

Figure 4.13  
Development Precinct 9: West Hennepin



Figure 4.14  
Development Precinct 10: Warehouse West

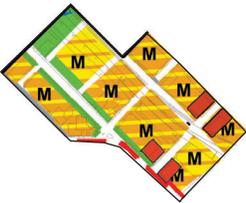


Figure 4.15  
Development Precinct 11: Freeway West

### THE NORTH LOOP

The Land Use Plan accommodates many of the recommendations put forth in the "Downtown Minneapolis Multi-Modal Station Area Master Plan," prepared by Meyer Mohaddes Associates Inc. for Hennepin County (2001).

#### *Development Precinct 9: West Hennepin*

Given the mostly built-up nature of this station area, there is limited potential for new large-scale development projects. The majority of development in this precinct should be medium intensity, mixed-use development at a scale similar to that of existing buildings. Several high-profile "infill" development sites are located adjacent to, or within, very short walking distance to the proposed Warehouse District / Hennepin LRT Station. These sites provide opportunities to intensify and fill-out the existing neighborhood. All new development in this precinct should maintain and enhance the historic character of this district. Development should be consistent with the existing theater / entertainment uses, but should also include new commercial and residential spaces for those who seek to live and work within the entertainment district. Street-level retail should be encouraged throughout the district, particularly in locations directly adjacent to the LRT station.

#### *Development Precinct 10: Warehouse West*

Similar to the West Hennepin precinct, much of the Warehouse West precinct is already built out. The historic warehouse structures in this precinct should be protected and preserved, with an emphasis on adaptive re-use of existing structures. The majority of development in this precinct should be medium intensity, mixed-use development at a scale similar to that of existing buildings. However, here are several surface parking lots and other under-developed sites that should be considered for infill development projects. Street-level retail should be encouraged along the length of Washington Avenue North in order to ensure

that this street becomes the commercial spine that serves the residents and businesses in both this precinct and in the new residential areas north of Washington Avenue. Street level retail should also be encouraged to stretch along Fifth Avenue North to create a connection between Washington Avenue and the commercial node at, or near, the new multi-modal station and the proposed ballpark.

#### *Development Precinct 11: Freeway West*

In the long term, an opportunity exists to dismantle the freeway viaduct that currently connects North 3rd Street and North 4th Street from Second Avenue North to westbound Interstate 94. The presence of this aerial roadway ensures that traffic by-passes the neighborhood while creating a barrier that inhibits a neighborhood feeling. It is possible that a significant number of bus and SOV trips along the existing viaduct will be replaced once the NorthStar commuter rail is in full operation. In this event, the viaduct should be dismantled, the street grid re-established and through traffic returned to city streets thus enhancing the economic viability of the street-level environment in this part of Downtown. Similar to the portions of the Warehouse District in adjacent precincts, development in the Freeway West precinct should be mixed-use, medium intensity. The far western reaches of North 5th Street (west of where most traffic turns west towards Olson Memorial Highway) should be redeveloped to incorporate a new residential neighborhood organized along a thin, linear park.

Street level retail should also be encouraged to stretch along Fifth Avenue North to create a connection between the commercial node at, or near, the new multi-modal station and the proposed ballpark to Washington Avenue North.

#### *Development Precinct 12: Municipal Service*

Given the investment made to locate major institutional uses in this precinct (The Hennepin Energy Resource Center and the Metro