



7. The Plan

Overview

The Neighborhoods and the Corridors

Uptown is a complex, diverse, dynamic, and unique place in the region. It is a community of constantly evolving commercial corridors surrounded by stable, quiet, pleasant residential neighborhoods.

Uptown neighborhoods continue to be desirable because of the Lakes, the pedestrian-oriented neighborhood streets, and the unique architecture. The corridors, on the other hand, have changed significantly. As the region grew and Uptown and the Lakes established themselves as regional attractions, the corridors expanded and intensified. Managing the transition between the stable residential neighborhoods and the ever-changing corridors is the essence of this Plan.

Growth

An important premise of the Plan is to recognize that in order to maintain the high quality of life in the neighborhoods, change and growth must occur along the corridors. The growth must be orderly, predictable, and sustainable. It must build upon strengths, eliminate weaknesses, and be incremental. It must yield positive public benefits, make contributions to the public realm, and reinforce the local retail infrastructure. New development along the corridors must be both qualitatively and quantitatively additive. That is, growth on the corridors must increase economic vitality and density while at the same time improving the overall quality of the area with positive physical improvements.

As important as it is for Uptown to grow, it cannot do so in a sustainable manner without simultaneously stabilizing the edges of existing neighborhoods and creating new and improving existing public spaces. The area's public spaces and neighborhoods are, after all, the foundation for Uptown's quality of life and desirability. This Plan proposes specific patterns of new growth that can achieve the goals of providing development capacity while simultaneously stabilizing the neighborhoods and improving open spaces and streets.



Development Opportunities: Parking lots (orange) and properties with development proposals and interest (brown) are highlighted on the drawing above. The majority of likely development opportunities are located adjacent to the Greenway and north of Lake Street.



Existing Conditions: The Core of Uptown is underutilized. Surface parking lots and one-story buildings dominate the area of Uptown that is most accessible by transit.

Uptown's growth strategy has several components. They include:

- Focusing the most intense development in the Core of Uptown.
- Defining the edges of new growth, and shaping the edges of new growth such that transitions to the neighborhoods are clear and predictable.
- Shaping growth near the Lakes.
- Shaping new growth, height, and density in the Core such that it creates high quality public streets and green spaces.

Focusing the Most Intense Development in the Core

The Plan proposes the majority of new growth to occur in the Core of Uptown (the Activity Center and the Urban Village). This area of Uptown can accommodate the most growth because there is ample vacant and underutilized land and it is the area of Uptown best served by transit.

Defining the Edges of New Growth

The Plan carefully manages the edges of new growth such that transitions to the neighborhoods are predictable. Areas north of the Greenway and south of Lake Street will be carefully designed to

preserve the valuable residential qualities of the adjacent neighborhoods.

Shaping Growth Near the Lakes

Growth near the lakes has been a community concern. This plan encourages future development to be in keeping with the existing scale and respect the intent of the Shoreland Overlay District (a zoning overlay district that adds additional requirements for development within 1000 feet of water bodies throughout the state). On occasion, variances and conditional use permits within the Shoreland Overlay District may be appropriate, but this Plan attempts to avoid conflicting guidance, and suggests that more intense growth is more appropriate in the Activity Center and Urban Village (South Sub-Area).

Shaping New Growth in the Core

The Plan proposes guidelines for how new growth in the Core should be shaped such that it creates high-quality public spaces. The Plan recommends stepping buildings back on the upper floors on the south sides of Lake Street, Lagoon Avenue, and the Greenway in order to help create an active green public realm. Taller portions of buildings should be stepped back so that their height does not substantially shadow public spaces.



Proposed Build-out: The Core of Uptown will become primarily a mid-rise mixed-use district. New development is concentrated between the north edge of the Greenway and Lake Street.

Character Areas

Another important premise of this Plan is to recognize that change and growth should be informed by its context and surroundings. To this end, the Plan recommends six different Character Areas for Uptown:

- Activity Center
- Urban Village (North and South Sub-Areas)
- Neighborhood
- Hennepin Avenue Commercial Corridor
- West Lake Street Live/Work
- South Hennepin Community Corridor



Character Areas: Future growth in Uptown should be diverse and varied, yet appropriate to its context.

Each Character Area has a different economic niche, land use pattern, circulation needs, and range of building types, open space, and frontage types. The purpose of defining the different Character Areas is to reinforce the varied urban character of Uptown. Defining the Character Areas helps promote orderly development that is qualitatively and quantitatively additive.

The drawings contained in this Plan are illustrations of ideas. They are not development proposals. The illustrations were produced over the length of the Planning Process. The purpose is to help the reader understand the possible outcomes of the Plan.



Hennepin Avenue Commercial Corridor



Activity Center and the Urban Village (South Sub-Area)



West Lake Street Live/Work

New Development: Development in the corridors should be appropriately scaled to its context.



Future opportunities to interface with the Greenway at the Transit Center.



