

CENTRAL AREA: East Bank

Four major focal points for the future Central area of the Riverfront are clustered around St. Anthony Falls. Each is unique in its character and, therefore, in its suitability for designed activity. Nicollet Island, with its high potential as a relief open space and public outdoor activity center in the midst of the City—Hennepin Island, with its proximity to the falls and unique rough contour as a second, though vastly different kind of open space—Main Street, the locale of original St. Anthony, where historic values will be recreated—and the Gateway area on the West Bank, where the excitement of the Downtown will be brought to the river's edge.

Embracing these focal points are residential areas offering unique opportunities for natural vistas and for simultaneous proximity to employment, shopping and recreational, cultural and entertainment activity.

Housing on the East Bank will relate closely to the two major open spaces—Nicollet and Hennepin Islands. With these two spaces and the river serving as the foreground, and the Downtown skyline forming a backdrop, it is doubtful that a more stimulating visual setting could be found. Easy pedestrian access to both open spaces from public plazas and surrounding residences is promoted in the plan. Main Street, a unique shopping activity strip, will connect the

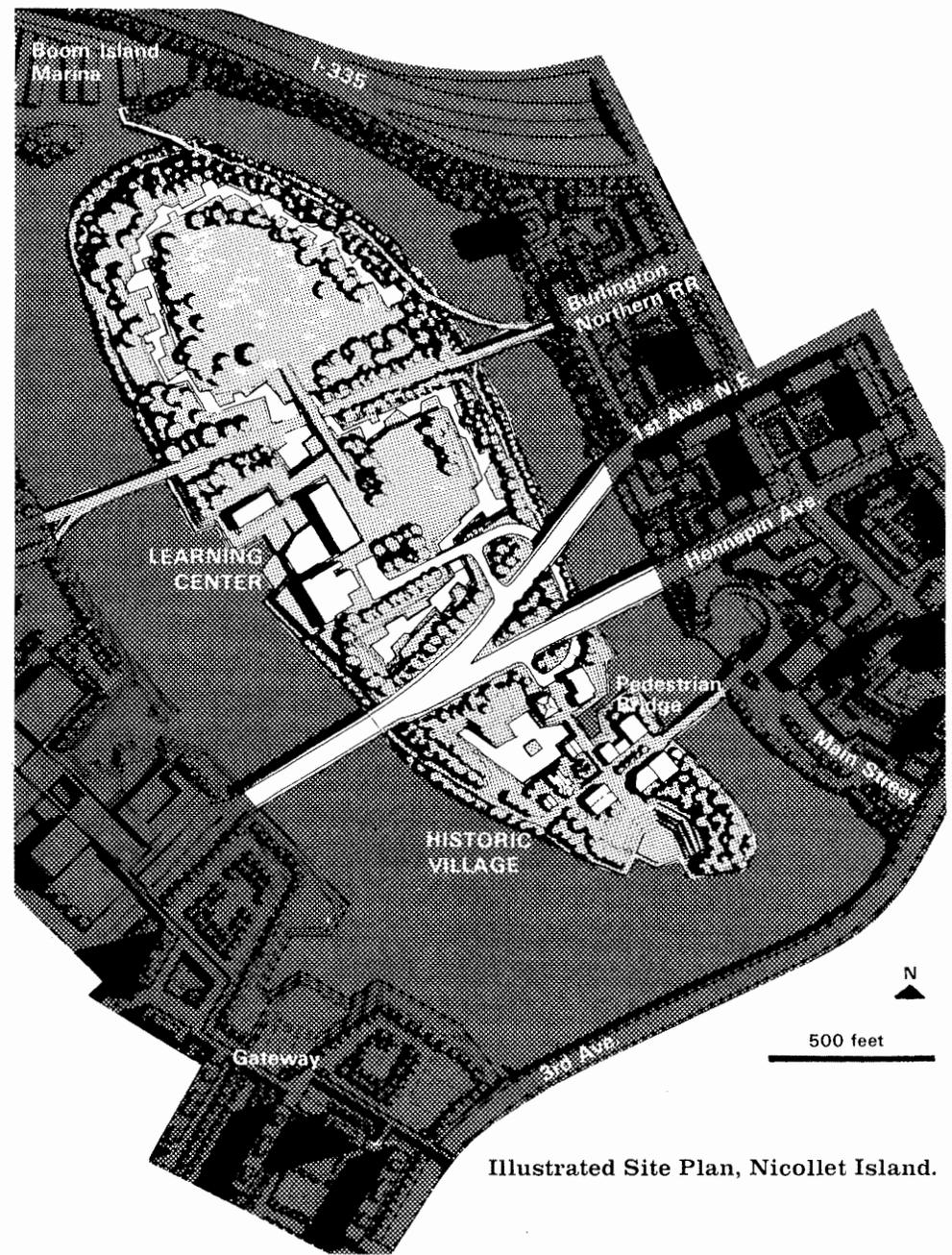
pair of complementary open spaces with related residential areas along its length. Thus the major nodes of activity on the islands and along the East Bank will be tied together in a totally inter-related sequence.

NICOLLET ISLAND

Nicollet Island should function as the center attraction for Riverfront revitalization. As a usable island with a significant historic past located in the midst of the metropolitan area, it presents a clearly outstanding potential for becoming one of the major identifying elements not only of the City but of the entire region.

The land area of Nicollet Island, now divided from the West Bank by the rushing mainstream of the Mississippi as it approaches the dam and from the East Bank by the quiet, tree-lined east channel, covers approximately 48 acres—twice the size of Tivoli in Copenhagen. The island is segmented into three parts by Hennepin Avenue and a Burlington Northern railway line. All of the island, with the exception of the land owned by DeLaSalle High School in the middle segment, is scheduled to be redeveloped under the federally-aided Neighborhood Development Program.

The existence of the redevelopment program facilitates the use of Nicollet Island as a relief open space in the middle of the City, embraced by and complementing the housing planned for the East Bank and Riverfront West. Views from the island of the river and surrounding skyline, and views of the island's natural vegetation parting the currents of the river



Illustrated Site Plan, Nicollet Island.

East Bank Skyline, c. 1990.



as seen from residential and public uses on both banks, will add greatly to the assets of the Central City.

Nicollet Island should be allocated totally to public uses, stimulating maximum involvement of both visitors and nearby residents of all ages and interests and during all seasons. Such public uses may be privately or publicly sponsored—or, as is likely, both.

Because the river is too treacherous for splashing and wading, the Riverfront plan illustrations show how natural edge waterways can be created to meander like country creeks through the island sometimes broadening out into hard-edged pools. Ice skaters in the winter could utilize the whole network of mini-canals—and the increased quantity of bank areas would accommodate many picnic spots and places for relaxation. The contouring of the small man-made waterway would also create a diversity of spaces adaptable to a variety of special outdoor exhibits and events, rendering the island usable for a number of varied simultaneous activities.

On the upper end of the island, broader open spaces could support spontaneous semi-active recreation such as ball and Frisbee play.

In the central portion, the canals will provide a background setting for the Riverfront Learning Center, to be housed in the historic Eastman Flats and in the older buildings of DeLaSalle High School, if and when the school is moved to a different location.

In the lower portion, the waterway might lead to a large pool usable in winter as an ice rink. Bordering the

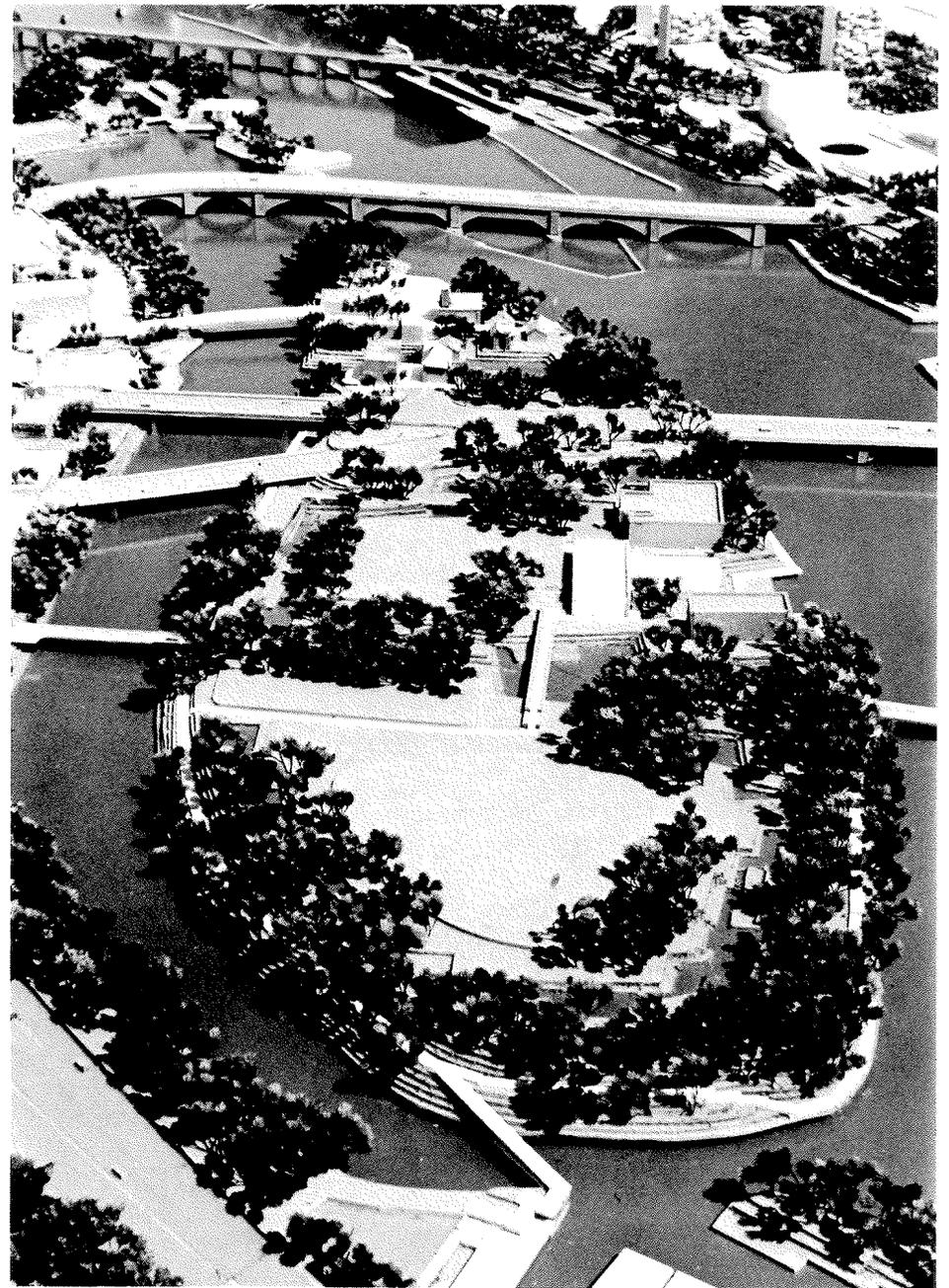
pool may be a reconstructed version of St. Anthony Village; a part of the larger historical preservation effort along Main Street. Every effort should be made to utilize existing historic structures, including perhaps a few that are presently on the island, as well as the Godfrey and Stevens houses. Alternatively this area may be largely open space with just a multi-purpose facility to serve as a warming house in winter and a well-related concession to the public use areas in summer.

The tip of the lower island has been designed as an amphitheater to facilitate staged outdoor events. With the river and City skyline as the backdrop, and with room for an audience to expand onto the grass beneath the trees surrounding the theater, the setting would be ideal for many planned or spontaneous festivals and performances.

A well-designed, hard surfaced pathway should be developed along the perimeter of the island, to allow police and service vehicles and bicycles necessary circulation, and to allow pedestrians access to any interior portion of the island.

Vehicular access from Hennepin Bridge to service roads or to the perimeter pathway should be granted exclusively to officials patrolling, servicing, or employed at island facilities. Parking should be restricted to island service vehicles in screened lots adjoining public facilities. Parking for visitors should be developed close to the ends of pedestrian bridges on the east and west banks.

