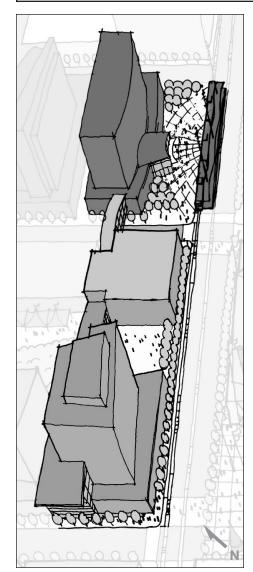
# DOWNTOWN EAST / NORTH LOOP MASTER PLAN



*Figure 7.16* Springboard Project J: Illustrative Drawing

### Springboard Project J

The Cut: Multi-Modal Transit Station and Air Rights Development

A major public sector initiative would be the construction of a multi-modal train station and air rights development in one portion of The Cut (Blocks NL-20 and NL-21). This site was selected to demonstrate how the Multi-Modal station would better serve the goals of downtown development, particularly if its focus shifted eastward from its current site at "5th and Fifth," to a new location which is better integrated into the surrounding fabric of the city.

It is important that these two sites be developed in concert to ensure the implementation of the "Central Station" concept of bridging of the existing freeway trench to create a strong connection between the multi-modal station and the Downtown Core.

West Parcel: Block NL-20

Site Description: This air rights development site is located above the existing Burlington Northern Right of Way and the intended tracks related to the Multi-Modal Rail Station and what is now a sunken surface parking lot. It includes the air rights in the southern portion of the block bounded by North 5th Street, Third Avenue North, the existing off-ramp from Interstate 94, and the western boundary of the Burlington Northern Right of Way. North 5th Street would be rebuilt at a level similar to adjacent city streets and this portion of the site would be decked over to accommodate development. Eventually, North 4th Street would be rebuilt and the northern portion of the site similarly developed. (see Chapters Four and Five).

Project Description: Development on this site includes a new mixed use project that integrates an air rights parcel above the trench and the rehabilitation of existing historically designated structures that line the west side of Third Avenue North. The project would consist of a 4 story base with mixed use development above. A large public open space is provided at the eastern end of the site. This would ultimately merge with similar open spaces that would extend northward to North 4th Street and Washington Avenue.

For the purposes of the analysis of this air rights parcel, this development scheme recognizes but does not detail the design for station tracks and platforms, which are located within the trench and extend beneath North 5th Street onto sites NL-11 and NL-29. An elevated concourse would pass through the upper levels of the base of the new development and through the small existing building on Third Avenue North. This historic building would be purchased and redeveloped to include ancillary station spaces such as offices. The elevated concourse would run from this existing building across Third Avenue North to Block NL-21.

### **Development Considerations:**

- Because of the importance of establishing this significant gateway to the City and the expense of decking the freeway and rebuilding North 5th Street, it will be very important for the City to have intergovernmental partners and at least one private sector partner.
- A maximum FAR of 11 should be allowed
- Parking requirements should be reduced to one half the typical requirement of 1 car per 1000 sq. ft. partly in consideration of close proximity of North 4th Street and North 5th Street parking garages.

East Parcel (Block NL-21):

Site Description: This air rights development site located directly above Interstate 394 on the block bounded by Second Avenue North, North 5th Street, Third Avenue North, and the existing offramp from Interstate 94. North 5th Street would be rebuilt at street level and the site would be decked over to accommodate the

# DOWNTOWN EAST / NORTH LOOP MASTER PLAN



development on the southern portion of this block. Eventually, North 4th Street would also be rebuilt as a surface street and similar development could proceed on the northern portion (see Chapters 4 and 5).

Project Description: A large office building is sited on the northerly portion of the site with a large public plaza fronting on North 5th Street adjacent to the LRT tracks and station. The building consists of a four-story base with a tower above. The base would incorporate retail development along the plaza.

The public lobby of the new multi-modal station would be incorporated into the building base. This lobby would help to connect the multi-modal station on Block NL-20 to the existing built up area of the Downtown. It would include direct access to an elevated concourse that would feed passengers from the lobby into the area of the station where train platforms are located.

Development Considerations: Because of the importance of establishing this significant gateway to the City and the expense of decking the freeway and rebuilding North 5th Street, it will be very important for the City to have intergovernmental partners and at least one private sector partner.

- A maximum FAR of 11 should be allowed
- Parking requirements should be reduced to one half the typical requirement of 1 car per 1000 sq. ft. partly in consideration of close proximity of North 4th Street and North 5th Street parking garages.

#### Please note:

As noted in Chapter Six, it is recommended that the City use incentives bonuses in lieu of Built Form Controls to achieve better design for new projects in the Existing Core, the Expanded Downtown Core, and the air rights parcels over "The Cut."

**CHAPTER** 5

CHAPTER 2

CHAPTER 3

# DOWNTOWN EAST / NORTH LOOP MASTER PLAN



Springboard Project J		Springboard Project J	
Development Precinct Block Location Land Use Classification Intensity / Height Classification Current Zoning District Recommended Zoning District	The Cut NL-20 Mixed Use District / Office (MU-0) Medium Intensity (5-13 Floors) I-2: Medium Industrial District B4M-3: Downtown Mixed Use District	Development Precinct Block Location Land Use Classification Intensity / Height Classification Current Zoning District Recommended Zoning District	The Cut NL-21 Mixed Use District / OFFICE (MU-0) High Intensity (14 Floors and Taller) B4C-2: Downtown Commercial District B4M-2
Gross Site Area Current FAR Maximum Allowable SF(1)	51150 2.7 138105	Gross Site Area Current FAR Maximum Allowable SF(1)	57600 8 460800
Density Increase Maximum Allowable SF(2)	8.3 424545	Density Increase Maximum Allowable SF(2)	3 172800
Recommended FAR Total Maximum Allowable SF	11 562650	Recommended FAR Total Maximum Allowable SF	11 633600
Springboard Illustrative Drawing Shows:		Springboard Illustrative Drawing Shows:	
Building Footprint Public Open Space	37200 13950	Building Footprint Public Open Space	34240 23600
Gross Site Area	51150	Gross Site Area	57840
Floor Plate (Floors 1-4) Floor Plate (Floors 5-13) Floor Plate (Floors 14-plus)	148800 140400 171600	Floor Plate (Floors 1-4) Floor Plate (Floors 5-13) Floor Plate (Floors 14-plus)	136960 216000 264000
Total Building Area	460800	Total Building Area	616960
Required Parking Stalls	197	Required Parking Stalls	264
Springboard FAR	9.01	Springboard FAR	10.71