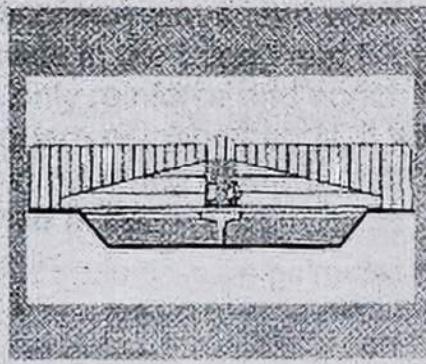
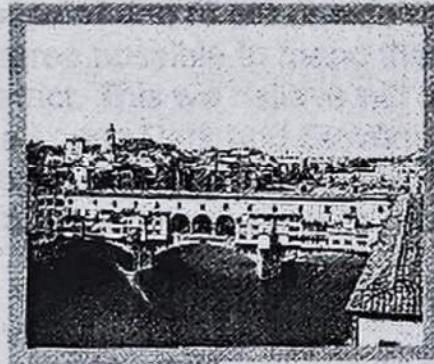
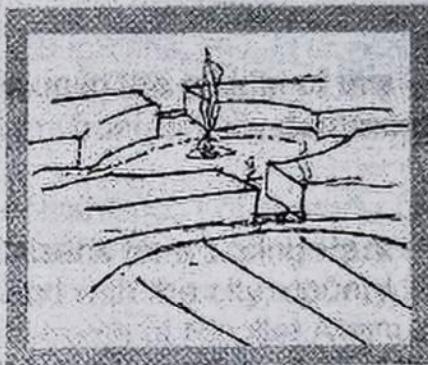
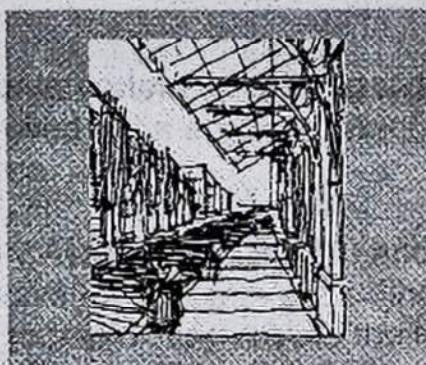
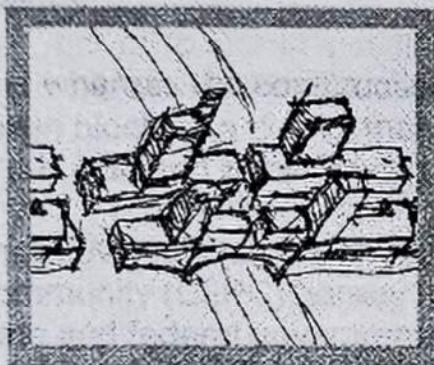


DRAFT

The Bridge Group

## Mending the Divide in the Loring – Stevens Square Commercial District

Stevens Square Community Organization ♦ Citizens for a Loring Park Community



Compiled materials relating to the joint effort of the SSCO and CLPC neighborhood organizations to address the damaging effects of the I-94 bridge that currently divides the Loring - Stevens Square Commercial district along Nicollet Avenue. February 20, 2006

## Joint Resolution between SSCO and CLPC

Whereas the Stevens Square and Loring Park neighborhoods share a history of having had a common commercial district along Nicollet Avenue from Grant Street to Franklin Avenue.

And whereas the construction of Interstate 94 created a division in the middle of this seven block long district that proved to be economically and environmentally detrimental to this vital and once thriving area.

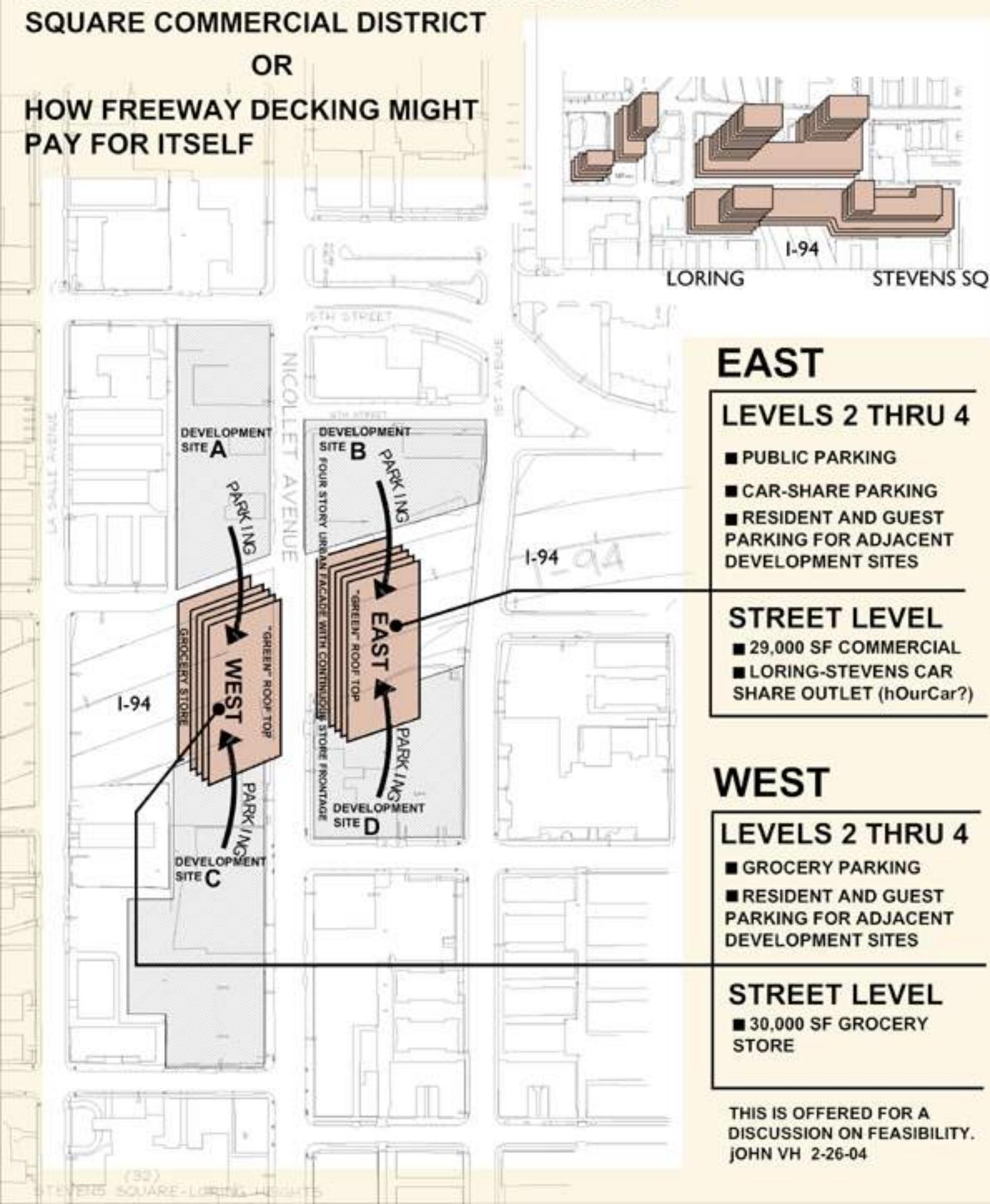
The Stevens Square Community Association (SSCO) and Citizens for a Loring Park Community (CLPC) hereby resolve to work with each other and with the city, county, state and federal governments to rethink and rebuild the lost stretch of Nicollet Avenue at Interstate 94. This should be done in a way that realizes the full potential value of the space at and to either side of Nicollet Avenue, and which would work to the highest degree possible to mend the divide in the Loring and Stevens Square commercial district. This we believe will not only reinforce and enrich the vitality of Nicollet Avenue in the Loring Park and Stevens Square neighborhoods, it will also represent an important step for the city of Minneapolis in returning a now broken street into the great central urban corridor that it was destined to be.

