

**HOW TO MAKE HIGH DENSITY RESIDENTIAL  
DEVELOPMENT WORK TO THE ADVANTAGE OF THE  
LORING PARK NEIGHBORHOOD  
*A STRATEGIC PLAN***

Using development as a tool to improve neighborhood conditions such as  
parking, traffic, and poor public pathways and public space

**Parking Infrastructure**

\*

**Mix-Use**

\*

**Movement & Connectivity**

This paper does not include two of the five criteria established by the task force for  
Nicollet Avenue planning and design

**Open Space and Neighborhood History & Character**

A strategic plan for these portions will be constructed with further discussion and input

This proposal is offered for discussion in the development of a CLPC Nicollet Avenue  
strategic plan and the CLPC/NRP Phase II Ten Year Plan  
John Van Heel, president CLPC 3/25/04

**DRAFT**

**The CLPC Nicollet Avenue Task Force**

Robert Cook Richard Sandberg Jim Bullock Mirium Must John Van Heel

## PARKING INFRASTRUCTURE

**LORING GOAL: REDUCE RESIDENT DEPENDENCE ON ON-STREET PARKING BY 25% IN TEN YEARS**

### **Strategy 1# RELOCATE CURRENT ON-STREET PARKERS TO OFF STREET LOCATIONS**

■ **DEVELOPERS AND CURRENT PROPERTY OWNERS ACROSS NEIGHBORHOOD AGREE TO LEASE OUT UN-USED PARKING STALLS TO QUALIFIED NEIGHBORHOOD RESIDENTS**

NOTE: System could operate as a function of the Critical Parking District program

■ **CREATE NEW BENEFITS FOR RESIDENTS WHO LIVE IN BUILDINGS THAT LACK PARKING WHO LEASE OFF STREET SPACES AT NEIGHBORING SITES.**

■ **CREATE NEW BENEFITS FOR PROPERTY OWNERS WHO OUTLEASE PARKING STALLS ON THE BASIS THAT THEY ARE CONTRIBUTING TO PUBLIC INFRASTURE**

Note: As an historic urban neighborhood that was largely built before the prevalence of car ownership, parking must be regarded as infrastructure. Today, for half the neighborhood's car owning residents the city of Minneapolis provides this infrastructure in the form of on street parking. These spaces are packed to capacity. They would serve the neighborhood better if they were available to the guests of residents and local storefront businesses

■ **DOWN THE ROAD: AFTER RESIDENT ON-STREET PARKING FALLS BELOW ITS CURRENT AT-CAPACITY LEVEL ADD NEW ON STREET PARKING METERS ON STREETS ADJACENT TO NICOLLET AVE. FOR PATRONS OF NICOLLET STOREFRONT BUSINESSES. SET METER TIME LIMITS TO FIT 2-3 HOUR DINING DURATIONS**

### **Strategy 2# REDUCE OVERALL NEIGHBORHOOD DEPENDENCE ON AUTOMOBILES**

■ **CAR SHARE SERVICE "BUILT" INTO ALL NEW HIGH DENSITY RESIDENTIAL DEVELOPMENTS**

■ **X% REDUCTION IN REQUIRED PARKING STALLS IN NEW DEVELOPMENTS, WHICH PROVIDE CAR SHARE SERVICE**

**Logic:** With a projected lower level in on-site resident parking stall use do to:

1. Car share service
  2. Improved Cross-Downtown public transport service
  3. Pedestrian lifestyle oriented marketing, education and advocacy
- parking stall totals in new developments would be set above the amount that would be used by on-site residents but below the number required by code. The percentage reduction would be based on the desired surplus to be made available to neighborhood resident street parkers.

## MIX / USE

### RESIDENTIAL

**GOAL: INCREASE PERCENTAGE SHARE OF DOWNTOWN EMPLOYEE BASE AS NEIGHBORHOOD RESIDENTS**

■ CLPC, RESIDENTIAL DEVELOPERS AND AREA PROPERTY OWNERS DEFINE AND SEEK A COMMON "NICHE", OR TARGET MARKET FOR NEW AND EXISTING HOUSING

■ PROPOSED NICHE: "DOWNTOWN URBAN GREEN" DOWNTOWN EMPLOYEES AND THEIR FAMILIES WHO SEEK A LIFESTYLE WHERE WORK AND HOME ARE WITH-IN THE SAME BEAUTIFUL URBAN SETTING. AN ENVIRONMENTALLY SOUND LIFESTYLE THAT IS CONVENIENT, HEALTHFUL AND TIME GRACIOUS (NO FREEWAY COMUTE)

NOTE: THIS WOULD BE A TARGET FOR MARKET, BUT WOULD IN NO WAY PRECLUDE SALES AND MARKETING TO OTHER PARTS OF THE POPULATION

■ FIND NEW BENEFITS FOR DOWNTOWN BUSINESSES AND THEIR EMPLOYEES WHEN THE EMPLOYEE RENTS OR PURCHASES A HOME IN THE GREATER DOWNTOWN AREA

■ CLPC establishes a new Internet and information/marketing service as a cooperative project with the Central City Neighborhood Partnership. The purpose of this service would be to provide Downtown employees and residents with options for pedestrian oriented living downtown. Besides benefits and general information, this service would also serve as a conduit of advocacy seeking to improve the viability of pedestrian living with improved conditions and the added benefits that would support an individual and family lifestyle that is economically and environmentally beneficial to the entire region. In a nut shell: Spread the vision and understanding of an alternative urban American Dream

