

4. Site Conditions

Property Characteristics

Due to its history, geography, and pattern of development, the Cedar Riverside neighborhood has a unique configuration of land uses. This section will describe various aspects of the property within the neighborhood, including zoning, land use, ownership, property value, building condition, and homestead status.

Zoning and Land Use

Map 4.1 and Map 4.2 show the existing zoning and land use in Cedar Riverside, respectively. The main categories of land use and their corresponding zoning districts are described below.

Cedar Riverside Existing Land Use		
Land Use	Area (sq ft)	Percent
Low Density Residential	259,878	2.1%
Medium Density Residential	690,614	5.7%
High Density Residential	959,377	7.9%
Mixed Use	234,735	1.9%
Commercial	900,395	7.4%
Cultural and Entertainment	46,400	0.4%
Public and Institutional	4,460,978	36.9%
Parks and Open Space	3,380,197	27.9%
Transportation/Communication/Utilities	855,216	7.1%
Vacant	306,258	2.5%
Total	12,094,047	100.0%

Institutional – Over a third of the land area in the Cedar Riverside neighborhood is currently classified as public/institutional. This is due to the presence of the University of Minnesota, Augsburg College, and Fairview Hospital campuses. The majority of the three campuses is zoned OR3, which is appropriate for the uses here. Most of the land is built out with significant density, including office, classroom, and parking uses. Some parcels, including surface parking, may be slated for redevelopment as part of the institutional campuses.

Parks and Open Space – Over a quarter of the land area within Cedar Riverside is classified as park and open space, with almost all owned and maintained by the Minneapolis Park and Recreation Board. However, this percentage is somewhat misleading, since a substantial portion of this is below the bluff line along the river, physically separated from the rest of the neighborhood and accessible only at very limited points. There are three parks more directly integrated into the neighborhood: Riverside Park, within the residential area at the southern end; Murphy Park which is surrounded on three sides by the Augsburg College campus; and Currie Park, located between the LRT line and Riverside Plaza. While these sites were once in the midst of neighborhood settings, the geographic boundaries created by

surrounding freeways have left them along the edges of the neighborhood. The City has no specific zoning for parks and open space, so the majority of this land is zoned residential with some zoned OR2.

Commercial – The main commercial district in the neighborhood is along Washington Ave and Cedar Ave, extending eastwards along Riverside Ave intermittently. Nearly 10% of the land in the neighborhood is either commercial or mixed uses including commercial. The development pattern is traditional commercial storefronts of moderate density. The zoning for commercial areas along Cedar and Washington is primarily C3A, consistent with the Activity Center designation around this area. This is consistent with the existing land uses, which include a mix of retail, service, entertainment, and cultural uses with activity throughout the day and into the evening. This has traditionally been the character of this commercial district since the early years of the City. Outside of the Activity Center district, there is some C1 and C2 zoning, mainly on Riverside Ave.

Residential – Residential land uses within Cedar Riverside are divided into two main categories, each taking up roughly half the residential land. The older style of development, dating back to the early 1900's, is located in the middle and eastern end of the neighborhood. This is characterized by a mix of moderate density single and small-scale multi-family buildings such as triplexes. Zoning for these areas is mainly R4, which actually allows for higher density residential than many of the existing uses. Newer development, representing the urban renewal efforts of the 1960's and 1970's, is located on the western and northern ends of the neighborhood. This is characterized primarily by several high rise multi-family developments. Zoning for these areas is mainly R6, which is consistent with existing development. The history of the area tells that the extension of high rise development to the rest of the neighborhood was originally envisioned as a modern makeover of what had become a dilapidated area. Neighborhood protest and investment in the remaining smaller scale housing stopped this plan. The high rises remain, and provide an important source of affordable housing for the City as well as the neighborhood – allowing a continuation of Cedar Riverside's historic role as a transitional immigrant community.

Industrial – There is minimal land of industrial character, aside from some residual parcels at the northern and western edges of the neighborhood. The area around the Hiawatha LRT station is zoned industrial, though there is little opportunity for industrial development due to the presence of rail and interstate right-of-way. This situation is unlikely to change.

Transportation, Communication, Utilities – The Hiawatha LRT line and some adjoining facilities, including the Cedar Riverside station, run along the western edge of the neighborhood. There is some additional right-of-way that has been divided into parcels in other parts of the neighborhood, though most of this is used as roads.

Property Ownership and Value

Property ownership in Cedar Riverside is more complicated than in many neighborhoods. Due to its history of residential co-ops, major redevelopment projects, and extensive public sector involvement, many properties have a multi-layered ownership structure – with buildings and land often having separate owners. Partly as a result of this, the ownership of land in Cedar Riverside is concentrated in the hands of relatively few. The top ten largest property owners control 88% of the neighborhood’s land. This is due in part to several main factors:

- The three large institutions, who by themselves control over a third of the land within the neighborhood.
- A significant amount of publicly owned land, including lands owned by the Minneapolis Park and Recreation Board, City of Minneapolis, Minneapolis Public Housing Authority, Metropolitan Council, and others.
- The co-op structure of many of the homes in the neighborhood, which means that property ownership is held by co-op associations rather than individuals. Additionally, many of the lots under co-op housing are owned by the City.
- Significant portions of commercial buildings which are held by a few landlords, rather than the building’s tenants.

See Map 4.3 for the holdings of major property owners in the neighborhood. This configuration presents distinct opportunities and challenges. On one hand, it means a partnership of a relatively small number of key landlords can have a significant impact on the neighborhood. On the other hand, it means that there maybe less market influence in land transactions, so change is likely to happen slowly.

Property Owners with Largest Land Ownership in Cedar Riverside	
<i>Rank</i>	<i>Name</i>
1	Minneapolis Park Board
2	University of Minnesota
3	Augsburg College
4	Minneapolis/Housing Co-ops
5	Fairview Hospital
6	Metropolitan Council
7	City of Minneapolis
8	Minneapolis Public Housing
9	Cedar Riverside Land Co.
10	Singh Brothers Properties

Placing a valuation on property in the Cedar Riverside neighborhood is somewhat challenging, given its unique composition. The presence of large tax-exempt property owners in the form of institutions and governmental

jurisdictions – and subsequent low turnover in the ownership of these properties – means that accurate market valuations are difficult to achieve for much of the neighborhood. The assessor’s database records an appraised value for all exempt properties. However, these are not continuously updated, so the numbers must be used with care. Additionally, they are not broken down by land and building valuations, so no land/building ratios can be calculated for the exempt properties.

Map 4.4 shows property values per acre, based on a combination of estimated market value and appraised value, both obtained from the City assessor’s records. Map 4.5 shows the ratio of building value to property value where available (not calculated for properties without a building, or for most tax exempt parcels). This measurement can be used to show where properties may be ripe for redevelopment, in that their land is more valuable than the building on it. However, due to the various issues with valuing property described above, and the market forces impacting this neighborhood, very few properties are identified as such.

This relates to an analysis done by the City (CPED Business Development), which compared the increases of property values across light rail station areas from 1999-2006. This analysis shows that the Cedar Riverside station area, and consequently the neighborhood as a whole, lagged significantly behind most of the others in property value increases. Of the seven station areas analyzed, Cedar Riverside had the lowest percentage increase in property value, with some areas increasing at twice the rate. A similar analysis done for Cedar Ave and other commercial corridors yielded similar results, with commercial property values elsewhere surpassing this neighborhood’s with much faster growth. This suggests that property values in Cedar Riverside may in fact be undervalued in the current market. The reasons for this difference are varied, and are explored in more detail in the Economic Development chapter. A couple potential factors noted in the LRT station analysis include a higher than average crime rate and incidence of substandard buildings.

LRT Station Market Value Analysis		
<i>Station</i>	<i>2006 Value/Acre</i>	<i>Change 1999-2006</i>
Cedar Riverside	\$974,383	60%
Franklin Ave	\$1,076,776	91%
Hi-Lake	\$884,547	131%
38th Street	\$1,270,240	113%
46th Street	\$1,258,564	96%
50th Street	\$817,623	65%
VA Med Center	\$1,420,281	96%

Property Condition

The City periodically reviews the condition of all buildings citywide to assess their condition. They assign a rating of 1-7 to each building, with 1 being excellent and 7 being poor.

Map 4.6 shows the building condition for all parcels where it is available within Cedar Riverside. The majority of the buildings tend to be about average condition, with some excellent and some poor. A number of those in fair or poor condition are situated in one of four general areas:

- Cedar/Washington commercial corridor – As frequently mentioned during the public input process, there are a number of commercial buildings in need of renovation and investment along this corridor.
- Near the Hiawatha LRT station – There are several buildings in need of improvement near the station platform.
- In the Riverside Park area neighborhood – Some of the residential buildings in this area are in need of improvement.
- Throughout the institutional campuses – Many of these correspond to the areas of campus slated for redevelopment and expansion in coming years.

Homestead Status

As described in the Demographic Profile, the rate of homeownership – and correspondingly homestead status – is very low in Cedar Riverside. This is due primarily to the presence of large rental housing high rises, whose unit counts far outnumber those of owner-occupied units.

Map 4.7 shows the parcels in Cedar Riverside which have been identified in the assessor’s database as having homestead status. This includes many of the units in medium density residential areas of the neighborhoods, which are part of the co-op housing, as well as condominium and townhouse developments at the northern end of the neighborhood. Considering the limited opportunities for homeownership in the neighborhood, it appears that most residential units that can be owner occupied, are owner occupied. Anecdotal evidence suggests there is more demand for owner occupied housing in the neighborhood, but very few choices are readily available for buyers.

