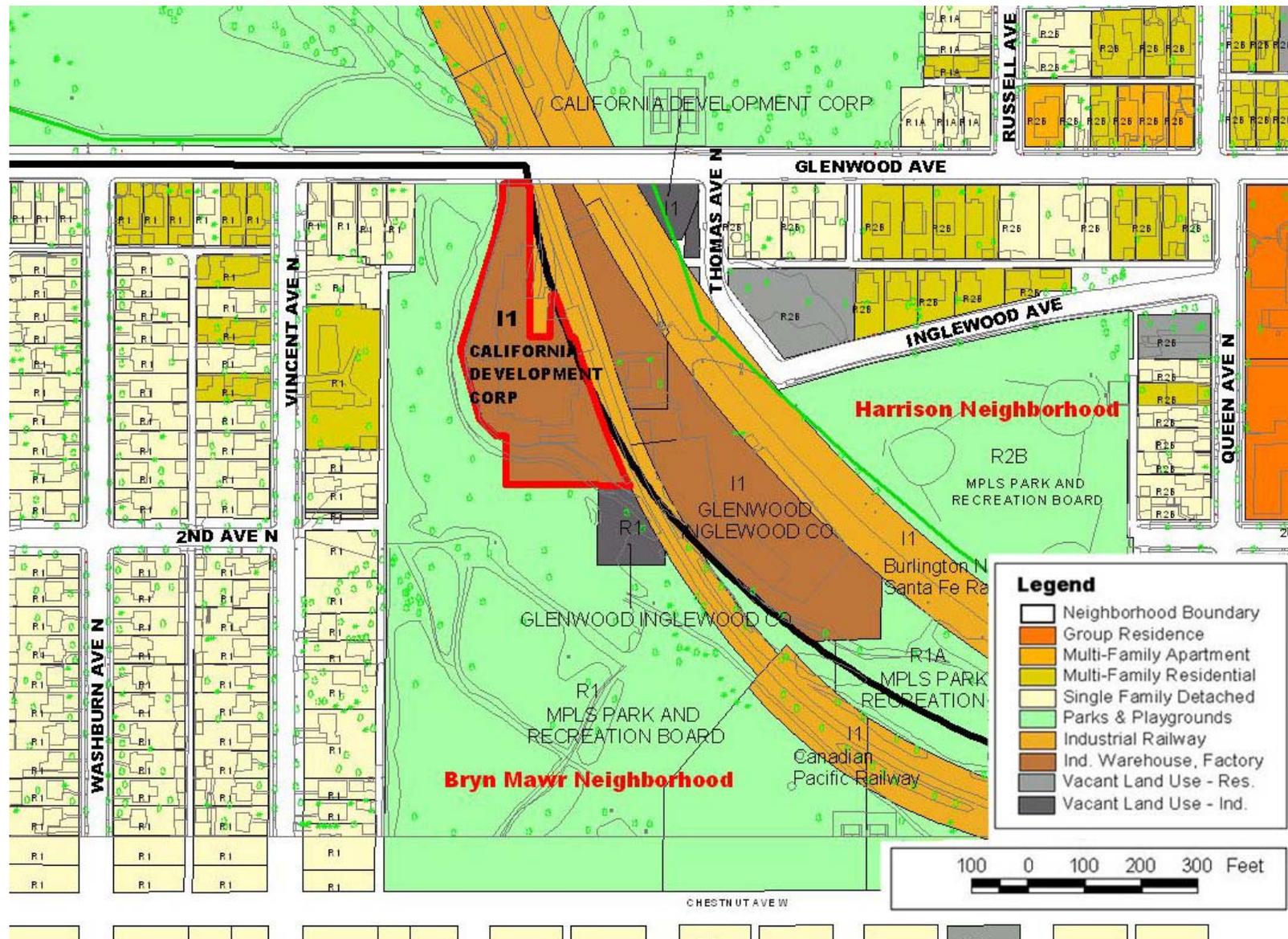


Figure 5-3. Fruen Mill Site current zoning and land use.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council

Recommendations

Concept Plan

Recommendations for the site are illustrated on the concept plan (see next page). The Land Use committee, with input from the neighborhood, recommends that the site be developed for upscale, medium density, residential use that would avail itself and be respectful of the parks around it. It is suggested that the development provide an interpretive center on the ground floor, so that the parks can be better utilized by the neighborhood.

Fruen Mill is an important part of Bryn Mawr's history. It has witnessed the development of Bryn Mawr over the last century. If possible, future development should try to retain the current mill, i.e. convert the mill to residential use, so that its historic value can be preserved.

As the site is developed, pollution from cars and oil could easily impact the natural amenities at that location. To protect Bassett's Creek and the Minneapolis Park and Recreation Board's Vegetation and Habitat Restoration Areas, appropriate setbacks from the Creek are required for development.

The development should respect and be compatible with the park around it. To make the site a better connection between Wirth Park and Bassett's Creek Park, the site should be developed to enhance the visual quality of the environment and improve the experience of people walking between the two parks.

If residential development is not economically feasible, the site should be put to park use. However, as part of the history of the neighborhood, it is hoped that the mill and its historic value will be preserved.

Land use and zoning

- Future land use in the district will be residential.
- Rezoning for the site is recommended - from Light Industry (L1) to Multi-family Residential or Light Industry with residential overlay.
- The change in zoning needs to be consistent with the proposed land use on the site.

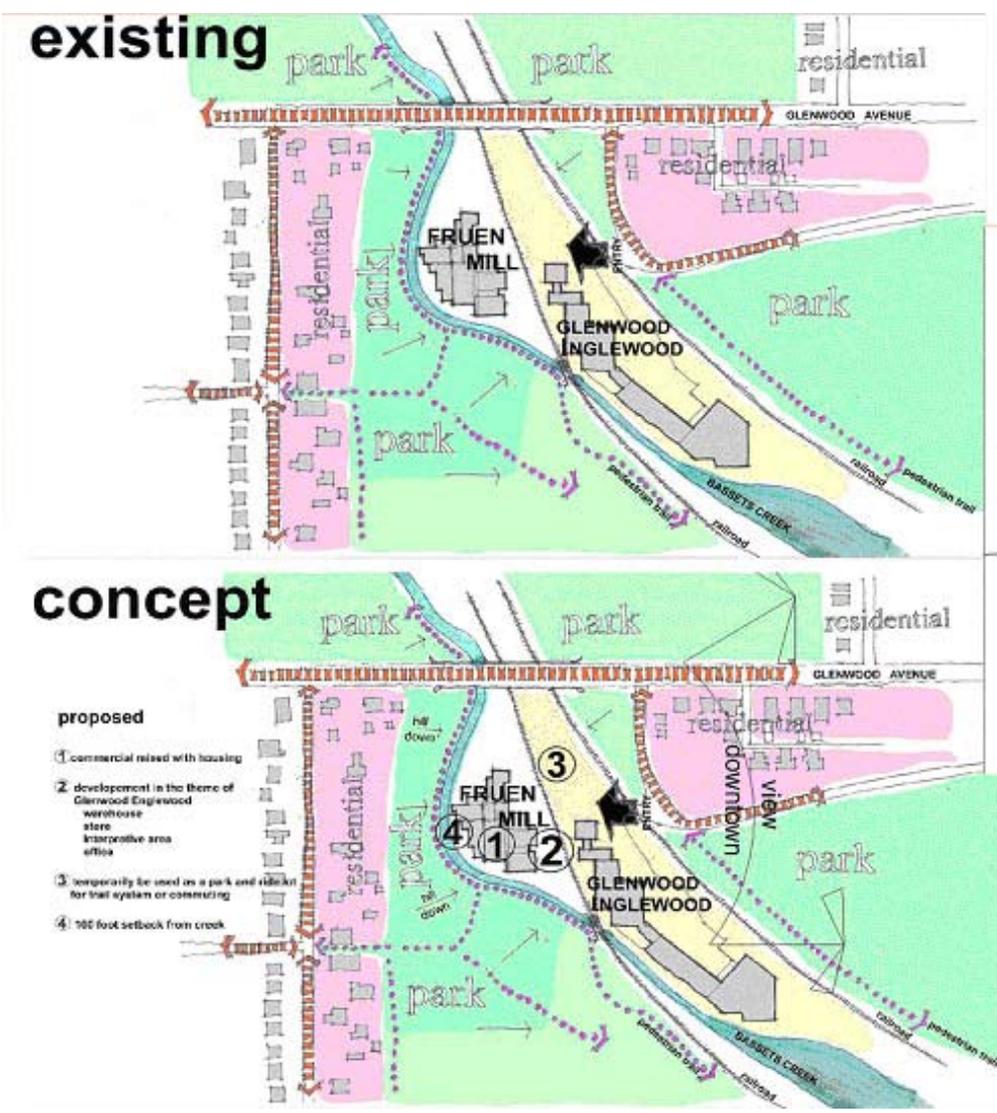


Figure 5-4. Furen Mill design concept

By Pat Waddick

Anwatin Woods

Location

The site lies to the north of Bryn Mawr Elementary School. The east and north sides of the site are bordered by residential areas. The western edge of the site is bordered by parkland – Wirth Park. The north boundary is Chestnut Avenue West. The east boundary is Upton Avenue South, south is Hawthorn Avenue, and west is Wirth Park.

Consideration (or goals)

The site used to be a pond and green space that was then used as a city construction landfill. It is possible that part of the site could be contaminated. In creating a vision for the area, the Land Use Committee, with input from residents, determined that a plan for the area should:

- Preserve the natural environment
- Restore the wetland
- Be compatible with current and surrounding land uses

Site analysis

Site statistics

- Number of Parcels: 21 residential lots
- Current zoning: Single Family Residential District (R1)
- Land area: 118,716 square feet (2.73 acre)
- Lot depth: 135 feet
- Lot width: 20 feet, 40 feet, 60 feet

Current uses

- Vacant residential

Adjacent land use

- Public park
- Educational (schools)
- Residential
- Undeveloped land



Vacant lots on southeast
Corner of Vincent Ave



Vacant lots on east side of Washburn Ave

Site limitations for development

This site has been a construction landfill for the City, and the soil is not readily suitable for development (the cost for development on the site will be high). In addition, wet areas currently exist on the site. Some wet areas on the lots near Vincent Ave could be reclassified as wetlands. The water table in the area is high and it is connected to the wetlands on the school property. The lots along Vincent Ave and Xerxes Ave do not have through access to the street.

- Delicate site (water)
- Construction landfill
- Possible land contamination
- No direct street access to some of the lots
- Proximity to Bryn Mawr schools

Site strengths/opportunities for development

- Direct access to Minneapolis public parks and trail systems



Vacant lots southeast of Vincent Ave



House on east end of Vincent Ave



Children's housing construction on vacant lot

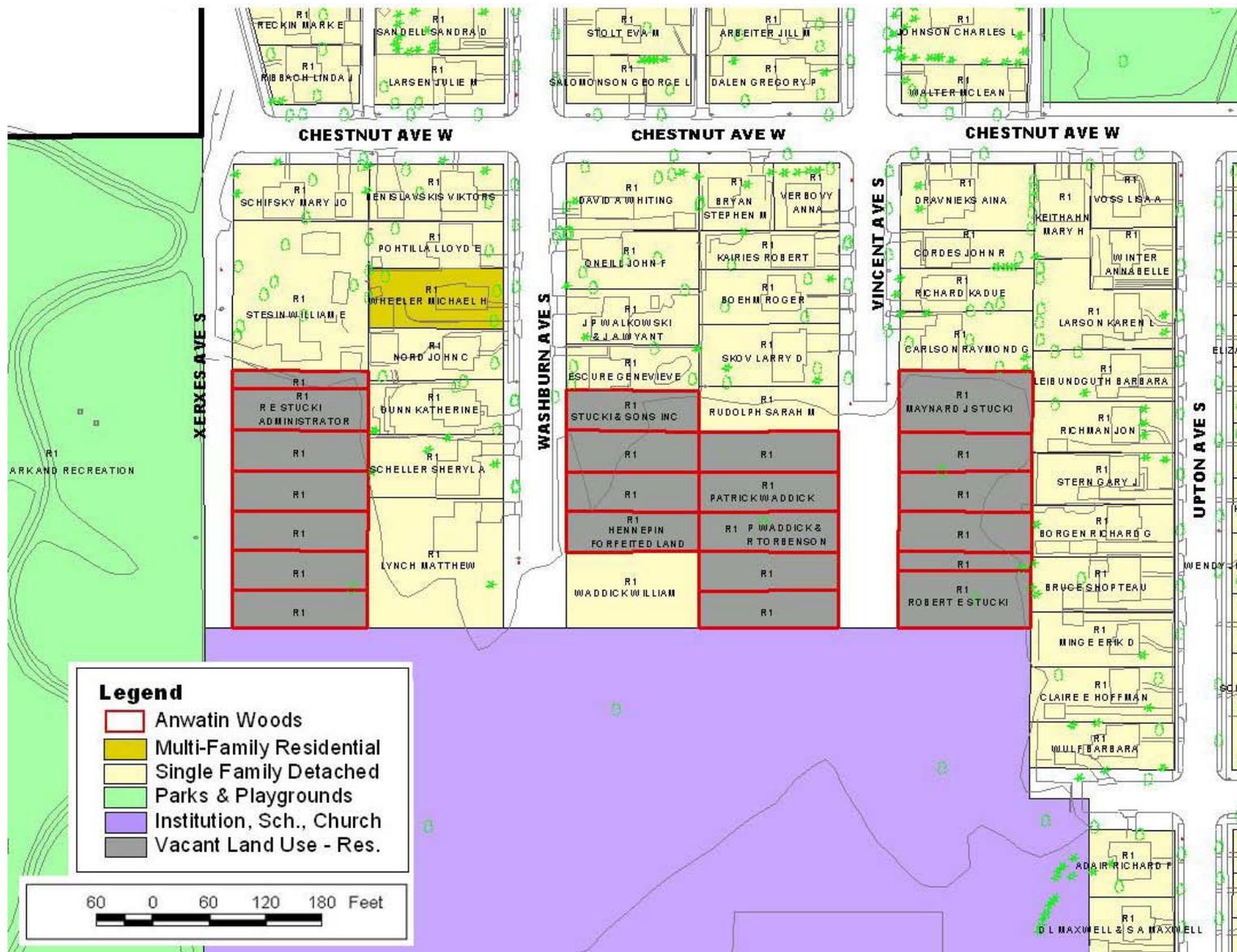


Figure 5-6. Anwatin Woods current zoning and land use.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

Recommendations

Concept Plan

Upon review of the site and with input from residents, different development strategies have been identified for different parts of the site.