Girard Meander



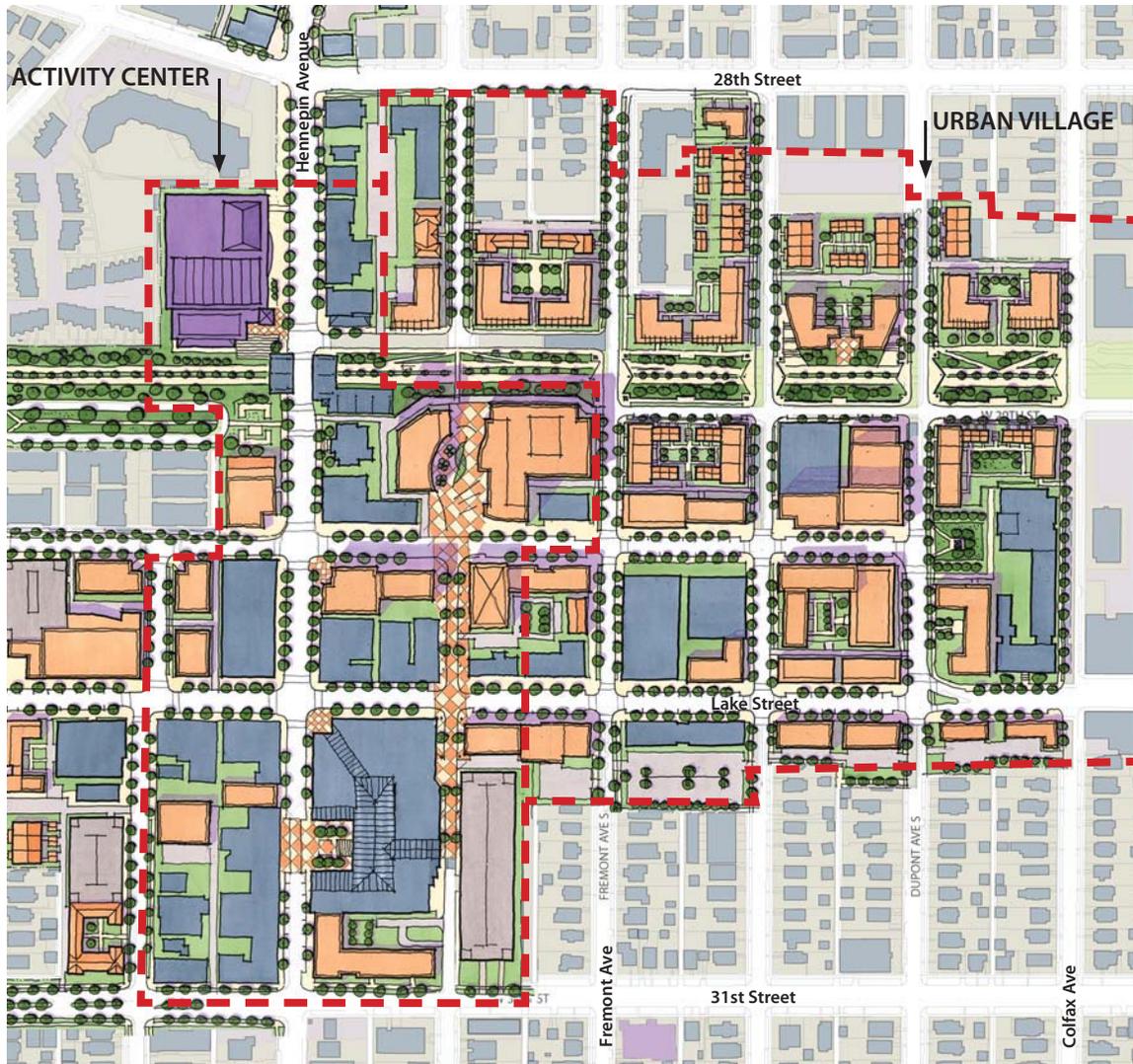
Calhoun Square Atrium



West Lake Street Promenade

Illustrative Master Plan: The drawing above illustrates development potential (orange) in Uptown and the recommended public realm improvements.

The Core: The Activity Center and the Urban Village



The Core: Growth in Uptown will be focused on the Core (The Activity Center and the Urban Village). The Core represents a fraction of the overall area.

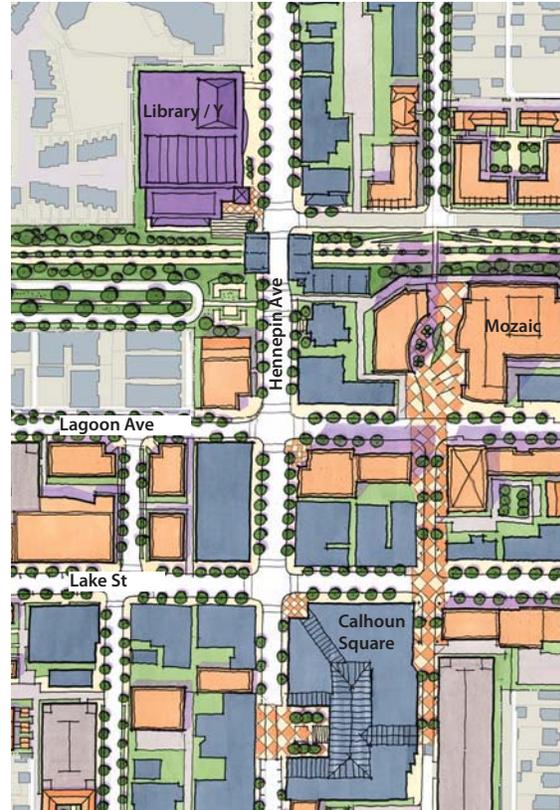
4 Neighborhoods:	1000 acres
Study Area:	123 acres
Core:	12 acres

Activity Center

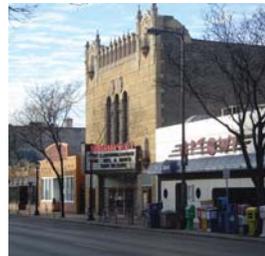
The Core of Uptown should remain at Hennepin Avenue and Lake Street. The Activity Center should be mixed-use, containing entertainment, hotels, restaurants, shopping, and destination uses, as well as (local and national) retailers on the ground floor of all buildings. Upper floors should contain residential and office uses. Regional attractions and evening-oriented uses should be concentrated in the Activity Center.

The Activity Center will be a vibrant area with broad sidewalks and an active street life consisting of both a high volume of pedestrians and vehicles. The activity from both will create an energetic urban district.

The Activity center currently contains mostly two-story buildings. However two large scale projects, Calhoun Square and Mozaic, have received approvals for buildings 6 to 9 stories (Calhoun Square) and 8 to 10 stories (Mozaic). This Plan suggests that these are signature buildings. Buildings three to five stories would be sensitive to the existing conditions and provide transitions to approved taller buildings. In some locations on major corridors buildings up to 84' may be permitted.



Core Activity Center: A redeveloped, urban-oriented Calhoun Square should remain an anchor in Uptown.



Core Activity Center: The center of Uptown is a mix of entertainment and shopping uses.

The Plan recommends increasing daytime population by encouraging office developments in the Activity Center. Non-Residential developments will provide employment and economic development opportunities for established businesses and new entrepreneurs alike. A greater number of employees in Uptown will also lend market support to existing retail uses and restaurants.

A redeveloped Calhoun Square should remain the anchor for Uptown and the Activity Center. The Plan recommends Calhoun Square continue to house restaurants and regional shopping attractions. However, the Plan recommends the new Calhoun Square introduce housing and offices onto the property, assuring the 100 percent corner of Hennepin Avenue and Lake Street remain active around the clock. Commercial development on the site should be located toward Lake Street and Hennepin Avenue. Building height should be toward the core of the Activity Center and the existing neighborhood scale on Fremont Avenue and 31st Street should be respected.



Precedent Images: The Core of Uptown will be transformed with high quality public spaces: plazas, wide sidewalks, pedestrian friendly streets, and all season gathering places.



Girard Meander: Girard Avenue, connecting Mozaic to Calhoun Square, will become an active pedestrian street, closed to traffic on evenings and weekends.