Since conversion of existing rental housing to owner occupied units currently appears unlikely, additional ownership housing may have to originate from new development. Change is likely to be incremental.

Transportation System Conditions

Background

The street network in Cedar Riverside was once integrated with surrounding neighborhoods in a continuous grid. This was changed dramatically with the construction of I-35W and I-94, which effectively cut the neighborhood off from the rest of the city. The neighborhood was further divided with the development of Washington Avenue as a thoroughfare. In addition, institutions such as the University of Minnesota consolidated land to hold large-scale structures. The remnants of the street grid remain, but there are many dead ends and discontinuous segments.

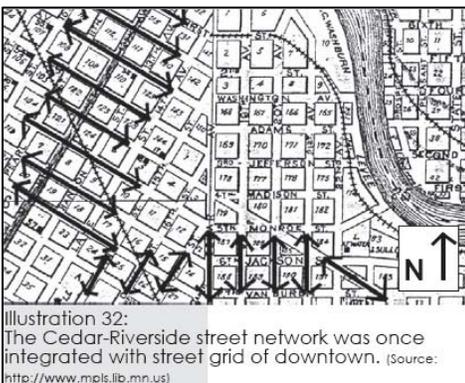


Illustration 32:
The Cedar-Riverside street network was once integrated with street grid of downtown. (Source: <http://www.mpls.lib.mn.us>)

The result is that only a few thru streets remain in Cedar Riverside. Traffic through the neighborhood can be substantial, in part because of the fact that the neighborhood itself is a link between its two bordering interstates. People wishing to travel from westbound I-94 to northbound I-35W often cut through the neighborhood, since there is no direct ramp connecting them. While this traffic does not cause excessive congestion on area streets, it is enough to present an obstacle for bicycle and pedestrian traffic in the neighborhood.

This characteristic greatly shapes all travel within and through the neighborhood. In essence, the neighborhood contains a great paradox: while its central location in the region and proximity to downtown and interstate highways positions it to be very accessible, internal circulation issues create great challenges for effective transportation across all modes.

The challenges of this area have been studied in numerous plans, including Expanding Horizons in Cedar-Riverside: Opportunities for Walking, Biking, Open Space, and Community and Economic Development (Metropolitan Design Workshop, 2004) and Franklin-Cedar/Riverside Transit Oriented Development Master Plan (City of Minneapolis, 2002). These studies are summarized in Chapter 3 and Appendix C. This chapter will draw on previous research and community input, as well as providing some fresh insights. The goal ultimately will be to point to practical recommendations to address the specific transportation needs of this neighborhood.

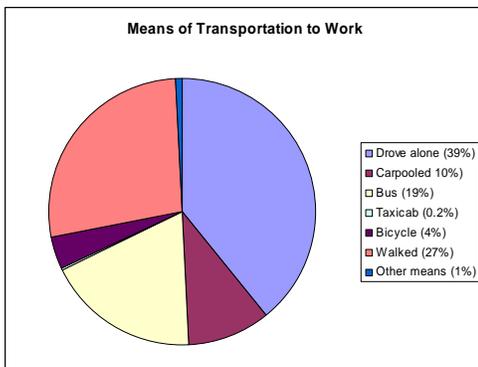
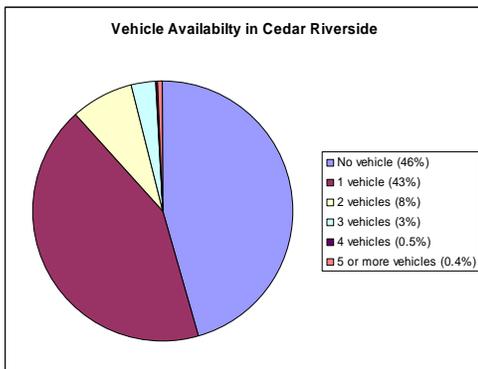
Travel Patterns

Mode Choice

Prioritizing transportation needs can be very challenging, since there are many goals to be addressed, and rarely the funding to handle them all. An important starting point is to look at the needs of the population living and working in this neighborhood, by examining characteristics of their travel patterns.

Despite the neighborhood's close proximity to interstates, many of the residents of Cedar Riverside do not regularly drive. In fact, 46% of households have no car, compared to 20% citywide. As a result, the rate of drive-alone commuting is also much lower, with just 39% of residents using this as their primary means to get to work compared to 62% citywide. Around 27% walk, 19% ride public transportation, and the remainder use other means, including carpooling.

Since the most recent Census data available on mode choice is from prior to the opening of the LRT station in the neighborhood, there are no good statistics yet on the percentage of Cedar Riverside commuters that use this option. However, a ridership survey suggests that a number of residents use it frequently, and are generally satisfied with the option. (Light Rail Transit Ridership Survey: Cedar Riverside Station, West Bank CDC, 2006)



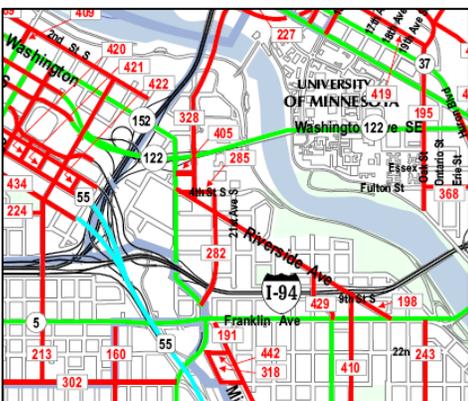
Trip Origin and Destination

The Cedar Riverside neighborhood is a major employment center. The bulk of the employment base is at the large institutions: the University of Minnesota, Fairview Hospital, Augsburg College, and associated entities. In addition, various other smaller employers are spread throughout the neighborhood.

Major Institutions in Cedar Riverside - Estimated Counts

	Residents/ Inpatients	Staff/ Faculty	Students/ Visitors
University of Minnesota	900	2,530	30,000
Augsburg College	980	370	3,100
Fairview Hospital	300	3,000	5,000

College students are by semester, hospital visitors are daily



Red roads are maintained by the city, green by the county, black by MNDOT

Overall, Cedar Riverside employs many more people than it has resident workers. According to US Census estimates from 2003, there were around 6,900 private sector jobs (not counting public sector University of Minnesota jobs), and about 1,400 resident workers in the neighborhood. Furthermore, the jobs and residents are not necessarily a close match – while resident workers are younger and lower income than average, jobs tend to go to older and higher paid workers. Much of this reflects the level of training and experience needed in the health care industry, which makes up about 64% of the private sector jobs in this neighborhood.

As a result, there is a significant amount of commuting into and out from this neighborhood. Fortunately for Cedar Riverside residents, most seem able to find work not far away. Census estimates from 2003 show that many workers find employment in downtown Minneapolis, around the University of Minnesota's campus on both sides of the river, and along the University Avenue corridor in St. Paul. Considering the neighborhood's low rate of car ownership, it is not surprising that these locations are all on major transit routes.

Since the neighborhood is so centrally located, workers are dispersed throughout the region, with no major concentrations in any one area outside the neighborhood. However, a substantial percentage come from either Minneapolis or St. Paul.

Networks and Connectivity

Automobile

Network Characteristics

As mentioned above, Cedar Riverside consists of a truncated grid network, originally connected to the rest of the city but now separated by the major

roads bordering and cutting through the network. There are currently no plans for new roads in the neighborhood. Instead, planned capital improvements focus on upgrading existing facilities. To eliminate cut-through traffic, there has been some discussion of reconfiguring interstate interchanges and ramps, but that is currently a long term vision.

Map 4.8 shows road functional class in Cedar Riverside. Cedar Ave, Washington Ave, and 19th Ave are classified as A Minor arterials, while Riverside Ave and 20th Ave are B Minor arterials. These roads provide connections throughout the area and to all surrounding neighborhoods.

The highest traffic counts on roads internal to the neighborhood are shown in the table below of average annual daily traffic counts (AADT) from 2005. None of the volumes for neighborhood streets are excessively high for their given road capacity. However, due to the proximity to high volume interstates and surrounding areas with traffic congestion like downtown, backups are certainly possible, particularly during peak hours. Signalization changes related to the LRT also impact neighborhood traffic at times.

2005 Area Traffic Counts	
<i>Road</i>	<i>AADT</i>
I-94	168,000
I-35W	141,000
Washington Ave S	18,800
Cedar Ave S*	17,400
Riverside Ave	12,400
25th Ave S*	9,900
19th Ave N	7,500
20th Ave S	4,700
W River Pkwy	4,500

* count conducted just south of I-94

There are traffic signals located throughout the neighborhood, with many along Cedar, Riverside, 19th Ave S, and 25th Ave S. Since there are few through-streets in the neighborhood, traffic tends to be concentrated on these signalized corridors.