For the lots along Vincent Ave, park use/green space is believed to be the best use. An environmental learning center could be built on these lots.

Single-family residential was deemed the appropriate use for the lots on Washburn Avenue South. These lots have street access and the soil does not require remediation prior to development.

Uses for the lots on Xerxes are less certain. Save Anwatin Woods, a neighborhood advocacy group, is currently working on a project that targets using 17 of the lots in the area as an environmental learning lab for the Minneapolis School System. The advocacy group believes the site is the best in the metro area for an environmental learning lab,

since it is the only natural land that is adjacent to a school in the metro. They believe that an environmental learning lab could also benefit Bryn Mawr by cleaning up the land and putting it to park use. They are vigorously pursuing funding to make their vision a reality. If Save Anwatin Woods is successful in its attempt to raise the necessary funding to buy the lots on Xerxes, then the neighborhood will support purchase of the properties and having them developed as an environmental learning center. If Save Anwatin Wood is unsuccessful in securing funding, then the lots on Xerxes could be developed as either single-family residential, if the party responsible for development builds a road to the lots, or, the lots could be preserved as green space.

Land use and zoning

- Zoning for the site will remain the same: Single-Family Residential District (R1).

North Frontage

Location

The site is located on the western edge of the Bryn Mawr neighborhood. It lies directly north of I-394. To its north are Bryn Mawr Elementary School and Anwatin Middle School, to its west is Wirth Park and to its east is a residential area facing Upton Avenue South.

Considerations (or Goals)

Currently, the site is an office park for Qwest. Based on the vision for the area, the Land Use Committee, with input from residents, determined that a plan for the area should:

- Preserve the natural environment
- Mitigate the effect of freeway noise on the residential area to the north
- Address speeding on neighborhood streets
- Improve visual image
- Be compatible with current and surrounding land use

Site analysis

Site statistics

- Owner: Qwest Communication, Inc.
- Current Zoning: High Density Office Residential District (OR2)
- Land area: 397,000 square feet (8.5 acres)
- Year Structure built: 1956
- Number of parking spaces: about 300

Current uses

- Office (Qwest)
- Communication

Adjacent Land Use

- Public park
- Educational (schools)
- Residential



Qwest office building
View from the parking lot



Qwest building
View from Wayzata Blvd.

Site strengths/opportunities

- Proximity to and view of downtown Minneapolis skyline
- Easy access to freeway system
- Direct access to Minneapolis public parks and trail systems
- Usable structure on the site

Site limitations

- Traffic generated from a more developed site would increase traffic and speeding on residential streets
- Cars speeding on Cedar Lake Road South
- A large structure currently exists on the site
- Freeway noise from I-394



Houses east of the site



Wayzata Rd. (North frontage road),
south of the site
View to the west



Figure 5-7. North Frontage Site current status.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

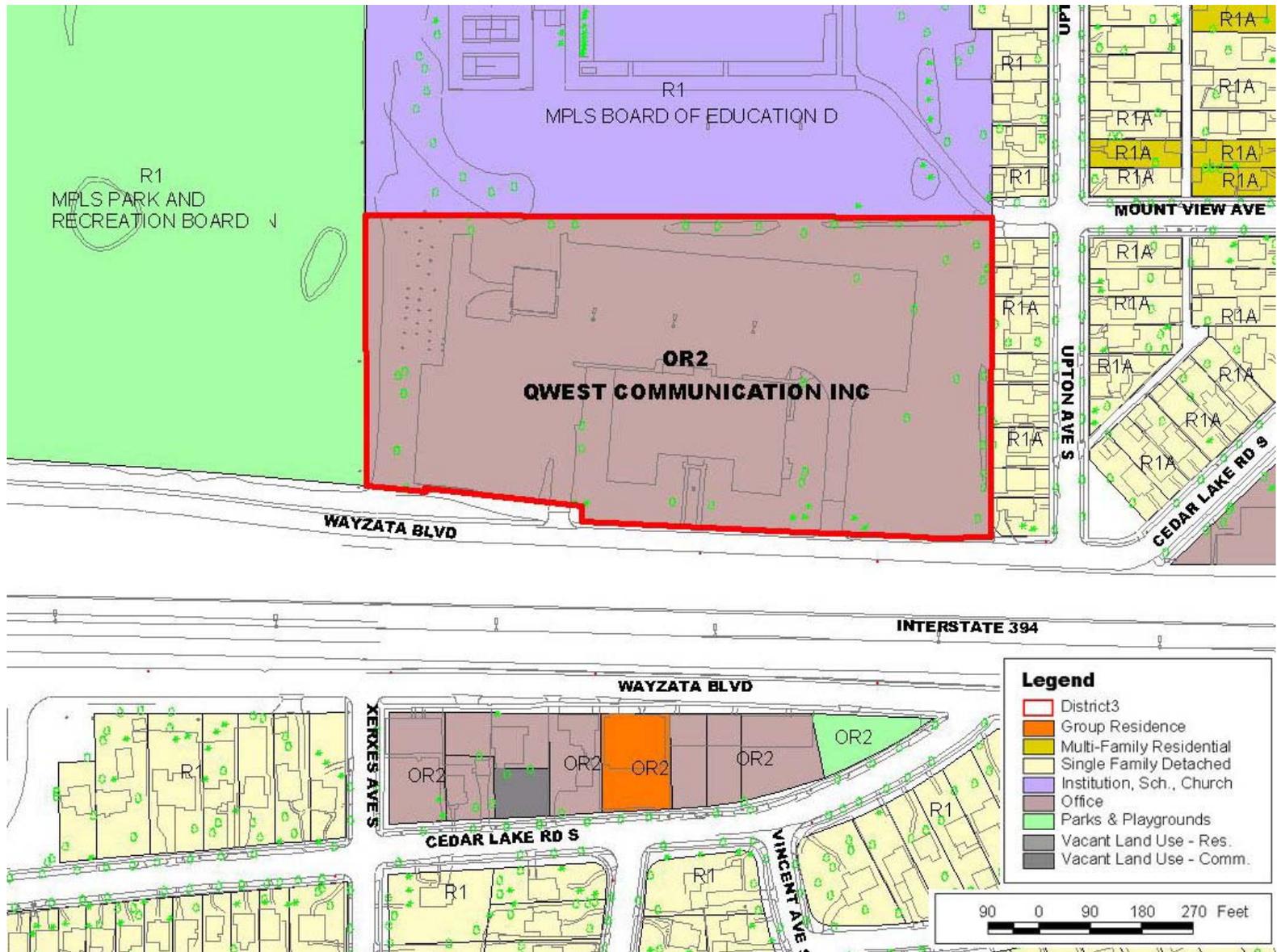


Figure 5-8. North Frontage Site current zoning and land use.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

Recommendations

Concept Plan

The Land Use Committee recommends that, if Qwest vacates the site and the site is redeveloped, it should be developed as a medium density residential use area (about 15 DU per acre). The development could be a mix of retail, rental, and for sale units, with different types of housing included on the site:

- Townhouses/condos/row houses
- Senior housing
- Mixed use with housing, offices and/or studio
- Cooperative housing, with minimal mixed-use on the first floor

When developing the site, the following points need to be considered:

- Development on the site should not be too different from the rest of the neighborhood.
- The site should be incorporated into the larger neighborhood, as opposed to a gated community. Preferably, the front porches and front doors of any new development should face the street.
- Preferably, the development should not exceed 5 stories, or 45 feet in height.
- If a taller building is to be built, structures at the site should be built so that development closest to the existing residential neighborhood is of the same scale and proportion.

As the development moves further west, structures can have more floors and higher density.

- Traffic generation from the development must be considered.
- The development on the site should respect the parkland to its west.
- A bridge across I-394 is desired to connect this development with another on the South Frontage of I-394, if possible, and would also create another connection point between the parts of the neighborhood currently separated by I-394. A walking bridge with plants and sitting areas is envisioned, a mini-park across the highway that would provide easier access for residents to natural amenities both north and south of I-394.

The east side of the site must be developed with lower density, similar to the single-family homes already located there. Farther west, density could be higher and the height of the buildings could also be higher.

Land use and zoning

- Future land use on the site is seen as residential.
- It is recommended that the site be rezoned from Office District (OR2) to a medium density residential district (R4).

South Frontage

Location

The site is located directly south of I-394 and is bounded by residential areas on the east, south, and west. Directly to the north of the site is Wayzata Boulevard; to the east and south is Cedar Lake Road South, and to the west is Xerxes Avenue South.

Considerations (or Goals)

Based on the vision for the area, the land use committee, with input from residents, determined that a plan for the area should:

- Improve the visual image of the site
- Mitigate the effect of freeway noise on residential areas to the south
- Take better advantage of the views of downtown
- Enhance the quality of life for residents living south of the site
- Be compatible with current and surrounding land uses

Site analysis

Site statistics

- Number of Parcels: 10
- Current Zoning: Office District (OR2)
- Land area: 88,004 square feet (2.02 acres)
- Year built: Between 1900 and 1968



The intersection of Cedar Lake Dr and Wayzata BLVD



View of the site from the north, across I-394

Adjacent Land Use

- Residential

Site strengths/opportunities

- Proximity to and views of downtown Minneapolis
- Easy access to freeway system

Site Limitation:

- Office rental buildings (some of the buildings are currently for sale)
- Office space invites traffic into the neighborhood because of road and parking configurations
- People living south of the site have issues with the commercial buildings.
- Freeway noise from I-394



View of downtown Minneapolis skyline from the site



Typical parking configuration on the site
-Back of building
View from Cedar Lake Rd



Entrance to the parking lots



Intersection of Wazyata Blvd.
and Cedar Lake Drive



Figure 5-9. South Frontage Site current status.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council

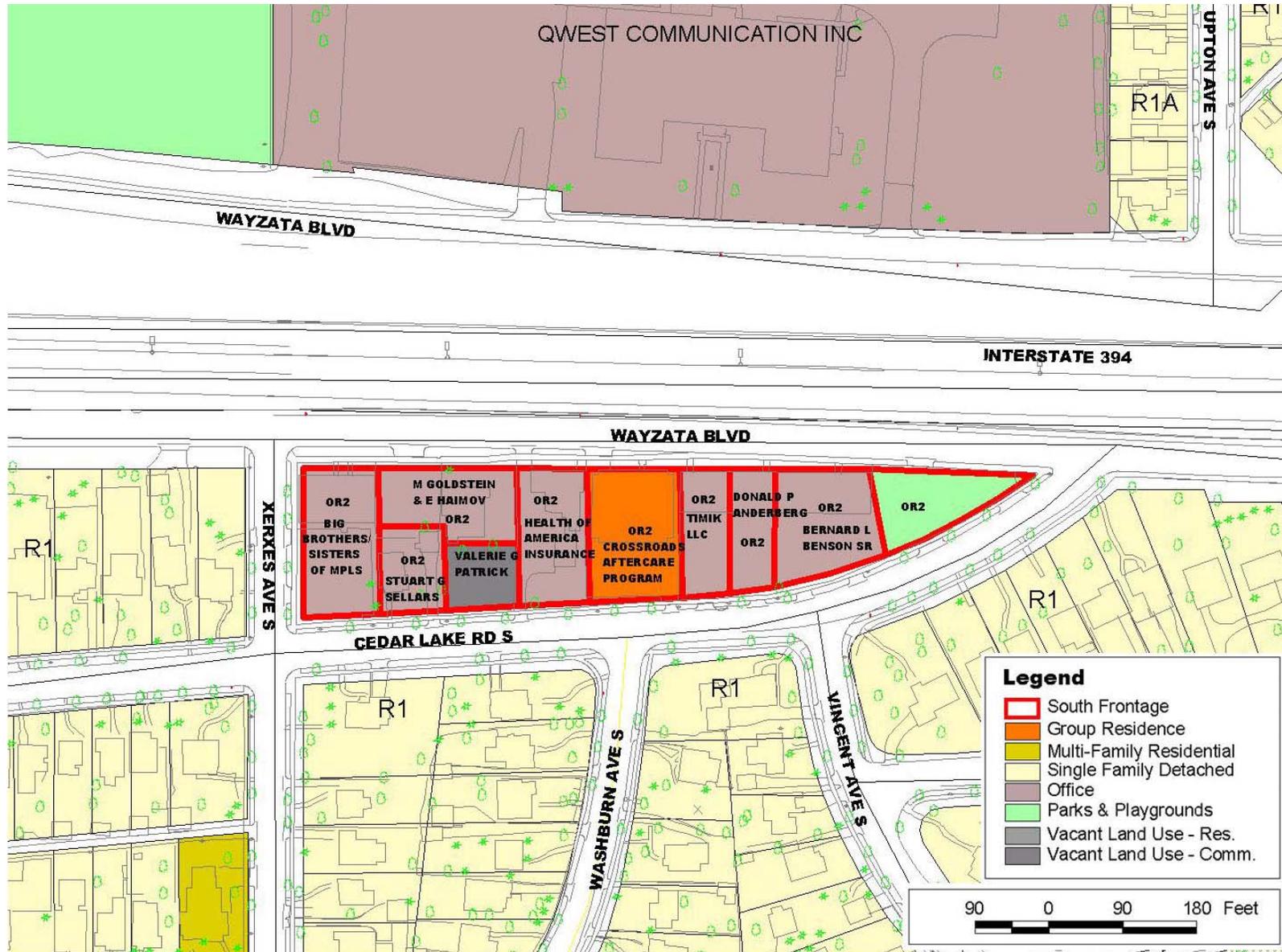


Figure 5-10. South Frontage Site current zoning and land use

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

Recommendations

Concept Plan

After reviewing various factors that affect the site, the Land Use Committee determined that the most appropriate use for the site would be a mixed-use development with residential use on upper floors and appropriate businesses on the ground floor. The Residential component of the development will be low to medium density, a mix of affordable and market rate units and high quality for-sale housing. The development would take the best advantage of views of downtown Minneapolis, while, at the same time, provide a nice vista to the other side of the freeway. Building height would also mitigate freeway noise for residents on the south.