Pedestrian bridges should connect Nicollet Island to the historic Main Street area, to the East Hennepin area—on or



Nicollet Island from I-335.



integrated with the Burlington Northern Bridge—and to the proposed Boom Island marina. In addition, users can follow the walkways on the Hennepin Avenue Bridge from either river bank to penetrate the island.

In later stages of Central River area development, access to the island by mini-monorail, bus, mini-bus, or other personalized transit system could complement the pedestrian system connections to both banks. Relative to the proposed use of the island, the best results would be attained by the discontinued use of the dissecting rail lines. If these tracks and bridges are devoted to existing railroad or to mass transit, however, island spaces should be insulated from the noise of traffic both on the tracks and on the Hennepin Bridge. Earth berms, walls, and adjustments in the level of the roadbeds would assist in reducing noise.

The island should be accessible by boat, but should not become the location of a large marina. Short term small craft dockage could be developed on the West Bank by the Learning Center, near the amphitheater at the lower tip of the island, or along the east channel in quiet water.

All structural development on the island should conform to human scale. There is no need for monuments or high-rise structures.

Viewing stations along the perimeter pathway, perhaps par-

tially protected from the weather, low intensity lighting defining paths, comfortable benches—all details should conform to pedestrian uses within a semi-natural open space.

Plantings and foliage might include replacing the hardwood maple trees that once covered the island, plus the use of a wide variety of flowering and green foliage attractive during all seasons.

HENNEPIN ISLAND

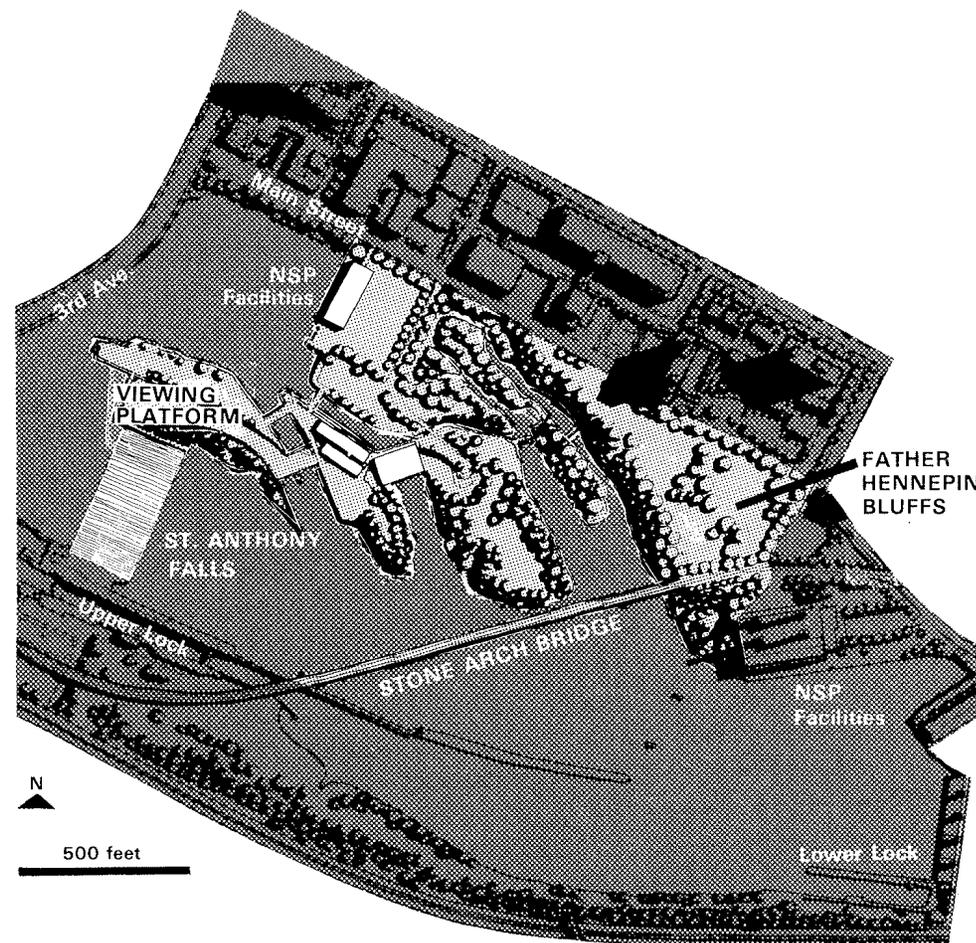
From near this island Father Hennepin saw the falls and named them after St. Anthony. Today, views of the dam and of the Downtown skyline are superb from the group of small islands and peninsulas, that have generally been referred to as the Hennepin Island area. Here the rugged, natural topography, shallow calm waters and natural springs offer a potential amenity that cannot be found elsewhere within the Central part of the Riverfront.

In addition to the topographic interest, tailraces and tunnels, remnants of early milling activity, expand the potential for creating unique spatial experiences in the area.

With all of these assets Hennepin Island and the surrounding related space between Main Street and the river should be protected



Ice skating on Nicollet Island.



Illustrated Site Plan, Hennepin Island.

as a basically natural area devoted to passive recreational use.

Structures presently located on the islands include the University of Minnesota's hydrology laboratory and two Northern States Power hydroelectric plants. One of these plants has not operated for some time but does possess some historic merit. The other is operational and contains five hydro-turbines which produce 12,500 kilowatts of electrical energy.

To maintain personal safety and security, the public is presently not allowed to proceed past the hydro-lab to view the falls. As the area is developed, however, gates should be opened to the public to allow close-up views of the falls and of the process of turning water power into electrical power. Observation platforms with railings should be erected for close-up views of the apron-protected falls.

Closer to Main Street some of the tunnels and underground waterways may be redesigned as unique passageways, thus tying the island areas into the more active Main Street uses.

Several small waterfalls, with 30-50 foot drops may be developed in the Hennepin Island area out of tailrace spillways. These falls could combine to form a scaled-down version of the original St. Anthony Falls. They could be made accessible and visible by connecting the smaller areas of the Hennepin Island group with pedestrian bridges over deep and wide waterways and stepping stones over shallow waterways, and by lighting them at night. Even before any small falls are developed, water should be flushed through the area to change and clean the otherwise stagnant water in some of the tailraces. All bridges and observation platforms should be connected to Main Street as part of the over-all pedestrian system.

Replicas of the earliest saw mills and flour mills could be constructed near Hennepin Island as special attractions related to Main Street development. With the possible exception of the replica mills, though, there should be no substantial new structure in this area.

All power plants in the area, as well as the University of Minnesota's hydrology laboratory, should be allowed to remain until such time as they can no



Hennepin Island waterfall fronting the Pillsbury "A" Mill.



1. St. Anthony Falls from the Hennepin Island observation platform.

longer be used for their present purposes. They should then be converted either into public uses such as water power museums or should be removed. The Northern States Power substation located in a corner of the area should be either relocated or carefully screened from view with earth berms and foliage.

Power transmission lines are eyesores on the island and should eventually be removed. As an interim solution the less objectionable single standard frames may be used.

Some of the Hennepin Island area has been improved recently. Its adaptability to pedestrian use will greatly

2. Hennepin Island from downriver.



increase, however, as more paths are established and maintained—and as planting, walkways to observation platforms and railed platforms are constructed.

MAIN STREET

A third focus of Central Riverfront activity should develop along Main Street. As a major promenade, the street should form the spine of East Bank development, connecting Nicollet and Hennepin Islands.

Along Main Street where the town of St. Anthony originated, presently stand a number of historic structures the most significant of which is the Pillsbury "A" Mill which lifted Minneapolis to the top of the list in world-wide flour production. This building, along with others of historic merit, and the granite block street should be preserved and rebuilt as part of a living historic district.

A multiplicity of activity can transpire in the old stone and brick buildings—specialty commercial establishments such as boutiques, pubs, and entertainment spots—with offices and residences incorporated into tangent spaces. Mixed medium and high-density residential uses behind Main Street commerce will help bring the Central river edge activities to a climax in the area of highest activity.

All vehicular traffic should be removed from Main Street in favor of its use only for pedestrians and bicycles, and the Main Street surface should be repaired and restored to its original granite block character. Limited service access may be allowed during off-hours.

2nd Street should serve as the prime spine through the area providing access to housing and Main Street activity. This can be accomplished by continuing 2nd Street through the present site of the Coca-Cola plant to an intersection with I-335 and just beyond to connect with Marshall Street. Trucks also should be largely removed from 2nd Street as industry leaves. If a truck route from Southeast Minneapolis into the City is still essential, alternative freeway and arterial routes should be established.

The Twin Bridges from Hennepin Avenue to East Hennepin and 1st Avenue N.E.—presently under construction—should be carried across Main Street to connect with 2nd Street N.E. I-335

SUGGESTED "OLD TOWN" COMPONENTS

GROUND FLOOR:

- Boutiques
- 19th century pubs
- Import shops
- Candle and poster shop
- Craft shop
- Hobby shop
- Liquor store
- Health foods
- Steak house
- Seafood restaurant
- Ethnic restaurants
- Pizza house
- Sandwich shop
- Box lunch dispensary
- Stand-up cafe
- Tourist information center
- Antique shop
- Interior decorator
- Candy shop
- Flower shop
- Book and record store
- Fishing equipment supply

SECOND FLOOR:

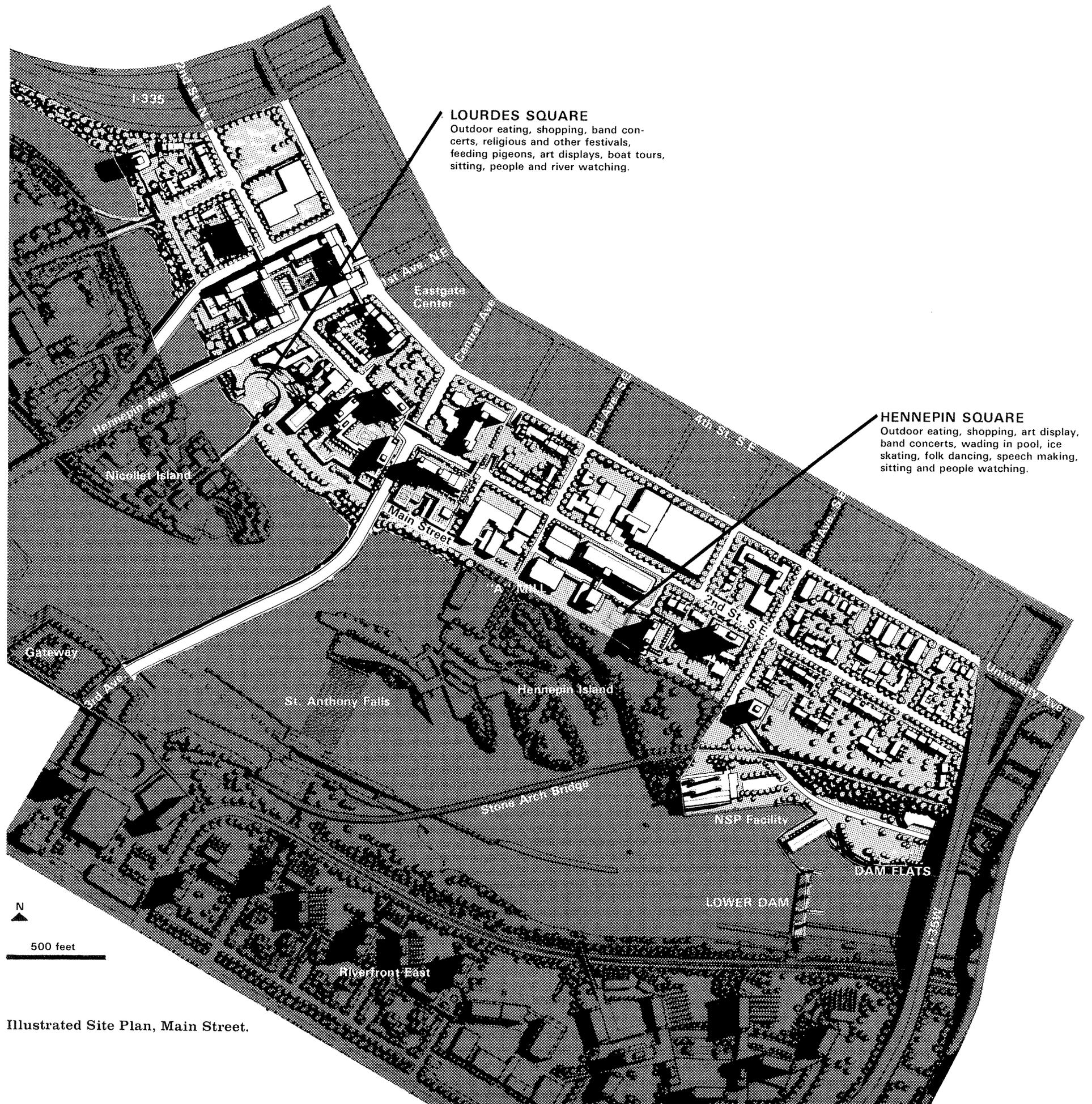
- Historical Society
- Photo studio
- Commercial and Fine Arts studios
- Architects
- Sculpture workshop
- Craft studios
- Art galleries
- Travel agency

should not connect with Main Street but should be connected with 2nd St. N.E., University Ave. N.E. and 4th Street N.E. Adequate amounts of parking should be located in the Main Street and East Hennepin areas to serve those who would use Nicollet Island and the Main Street promenade.

