

Holland Neighborhood Small Area Plan

Minneapolis, MN

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Prepared for:
The Holland Neighborhood

Prepared by:
Cunningham Group Architecture, Inc.

Acknowledgements

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Holland Neighborhood Small Area Plan

The Holland neighborhood is Northeast Minneapolis' secret gem. It is a gateway to Northeast, and a gateway to the City. The Holland Neighborhood Small Area Plan is about making this great place even better for residents, workers, and visitors. The Plan encourages growth and change in key areas by building on neighborhood strengths and commitments to connectivity, the arts, environmental stewardship, and active community engagement. The Plan supports existing entrepreneurs and institutions, and attracts new investments to better serve those who live here, and those who want to live here.

Holland's Approach to Growth

Holland welcomes growth and change. Holland welcomes new people, new ideas, and new investments. The neighborhood values its historic assets but believes there is ample room to grow its population, employment, and range of amenities.

This Plan prepares the neighborhood to take advantage of its strategic location in the City and the Region, in the middle of the Arts District, alongside a future streetcar, and within walking distance of the Mississippi River. These assets render Holland a desirable place to be and to invest.

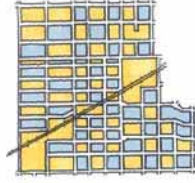
Holland understands the important relationship between amenities and growth. Holland recognizes the best way to strengthen its amenities and to enhance its quality of life is to welcome growth and new investment. Without new people and businesses, the neighborhood cannot improve its parks, diversify its housing, improve walking, biking, and transit conditions and continue to be home to a thriving arts community. New people and businesses enhance the City's tax base and build a stronger voice at City Hall - both critical components to realizing an improved future.

Holland is a progressive community. The neighborhood welcomes newcomers to the neighborhood (and the City) and are eager to allow the character of the neighborhood to evolve with each new resident and business.

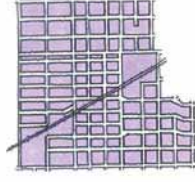
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The Steering Committee, as a whole group met three times throughout the process. The Steering Committee was subdivided into 4 work groups, each representing the four main themes of the project (Internal Corridors, External Corridors, Open Space, history and Development). Each Work Group met twice to develop content of the Plan. This Content was presented at 3 Public Meetings, two of which coincided with monthly neighborhood meetings. Each Public Meeting was attended by between 15 and 30 people.

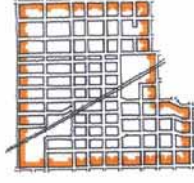
Holland Neighborhood Plan Goals



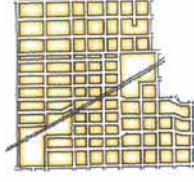
Embrace the old and invite the new.



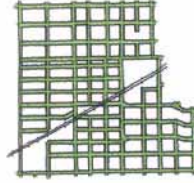
Create our future together.



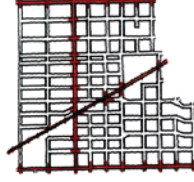
Be a welcome entrance to the city.



Grow our valued spaces, places, and people.



Reclaim our streets.



Transform barriers into connections.

Highlights of the Plan



A Lowry Avenue



Lowry Avenue will become a comfortable street to walk and a desirable place to live. New investments at Monroe, Washington, and University create opportunities for small restaurants, markets, and shops. Between these commercial nodes, single family houses are, over time, improved or redeveloped into townhouses and small apartments.

B Jackson Street/Central Avenue



Jackson Street and Central Avenue will become mutually supportive as properties on Jackson are redeveloped with medium density housing. New housing will provide additional customers for businesses along Central Avenue. Central Avenue will remain Northeast's Main Street with new streetcar service and robust development at Lowry, 27th, and 18th Avenue.

C 22nd Avenue



22nd Avenue will become a signature street focused on creative environmental and stormwater best management practices, the arts, and investments unique to Holland. 22nd Avenue will prioritize bikes and pedestrians over automobiles as it extends east and west connecting multiple neighborhoods in Northeast, through Holland to the Mississippi River.

D Holland Commons



The Holland Commons is an area that encompasses various public and quasi-public spaces (the Edison Green Campus, the Northeast Library, the Basin, Jackson Square Park, the Firefighter's Hall and Museum, and 22nd Avenue). The Commons is developing and will continue to develop into the space where Holland distinguishes its commitment

E The Railroad



Once a barrier, the railroad's impacts will be lessened with innovative solutions. Irregular parcels along the rail will be redeveloped for housing and creative production, and will include publicly-accessible open spaces and a trail. Dark streets under railroad bridges will be transformed into well-lit art galleries.

to innovation in the arts, community, and environmental stewardship. The Commons is already an area that attracts local residents – through a focus on green technology, public space development, encouragement of synergistic housing and small-scale commercial development, a focus on the pedestrian and cyclist over motorists, and an increase in housing density in specific areas, the goal is to make the Commons a destination for those outside the Holland community as well.



1. Who We Are

An Evolving and Expanding Mosaic

The Holland Neighborhood sits at and serves as the heart of Northeast and its Arts District. Hollanders consistently express strong affection and pride for the rich collection of people, institutions, businesses, families, and creativity that combine to form and constantly reform the mosaic of their community. It is the unique flavor of this ever-changing blend that sets Holland apart from other Northeast neighborhoods.

Holland welcomes all contributors - old and new - to take part in the creation and evolution of community. Historically Holland has been home to European immigrants and their descendants. During the 1990s and 2000s, Holland attracted artists and creative individuals searching for a homestead in proximity to Northeast's many studio warehouses. While some parts of Northeast saw housing prices that rival other more affluent parts of the City, Holland maintained its affordability. In recent years, that affordability has led many new Americans from Central/South America and East Africa to settle in Holland, now calling it home. Holland is now younger and more diverse than much of the rest of the City - providing energy and vitality that sets the stage for an exciting present and future.

In addition to its vibrant population, Holland has become home to an ever-expanding community of local, innovative, creative, small businesses such as Sen Yai Sen Lek, the Northeast Investment Cooperative, Language Central, and ArtShare NE. These newcomers add depth to the established institutional community that is anchored by such beloved stalwarts as Edison High School, the Northeast Library, St. Clement's Catholic Church, Grumpy's NE, and business/property owners like Jim Higgins Insurance and Good Carma.

Holland is committed to balancing maintaining the stories and substance of its past with a welcoming and progressive approach to future growth and evolution. As the community moves through the next decade, Holland aspires to continue its tradition of being welcoming, locally-minded, yet globally-aware.



The Planning Process

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Quirky yet Solid

The Holland neighborhood has additional qualities that set it apart from others in Minneapolis. Corner bars, half blocks, a railroad running through the middle, a cluster of public spaces and buildings, and an eclectic mix of modest houses give Holland a quirky built environment that defies regularity and pattern. Residents of Holland are proud of the fact that the neighborhood is not pristine, perfect, or regular. They enjoy the surprises, the unexpected places, and the slightly off-beat aesthetic that has evolved over the years.

Holland also is dedicated to investment that provides a high-quality, solid structural base for the quirky, off-beat aesthetic. Recent community-initiated projects around the Holland Commons, including the stormwater management upgrades on the Green Campus; the use of cor-ten steel in sculptural elements at Jackson Square Park, Innovation Field, the Edison parking lot, and the bridge across the Basin; and Holland's priority of encouraging renovation and new development that utilizes long-lasting, environmentally-friendly, durable materials and design will help to ensure that Holland has strong bones on which to grow our built environment into the 21st century and beyond.

A Convivial Spirit

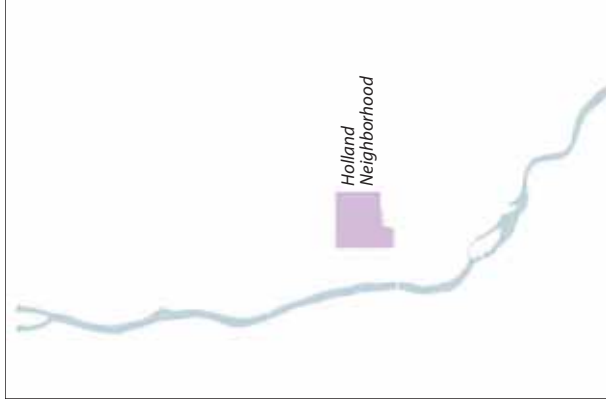
Holland also proudly boasts a convivial spirit of participation and inclusion. Residents loves to gather together to share new ideas and good food, to welcome new people to the neighborhood, and to work together to strengthen their community. This spirit is embodied at Hot Dish Revolution every Spring and in the Holland Commons year round. It is expressed at bus stops, on sidewalks, front porches, at Edison football games, and in the many restaurants on Central Avenue.

Public life and public space is critical to maintaining Holland's commitment to inclusion and creativity. Vibrant investment, growth, and development in public space and public life are key to the continuation of Holland's tradition of inclusion, community empowerment and activism, and innovation.



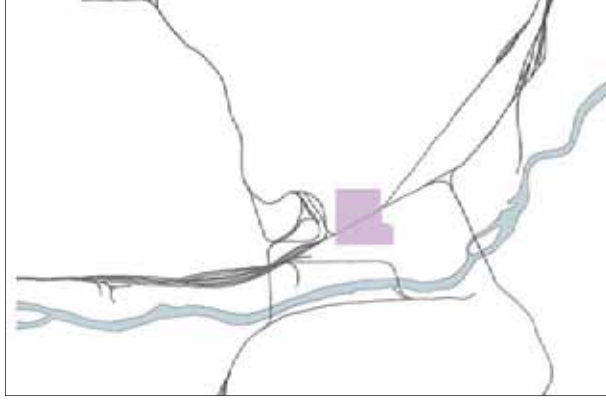
Part of Something Larger

Despite the proud and fierce independent spirit of many Hollanders, the neighborhood recognizes that its past, present, and future is tightly interwoven with and influenced by not just the other twelve Northeast neighborhoods but also with larger economic, social, and physical systems. The form and pattern of Holland has been (and will likely continue to be) influenced significantly by forces beyond its well-defined edges. When planning for the future of the Holland community, it is important to be aware of these forces, to work with them, and to understand their potential impact both positive and challenging.



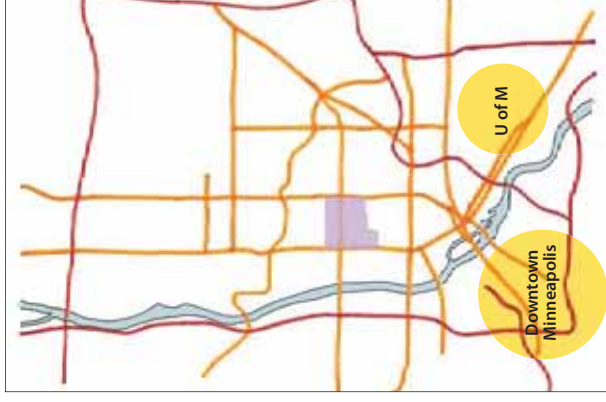
The River

The Mississippi River watershed is one of the largest of the world, encompassing nearly 40% of the land mass of the lower United States. It is a migratory flyway and a critical piece of the nation's economic and transportation infrastructure. Located roughly a mile from the Mississippi River, Holland can strongly influence the health of the river system. The Mississippi in turn has the potential to serve as a significant natural space amenity to the neighborhood.



The Rails

The Twin Cities are a regional hub for rail transportation. Almost all rail traffic across the upper Midwest moves through Minneapolis; much of it through Holland to the Northtown Yards. The history of Holland is tied tightly to the growth of the rails as many of the original homes were built and lived in by workers at Shoreham Yards.



The Economy

Downtown Minneapolis and the University of Minnesota are the two largest job centers in the Upper Midwest. The health of these two job centers impacts incomes, property values, investments, and public services for everyone in Holland.

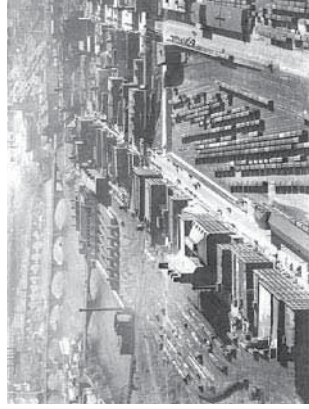
Growth and Development: River

Northeast's relationship to the river began thousands of years ago as the river found its path through the landscape. In south Minneapolis, a dramatic waterfall carved its way upstream, revealing layers of rock and leaving in its wake a deep gorge, difficult to access or navigate. In northern Minneapolis however the river still flowed over the surface of the prairie landscape, which afforded the opportunity to create an industrial riverfront - a place where products could move from water to land and eventually to rail.

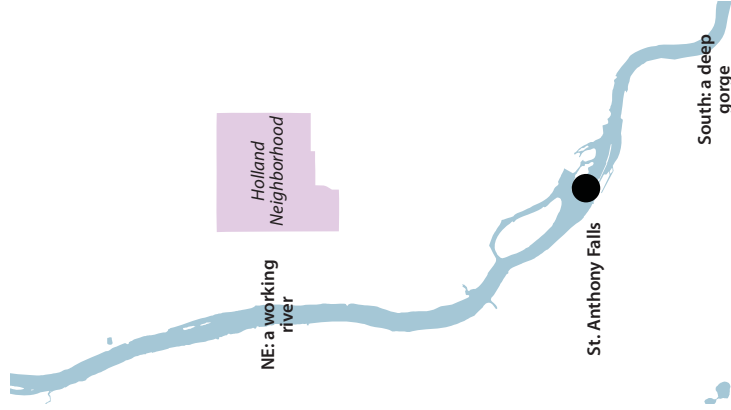
Until recently, Northeast's riverfront was almost all industrial. In the past few decades, land uses have been transitioning and both North Minneapolis and Northeast Minneapolis are beginning to experience the river for its recreational and amenity potential.



1890 The riverfront in northern Minneapolis was industrial from the beginning of European American settlement. Great forests of white pine were floated downstream past Holland on its way to the sawmills at St. Anthony Falls.



1920 As flour mills overtook St. Anthony Falls in the late 1800s, the sawmills moved to the riverfront in north Minneapolis. Soon the whole area was occupied by industry.



The Upper River - a Working Riverfront
The St. Anthony Falls and the deep gorge forced raw materials to transport to land in Northeast and North Minneapolis



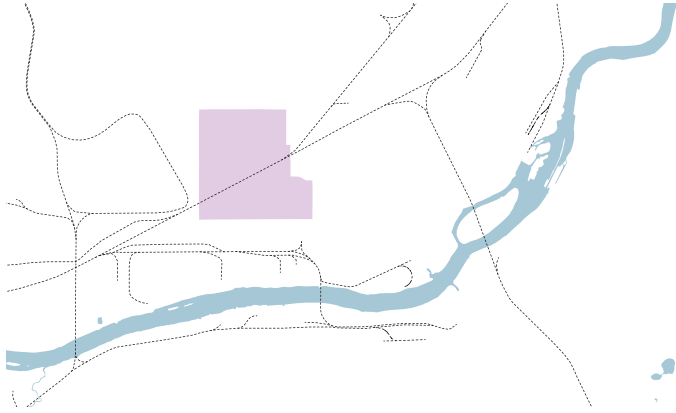
The Grand Rounds and Northeast
Due to the industrial riverfront, the Grand Rounds did not include the Upper riverfront. New Plans for the Upper River include increased access and residential development along the River

Growth and Development: Rails

The rail lines across Minnesota were established prior to urban settlement in the late 1800s. They were critical to establishing Minneapolis as an economic powerhouse during this time. Rails brought raw materials (grain) to the mills at St. Anthony Falls and delivered finished products (flour) to markets across the country.

Permanent residents settled in Holland after the railroad had been established and worked at jobs provided by the industry fed by the rails. Because of this, the railroad has always had a large economic, physical, and social footprint in Holland and throughout Northeast Minneapolis.

Today the rail's direct job-providing impact is less, but the housing that was built for past rail workers remains an important resource for the neighborhood. In addition, the rail line is a constant visual and aural presence. It is also a barrier, blocking cross streets in both north/south and east/west directions.



The Rails in Northeast

Rail lines network across Northeast and Holland to serve the Northtown Yards, Shoreham yards, and the riverfront.



Bridges

Four bridges allow the train tracks to move uninhibited over Holland's streets. While this separation of grades improves safety, the streets under the bridges can be narrow and dark.