As recommended for the North Frontage site, a walking bridge would be built to better connect residents living south of I-394 for traveling to the north, the schools, and Wirth Park.

Land use and zoning

- Future land use in the district will be residential and office use.
- Current zoning for the site is appropriate, allowing for a small-scale mixed-use environment of low to moderate density dwellings and offices.
- Current zoning is OR2, which is 4 floors and not to exceed 56 feet.

South Gateway Site

Location

The site is located at a principal gateway into the Bryn Mawr neighborhood. It is located on the south frontage road to I-394, just past the interchange of I-394 and Penn Avenue. Madeira Avenue lies to the west, Wayzata Boulevard is to the north, to the east is Penn Avenue, and to the south are the Burlington Northern Santa Fe Railway lines and parks.

Considerations (or Goals)

Based on the vision for the area, the land use committee, with input from residents, determined that a plan for the area should:

- Improve the visual image of the neighborhood gateway and the image of the whole neighborhood
- Mitigate traffic and congestion at the interchange of Penn Avenue and I-394
- Create a more pedestrian friendly environment
- Mitigate the effect of freeway noise on a residential area
- Take better advantage of the views of downtown
- Take better advantage of the amenities of the Park
- Provide better connection to the park, lakes and trail systems
- Better utilize the opportunities provided by the LRT station that may be built at that location

Site analysis

Site statistics

- The site includes four parcels, and is owned by three different owners. The total area of the site is about 154,855 square feet, or 3.55 acres. All the buildings are one or two story buildings.

Current land uses and zoning

- Office and Industrial warehouse are the primary land uses at this site. Two parcels on the south side of the site are owned by Davbru Co Inc and are used as industrial warehouses. The other two parcels are used as office space.
- Corresponding to existing land uses, the zonings for the site are, respectively, Light Industry (I1) and Office Residential (OR2).



View of downtown Minneapolis from the site



Current gateway image

Adjacent Land Use

- South and east of the site, the predominant land use is industrial railway and parks and trail systems. To the west of the site is residential use, and to the north is I-394 (transportation use).
- Future Southwest Corridor LRT plans include a railway station directly east and south of the site.

Site strengths/opportunities

- Proximity to and views of downtown Minneapolis
- Direct access to Minneapolis public parks and trail systems
- Convenient transportation (proximity to I-394)
- Proposed LRT/commute rail station near the site

Site Limitation:

- Heavy transportation and congestion at the interchange of I-394 and Penn Avenue.
- The congestion limits Bryn Mawr’s access to the highway
- No easy access to the lake, park and trail system
- Freeway noise from I-394



Railway and trail south of the site



View of the gateway off the I-394 ramp



Interchange of I-394 and Penn Ave



Figure 5-11. South Gateway Site current status.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

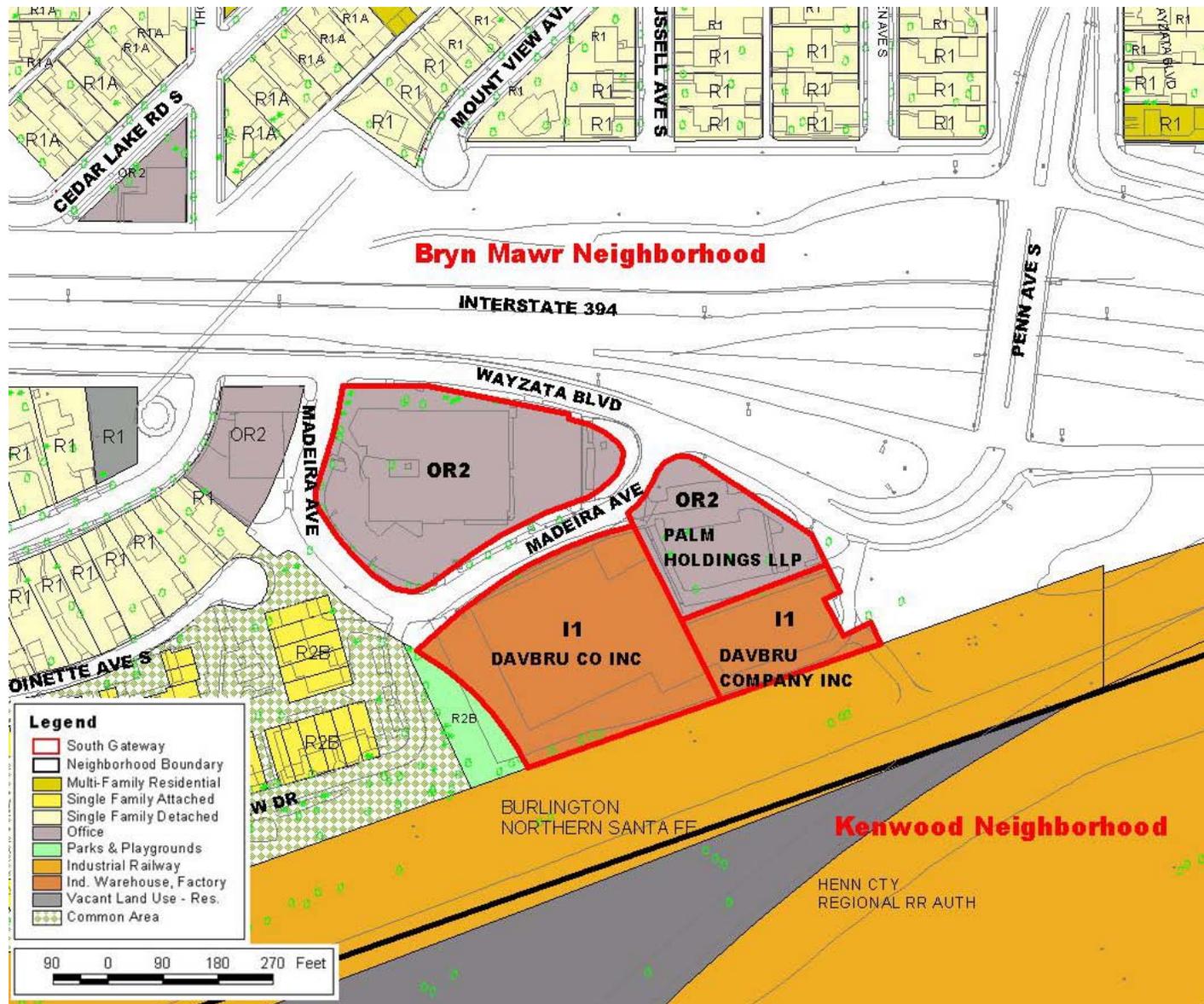


Figure 5-12. South Gateway Site zoning and land use

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

Recommendation

Concept Plan

Because of the special location of this site within the neighborhood, Bryn Mawr residents expect future development to take all the factors outlined above into consideration. Mixed-use of commercial and residential are deemed most appropriate for the site. Residential should be high quality market rate, for-sale housing. Mixed-uses include both horizontal and vertical mixes.

Commercial and residential uses are separated horizontally. Commercial buildings are recommended for the northern part of the site and residential use for the southern side. In this way, the commercial buildings can buffer the residential areas from I-394 noise, and views of the park and the lake can be enjoyed by residents. Park and Lake users will be provided a nicer view of the site, once developed.

The site can also be developed with multi-layer mixed-use. The ground floor could be commercial, middle floors could be offices, and the upper floors could be housing. The buildings are expected to have a residential look.

The site is located on one of the potentially most valuable sites in the neighborhood. It should be appropriately developed, so that it can serve as an attractive gateway into the neighborhood. Following are some considerations for development of the site:

- The view of the parks must be considered. Bryn Mawr prefers development that will take advantage of the view of the parks and Cedar Lake.
- Traffic generation must be taken into consideration. Because the traffic volume at the interchange of I-394 and Penn Avenue already causes congestion during peak hours, which restricts Bryn Mawr's access to the highway, the traffic generation from the site must be carefully considered.

Preferably, development should redirect the traffic and should not add to the current traffic conditions.

- Height of the buildings cannot be too high. Development at the site should not adversely affect the view from the park and Cedar Lake and neighbors to the west.
- A community-gathering place (a plaza) on the site is needed, so that the amenities of the site can be enjoyed by all residents in the neighborhood, rather than being reserved solely for residents of the development.
- Developers should provide access to the park as part of building design. All access points should be open to the neighborhood and would give people in Bryn Mawr better opportunities to enjoy the amenities provided by the parks and the lakes.

Commercial functions on the site should be small scale, and should not compete with Downtown Bryn Mawr, i.e. Downtown Bryn Mawr should be maintained as the commercial center of the neighborhood.

Site development should consider development of the gateway area as a whole, coordinating with future off-site improvements.

- Future development, coordinating with the Minnesota Department of Transportation, should reconfigure traffic on the Penn Avenue Bridge for clearer and more straightforward lane demarcations. The development should provide vertical circulation among the neighborhood, rail tracks, trails, and parks, giving better accessibility to all of them.
- Penn Avenue Bridge will be developed as a major focal point in the Neighborhood. To achieve this, efforts should be made to make the bridge more pedestrian friendly and walkable. Lights and benches or other amenities could be included in a redesign of the bridge. Efforts should be made to have the bridge developed as a connector for the neighborhood.
 - A connector across I-394.

- A connector among the neighborhood, the park and future LRT station
- The development should also enhance the vertical circulation between the LRT station, the trails, and the park.

Land use and zoning

- Future land use in the district should be mixed-residential and commercial.
- It is recommended that the Light Industrial (I1) zoning for the site be rezoned to Office Residential (OR2), so that a mixed-use of moderate dwellings and offices with additional small scale retail sales and services can be built on the site.

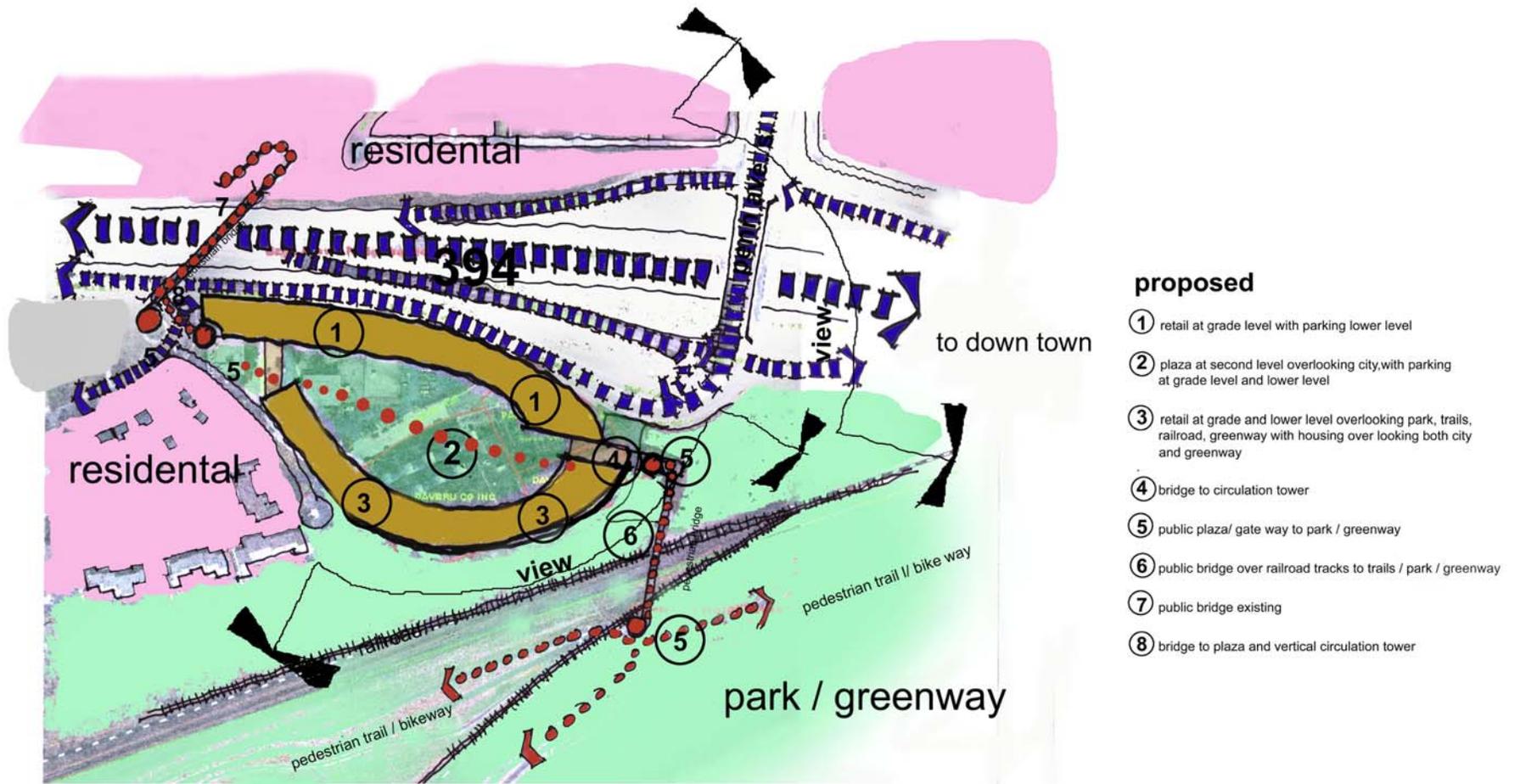


Figure 5-12. South Gateway Site design concept.

