

Figure 3.3-3

Cedar Riverside, University of Minnesota, Minneapolis Campus
Neighborhoods, Districts, and Community Facilities



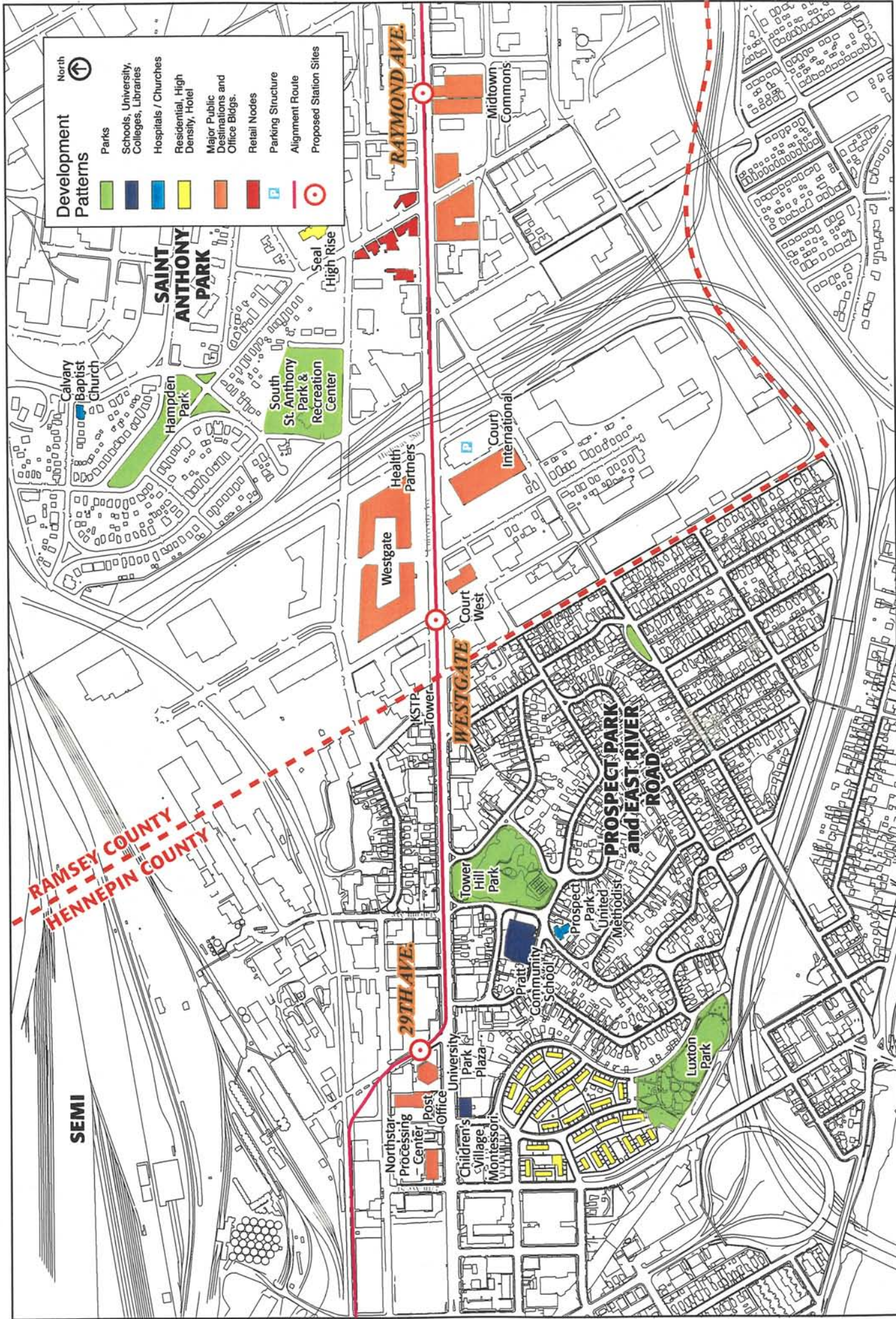