Rail Worker Housing

Many of Holland's early residents were immigrants, attracted to the area's industrial jobs and affordable housing. Some lived in rows of small houses, many of which still remain in Holland.



Platting Pattern in Holland

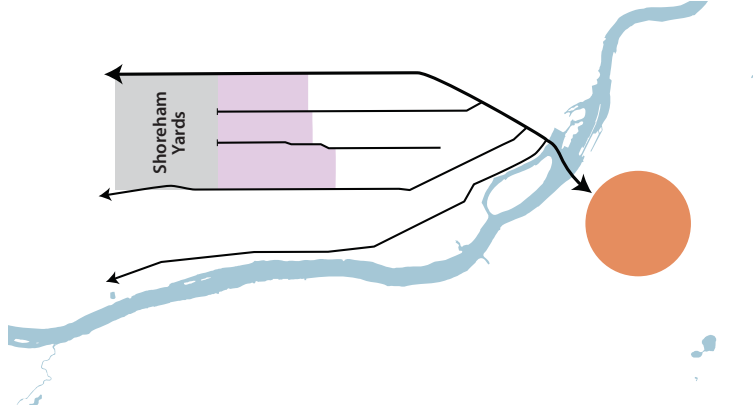
Holland's block pattern is bisected by the rail line, creating triangular parcels that have been used for small industrial and manufacturing uses

Growth and Development: Streets, Streetcars and Employment

Because of the railroad's presence in NE, job centers were distributed throughout the neighborhoods. Despite this, most of the roadway infrastructure was designed to move people to and from the mills and eventually downtown, in a north-south pattern.

Shoreham Yards was established in the late 1880s. As one of the single largest properties in all of Minneapolis, the site terminated two of the four major north-south streets (Washington and Monroe). As a result, these streets never performed the regional transportation function originally intended. Central Avenue and University Avenue emerged as the primary north-south streets in Northeast, with Central carrying commercial traffic, and University carrying most industrial traffic.

In South Minneapolis, an extensive network of streetcar lines brought residents from the bedroom communities to jobs in downtown. In NE, however, since most residents worked in the rail industries, only a couple streetcar lines connected them to downtown.



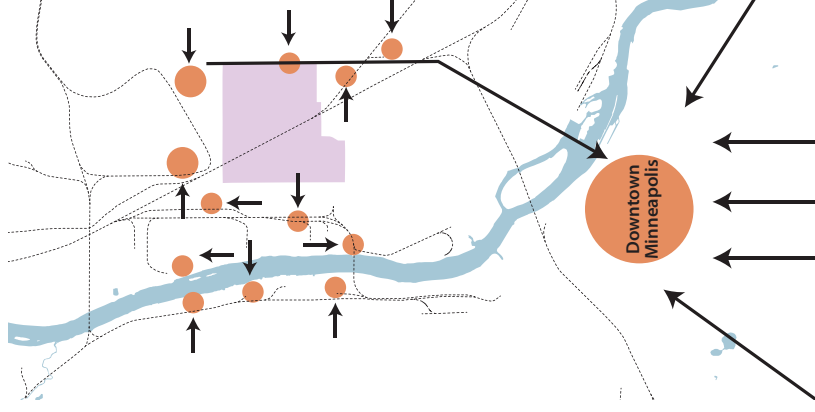
North-South Streets in Northeast

Shoreham Yards terminated two of the four major north-south streets (Washington and Monroe). Central Avenue and University Avenue are now the main north-south streets in Northeast.



Former Streetcar system in Northeast

The streetcar system was not as extensive throughout Northeast as it was in South Minneapolis.



Place to Work in Northeast

Unlike South Minneapolis, Northeast has many job centers. Working and living have always coexisted in Northeast.

Local Patterns



Streets

Holland's street network is interrupted by the rail line. Very few streets traverse the neighborhood unimpeded in either direction.



Blocks

Holland was platted in 1872 with rectilinear blocks of different sizes; most oriented east north / south. The rail line slices through the blocks creating triangular parcels. A grid shift at 8th Street creates offset intersections, another quirk of Holland.



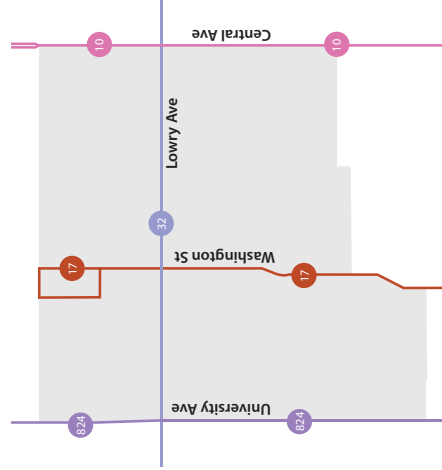
Buildings

Holland has a mix of building types, ranging from industrial to residential. Houses are generally neatly ordered on rectilinear blocks. Industrial buildings tend to occupy triangular parcels adjacent to the rail.



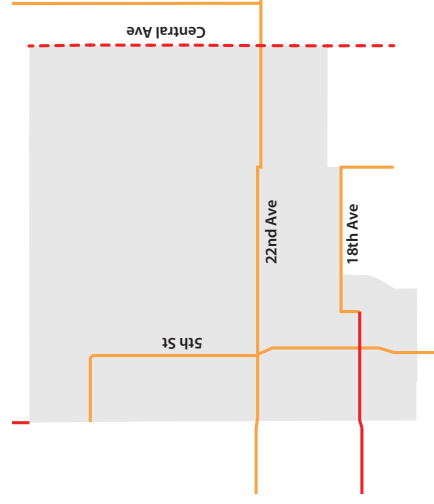
Parks

Holland has one Park under the jurisdiction of the Minneapolis Park and Rec Board: Jackson Square Park. The other open spaces in the neighborhood are either informal, or under non-park jurisdictions.



Transit

The neighborhood is served by four bus lines, three of which run north-south and one east-west.



Biking

Holland's biking infrastructure consists of one off-street trail (18th Ave), one on-street bike lane (Central Ave), and three bike boulevards.



2. What We Want to Be

The New Northeast

Settled originally by eastern and northern Europeans, Northeast has long been considered “the working class side of town.” Like many working class communities across the country, Northeast is tightly knit, loyal, has a strong independent streak and an even stronger work ethic.

With those well-earned values still intact, Northeast has changed significantly over the past twenty years to become more complex, more progressive, and more diverse.

The most recent changes occurred about twenty years ago when artists began discovering Northeast. The formation of the Northeast Arts District in 2003 put the area on the national map as a welcome home to artists of all types. Today, thousands of artists live, work, and contribute to the community of Northeast.

Today, Northeast is a community that maintains its pride and independence and its roots in production and diversity. It is a community that has embraced a new workforce of employees in the arts, advanced

production, food and hospitality, and other creative and skilled endeavors.

Northeast will continue to evolve the next several decades - perhaps at a more accelerated pace than the past twenty years. The region continues to grow, the economy continues to be centered on downtown and the University, land continues to be at a premium, and an educated and creative workforce continues to be a prized commodity. All these factors point to Northeast as a desirable place to live, invest, build, and visit.



Art-A-Whirl! Each spring, the Northeast Minneapolis Arts Association works with hundreds of artists in the area to organize the largest open studio tour in the country. Visitors can meet with artists and purchase original artwork.



Beer Northeast is the heart of the emerging Craft Brew movement. Nearly a dozen breweries have opened in the past year, making Northeast a destination for all things beer.



Food The steady influx of immigrants to Northeast brings with it a mosaic of food cultures, from Polish to Thai. Northeast is well-known for its variety of high-quality restaurants and ethnic grocery stores.

Holland's Role in the New Northeast

Holland will have an important role in shaping the New Northeast. As the geographic center of the Northeast Arts District, home to Northeast's Main Street and primary connections to a New riverfront, Holland's profile in Northeast and the City will grow in the upcoming decades. Holland recognizes the great opportunity this presents, but also recognizes its challenges. Among them:

- How Holland can grow while still maintaining its role as an affordable gateway community for families and businesses.
- How Holland can encourage strong east-west connections between Northeast Neighborhoods and the new Riverfront.
- How Holland can be a leader in sustainability, the arts and community participation.
- How the streetcar can spur development on Central Avenue without losing the Main Street qualities that make Central Avenue unique.
- How Holland can enhance its public spaces to meet the needs of its current and future population.
- How Holland can assume its role as the center of the Arts District.



A New Riverfront

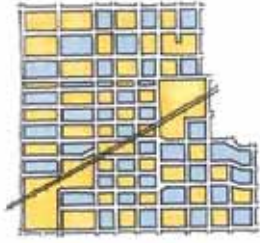
The Minneapolis Park Board and its partners are in the beginning stages of an ambitious plan to re-vision and re-build the Mississippi Riverfront between Northeast and North Minneapolis. The new riverfront will have increased public access, new parks, and new greenways connecting into the neighborhoods.



Streetcar on Central

In the upcoming decade, streetcar transit will extend from downtown up along Central Avenue. It will spur another wave of transit-oriented development, attracting people and businesses who desire urban amenities.

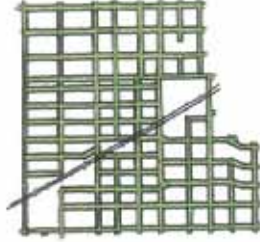
Goals



Embrace the old and invite the new.

Holland has a strong historic fabric of buildings and people, allowing the neighborhood to embrace new ideas and new people. As the community grows in the upcoming decades, the built environment will change along with it. The neighborhood recognizes that change is essential to maintaining a healthy neighborhood. Holland is dedicated to celebrating its history while inviting new progress.

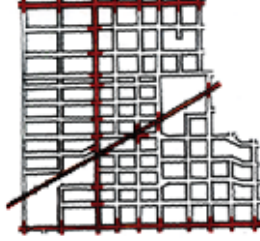
- Be good stewards of our existing open spaces, and use other open spaces in new and creative ways.
- Protect and reuse valued buildings, but welcome new and innovative redevelopment.
- Ask that investments in Holland are thoughtful, deliberate, and contributory.
- Understand Holland as a mosaic of people and places.



Reclaim our streets.

Streets have to perform many functions. In addition to conveying vehicles through a neighborhood, they are shared public spaces we use for walking and biking, playing, investing, and taking transit. As a community grows, it demands more value out of its streets. With drastically different travel patterns today than when the streets were built, re-thinking the design of Holland's streets is a great opportunity to create valuable public spaces throughout the neighborhood

- Widen and activate sidewalks on Lowry and University Avenues.
- Improve street crossing conditions on Lowry, University, Washington, and Monroe.
- Prioritize 22nd Avenue as a neighborhood greenway and sustainable, artistic street.
- Continue to invest in and introduce new biking infrastructure.



Transform barriers into connections.

Holland is bisected in all directions by a rail line and Lowry Avenue. These features have created blighted conditions that impact the condition and safety of the neighborhood. Whereas the temptation may be to isolate the community from the rail, this Plan contains recommendations for utilizing the rail as a resource. Given their permanence, the neighborhood should seek ways to improve their conditions so they can be embraced as community assets.

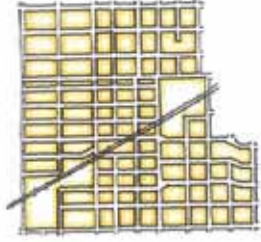
- Plan for redevelopment along the rail corridor. Include opportunities for publicly-accessible open space and trails.
- Work with the railroad to improve conditions beneath the rail viaducts.
- Improve physical and visual connections across major corridors.



Be a welcome entrance to the city.

Holland is a gateway neighborhood for people who want to come to Minneapolis to enjoy the opportunities inherent in an urban lifestyle. Affordable housing, a diverse population, and access to jobs and schools make Holland an ideal place for first time urban investors - whether as a renter, buyer, business owner, or student.

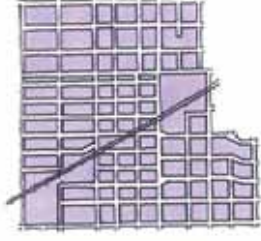
- Improve the appearance and cohesiveness of the neighborhood along major corridors.
- Tailor open space uses and programs to suit people of all ages, origins, and stages of life.
- Make it easy to start a business, raise a family, invest in housing, and be an active neighbor.



Grow our valued spaces, places, and people.

Holland is eager to grow all aspects of its community: its people, institutions, spaces, and places. The neighborhood recognizes growth is an essential ingredient to overall improvement. In order to grow one part of the community, all parts have to grow. This Plan offers a strategic direction for how these areas of the community can grow.

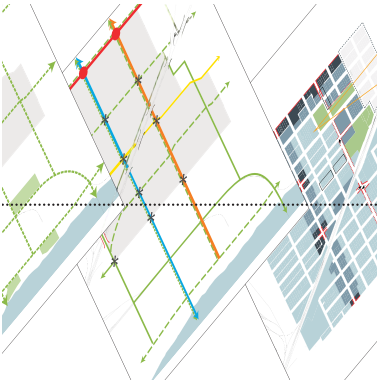
- Strengthen the Holland Commons area around Jackson Square Park, the Basin, and Edison High School.
- Diversify neighborhood housing stock.
- Push for redevelopment in some areas, and guide it in others.



Create our future together.

This is the neighborhood's first ever Small Area Plan. It is driven by a Steering Committee representing a broad base of the community. Success of this Plan will require an active and engaged community, a well-functioning volunteer Board, and clear communication with City Hall. This structure of this Plan and its many ideas and initiatives offer many avenues to participate in shaping the future of the Holland Neighborhood.

- Envision an inclusive neighborhood with spaces and places for everyone.
- Encourage active participation—and a variety of ways to be involved—in realizing small area planning process goals.

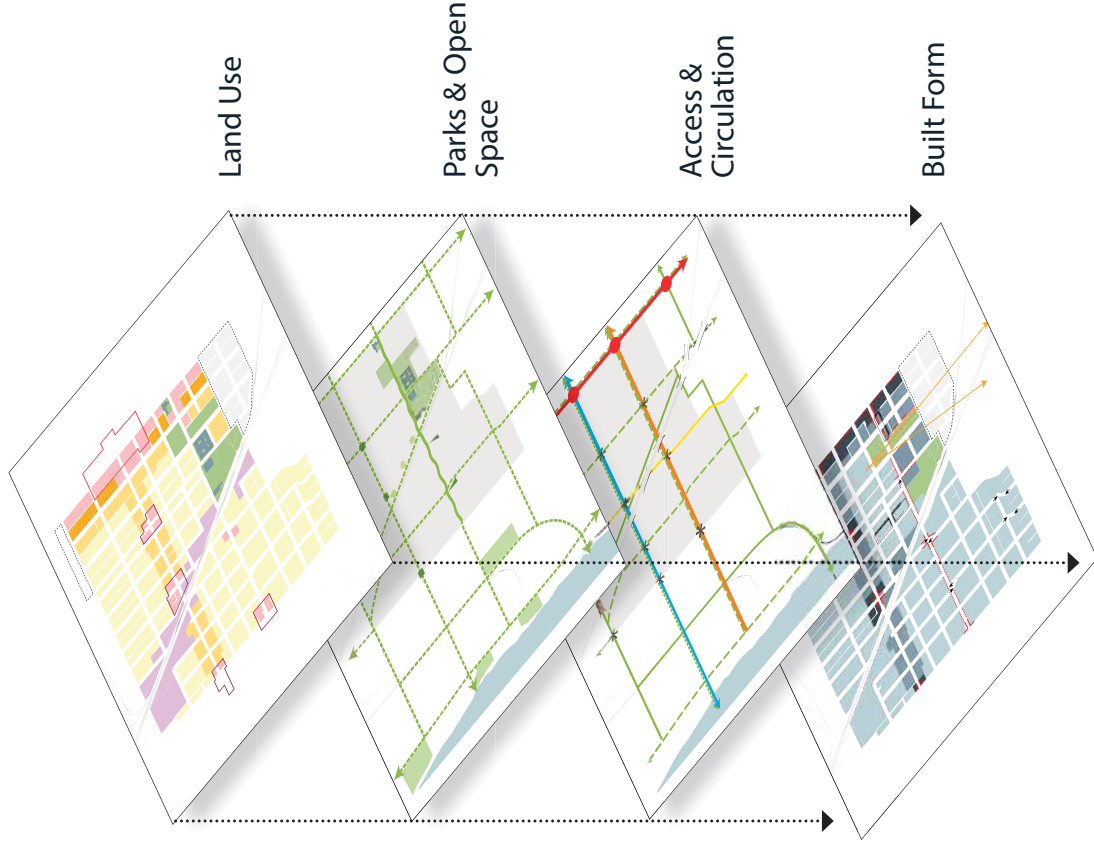


3. How We Get There *Frameworks*

Frameworks

Frameworks: What Are They

Land Use, Parks and Open Space, Access and Circulation, and Built Form are the four frameworks that organize and define the physical environment of the Holland Neighborhood. As with systems in the human body, each must function independently of - and together with - the others. If one fails, they all fail. This is why it is important to understand frameworks as working symbiotically. Each is a unique individual system yet they must work together in order for the neighborhood to thrive as a sum greater than its parts.