# A STOREFRONT BRIDGE

MENDING THE DIVIDE IN THE LORING-STEVENS  
SQUARE COMMERCIAL DISTRICT

OR

HOW FREEWAY DECKING MIGHT  
PAY FOR ITSELF



## EAST

### LEVELS 2 THRU 4

- PUBLIC PARKING
- CAR-SHARE PARKING
- RESIDENT AND GUEST PARKING FOR ADJACENT DEVELOPMENT SITES

### STREET LEVEL

- 29,000 SF COMMERCIAL
- LORING-STEVENS CAR SHARE OUTLET (hOurCar?)

## WEST

### LEVELS 2 THRU 4

- GROCERY PARKING
- RESIDENT AND GUEST PARKING FOR ADJACENT DEVELOPMENT SITES

### STREET LEVEL

- 30,000 SF GROCERY STORE

THIS IS OFFERED FOR A  
DISCUSSION ON FEASIBILITY.  
JOHN VH 2-26-04

# STOREFRONT BRIDGE CONCEPT

## OR

### How we might do freeway decking with out big government subsidies

If as I understand, that the city of Minneapolis has rights to reclaim the space above stretches of Interstate highway, I believe there may be unique opportunities to use this space to encourage economic development.

This is predicated on the idea that the land [air space] is currently neither publicly or privately held. The concept that I offer assumes that if the airspace over I-94 at the Nicollet Ave. bridge were to be used for private purposes such as commercial or private parking, that 1. The land [airspace] could be offered at a zero dollar amount. And 2. That the city [or county?] would have the power to establish property taxation. The incentive here, of course would come through the delay or non-implementation of these taxes. This assumes that this process could take place outside of the constraints of other financing methods such as TIF financing. Whether this is the case is of course a critical question.

#### Concept Elements

**Four level structure built over I-94 on the east and west sides of Nicollet Avenue** that would include; **(2) 300 car parking garages** on levels 2-4 serving resident parking, residential guest parking, grocery store parking, car share parking, and public parking.

**30,000 sf grocery store** at street level

**30,000 sf mixed commercial space** at street level, which would include a

**Car share outlet** (hOurCar?) serving surrounding developments and the Loring and Stevens Square neighborhoods.

The following are potential benefits to the surrounding mixed-use developments and a grocery store. I believe similar benefits could result from either a private ownership or public ownership scenario.