The redeveloped Calhoun Square should also remain a community anchor by redesigning the internal corridor as a public atrium, forecourt or courtyard. The new gathering space should be programmed and designed to accommodate a range of users, including families. The Plan recommends the new Calhoun Square be more urban and interactive by opening directly onto the sidewalks (whenever possible) and creating common spaces that encourage gathering and interaction for residents and visitors alike throughout the seasons.

Anticipating increased pedestrian activity in the area, the Plan recommends developing a strong pedestrian link between the north side of the Greenway and Calhoun Square along Girard Avenue. Such a connection can be realized in many ways. With the possibility of a redeveloped Calhoun Square and the Plaza at Mozaic, the Girard Avenue entrance to Calhoun Square should be emphasized for evening use. Girard Avenue should be redesigned as the Girard Meander, a pedestrian spine between the Greenway, Mozaic and Calhoun Square. The Girard Meander should become a festive public space that, like the main streets of Uptown, is animated with pedestrians walking from Calhoun Square to Mozaic and the Greenway. Girard Avenue should remain a vehicular street but should be designed to be closed, on occasion, on weekends and evenings or for special events.

Hennepin Avenue between Lake Street and 31st Street can become an important and unique public space in Uptown. Unlike Lake Street and Hennepin Avenue (north of Lake Street) it is a narrow retail street with relatively low traffic volumes. The Plan recommends taking advantage of these unique features by designing the street as a human scaled shopping street with wider sidewalks and pedestrian amenities. The street should be designed to be closed on occasion for festivals, events, and markets. Consideration should be given to widening sidewalks and removing some on-street parking to create additional streetscapes and space for outdoor dining and cafes.



Hennepin Avenue and Calhoun Square: By redeveloping Calhoun Square and orienting its interior retail space to Hennepin Avenue, a new public gathering space can be created. The Plan recommends opening Calhoun Square to Hennepin Avenue with a courtyard, forecourt or atrium. Hennepin Avenue, between 31st Street and Lake Street, should be redesigned as well to become Uptown's primary public space. It could be closed occasionally (or regularly) for street fairs, markets, and events.

Many existing older urban buildings in Uptown should remain, as many are high quality and contribute to the character and quality of the area. New development will be located primarily on existing parking lots and on properties with low value one-story single-use buildings. Older buildings that contribute to the unique character of Uptown, such as the Rainbow Building and Magers and Quinn, Suburban World Theatre, (and several buildings on North Hennepin Commercial Corridor) should be protected and encouraged to be improved as investment pressures increase.

During this planning process the YWCA and Walker Library contemplated a joint development on the YWCA site. This project has been tabled, but opportunities exist in the future to create a signature gathering space at these sites which are key because of their proximity to both the transit center on Hennepin Avenue as well as rail transit in the Greenway. Connections to the Greenway and the creation of an additional gathering space should be explored when future development is proposed. A premier front door to Uptown from the Greenway could be provided with a gathering space here at the below-grade Greenway level where it could be seen and experienced by Greenway trail and transit users.

Improving transit connections, parking strategies, and the general quality of the pedestrian experience is critical to the success of Uptown, particularly in the Core. Whether arriving by transit, bike, or car, everyone in the Core becomes a pedestrian. Therefore the Plan recommends wider sidewalks and pedestrian amenities wherever possible. Over time, the Plan recommends a series of modestly scaled parking structures throughout the Core to intercept visitors and encourage a park once and walk approach.

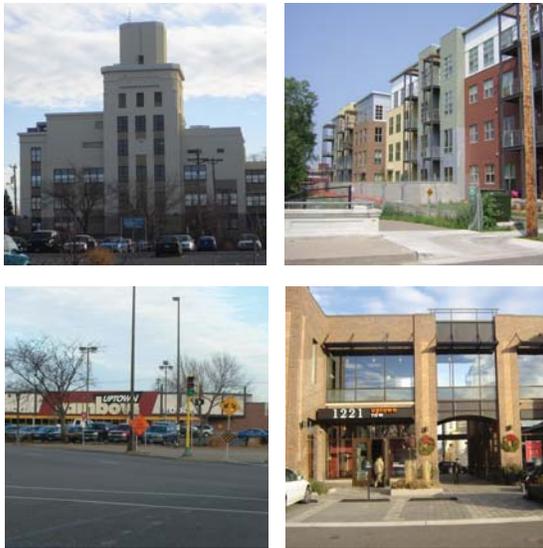
Transit will become critical to the Core of Uptown as the Plan supports transit in the Greenway, streetcars on Hennepin Avenue, and investments in a circulator connecting the Lake, the Core of Uptown, and Lyn/Lake.

Urban Village

The Urban Village should be a dense district with a variety of building heights. The Urban Village presents the most future development opportunities in all of Uptown as it currently contains a proliferation of surface parking lots, vacant properties, aging industrial uses, and one-story single-use buildings, and its proximity and access to open space amenities and existing (and future) transit.

Infrastructure

The basic street grid should remain intact, however the Plan suggests that high-quality development in this area requires improvements to the streets, in particular improvements to Lake Street and Lagoon Avenue. To this end, the Plan recommends improvements that will slow traffic, widen sidewalks, and improve pedestrian conditions without impacting the overall through-put of the streets. The Plan also recommends examining the feasibility of converting streets back to two-way as additional measures to creating pedestrian friendly streets. (Additional discussion is included in the Plan Elements Section of this Plan).



Urban Village: Currently, the area is a mix of under utilized properties, historic buildings, and new urban redevelopment.

The most significant infrastructure improvement will be the creation of The West Lake Street and Lagoon Avenue promenade (described in detail in the West Lake Street Section). The Promenade should extend from the Lake, east through Urban Village to Bryant Street. The Plan recommends narrowing both Lake Street and Lagoon Avenue and improving the quality of the sidewalks in order to create the Promenade.

Development Patterns

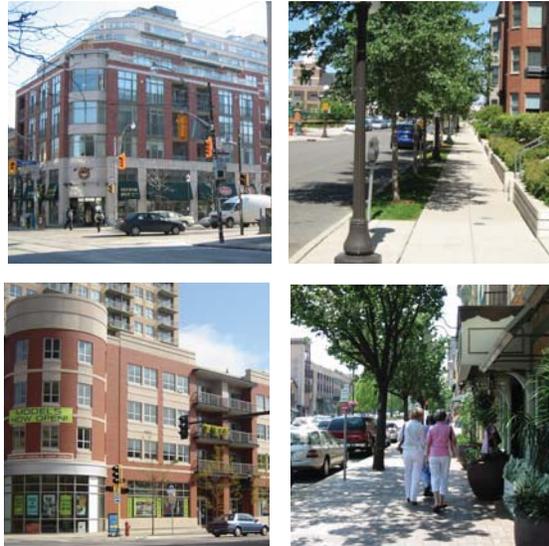
Development Patterns north of the Greenway should be different from those south of the Greenway. North of the Greenway, new development should be residential only as the purpose should be to infill underutilized properties with high and medium density housing that transitions to the neighborhood. South of the Greenway will be high density mixed-use development.