Term Definitions

Neighborhood Commercial Node: Generally retail or service uses on at least three corners of an intersection. Mix of uses occurs within and among structures. High density, transitioning to medium density in surrounding areas.

Activity Center: Mix of uses with citywide and regional draw. High intensity of uses. High density.

Commercial Corridor: Historically have been prominent destinations. Mix of uses, with commercial uses dominating. High density, transitioning to medium density in surrounding areas.

Community Corridor: Primarily residential with intermittent commercial uses at intersections. Medium density, transitioning to low density in surrounding areas.

Transitional Industrial: Currently industrial but that may transition to another use over time.

Low Density Residential: <20 dwelling units per acre.

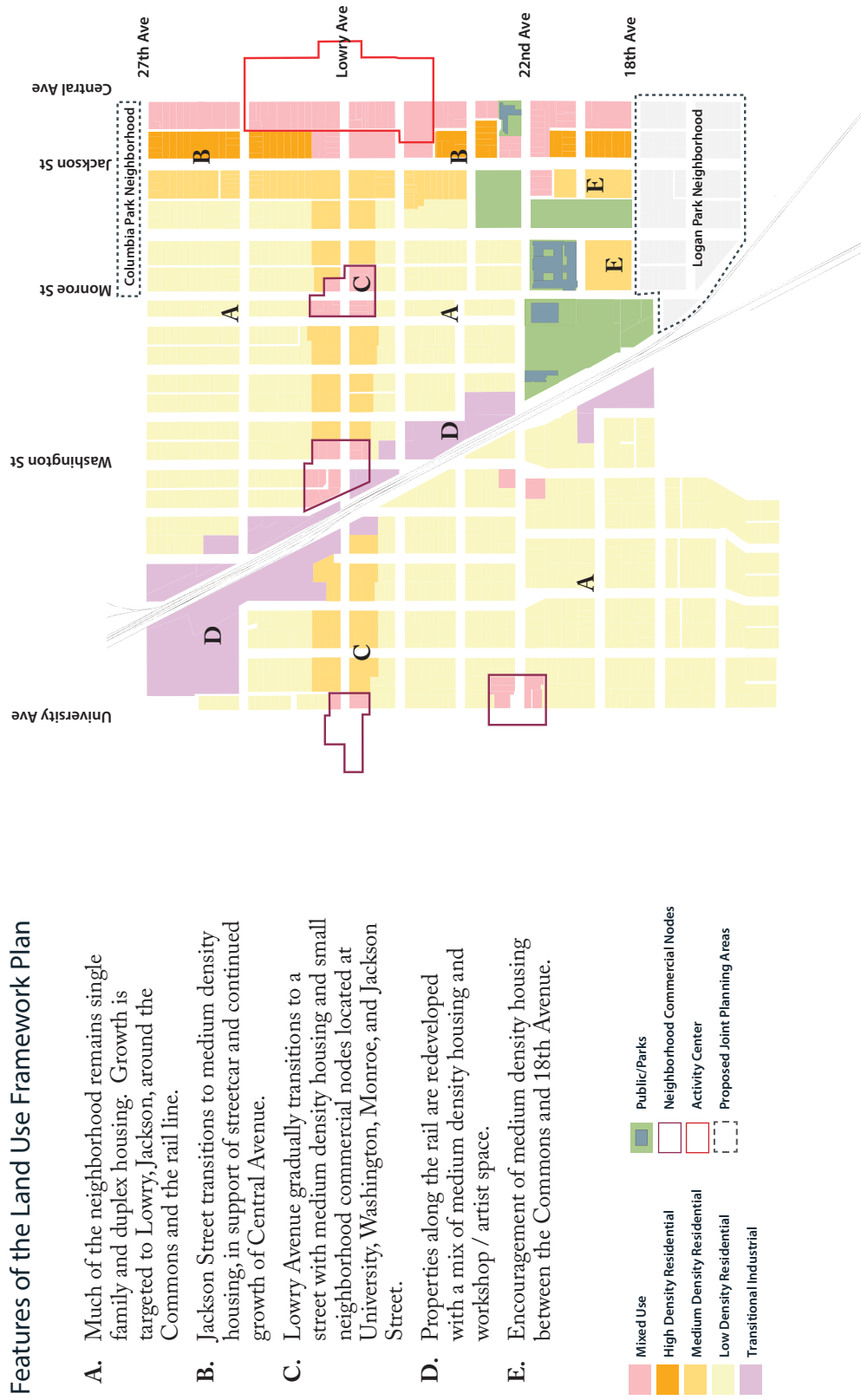
Medium Density Residential: 20-50 dwelling units per acre.

High Density Residential: 50-120 dwelling units per acre.

Land Use

Features of the Land Use Framework Plan

- A.** Much of the neighborhood remains single family and duplex housing. Growth is targeted to Lowry, Jackson, around the Commons and the rail line.
- B.** Jackson Street transitions to medium density housing, in support of streetcar and continued growth of Central Avenue.
- C.** Lowry Avenue gradually transitions to a street with medium density housing and small neighborhood commercial nodes located at University, Washington, Monroe, and Jackson Street.
- D.** Properties along the rail are redeveloped with a mix of medium density housing and workshop / artist space.
- E.** Encouragement of medium density housing between the Commons and 18th Avenue.



Open Space

Features of the Open Space Plan

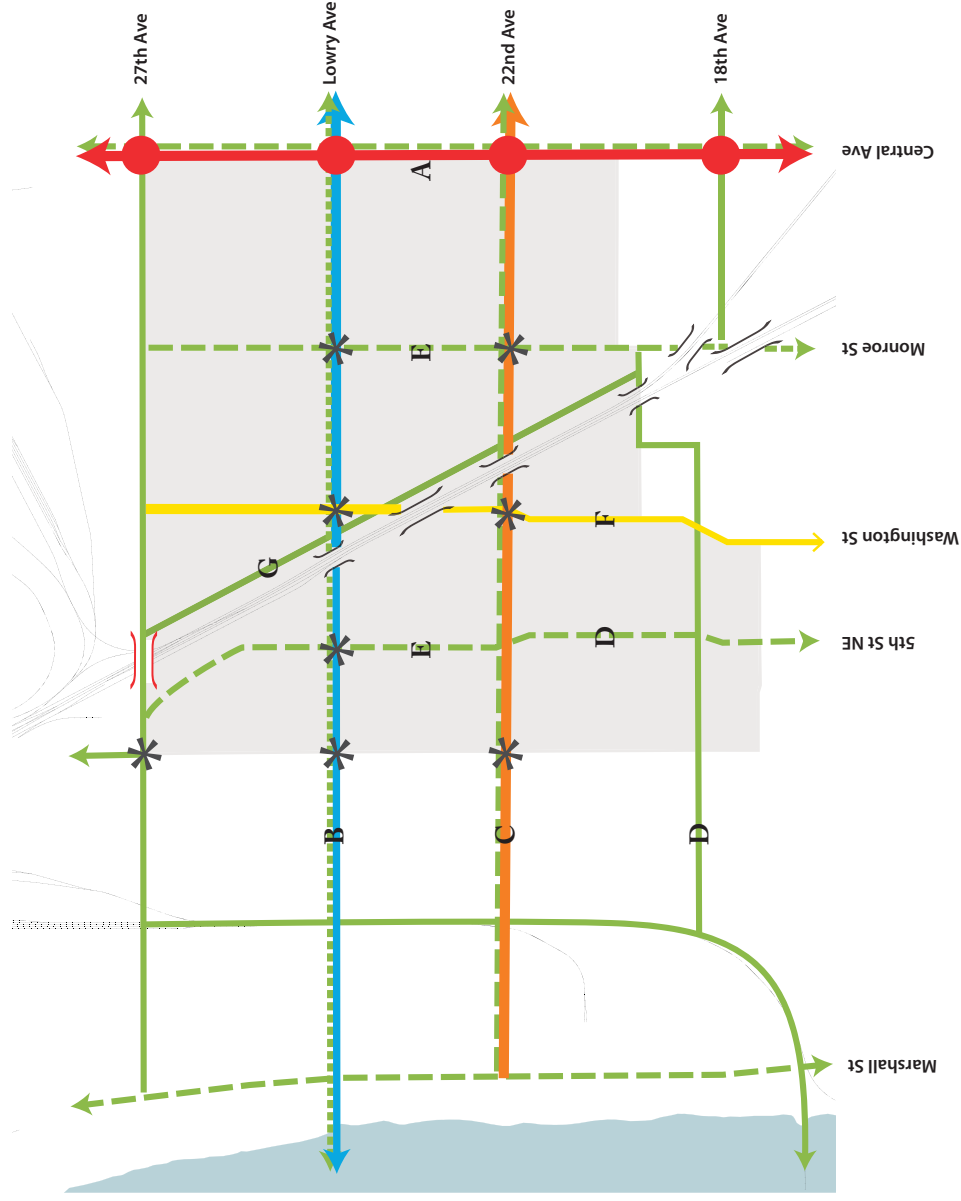
- A.** The Commons is enhanced with more accessible public buildings, improved park space, gathering spaces, and more recreational space.
- B.** A variety of east-west bicycle routes are provided.
- C.** Redevelopment projects along the rail incorporate walking trail and publicly-accessible private open spaces with public art.
- D.** Existing informal open spaces such as the community gardens and train park are supported.
- E.** Offset intersections are rebuilt to create small parks, green space or plazas with art and stormwater management.
- F.** New buildings at Neighborhood Commercial Nodes on Lowry are set back 5'-8' to create generous sidewalks.



Access and Circulation

Features of the Access and Circulation Plan

- A.** Central Avenue becomes a commercial corridor with streetcar service along its length.
- B.** Lowry Avenue becomes a transit and pedestrian friendly street connecting the neighborhood to the River.
- C.** 22nd becomes Holland's signature street.
- D.** A full east/west/north/south neighborhood bike network is created.
- E.** Bike boulevards at 5th St. and Monroe St. are enhanced with safer intersections and traffic calming measures.
- F.** Washington St. is improved for transit with safer intersections and traffic calming.
- G.** Publicly accessible walk/bike trail is introduced as part of an easement on new developments along east side of railroad.



- | | | | |
|--|-------------------------------|--|---------------------------|
| — | Commercial Corridor | * | Intersection improvements |
| — | Community Corridor | ● | Proposed streetcar stop |
| — | Neighborhood Signature Street | | Railroad bridge |
| — | Protected bike route (trail) | | Ped/bike bridge |
| - - - | Designated bike route (lane) | | |
| - · - · - | Shared bike route (sharrows) | | |

Access & Circulation Features Not Covered in Initiative Areas

North-South Avenues: University Avenue, Washington Street, Monroe Street

Recommendations for Holland's north-south routes were not extensive enough to require exploration in an Initiative Area, but the neighborhood envisions these streets as having different distinguishable characteristics in the future. As a state highway, University Avenue handles a lot of traffic and is very difficult to cross. It also features many beautiful old homes and churches, which could one day be highlighted on a beautiful "Grand Boulevard". In the meantime, bump-out test projects could take place here to determine if a road diet is appropriate on University Ave in the future. Washington Street and Monroe Street are wider streets that have room to introduce new amenities for transit, bikes, and on-street stormwater management.

While Marshall Avenue is not in the Holland neighborhood, this plan recommends that infrastructure and uses on north-south streets in Northeast Minneapolis be coordinated as a system. Marshall Avenue's adjacency to the Mississippi River lends its uses to focus on stormwater and biking infrastructure.



University Ave:
"The Grand Boulevard"

- Planted medians
- 3 lanes
- Safer crossings



Washington St:
Improved for transit

- Nice bus stops
- Traffic calming: narrowed lanes
- Safer crossings
- Stormwater management along curbs



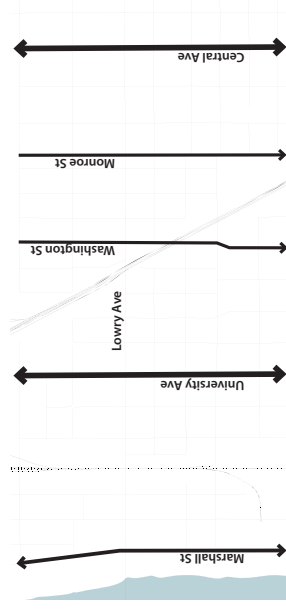
Monroe St:
Improved for bikes

- Bike boulevard
- Traffic calming: chicanes
- Safer crossings
- Stormwater management along curbs

	Marshall St.	University Ave.	Washington St.	Monroe St.	Central Ave.
Biking	●	○	○	●	●
Transit	○	●	●	○	●
Stormwater	●	○	●	●	○

Recommended Infrastructure on North-south Streets in NE Minneapolis

● Emphasize
 ● Provide
 ○ Optional

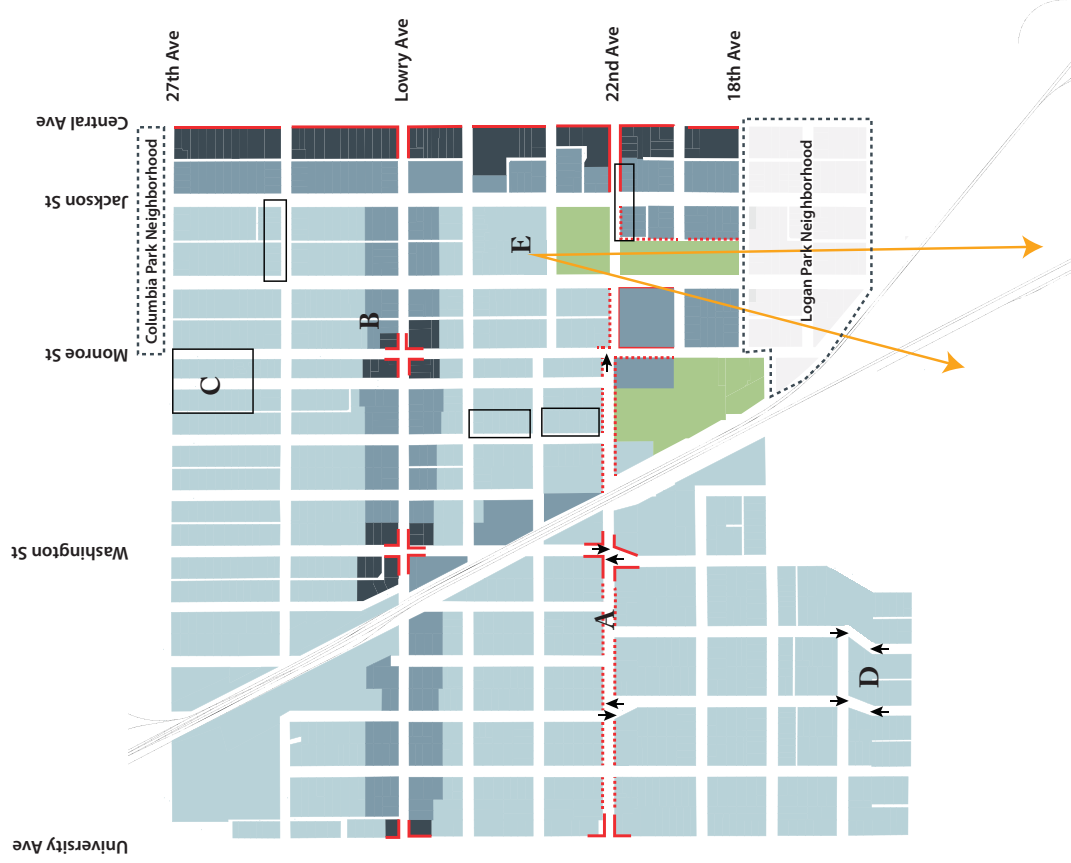
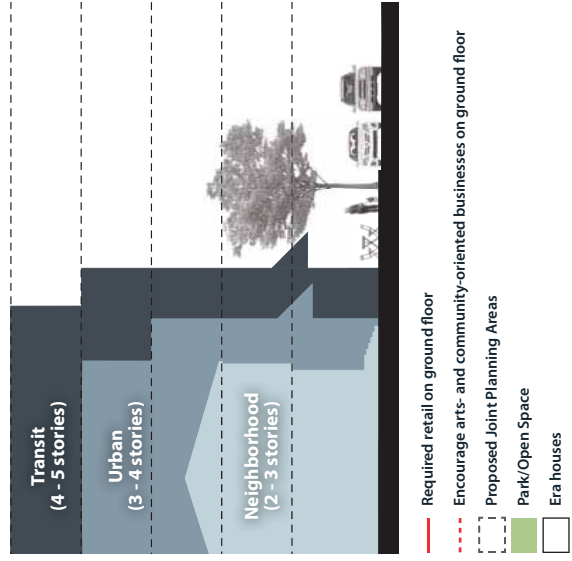


North-south Streets in NE Minneapolis

Built Form and Urban Design

Features of the Built Form Plan

- A.** 22nd Avenue becomes an active street with allowances for galleries, workshops, small commercial and cafe uses.
- B.** Key intersections throughout the neighborhood have commercial uses on the ground floor.
- C.** Collections of “era houses” are celebrated as unique assets in the neighborhood.
- D.** Places where the grid is skewed are celebrated with a focal point at the end of the street.
- E.** Views to downtown from public spaces are protected.