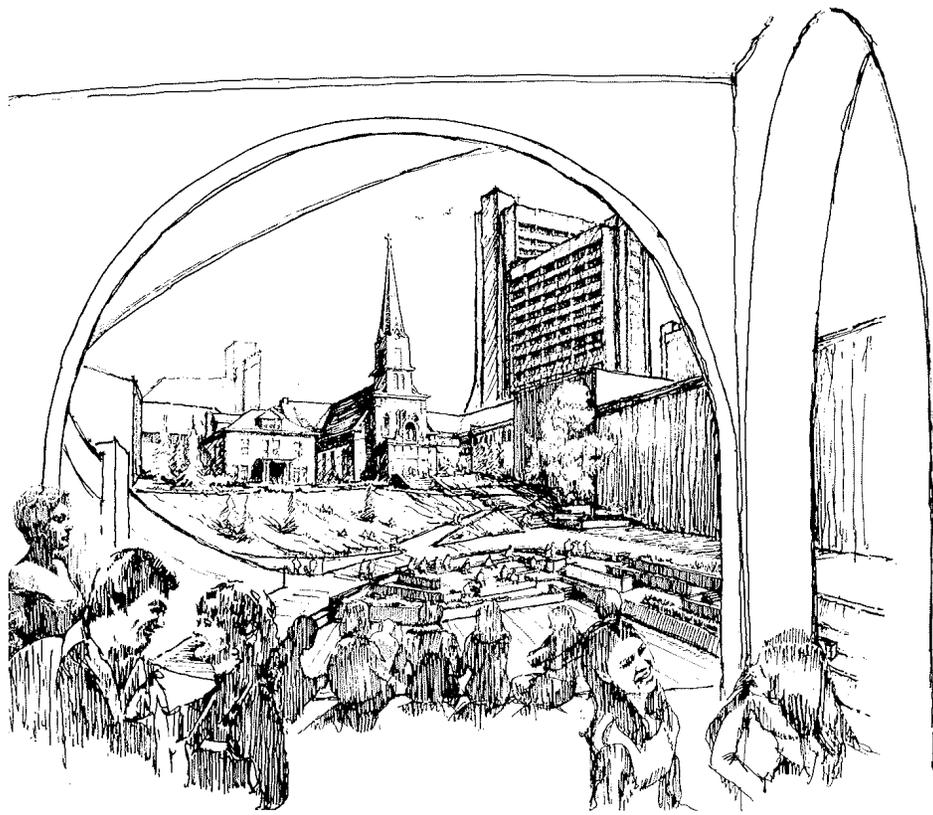
The pedestrian pathway system which would extend along most of the banks of the river should, in this area, be expanded to a diverse system of promenades, pedestrian streets, and passageways between buildings and small courts.

A supplemental weather-protected or semi-weather-protected walkway, in addition to the street itself, would allow for a broader scope of activity during the colder winter months. The objective of the pedestrian system is to provide a wide variety of choice to the visitor to meander around and through interesting and diverse spaces. Not only could there be various lateral pathway choices, but multiple grade variations, both on the banks of the river along Main and within the old and new buildings.

A reconstructed suspension bridge, reminiscent perhaps of the first bridge



Illustrated Site Plan, Main Street.



1. Lourdes Square

across the river, may be constructed to connect Main Street with the lower tip of Nicollet Island.

Two major nodes, or paved open spaces, shown in the site plan are located at each end of the Main Street spine. As centers of public activity, the plazas will help to link the spine with the adjacent natural open spaces—Nicollet Island and Hennepin Island. A wide range of activity paralleling that of Main Street as a whole might be accommodated in these two spaces.

Housing between Main Street and University Avenue will capitalize on magnificent views of the Downtown skyline and Nicollet Island. To provide optimum densities with a wide range of choice, terraced residential units should be combined with high-rise towers.

Unrestricted pedestrian circulation from the Eastgate shopping center and from residential units and parking areas along 2nd Street and University Avenue must be offered under, over, around, and through the various functional space uses. And pedestrian

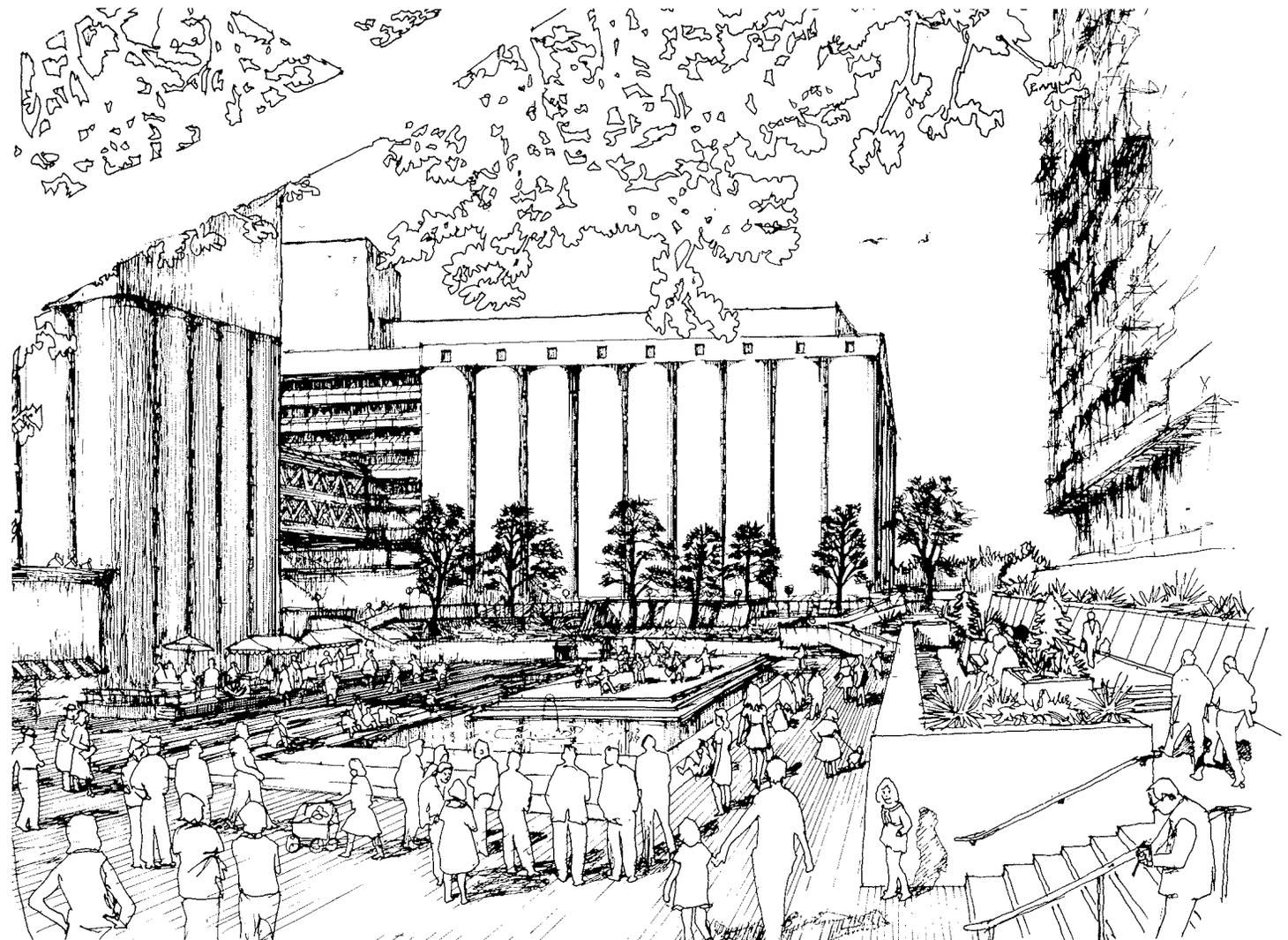
pathways, in addition to continuing along the Main Street promenade, should follow in more natural fashion the top of the banks between Main Street and the river, passing under the bridges in the area.

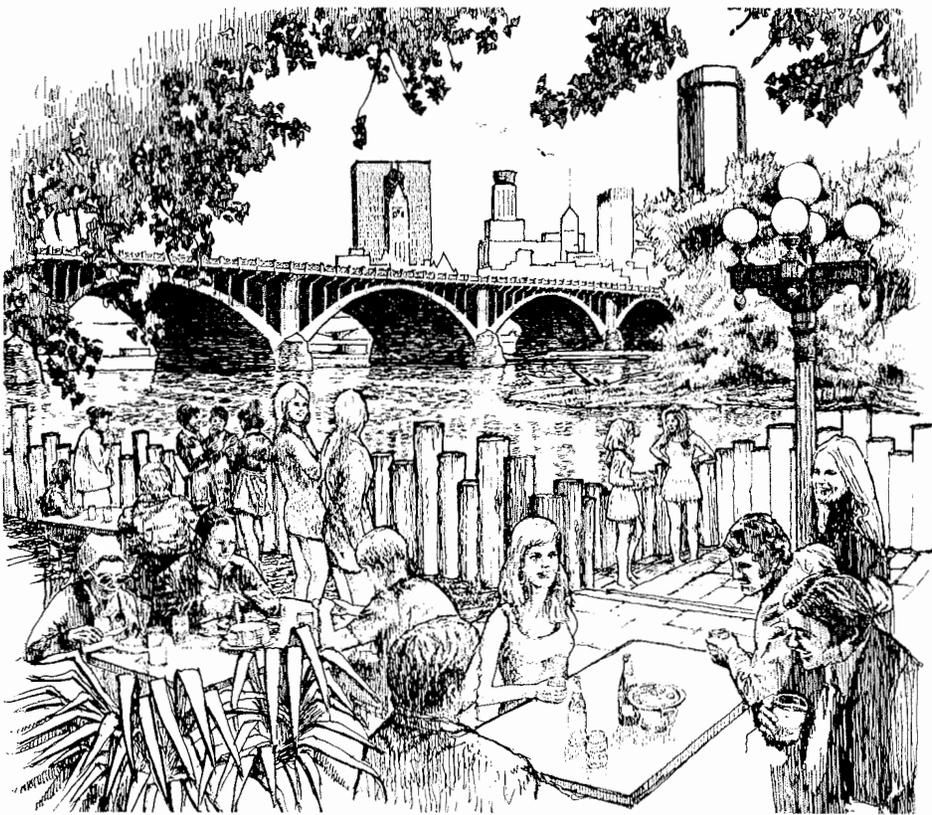
Buildings and sites of historic or architectural significance should be preserved and incorporated into the Main Street redevelopment. Lighting, planting, and other street design should function to delineate the linear edges of the river and of Main Street, further refining their strongly interrelated nature.