Figure 3.3-4

Prospect Park, Westgate, St. Anthony Park

Neighborhoods, Districts, and Community Facilities



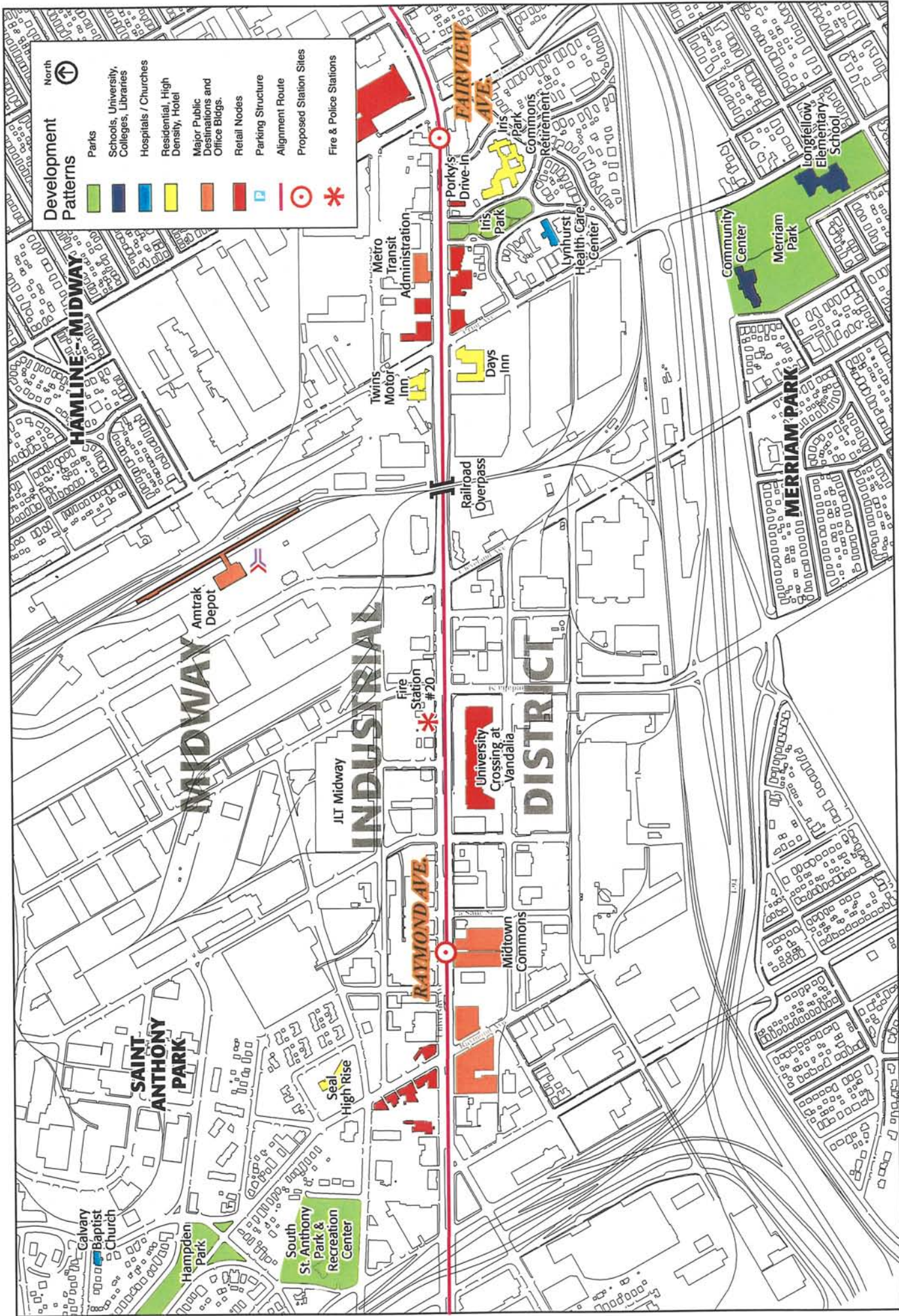


Figure 3.3-5