Built Form & Urban Design Features Not Covered in Initiative Areas

Era Houses

Tucked away in Holland are a series of houses previously occupied by railroad workers. While the buildings themselves may or may not be historically significant, they share common architectural features and were likely built by the same builder. This plan does not necessarily recommend their preservation (additional evaluation would be needed) but it does urge the neighborhood to celebrate their uniqueness. The neighborhood could develop a guidebook that homeowners could reference for appropriate reuse or renovation, similar to *The Longfellow Planbook*, a manual dedicated to upkeep of the Longfellow neighborhood's signature bungalows.



Railroad Houses in Holland



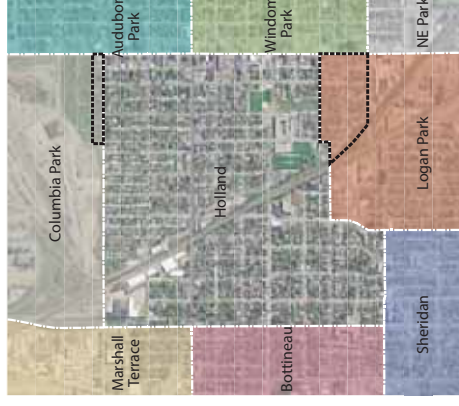
The View from Holland Commons

Protected View to Downtown

At the northeast corner of Jackson Square Park, one can look south and see a spectacular view of downtown, especially in winter. Holland desires to preserve this view, so any development that is in line with this view should take this into consideration to not block it.

Proposed Joint Planning Areas

Holland has expressed interest in working with the surrounding neighborhoods to coordinate growth in certain areas adjacent to their neighborhood. There are two areas that, while not in Holland, function as if they are because they are effectively cut off from Logan Park and Columbia Park respectively. This Plan proposes that these areas become Joint Planning Areas, requiring conversations between neighborhood groups and city planning officials.



NE Neighborhood Boundaries and Proposed Joint Planning Areas

Terminated Views

Holland has a number of locations where two street grids meet and do not line up. Whatever is at the end of the street becomes a focal point. In such cases, street vistas can be terminated with vertical elements in the landscape or on buildings. Doing so provides a focal point, a means of orientation and an opportunity for signature/iconic elements.

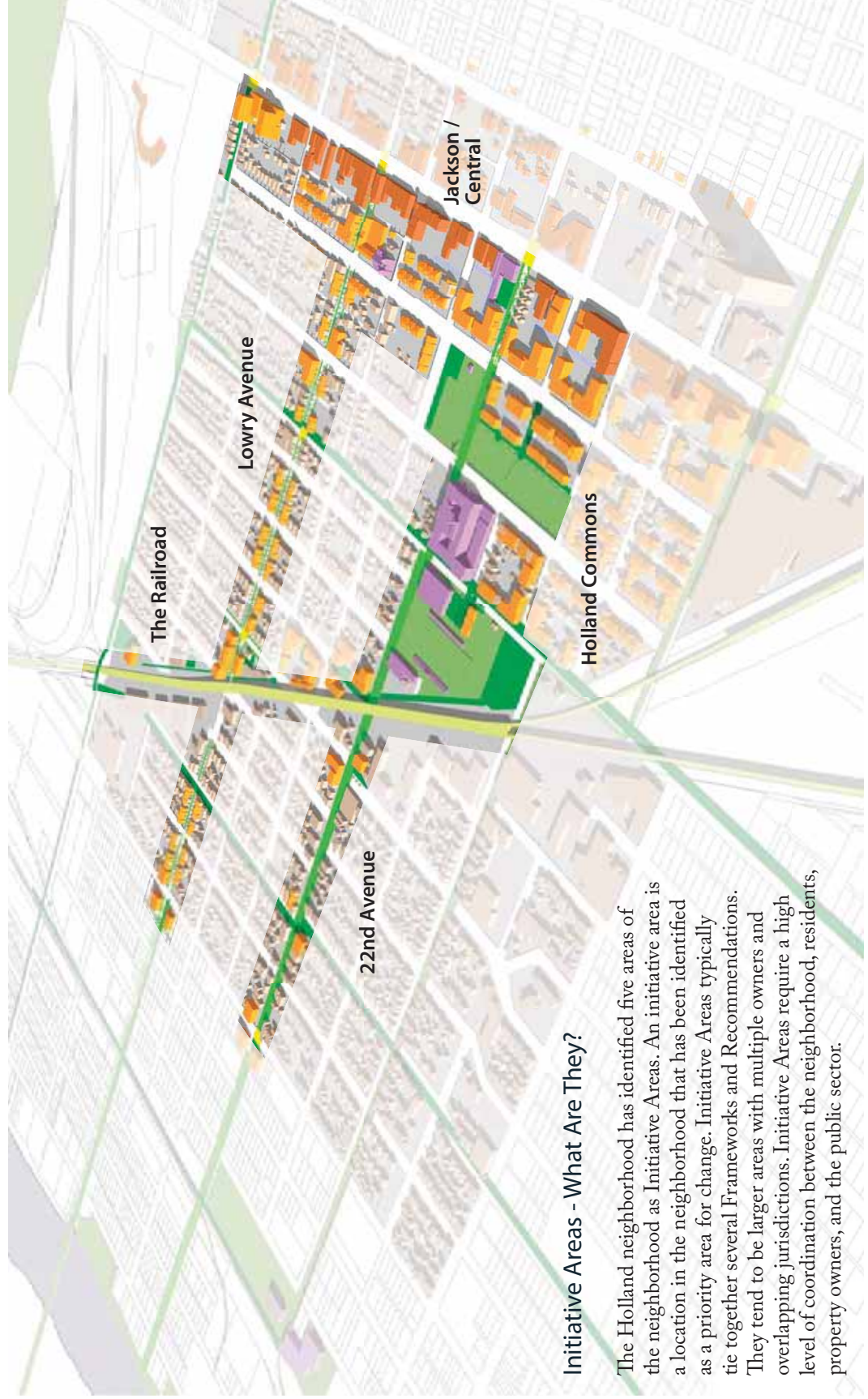


Example of a Terminated View, Melbourne, Australia



4. How We Get There *Initiative Areas*

Initiative Areas in Holland



Initiative Areas - What Are They?

The Holland neighborhood has identified five areas of the neighborhood as Initiative Areas. An initiative area is a location in the neighborhood that has been identified as a priority area for change. Initiative Areas typically tie together several Frameworks and Recommendations. They tend to be larger areas with multiple owners and overlapping jurisdictions. Initiative Areas require a high level of coordination between the neighborhood, residents, property owners, and the public sector.

Initiative Area Recommendations

Lowry Avenue

A community corridor that connects Holland to the River and beyond and provides opportunities for additional growth in housing and small neighborhood commercial.

1. Create a street that prioritizes transit service and the pedestrian environment by reducing to 3 lanes and providing a tree-lined edge, high-quality transit environment, and safe pedestrian crossings.
2. Establish a land use pattern that encourages small-scale mixed-use development at nodes and medium density housing in-between nodes.
3. Ensure development along Lowry transitions smoothly to the single family neighborhoods to the north and south.

Jackson Street & Central Avenue

A brother-sister pair that work together to help make Holland a complete neighborhood.

1. Encourage a development pattern that supports transit and Central Avenue as a Northeast main street with a local flavor.
2. Ensure that development along Central and Jackson transitions smoothly to the single family neighborhoods to the east and west.
3. Create shared parking, service, and access on the blocks between Jackson and Central Ave.

22nd Avenue

A community signature street that prioritizes walking and biking and demonstrates Holland's spirit of innovation in arts and the environment.

1. Prioritize walking and biking by introducing parkway characteristics.
2. Use the streetscape and adjacent land to showcase innovative ideas and test pilot projects related to art, parks, community, and the environment.
3. Encourage arts- and community-oriented development along 22nd.

Holland Commons

A synergistic collection of public spaces and buildings where Holland expresses itself and gathers together as a community.

1. Enhance the Commons for use by more people in all times of the year.
2. Encourage higher density development by investing in the Commons as an amenity.
3. Develop a common visual and thematic vocabulary (environment, arts, and community) for the Commons to create a cohesive sense of place.

The Railroad

A former barrier re-envisioned as an opportunity for partnership, redevelopment, open space, and art.

1. Redevelop properties along the rail for mixed residential and production space.
2. Incorporate publicly-accessible trail and open space in new development along rail.
3. Improve pedestrian and biking connections across/under railroad.

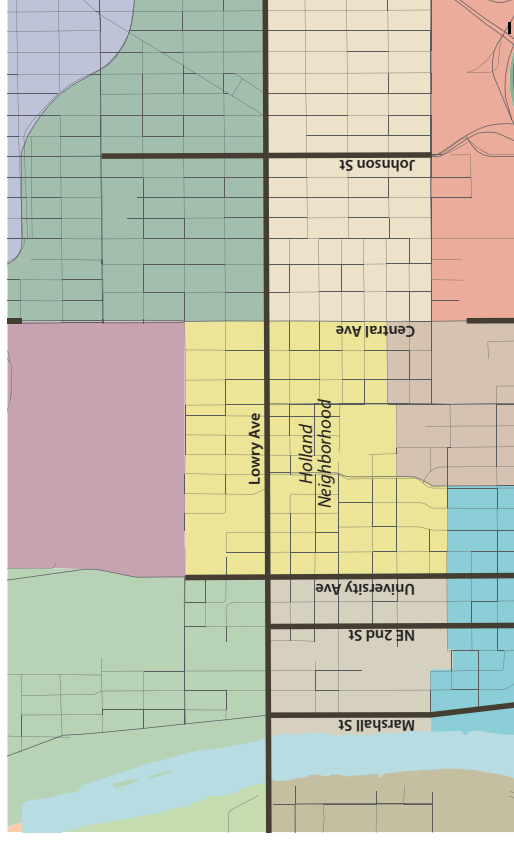


Lowry Avenue Initiative Area

Background

Lowry Avenue is one of the few streets that connects North Minneapolis to Northeast Minneapolis. Despite being a County Road, it has been designated in the Minneapolis Comprehensive Plan as a community corridor. Therefore Lowry Avenue in Holland has the responsibility of serving several functions, only one of which to facilitate long distance travel to adjacent communities.

As one of the larger east-west corridors in NE Minneapolis, Lowry will experience greater pressure in the coming years as Central Avenue grows with the streetcar and new parks along the Mississippi River are developed. Holland is the only neighborhood that surrounds Lowry - in all the other neighborhoods, Lowry is a border. This means that Holland has a special interest in how Lowry looks and functions within the neighborhood.



Community Corridors in NE Minneapolis Neighborhoods

Community Corridor Definition

A street that:

- Connects more than 2 neighborhoods
- Has a land use pattern that is primarily residential with some commercial uses clustered at intersections
- Carries from 4,000 to 15,000 in average annual daily traffic
- Carries a heavy volume of traffic but are not necessarily the principal travel routes for a specific part of the city
- Does not typically support auto-oriented uses
- Has land uses with traditional commercial and residential form and massing
- Has commercial uses that are generally small-scale retail/service and serve the immediate neighborhood

Lowry Avenue

Existing Conditions

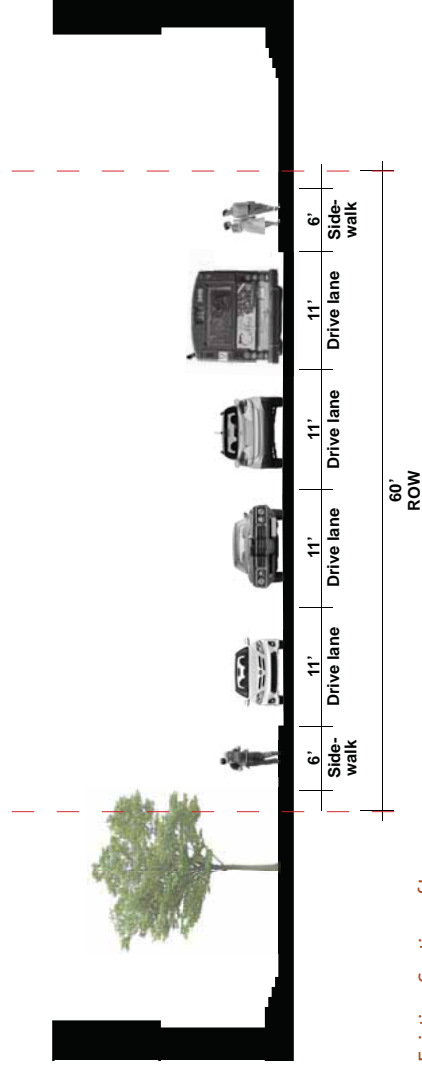
Prior to the 1960s, Lowry Avenue was a tree-lined, neighborhood street with two lanes, arching elm trees, and small storefronts. The street was widened to two lanes in both directions by removing the sidewalk buffer and street trees. These changes have created a street that is currently not safe nor attractive for pedestrians or bikers. Pedestrians must walk immediately adjacent to the volume traffic (including considerable truck traffic). Snow is plowed onto the narrow sidewalk in winter, making it close to impossible to walk, which is especially treacherous for transit-users. Businesses have left and their former commercial buildings remain boarded up.



1956, Looking West on Lowry Ave near Madison St.



2014, Looking West on Lowry Ave near Madison St.