### COMMERCIAL

**NICOLLET GOAL: ESTABLISH A "DOWNTOWN" OR "EDGE OF DOWNTOWN" IDENTITY FOR THE PORTION OF NICOLLET (EAT STREET), WHICH MAKES UP THE LORING-STEVENS SQUARE COMMERCIAL DISTRICT. BUILD MAXIMUM CUSTOMER BASE FROM NON-AUTO ORIENTED PATRONS FROM THE BUSINESS CORE, THE CONVENTION CENTER, AND THE SURROUNDING NEIGHBORHOOD**

■ BUILD ON WHAT'S THERE  
CURRENT THOUGHT: "EAT STREET NORTH - DOWNTOWN'S PREMIERE INTERNATIONAL DINING VENUE"

■ CONCENTRATE NEW RESIDENTIAL SERVICE ORIENTED BUSINESSES TOGETHER IN ONE OF THE THREE DEVELOPMENT SITES. INTERSPERSE SPECIAL INTEREST COMMERCIAL AND CULTURAL VENUES AMONGST RESTAURANTS

## **MIX / USE CON'T.**

**Goal: Bring a quality grocery store to the heart of Minneapolis' most densely populated urban area, the Loring Stevens Square Commercial District on Nicollet Ave.**

■ Citizens for a Loring Park Community, Stevens Square Community Organization and the Nicollet Avenue Business Association individually and jointly seek assistance from the city of Minneapolis in bringing a grocery store to the Loring-Stevens Square Commercial District.

NOTE: The Loring Stevens Square Commercial District serves the largest urban and pedestrian oriented population in the city of Minneapolis. The loss of a grocery store several years ago was a major blow to the viability and convenience of urban life for thousands of people. If the Loring Stevens Square Commercial District is to thrive not only as a great dining venue but also as a vital residential commercial service center it absolutely must have a grocery store as a key anchor.

**Goal: Mend the divide in the Loring Stevens Square Commercial District caused by I-94**

■ Find way to build freeway decking that would support infill commercial space on each side of Nicollet, re-establishing a continuous storefront edge between the Loring and Stevens Square Neighborhoods.

### **CULTURAL**

**NICOLLET GOAL: ESTABLISH CRITICAL MASS OF THEATERS TO FUNCTION IN SYNC WITH RESTAURANTS. ATTRACT TWO SMALL-TO-MEDIUM SIZED THEATERS IN LORING STRETCH OF NICOLLET FOR A TOTAL OF FOUR THEATERS (JOINING THE RED EYE AND THE MUSIC BOX WHO HAVE THEIR HOME THERE NOW)**

■ MAKE CONCERTED EFFORT TO BUILD AT LEAST ONE THEATER INTO ONE OF THE THREE CORRIDOR HOUSING INITIATIVE SITES

## MOVEMENT & CONNECTIVITY

**GOAL: A NICOLLET AVE. AND LORING NEIGHBORHOOD THAT IS MORE COMFORTABLY, CONVENIENTLY AND MORE BEAUTIFULLY CONNECTED TO LORING PARK, STEVENS SQUARE THE BUSINESS CORE, THE CONVENTION CENTER, AND GREATER DOWNTOWN LOCATIONS SUCH AS THE UNIVERSITY OF MINNESOTA AND NEAR NORTH EAST**

**CLPC MAKES JOINT PROPOSAL WITH THE WALKER ART CENTER TO EXTEND DOWNTOWN BUS FAIR ZONE TWO STOPS SOUTH ON NICOLLET (16TH ST.), AND TWO STOPS SOUTH ON HENNEPIN (THE WALKER)**

NOTE: The entire Loring Park neighborhood is within the area recognized by the city of Minneapolis as being part of Downtown. Making the great institutions, landscape features, and the rich urban residential fabric that comprises a Greater Downtown more accessible to the business core is consistent with the goal of making Downtown Minneapolis one the nation's premiere Live/Work urban habitats.

**Down the Road: Extend future circulator bus line into a larger Nicollet-Hennepin Loop making a south connection between Nicollet and Hennepin along 15th Street meeting Hennepin at the Walker Art Center.**

**Proposition: A Circulator Bus system with a strong residential service base will prove to be more viable through out the time cycles of the day and year, more so than one with only a business, visitor/shopper and convention base.**

**CONTINUE IMPROVEMENTS IN BICYCLE PATHWAY SYSTEM. PROVIDE COMMUNITY WITH MORE SERVICES TO ASSIST IN BICYCLE TRANSIT USE.**

**FIND WAYS TO ENCOURAGE THE AVAILABILITY AND DEVELOPMENT OF NEW BICYCLE (Plus other individual transport modes) TECHNOLOGIES WHICH ADDRESS EASE AND COMFORT ISSUES SUCH AS ELECTRIC ACCELERATION ASSIST BICYCLE FEATURE OR WEATHER PROTECTION FEATURES**

**ADDRESS SECTIONS OF WALKWAY ALONG STREETS INTERSECTING NICOLLET WHICH HAVE CRITICAL COMFORT AND SAFETY ISSUES, REMOVING ON-STREET PARKING STALLS IF REQUIRED**

**FIND WAY TO BUILD FREEWAY DECKING THAT WOULD SUPPORT INFILL COMMERCIAL SPACE ON EACH SIDE OF NICOLLET, RE-ESTABLISHING A CONTINUOUS STOREFRONT EDGE BETWEEN THE LORING AND STEVENS SQUARE NEIGHBORHOODS**