The Urban Village has a variety of existing building types. Some buildings are one-story and auto oriented, whereas other buildings like the Buzza Building are much taller. As in the Activity Center, buildings three to five stories can provide transitions and taller buildings may be appropriate along major corridors.



New development south of the Greenway should be encouraged to maintain the existing community-oriented retail, by incorporating those uses into new, more dense, urban buildings. Restaurants are permitted in the Urban Village (south sub-area) but other evening uses such as night clubs and hotels should be located in the Activity Center. The Plan recommends this area be redeveloped with varied building heights. The street wall should be continuous but varied. For all new developments, special attention should be paid to the transitions to the neighborhoods north of the Greenway and South of Lake Street.

Lake Street and Lagoon Avenue should contain mixed-use buildings. The Urban Village will reinforce the commercial patterns on Lake Street and Lagoon Avenue by lining these streets with active storefronts. Sidewalks should be widened (especially, the north side of the street) and be active places where people can walk, eat, and enjoy the urban character of Uptown.



Precedent Photos: The Urban Village will contain a mix of uses in buildings typically ranging from three to five stories, with the possibility of a few taller buildings on select sites.



Urban Village Illustrative Plan: Single story commercial buildings and surface parking lots should be redeveloped. Retail should line Lake Street and Lagoon Avenue. Residential uses should be oriented to north-south streets and the Greenway.

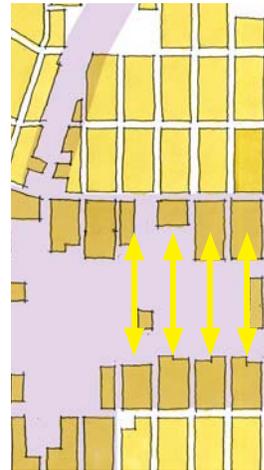
The gap in the urban fabric between CARAG and Lowry Hill East should be repaired by extending residential uses on the north and south streets (Dupont, Emerson, and Fremont Avenues). North-south streets should also be considered for smaller scale low cost retail space.

The Greenway will be an important component of the Urban Village. New high-density housing should line the north side of the Greenway and extend to approximately mid-block between 28th Street and the Greenway. Buildings north of the Greenway should be of a smaller scale than those south of the Greenway in order to provide transitions into the lower density residential areas (see page 76). Buildings on the Greenway should either engage the Greenway at the lower level or they should be set back 15' at the street level of the Greenway to create a promenade.

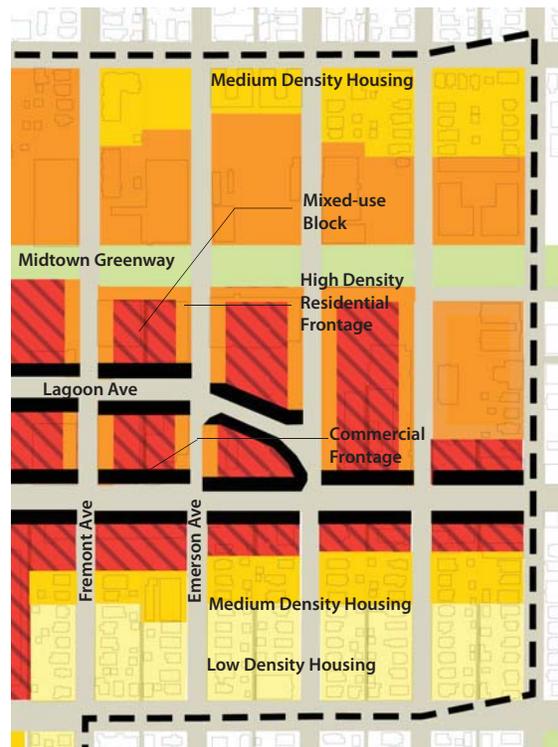
Further north of the Greenway, on the half block south of 28th Street, efforts should be made to preserve the existing residential fabric of small apartments and single family homes. New development should be sensitive to the scale of these buildings as new development approaches the existing neighborhood. Infill development should be medium density housing, while remaining low-scale, similar to the Track 29 project under construction.

The blocks on the south edge of the Greenway should contain townhouses and apartments and lofts facing the Greenway. They should be scaled to minimize shadowing on the Greenway. Internal raised courtyards and terraced buildings should maximize views of the Greenway and density without overwhelming it with scale. 29th Street should be extended along the south edge of the Greenway wherever possible to assure the Greenway has a public edge.

Larger apartments and mixed-use buildings should be located along Lagoon Avenue and Lake Street. Properties with existing community oriented



Residential on North-South Streets: Throughout Minneapolis, the north/south street are typically lined with neighborhood housing. The gap between neighborhoods can be stitched together by extending residential uses along the north/south streets.