#### Benefits to surrounding developments

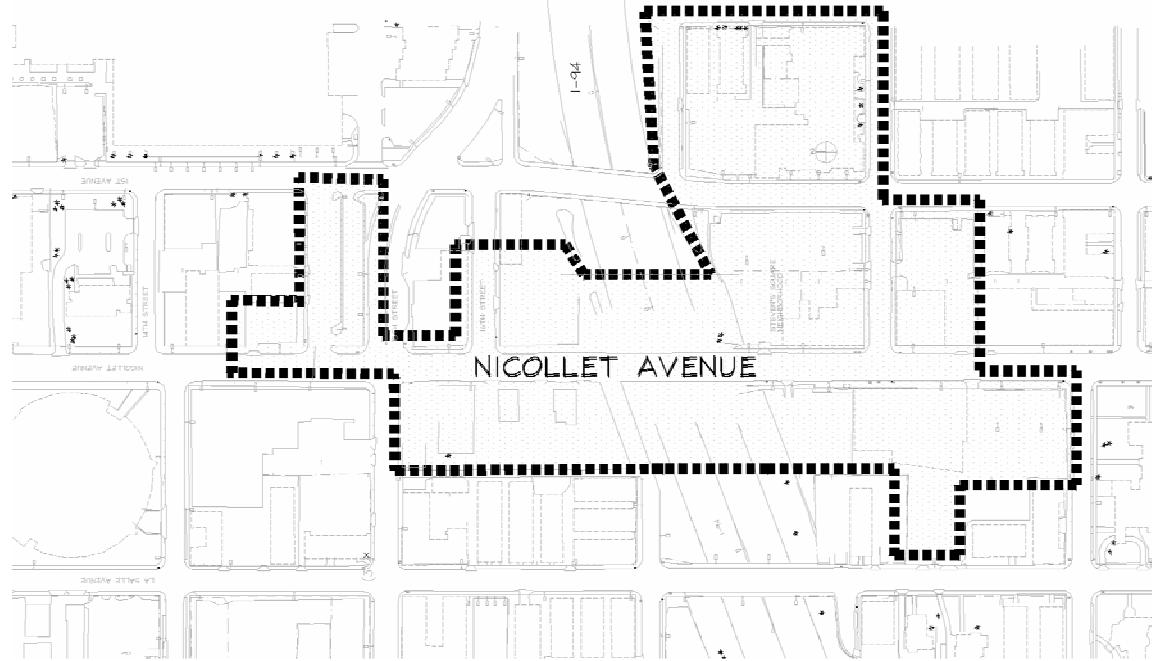
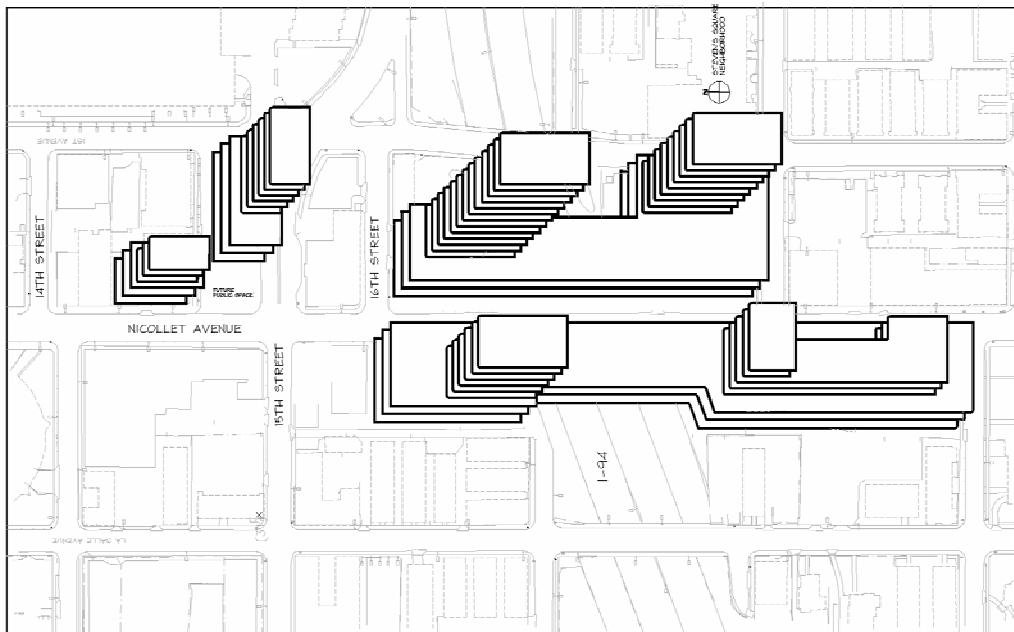
- Substantial reduction in construction costs by reducing or eliminating underground parking (how would this and other benefits balance against the cost of freeway decking?)
- Real-estate tax reduction by removal of resident and guest parking from taxable space.
- Zero land costs for parking
- Fuller utilization of development site by not having to accommodate parking or parking access.
- Increased sale value by eliminating (covering over) the direct adjacency of the freeway to residential units.
- A quality grocery store as an anchor attraction to new residents, shoppers and businesses.