Downtown Bryn Mawr

Site location

The site is located in the middle of the Bryn Mawr Neighborhood around the intersection of Penn Avenue and Cedar Lake Road South, and dispersed along Cedar Lake Road. The City of Minneapolis's Comprehensive Plan designates the site as one of the City's neighborhood commercial nodes.

Considerations (or Goals)

Based on the vision for the area, the Land Use Committee, with input from residents, determined that a plan for the area should include:

- A soft commercial theme
- Keeping the current size of the downtown
- Mixed-use downtown
- Green downtown
- A pedestrian-oriented Downtown: provide chairs, lights, bicycle racks
- Making Downtown Bryn Mawr safer for pedestrians and automobiles
- Common themes for façades of buildings
- Welcoming people from outside the neighborhood to use the downtown, but not making it an end destination for the city
- Providing moderate parking space



Downtown Bryn Mawr storefront



Southwest corner of downtown



Downtown Bryn Mawr storefront

Site analysis

The downtown area is the center of the Bryn Mawr Neighborhood, also a socializing and gathering place for neighborhood people. It coincides with the neighborhood commercial node identified by the city of Minneapolis's Comprehensive Plan. The area includes parcels that are zoned as Neighborhood Commercial District (C1), or Neighborhood Office Residential District (OR1). The site currently includes 21 parcels, and covers an area of 166,276 square feet, or 3.82 acres (streets are not included).

Current land uses

- A variety of land uses are represented on the site, including mixed-commercial, residential (rental and owner occupied), apartments, retail, multi-family residential, single-family residential, and office uses. The commercial and retail uses are concentrated at the intersection of Cedar Lake Road South and Penn Avenue. There are some commercial and office spaces at the intersection of Cedar Lake Road South and Oliver Avenue South. Specifically, the following uses can be found downtown:
 - Offices
 - Hair salons
 - Convenience Store



Southeast corner of downtown Bryn Mawr



Northwest corner of downtown Bryn Mawr



Southwest corner of downtown Bryn Mawr

- Pizzeria/Delicatessen
- Gas station
- Coffee Shops
- Garden shop/nursery
- Dental office
- Travel agency
- Residences
- Tailor/Dry cleaner
- Day Care

- Surrounding areas are residential, except Bryn Mawr Presbyterian Church to the west, which is institutional use.

Current Zoning

- Two types of zoning can be found at the site, Neighborhood Commercial (C1), and Neighborhood Commercial Residential Use (OR1) (See Land Use Map).



Northwest corner of downtown Bryn Mawr

Site strengths/opportunities

- Gathering place for the neighborhood
- Concentration of businesses, services and offices serving the neighborhood
- Vital commercial node in the neighborhood
- Proximity to major city artery (I-394) and minor arterial (Penn Avenue).

Site limitations

- Speeding problems on Cedar Lake Road South and Penn Avenue
- Not pedestrian friendly or safe and lacks pedestrian amenities
- Lacks adequate parking spaces in downtown
- Traffic at the intersection of Cedar Lake Rd. and Laurel Ave is unsafe
- Solid walls without windows fronting the street in some instances.

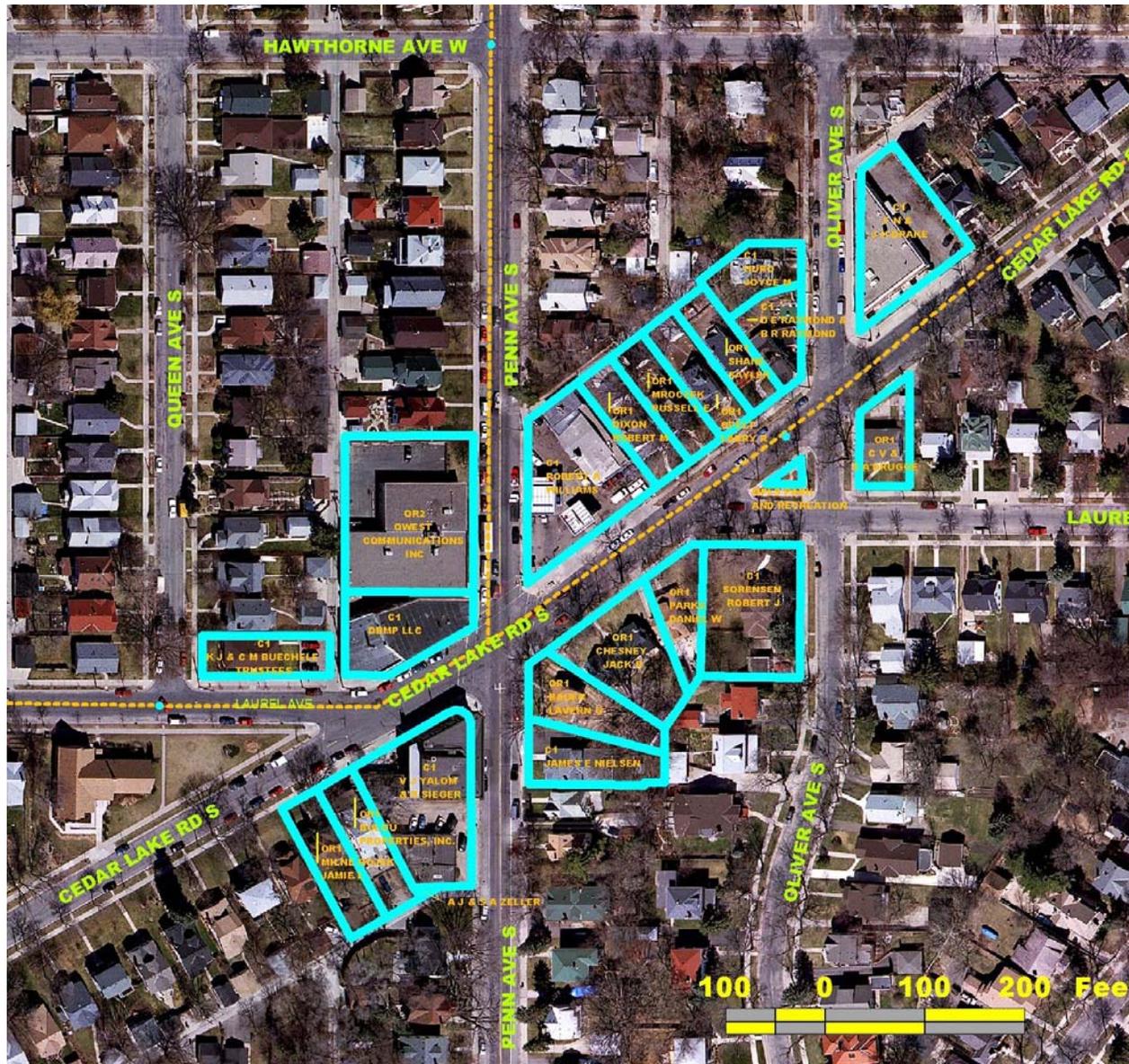


Figure 5-13. Downtown Bryn Mawr site current status.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.



Figure 5-14. Downtown Byrn Mawr site current zoning and land use.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

Recommendations

In the future, Downtown Bryn Mawr is expected to remain at its current size with improvements to the streetscape, including better lighting, more planting along the street, ample street furniture, and proper management of the image of Downtown Bryn Mawr (e.g. attractive advertising and signage). Efforts need to be made to make Downtown Bryn Mawr more pedestrian-oriented and human-scaled. In addition to landscape and streetscape improvements, other improvements, such as the provision of bicycle racks and common themes for the facades of buildings should be made.

Downtown Bryn Mawr should not only be developed as a soft commercial center primarily for neighborhood residents, but for people from outside of the neighborhood as well, though not as a destination for people from all over the city. More diverse commercial, services and mixed-uses of the Downtown are encouraged.

Neighborhood commercial uses should be concentrated around the intersection of Penn Avenue and Cedar Lake Road. Illustrations on the next two pages are representative samples of what a future Downtown Bryn Mawr might look like. Higher density housing (senior housing) could be located on the southwest corner with senior housing at the upper level of the building and retail at ground level. A plaza with a water feature should be included in front of the senior housing as a neighborhood-gathering place.

Several features make this a nice location for serving Bryn Mawr's need for senior housing. Bus service passes in front of the location and could provide continued transportation for seniors. The Downtown area makes a nice place for seniors to live because it is convenient to shopping, eating and "people watching".

The southwest and northwest corners of the intersection of Penn Avenue and Cedar Lake Road South are expected to remain as mixed residential/commercial. However, Qwest's switching station should be changed to either office or commercial use, eliminating the cold, windowless wall of the building that faces Penn Avenue. Some incremental improvements will make the area more walkable and safe, e.g. through the planting of trees, improving lighting and reconfiguring the traffic flow at Cedar Lake Road South and Laurel Avenue West. By widening the sidewalk and adding angle parking along Cedar Lake Road South, the street can be narrowed, making it safer for pedestrians to cross.

For the northeast corner at the intersection of Penn Avenue South and Cedar Lake Road South, some residents have expressed a continuing need for a gas station. If the gas station remains in business, it could remain at its current location, but without further expansion. However, should the gas station move from the site, the land should be changed into small retail and commercial service uses.

Transportation and Parking

For Bryn Mawr people to better use the Downtown, moderate parking will be provided there. This will help people who are not within walking distance from Downtown to access it more easily, especially in the cold of winter.

Several places were identified as potential future parking sites. They included the tailor's site on Penn Avenue, the Downtown Qwest building site, the commercial property on the northeast corner of Cedar Lake Road South and Oliver Avenue South, among others.

Desired uses list

In the Downtown, a variety of small-scale retail sales and commercial services are desired. Bryn Mawr would give priority to the following businesses.

- Dry cleaning
- Framing
- Antique shops
- Dentist/doctor offices
- Food
 - Small Grocery store
 - Pizza
 - Coffee shop
 - Bakery
 - Café
- Beauty/barber shops
- Florist
- Gift shop
- Post office
- Travel agency

Land use and zoning

- The future land use and zoning will remain largely the same as today.
- The zoning along Cedar Lake Road South will remain the same, except the parcel on the east corner of Cedar Lake Road South and Laurel Avenue will be zoned to R1.



Figure 5-14. View in future downtown Bryn Mawr.

By Pat Waddick



Figure 5-15. View in future downtown Bryn Mawr.

By Pat Waddick

North Gateway

Location

The site is located at the intersection of Chestnut Avenue West and Penn Avenue at the northern gateway into Bryn Mawr. South of this location is a residential area. North and west of the site is Bassett's Creek Park. Bassett's Creek flows from the northwest and passes the site on the north. Running alongside Bassett's Creek are two regional rail tracks, Canadian Pacific Railway and Burlington Northern Santa Fe Railway. The site is on a hillside overlooking Bassett's Creek and the park, and enjoys some beautiful views.

Considerations (or Goals)

Based on the vision for the area, the Land Use Committee, with input from residents, determined that a plan for the area should:

- Improve the visual image of the site
- Better utilize the environmental assets of the site
- Preserve the parkland
- Improve accessibility to Bassett's Creek from the street.
- Be compatible with current and surrounding land use.



Burma Shave building



Bassett's Creek Valley Park
View from the site



Burma Shave building

Site analysis

Site statistics

- Land area: 34,615 square feet (one acre)
- Year structure built: 1940
- Built height: 2 stories
- Number of off-street parking spaces: none; limited on street parking
- Zoning: Light industry (I1)

Current uses

- Office
- Light industrial

Adjacent Land Use

- Public park
- Residential
- Light industrial
- Rail road

Site strengths/opportunities

- Faces the creek with a beautiful view
- Sits at the northern gateway into Bryn Mawr
- Direct access to Minneapolis public parks and trail systems
- Access to minor arterial – Penn Avenue
- Park and creek on the north identified as one of ten Metro Area Open Space Treasures by McKnight Foundation
- Possible historic significance (Old Burma Shave Building)

Site limitations

- The existing structure is built to the street with no setback
- No off-street parking space available
- Has a railroad loading area at the back of the building, facing park vistas



Bassett's Creek
View from the site



Railway track and Bassett's Creek



Figure 5-16. North Gateway site current status.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