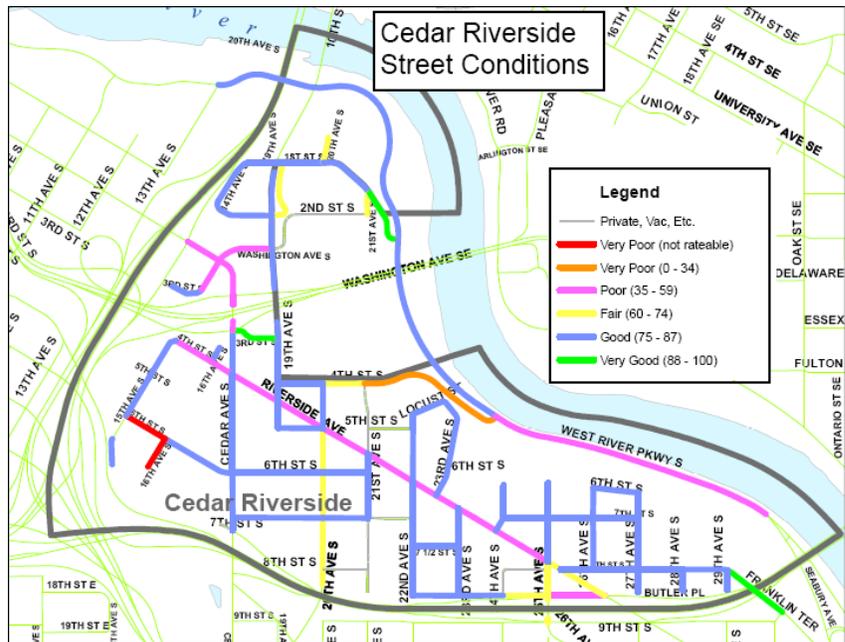
As shown on the chart below, the highest traffic accident intersections in the neighborhood are concentrated around the intersection of Cedar and Riverside. It is worth noting that these higher accident intersections also have some of the highest numbers and percentages of pedestrian accidents. These intersections have frequent pedestrian traffic, including residents, students, and customers of the businesses in the area. Concerns have been raised in the neighborhood regarding the safety and availability of pedestrian crosswalks in this area.

Accidents at Selected Intersections, January 2003 to May 2006							
	<i>Total</i>	<i>With injuries</i>		<i>Bike/ped</i>		<i>Alcohol</i>	
	#	#	%	#	%	#	%
Cedar Ave & 6th St	43	13	30%	7	16%	6	14%
Cedar Ave & Riverside Ave	38	16	42%	13	34%	4	11%
Cedar Ave & Washington Ave	29	12	41%	10	34%	6	21%
Riverside Ave & 20th Ave	20	6	30%	2	10%	1	5%
Riverside Ave & 25th Ave	17	6	35%	0	0%	0	0%
Cedar Ave & 3rd St	16	3	19%	0	0%	3	19%
Riverside Ave & 19th Ave	13	2	15%	1	8%	2	15%
Cedar Ave & 7th St	11	5	45%	0	0%	0	0%
Riverside Ave & 24th Ave	7	2	29%	1	14%	2	29%
Riverside Ave & 22nd Ave	7	3	43%	1	14%	1	14%
Riverside Ave & 26th Ave/Butler	6	3	50%	0	0%	1	17%
Riverside Ave & 23rd Ave	6	2	33%	1	17%	0	0%
Riverside Ave & 21st Ave	5	1	20%	0	0%	0	0%
19th Ave & Washington Ave	3	1	33%	1	33%	1	33%
TOTAL	221	75	34%	37	17%	7	12%

The injury rate for accidents is not excessively high, which is due in part to the relatively low speeds of traffic traveling through the neighborhood. No fatal accidents were identified at any of these intersections in the stated time period.

Alcohol was a contributing factor in a number of crashes, though not an overall large percentage. An analysis of causal factors in these accidents revealed no strong or unusual patterns. The primary causes were failure to yield right of way, improper or unsafe lane use, and driver inattention or distraction.

Maintenance of roads is another concern, which impacts not only automobiles but other road users, including bicyclists. The City regularly reviews and measures the condition of road pavement. Riverside Avenue, and portions of West River Parkway, Cedar Avenue, and Washington Ave S were all graded as “poor”, and roads in the vicinity of the LRT station were rated “very poor.”



These maintenance conditions extend beyond the street lanes to other areas of the right-of-way, where sidewalks, landscaping, and other elements of the streetscape are often not in good condition. This can have a negative impact not just on travel in the neighborhood, but on community image and prosperity as well. The neighborhood had some street improvements made in the 1970's through a special services district, which has since expired. Since some of the improvements, in particular the sidewalk surfaces, are non-standard materials, they have not been maintained consistently since the district expired.

Connectivity Issues

Connectivity by automobile varies largely depending on the location of the trip origin and destination. Easy access to Interstates 35W and 94 ensure that the neighborhood has good auto access to many destinations throughout the region. However, the truncated nature of the grid, along with the natural boundary of the river, limits access to downtown and other adjacent destinations. Access to the LRT station is not great, but less of an issue because it is not visualized as a park-and-ride location.

Additionally, the closure and/or vacation of streets within the neighborhood has created a discontinuous internal network. Some streets were closed to create larger, more cohesive development (for example, institutional campuses), to limit traffic on the relatively few remaining through streets, and to meet parking requirements for limited equity co-op developments.

Long term planning around the interstates and their supporting ramps and collector/distributor systems may provide an opportunity to address these issues. In addition, long range planning efforts at the University of Minnesota, Augsburg College, and Fairview Hospital, have all mentioned the possibility of reconnecting and realigning streets or other transportation corridors to create a more cohesive transportation network.

Transit

Network Characteristics

Currently, six Metro Transit bus routes and the Hiawatha LRT currently stop in the Cedar Riverside neighborhood. The proposed Central Corridor LRT would also stop on or near the West Bank.

Bus Boardings in Cedar Riverside				
	West/North		East/South	
	On	Off	On	Off
Route 2 (W/E)	410	166	186	397
Route 3 (W/E)	124	329	n/a	n/a
Route 7 (N/S)	351	329	309	307
Route 16 (W/E)	11	10	13	21
Route 19 (N/S)	365	294	330	296
Route 20 (N/S)	138	95	91	95
Route 50 (W/E)	22	8	2	14
Total	1,422	1,231	931	1,130

Numbers are in terms of boardings per typical weekday

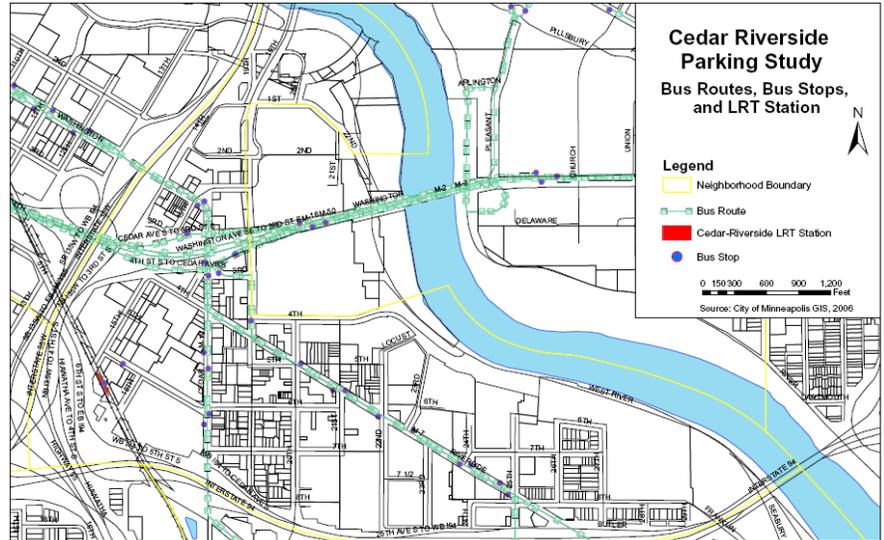
According to Metro Transit ridership counts taken between 1999 and 2001 show over 2,300 people boarded these six bus routes within the Cedar-Riverside neighborhood each weekday. This is likely a low estimate for current ridership considering the bus boarding information was collected several years ago.

Metro Transit estimated 20,377 people boarded the Hiawatha LRT line each weekday in February, 2006. Approximately 3.7 percent of LRT passengers board at the Cedar Riverside station. Therefore, around 833 people boarded the Hiawatha LRT at Cedar Riverside each weekday. Metro Transit predicts transit trips in the neighborhood will remain very constant unless there are major changes in development patterns in the neighborhood. (Cedar-Riverside Neighborhood Parking Study, City of Minneapolis, 2006)

In the city's ongoing *Access Minneapolis* study, a Primary Transit Network (PTN) has been determined. The Primary Transit Network (PTN) is a permanent network of all transit lines – regardless of mode or agency – that operates every 15 minutes or better all day for at least 18 hours every day. The purpose of identifying the PTN is to focus on improving the efficiency of the overall transit system. Several routes serving Cedar Riverside are part of the PTN.

Due to its location, particularly in relation to downtown, Cedar Riverside is relatively well-served by transit.

This quality of service is only likely to increase, with the proposed development of the Central Corridor LRT line. It is proposed to have a stop located somewhere near the University of Minnesota West Bank campus in the Cedar Riverside neighborhood. This would position the neighborhood as one of the best-served locations in the region in terms of transit, outside of downtown.



Connectivity Issues

Despite the frequent and numerous routes serving this community, there are still connectivity concerns in transit services.

One concern is a lack of coordination between bus stop locations on various routes, and concerns regarding their general placement in the neighborhood. It is often inconvenient for riders to transfer from one route to another. And placement of bus stops – sometimes challenging due to the neighborhood’s fractured geography – is not always in safe and accessible locations.