UPPER MAIN STREET

The district to the north of East Hennepin Avenue, referred to here as Upper Main Street, possesses some outstanding opportunities because of its physical and visual juxtaposition to Nicollet Island. Also, with vehicular traffic removed from Main, the area can be redesigned to allow Upper Main Street activity to be tied to public space along the water's edge to Nicollet

2. Hennepin Square





1. Riverfront cafe, Main Street.

Island and to the Main Street promenade without vehicular hindrance. On the other hand, several vehicular and rail through-traffic pathways cross the district at right angles to the river creating difficult design problems.

As a whole, this district should be used for residential development along with some commercial uses in the vicinity of East Hennepin Avenue. Even so, there are numerous alternatives for the precise arrangement of land uses.

The design alternative shown in the illustrative site plan for the blocks between East Hennepin Avenue and 1st Avenue N. utilizes existing buildings along the north side of Hennepin as part of a multi-level commercial-residential complex oriented inward toward a short terraced mall.

Protected from the noise of through-traffic by its outer shell of structures, the mall would contain shops accessible from the street or interior plaza. Illustrations show the main level raised above grade to accommodate underground parking facilities. Establishments could be reached from three directions—from the street, from the mall, or from the enclosed parking.

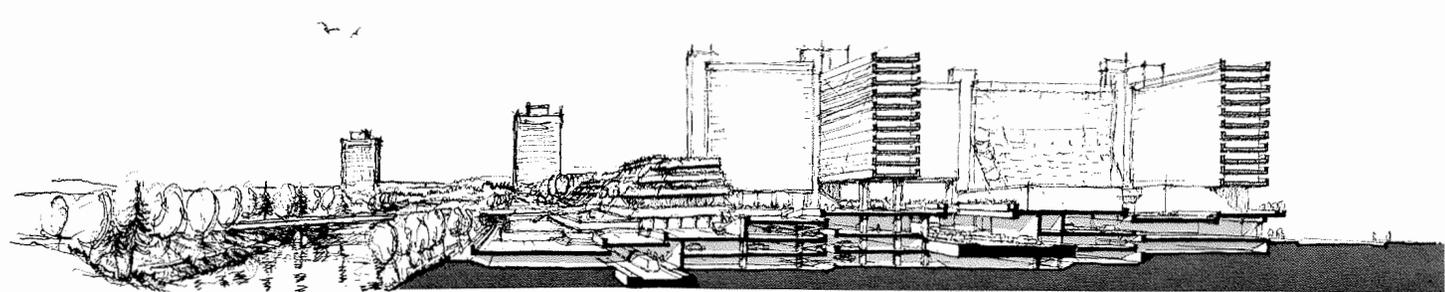
The mall-plaza, serving as an urban window, would span 2nd Street S.E.,

to connect at one end with Eastgate Center. At the other end, terraced levels would step down to the river bank, where pedestrians would find connections leading under the Hennepin Bridge to Lourdes Square and over the pedestrian bridge or Hennepin Bridge to Nicollet Island.

Housing between 1st Ave. N.E. and programmed I-335 is shown in the site plan to be divided between apartment towers with long vistas of the river, the Downtown skyline, and Nicollet Island—and low-rise stacked dwellings which form terraces for private outdoor space.

Railroad tracks now cut through the Upper Main Street district to

2. East Hennepin Mini-Mall.



NICOLLET ISLAND

EAST CHANNEL

2ND ST. S.E.

UNIVERSITY AVE. S.E.

cross Nicollet Island and the river. If the railroad should maintain its service, the cut might be covered as illustrated to provide for public parking on the mainland. Visitors to Nicollet Island could park above-ground and stroll across a pedestrian walkway connected to the existing railroad bridge. If, on the other hand, the railroad were to discontinue use of the route, multi-purpose parking could be extended underground as well, and the railroad bridge itself could be converted to pedestrian use.

Convenient access to Nicollet Island, to Main Street, to Downtown and to Eastgate should serve as a magnet to attract new residents to Upper Main.

LOWER MAIN STREET

From the East Bank end of the Stone Arch Bridge, double railroad tracks are multiplied by industrial spurs to form a sea of rails separating pedestrians from the river bank. On the landward side of the tracks assorted industry spots the area from the Pillsbury grain elevators to I-35W, extending inland to the row of apartments lining University Avenue. Between the tracks and the river a steep-pitched curving road leads down the bluff to a spot known as the Dam Flats, passing two Northern States Power electrical power plants enroute.

The large steam power plant by Lucy Wilder Park is used only as a reserve power source in case of emergency or shortage. The other plant, a hydro-electric facility, spans a part of the river from the base of the bluff to the Lower St. Anthony dam. It does not create pollution nor does it conflict with the use of the bank land. As long as this plant is efficiently maintained in

operation it is not in conflict with the plan.

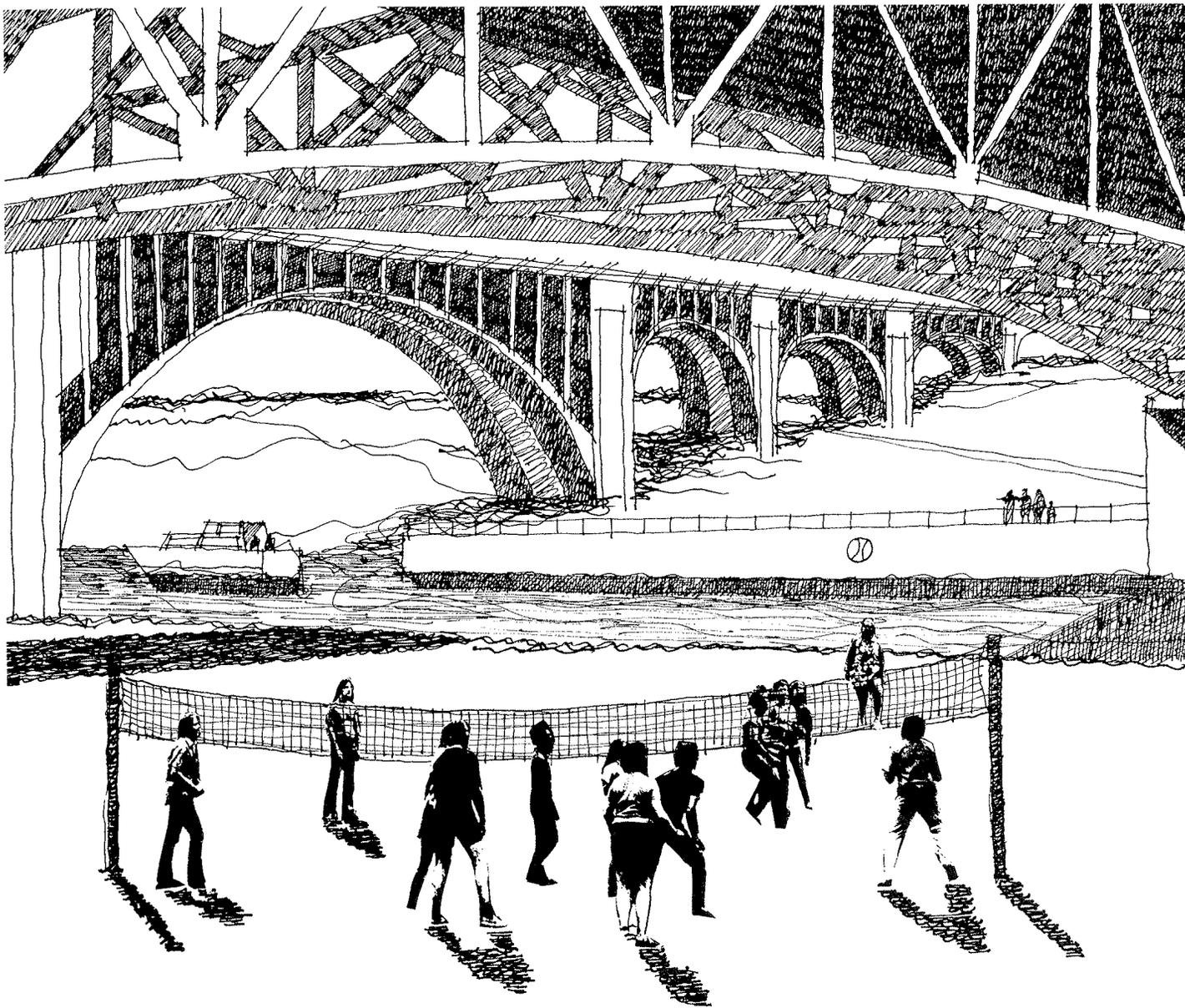
Consistent with the objectives of the plan, industry in the Lower Main Street area as well as in the remainder of the Central Riverfront should be phased out. Following the pattern of encircling focal activity areas with residential use, the illustrative site plan depicts high-rise housing abutting Hennepin Plaza, completing the Main Street spine. From this location near 6th Avenue S.E. to I-35W, terraced housing of medium density would help to serve both University and Downtown needs.

To allow for a more integrated development, 7th and 8th Avenues S.E. from University to 2nd Street could be eliminated.

A pedestrian window to the river is planned along 6th Avenue S.E., connecting the projected Southeast 5th Street greenway to Hennepin Island and to Main Street. This gradually descending walkway will invite local residents to the river's edge.

As Lower Main Street industry moves out, the number of railroad tracks may be reduced to the two Great Northern tracks crossing the Stone Arch Bridge. These would then curve over a relocated roadway and pedestrian path leading to the Dam Flats, and might also be lowered somewhat as they continue their route under I-35W. Visual and noise pollution of the adjacent residential areas would thus be sharply reduced.

The future disposition of the Northern States Power steam plant is of some interest. As much larger power facilities increase the company's reserve capacity, the plant is likely to be closed. The large brick building might then be utilized rather than being torn down—



1. Volleyball on the Dam Flats.

as an ecology center or museum, or as a community center or recreational facility for neighborhood residents.

On the very edge of the river in this district is the area known as the "Dam Flats." This low area must serve partially as an access way to University of Minnesota facilities. The roadway stretching along this part of the Riverfront should, however, be located as close to the base of the bluffs as possible, leaving the preponderance of the space closer to the river for recreational use. The linear pathways proposed along both sides of the river for walking and bicycling should extend through the area with perhaps greater variety than is possible in

more narrow areas. In addition, both active recreational uses such as tennis, volley ball, or badminton, and passive pursuits like picnicking could be enjoyed here. To facilitate use of the area a small number of pull-off parking spaces and a turn-around would be required.

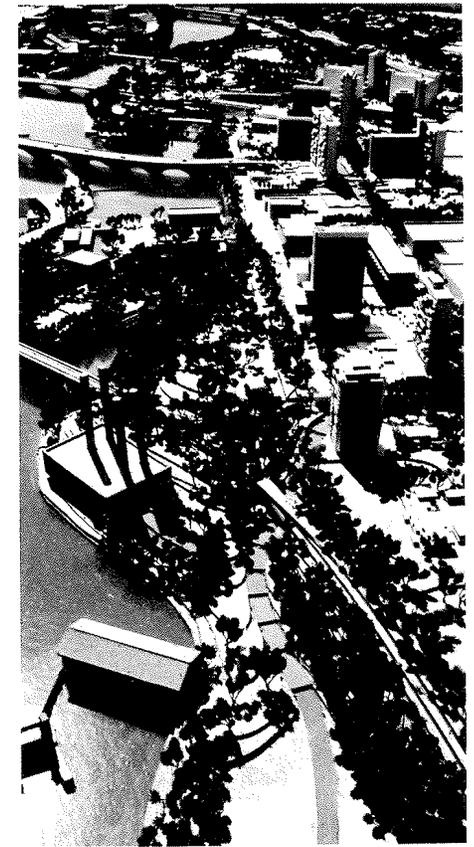
BOOM ISLAND

Boom Island lies off the upper tip of Nicollet Island and on the river side of the proposed I-335 North Ring Connector, within walking distance of the Central area's activity centers.