St. Anthony Park, Midway Industrial District, Hamline-Midway, Merriam Park

Neighborhoods, Districts, and Community Facilities



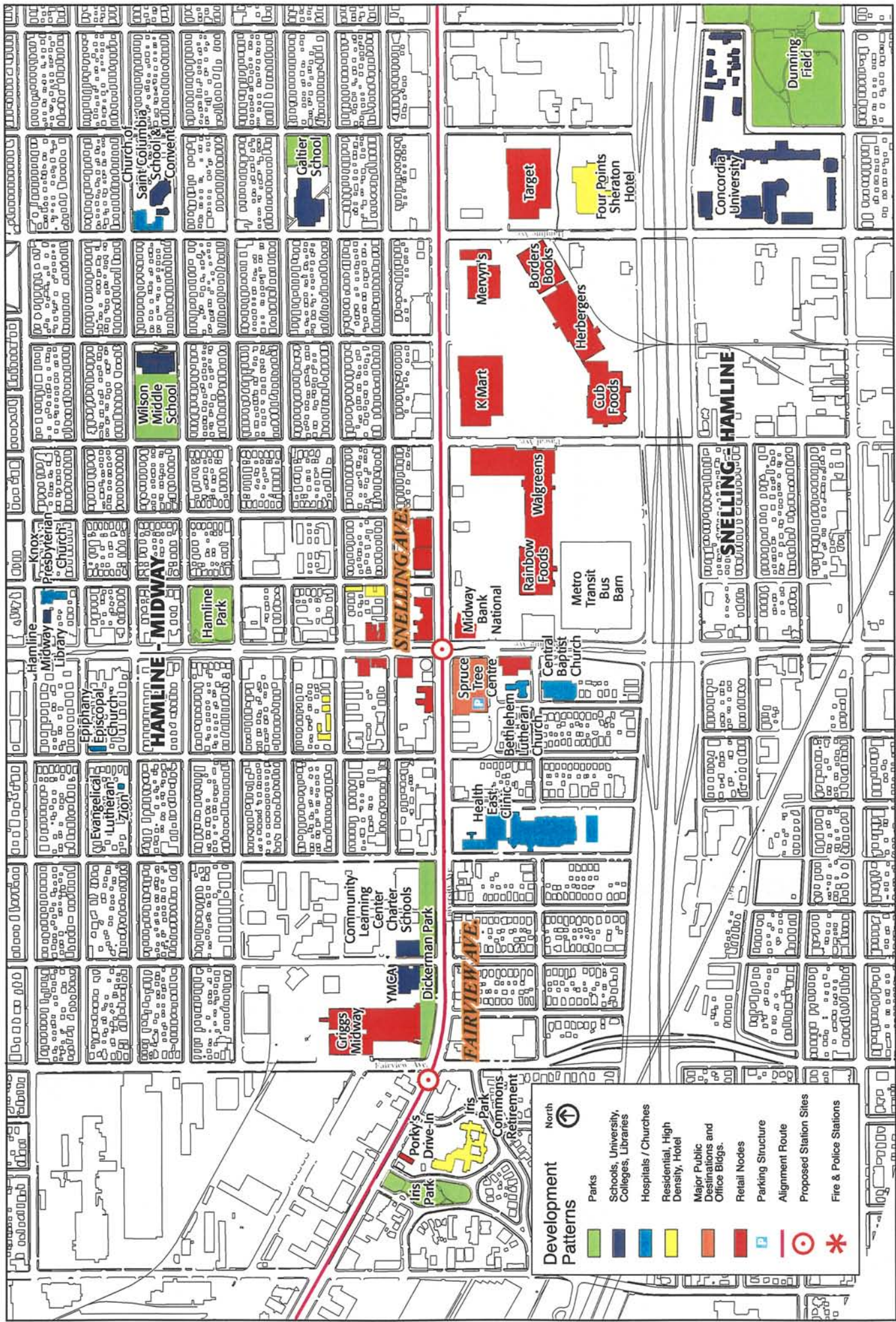


Figure 3.3-6