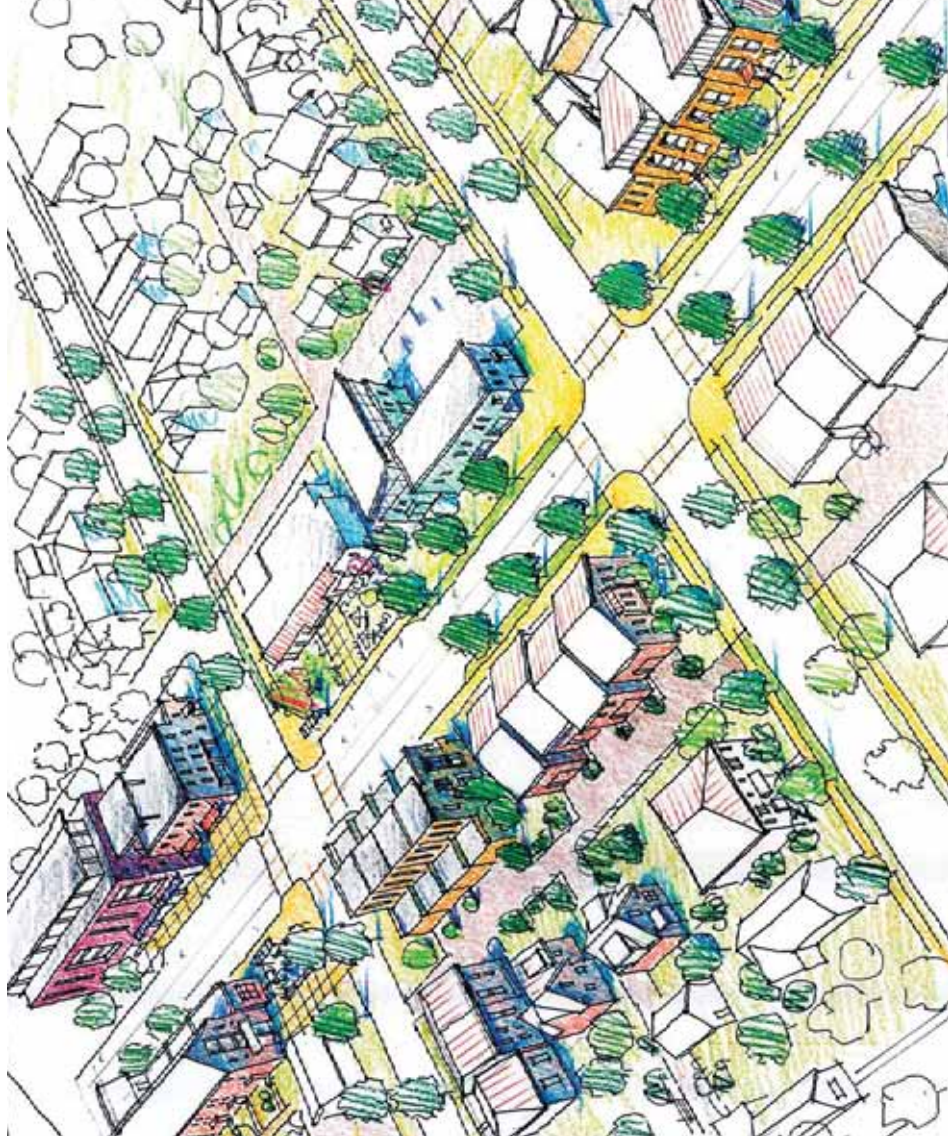


Existing Section of Lowry

A Vision for Lowry Avenue:

A community corridor that connects Holland to the River and beyond and provides opportunities for additional growth in housing and small neighborhood commercial.

A future Lowry Avenue should be an attractive location for redevelopment. It should be promoted as a transit corridor as well as a primary connector to the river and North Minneapolis. This Plan recommends a transformation of Lowry Avenue from an avenue depressed by decades of disinvestment to a high quality avenue that balances the needs of many users - including those who call it home. To achieve this, the road will have to be rebuilt, including new stormwater infrastructure, lane assignments, and redevelopment.



Recommendations for Lowry Avenue:

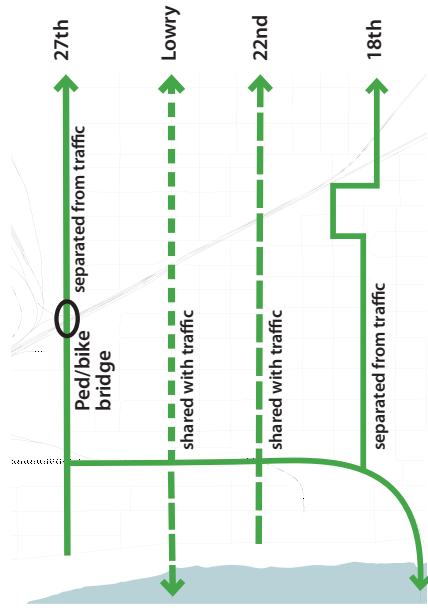
1. Create a street that prioritizes transit service and the pedestrian environment by reducing to 3 lanes and providing a tree-lined edge, high-quality transit environment, and safe pedestrian crossings.
2. Establish a land use pattern that encourages small-scale mixed-use development at nodes and medium density housing in-between nodes.
3. Ensure development along Lowry transitions smoothly to the single family neighborhoods to the north and south.

Lowry Avenue

Recommendation 1:
Create a street that prioritizes transit service and the pedestrian environment.

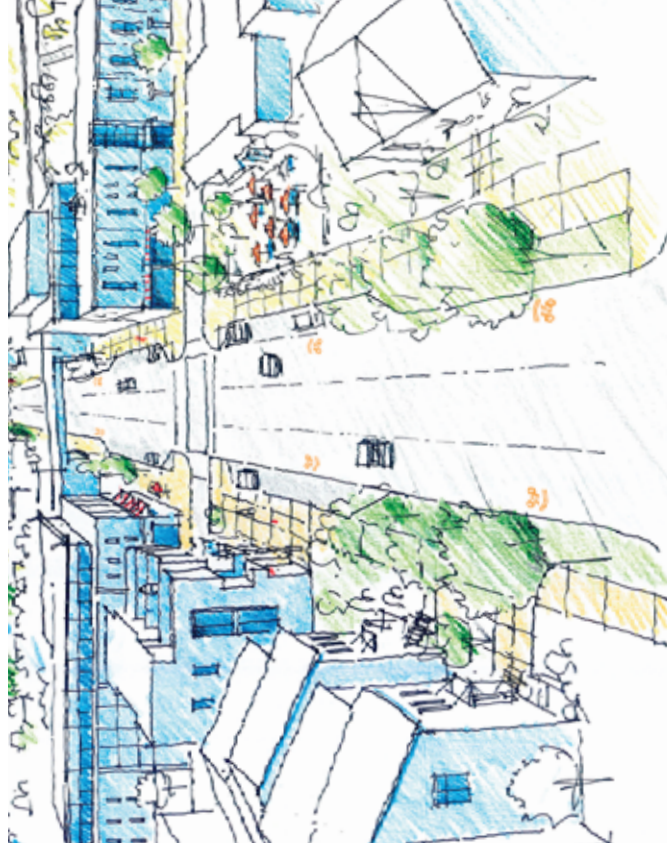
To improve the street for both traffic and pedestrians, this plan recommends Lowry Avenue be reduced to three lanes (one lane in either direction and a turn lane in the center). This preserves continuous movement of traffic while introducing space (+/- 8') to create a well landscaped edge to the roadway, parking bays, and on-street stormwater management.

To ensure safe crossings for pedestrians, this Plan recommends that Lowry Avenue's intersections in the Holland neighborhood be improved but that they not be widened. While other intersections of Lowry Avenue in NE may need to accommodate the wider turning radii of semis, Lowry Ave in the Holland neighborhood is not part of the intermodal trucking route. The current intersections have been shown to be adequately sized to handle both current and projected traffic for the area.



East-West Bike routes through Holland

As bicycling becomes an increasingly important means of moving about the City, Holland would like Lowry Ave to be a street that is safe for bicyclists who are comfortable riding in mixed traffic. Recognizing that it connects to the River and the North Side, Holland encourages the County to consider Lowry as an important part of the bikeway system.



New Lowry Streetscape

Lowry Avenue

Recommendation 2:
Establish a land use pattern that encourages mixed-use development at nodes...

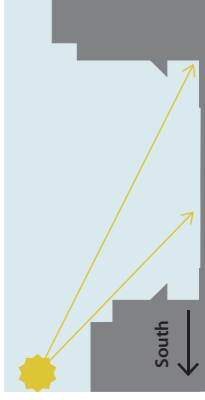
Certain intersections along Lowry Avenue are excellent locations to reintroduce the commercial development that once characterized the corridor. These four “nodes” will feature generous sidewalks space where mixed-use buildings are set back 5-8 ft to allow for sidewalk cafes and other public space. Mixed-use development can include residential units, which will be well-served by Lowry’s transit routes. The reintroduced sidewalk buffer along Lowry becomes parking bays at the nodes, allowing on-street access to businesses. In order to encourage a pedestrian environment along Lowry Avenue, the Plan recommends a Pedestrian Overlay District be established at nodes.



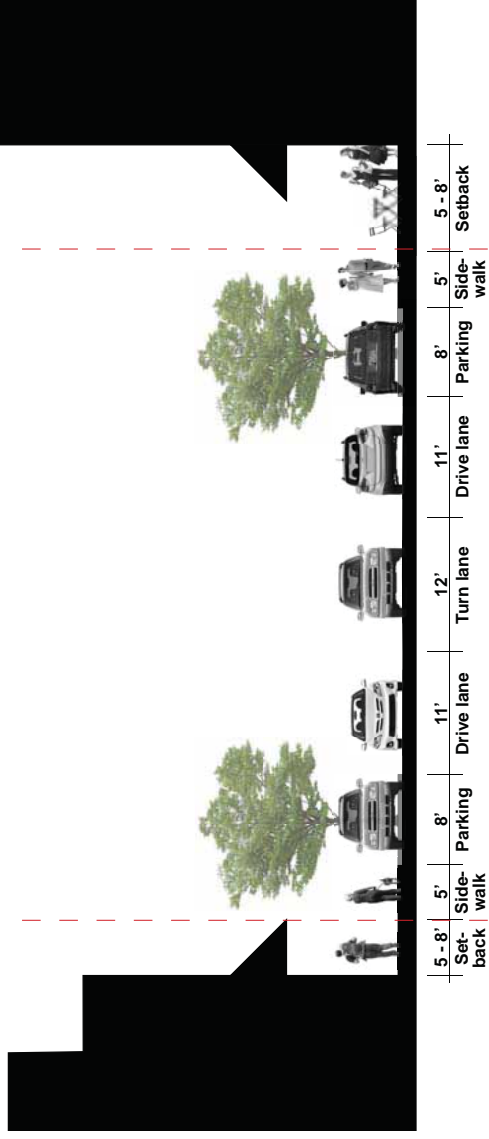
Typical Neighborhood Node Development



Proposed Neighborhood Commercial Nodes on Lowry



Lower buildings on south side of street allow sunlight to penetrate the street



Proposed Street Section at Nodes

Lowry Avenue

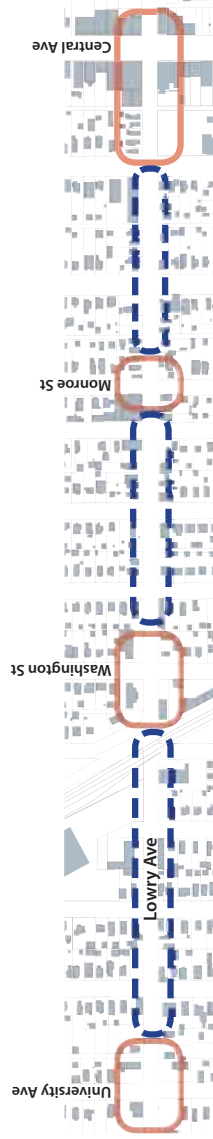
... and medium density housing in-between nodes.

Between Lowry's nodes are opportunities for high-quality medium-density housing. These buildings should be set back from the sidewalk 5-8 ft to create a pleasant buffer between the bustling street and private residences.

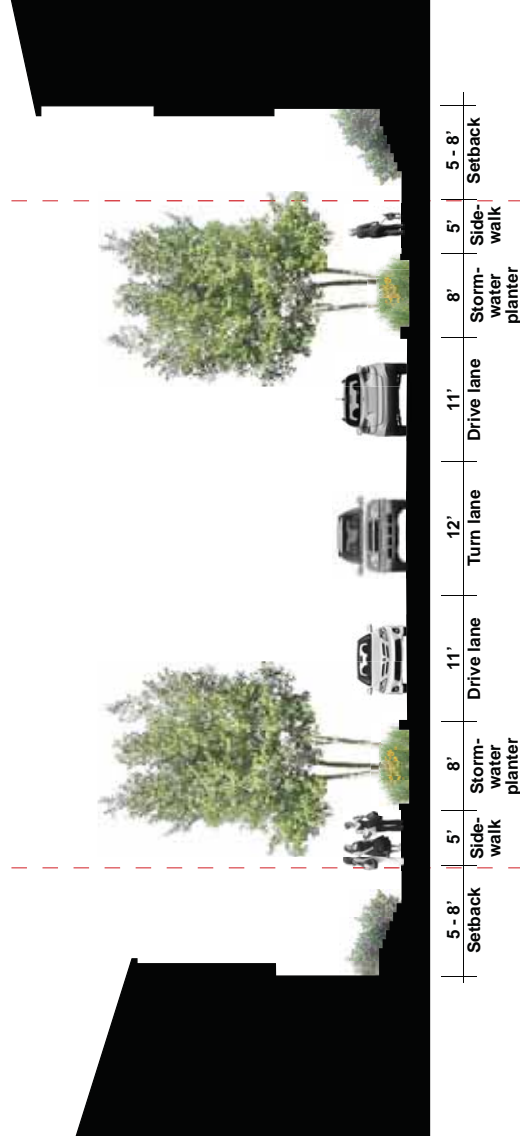
The sidewalk buffer between nodes allows for on-street stormwater management, which can add great value to the look of the street. These systems can take many forms, from underground tree trenches or beautifully-planted stormwater planters.



Housing on Lowry, between nodes



Between Nodes on Lowry

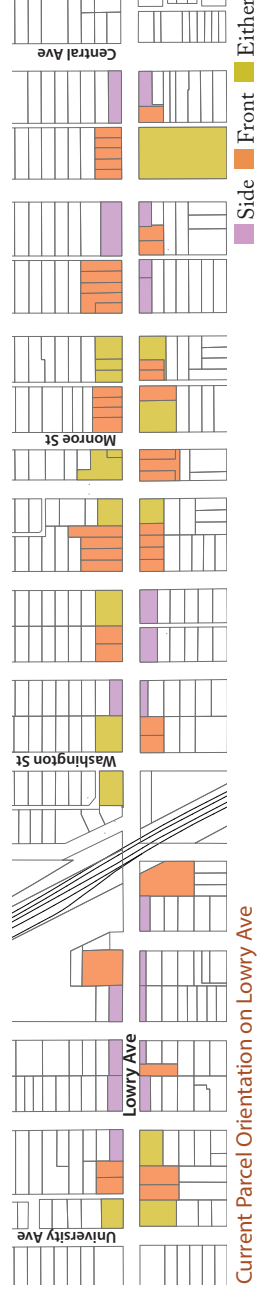


Proposed Street Section in between Nodes

Lowry Avenue

Recommendation 3:
Ensure development along Lowry transitions smoothly to the single family neighborhoods to the north and south.

Lowry Avenue is transitioning from a residential street to a mixed use avenue. Historically, single family houses on the interior of the neighborhood resembled those on Lowry Avenue. However, as Lowry Avenue changes, it is important to ensure the transition to a mixed use avenue does not negatively impact the single family and duplex homes to the interior of the neighborhood. The Plan offers a menu of possible ways in which development on Lowry Avenue can smoothly transition to the side street. Depending on the intensity of development on Lowry Avenue, managing the transition will, in many cases, require the development to “turn the corner” and proactively establish a smooth transition to existing single family homes. Large surface parking lots behind buildings are discouraged if viable alternatives such as parking beneath the building exist.



Development Styles for Transitions



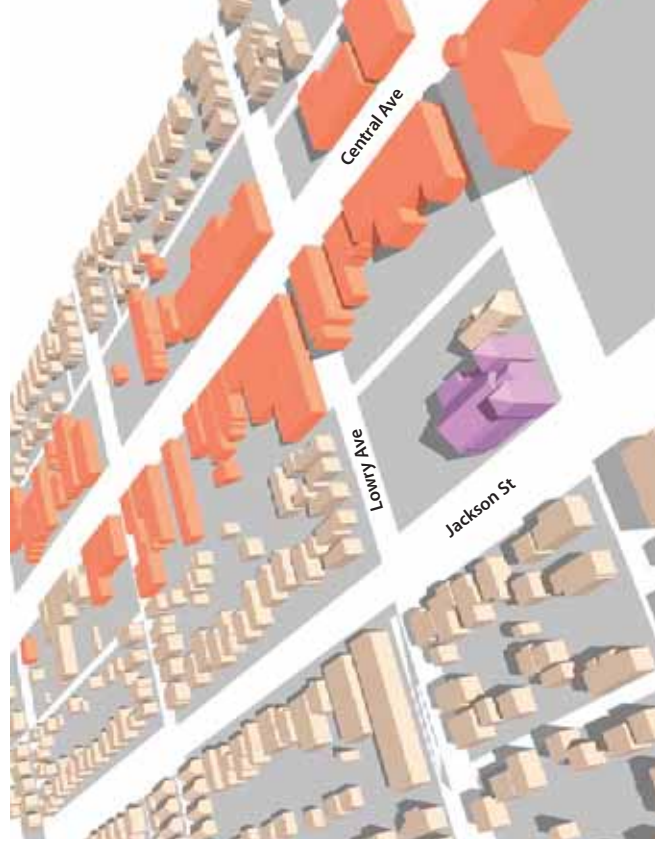
Transition Concept



Jackson & Central Initiative Area

Background & Existing Conditions

Central Avenue is NE Minneapolis' Main Street. It has a rich mosaic of unique restaurants, stores, and other businesses that occupy 1-4 story commercial buildings. One block west, paralleling Central Avenue, is Jackson Street, currently mostly single-family houses. This initiative area focuses on the block between the two streets and the density and type of development that should be encouraged here. The streetcar's arrival will bring opportunity for new development along Central Avenue. In turn, walkable businesses and transit will likely attract more residents to the blocks immediately adjacent to Central Avenue. This Plan establishes the relationship and pattern between the residential part of Holland and the active and busy edge of Central Avenue.