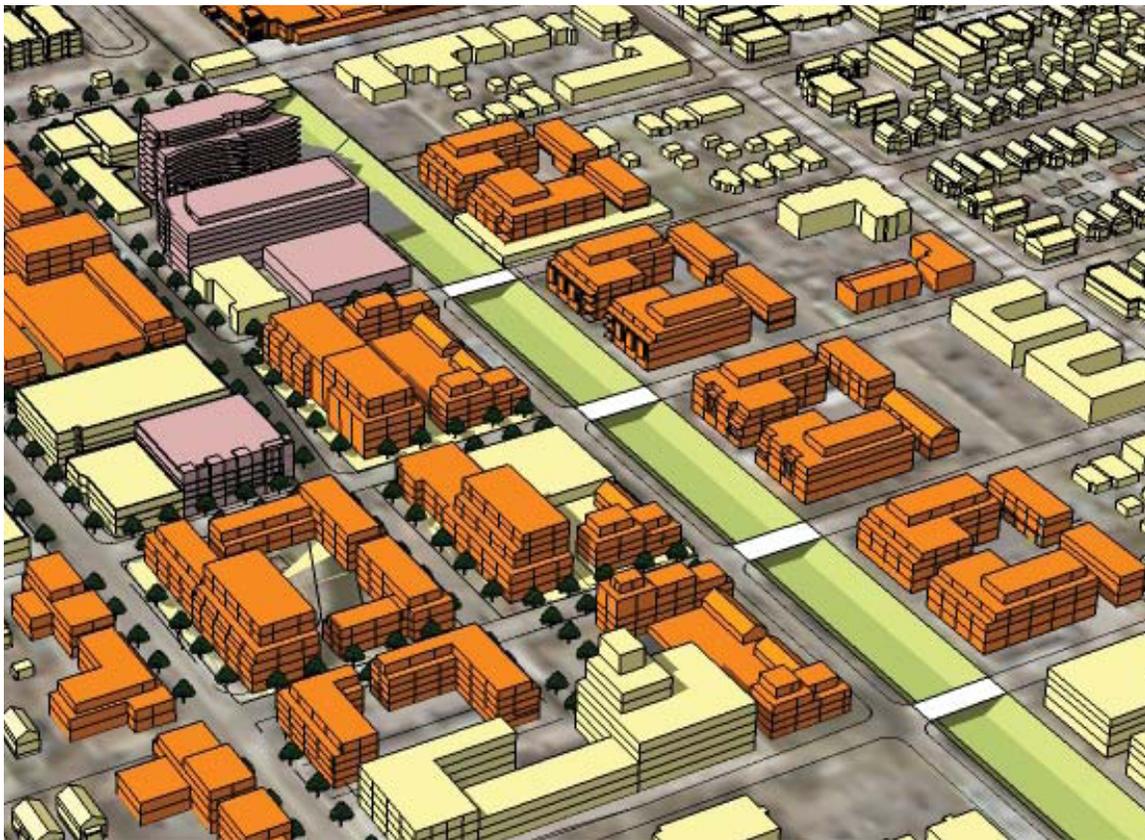


Mixed-use Blocks: Within the Core, most blocks should contain a mix of uses. The Plan recommends reinforcing retail along Lagoon Avenue and Lake Street and reinforcing residential uses on the north-south streets.

uses, such as the Rainbow grocery store, should be encouraged to rebuild on their existing sites (with additional density) as they provide important community services. New development on Lake Street and Lagoon Avenue should contain upper floor offices as well as residential uses.

closer to Lake Street, with greater density than currently exists, and with a scale and form similar to existing houses. This Plan supports the goals of improving the neighborhood's relationship to Lake Street by accommodating such changes.

The south edge of Lake Street should intensify with mixed-use development. The new development should have retail at grade, on Lake Street, but should transition in height as it turns the corner and approaches the existing neighborhood. The CARAG neighborhood envisions the block between Lake and 31st Street as an appropriate plan for some new "lifestyle" (medium density, low maintenance, and compact) housing, particularly



Conceptual Build-Out: The Urban Village will become a dense mixed-use district. Buildings will be sited and designed to create high-quality streets and public spaces.

Midtown Greenway



Illustrative Master Plan: New Development will create a mixed-use district in the Core of Uptown.



Section AA: Midtown Greenway: Buildings on the north side of the Greenway should either engage the Greenway at the lower level with workspaces and residences or should be set back on the upper level to create a public edge and overlooks.



Section BB: North edge of Midtown Greenway

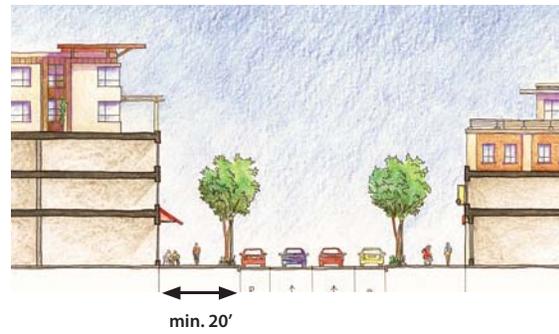


Perspective

Lake Street and Lagoon Avenue

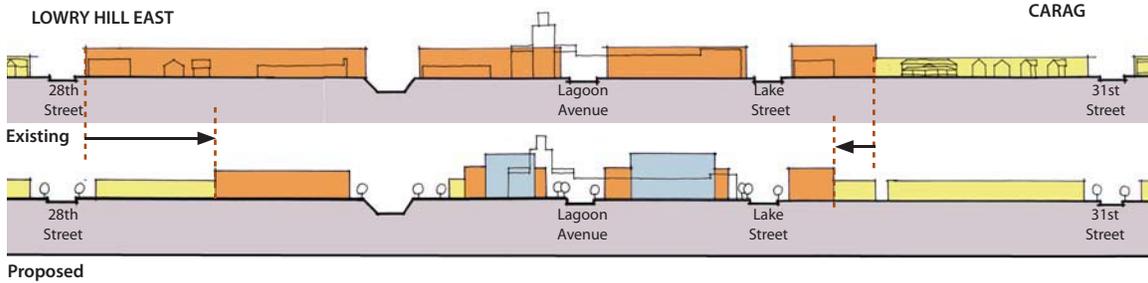


Activity Center and the Urban Village: New Development will consist of higher density housing, offices and retail uses.



Lagoon Avenue and Lake Street, looking east: Lagoon Avenue should become an urban street with mixed-use buildings. Buildings should contain step backs on their upper floors to permit sunlight to the street. Sidewalks should be broad and active with retail/commercial uses.

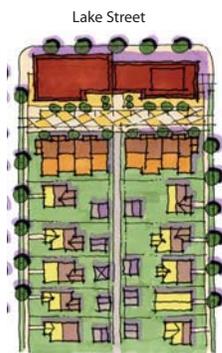
Neighborhood Transitions to the North and South



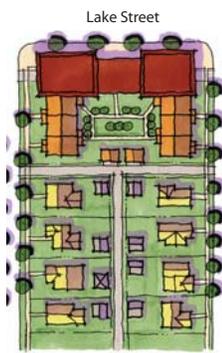
Neighborhood Transitions and Building Height: Buildings will be sculpted to create development capacity in the Core while still preserving neighborhoods and creating high quality public realm.



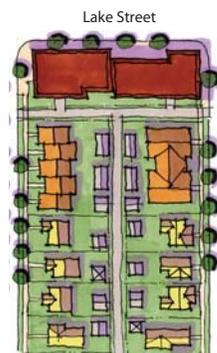
Building Scale: Buildings step down in scale as they transition from the mixed-use core to the neighborhoods



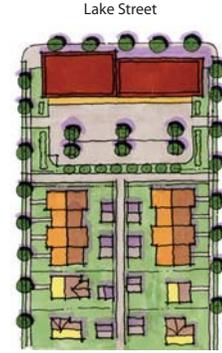
CARAG Lane



Courtyard and Accessory Buildings



Step Down in Building Scale



Alley and Landscaping (least preferred, requires extensive landscaping)

A Menu of Strategies: Transitions to the neighborhoods can occur in a variety of ways. Above are four strategies that will create a clean transition from the mixed-use core to the residential neighborhoods.