Hamline-Midway, Merriam Park, Snelling-Hamline

Neighborhoods, Districts, and Community Facilities



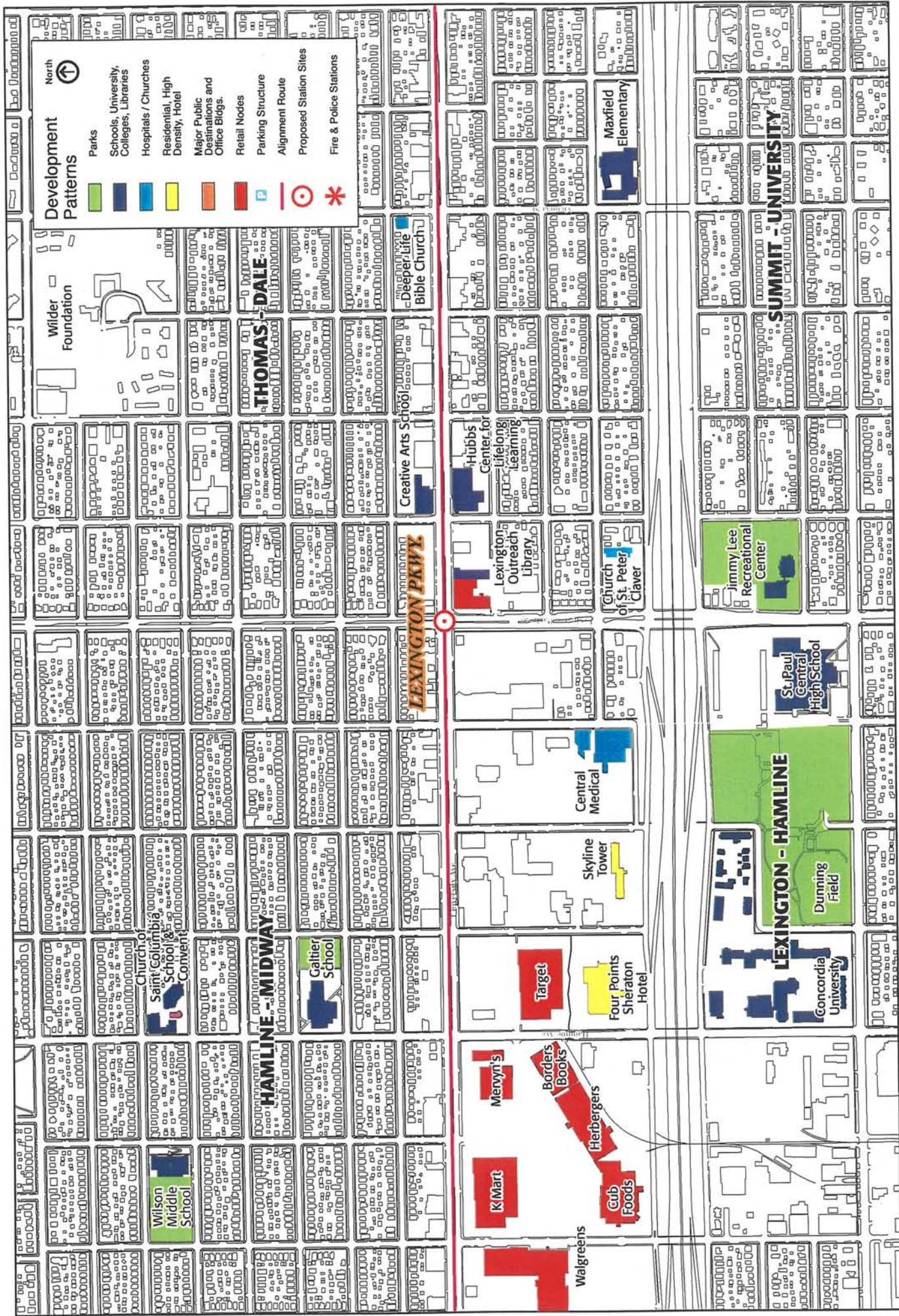


Figure 3.3-7

Hamline-Midway, Thomas-Dale (Frogtown), Lexington-Hamline, Summit-University

Neighborhoods, Districts, and Community Facilities



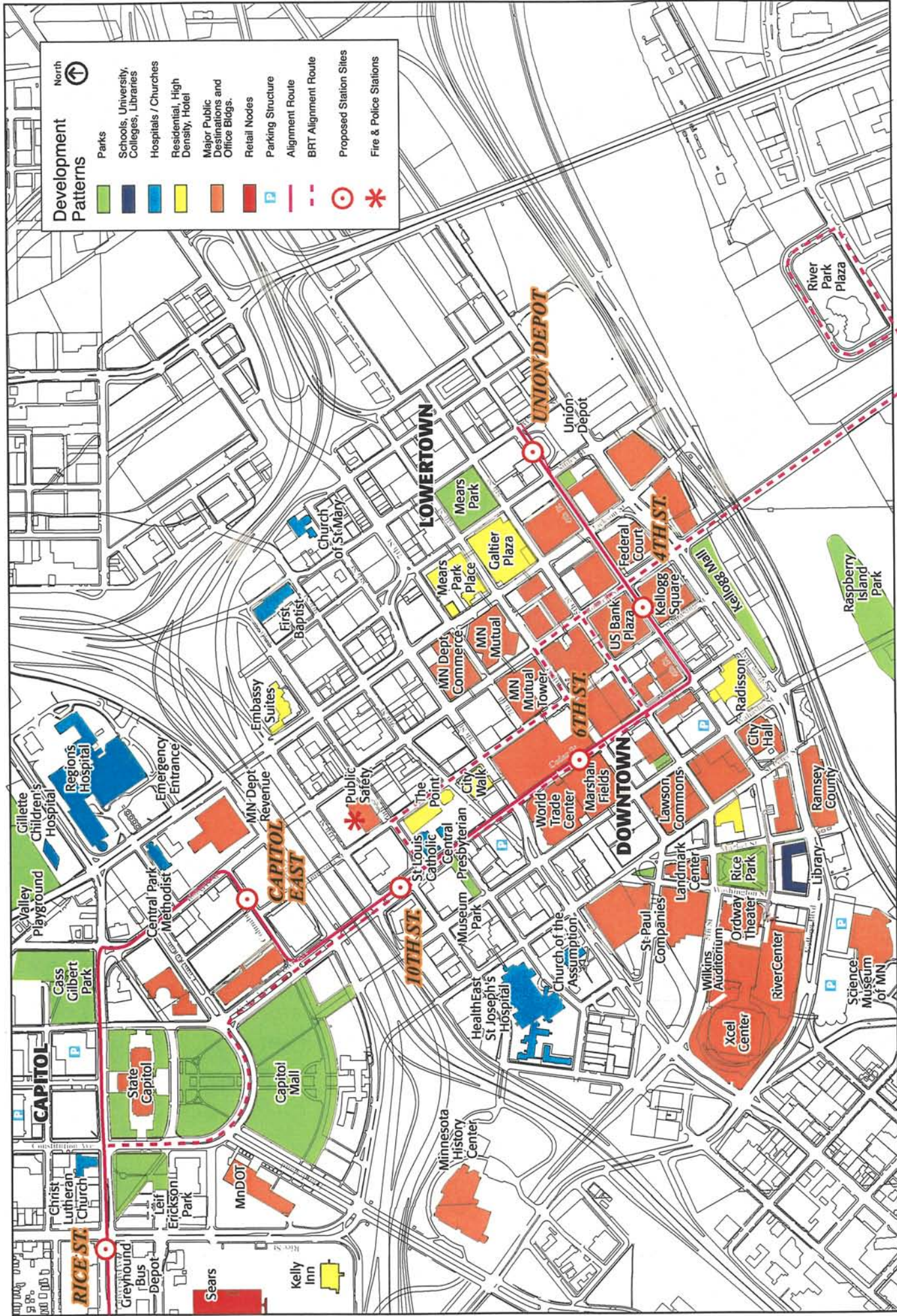
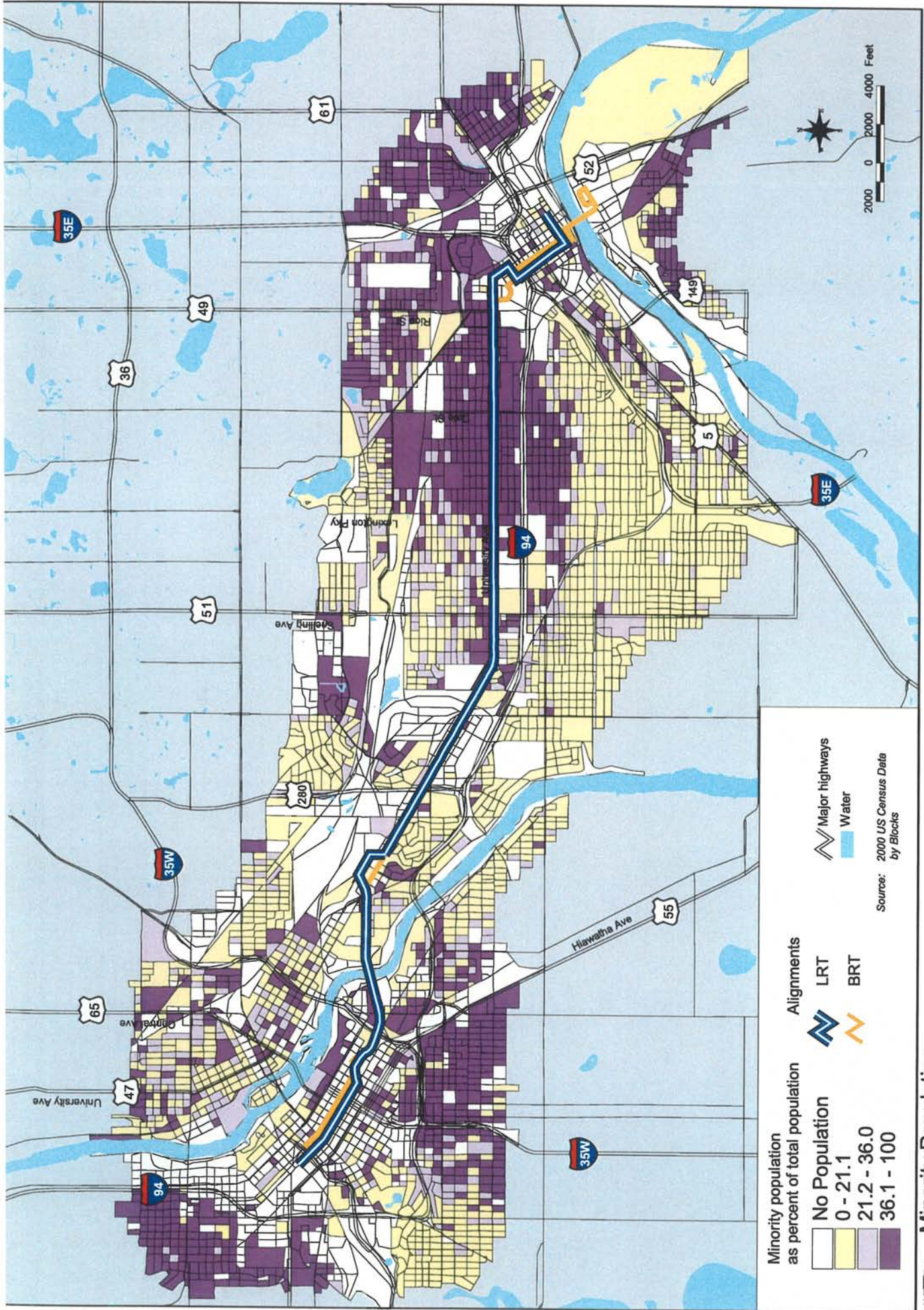