Existing Conditions



Existing Development on Jackson Street



Existing Development on Central Avenue

A Vision for Jackson & Central:

A brother-sister pair that work together to help make Holland a complete neighborhood.

The block between Jackson and Central can provide a mutually-beneficial relationship that will make the area vibrant, walkable, and a highly-desirable place to live and work. Transit allows for higher density housing without increasing vehicular traffic. In turn, the greater number of residents will support new commercial ventures along Central.

The Plan envisions new and existing commercial on Central: higher density mixed-use at transit stops and Main Street shops inbetween. On Jackson Street, multi-family housing will ease the transition to the rest of Holland, a mostly single-family community.



Recommendations for Jackson & Central:

1. Encourage a development pattern that supports transit and Central Avenue as a Northeast main street with a local flavor.
2. Ensure that development along Central and Jackson transitions smoothly to the single family neighborhoods to the east and west.
3. Create shared parking, service, and access on the blocks between Jackson and Central Ave.

Jackson & Central

Recommendation 1: Encourage a development pattern that supports transit and Central Avenue as a Northeast main street with a local flavor.

Central Avenue is a thriving Commercial Corridor and the area around Central Avenue and Lowry Avenue has been designated by the City as an Activity Center. There are active Plans to build streetcar service on Central in the upcoming 5 to 10 years. With new transit service, regional growth, and the growing desirability of Northeast, Central Avenue, from 18th Avenue to 27th Avenue will likely see increased investments.

Holland welcomes the growth, but also values the Main Street character of small simple mercantile buildings. Therefore, this Plan recommends higher density growth to occur at 18th Avenue (a portion of which is in the Logan Park Neighborhood), Lowry Avenue, and 27th Avenue, thereby allowing the areas in between to remain low-cost, entry-level commercial spaces for new entrepreneurs and local businesses. Robust growth at 18th Avenue, Lowry Avenue, and 27th Avenue will bring new customers to the area without displacing existing businesses.



Transit Nodes Along Central Avenue



Higher Density Growth at 27th Ave, Lowry Ave, and 18th Ave



Maintain the Main Street Character Along the Rest of Central Avenue



Maintain Community and Civic Buildings at 22nd Ave & Central Ave

Jackson & Central

Recommendation 2:
Ensure that development along Central and Jackson transitions smoothly to the single family neighborhoods to the east and west.

The block between Central Avenue and Jackson Street will likely change a great deal in the upcoming ten years. With growth pressures on Central Avenue and new streetcar service, it will be critical to carefully manage the seam between commercial uses on Central and single family/duplex homes on the west side of Jackson Street. The Plan recommends limiting commercial exposure to Jackson Street while at the same time redeveloping the east side of Jackson Street with medium density housing up to 3 and 4 stories. The west side of Jackson may also experience development pressure. The Plan supports gentle increases in density on the west side of Jackson Street with townhouses and small apartments up to 4 stories. On both sides of Jackson Street it is critical to maintain a neighborhood-scaled streetscape and sidewalk experience.



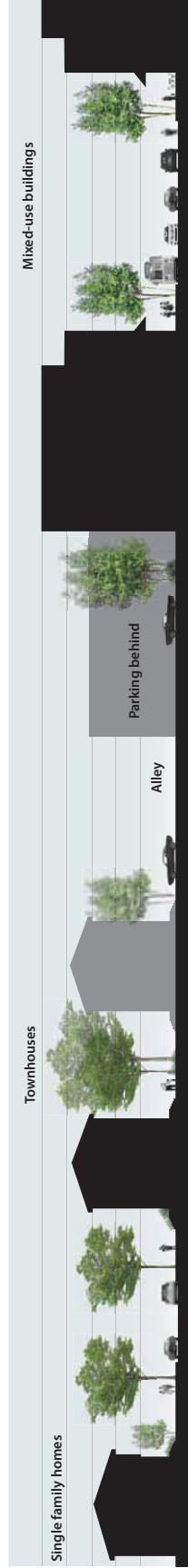
Example of Transition Between High Density and Low Density Developments



Typical Existing Block between Jackson & Central



Location of Proposed Section through Jackson & Central



Proposed Section through Jackson & Central

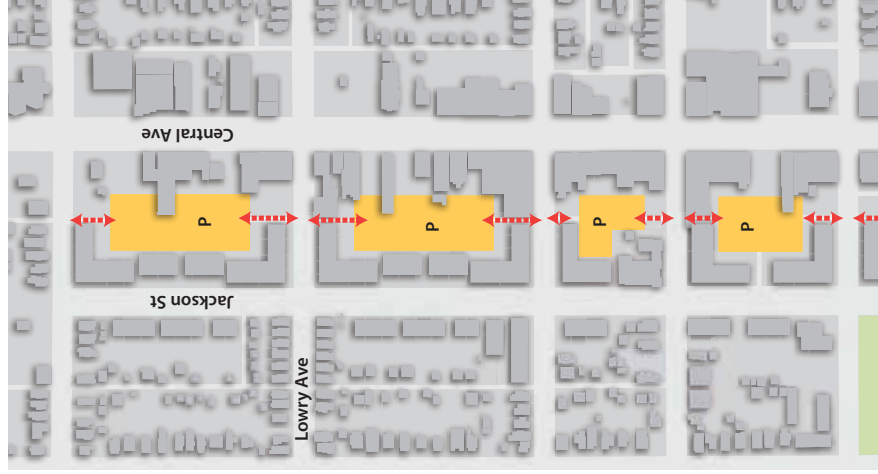
Jackson & Central

Recommendation 3: Create shared parking, service, and access on the blocks between Jackson and Central Ave.

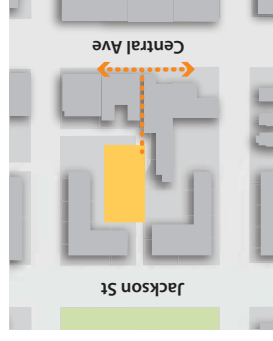
Increased commercial and housing in the Jackson/Central area will likely require more parking. The recommended development pattern allows an opportunity to provide shared parking and services space in center of block behind buildings. These areas may include surface lots (or parking structures, if development supports it), service entrances, and waste pickup areas. Access to parking lots should be organized and consolidated to a single curb cut from the side streets, not from Central Avenue, reducing the number of driveways that cross the sidewalk and making walking safer for pedestrians. Walkways between buildings allow pedestrian movement between parking lots and storefronts on Central Avenue.



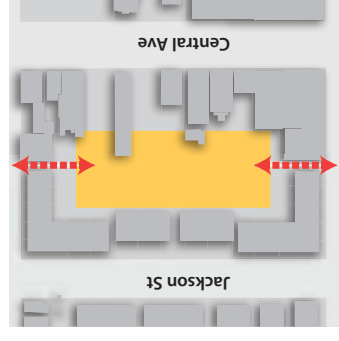
Example of Shared Mid-block Parking Structure



Access to Parking from Side Streets



Pedestrian Walkways



Driveways on Central Ave Minimized



22nd Avenue Initiative Area

Background & Existing Conditions

Twenty-second Avenue is a quiet street that runs the length of Holland, connecting the neighborhood to the River. Along it lies public institutions, Holland's only official park, and a series of innovative neighborhood-initiated art and stormwater projects. The street is designated as a bicycle boulevard, making it a much-loved east-west bike route through the neighborhood. While the street holds a special place in Holland's collective mind, it also has its share of issues. Because much of the surrounding area's surface water drains toward it, flooding is occasionally an issue. While the construction of the Basin has mitigated much of this problem, residents report that streets under the railroad viaducts continue to flood on occasion, blocking access in and out of the neighborhood. A few commercial buildings on 22nd Avenue that once housed beloved neighborhood businesses are now empty. Two staggered intersections make crossing difficult for pedestrians.



Access to the River



Bike boulevard



Alternative Energy



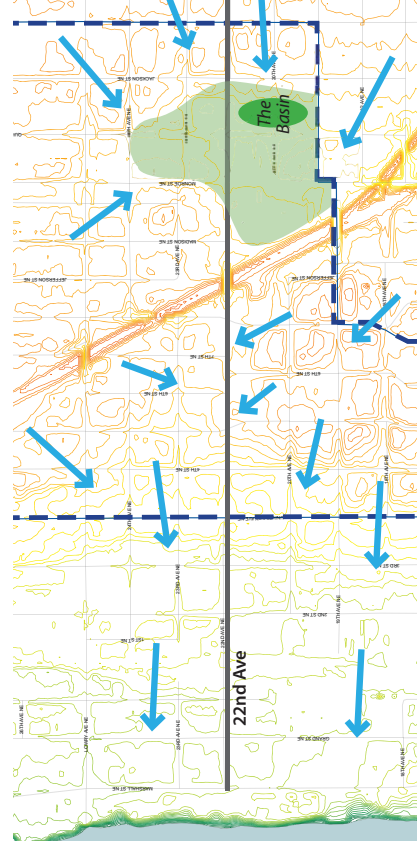
Art



Green infrastructure



Open Space



Topography and Surface Water Direction

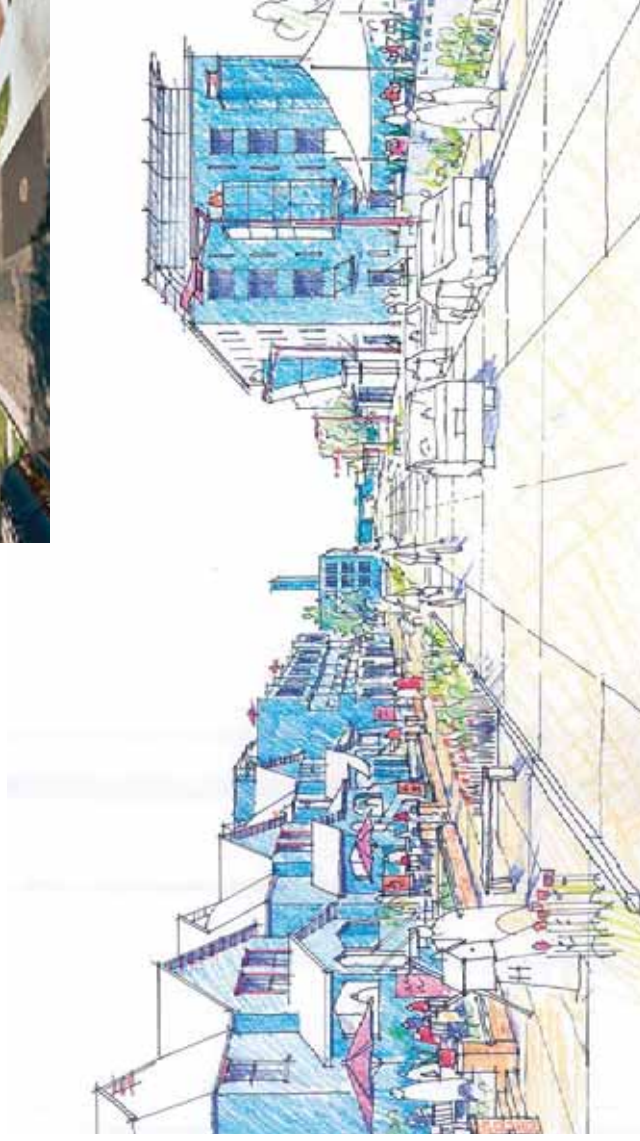
A Vision for 22nd Avenue:

A community signature street that prioritizes walking and biking and demonstrates Holland's spirit of innovation in arts and the environment.

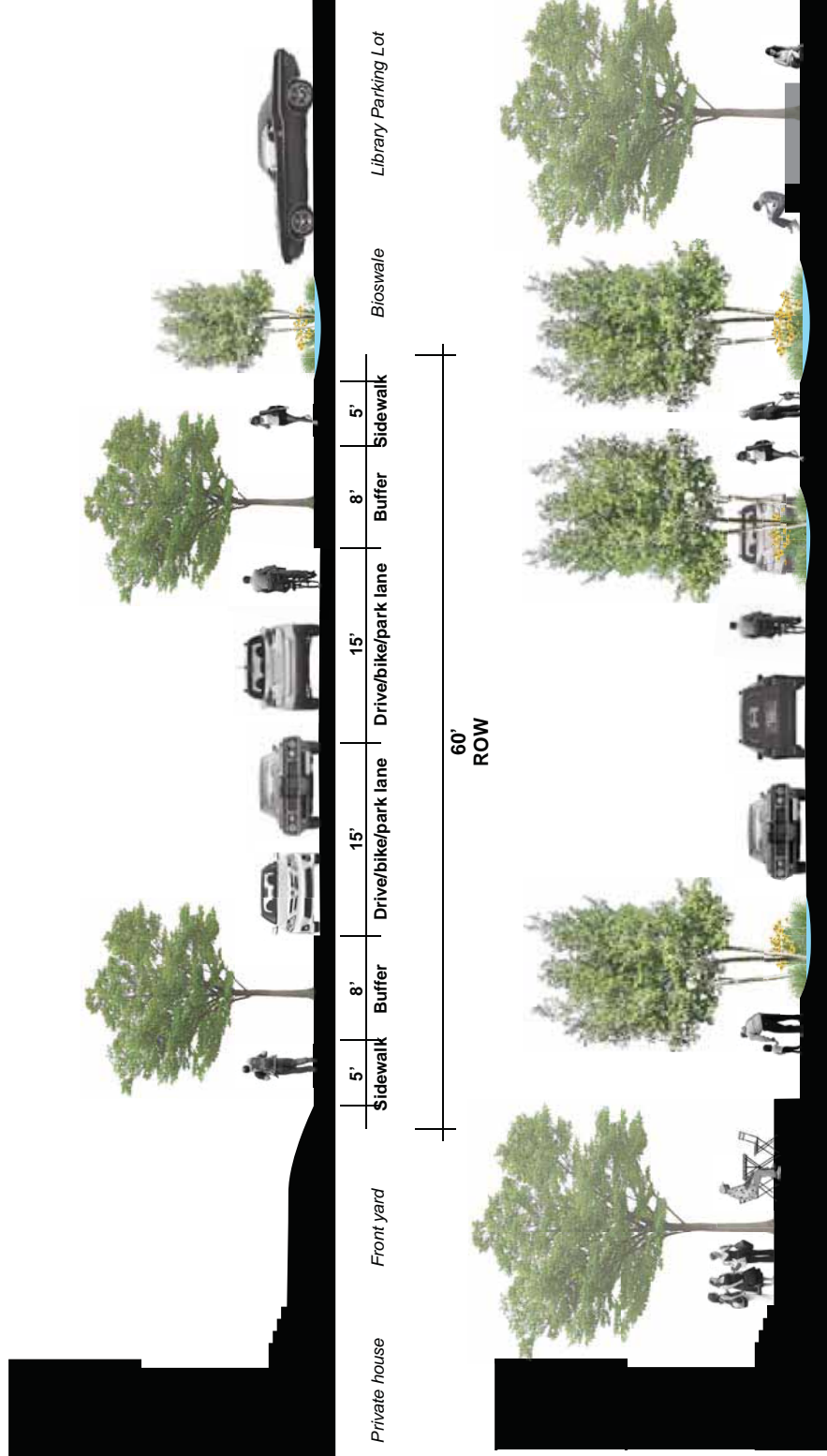
Twenty-second Avenue will become Holland's signature street. Building off of previous successful projects, the neighborhood will introduce new projects that continue to demonstrate their dedication to the environment and their talent in the arts. The street edge will capture and treat rainwater runoff to ease flooding under viaducts. Art installations and places to sit along the street will provide a beautiful and comfortable walk or bike ride to the river. The unique features that are introduced on 22nd Avenue in Holland could eventually be extended into other neighborhoods along it, ultimately creating a greenway across Northeast Minneapolis to the river.