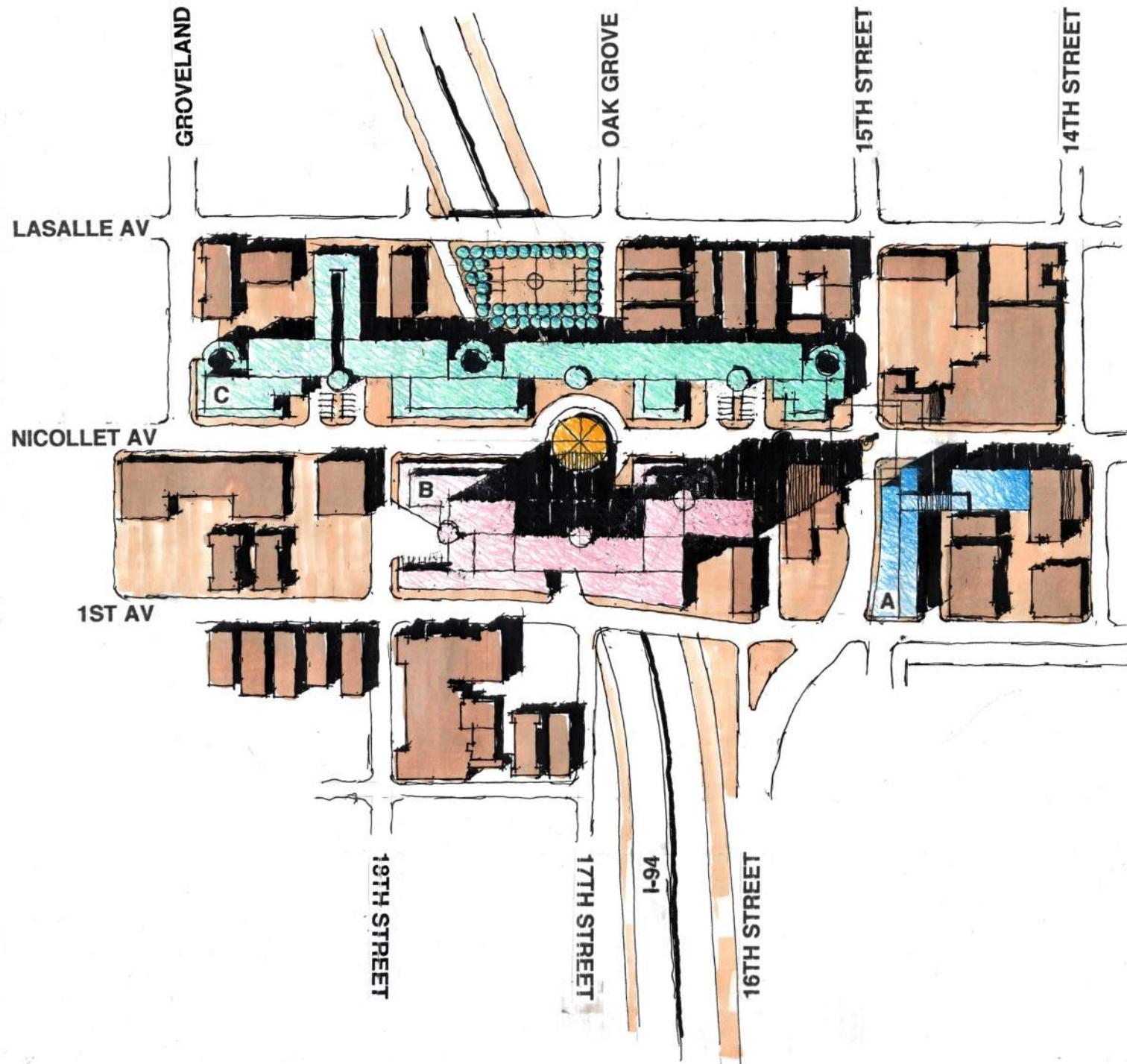
#### Benefits to Grocery

- Substantial real-estate tax relief
- Highly visible "signature" location
- Weather protected parking for customers
- Surrounding development projects that will provide a strong customer base and an attractive setting for a quality grocery

## LORING STEVENS SQUARE DEVELOPMENT AREA

### Ponte de Nicollet





Existing Buildings

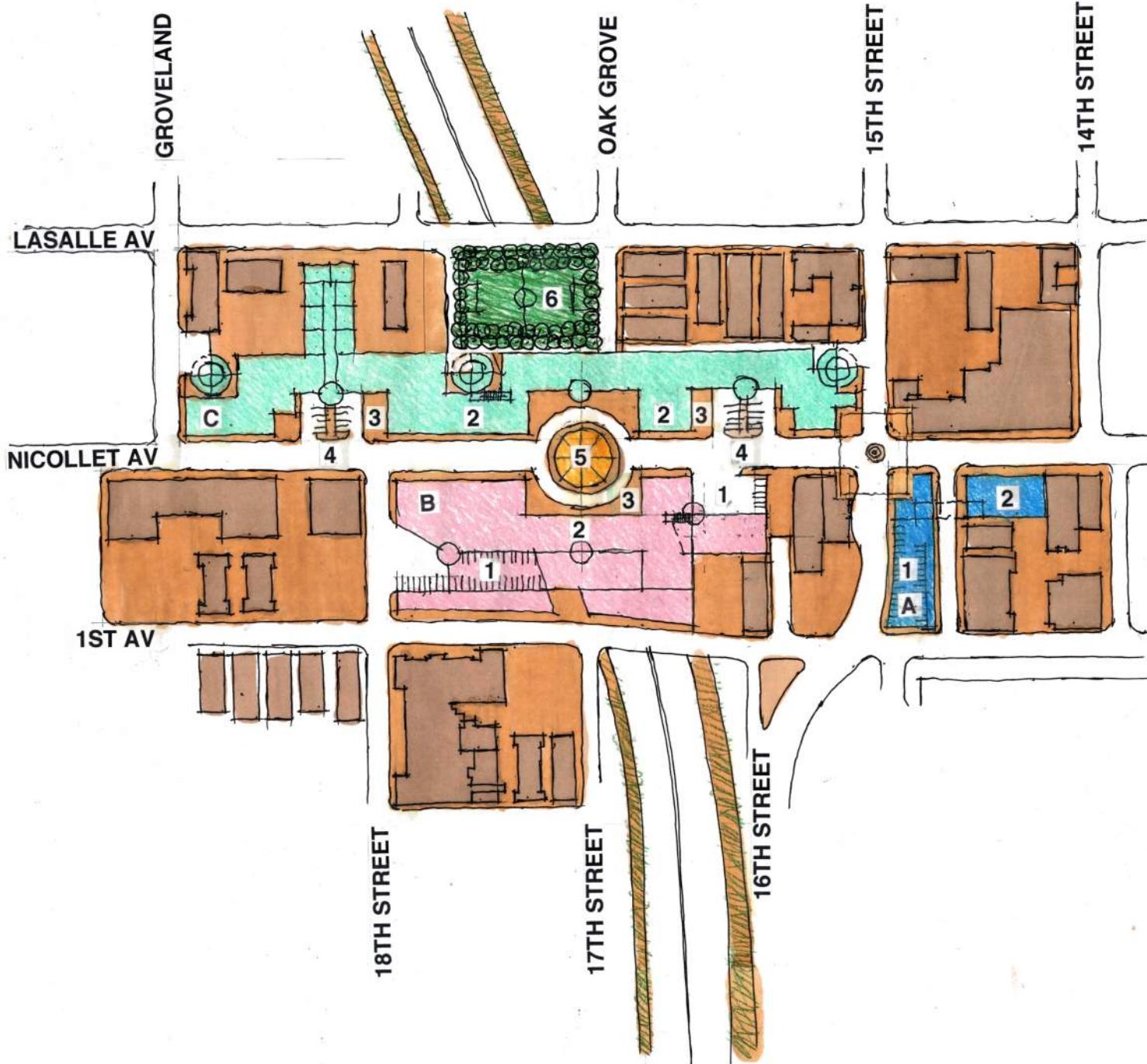
**A** 13 Story Mixed-Use  
(retail, office, housing, parking)