South Hennepin Community Corridor

South Hennepin Avenue, between 31st Street and 36th Street, is the portion of the study area least affected by development pressures. Traffic volumes decrease significantly south of 31st Street; accordingly, Hennepin Avenue becomes a Community Corridor, consisting of primarily residential structures south of 31st Street. This stretch of Hennepin Avenue developed as a streetcar line and therefore contains a few commercial and mixed-use buildings at corners where the streetcar used to stop. These buildings remain today as they house neighborhood specialty retail, coffee shops, and small scale service retail.



South Hennepin Community Corridor: South of 31st Street, Hennepin Avenue is residential in character with occasional corner stores

Over the past decade, several residential homes have been converted to service retail uses between 31st Street and 33rd Street. Such conversions have not been detrimental to the neighborhood as they generally have preserved and adapted existing structures and introduced low-impact commercial uses (small offices and service retail uses) into what was predominantly a residential corridor.

The existing scale at Hennepin Avenue South of 31st street is primarily 1.5 to 3.0 story buildings. This height is appropriate for future development as well.

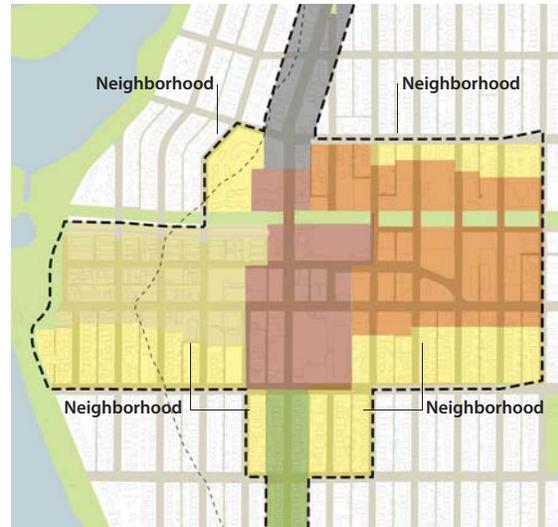
The Plan recommends this portion of Hennepin Avenue remain a Community Corridor. The Plan recommends the future of this area be marked by incremental low-impact changes that maintain the residential buildings and support innovative adaptations to them such that they remain financially viable in the future.

Uptown Neighborhoods

The study area for this Plan intentionally extended a few blocks into the neighborhoods in selected locations. The purpose of extending the study into the neighborhoods is to define the transition between the neighborhoods and commercial areas. The Plan defines five mixed-use character areas. The sixth character area, the Neighborhood Character Area, is single-use - residential only. Investments in these areas should focus on maintaining, preserving, and improving the residential character. Any new construction should be in keeping with the prevailing scale of the neighborhood. Development adjacent to this character area should step down in scale so as to facilitate the transition.



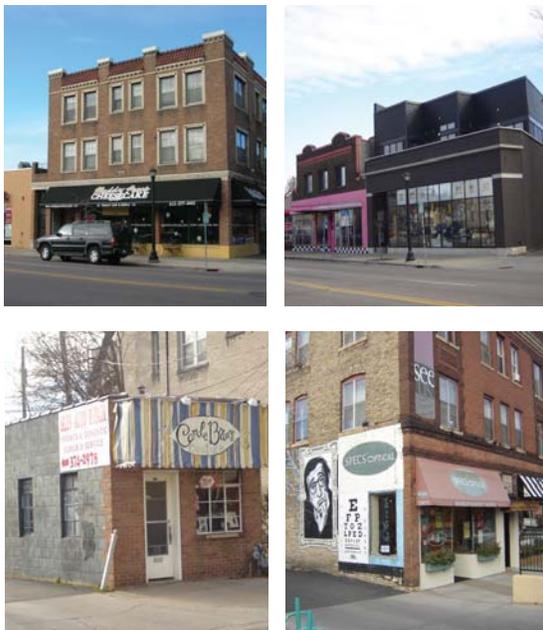
Uptown Neighborhoods: The Plan preserves neighborhood scale and fabric where it is at risk.



Hennepin Avenue Commercial Corridor

Hennepin Avenue between Franklin Avenue and 28th Street should continue to develop as a commercial corridor. It will be characterized by medium density housing containing street-level retail, and residences and small offices above. The retail and commercial uses should be mostly neighborhood and community oriented. Triangular blocks and parcels will yield relatively small footprint buildings, with relatively small stores and offices.

The existing scale of buildings ranges from one to three stories. Many single-story retail buildings, especially those that do not face the street and have a suburban character, should be replaced, over time, with more urban buildings – buildings that face the street and have parking behind. Local serving auto-oriented uses such as auto repair shops should be supported; however, property owners are encouraged to design their properties to be pedestrian friendly. Properties that extend from Hennepin Avenue to a parallel neighborhood street should be redeveloped with residential uses on the neighborhood street and mixed-use on Hennepin



Hennepin Avenue: The strengths of Hennepin Avenue lie in its eclectic mix of stores, neighborhood services, and architectural styles.

Avenue (see following page). Private parking for all new developments should be either underground, at the rear of the property, or in a surface lot in the interior of the block. On-street parking will remain critical to the existing businesses as it represents the accessible and visible parking. Reducing curb cuts will maximize on-street parking, improve pedestrian safety, improve traffic flow, and create opportunities for new infill development.

Parking and circulation should be improved on many blocks on the west side of Hennepin Avenue by combining rear parking lots wherever possible and connecting them to side streets. This will allow vehicles to access parking areas by side streets, not mid block; thereby increasing on-street parking, reducing or eliminating the need for mid-block left turns, and, in places, creating new development parcels.



Illustrative Plan of Hennepin Avenue Main Street: Hennepin Avenue will continue to mature with new urban oriented buildings replacing suburban strip centers. Potential near term development opportunities are shown in orange.

New developments should create a strong urban street wall of two to four stories. Greater height will be rare given the small parcels and triangular block patterns. However, on larger blocks taller buildings may rise to 84 feet mid-block and along Hennepin Avenue. The ground floor should contain either storefronts, common entries to apartment buildings, or stoops to townhouses. Where the sidewalk is less than ten feet wide, buildings should be set back from the property five to eight feet in order to widen the sidewalk and allow for outdoor seating, small plazas, and forecourts. In the short term, bus facilities and operations should be improved at key intersections by relocating bus stops to more efficient and comfortable locations and integrating them into new developments. There is the potential for buses to one day be removed from Hennepin Avenue and be replaced with streetcars.