Recommendations for 22nd Ave:

1. Prioritize walking and biking by introducing parkway characteristics.
2. Use the streetscape and adjacent land to showcase innovative ideas and test pilot projects related to art, parks, community, and the environment..
3. Encourage arts- and community-oriented development along 22nd.



22nd Avenue



Existing Section

Proposed Section

22nd Avenue

Recommendation 1: *Give priority to walking and biking by introducing parkway characteristics.*

Introducing parkway characteristics can enhance the walking and biking experience. Options for modifying the roadway to slow vehicles should be explored. For example, narrowing and meandering the street could provide extra space in right-of-way for an enhanced sidewalk and stormwater management and could solve awkward staggered intersections.

Colored pavement signals to users that this is a special street and that bikes have priority. Attention-grabbing crosswalks warn motorists of pedestrian crossings at intersections, which is especially important around Edison High School. The neighborhood also wishes to make a safer crossing across University Avenue. This Plan recommends either adding a new pedestrian-activated traffic signal or moving the full traffic light that is currently at 20th Avenue up to 22nd Avenue.

These improvements may result in increased installation, operation, and maintenance costs. Funding options would need to be explored.



Narrowed Roadway



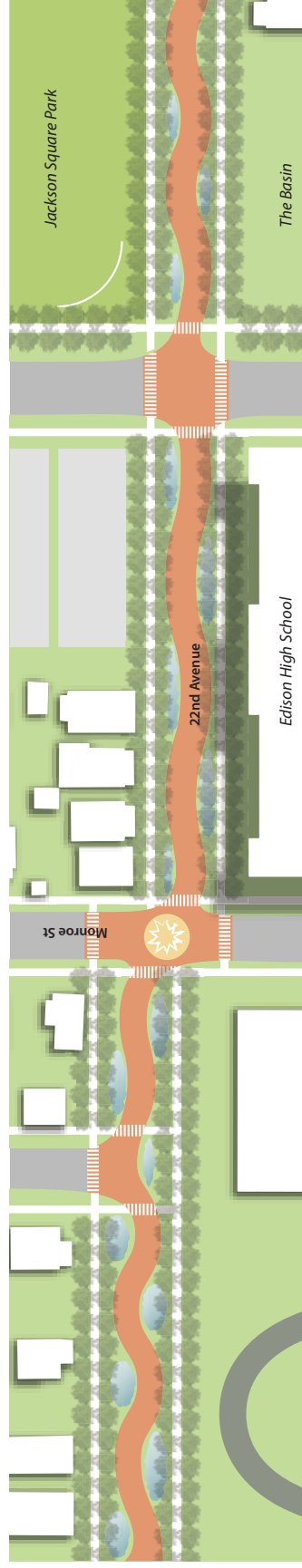
Special Pavement



Enhanced Sidewalk



Safe Pedestrian Crossings



Meandering Street Design Concept

22nd Avenue

Recommendation 2:
Use the streetscape and adjacent land to showcase innovative ideas and test pilot projects related to art, parks, community, and the environment.

Twenty-Second Avenue already showcases many innovative ideas; this Plan recommends building off these successes as well as developing new ones. This is an ideal place to test and showcase new ideas and projects in which Holland is interested. Consideration should be given to initiating pilot programs with local partners such as the Mississippi Watershed Management Organization. These installations, from artworks to raingardens to parklets, can be placed along the length of 22nd Ave, as a rhythm of attractions along which walkers and bikers move as they make their way to and from the river. In this way, Holland can advertise their unique qualities and serve as a citywide inspiration.



● Alternative energy-powered light



■ Green infrastructure (stormwater management)



■ Community solar garden



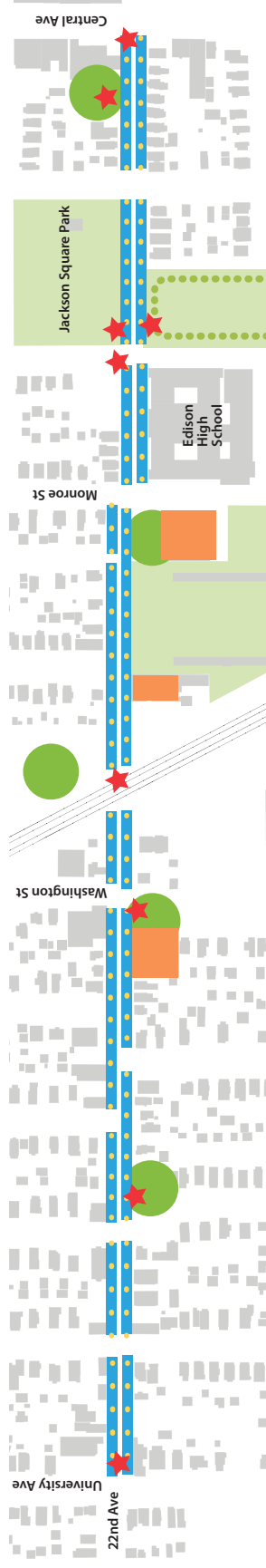
★ Art



●● Edible landscape



● Parklet



Possible Locations Along 22nd Ave

22nd Avenue

Recommendation 3: Encourage arts- and community-oriented development along 22nd.

Twenty-second Avenue plays an important role in the life of Holland and Northeast. This Plan envisions 22nd Avenue as becoming Holland's Signature Street. In order for it to achieve that status, the Plan recommends loosening the use restrictions along the avenue and allow arts and community related uses along its length. Currently there are several public buildings and even a corner store or two. The plan envisions building off this pattern by encouraging and allowing studios, galleries, cafes, and additional community destinations along the length of 22nd Avenue. As in other parts of the neighborhood, reusing existing buildings is preferable to demolition, however the Plan recognizes the value of building the next generation of "100 year buildings". An early project on 22nd Avenue would include renovation of "the funky four", four unique houses on the far eastern end of 22nd Ave, into flexible / commercial uses adjacent to the Library and Jackson Square Park. Such a project could be developed in concert with new medium density housing facing Jackson Park.



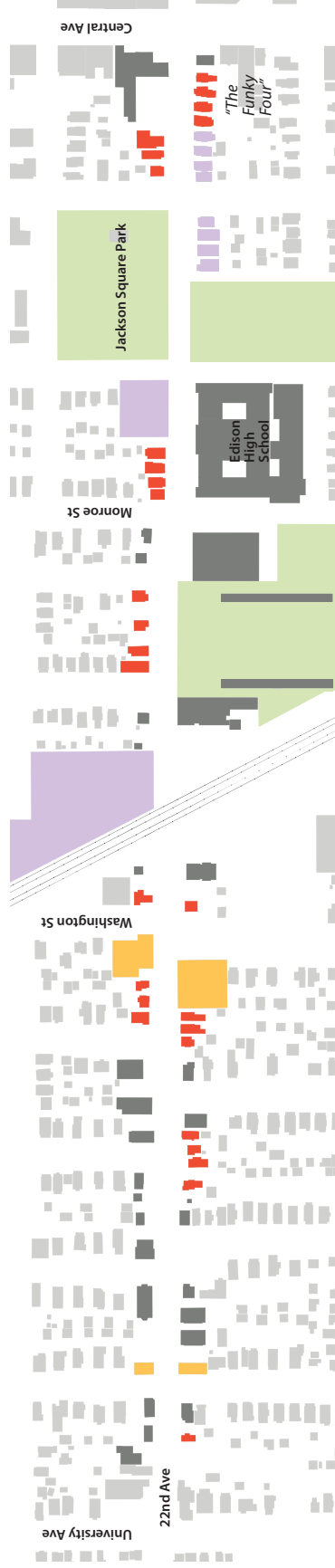
Flexible Use



New/Relocating Businesses



New Development



Possible Locations Along 22nd Ave for Arts and Community Related Development



Edison High School



The Basin



Jackson Square Park



Northeast Library

Holland Commons Initiative Area

Background/Existing Conditions

Holland Commons is the heart of Holland. It is where residents come together to gather, celebrate, play, and relax. Stretching from the Northeast Library on Central Avenue to the Firefighters Hall & Museum, Holland Commons is a collection of public spaces and buildings that host a series of public activities throughout the day and the year. It has evolved through intentional design, upgrades, development, and use by the community and various jurisdictional partners into an area that becomes more of a destination area in Northeast every year. While Holland Commons is already a proud centerpiece of the community, the neighborhood would like to continue to improve the area for more residents during more times of the year. The general lack of parks in Holland makes the area an especially important open space for the neighborhood. Currently there are no programmed activities for kids or students and no indoor or outdoor gathering or educational space for the community. While there are some common themes to the spaces, the area lacks a distinctive look that would tie it together as a cohesive place.



Public Institutions and Open Space that make up Holland Commons

A Vision for Holland Commons:

A synergistic collection of public spaces and institutions where Holland expresses itself and gathers together as a community.

Over the next decade Holland Commons will evolve yet further. It will continue to be a place where Holland establishes its long-term dedication to the environment and alternative energy.

Institutions and public spaces will cooperate to provide a variety of sports and programs for adults and kids. Flexible open spaces will allow for active uses as well as community gathering.

Public investments will continue and they will be matched with private investments as the neighborhood welcomes strong redevelopment along the edges of Holland Commons's open spaces.



Recommendations for Holland Commons:

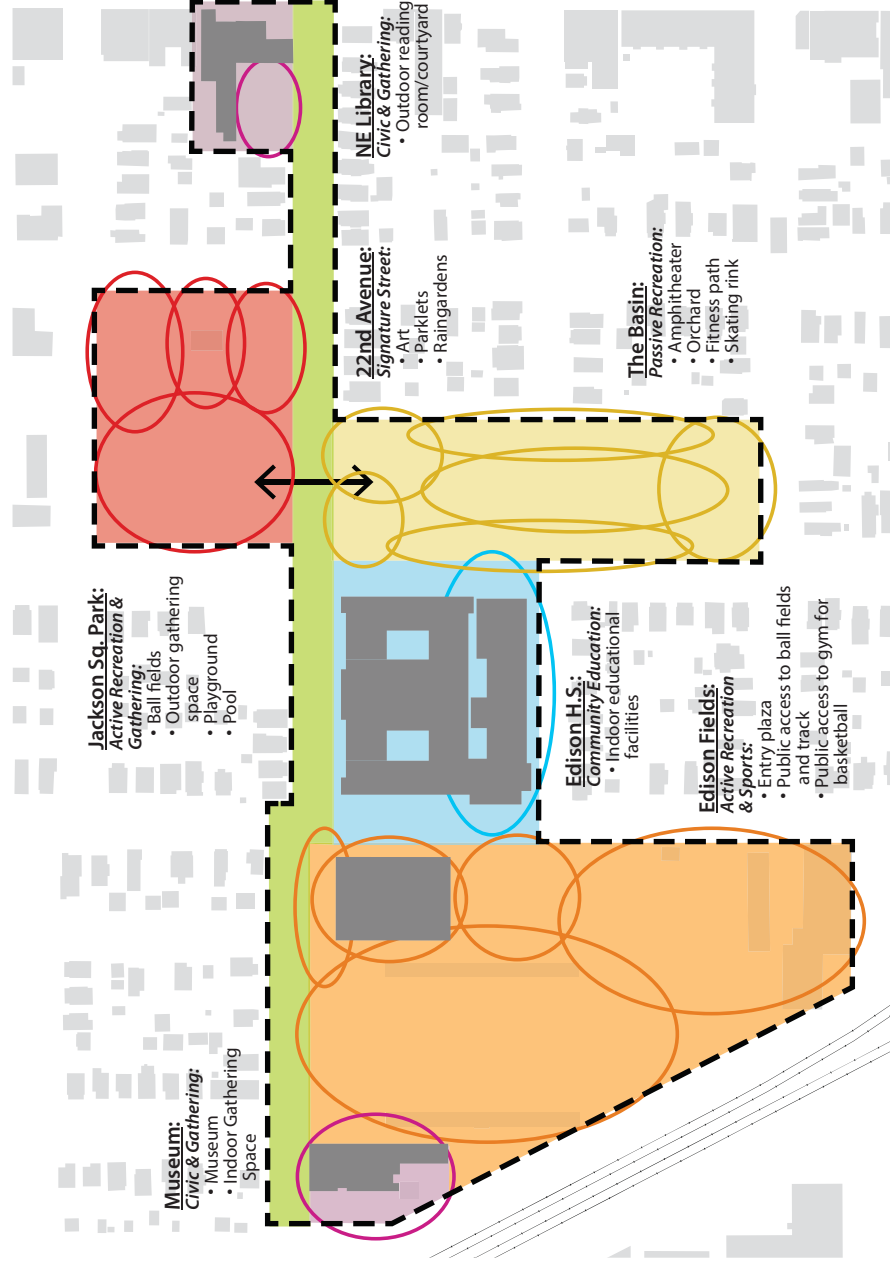
1. Enhance Holland Commons for use by more people in all times of the year.
2. Encourage higher density development by investing in Holland Commons as an amenity.
3. Develop a common visual and thematic vocabulary (environment, arts, and community) to create a cohesive sense of place.

Holland Commons

Recommendation 1: Enhance Holland Commons for use by more people in all times of the year.

To provide more activities in the Holland Commons, this Plan recommends increased cooperation between institutions and open space. This way, if a sport or activity is not provided in one location, it could be offered in another one. For example, in lieu of a community center in the park, Edison High School could open up certain school facilities for community use.

Underutilized open spaces should be programmed with new activities throughout the seasons. For example, The Basin could be flooded in the winter for a skating rink and a fitness path would provide new uses year round without compromising the stormwater management uses. Northeast Library's parking lot could be reimagined as an outdoor reading room. The northeast corner of Jackson Square Park could be redesigned for an outdoor gathering space for community events.

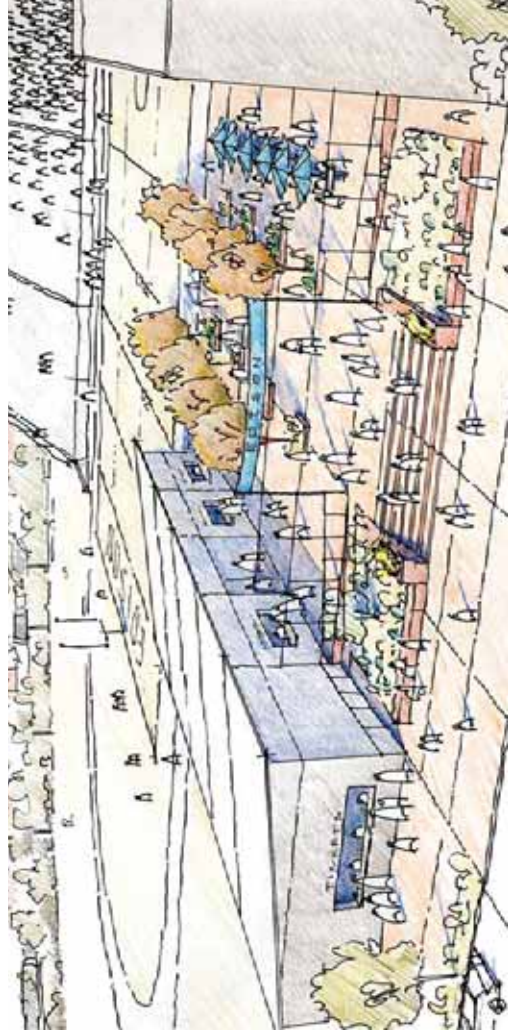


Recommended Uses and Possible Programmed Spaces for Each Commons Area: Holland will continue to engage with the Park Board, School Board, City Public Works, Watershed Districts and other groups with facilities and interests in the neighborhood.