A larger concern is the relationship between the current Hiawatha LRT line station and the rest of the neighborhood. Community input suggests that the siting of the LRT station makes it less popular than it could be due to concerns about connectivity. The location of the LRT station is not apparent from Cedar Avenue. Due to its placement and the nature of the street network, the LRT station does not connect directly with any bus routes, and requires passengers transferring from one to another to weave their way through the neighborhood to get there.

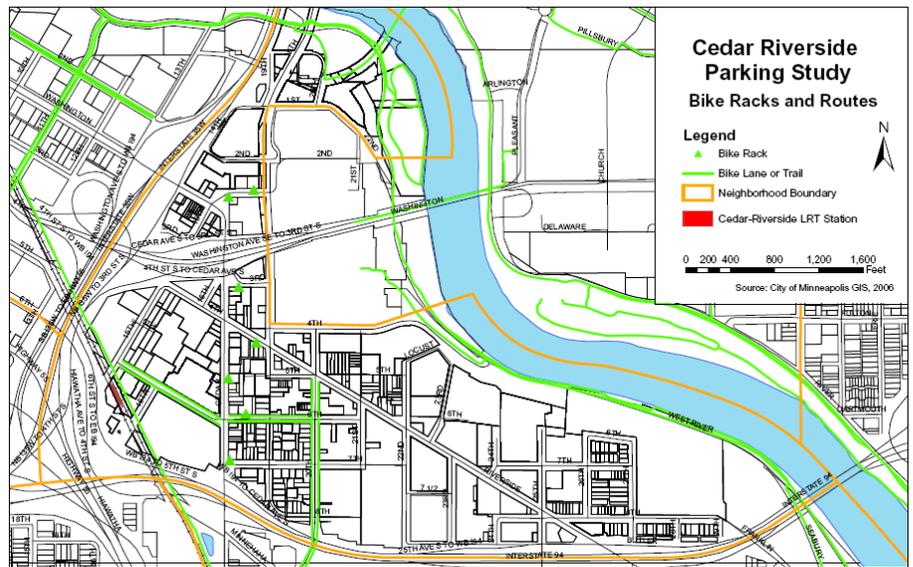
It is worth noting that several of the major institutions in the neighborhood have proposed setting up a local bus circulator which would serve the LRT, making it easier, safer, and more convenient for residents, employees, and visitors in the neighborhood to access this station. Community input suggests that the siting of the LRT station makes it much less popular than it could be, due to these concerns about connectivity.

Bicycle and Pedestrian

Network Characteristics

The bicycle and pedestrian network in Cedar Riverside reflects the overall transportation paradox facing the neighborhood: proximity to high-quality facilities, but significant gaps in connectivity.

With its location along the Mississippi River, the neighborhood is linked to a network of trails connecting the Grand Rounds National Scenic Byway system. There are two bicycle/pedestrian crossings over the river as well, above Washington Avenue and over a former railroad bridge.



Throughout the University of Minnesota and Augsburg College campuses, there is a pedestrian- and bicycle-friendly environment. Additionally, a bicycle trail parallels the Hiawatha LRT line.

Sidewalks are present along most streets in the neighborhood, as is typical in the City. However, there are some concerns with the condition and quality of these facilities. As mentioned in the automobile section, maintenance of the public right-of-way is a concern. Issues include streetscaping, street furniture, litter, and façade maintenance. Although these may not directly impact the ability of people to travel through these corridors, it does impact their perception of safety and willingness to visit and invest in these areas. If facilities fall into a certain level of disrepair, there is also the possibility of lack of handicap accessibility.

Additionally, traffic data cited above shows particular safety concerns for bicyclists and pedestrians along Cedar Avenue, where they are present in a large percentage of traffic accidents at certain intersections. Additional analysis is needed to determine what measures could be taken to address safety concerns in this area.



From Access Minneapolis study of pedestrian and bicycle gaps

Connectivity Issues

Through its analysis of the citywide bicycle and pedestrian network, the ongoing *Access Minneapolis* transportation planning process has identified a couple of key gaps in the on-street bicycle network:

- 19th Avenue in the vicinity of the University of Minnesota campus and the Seven Corners area (#26 on the map)
- Riverside Avenue throughout its length in the neighborhood (#27)

Neighborhood input echoed concerns about Riverside Avenue, which is made less pedestrian and bicycle friendly due to cut-through traffic between the interstates. This is exacerbated by the lack of complete ramp connections between I-35W and I-94. Neighborhood discussion has also mentioned Cedar Avenue, although the commercial nature and volume of through traffic may make this corridor less likely to be bicycle friendly regardless.

Access Minneapolis also identifies 20th Avenue south of Riverside as a priority corridor for on-street bicycle facility improvements (dotted line on map). There is a bicycle lane there now, but it is a substandard on-street facility designated for summertime use only. The plan is to upgrade this facility to a standard bicycle lane.

Access Minneapolis did not identify any significant gaps in the overall pedestrian network in Cedar Riverside. However, a number of issues were identified via input from the community, including:

- Difficulty navigating through institutional and campus settings to get from neighborhood to riverfront park
- Concerns regarding sidewalk maintenance and plowing
- Public safety concerns, particularly at night, including lighting issues
- Traffic safety concerns, including availability of crosswalks and lack of pedestrian environment along Cedar Avenue

These and similar hindrances limit the connectivity of the bicycle and pedestrian network. Lack of consistent wayfinding guides (signage, lighting, etc.), barriers imposed by large institutional campuses and major highways, safety issues, and the neighborhood's overall confusing layout, effectively limit access to various destinations. In particular, these include the Hiawatha LRT station, the river and its bordering parks, other neighborhood park facilities, and downtown in general.

Map 4.1: Existing Zoning

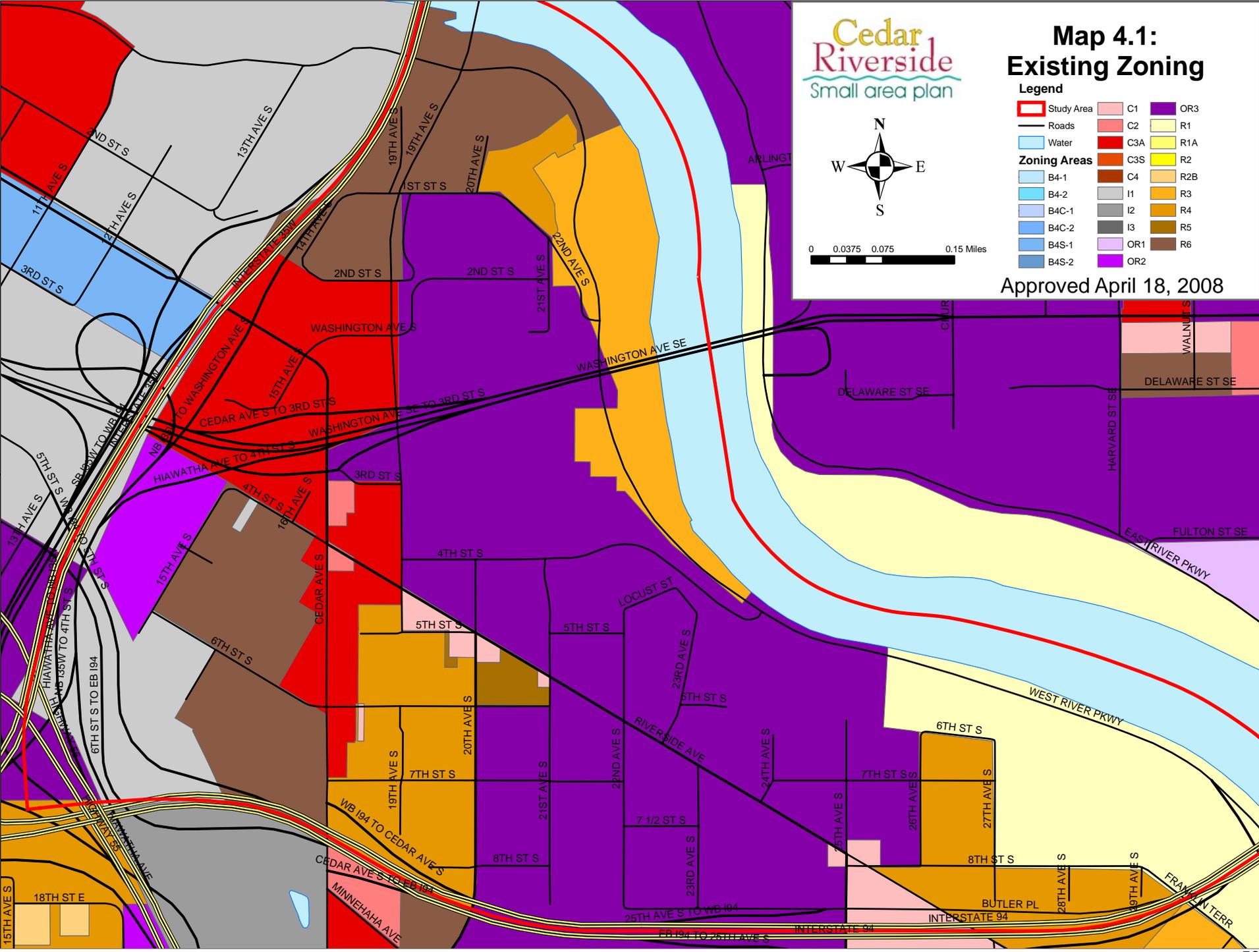
Legend

- | | | | | | |
|---|------------|---|-----|---|-----|
|  | Study Area |  | C1 |  | OR3 |
|  | Roads |  | C2 |  | R1 |
|  | Water |  | C3A |  | R1A |
|  | |  | C3S |  | R2 |
|  | |  | C4 |  | R2B |
|  | |  | I1 |  | R3 |
|  | |  | I2 |  | R4 |
|  | |  | I3 |  | R5 |
|  | |  | OR1 |  | R6 |
|  | |  | OR2 | | |