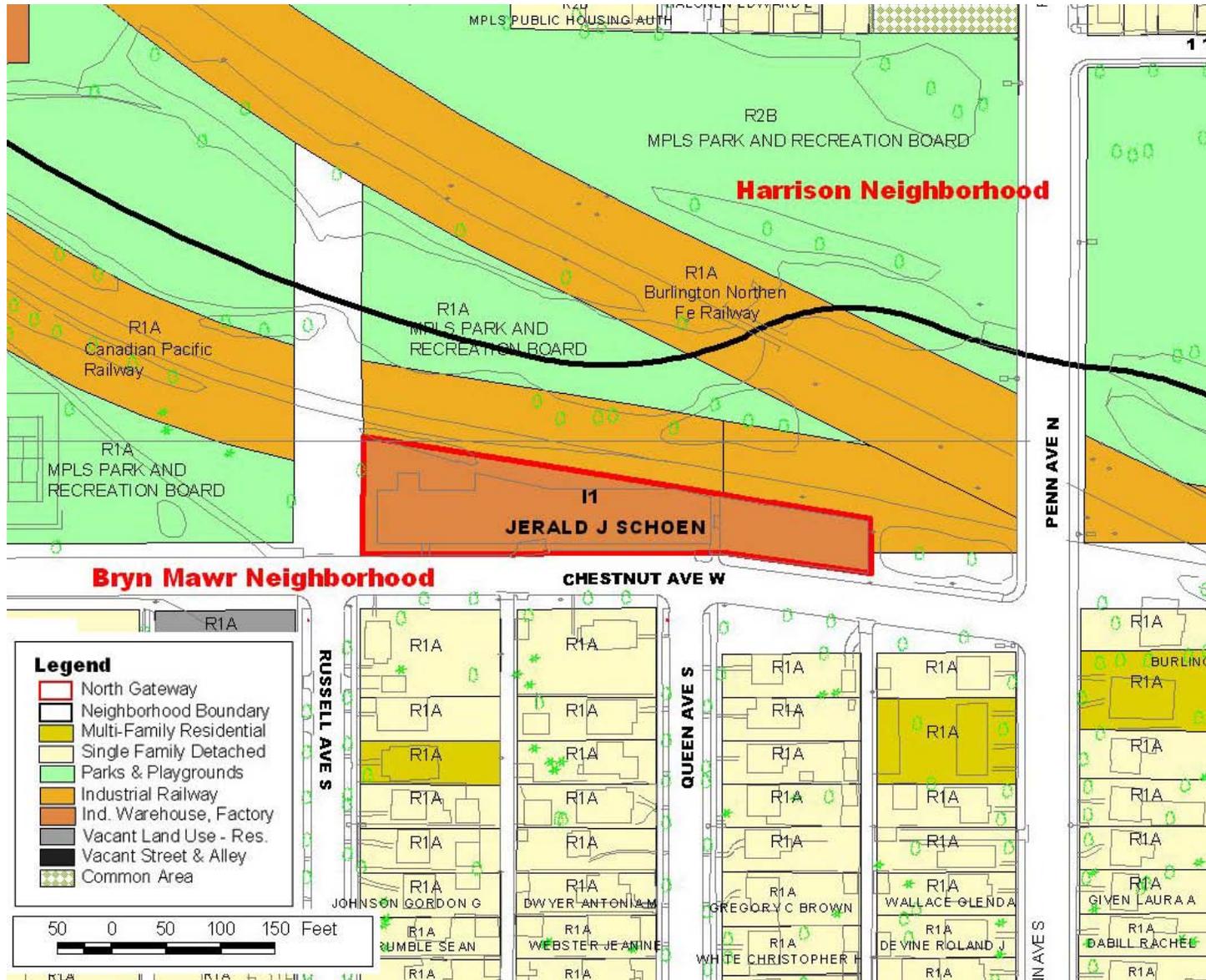


Figure 5-17. North Gateway site current zoning and land use.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

Recommendation

Development Concept

Environmentally, North Gateway is one of the best sites in the neighborhood. The North Gateway site has many amenities, such as Bassett's Creek Park and the Creek. On the other hand, limitations also exist, such as accessibility to Bassett's Creek. Appropriately redeveloped, the site will have the opportunity to enhance existing amenities and remove limitations, thus park and creek can be better enjoyed by neighborhood people.

Use of the site as a community center combined with art/studio space on upper levels emerged as the best use for the site. Discussions in the Land Use Committee and neighborhood public meetings have shown that Bryn Mawr needs an indoor public gathering space – a community center. With the easy access to, and the nice views of Bassett's Creek Park, Bassett's Creek and the Luce Line Trail, the site is an ideal candidate for a community center, a place where residents can meet, entertain, and hold meetings. There is enough space at this location, within and outside the building, to hold neighborhood wide events.

In addition, the current building has historical significance to the neighborhood, as the building housed the Burma Shave Company (of Burma Shave advertising fame). The façade of the building has changed over time; however, the interior of the building remains basically untouched. By converting the building into a community center, the interior can be enjoyed by people from the neighborhood and beyond. If possible, the building should be restored to its historic

origins as part of the conversion to a neighborhood/community center.

A compatible use with a community center would be fine arts studios (art, music and dance), which could draw people from the neighborhood and beyond. Appropriately developed, the site can be a focal point in the neighborhood, and eventually enhance the image of the north gateway.

To create a small parking lot to accommodate the new uses for the building, it is recommended that the eastern section of the building be torn down.

Land use and zoning

- Future land use on the site will be a community center.
- The Light Industrial (I1) zoning for the site should be rezoned to High Density Office Residential District (OR2), so that a community center use may be permitted on the site. Not all residential districts allow the building of a community center, even as small as the one recommended. High Density Office Residential District (OR2) allows for building of a community center. The High Density Office Residential District (OR2) allows the building of “a mixed-use environment of moderate to high density dwellings and large office uses” (Minneapolis Zoning Code, pp. 269). In order to avoid the site being built as a high density residential or office use, once the new zoning has been acquired, restriction on use and height of the building on the site need to be specified.

Target

Location

The site is located on the western edge of the Bryn Mawr neighborhood, directly south of Interstate-394. The site was originally part of the Minneapolis Park System and is still surrounded by park property. Golden Valley lies to the west of the site and directly to its east is Brownie Lake. Burlington Northern Santa Fe Railway Railroad and the Cedar Lake Trail system lie to the south of the site.

Considerations (or goals)

Based on the vision for the area, the Land Use Committee, with input from residents, determined that a plan for the area should:

- Improve the visual image of the site
- Better utilize the environmental assets of the site
- Be compatible with current and surrounding land uses

Site analysis

Site statistics:

- Land area: approximately 1,045,272 square feet (24.0 acres)
- Current structure height – 8 stories
- Current Zoning: OR2

Current uses

- Office

Adjacent land use

- Public park
- Residential
- Railroad



Target office building



View of Downtown Minneapolis from the site

Site strengths/opportunities

- Faces two lakes (Brownie Lake and Cedar Lake) and has beautiful vistas
- Has access to the Minneapolis public park and trail systems
- Currently has a large office building, a parking structure, and a parking lot on the site

Site limitations

- Lights disturb the neighborhood at night
- Current large office and parking structure on the site



Back side of Target office building and parking lot



Target parking lot and surroundings



Target's parking ramp

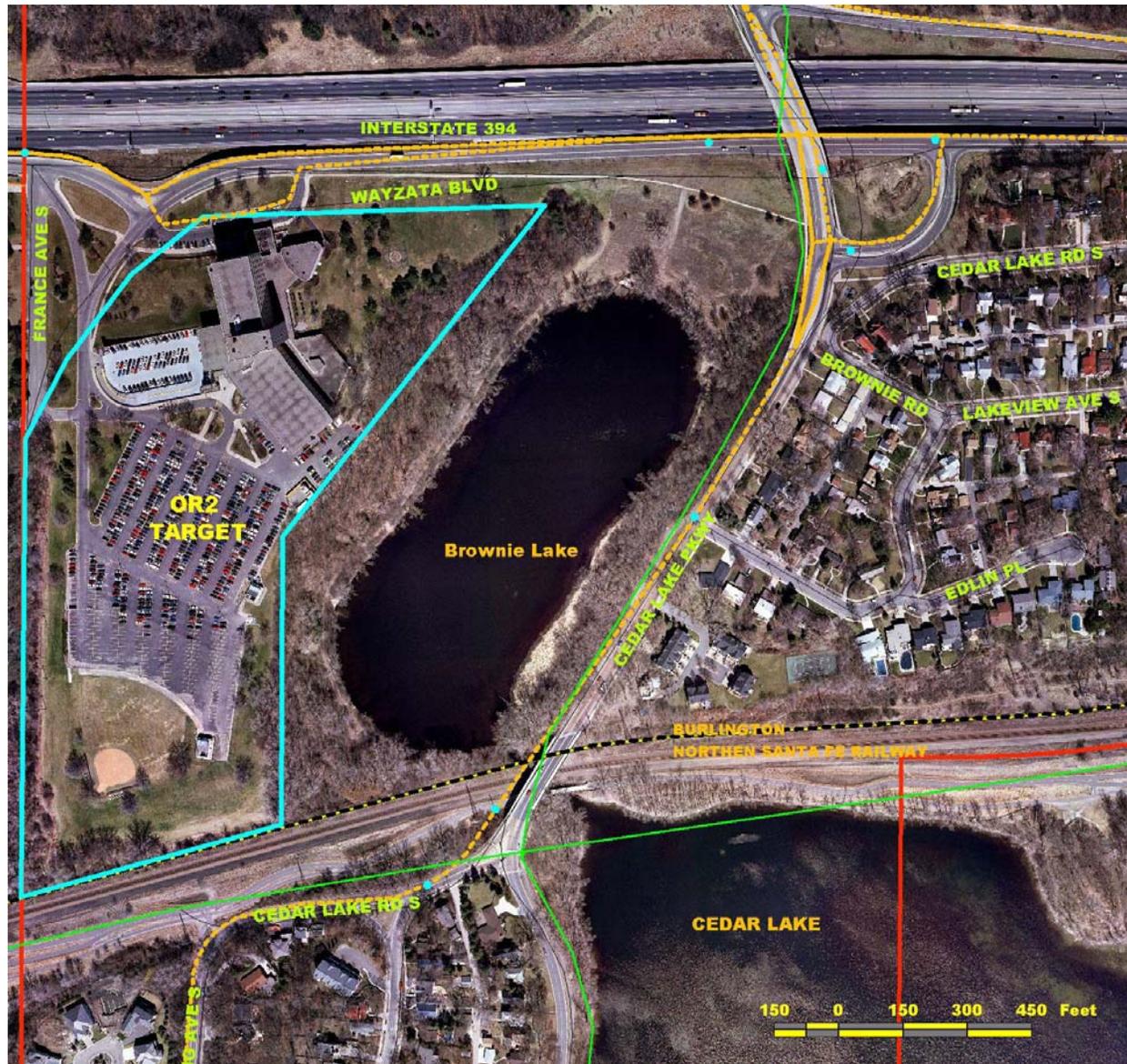


Figure 5-18. Target site current status.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

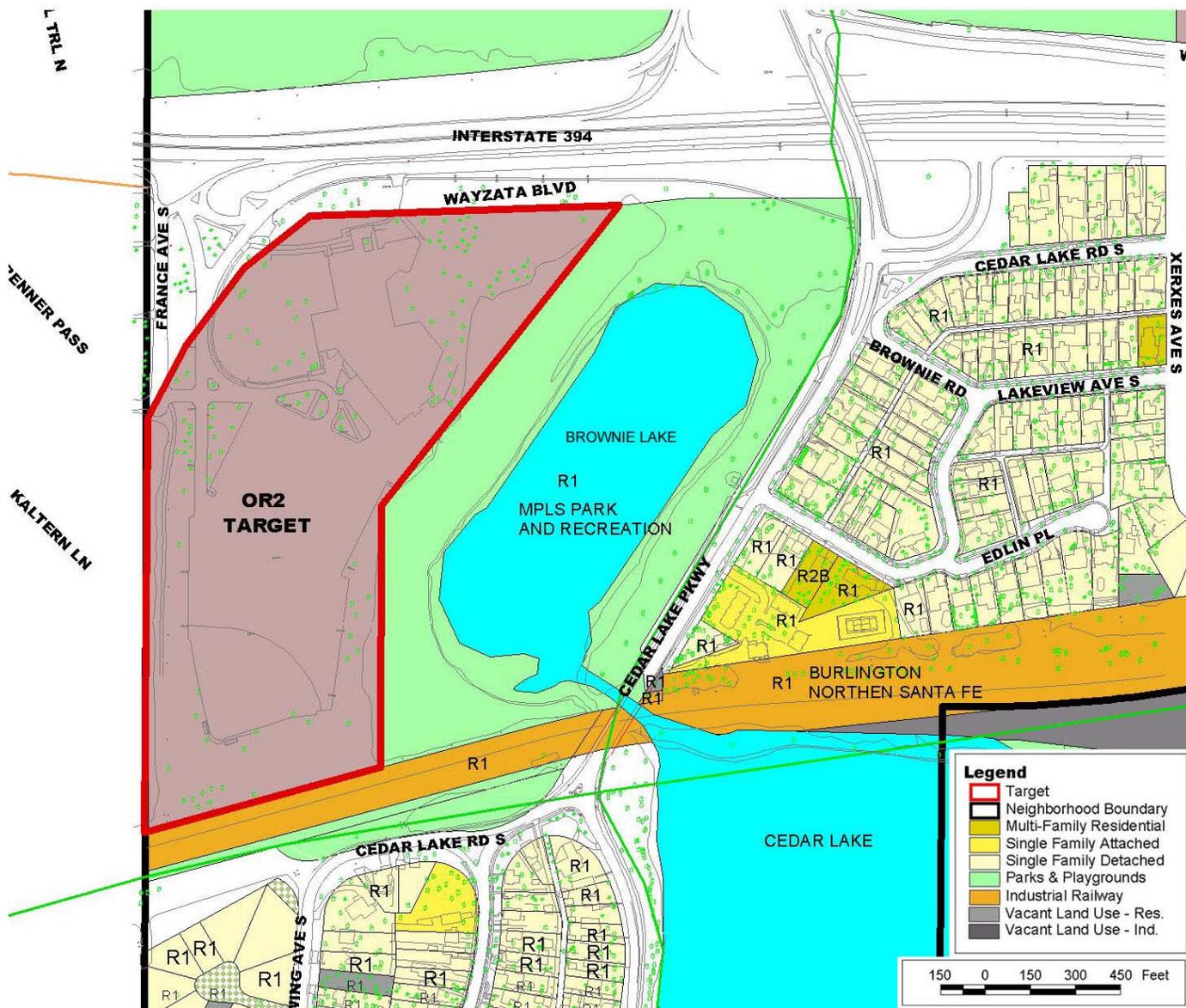


Figure 5-19. Target site current zoning and land use.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

Recommendation

Concept plan

The site does not have direct access to the freeway system, even though the site is right next to I-394. Large commercial and office uses are not prime use for the site, since the commercial and office traffic has to pass through the neighborhood via the frontage road (Wayzata Boulevard). If Target vacates the site and the site is redeveloped, the Land Use Committee believes that a high quality, medium-density residential use could best benefit from the views associated with this site. If appropriate, future development can incorporate light office uses on the lower floors.

The future residential, with office use, will be developed such that it would take best advantage of the views of the lakes (Brownie and Cedar Lakes) and enhance/strengthen the park and Brownie Lake. In addition, such a structure will also protect the neighborhood to the south from freeway noise.

The building should be stepped down, higher on the north side and lower towards Brownie Lake. If possible, future development should

keep the footprint of the current structures, or the current structures on the site should be utilized.