Figure 3.3-10

Capitol Area, Downtown St. Paul, Lowertown
Neighborhoods, Districts, and Community Facilities





Minority population as percent of total population

- No Population
- 0 - 21.1
- 21.2 - 36.0
- 36.1 - 100

Alignments

- LRT
- BRT

Major highways

Water

Source: 2000 US Census Data by Blocks

Figure 3.9-1

Minority Population
April 2002



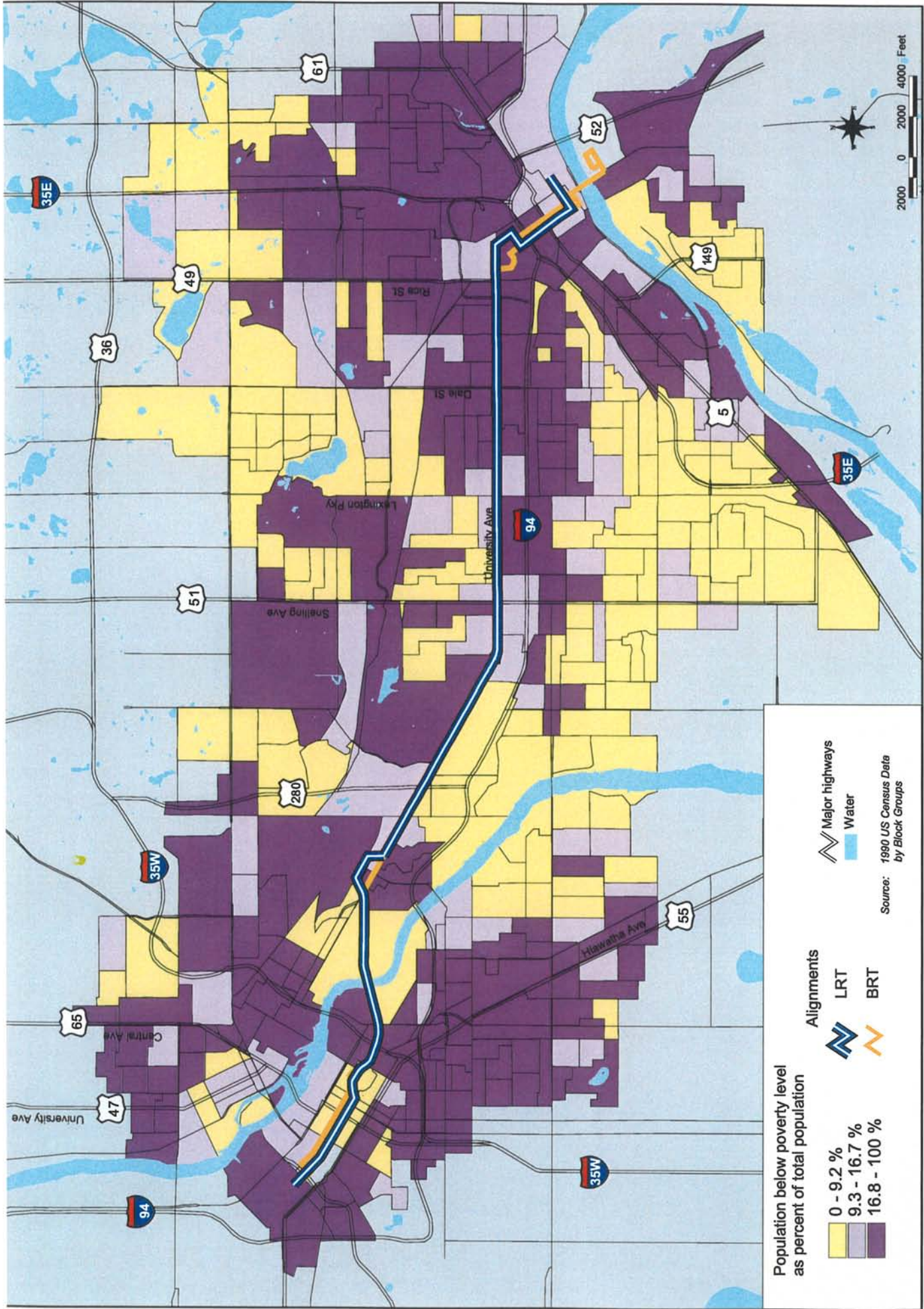


Figure 3.9-2

Population Below Poverty Level

April 2002





Photograph 3.6-1

A view of the western approach to the Washington Avenue Bridge is shown. The lower bridge deck is visible, with classroom and office windows seen at the upper plaza level spanning the roadway. Transit stations serving the University of Minnesota West Bank flank campus the road.



Photograph 3.6-2

A glimpse of the Mississippi River is caught looking to the north side of the Washington Avenue Bridge. Buildings on the East Bank of the University of Minnesota Minneapolis campus rise above the river bluff.



Photograph 3.6-3

A view looking east to the Washington Avenue Bridge shows the lower vehicular deck and the upper pedestrian level that links the West and East Banks of the University of Minnesota Minneapolis campus. The Weisman Art Museum designed by architect Frank Gehry has a prominent position on the river bluff south of the bridge. Skyscrapers in downtown Minneapolis are visible over the north side of the pedestrian deck.



Photograph 3.6-4

Northrup Mall is the historic heart of the University of Minnesota Minneapolis campus. Wilson Library is shown to the left and Northrup Auditorium in the middle.



Photograph 3.6-5

The intersection of Washington Avenue and Oak Street marks the center of Stadium Village. The view to the southwest shows storefronts serving the University of Minnesota student population and Moos Tower in the biological sciences and hospital area of campus.



Photograph 3.6-6

North of the University of Minnesota Minneapolis campus is the Southeast Minneapolis Industrial area, known as SEMI. A large railroad yard serves grain elevators and other industries. The view shows light poles along the University of Minnesota Twin Cities Transitway, an exclusive busway connecting the Minneapolis and St. Paul campuses. The KSTP broadcast tower is a local landmark seen at the right of the photograph.



Photograph 3.6-7

University Park Plaza office building rises over University Avenue in the Prospect Park neighborhood of Minneapolis. Street trees and parked cars frame the road's drive lanes.



Photograph 3.6-8