0 0.0375 0.075 0.15 Miles

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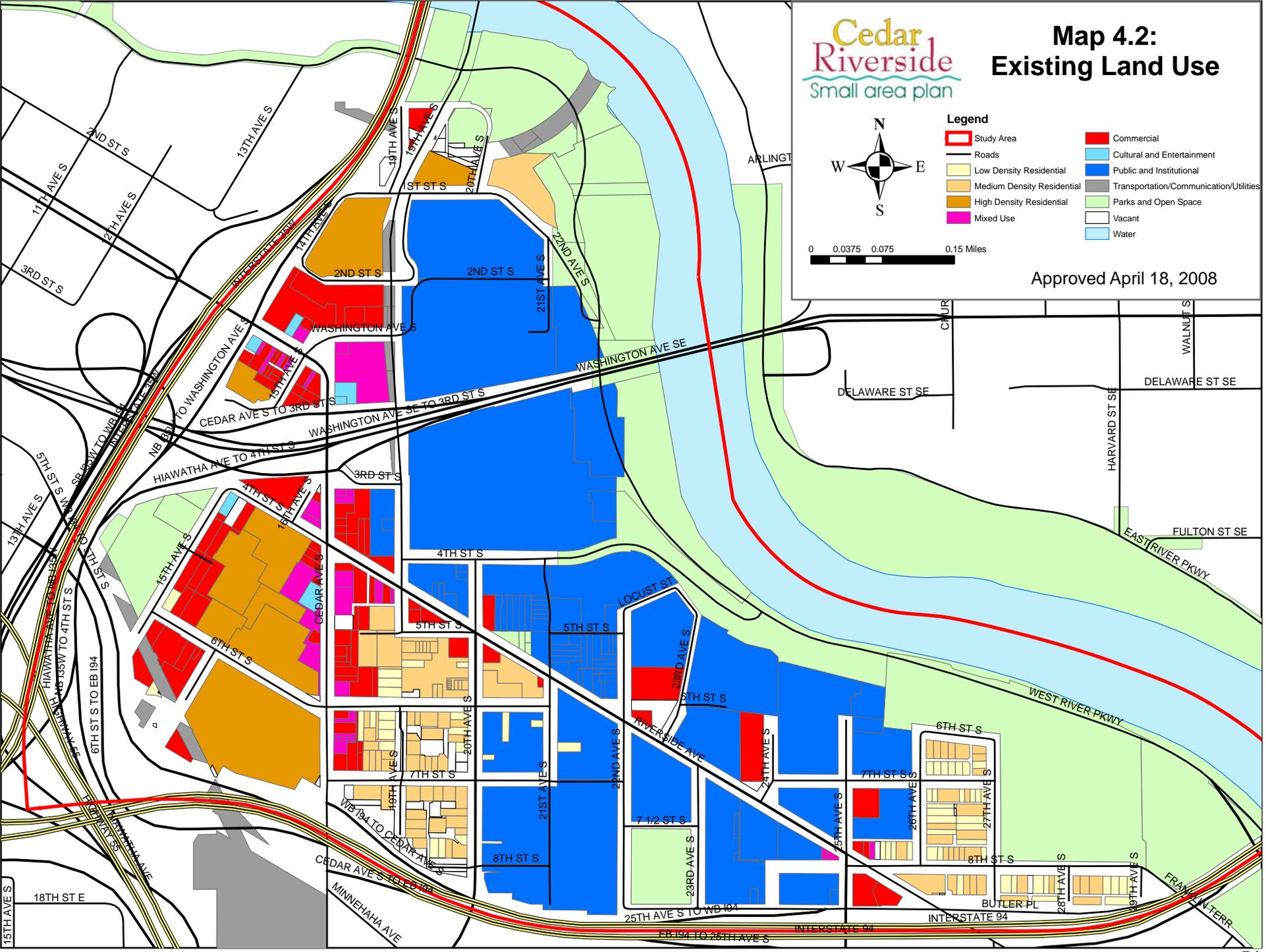


Legend

- Study Area
- Roads
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Cultural and Institutional
- Transportation/Communication/Utilities
- Parks and Open Space
- Vacant
- Water



Approved April 18, 2008

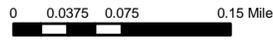


Map 4.3: Major Property Owners

Legend

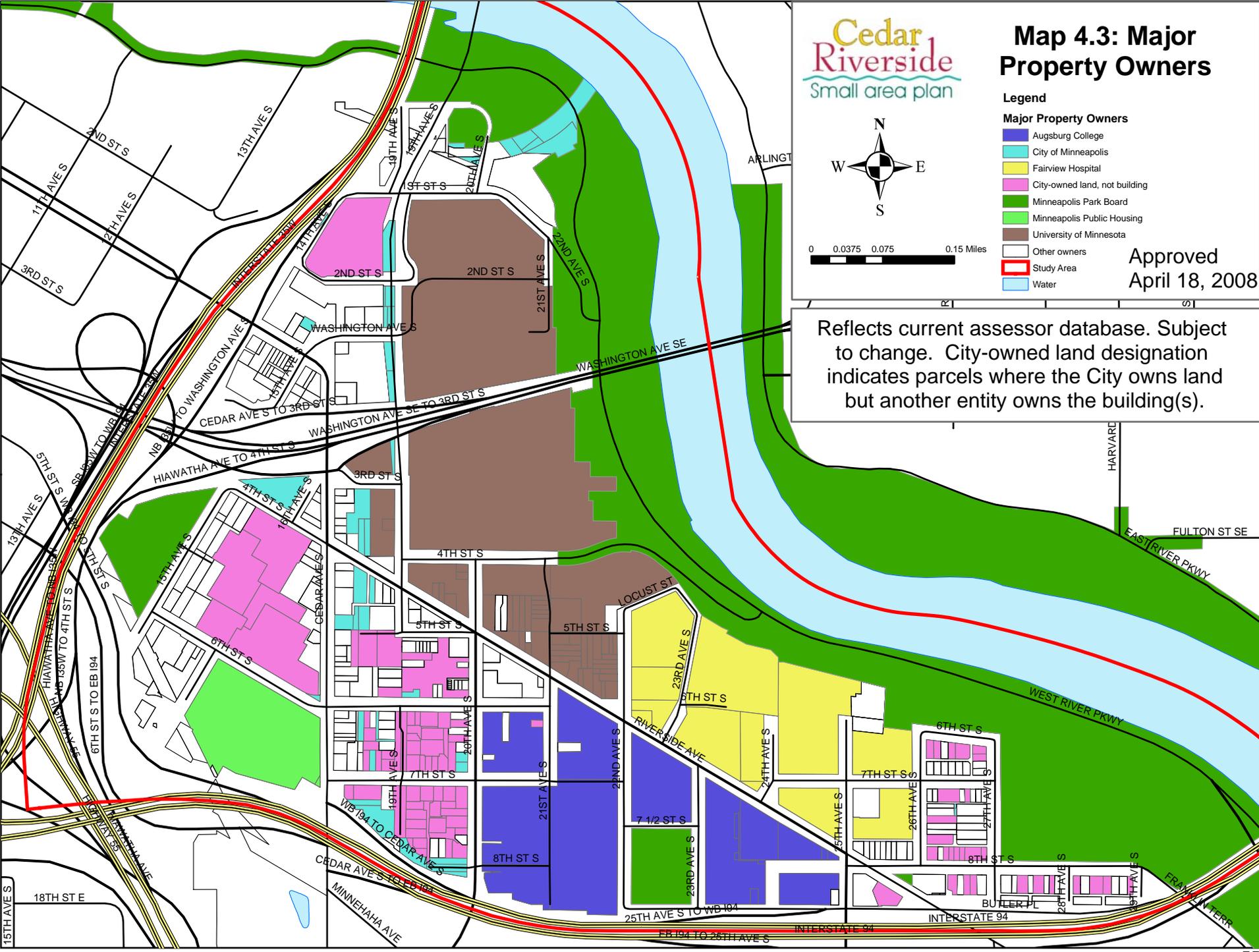
Major Property Owners

- Augsburg College
- City of Minneapolis
- Fairview Hospital
- City-owned land, not building
- Minneapolis Park Board
- Minneapolis Public Housing
- University of Minnesota
- Other owners
- Study Area
- Water



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Reflects current assessor database. Subject to change. City-owned land designation indicates parcels where the City owns land but another entity owns the building(s).



