

urban design modifications rather than of land use designations. (see Chapter 5, page 77, Case Study: Revising the Physical Impact of Megastructures in Downtown East).

Option 2: Redevelopment of existing Stadium Site. In the event that the Metrodome becomes redundant over the course of the next twenty-five years, redevelopment on that site will offer an excellent opportunity to fill out transit oriented development on the east and west sides of the LRT station (see Figure 4.18, page 45). The six block area should be redeveloped as a new downtown neighborhood with high-density mixed-use and residential projects. In such a scenario, the City should take full advantage of this opportunity by organizing new development around a new “central” park that includes a lake and new recreational fields that would serve nearby residents. This new neighborhood would be served by retail districts located in and around the Downtown East Station at 5th and Chicago and at the proposed Washington East Station at South 4th Street and 11th Avenue South.

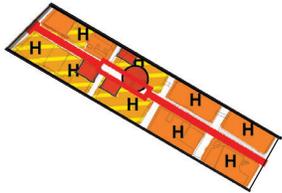


Figure 4.11
Development Precinct 7: 5th Street Spine

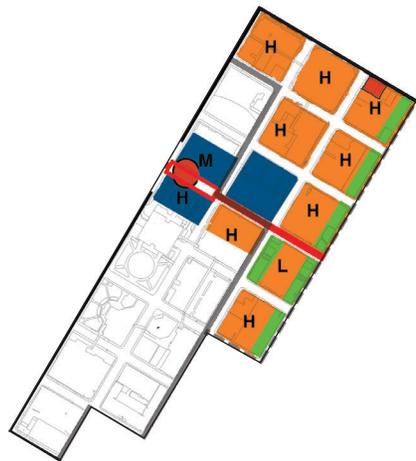


Figure 4.12
Development Precinct 8: Downtown Core Expansion

In this option, additional developable land is made available by relocating the 4th St. freeway access north of its existing location and pairing it with the 3rd St. freeway exit. The existing 5th Street freeway exit would terminate at 11th Avenue South and incoming traffic from the freeway system would be distributed north or south along 11th Avenue South.

5TH STREET SPINE AND DOWNTOWN CORE EXPANSION (DEVELOPMENT PRECINCTS 7 AND 8)

The portion of the Project Area that includes the existing Downtown Core and the proposed expansion to the Downtown Core will remain the location specifically designated for high-intensity commercial office development in Downtown Minneapolis. Consistent with existing regulations for this part of the City, high-intensity residential uses will also be permitted within the Downtown Core. The proposed expansion of the Downtown Core includes nine blocks adjacent to the northeast corner of the exist-

ing core (see Figure 6.1, page 109). More than four of these blocks are currently occupied by surface parking lots and are expected to be comparatively easy to redevelop when the marketplace presents the opportunity.

Within the existing core, a small collection of both large and small development sites close to the Nicollet Mall Station afford an exceptional opportunity to create a high-intensity, mixed-use district where new residential development complements new and existing development at the heart of the Downtown Core. For example, one developer / property owner is considering a combination of commercial office, hotel, and residential spaces on two blocks immediately north of the station. In addition, two or three surface parking lots within a block or two of the station are excellent quarter-block and infill development sites. And while the new central branch of the Minneapolis Public Library will serve citizens and businesses from across the city and around the Metro area, it will also serve as the “neighborhood branch” for both existing and new residents in this, the most dense of all neighborhoods Downtown.

Although the areas immediately adjacent to Government Station are already built out, new commercial office development should be channeled to two areas within easy walking distance of this station: The under-developed blocks within the existing Downtown Core that lie between South 5th Street and Washington Avenue South; and the surface parking lots two or three blocks east of the Government Station along Fifth Avenue South.

Two major urban design initiatives will help integrate these areas into the rest of Downtown while offering a distinct identity for parts of the core beyond Nicollet Mall and Marquette Avenue. These initiatives include a new east-west streetscape along the 5th Street LRT corridor (see Chapter 5, page 68, Case Study: 5th Street Streetscape) and a new quarter-block wide linear park that stretches north and south along Portland Avenue in the expansion area of the Downtown Core (see Figure 5.8, page 61).