**B** 30 Story Mixed-Use  
(retail, housing, parking)

**C** 13 Story Mixed-Use  
(retail, Housing, parking)

Enclosed Transit  
Station

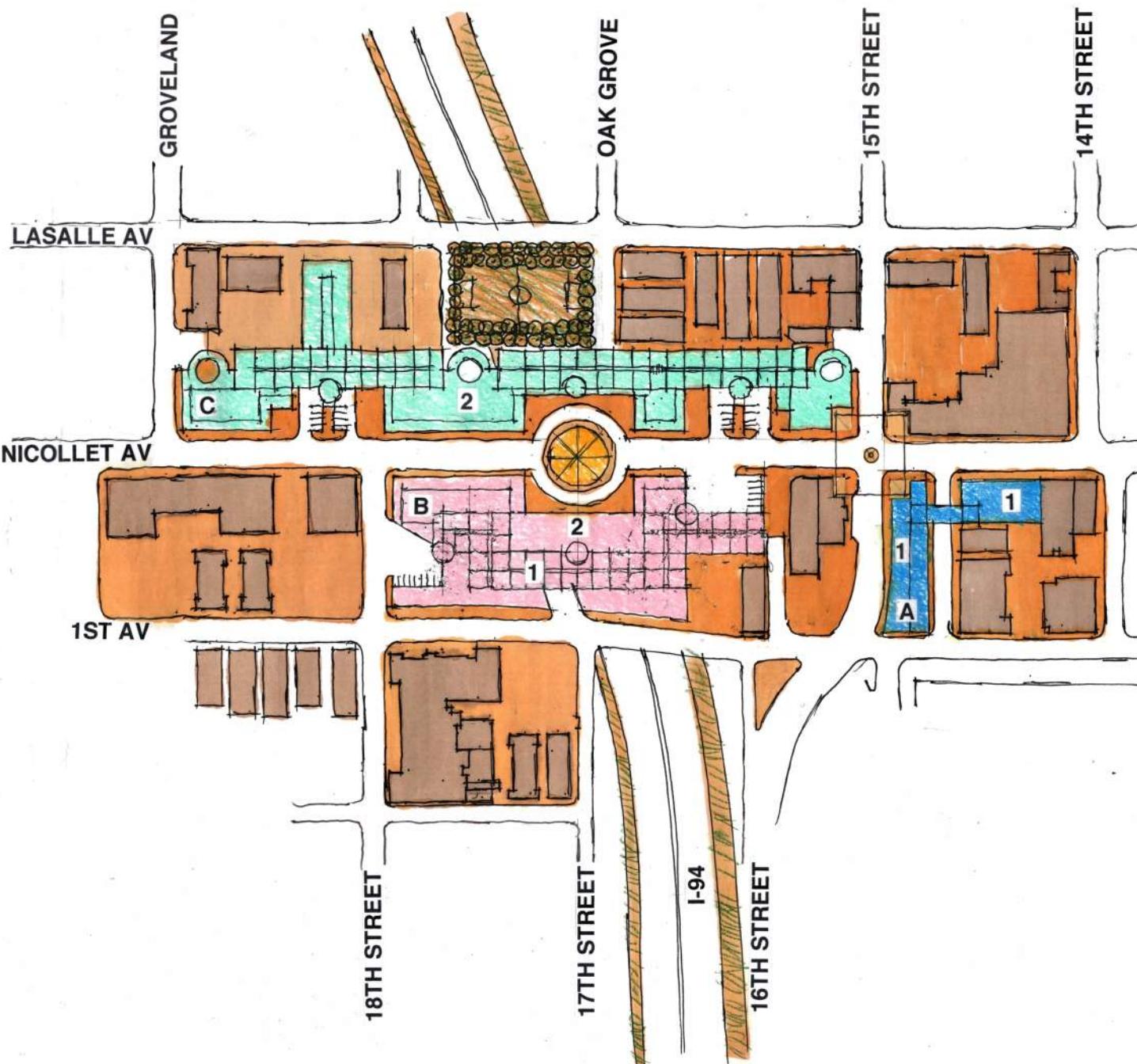
Recreation Field



# NicAv

Ground Floor Development

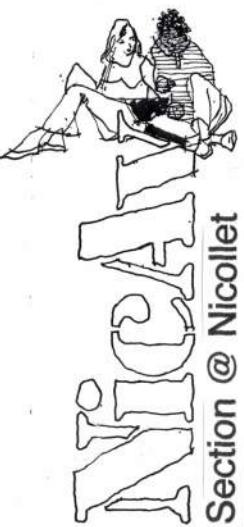
- 1 Parking
- 2 Ground Floor Commercial
- 3 Public or Commercial Selling Space
- 4 Flexible Plaza Space Used at Different Times for Short Term Parking, Weekly Market Space or Festival Space
- 5 Transit Station
- 6 Recreation Field



NicAlv  
Highrise Levels

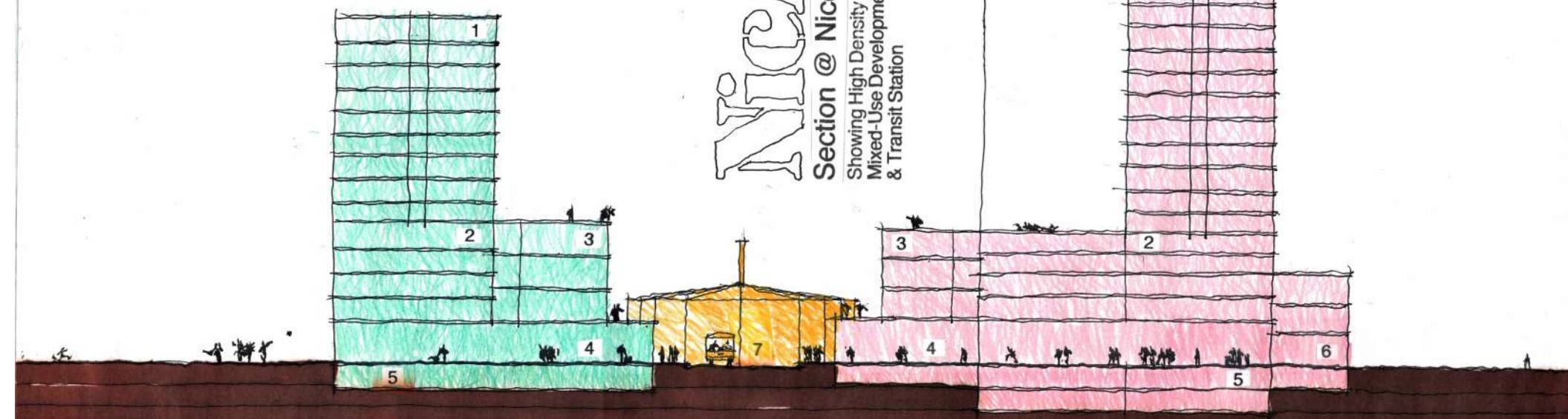
- 1 Rental or For Sale Housing
- 2 Outdoor Terraces Oriented to Street