Court International and Court West, mixed-use office buildings, stand on the south side of University Avenue in the Westgate area, just east of the Minneapolis city limit in St. Paul. Signs directing traffic at the Highway 280 interchange are visible to the left.



Photograph 3.6-9

A group of handsome brick structures make up the Raymond Avenue node along University Avenue. Recent investments to convert and refurbish the buildings have revitalized the area. The view to the east shows the Highway 280 interchange in the distance. Metered on-street parking, concrete medians and left-turn lanes are a typical roadway configuration on University Avenue.



Photograph 3.6-10

Smokestacks, water towers, high-tension transmission lines, and industrial plants can be seen to the north of University Avenue in the Midway Industrial District. The intersection of Prior and University Avenues is shown looking north.



Photograph 3.6-11

The 1919 University Centre dominates the north side of University Avenue between Prior Avenue and Fairview Avenue. Signs advertise fast food restaurants at the intersection of University Avenue and Fairview Avenue, with the HealthEast Midway campus rising in the distance to the east.



Photograph 3.6-12

The contemporary architecture of the Spruce Tree Centre provides visual variety at the southwest corner of Snelling and University Avenues.



Photograph 3.6-13

Across University Avenue from the Midway Shopping Center and kitty-corner to the Spruce Tree Centre, two- and three-story buildings are remnants from the streetcar era. A mix of uses in small storefronts and variation in façade details stand in contrast to the aesthetic of the development across the street. Such nodes of older storefronts are located sporadically along University Avenue.



Photograph 3.6-14

The Midway shopping center at the southeast corner of the intersection of Snelling and University Avenues is a regional shopping destination. The site design is a suburban “big box” retail layout with fast food restaurants next to the roadway and a large surface parking lot in front of the one-story buildings.



Photograph 3.6-15

Commercial buildings and surface parking lots lend to the rather stark appearance of the southwest corner of Lexington Parkway and University Avenue. Skyline Tower rises near I-94, south of University Avenue. Several vacant commercial buildings exist in this area.



Photograph 3.6-16

A view to the east at Lexington Parkway, shows the typical streetscape elements along University Avenue: a sidewalk, street lighting, traffic signals, on-street parking lane, and four drive lanes with a concrete median.



Photograph 3.6-17

Residential neighborhoods are visible to the north of University Avenue at intersections such as Dale Street.