Suggesting by its title its connection with Minneapolis' sawmill era, Boom

Island was at one time not really an island at all, but a log boom. Continual silting from the logs and eventual filling by the railroads created the island which was for decades separated from the mainland by a narrow water course. In recent years earth has filled in the channel and railroads have used the flat, low-lying peninsula for car storage. The land still retains the character of an island, however—low, flat, edged by trees, and vulnerable to flood water. With its railroad tracks now removed—connected to Nicollet Island by an unused railroad bridge—Boom Island provides the ideal site for a full-service public marina.

Dredging will be necessary, of course, to cut a safe harbor into the island. Some special contouring of the island's edge may strengthen its function



2. Main Street from I-35W.

and image. But the district's location as one of the few places along the river that can feasibly accommodate marina use, and its central location with proximity to Nicollet Island and planned residential areas strongly support its use as a marina.

Boom Island, as a marina, could provide both rented slips for private boat owners and rental boats for the public. The area is large enough to allow for boat storage and repair as well as docking space and rental slips. And it could easily accommodate larger craft in addition to small motorized boats. A restaurant or public clubhouse, similar to those on City owned golf courses, might be situated overlooking both the harbor and the

dual skylines to the East and West Banks.

Living in houseboats on a permanent or semi-permanent basis has become increasingly popular. Yet, while this kind of residence may prove to be interesting to those who try it, the appearance of rows of houseboats along the river is not likely to be any more palatable than a row of trucks in a parking lot. Such use of the river should not, therefore, be allowed, unless it is tightly contained and screened from view, in a few isolated locations. Nor should it be condoned unless fairly and adequately controlled and taxed relative to any other type of housing.

The inland bank of the Boom Island marina should be in public ownership as a continuing link in the greenway path system along the river. Visitors and area residents could stroll from Nicollet Island across the existing railroad bridge converted to pedestrian use, along the island's banks under the I-335 freeway, to continue on to the North River greenway. Existing trees, supplemented or replaced by additional foliage, will shade the benches and pathways, and will maintain the island's soft-edge image.

Vehicular access to Boom Island will be gained from 8th Street N.E., curving under the programmed I-335 bridge approach—ending in a screened parking lot and turn-around for club and marina uses.

ST. ANTHONY WEST

Completing the perimeter of residences around East Bank activity areas is the housing planned for St. Anthony West. This district, as part of a separate urban redevelopment area, is bounded by Main Street N.E., 8th Street N.E.—connecting to the Plymouth Avenue Bridge—and the programmed freeway I-335.

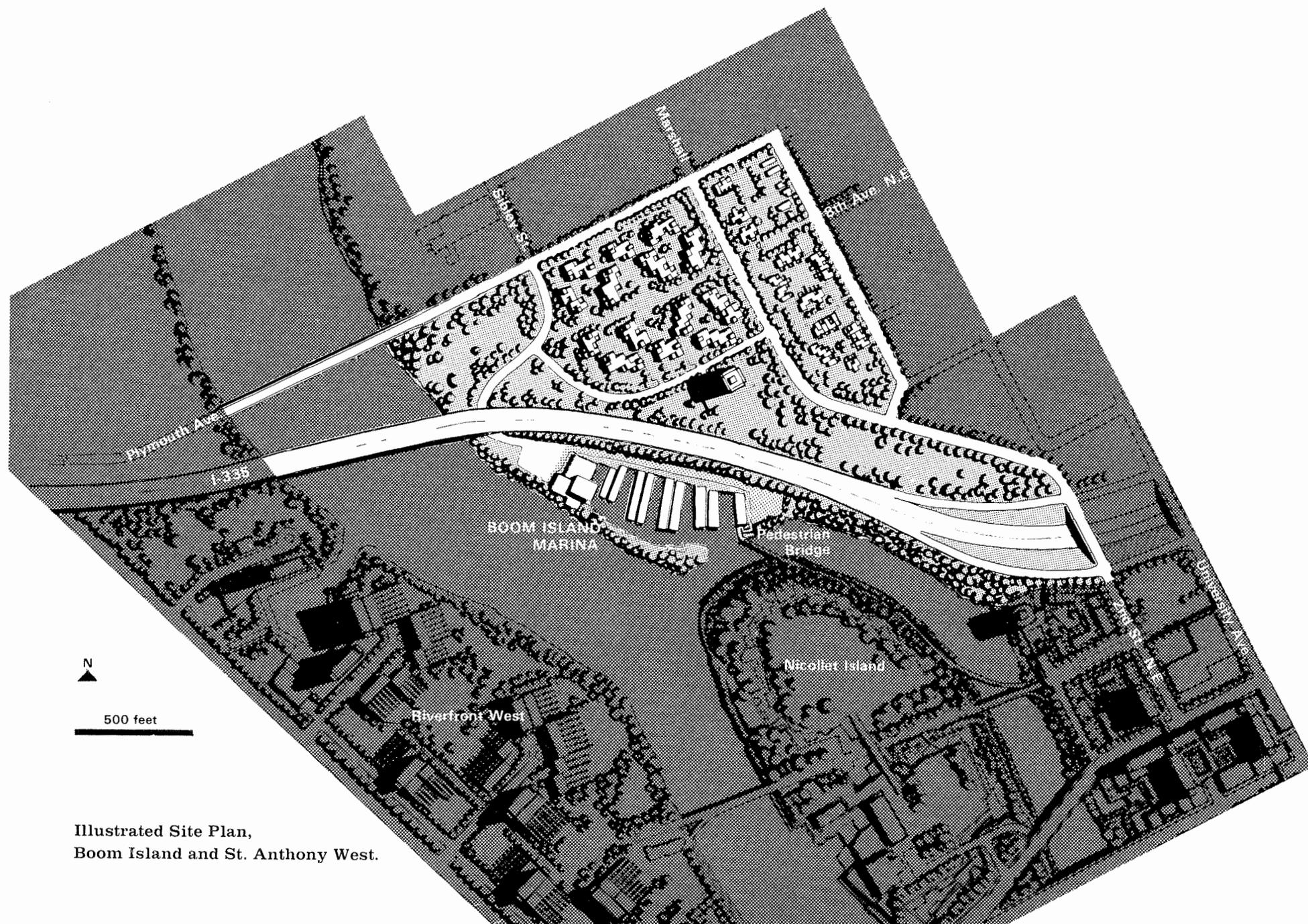
Housing in St. Anthony West should be of medium density—including perhaps one or two small high-rise structures to aid in screening the area from the noise of the freeway, along with one, two, and three level patio

homes, townhouses and stacked or terraced residences.

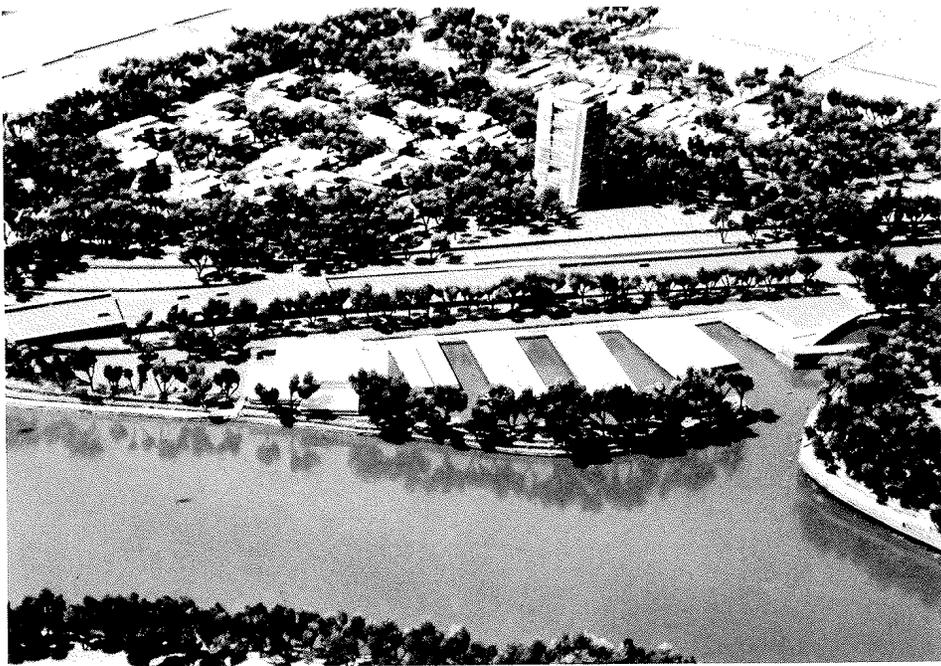
A greenway window access should be developed both for residents of the new housing and for people residing in areas farther removed from the river. The pathways might be developed along shaded areas of the I-335 right-of-way, along 8th Street N.E., and through the new residential area to the river.

The district will contain some Riverfront open space as well as access under I-335 to the Boom Island marina and access to the continuous river edge greenway.

The broad field separating St. Anthony residences from I-335 could be utilized



Illustrated Site Plan,
Boom Island and St. Anthony West.



1. Boom Island Marina fronting St. Anthony West housing.

for a children's playground and include pathways and benches as well. It should be buffered from freeway noise by land contouring.

Separated somewhat from other East Bank housing districts, and also of somewhat lower density, St. Anthony West would provide particularly desirable housing for families.

CENTRAL AREA: West Bank

The fourth focus area for Central Riverfront activity is an extension of the Gateway Redevelopment area on the

West Bank. Here the excitement and intensity of Downtown should be extended to the river. Activity and lighting will reflect and echo Main Street reconstruction in the mirror of the Mississippi.

The waterfront itself should be made an essential part of West Bank development by carving and shaping it to form several protected pools. A sense of proximity to the waterfront is provided by cutting back the natural edge, and creating contoured land forms which penetrate building areas along the bank. A short-hop ferry might dock at each of these quays, then cross the river to the Boom Island marina and Nicollet Island, or boats may dock at these spots from Downtown St. Paul and other points downriver.

Flanking the Gateway on either side, with the Downtown skyline as a back-

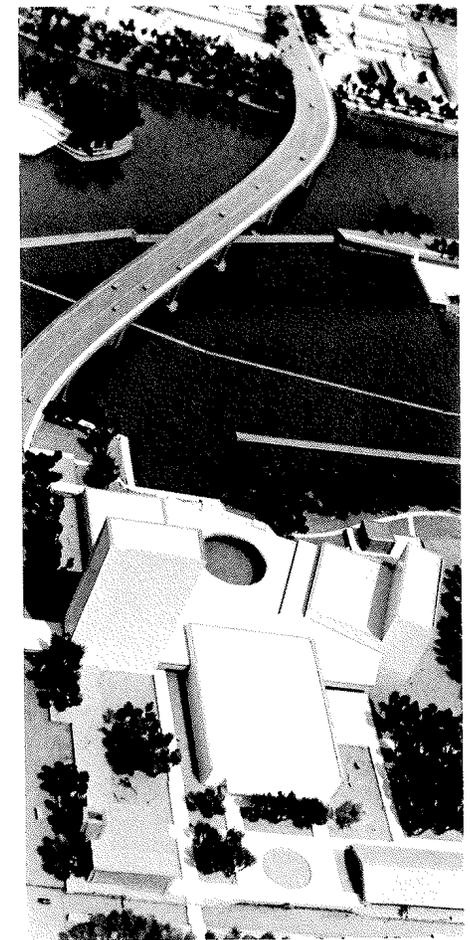
drop, will be residential uses—Riverfront West and Riverfront East. Buffered by a boulevard from neighboring industrial areas, the housing should ascend from low to high-rise buildings. This projected housing should neither block views of the Downtown skyline from the East Bank, nor conflict with the use of the Gateway public space.

GATEWAY

Three related public function areas are planned to extend along the West Bank from 5th Avenue S., to 2nd Avenue N.—a Cultural Center, the Gateway commercial-office-residential area, and an Industrial Museum.