Additionally, Brownie Lake is one of only a very few City of Minneapolis lakes that has not had its banks developed and still possesses a wilderness flavor. The parkland surrounding the lake and the lake should remain undeveloped.

Land use and zoning

- The future land use on the site will be residential with office use
- Current zoning for the site (OR2) is appropriate. It allows for “a mixed-use environment” of medium-density dwellings and large office uses, with additional small scale retail sales and services uses designed to serve the immediate surroundings” (Minneapolis Zoning Code, pp. 269).

“The Banana” - Bassett Creek Valley

Location

Located on the eastern edge of the Bryn Mawr Neighborhood, the site abuts, on the south, Interstate 394. To the north is Bryn Mawr Meadows and the City of Minneapolis Impound Lot. To the east of the site and across Interstate 394 is downtown Minneapolis. Burlington Santa Fe Railroad runs along the north edge of the site. Van White Boulevard, when construction is completed in 2005/2006, will cut the site into two parts. This study focuses on the western segment (west of Van White Boulevard).

Considerations (or goals)

Based on the vision for the area, the Land Use Committee, with input from residents, determined that a plan for the area should:

- Improve the visual image of the site
- Better utilize the views of downtown and park
- Better utilize the services provided in the City’s downtown
- Preserve the parkland
- Create better access to the site
- Create a pedestrian friendly environment from this site to downtown Minneapolis
- Strengthen connections between amenities, built and natural
- Better connects the neighborhood and downtown Minneapolis
- Be compatible with the current and surrounding land uses

Site analysis

Site statistics:

- Land area: 554,881 square feet (12.74 acres)
- Lot dimension: (approximately 2,180 feet by 290 feet)
- Current Zoning: Medium Industrial District (I2).

Current uses

- City crushing facility



“The Banana” site



View of downtown from the Meadows



Trail system to directly south of the site

Adjacent land uses

- Park and sports facilities
- Industrial
- Impound lot
- Linden Yards (Public Works storage yards)
- Commercial
- Schools
- Farmers' Market
- Cathedral
- Railroad
- Interstate freeway

Site strengths/opportunities

- Van White Boulevard is being built
- Next to parks and sports facilities
- Next to regional trail system
- Proximity to and view of downtown Minneapolis
- Within walking distance to services provided by downtown Minneapolis, including Parade Stadium, Walker Art Center, Sculpture Garden, Loring Park, Guthrie, Dunwoody, and several large churches, etc.
- Proximity and easy access to Cedar Lake via trails.

Site limitations

- No easy street access (current)
- Segregated from other land uses by a rail track and a ramp to the freeway, i.e. not a friendly pedestrian environment



View from the trail



Pedestrian bridge across railway track on the east side of the site



Figure 5-20. Banana site current status.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

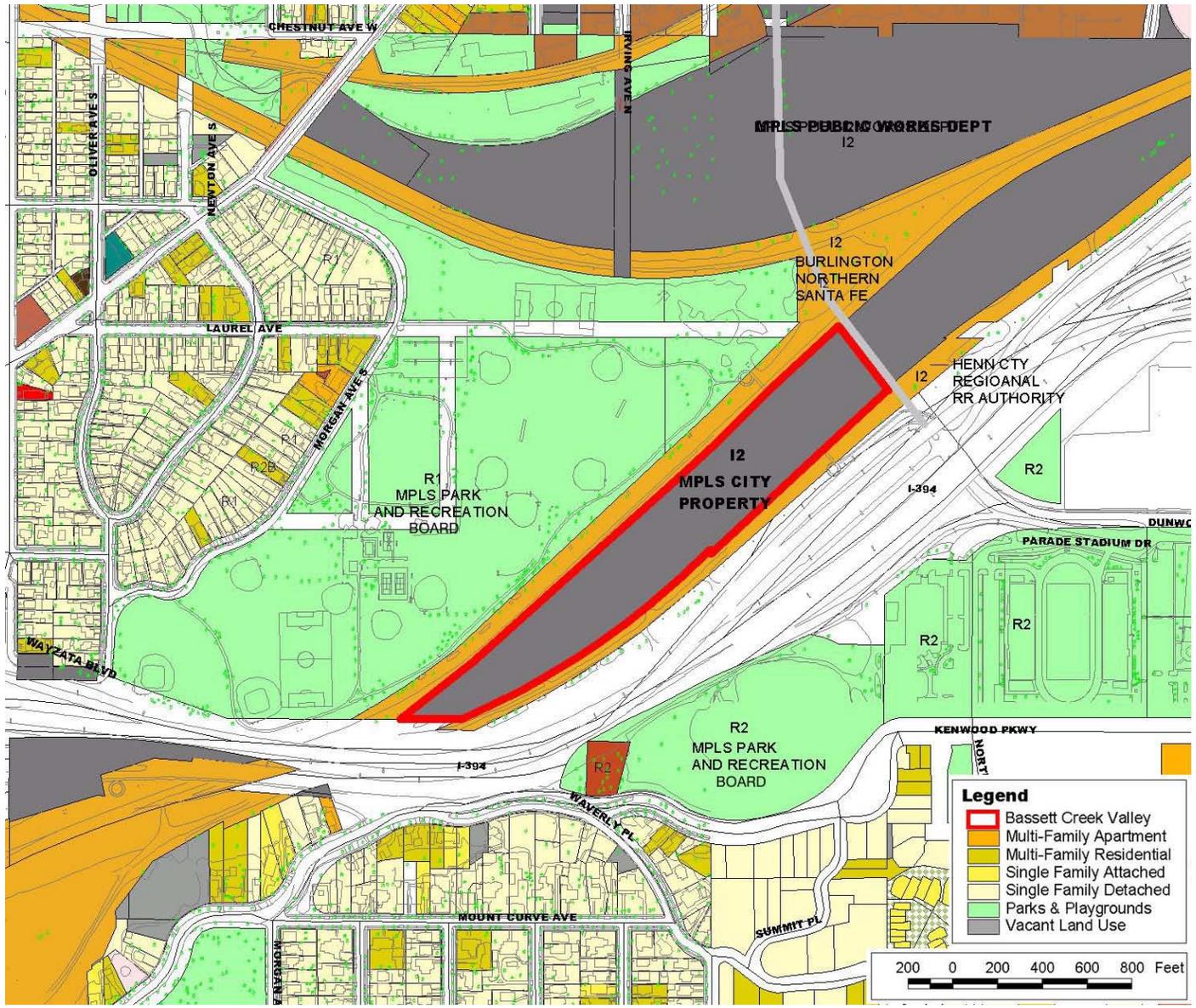


Figure 5-21. Banana site current zoning and land use.

Source: MNIS GIS data, University of Minnesota; Department of Public Work, City of Minneapolis; Metropolitan Council.

Recommendation

Concept plan

The site has access to numerous amenities, including parks, lakes, regional trails, and, more importantly, the services and recreational opportunities offered by downtown Minneapolis. Preferred use on the site should best utilize these amenities. Residential and/or institutional uses are the most compatible uses for this location and can best extract value from neighboring parks and trails. An institutional use (more specifically, a school) could supplement the commercial/residential uses at this site. Figure 5-22 to Figure 5-24 illustrate one vision of how this site could be used or might look. Recommended future uses for the site include residential, school, studios, markets and a hotel.

The residential uses for the site include high quality condos on the upper levels, senior housing on the middle levels and a market on the ground level. The condos on the upper floors would have incredible views of downtown Minneapolis and very easy access to and views of the parks and trails. The views of the City and access to recreational and sports facilities are far superior at this site to any other site in the City. Senior housing offers older neighborhood residents life-cycle housing in Bryn Mawr.

Currently, almost all the facilities a school requires exist within a short distance from this site - the park provides athletic amenities, Walker Art Center and the Guthrie offer fine and performing arts learning opportunities.

Another suitable use on the site would be a market on the lower levels, including commercial uses (indoor farmers' market) and art studios/spaces. Bryn Mawr residents have expressed their desire for an indoor year-round farmers' market, and this site is considered as one of the most appropriate places for an indoor farmers' market.

Because of the site's close proximity to the art institutes, art studios should be included in any new development on this site.

Finally, development at this site should include a hotel. It would draw clients who are interested in enjoying the amenities offered by downtown Minneapolis – sports, arts, theatre and natural amenities. The hotel can be on the upper levels of the development, or it could be located in a separate building on the “Banana”.

Land use and zoning

- Future land use on this site would be a mix of residential, commercial and institutional use.
- Current zoning for the site is Medium Industrial District (I2). The zoning for the site should be changed. However, the proposed land uses do not easily fit into a single zoning category. A planned unit development will be the best option for the site.

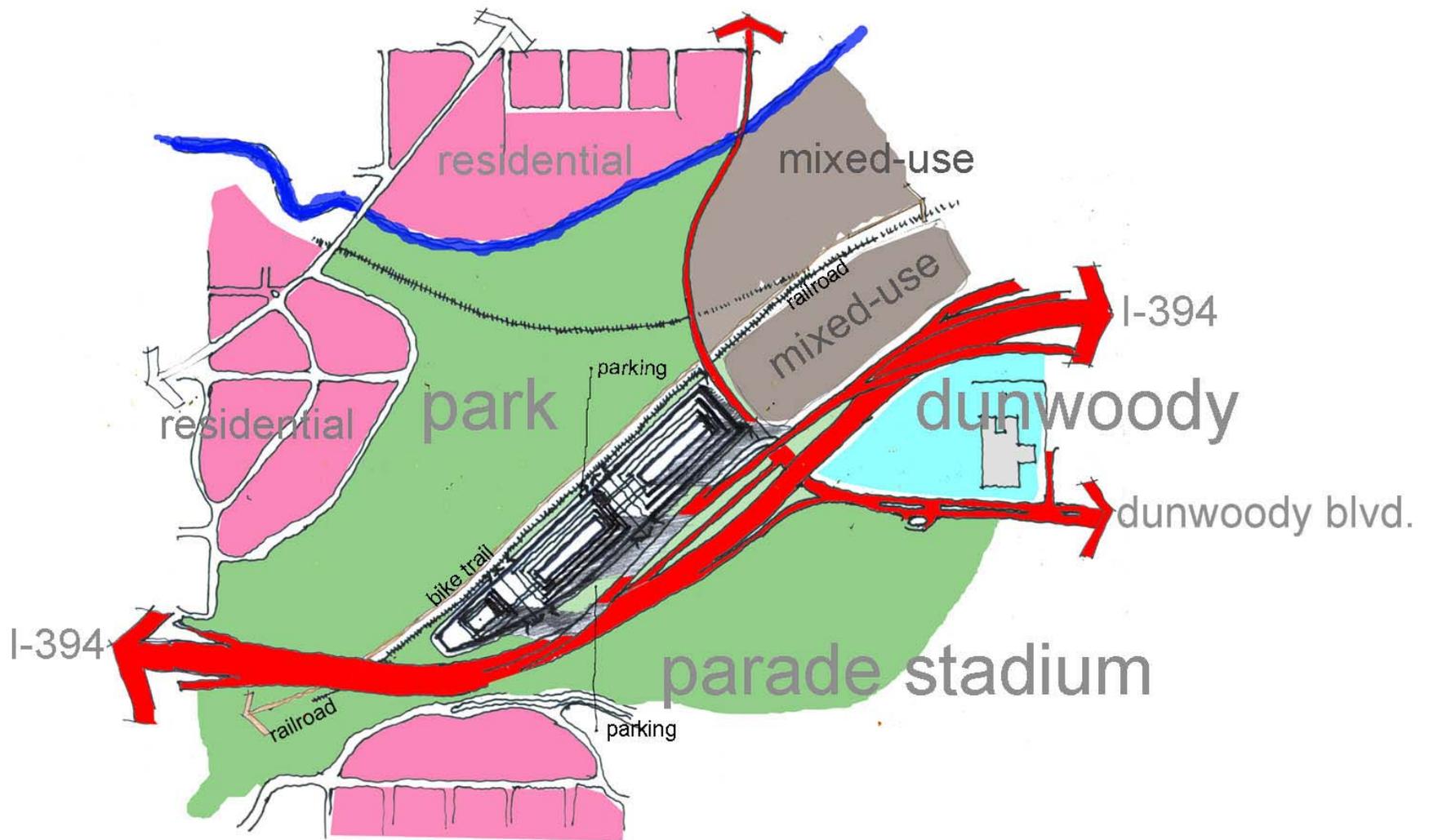
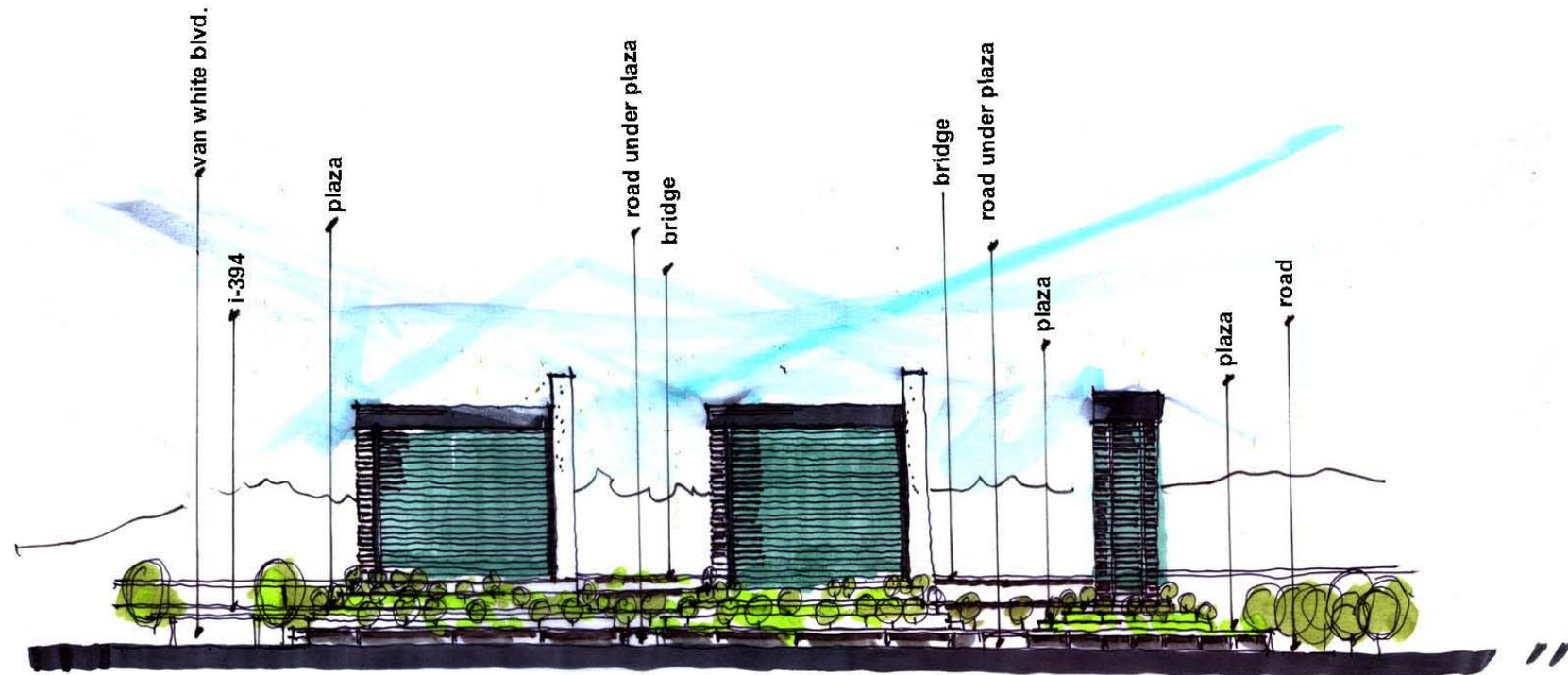


Figure 5-22. Banana site design concept – 1.

