

**NORTH LOOP PLAN UPDATE**  
**Community Advisory Committee Meeting #3**

**Wednesday, July 22, 2009**  
**City of Minneapolis Public Service Center**  
**3:00 – 5:00 PM**

**MEETING SUMMARY**

Committee members present: Karen Rosar, Mary de Laittre, Bruce Rubin, Bob Schmitz, Adrienne Hannert, Ryan Kronzer

Committee members absent: Paul Adelman, Erin Fitzgerald, Cara Letofsky, Tracy Berglund

City staff present: Beth Elliott, Joe Bernard

Others present: None

Before the meeting started, there was a brief discussion about the merger of the [local and national warehouse historic districts](#) in the neighborhood. Several attendees requested information on where the work can be found online, and how they can comment on the plan. An update will be sent to CAC members along with the meeting summary.

**Update on Transportation Recommendations**

Staff shared that most of the input received from various stakeholders show that everyone is on the same page. A draft chapter that focuses on reconnecting the neighborhood is forthcoming late this week or early next week.

Comment: Encourage staff to think about design as a comprehensive issue across all chapters of the plan.

**Update on HKGi Work**

HKGi has started working on identifying street cross sections that can be applied to the neighborhood that match street types in the [Access Minneapolis](#) document. They are looking for streets that are not appropriately labeled in the plan, or streets that may need a change based on the work being done in the North Loop Plan. The consultant is also working to identify what a “Heritage Street” might be, what it will look like, and how it will operate. Thus far 6<sup>th</sup> Street is the example that might be used. Staff has directed the consultants to create a bird’s eye view of the lower north loop from a visionary perspective. We also have asked them to visualize general greening of the neighborhood. Another area of focus for the consultants will be the viaducts – looking at what the potential will be to enhance the space under, through, and on the viaducts.

Question: Will someone be presenting this information?

Staff: They will be presenting rough ideas at the next CAC meeting before solidifying their ideas for a late September community meeting.

Comment: 2010 Partners has a meeting scheduled September 15.

Staff: This may be an opportunity to preview the work. We can also go to the North Loop P & Z meeting at request.

### **Land Use Recommendations**

Staff took general land use guidance from the existing plan and applied what was appropriate to districts in the rest of the neighborhood. For instance, concentration of Class A office space should continue in the downtown business core. Staff and CAC members then discussed the draft land use guidance statements as they applied to the whole neighborhood and the [draft development districts](#).

Comment: Staff should clarify what is meant by “continuum of housing choices.”

Comment: Consider the design of transit projects so that they are not done to the detriment of other modes of transportation – it should be a system.

Question: Is the city becoming less strict on number of parking spaces for uses?

Staff: Although parking requirements in the downtown zoning districts (part of which cover the North Loop neighborhood) have been lower than other parts of the city for some time, the entire parking chapter was rewritten recently to further lower those parking requirements.

West Hennepin:

This area is not in the neighborhood – it is simply in the plan for reference.

Warehouse West:

It is an existing development district in the [Downtown East North Loop Master Plan](#). It has been extended to 10<sup>th</sup> Ave N for this plan.

Freeway West:

This is also an original district in the existing plan. Based on feedback received to date, staff proposes to keep language about reestablishing the street grid, but to remove language about dismantling viaducts.

Question: Is the [Bottineau Transitway](#) still recommended to be routed along 5<sup>th</sup> St?

Staff: It is still one of the possible routing options, there are a lot of complications, but it is still being considered.

Comment: 5<sup>th</sup> Street does have a pedestrian scale that feels neighborhood friendly.

Municipal Service:

Staff is proposing to remove language in the original plan about retail around the HERC facility. Major redevelopment is not likely in this area short of additional public facilities and co-location of services.

Comment: We should think about making public utilities, for instance batteries that serve solar arrays, more of a showcase for the public.

Comment: Consider alternative/modular housing for some of the transient population in the neighborhood to further the sustainability goal.

Staff: Through our zoning and housing regulations the City tends to encourage more permanent structures.

Question: Why was the border placed where it was on the north end?

Staff: Ownership of property related to the planned Metro Transit expansion.

The Cut:

There are currently no new recommendations in this section.

Comment: It might be nice to emphasize pedestrian enhancements in this area.

Staff: This issue will be covered in another section of the plan.

Old Warehouse:

There is still potential for large scale redevelopment along Hennepin. Development should enhance and maintain the historic character. Street-level retail is encouraged along Washington and Hennepin.

Comment: A spectacular place for retail – if kept at a human scale.

Comment: Some development is at a suburban scale – there is a disparate group of buildings in this area. Minneapolis doesn't have a window shopping street.

Comment: The blocks bound by Washington, 1<sup>st</sup> Ave, 3<sup>rd</sup> Ave, and 1<sup>st</sup> St. could be an incredible window shopping retail district. Much like what has been done at Hennepin and Central across the river.

Residential Enclave:

It is primarily a residential area that has limited opportunities for new development – retail should be limited to service uses.

Protected Industrial:

The industrial land use plan designates protected industrial areas throughout the City. One of these areas is in the northern portion of the neighborhood – staff proposes to add the Star Tribune site to this district.

Comment: Residential seems more appropriate for this site.

Comment: Design should be of most importance – we don't want to end up with box warehouse buildings.

Comment: The connection to the river should be emphasized regardless of the future land use.

Comment: The warehouse west section might be more appropriate for the Star Tribune site.

Staff: The discussion on the Star Tribune will continue beyond this group.

Lower Mix:

We want to see medium intensity development, more intense than the current uses. Improvements should be made to the Farmer's Market to accommodate year round operations. The siting of an LRT station on the Southwest Transitway route is important for this area. Glenwood and 12<sup>th</sup> should have a commercial concentration. There should be an emphasis on green jobs and industry in this area.

Comment: Social responsibility and interconnectivity as it relates to housing, jobs, the economy, and the environment should be emphasized, and the plan should help to sell this idea.

Lower Industrial:

Primary land use will remain industrial, minimal change is expected in this area.

### **Design Direction**

This part of the agenda was postponed to the August meeting.

### **Next Meeting**

Wednesday, August 19, from 3:00pm – 5:00pm, Public Service Center Room 110

*Meeting was adjourned at approximately 5:00pm*