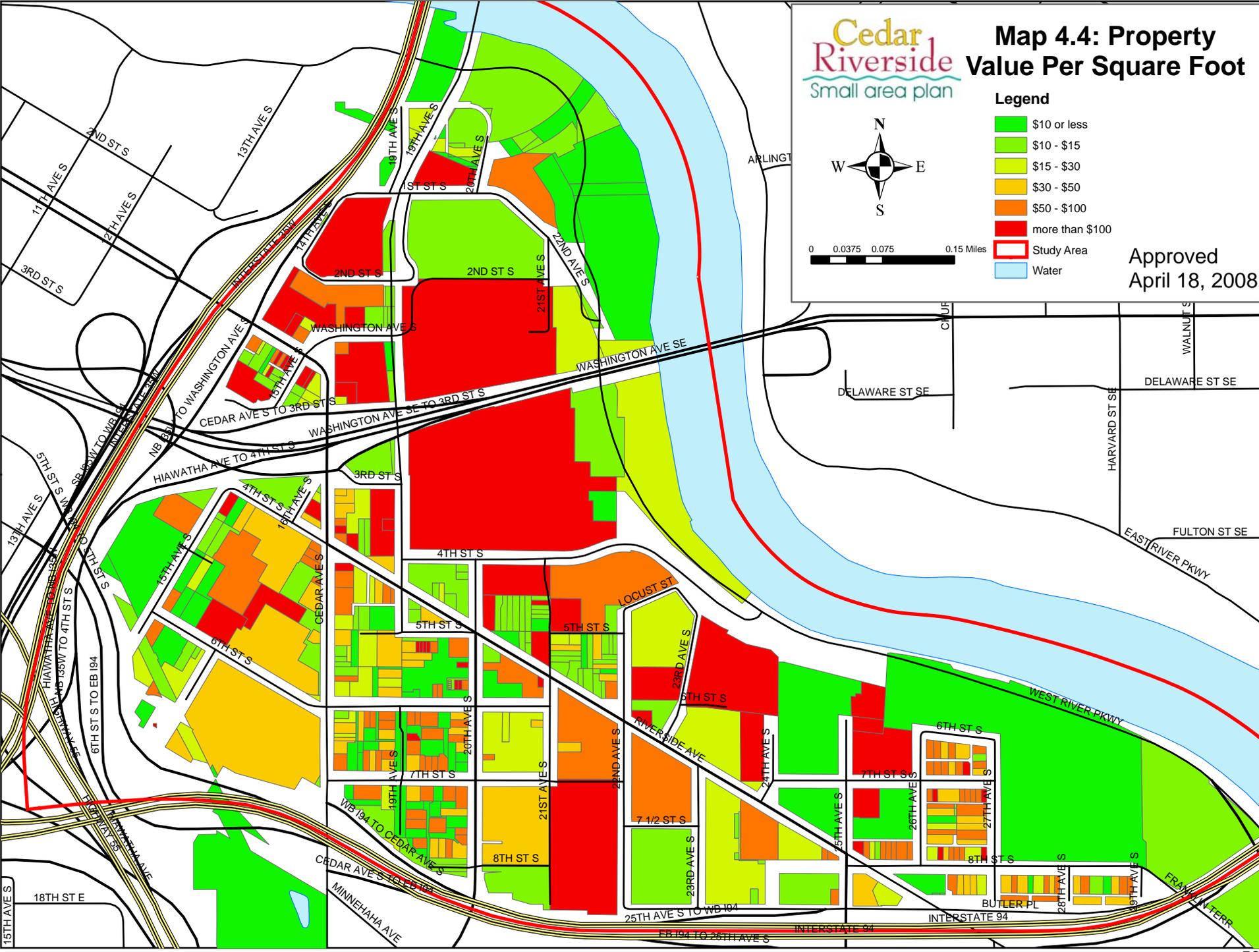
Legend

- \$10 or less
- \$10 - \$15
- \$15 - \$30
- \$30 - \$50
- \$50 - \$100
- more than \$100
- Study Area
- Water



0 0.0375 0.075 0.15 Miles

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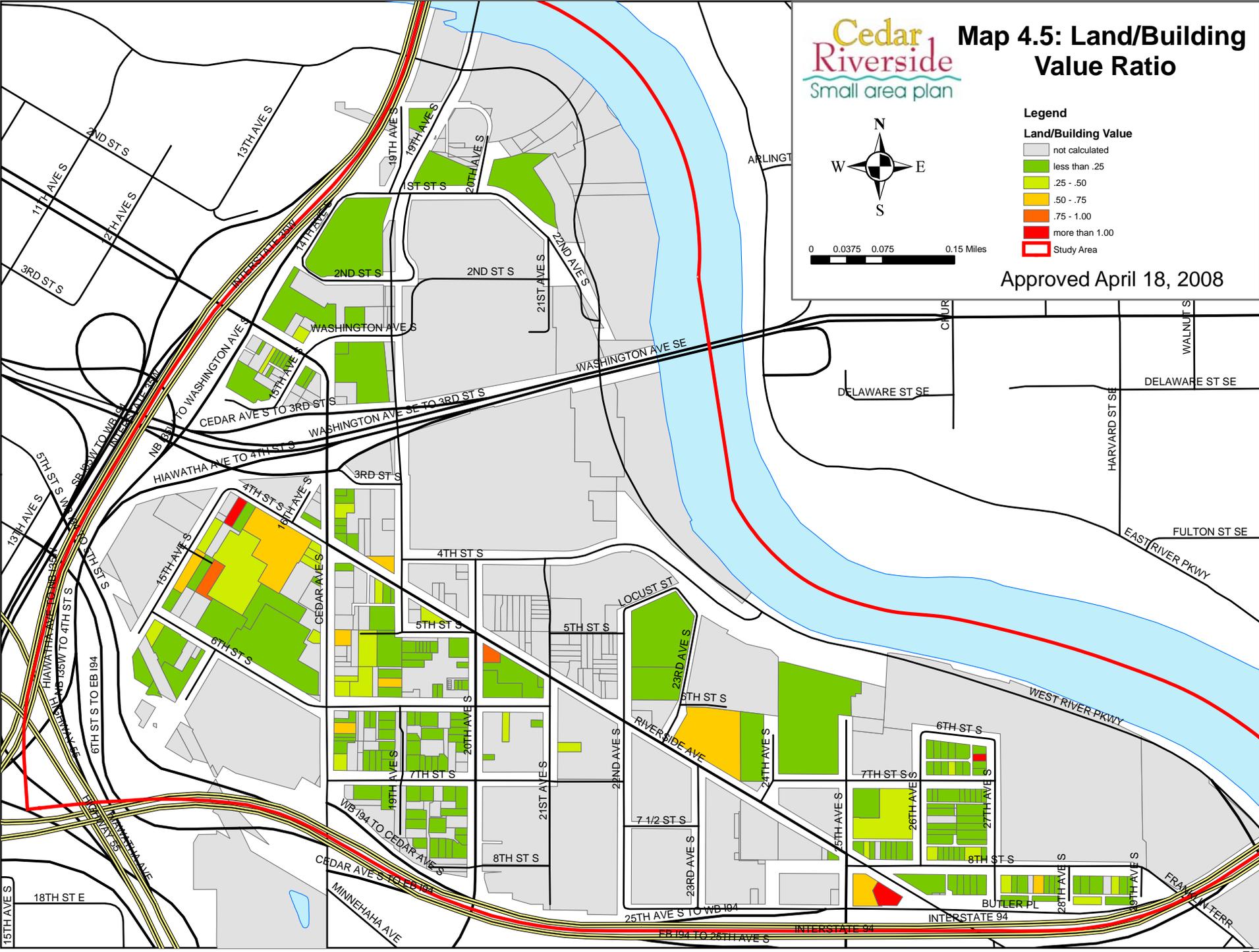


- Legend**
- Land/Building Value**
- not calculated
 - less than .25
 - .25 - .50
 - .50 - .75
 - .75 - 1.00
 - more than 1.00
 - Study Area



0 0.0375 0.075 0.15 Miles

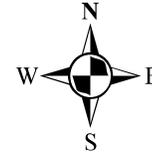
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Map 4.6: Building Condition