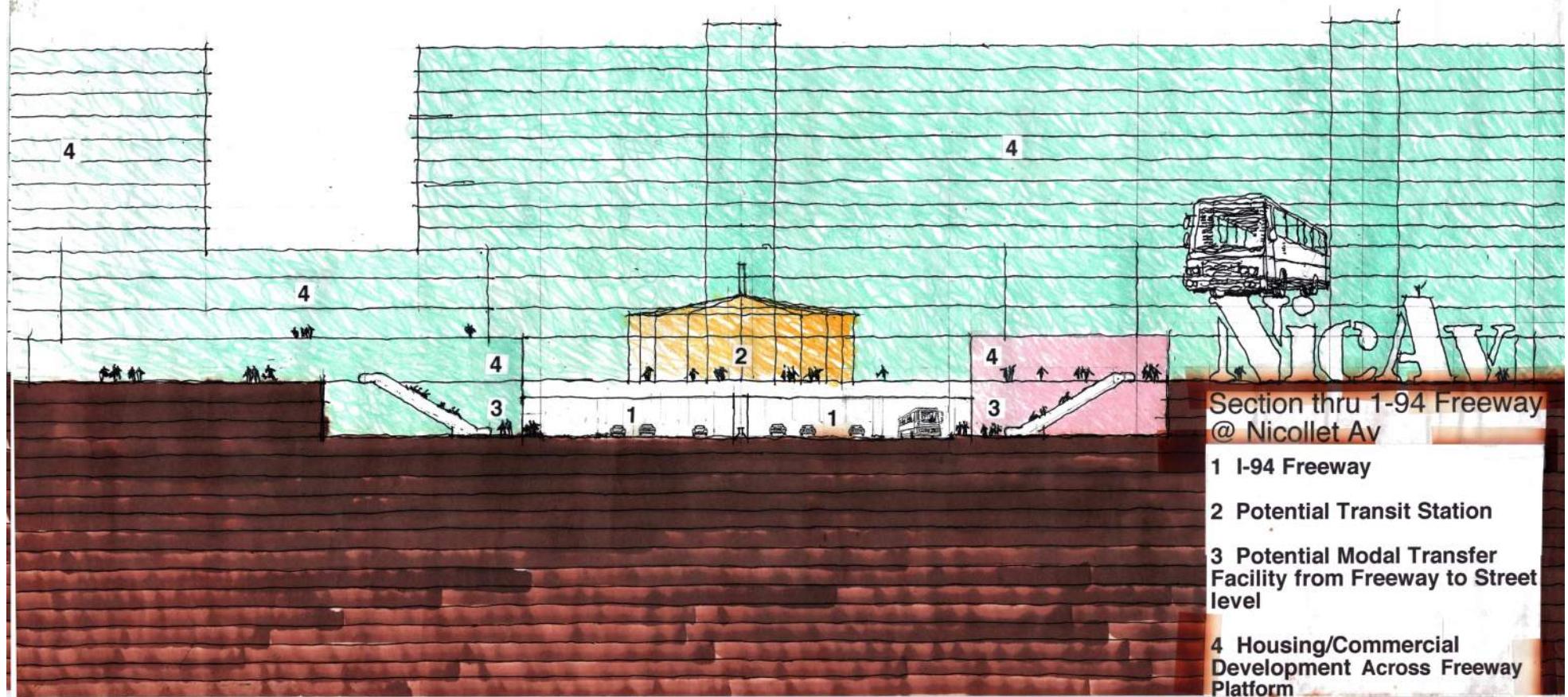
- 1 Housing
- 2 Structured Parking
- 3 Street Oriented Housing
- 4 Ground Level Commercial Space
- 5 Below Grade Parking
- 6 Or Commercial Delivery
- 7 Row Houses
- 8 Enclosed Transit Station