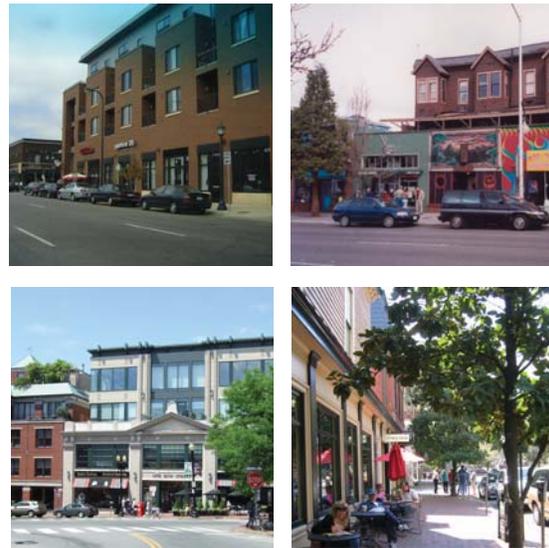
existing: multiple curb cuts, individual parking lots

proposed: connected parking

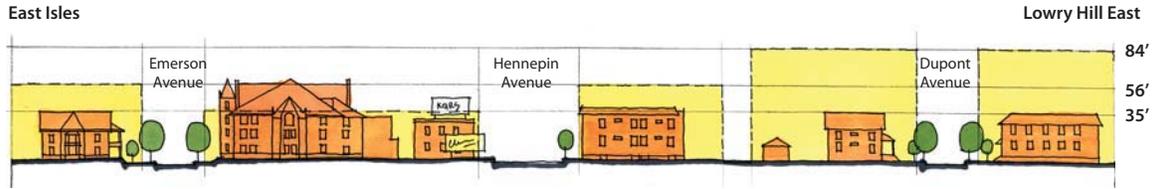
Connected Parking: Where possible, the Plan recommends private property owners coordinate their rear parking lots, thereby improving access and circulation and creating opportunities for infill development. Refer to Plan Elements Section for identification of blocks where connected parking is possible.



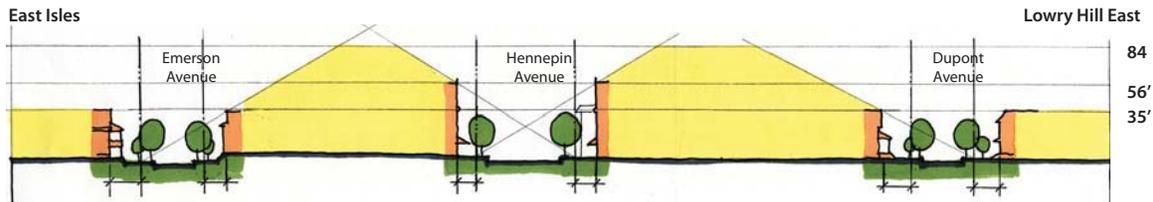
Infill Development: New development should be mixed-use with commercial uses on Hennepin Avenue and residential uses on neighborhood streets as shown in these case study examples.



Precedent Photographs: Due to the unique parcel arrangements and block structure, Hennepin Avenue should evolve incrementally and organically consisting of renovations, additions, and new mixed-use development.



Existing Height Limits per Base Zoning



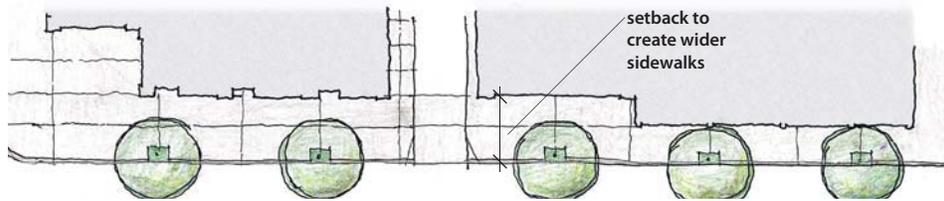
Proposed Building Envelope

Neighborhood Transitions: Currently, the zoning code permits six stories or 84 foot buildings on selected neighborhood blocks, but restricts Hennepin Avenue buildings to two stories or 35 feet and four stories or 56 feet. Through a combination of select rezoning and good individual building designs, the Plan recommends preserving neighborhood scaled streets in the neighborhoods (maximum 35 feet) while allowing greater height mid-block (between Hennepin Avenue and the north/south neighborhood street)



elevation

section
setback to create wider sidewalks



plan

Sample Infill Buildings: New development on Hennepin Avenue should have storefronts facing the street. Buildings should be set back five to eight feet from the property line in order to create a wider sidewalk with pedestrian amenities. Additions and renovations to older buildings are encouraged as incremental improvements.

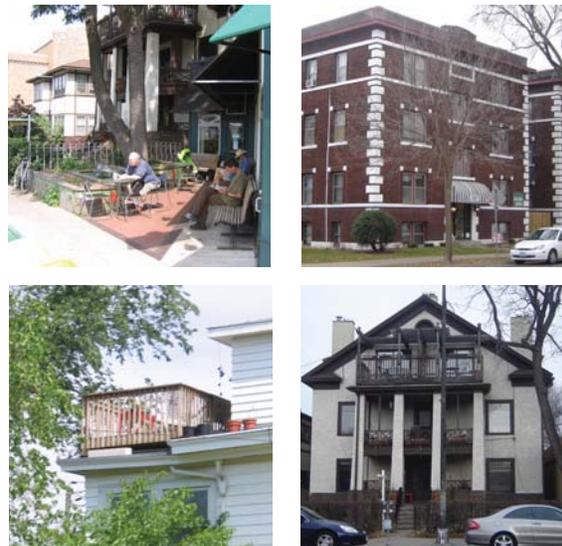
West Lake Street Live/Work

West Lake St. and Lagoon Ave. between James Ave. and the Lakes should continue to develop as a mixed-use live/work area. West Lake Street (80' right of way) should be transformed into a promenade street with extensive landscaping, broad sidewalks, and narrower travel lanes. The promenade will facilitate bicycle and pedestrian movement between the Lakes and the Core of Uptown and will provide open space for outdoor gathering and seating festivals and events. This Plan offers several options for a promenade. The sidewalk on the south side of the street should be widened to a minimum of 15 feet. The street can be symmetrical, or a wide promenade (24 feet) can be located on the north side of the street to maximize sun exposure.

Lagoon Ave has a narrower right of way (60 feet) than West Lake Street with sidewalks as narrow as 6 feet. Lagoon Avenue, therefore will not afford the same promenade options as West Lake Street. Nonetheless, lane widths, lane configurations, and on-street parking should be examined and possibly narrowed in order to slow traffic and widen sidewalks. Eliminating parking on one side of West lake Street and narrowing lane widths would afford a total of 17' of sidewalk space that can be

distributed to both sides of the street. Selective curb extensions would increase the pedestrian space to 23'.