Legend

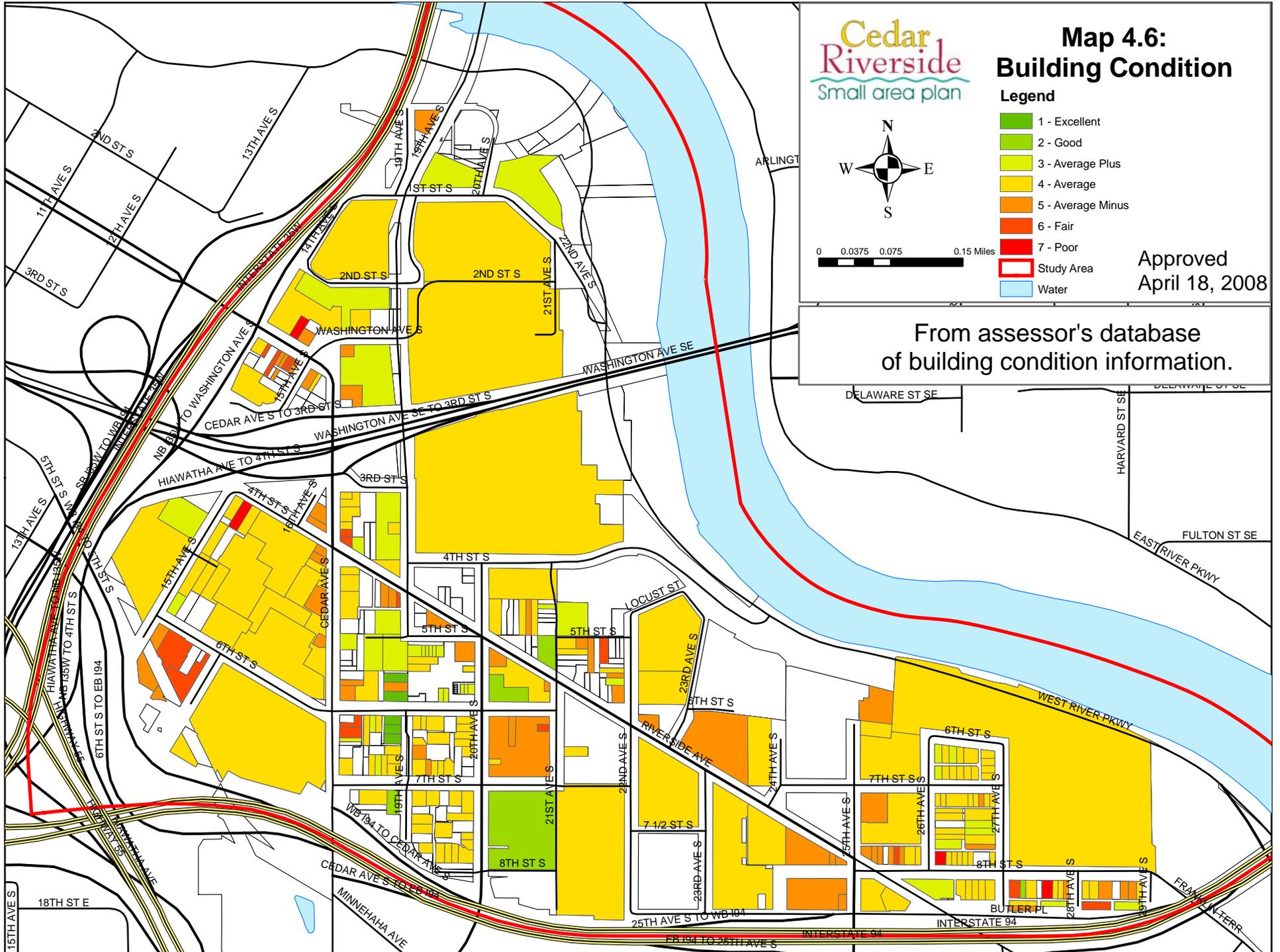
- 1 - Excellent
- 2 - Good
- 3 - Average Plus
- 4 - Average
- 5 - Average Minus
- 6 - Fair
- 7 - Poor
- Study Area
- Water



0 0.0375 0.075 0.15 Miles

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From assessor's database
of building condition information.



Map 4.7: Homestead Status

Legend

- Study Area
- Water
- Homestead
- Not homestead

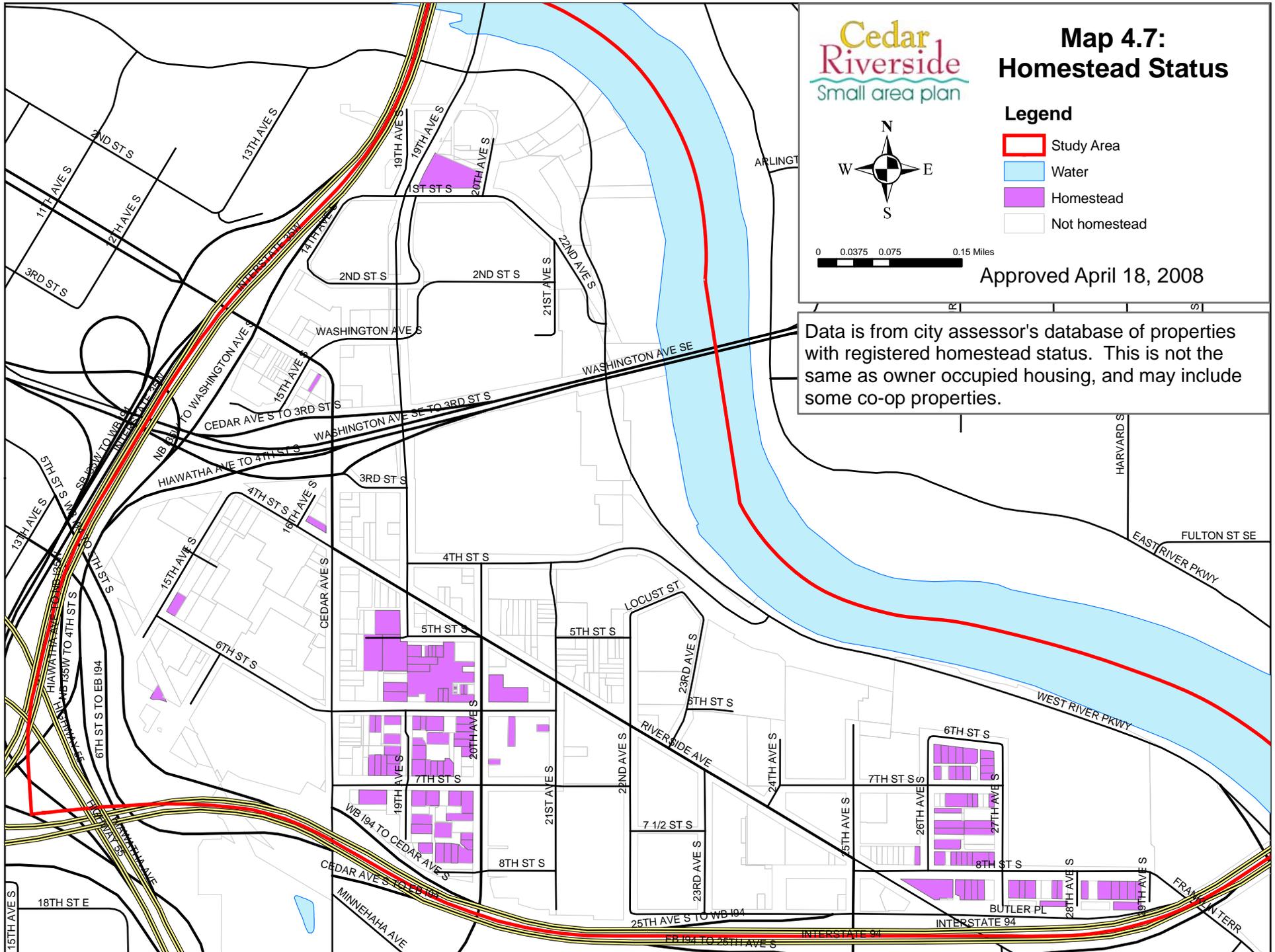


0 0.0375 0.075 0.15 Miles



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Data is from city assessor's database of properties with registered homestead status. This is not the same as owner occupied housing, and may include some co-op properties.



Map 4.8: Road Functional Class

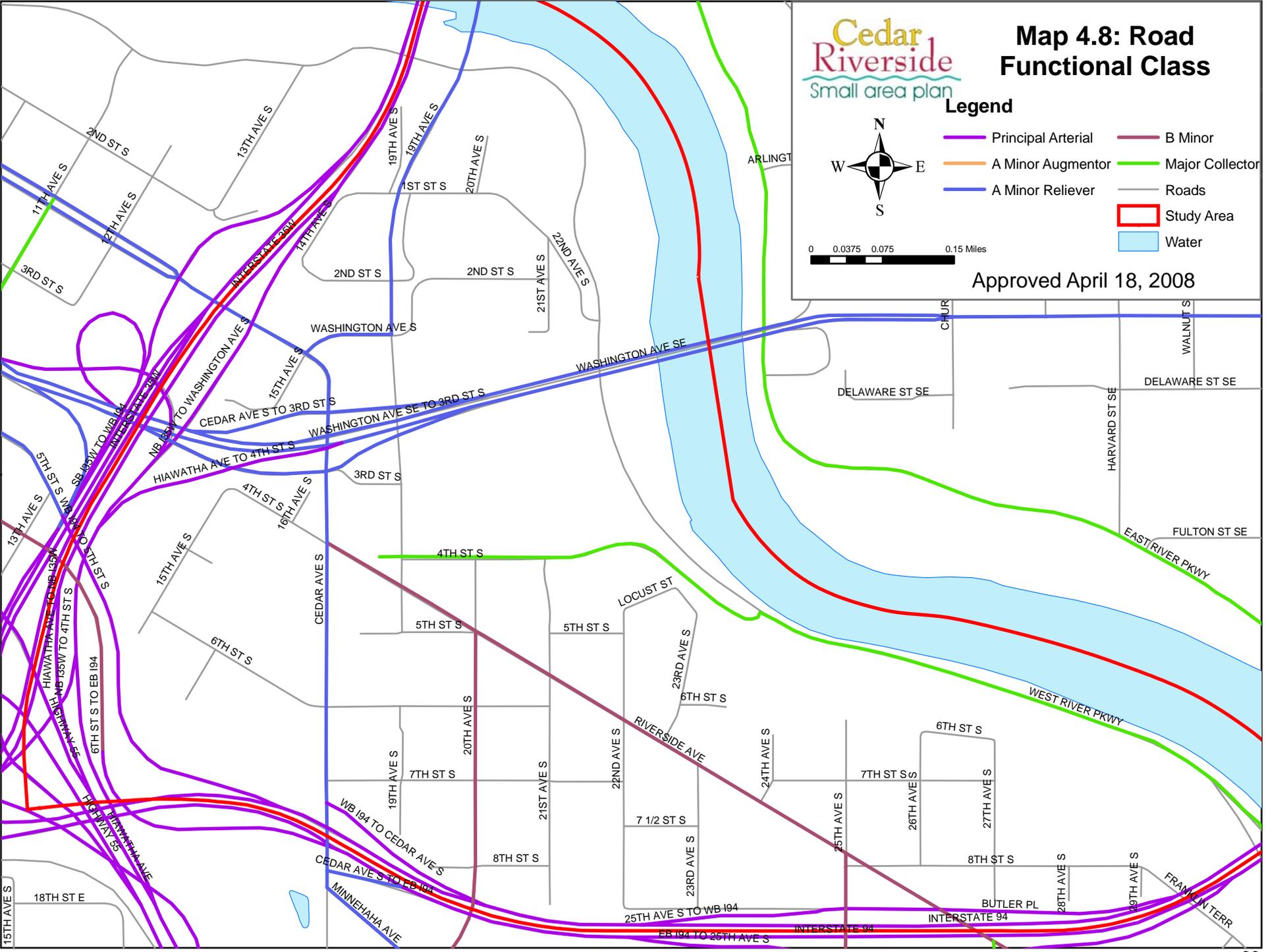
Legend

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- B Minor
- Major Collector
- Roads
- Study Area
- Water