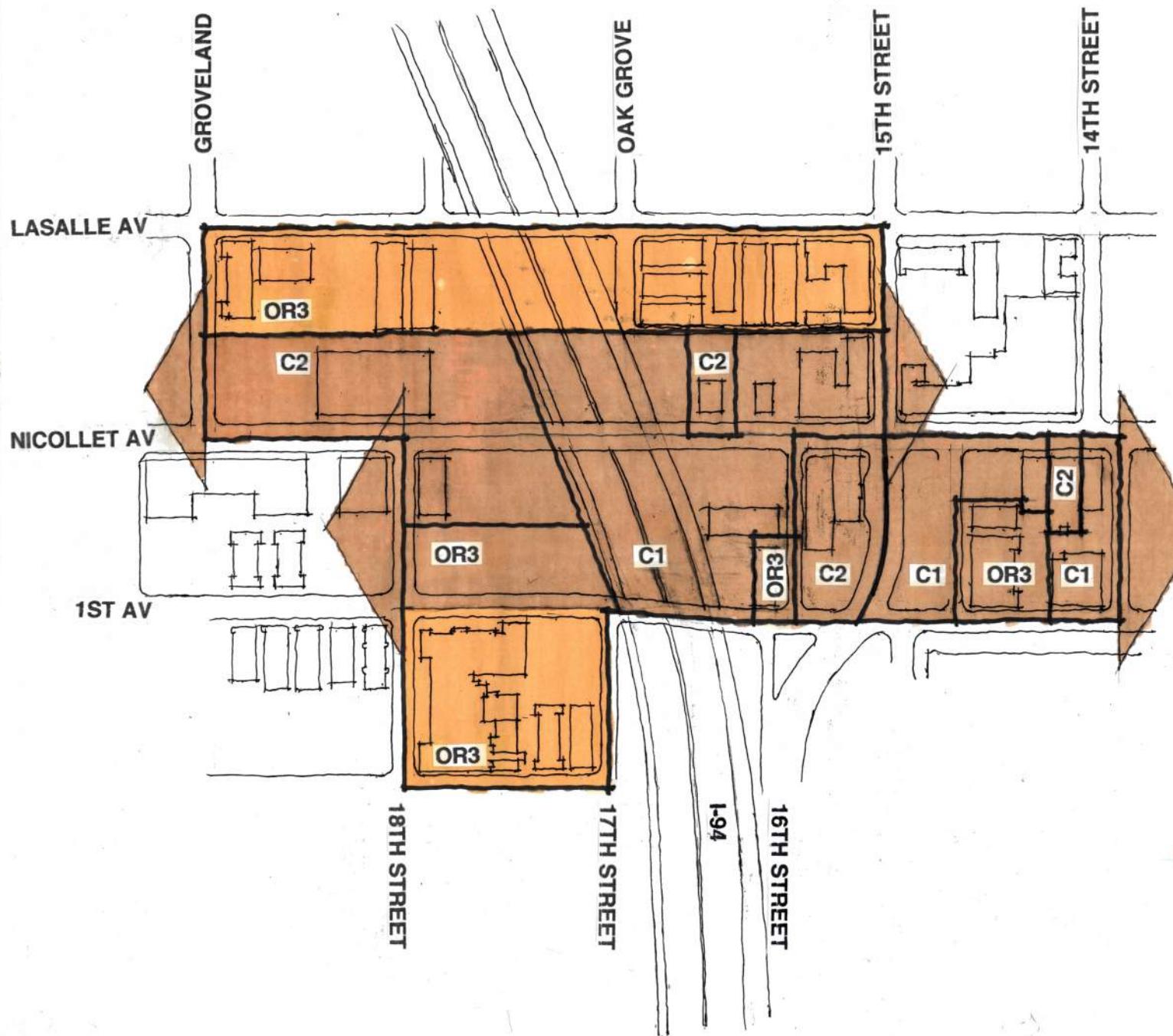


## Section @ Nicollet

Showing High Density  
Mixed-Use Development  
& Transit Station







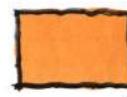
## Current & Proposed Zoning

The proposed zoning implies that a continuous band of high density mixed-use development be encouraged along the corridor, backed by OR3 residential zones where appropriate as a transition to lower density neighborhoods