CULTURAL CENTER. The Cultural Center, shown just south of the Third Avenue Bridge, would center around a new symphony hall-music center. It might also include a dance theater, small private or special purpose art galleries, and related services such as restaurants. Fronted by an elevated plaza under which rail or transit facilities might be located, the long, low lines of the center would not intrude upon views of the skyline or the river.

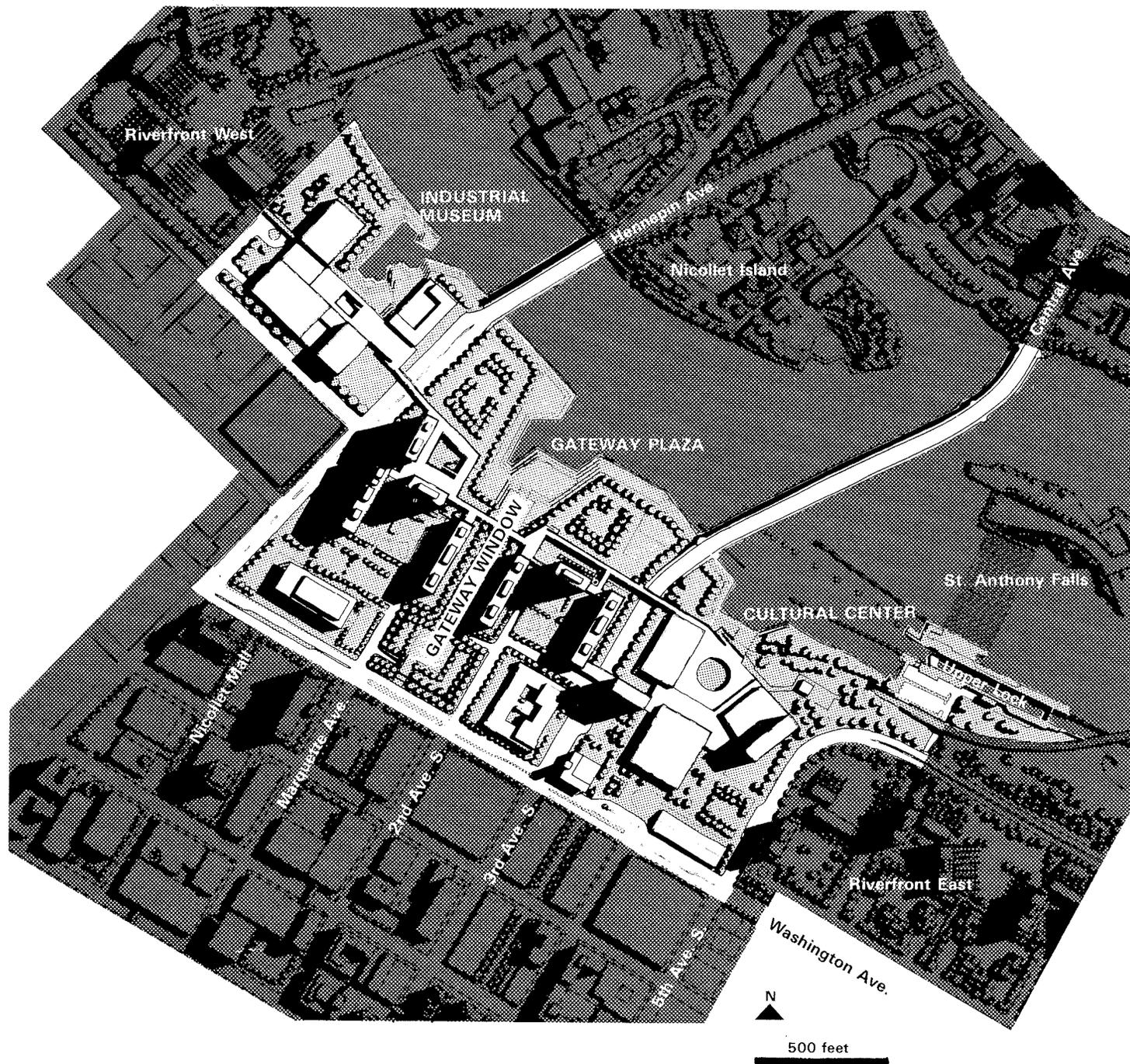
Behind the center and fronting on Washington Avenue, parts of the existing Milwaukee Railroad station might be adapted for extension of gallery or arboretum uses. The beautiful cast iron concourse that now covers the old tracks could be converted into a handsome arcade, in conformity with the concept that our few remaining historic landmarks should be integrated with



2. The Cultural Center.

3. West Bank skyline, c. 1990.





contemporary architecture to serve present and future purposes.

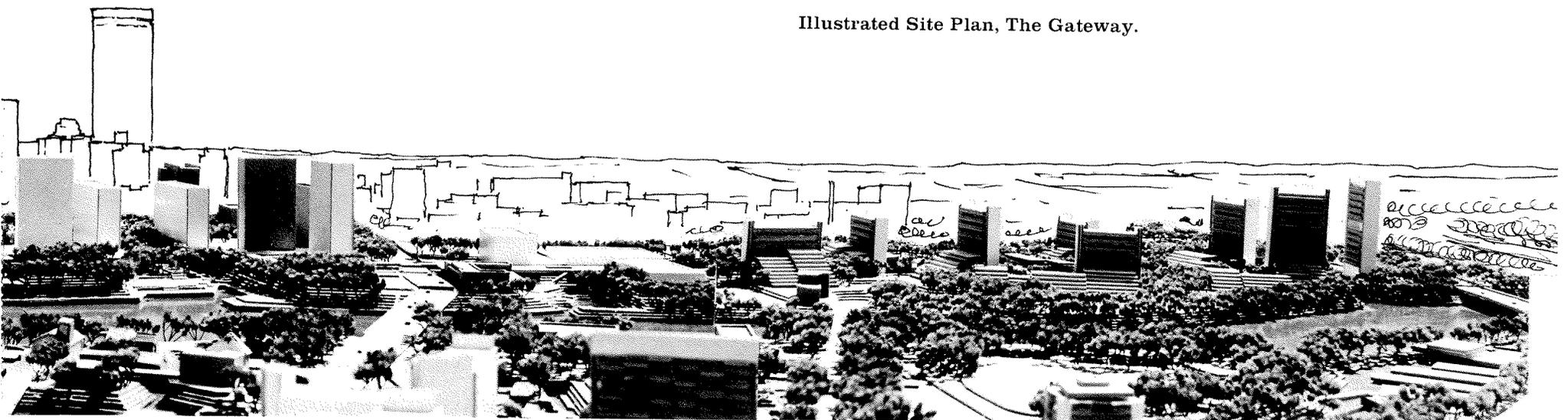
In front of the center, steps and ramps would lead from the elevated plaza down to a hard-edge promenade following the river's edge north to the Industrial Museum. This linear pathway could take on the character of a sea wall, with benches along a parapet wall, or could be terraced to form a quay as along the Seine, with ample space for Downtown employees to eat their bag lunches, stroll, and even fish with rented poles and bait.

Another walkway, elevated and perhaps enclosed for shelter from inclement weather, might lead from the Cultural Center Plaza over 3rd Avenue, through the Gateway area to an Industrial Museum. This walkway would be constructed on top of any required rail or transit right-of-ways.

GATEWAY. Presently both the Post Office and the railroad tracks between it and the river effectively block Downtown from the Riverfront. Removing the Post Office and tracks would allow the Downtown river edge to be brought closer to the water and then stairstepped and ramped back into the Gateway and Downtown. The main line of the railroad could go totally or partially underground from the west end of the Stone Arch Bridge, beneath the elevated walkway as shown on the model, to pass into the industrial area behind the Industrial Museum.

Imaginative molding of land contours might bring the river into a lagoon nearer to the Gateway Towers—an inlet edged by a public plaza which would provide a fitting river-stage at the end of a major pedestrian window reaching

Illustrated Site Plan, The Gateway.



into the Downtown. The greenway would connect Nicollet Mall through the Federal Reserve Bank plaza and Gateway park to the river.

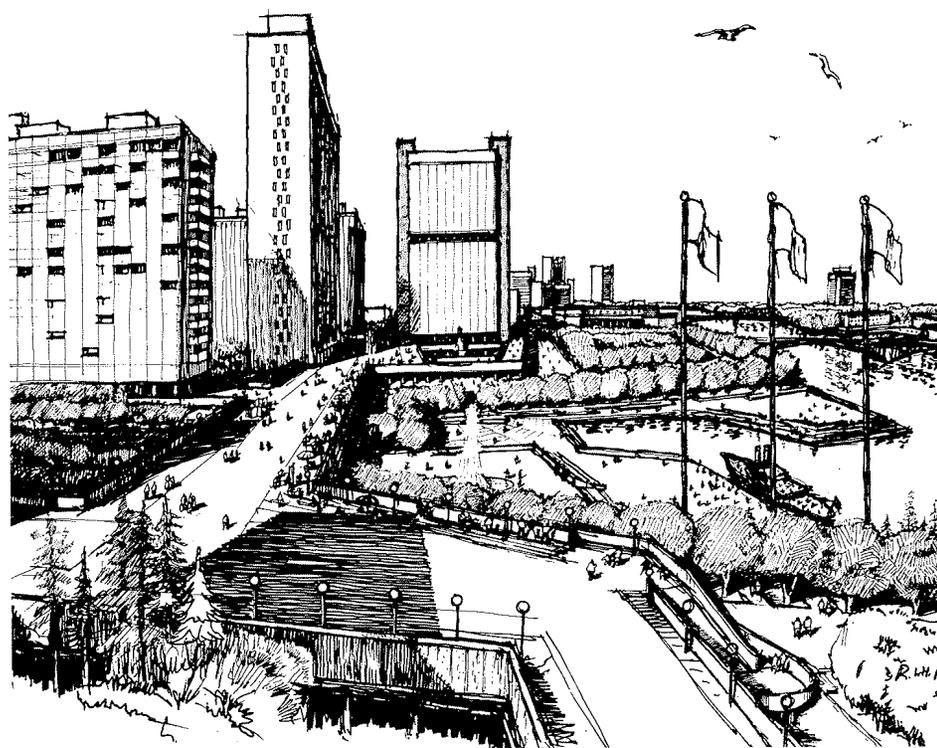
An alternative method of effectively relating Downtown to the river would be to use air rights around the Post Office and over the tracks, a far less effective although less ambitious way of accomplishing the objective.

Additional Gateway Towers would be patterned after the River Towers—with commercial space on the first floor and offices and apartments above. They would extend across 1st Street to improve their relationship with the river and the public space along its edge.