0 0.0375 0.075 0.15 Miles

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Map 4.9: 2005 Traffic Counts

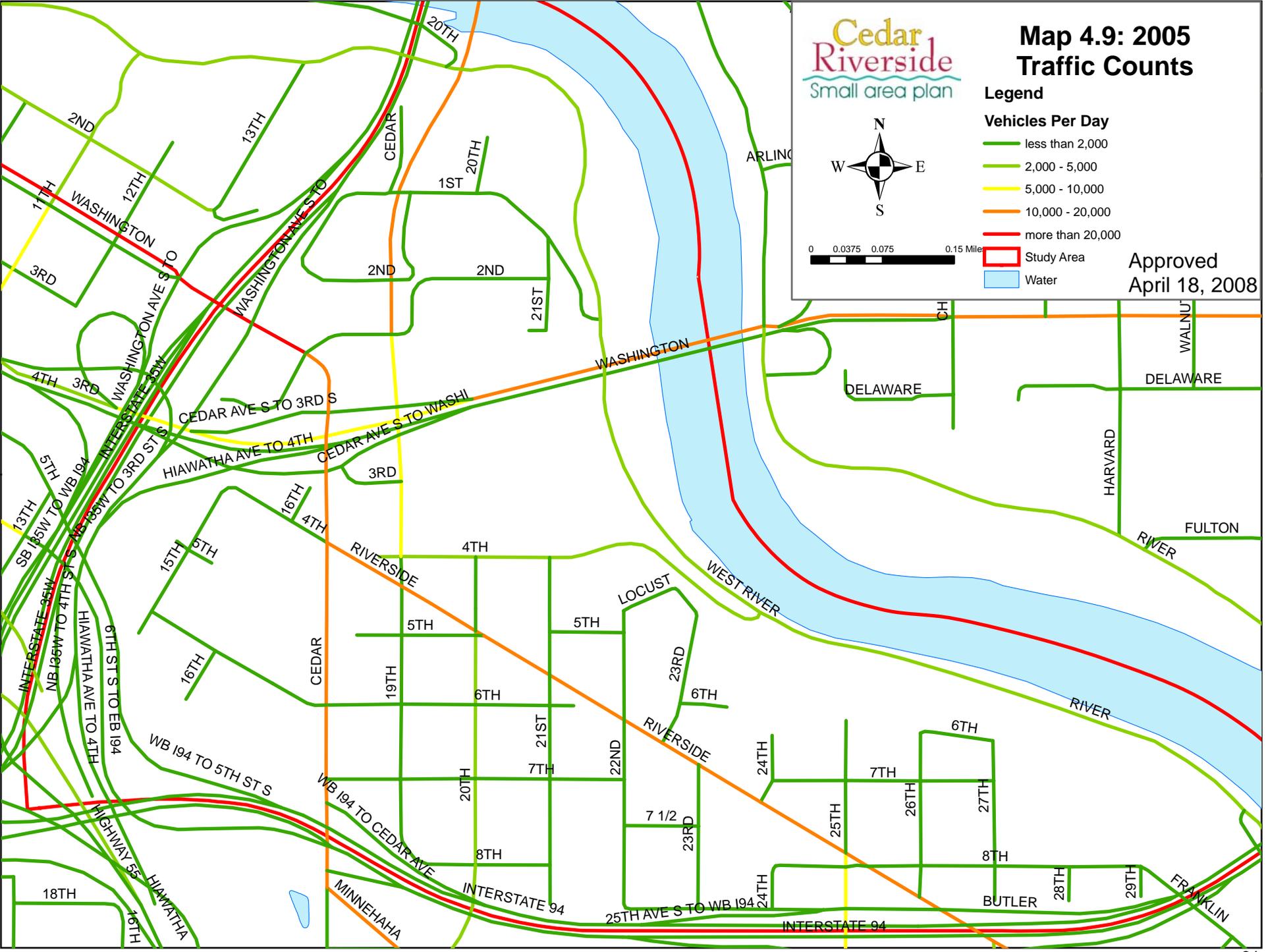
Legend

- Vehicles Per Day**
- less than 2,000
 - 2,000 - 5,000
 - 5,000 - 10,000
 - 10,000 - 20,000
 - more than 20,000
- Study Area
- Water



0 0.0375 0.075 0.15 Miles

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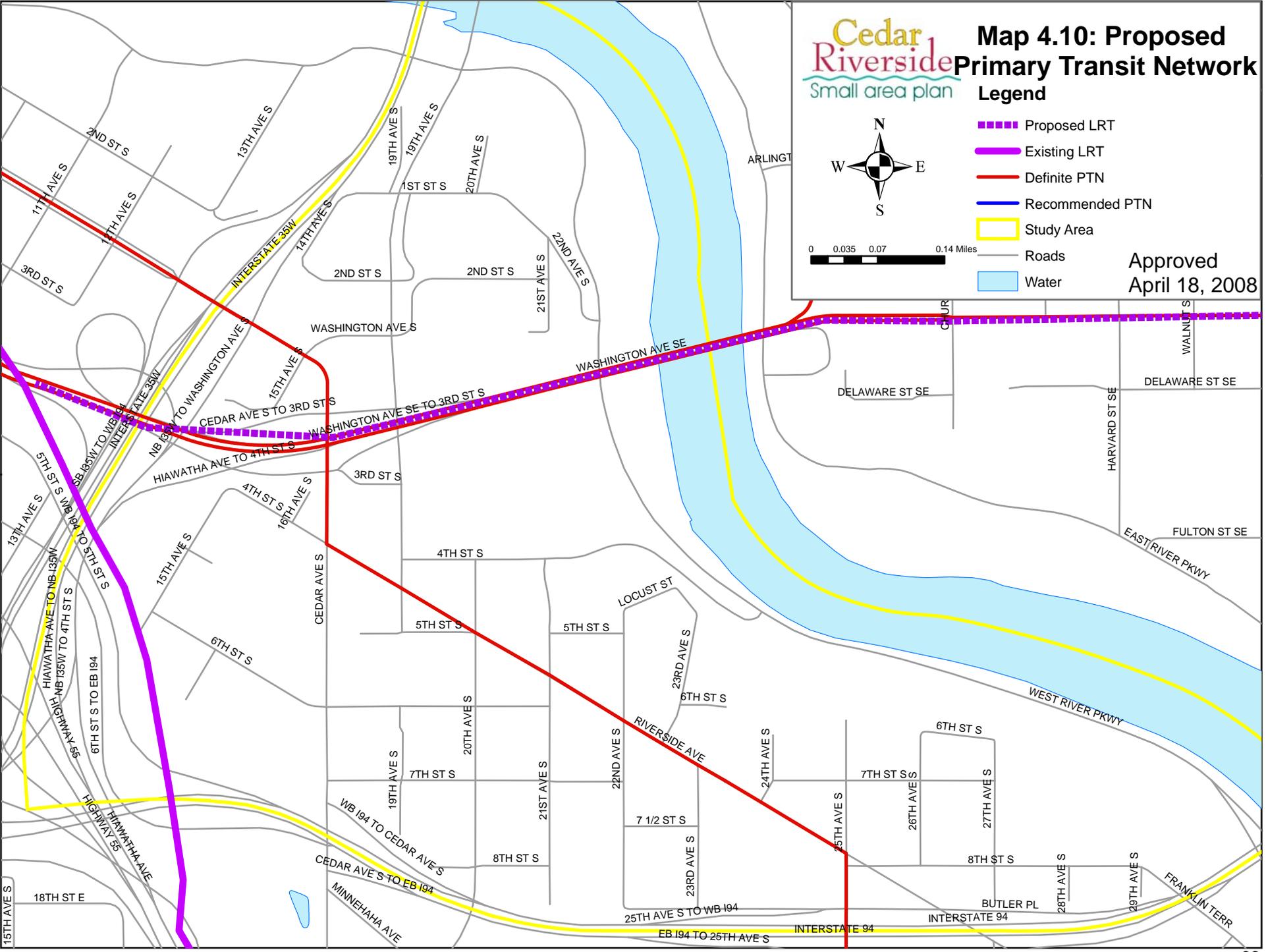


Legend

- ▬▬▬▬ Proposed LRT
- ▬▬▬▬ Existing LRT
- ▬▬▬▬ Definite PTN
- ▬▬▬▬ Recommended PTN
- Study Area
- Roads
- Water



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Map 4.11: Sidewalks and Bicycle Paths

Legend

- Trails
- Bicycle routes
- Sidewalks
- Buildings
- Study Area
- Roads
- Water



0 0.0375 0.075 0.15 Miles

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April 18, 2008