Live/work opportunities are relatively limited per the current zoning code. This issue should be examined in the future in order to create a live/work district that permits more opportunities to live and



West Lake Street: West Lake Street is a Live/Work area with lake related commerce and a mix of building types. Many buildings in the area seek views of the lakes with balconies, terraces, roof gardens, etc.



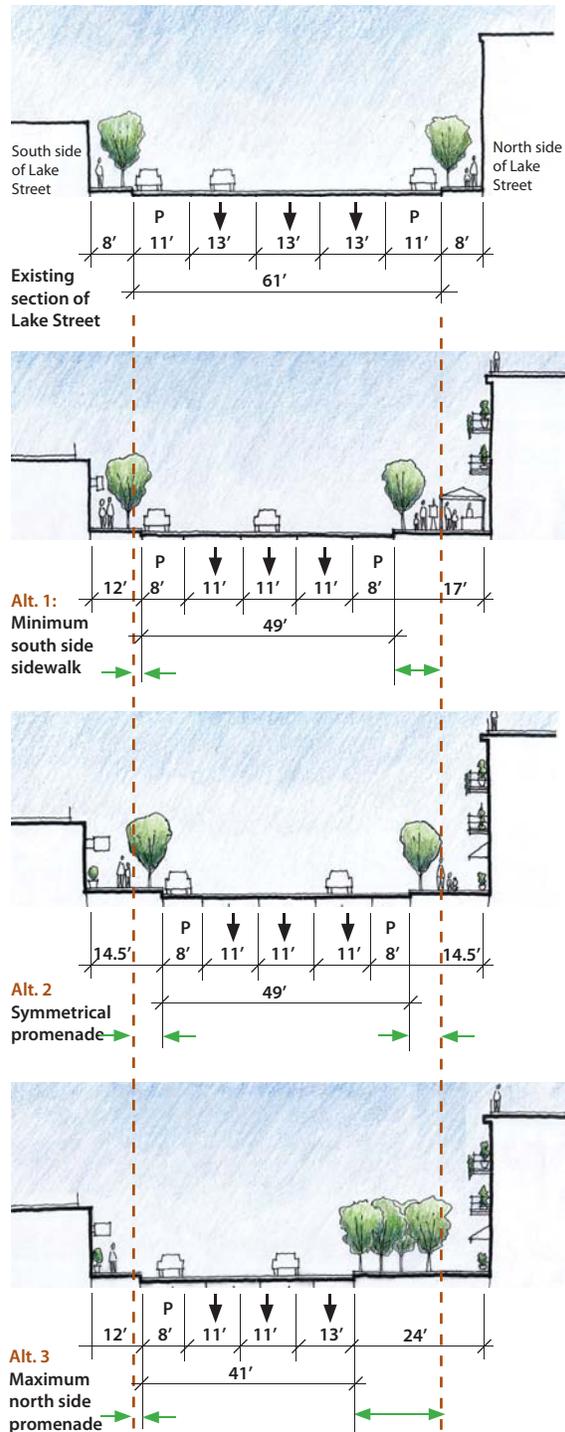
West Lake Street Live/Work District Illustrative Master Plan: The new Lake Street and Lagoon Avenue promenades will change the image of these two important roads. The Plan recommends new development be primarily residential with workspaces, galleries, and small lake related commercial uses.

work in the same building. New development should resemble the current scale of buildings in the area. Over time single family homes between Lake St. and the Mall/Greenway will likely be redeveloped as small apartments or live/work buildings. In some cases, matching the scale of existing buildings will result in buildings taller than the 30 feet limit mandated by the Shoreland Overlay District (which extends 1000 feet from the Lakes to approximately Irving Avenue). To respect the intent of that ordinance, building heights should gradually step down from Irving Avenue (matching the height of the Sons of Norway Building, approximately 55 feet) towards the Lake (35 feet). Buildings on the north side of Lake St., should be set back and activate the street with forecourts, patios and galleries. Buildings on the south side should contain residential entrances and limited retail uses and be carefully integrated into the existing residential fabric by stepping down in scale as they approach existing residential buildings on the side streets.

Buildings on West Lake Street should be intentionally eclectic and diverse. Like other buildings around the Lakes, the new buildings on West Lake Street are encouraged to have balconies, roof terraces, large bay windows, and tower rooms in order to capture views of the lake and the promenade. Buildings should range in style and expression.



Precedent Photographs: West Lake Street should contain a broad promenade containing live/work buildings of eclectic and varied styles.



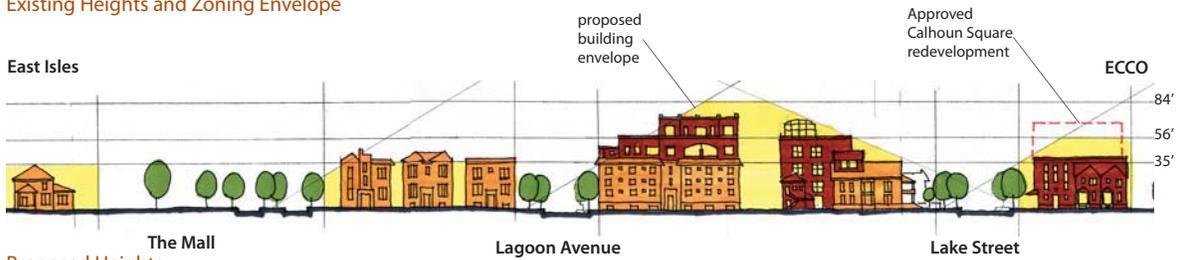
Lake Street Promenade: By reducing lane widths, Lake Street can offer an enhanced pedestrian realm and increased open space. The drawings above illustrate three possibilities for improving West Lake Street. (Note: the above lane widths match the East Lake Street reconstruction, and 8' parking required a variance)



New Development on West Lake Street: New development should be dense but low in scale, respecting the Shoreland Overlay District. New live/work buildings should be eclectic in style, containing tower rooms, roof gardens, balconies, and terraces oriented to the Lakes. Forecourts and patios should line the street.



Existing Heights and Zoning Envelope



Proposed Heights

Neighborhood Transitions: The single-family neighborhoods north of the Mall and south of Lake Street will not be impacted by new dense development along Lagoon Avenue and Lake Street. New development should step down to the neighborhoods and up to mid block between Lake Street and Lagoon Avenue. The illustration to the right describes how this may occur on one case study site located on West Lake Street.