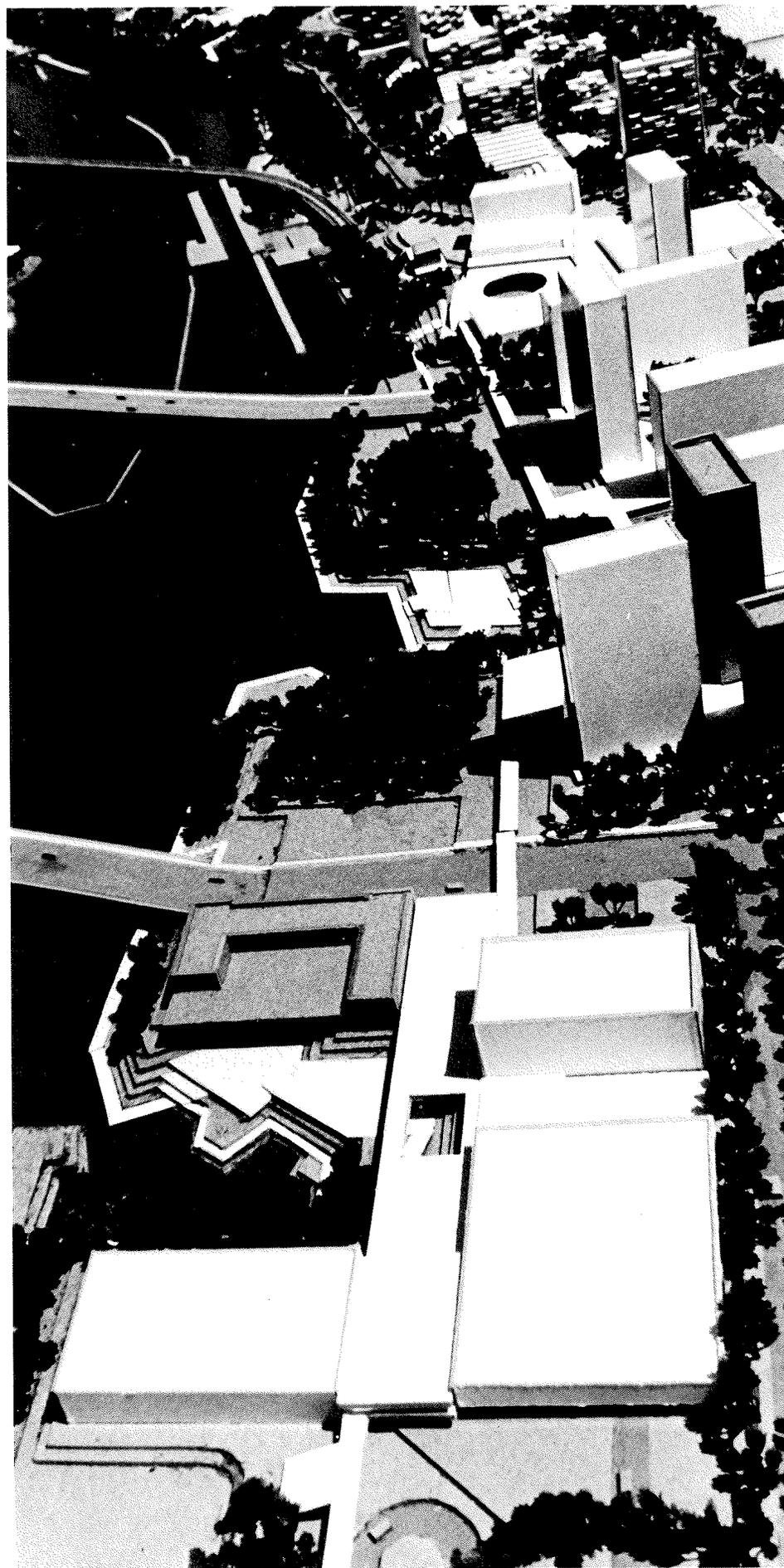
INDUSTRIAL MUSEUM. An industrial museum integrated with the present Burlington Northern station could depict both the City's industrial past and contemporary technology. Design studios and appropriately designed concessions might be included in the museum complex. The plan envisions the possible use of the existing railway station as part of the museum.

Again, a lagoon might cut a watery swath into the bank in front of the museum. Visitors could descend stair-stepped plazas from the museum to the linear promenade edging the lagoon and extending along the entire Downtown river bank. River tour boats could stop to pick up passengers in this lagoon as at the Gateway Towers and Cultural Center areas.

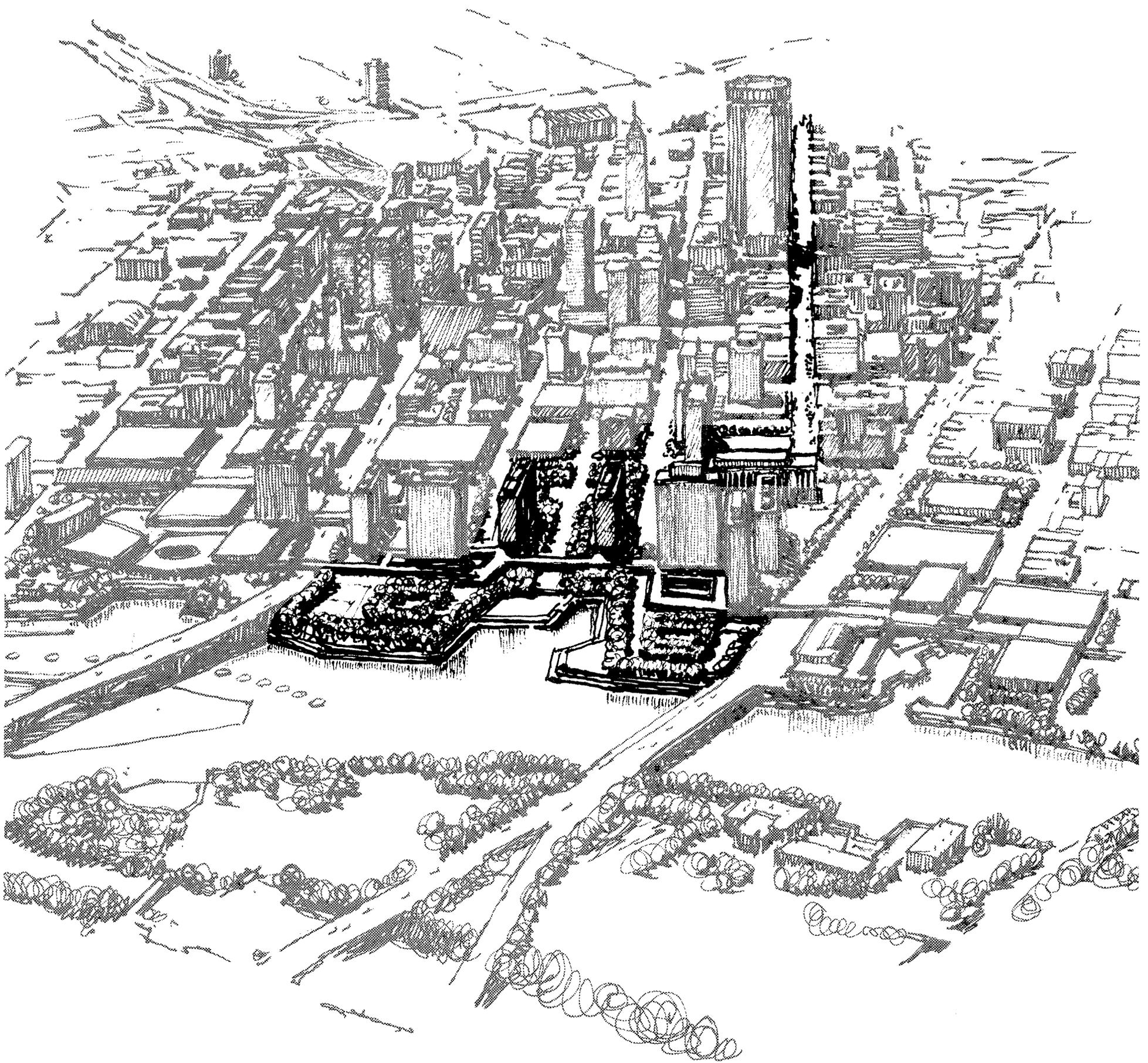
MOVEMENT. Movement patterns through the Central Riverfront area would offer a broad choice to either resident or visitor. Extension of West River Road will add a vehicular loop through the Central River area that is tangent to the present parkway system. By foot, continuous pathways along and across the river will allow both one-way and round trip jaunts. Boat tours could be accommodated at each focal point along the banks. And eventually a low-speed, amusement-transit loop running under the elevated walkway on the West Bank and crossing to the East Bank and Nicollet Island would add yet another dimension in providing access to activities along with unique scenic views.