Holland Commons



Fitness Path & Orchard in Basin



Entry Plaza at Edison fields



Northeast Corner of Jackson Square Park



Gathering Space in Jackson Sq. Park



Library Courtyard

Holland Commons

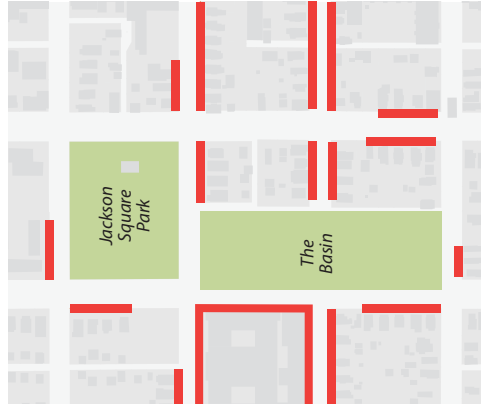
Recommendation 2:
Encourage higher density development by investing in Holland Commons as an amenity.

This Plan identifies the blocks between the Commons' open space and Central Avenue as a prime location for higher density residential development, given the mutually-beneficial relationship that exists between high density development and open space. Investment in open space encourages nearby development, as the open space is prized as an amenity that makes dense urban living more attractive. In turn, higher density housing brings more residents to the area, improving the tax base and potentially bringing additional improvements to the open space. More residents in the area means there are more "eyes on the park", which makes it safer for everyone. In addition, taller buildings next to the park create an attractive and defining edge to the space (see following page). This Plan recommends that residential development in this area range from townhouses to 4-story buildings.



Proposed Development around Holland Commons

Holland Commons



Existing building faces



The Basin today



New Development Facades Provide a Defined Edge to the Basin



Proposed building faces

Holland Commons

Recommendation 3:
Develop a common visual and thematic vocabulary (environment, arts, and community) to create a cohesive sense of place.

Recent investments in Holland Commons have initiated a visual and thematic vocabulary for the area. Industrially-inspired metal sculpture and green infrastructure communicates to visitors that Holland values sustainability, innovation, production, and community.

Holland can continue to build upon these themes by integrating particular paving material or patterns, lights, seating, structures, plantings, and signage into the Commons' spaces. This establishes a look that ties the separate spaces together and advertises the neighborhood's shared value in the Commons.

Building off of thematic vocabulary, Holland should continue to locate sustainable energy projects, community gathering spaces, and artworks. Currently planned neighborhood projects, such as the entry plaza and the greenhouse at Edison High School, fit well within this recommendation and should be supported.



Existing Vocabulary to Build Upon



Additional Ways to Expand Vocabulary





Railroad Initiative Area

Background & Existing Conditions

The rail's presence in Holland cannot be ignored. Train tracks were here first; the streets and neighborhood filled in around it. Countless residents worked on the rails or in local industries dependent on the rails. Many residents love the sound and nostalgia of living near a working rail line. But while the neighborhood appreciates many aspects of the rail, certain features of rail infrastructure negatively impact the neighborhood. The rail line's raised grade cuts through the heart of the neighborhood, creating a physical barrier that greatly limits connectivity. The rail bridges over Holland's streets are dark and narrow and feel dangerous for pedestrians and bikers. The line's diagonal direction clashes with the Jeffersonian grid, creating awkward parcels along the corridor that are difficult to develop.



The Railroad in Holland



On the Line



Typical Railroad Overpass in Holland

A Vision for The Railroad:

A former barrier re-envisioned as an opportunity for partnership, redevelopment, open space, and art.

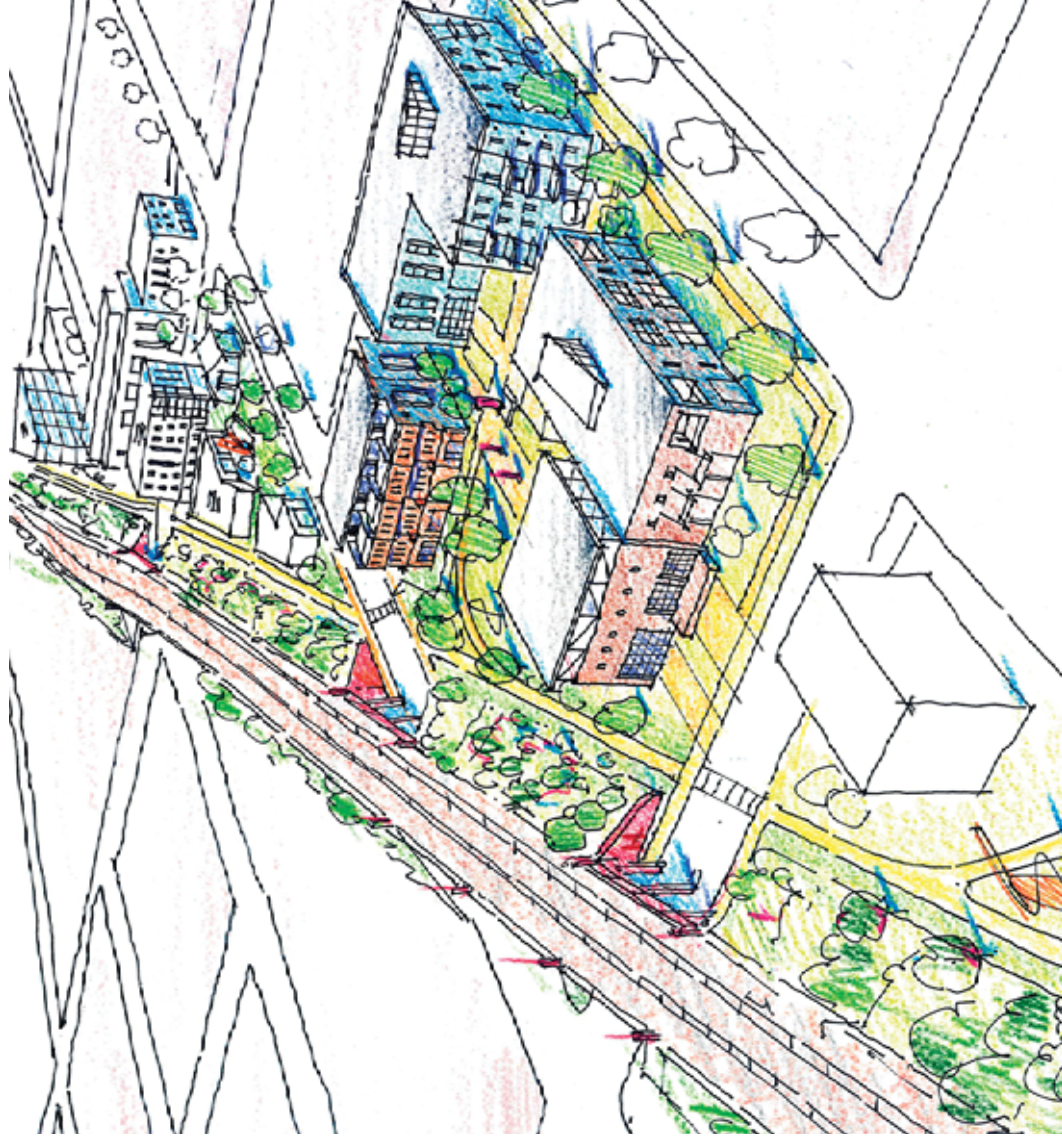
The railroad - once viewed as a barrier - will be embraced as a partner in the neighborhood. Holland will work with the city and the railroad to improve the streets under railroad bridges to be safer and better lit. Some underpass spaces will be re-envisioned as neighborhood art galleries.

Formerly negative aspects of the rail line will be transformed to accomplish neighborhood goals. Parcels next to railroad will be redeveloped for housing, studio space, and new neighborhood open space. The linear length of the rail line will be utilized for a bike/walk trail across the neighborhood.

In order to facilitate communication between BNSF and the neighborhood, a BNSF representative will be included on the Community Partners Advisory Board.

Recommendations for the Railroad:

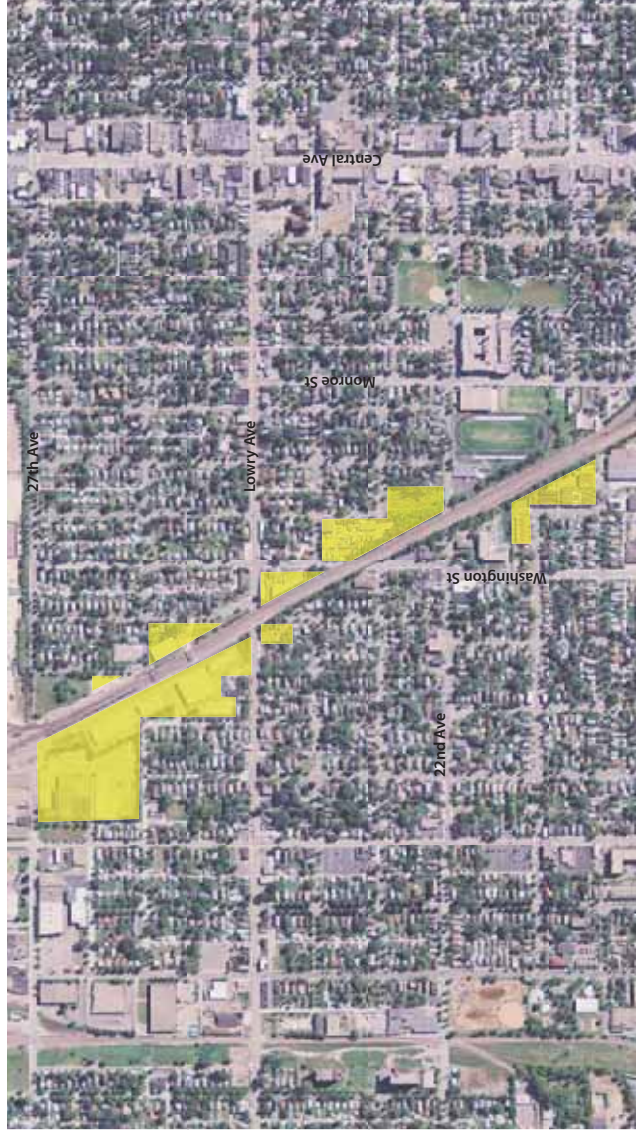
1. Redevelop properties along the rail for mixed residential and production space.
2. Incorporate publicly-accessible trail and open space in new development along rail.
3. Improve pedestrian and biking connections across/under railroad.



The Railroad

Recommendation 1: *Redevelop properties along the rail for mixed residential and production space.*

Triangular parcels along the rail line are designated in the City's Comprehensive Plan as "transitional industrial". This land use designation recognizes that most modern manufacturing needs larger properties and better truck access and therefore anticipates their gradual transition from industrial to uses that are more compatible with the neighborhoods in which they are located. Holland views these properties as excellent opportunities to maintain employment uses (in the tradition of Northeast) and to nurture a new land use pattern that mixes arts and creative oriented production uses alongside housing and community gathering spaces. As has been done in many of the larger warehouse buildings in Northeast, these properties can provide opportunities for the "new working class" of artists, brewers, and their affiliated industries to live side by side each other and their place of work. The unique property shapes, the presence of the rail line, and the proposed intimate mix of uses renders these properties as challenging but dynamic development opportunities that would contribute to the unique qualities of Holland.



Possible Parcels for Redevelopment



Development Design Concept



Live/Work Artist Studios, Minneapolis

The Railroad

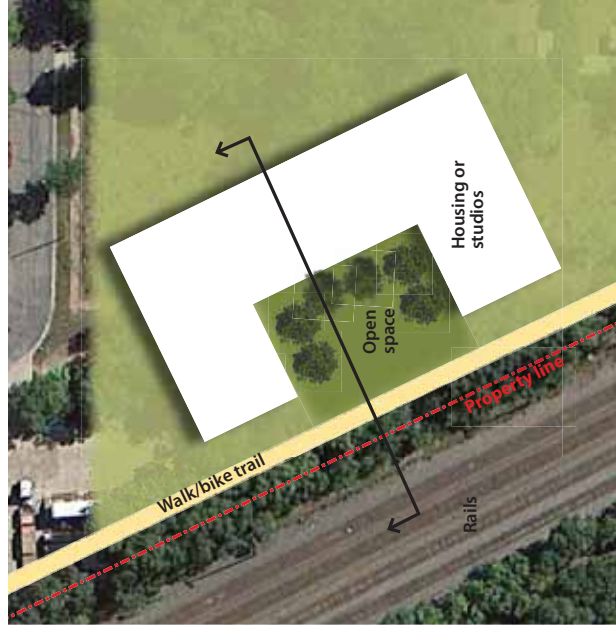
Recommendation 2: *Incorporate publicly-accessible trail and open space in new development along rail.*

One way to introduce new open space in Holland is to incorporate publicly-accessible but privately-owned and maintained open space in new developments in parcels along the railroad.

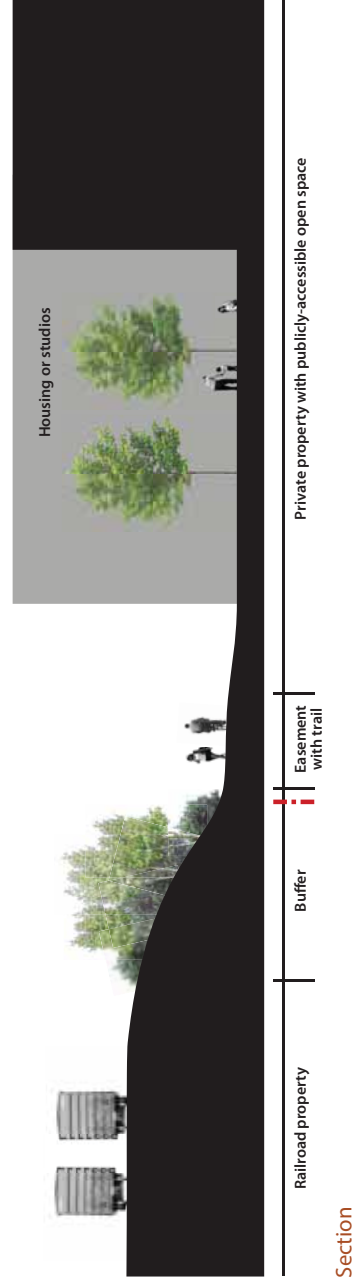
The rail line's unbroken diagonal route could be utilized to introduce an additional bike/walk corridor. While it is difficult to develop a trail directly alongside the tracks or on rail property due to liability and safety reasons, it may be possible to include a trail easement on private land along the rail line. Because this infrastructure is pieced together as different parcels are developed, it will likely develop slowly.



Redevelopment parcels, Bike routes, and New Open Spaces



Relationship between Development, Trail, and Railroad



The Railroad

Recommendation 3: *Improve pedestrian and biking connections across railroad.*

Improve Streetscape Under Bridges

The four railroad bridges that pass over the streets of Holland create dark, narrow, and unwelcoming spaces beneath them. Frequent flooding can block access through or out of the neighborhood. The neighborhood would like to improve these spaces by working with the city and the railroad to introduce lighting and art. This plan also recommends fixing the pavement under the bridges and improving stormwater management. Additional funding for these improvements would need to be explored.

Introduce New Bridge at 27th Avenue

One of Holland's east-west bike routes, NE 27th Avenue, is currently blocked from reaching the Mississippi River by the railroad corridor. The Minneapolis Bike Master Plan (2011) indicates that a bridge crossing the tracks at this location will complete this route. The neighborhood supports this idea and would be interested in integrating this infrastructure into their Holland Meadow project. Two parcels adjacent to the bridge site and currently owned by the railroad would be leased by the neighborhood to provide much-needed open space for the community. This space is envisioned to feature amenities such as native plants, raingardens, walking paths, and a dog run.



Current Overpass at 22nd Avenue



Lighting



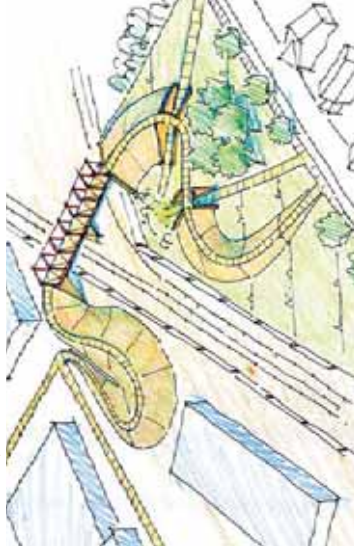
Light/Art



Art Gallery



Bridge Location/Site



Bridge Site Design Concept