Photograph 3.6-18

Traffic at Dale Street and University Avenue reveals the function of three lanes at a signalized intersection, with lanes provided to allow right and left-turning movements. Old brick buildings form a commercial node.



Photograph 3.6-19

Crossing the median on University Avenue east of Dale Street, the Minnesota State Capitol can be seen in the distance. The repeated cobra-head streetlights establish a rhythm along the avenue. A rare line of street trees screens a large surface parking lot and adds life to the scene.



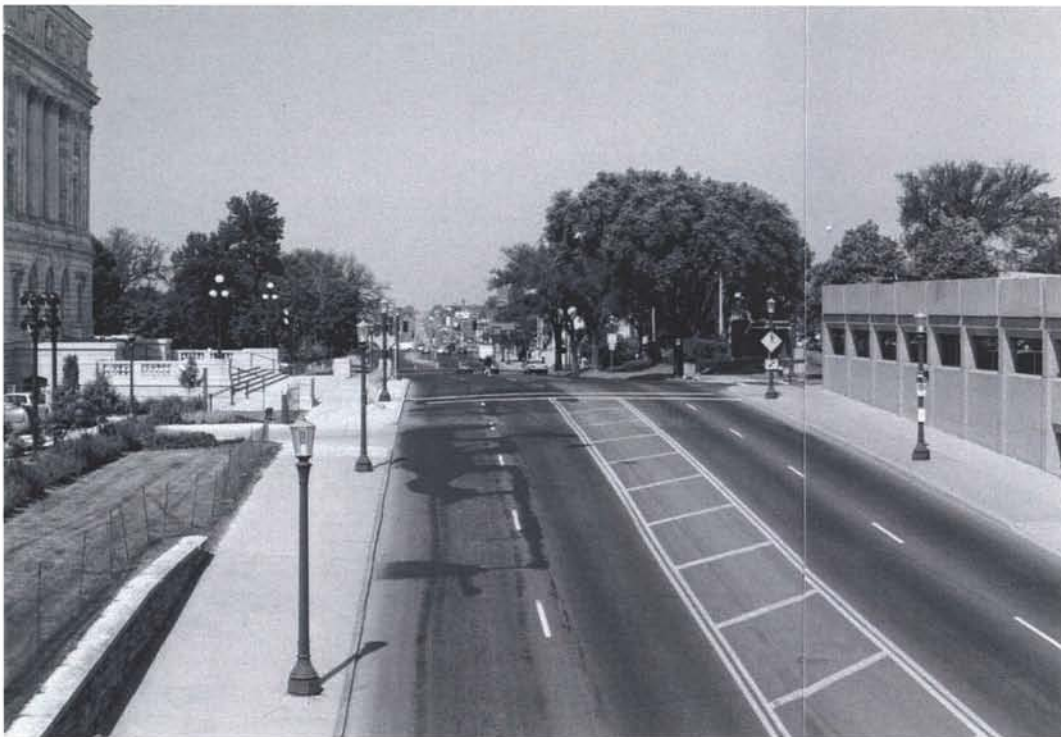
Photograph 3.6-20

Consistent street frontage is found along University Avenue looking east at Western Avenue. Billboards and storefront signs advertise to passing motorists.



Photograph 3.6-21

The front façade and dome of the Minnesota State Capitol, as seen looking northeast from Constitution Avenue. The Capitol Mall creates long views of the capitol and is a frequent location for political rallies.



Photograph 3.6-22

The rear façade of the Minnesota State Capitol is set relatively close to University Avenue. Views to the capitol from the north side are not as controlled as the south façade and are obstructed by structures such as the parking garage seen to the right.



Photograph 3.6-23

The double cupola towers of St. Louis Catholic Church stand out along Cedar Street north of the central business district. The descending slope of Cedar Street to the intersection with 7th Street indicates the general drop in elevation from the Minnesota State Capitol, through downtown St. Paul to the bluffs overlooking the Mississippi.



Photograph 3.6-24

A skyway crossing over Cedar Street between 7th and 6th Streets offers a vantage of the blank walls of a department store and parking garage below. A parking garage built over Cedar Street blocks longer views to the sky at the river bluff located further south.



Photograph 3.6-25

Office towers in a variety of 20th century styles huddle over 4th Street. The view to the west is enclosed by 4th Street jogging slightly north at St. Peter Street. The narrow right-of-way and lower traffic levels than adjacent streets create a favorable pedestrian environment.



Photograph 3.6-26

Doric columns give the entrance to the Union Depot a decidedly classic appearance. A circular drive allowed easy drop-off of passengers during the Depot's hey-day as a major passenger rail terminal. The Eugene McCarthy Post Office rises behind the depot.