By Pat Waddick



south elevation

Figure 5-23. The banana site design concept – 2.

By Pat Waddick



Figure 5-24. The banana site design concept – 3.

By Pat Waddick

Part VI. Implementation Strategies

A plan represents the visions of residents for the future of the neighborhood. The visions embodied in this plan must be implemented through a variety of strategies for it to succeed. Bryn Mawr will have primary responsibility for implementation through direct leadership, monitoring, initiating, facilitating, empowering and further planning. Since it is impossible for Bryn Mawr to implement the vision by itself, it must work closely with other public and private partners to make it a reality. The implementation strategies include:

- Planning
- Zoning
- Development Review
- Incentives
- Public-Private Initiatives

Planning

The City of Minneapolis can adopt this plan as a supplement to the City's Comprehensive Plan, as a Small Area Plan. The design framework and the site-specific recommendations can then be used by the Zoning and Planning Commission to guide its reviews of specific development proposals. It could also be used by other City Departments, such as Public Works, in determining how future resources should be allocated to the neighborhood.

Bryn Mawr can also adopt the design framework and site recommendations as a supplement to its NRP Comprehensive Plan.

Review of zoning code

Some of the land uses recommended in the plan are not permitted by current Zoning Codes. With the adoption of the plan as a supplement to the City's Comprehensive Plan, zoning for Bryn Mawr sites will be revised appropriately, so that proposed new uses will be allowed

At Fruen Mill, zoning may need to be changed from Light Industry District (I1) to Residence District (OR2) or I1 with residential overlay. In a Light Industry District, residential use is not allowed, except for a community correctional facility serving up to thirty-two (32) persons. The Residence District (OR2) allows higher density residential use.

The I1 zoning at North Gateway needs to be changed to Office Residence District (OR1).

Development Review

The policies and guidelines in the design framework are intended for use in the review of development proposals. The development proposals could be reviewed by both the City, (if the plan is adopted by the City), and the neighborhood.

Under the zoning code, site plan reviews are required for several types of land use, such as automobile services, food and beverage sales, and grocery stores. Additions, expansions or new constructions with a gross floor area larger than 20,000 square feet, or five or more dwelling units, or parking area expansions of more than 10 spaces require site plan review. In the site plan review process, the City of Minneapolis Zoning and Planning Commission can apply the policies and development guidelines identified in the report.

Besides the City of Minneapolis' Zoning and Planning Commission, this report is offered to future developers in an effort to guide their investment decisions in the neighborhood. Development proposals are customarily presented to the Bryn Mawr Neighborhood Association before being submitted to the City Zoning and Planning Department. It is possible that other considerations may cause future developers to propose different plans from those recommended in this Land Use Plan.

It is strongly recommended that Bryn Mawr needs to form a permanent Land Use Oversight committee to review development plans and variances. The committee would work closely with developers and homeowners to achieve the visions identified in the report.

As nothing is static, the neighborhood vision may change with time. What is best today may not be appropriate in the future or in specific conditions. The Bryn Mawr Land Use Oversight Committee would allow an ongoing review of the plan, and recommend deviations from it. The Land Use Oversight Committee would be responsible for periodic review of the plan and recommend changes as appropriate. The process should include public hearings as part of the review. Before changes in the Land Use Plan are formalized, they must be approved by the Bryn Mawr Neighborhood Association. The periodic review process will prevent the Master Plan from becoming obsolete, and give residents opportunities to participate in the continuing planning effort.

Incentives

To achieve the vision proposed in the report, Bryn Mawr needs to create various incentive programs to encourage implementation of the recommendations. The funds for incentives may come from the Neighborhood Revitalization Program, or from other City or private programs.

Create and maintain partnership

Bryn Mawr must identify and prioritize projects, and then seek out partners who will assist with funding, expertise, or materials. Examples of actions the partnerships can take include:

- Implementing proposed streetscape designs, including narrowing intersections and adding crosswalk
- Installing decorative pedestrian-scale street lighting
- Maintaining park and open spaces

Bryn Mawr is fortunate in having large groups of committed volunteers who are engaged in a variety of neighborhood improvement projects. For example, the transportation committee has worked to mitigate speed on Penn Avenue. Volunteers can also work on:

- Designing and installing streetscape improvements
- Designing and development of public amenities

Reference:

1. City of Minneapolis. 1999. *Minneapolis Code of Ordinance. Title 20: Zoning Code.*
2. City of Minneapolis. 2003. *The Minneapolis Plan.* Minneapolis Planning Department.
4. _____. 1976. *Bryn Mawr Area Development Policies.*
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7. *Creek Valley Master Plan.* (Final draft for city council approval).
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9. HAY.DOBBS P.A.. 1999. *Riverview Commercial Corridor Revitalization Program.*
10. Linden Hills NRP. 1997. *Linden Hills Neighborhood Design Framework: A Plan for the Commercial Districts.*
11. Hoisington Koegler Group Inc. 2002. *Corcoran Midtown Revival.*

Appendix I: Demographic Profile:

Population age characteristics

Bryn Mawr's population has been decreasing over the past ten years. The total population of Bryn Mawr decreased from 2845 in 1990 to 2663 in 2000, a decrease of 6.4 percent, while the population of the City of Minneapolis increased from 368,383 in 1990 to 382,618 in 2000, an increase of 3.9%.

Bryn Mawr's population is aging. The median age of people living in Bryn Mawr increase in the past ten years from 39.7 to 40.4. Now, the majority of residents living in Bryn Mawr are between ages 25 and 54 (60%). The age distribution has characteristics of a strong working-age component.

The most substantial population growth in Bryn Mawr has been among people approaching retirement age. The number of residents between ages 45 and 59 increased 72.4% from 1990 to 2000, while the 15 to 19 year-old age group increased by only 19.0%. In all the other age groups, the number of residents decreased, most significantly with people age 65 and older.

Bryn Mawr's age distribution indicates several phenomena. First, Bryn Mawr attracts a large number of working age people, partly because of its proximity to downtown Minneapolis where there are many employment opportunities. Second, baby boomers are getting

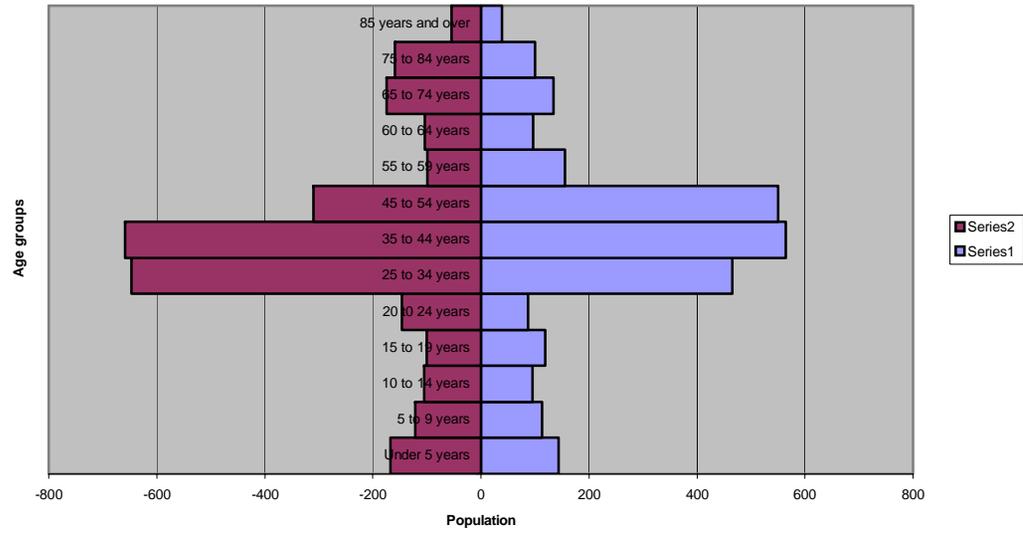
older, leading to an increase in the average age of people living in Bryn Mawr. Third, more baby boomers are retiring outside of Bryn Mawr as shown by the significant decrease in the number of seniors.

Table 1. Age distribution of population in Bryn Mawr.

Age Groups	1990 Population	2000 Population	Percent Change
Under 5 years	167	144	-13.8%
5 to 9 years	121	113	-6.6%
10 to 14 years	105	96	-8.6%
15 to 19 years	100	119	19.0%
20 to 24 years	146	87	-40.4%
25 to 34 years	647	465	-28.1%
35 to 44 years	659	564	-14.4%
45 to 54 years	310	550	77.4%
55 to 59 years	99	155	56.6%
60 to 64 years	104	97	-6.7%
65 to 74 years	174	134	-23.0%
75 to 84 years	159	100	-37.1%
85 years and over	54	39	-27.8%
Total	2845	2663	-6.4%

Source: U.S. Census Bureau, Census 2000 and Census 1990.

Population in Bryn Mawr Neighborhood in 1990 and 2000



Graph 1. Population pyramid for Bryn Mawr Neighborhood.

Source: U.S. Census Bureau, Census 2000.

Households:

The number of households in Bryn Mawr decreased from 1309 in 1990 to 1253 in 2000, a decrease of 4.3% during this period. The number of people per household decreased from 2.14 in 1990 to 2.08 in 2000, a decrease of 2.8%. In 2000, 645, or 51.5%, of Bryn Mawr households were families, a decrease of 103, or 5.7% from 1990. By far, the majority of family households, 525 or 81.4%, were married-couple families. The proportion of non-family households in Bryn

Mawr represents 48.5% of the total households. The majority of these households (443) consisted of singles living alone, and of these, 107 households (or 17.6%) consisted of single householders, age 65 and over, living alone.

Of additional note is that the households with individuals age 65 and older decreased sharply from 283 in 1990 to 216 in 2000 (or 23.7%).

Table 2. Type of Households in Bryn Mawr.

Households by Type	1990		2000		Percent change
	# of HH	% of total HH	# of HH	% of total HH	
Family households (families)	748	57.1%	645	51.5%	-13.8%
With own children under 18 years	256	19.6%	262	20.9%	2.3%
Married-couple family	615	47.0%	525	41.9%	-14.6%
With own children under 18 years	211	16.1%	213	17.0%	0.9%
Female householder, no husband present	102	7.8%	84	6.7%	-17.6%
With own children under 18 years	33	2.5%	34	2.7%	3.0%
Male householder, no wife present	31	2.4%	36	2.9%	16.1%
With own children under 18 years	12	0.9%	15	1.2%	25.0%
Non-family households	561	42.9%	608	48.5%	8.4%
Householder living alone	412	31.5%	443	35.4%	7.5%
Householder age 65 years and older	123	9.4%	107	8.5%	-13.0%
Total # of households	1309	100.0%	1253	100.0%	-4.3%

Source: U.S. Census Bureau, Census 2000.

Income distribution:

The median household income in Bryn Mawr in 1999 was \$70,405 and the average per capita income was \$39,351. This figure is 42.3% higher than the 1990 median household income (\$49,490). The median household income for Bryn Mawr in 2000 was substantially higher than that for the City of Minneapolis (\$37,974) and that of the Twin Cities Metro Area (\$54,263).

Figure 2 shows the largest cluster of households in the neighborhood concentrated in the income range of \$50,000 to \$99,999.

In Bryn Mawr, 16 (or 0.6%) people are under the poverty line. It is substantially lower than the figure for the City of Minneapolis (62,092 or 16.9%) and for the Twin Cities Metro Area (179,316 or 6.9%).

Table 3. Household Income Distribution – 1999 in Bryn Mawr.

Income Level	Number of Household	Percent
Less than \$10,000	29	2.3%
\$10,000 to \$14,999	21	1.7%
\$15,000 to \$19,999	34	2.7%
\$20,000 to \$24,999	32	2.5%
\$25,000 to \$29,999	4	0.3%
\$30,000 to \$34,999	64	5.1%
\$35,000 to \$39,999	52	4.1%
\$40,000 to \$44,999	86	6.8%
\$45,000 to \$49,999	52	4.1%
\$50,000 to \$59,999	162	12.9%
\$60,000 to \$74,999	174	13.8%
\$75,000 to \$99,999	264	21.0%
\$100,000 to \$124,999	109	8.7%
\$125,000 to \$149,999	54	4.3%
\$150,000 to \$199,999	67	5.3%
\$200,000 or more	56	4.4%
Total	1260	100%

Source: U.S. Census Bureau, Census 2000.