1. Looking west along the Gateway, hub of West Bank activity.

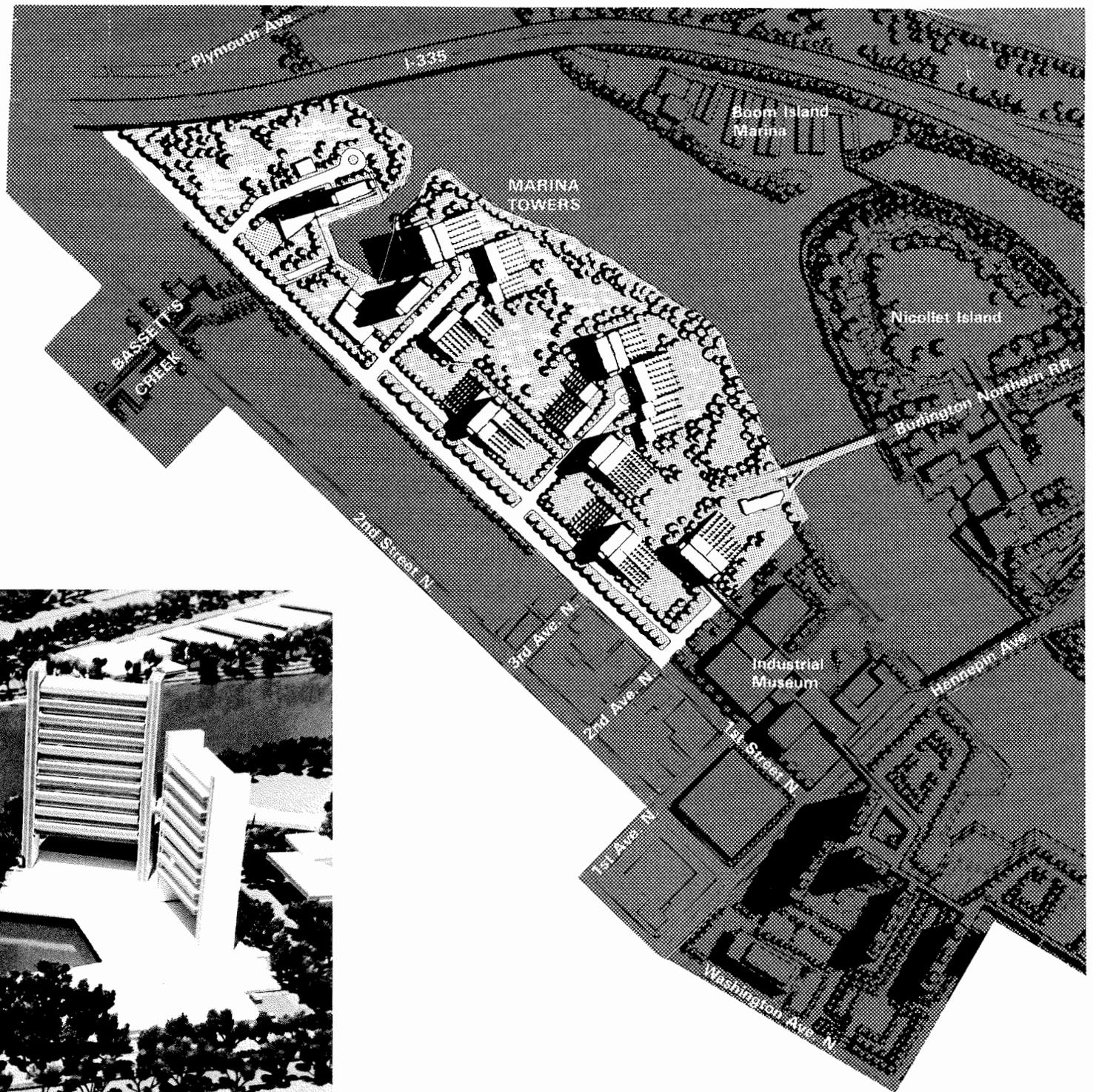


2. Elevated promenade from the Industrial Museum to the Cultural Center.

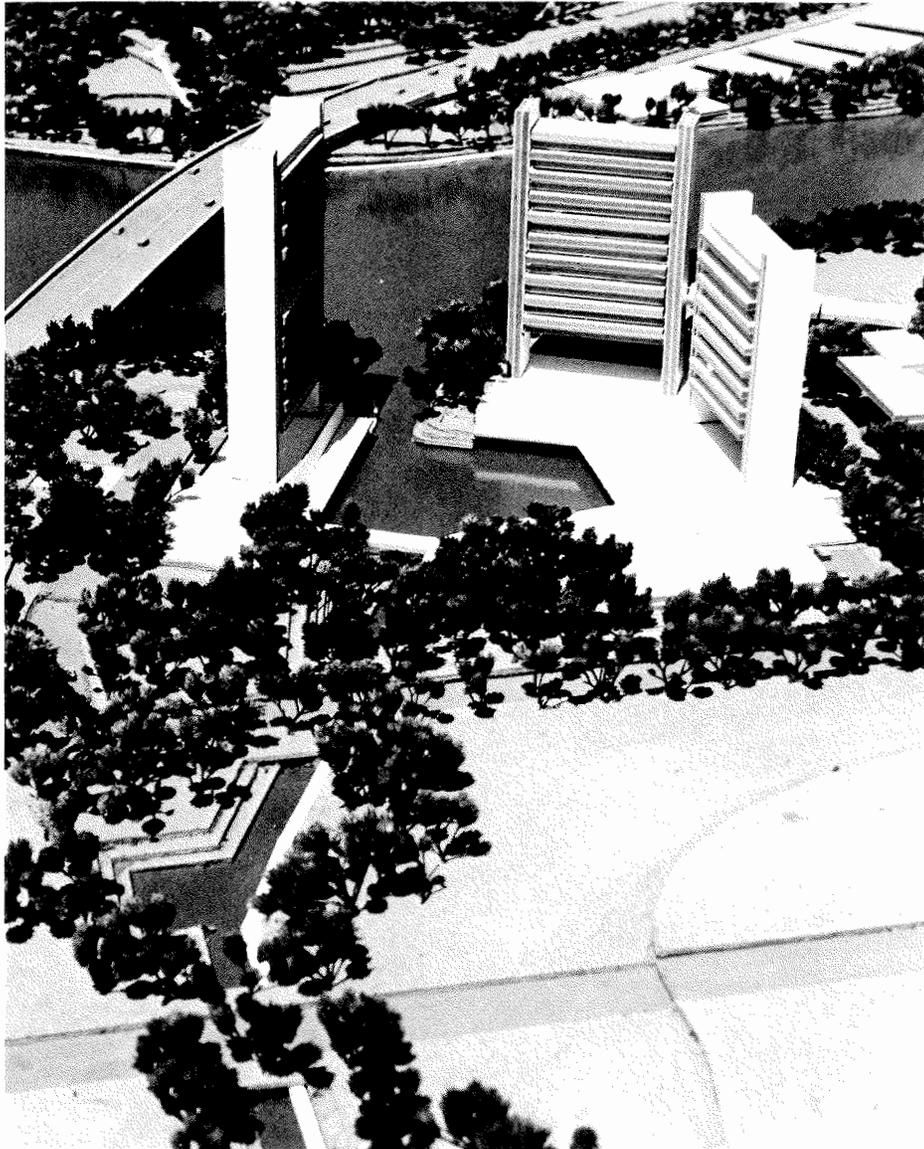


Pedestrian corridor from the Riverfront to Nicollet Mall through the Gateway.

Illustrated Site Plan, Riverfront West.



Marina Towers and Bassett's Creek greenway.



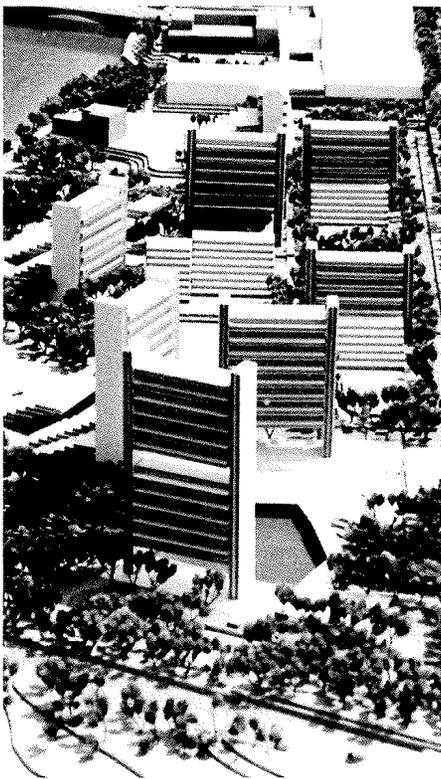
RIVERFRONT WEST

Upriver from the Gateway extending to programmed I-335, a single row of old warehouses and multi-storied industrial uses share underutilized space with railroad yards along the Riverfront. An outstanding potential amenity in the district, Bassett's Creek, is now buried in a culvert from near the river to the Glenwood area—another wasted resource.

Bassett's Creek should be opened to the surface to aid in providing

area identity and focus, and to serve as space for a natural greenway to the river from western parts of Minneapolis. Riverfront housing in the North Loop, as illustrated, ascends gradually from lower terraced structures adjacent to and blending with the form of the Industrial Museum—to higher density, high-rise apartments partially encircling the mouth of Bassett's Creek.

Creative design could turn the banks of Bassett's Creek into an interesting Riverfront attraction.



1. Profile of Riverfront West housing.

By dredging out a harbor at the creek's mouth, apartment towers could be clustered around a watery square. Service and necessary establishments would front on walkways bordering the harbor, beneath which boat slips for tower residents would be located. Paths should lead visitors inland from the river through the marina complex and along the banks of the creek.

Riverfront West housing would face the Boom Island marina and the upper end of Nicollet Island. Vistas of the river, the islands, and the Downtown skyline would be available to residents. A wide tree-lined boulevard along 1st Street N. will help to buffer the residential uses from nearby industry.

From the hard-edge river promenade along the bank of the Gateway area, pedestrian paths should gradually become more natural, with soft-edge foliage, lower intensity lighting and a generally less urban character, as they progress upriver through the North Loop.

Illustrations demonstrate how the riverbank can be contoured to bring scallops of natural open space into the housing area—separating parts of the neighborhood and offering easy accessibility for neighborhood residents to landscaped river banks.

Vehicular access into Riverfront West housing, in accord with the Metro Center '85 plan, can be extended from 2nd Avenue N., where motorists would make contact with the 3rd Avenue N. distributor; from 6th Avenue N., a local collector, and 8th Avenue N., just upriver from Bassett's Creek. Within the residential area, access roads should lead only to resident parking and turn-arounds, eliminating through-traffic which would tend to physically divide the neighborhood.

RIVERFRONT EAST

Downstream from Gateway, the Riverfront portion of Industry Square was once the place where volume records for flour milling were made. Though some of the milling still exists, much of it has moved elsewhere. The former mills—solemn stone images of the past—have provided less than ideal space for warehousing, light industry, and other related uses. Along with the mills, there are several impressive grain elevators in the district. As monumental as some of the mills and elevators are, they combine to fill only a small

segment of the area. Much of the remaining land is owned and partially utilized by railroads for switching yards and main lines.

Riverfront East's location on top of a steep bluff overlooking the falls and the arches of the aqueduct-like Stone Arch Bridge, creates a dramatic setting for residential development. All rail yards should be removed from the district to allow for an integrated re-use of this area for residential purposes.

Illustrations demonstrate a division of residential development into two sections connected by a commercial-social service community center. Some distinguished mill buildings along the bluff and the most striking of the grain elevator complexes might be maintained as significant remnants of the past lending distinct character to the area. And housing design should flow similarly to that upriver from the Gateway—from low-rise near the Cultural Center

to higher density, high-rise near the I-35W Bridge.

Riverfront East is defined on the upriver end by the extension of West River Road as it would turn inland to connect with 4th and 5th Avenues S. As West River Road climbs up the bluff from the Cedar-Riverside district, it should be separated and terraced to allow better viewing of the river and falls from each part of the roadway and to create a less disturbing alteration of the face of the bluff. There should be no connections to the West River Road from Riverfront East, and the location of the roadway should be designed so as to avoid physical, visual or aural disturbance of Riverfront East residents.

Residential development from 5th to 9th Avenues S. might consist primarily of low and medium-rise townhouses. This housing would surround some of the old stone mills, which, in turn, may eventually be converted to non-industrial uses.

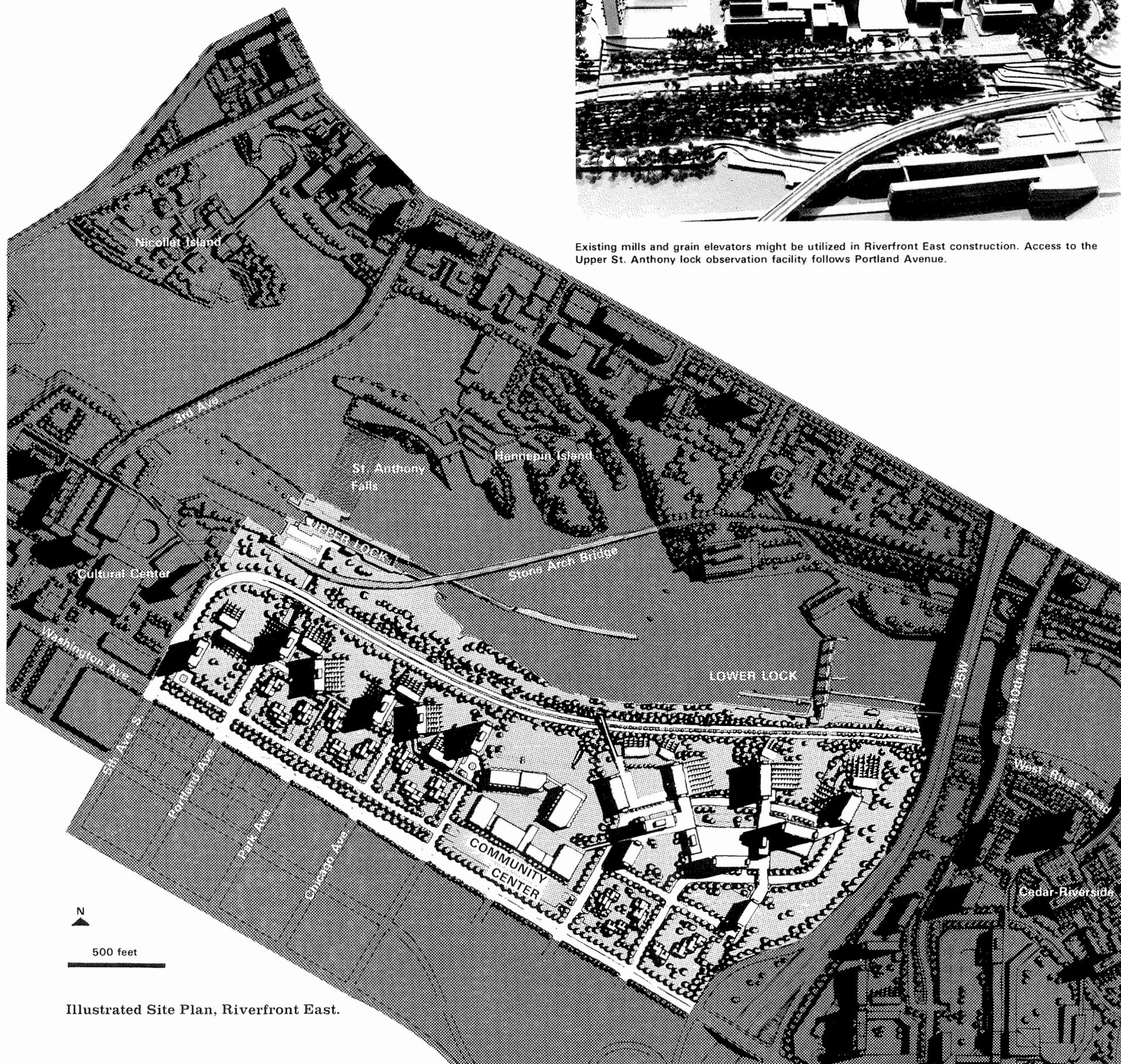
A pedestrian window should extend through this upriver portion of Riverfront East, lead under the proposed

2. Profile of terraced housing, Riverfront East.





Existing mills and grain elevators might be utilized in Riverfront East construction. Access to the Upper St. Anthony lock observation facility follows Portland Avenue.



Illustrated Site Plan, Riverfront East.