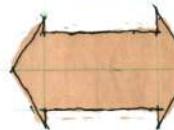
**CURRENT ZONING**

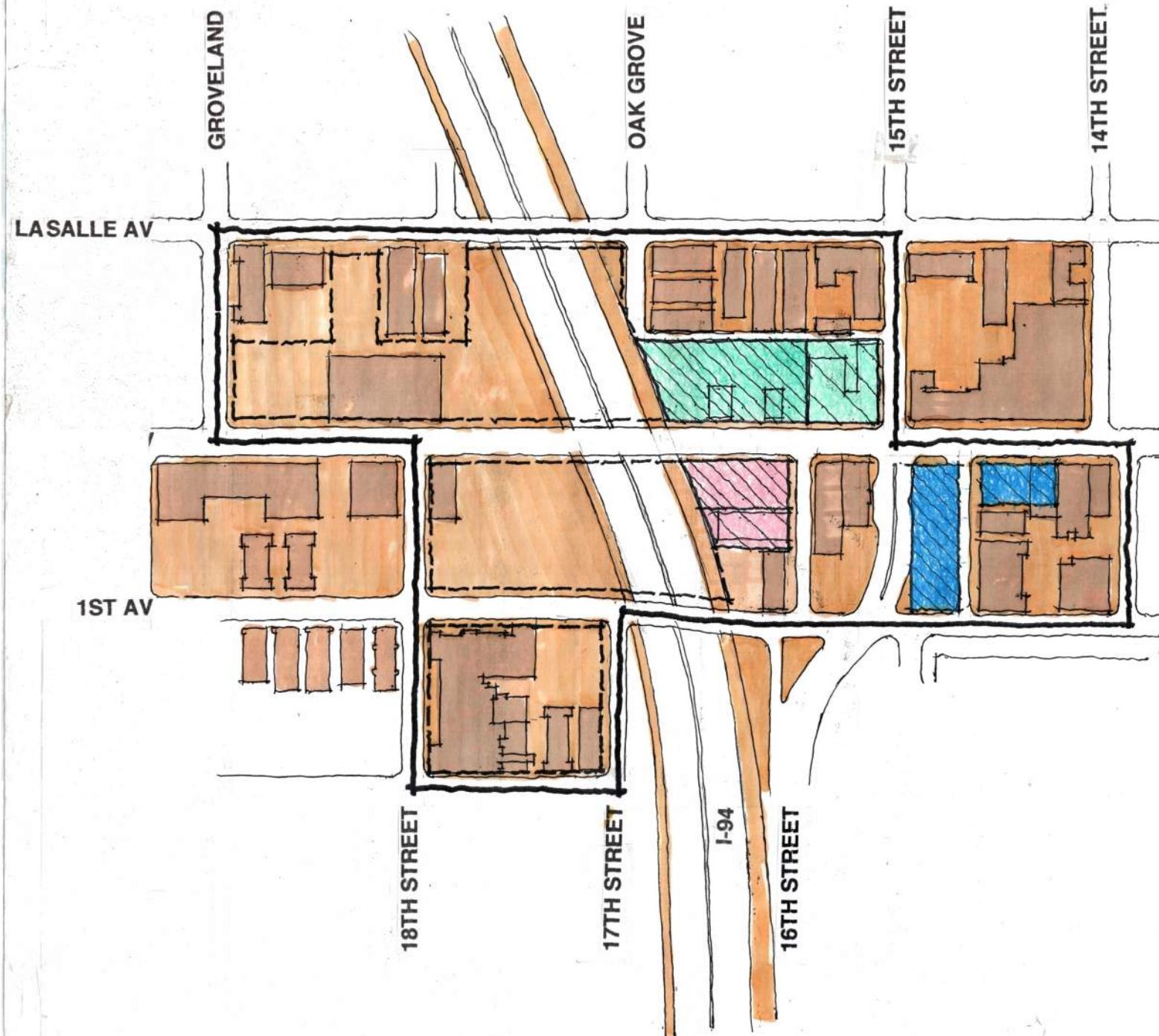


**PROPOSED OR3 ZONE**



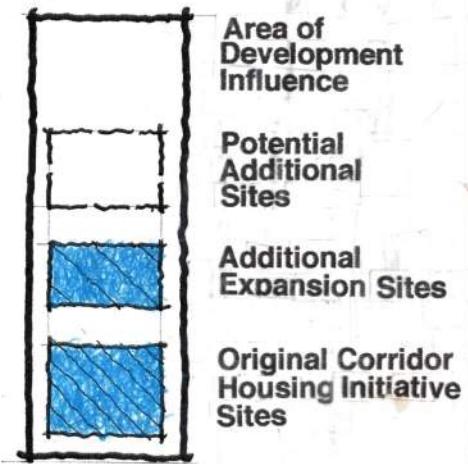
**PROPOSED B4S-2 W/ PEDESTRIAN ORIENTED OVERLAY**

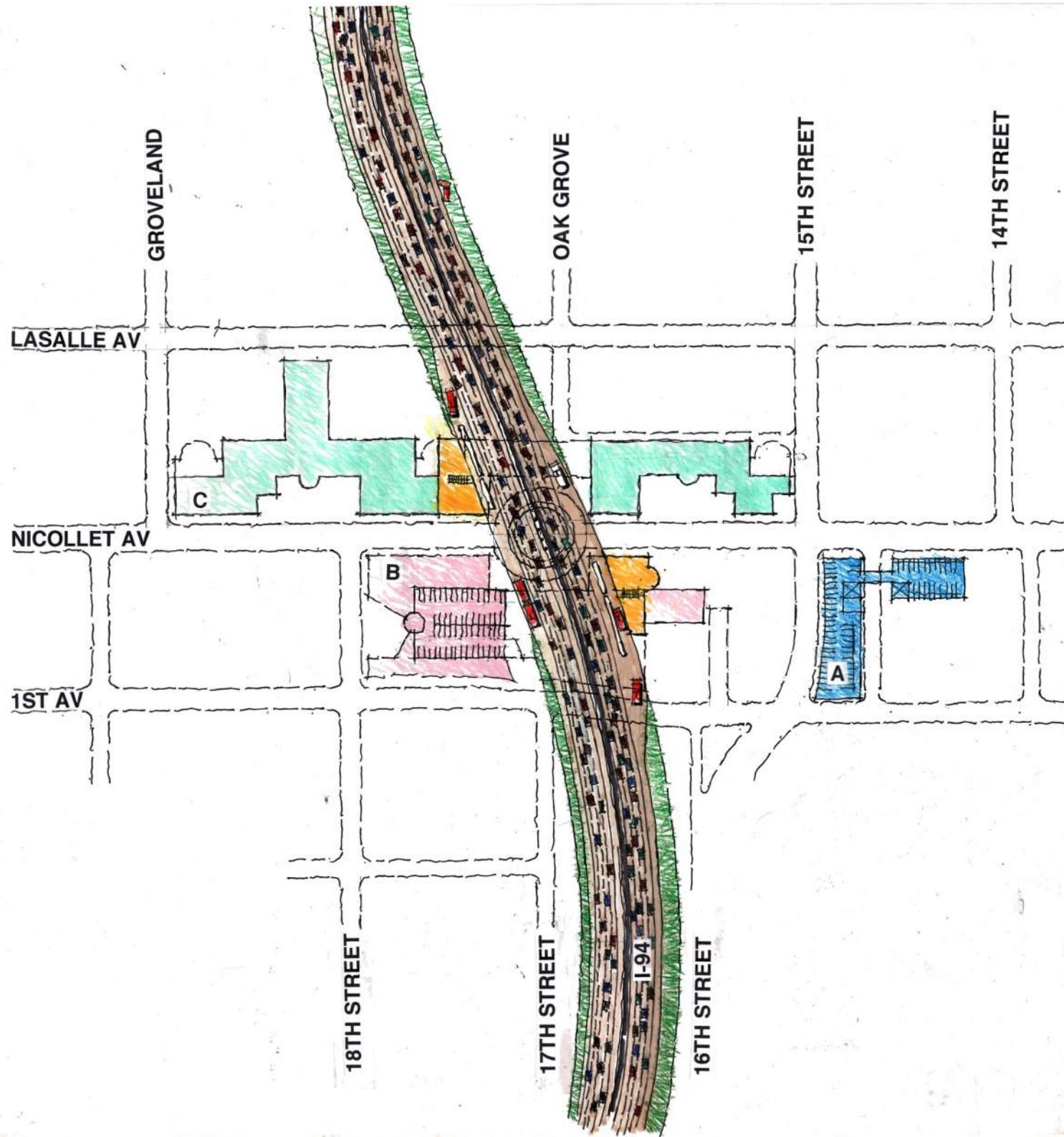




# NICAV

Potential High Density  
Mixed-Use Corridor Site





# Nicav

## Street Pattern Above

## Transit Station

### Below Grade