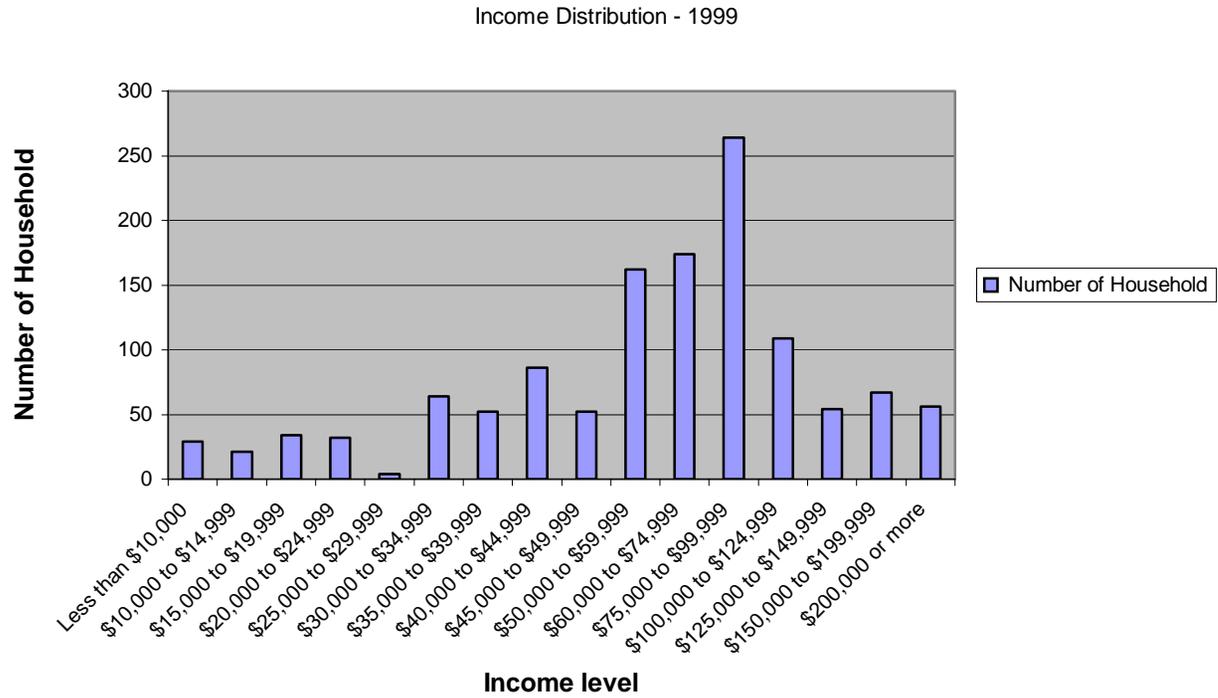


Figure 2. Household Income Distribution in Bryn Mawr.
 Source: U.S. Census Bureau, Census 2000.

Housing occupancy:

By 1999, there were 1,282 housing units in Bryn Mawr. As shown in table 4-1, in Bryn Mawr, the majority (97.7%) of the housing was occupied in 1999. Table 8 shows that Bryn Mawr is predominantly an owner-occupied neighborhood; 85.4% of housing units are occupied by homeowners while only 12.3% of housings are occupied by renters. From 1990 to 2000, the rate of homeowner occupied housing units increased from 85.2% to 87.4% and the rate of renter-occupied housing units dropped from 14.8% to 12.6%.

The rate of occupancy is comparable to that of the City of Minneapolis and that of the whole Twin Cities Metro Area (Table 4-2). Bryn Mawr has a significantly higher owner occupancy rate (85.4%) than that of City of Minneapolis the Twin Cities Metro Area.

Table 4-1. Housing occupancy in Bryn Mawr between 1990 and 2000.

Housing Occupancy	1990	Percent	2000	Percent
Owner-occupied housing units	1115	85.2%	1095	87.4%
Renter-occupied housing units	194	14.8%	158	12.6%
Total occupied housing units	1309	100.0%	1253	100.0%

Source: U.S. Census Bureau, Census 2000.

Table 4-2. Housing Occupancy in Bryn Mawr.

Housing Occupation	Bryn Mawr		City of Minneapolis		Twin Cities Metro Area	
	Housing units	Percent	Housing units	Percent	Housing units	Percent
Occupied	1253	97.7%	162352	96.3%	1021454	97.5%
Owner-occupied	1095	85.4%	83408	49.5%	728966	69.6%
Renter-occupied	158	12.3%	78944	46.8%	292488	27.9%
Vacant	29	2.3%	6254	3.7%	25786	2.5%
Total	1282	100.0%	168606	100.0%	1047240	100.0%

Source: U.S. Census Bureau, Census 2000.

The Percentage of Owner Occupied Housing vs Renter Occupied Housing



Figure 3. The Percentage of Owner Occupied-Housing vs. Renter-Occupied Housing in Bryn Mawr.

Source: U.S. Census Bureau, Census 2000.

Educational attainment.

Bryn Mawr residents have a much higher educational level than the City of Minneapolis and the Twin Cities Metro Area. In Bryn Mawr, almost all people age 25 and older (99.0%) have a high school of higher degree and 61.3% of people age 25 years and older completed

at least a bachelor’s degree. The percent of people age 25 and older, who have finished their bachelor’s degree in the City of Minneapolis and the Twin Cities metro area are, respectively, 37.4% and 34.8%.

Table 5. Educational Attainments (age 25 and older) in Bryn Mawr.

Education Attainment	Population	Percent of Total
No schooling completed	5	0.2%
Less 12 th grade, no diploma	18	0.8%
High school graduate (includes equivalency)	248	11.7%
Some college (no degree)	399	18.8%
Associate degree	150	7.1%
Bachelor’s degree	896	42.3%
Master’s degree	275	13.0%
Professional school degree	74	3.5%
Doctorate degree	53	2.5%
Total	2118	100.0%

Source: U.S. Census Bureau, Census 2000.

Educational Attainment -1999

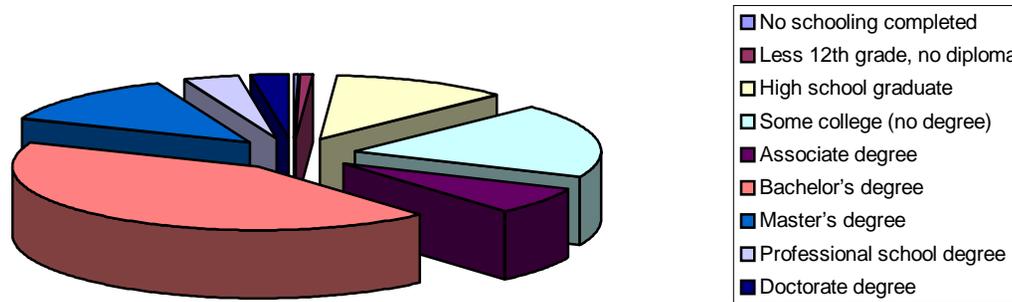


Figure 3. Educational Attainment - 1999

Source: U.S. Census Bureau, Census 2000.

Table 6. Cross tab of Resident's Education Attainment in Bryn Mawr, Compared to City of Minneapolis and Twin Cities Metro Area.

Educational Attainment	Bryn Mawr	City of Minneapolis	Twin Cities Metro Area
High school graduate and higher	99.0%	85.0%	90.7%
Bachelor's degree or higher	87.2%	37.4%	34.8%

Source: U.S. Census Bureau, Census 2000.

Education Attainment for People age 25 and older

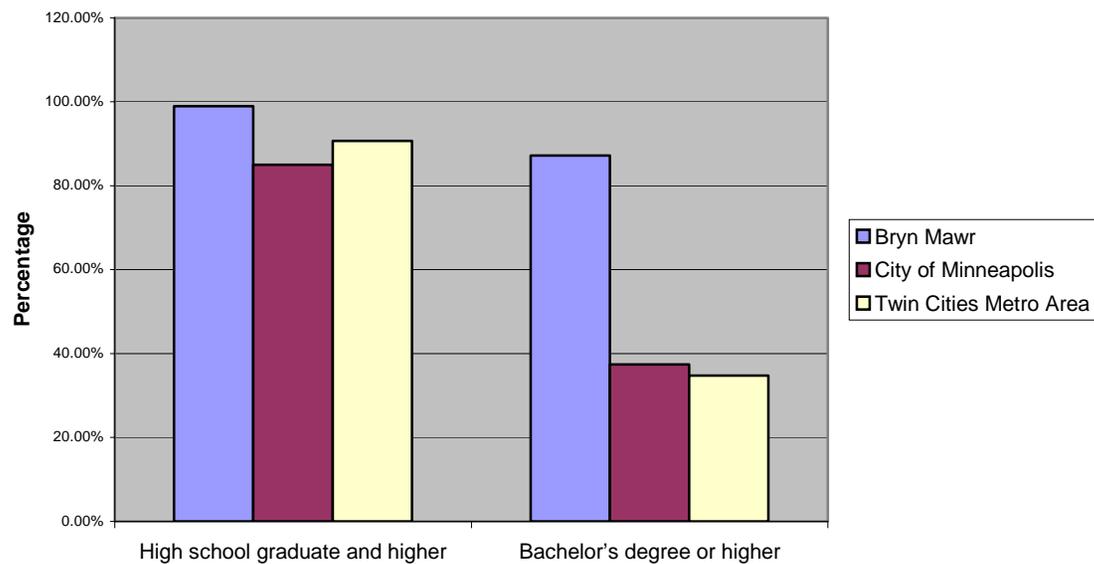


Figure 5. Education Attainment for people of age 25 and older.
Source: U.S. Census Bureau, Census 2000.

Labor force and unemployment

In 1999, there were 1,877 people Bryn Mawr in the labor force (998 male and 884 female). The unemployment rate for residents of Bryn Mawr was lower than for the City of

Minneapolis; the unemployment rate for Bryn Mawr residents in 1999 was 2.24% (42 unemployed divided by 1877 in labor force).

Table 7. Bryn Mawr residents' Employment status.

Employment Status	Male	Female	Total	
			Male and Female	Percent of Total
In Labor Force	993	884	1877	81.5%
Employed	979	856	1835	79.7%
Unemployed	14	28	42	1.8%
Not in labor force	175	250	425	18.5%
Total	1168	1134	2302	100.0%

Source: U.S. Census Bureau, Census 2000.

Occupation of Bryn Mawr Residents

Bryn Mawr residents have predominantly “white collar” occupations. In 1999, about 60% of Bryn Mawr’s labor force was employed in managerial, professional or technical occupations. These occupation types are often among the better paying positions. See table 8 for additional details regarding occupation distribution of Bryn Mawr residents.

The median household income in Bryn Mawr in 1999 was \$70,405 and average per capita income was \$39,351. This figure is 42.3% higher than the 1990 median household income (\$49,490). The median household income for Bryn Mawr in 2000 was substantially higher than that of the City of Minneapolis (\$37,974) and that of the Twin Cities Metropolitan Areas (\$54,263).

Table 8. Occupation of Employed Civilian Population (age 16 and older).

Occupation	Population	Percentage
Management, business, and financial operations	421	22.9%
Professional, technical, and related fields	705	38.4%
Healthcare support	4	0.2%
Protective services	28	1.5%
Food preparation and delivery	45	2.5%
Building and grounds cleaning and maintenance	17	0.9%
Personal care and service	34	1.9%
Sales and related occupations	213	11.6%
Office and administrative support	201	11.0%
Farming, fishing, and forestry	6	0.3%
Construction and extraction	33	1.8%
Installation, maintenance, and repair	5	0.3%
Production	72	3.9%
Transportation and materials moving	51	2.8%
Total	1835	100.0%

Source: U.S. Census Bureau, Census 2000.

Industries in Bryn Mawr Employees

The largest industries in Bryn Mawr are education, health and social services, and professional (22.9%), scientific, management and administration (16.3%).

Table 9. Industry for Employed Civilian Population (16 Years and Over).

Industry	Population	Percent
Construction	29	1.6%
Manufacturing	163	8.9%
Wholesale trade	71	3.9%
Retail trade	152	8.3%
Transportation and warehousing, and utilities:	80	4.4%
Information	102	5.6%
Finance, insurance, real estate and rental and leasing	182	9.9%
Professional, scientific, management, administrative	299	16.3%
Educational, health and social services:	421	22.9%
Arts, entertainment, recreation and food services:	134	7.3%
Other services (except public administration)	115	6.3%
Public administration	87	4.7%
Total	1,835	100.0%

Source: U.S. Census Bureau, Census 2000.

Means of transportation to work

In Bryn Mawr, driving alone was the predominantly first choice for the majority of people. More than half of the people age 16 and older (65.3%) drove alone to work. Approximately 8.9% took public transportation. The percentage of people taking public transportation in Bryn Mawr is much lower than that for the City of Minneapolis (14.6%).

Although Bryn Mawr has several nice bicycle trails which connect Bryn Mawr to the City of Minneapolis and other neighborhoods, only 13 (or 0.7%) used bicycles as a means of transportation to work. What is worth noting, however, is that there were a large number of people (10.8%) who walked to work.

Table 10. Table Means of Transportation to Work for Workers age 16 and older in Bryn Mawr.

Means of Transportation	Population	Percentage
Car, truck, or Van	1469	74.1%
Drove alone	1295	65.3%
Carpooled	174	8.8%
Public Transportation	177	8.9%
Motorcycle	0	0.0%
Bicycle	13	0.7%
Walked	215	10.8%
Other means	11	0.6%
Worked at home	98	4.9%
Total	1822	100%

Source: U.S. Census Bureau, Census 2000.

Appendix II: Future Land Use Plan