

A STUDY FOR THE REDEVELOPMENT  
OF AN INTERMEDIATE COMMERCIAL  
CENTER : UPTOWN, MINNEAPOLIS

A Report submitted as partial requirement for the degree of  
Master in Architecture from the Massachusetts Institute of  
Technology within the School of Architecture and Planning  
in the Department of Architecture August 20, 1956

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Submitted by:  
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*Encl. Jan. 2. 1957*

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July 20, 1956  
Cambridge  
Massachusetts

Dean Pietro Belluschi  
School of Architecture and Planning  
Massachusetts Institute of Technology  
Cambridge 38, Massachusetts

Dear Sir:

As partial requirement for the degree of Master in Architecture, I submit my thesis, "A Study for the Redevelopment of an Intermediate Commercial Center: Uptown, Minneapolis" including subordinate areas.

Respectfully submitted,

*TH*

Thomas H. Hodne

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ABSTRACT

A S T U D Y F O R T H E R E D E V E L O P M E N T  
O F A N I N T E R M E D I A T E C O M M E R C I A L  
C E N T E R : U P T O W N , M I N N E A P O L I S

Submitted by Thomas H. Hodne as partial requirement for the degree of Master in Architecture from the Massachusetts Institute of Technology within the School of Architecture and Planning in the Department of Architecture  
August 20, 1956

This thesis is an architectural-planning study for the Redevelopment of an Intermediate Commercial Center and subordinate areas, specifically the Uptown Center in Minneapolis, Minnesota. It is hoped it will provoke some new trains of thought in the future by taking a realistic approach toward a solution. The creation of a pedestrian center within the metropolitan traffic framework still giving easy and fast access to our automotive life is the main goal. The pedestrian mall is hoped to ease the strain of business and shopping environment thus creating a series of enjoyable, exciting experiences in open space within a series of new and existing building groups.

The potential of the Uptown area is tremendous. The area has always been a great landmark, being the gateway to the City of Minneapolis' chain of natural lakes. Still today during the hot sultry summer months a migration of young and old filters through the area from all over Minneapolis and St. Paul seeking a cool breeze off of one of the lakes. In the Southwest sector of Minneapolis and adjacent suburbs, the high and high-middle income families have always existed and still today expansion is justifiably predicted to be the greatest towards this direction.

The solution is worked around existing and foreseeable future physical pattern changes to the city. It plans during various stages of completion, the shopping area with subordinate facilities such as office buildings, hotel, new arena, pavillion, specialty shops, clinic, adult education center, etc. The allotment of space toward the

final plan is immediately essential to provide for potential growth of the area. The feature of the final proposal is the pedestrian mall undulating in size, penetrating the adjacent facilities with their own courts, plazas and open areas starting at the Lake Street and Hennepin Avenue crossing, ending with a pedestrian overpass to the shores of Lake Calhoun and its recreational activities.

This study is meant to be both serious and imaginative. It is the earnest hope of the author that it will serve to invite interested individuals or groups to join with those already active in redeveloping this important part of the city.

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I SHOULD LIKE TO PARTICULARLY THANK THE FOLLOWING PERSONS AND AGENCIES FOR THEIR ADVICE, PROCUREMENT OF RESEARCH MATERIAL AND CRITICISM DURING THE COURSE OF THIS STUDY:

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St. Paul, Minnesota

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Minneapolis, Minnesota

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Cambridge, Massachusetts



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DEDICATION

WITHOUT THE PATIENCE, UNDERSTANDING, AND ENCOURAGEMENT  
FROM MY WIFE, PATRICIA, UNDER RATHER TENSIOUS CONDITIONS,  
I WOULD HAVE BEEN UNABLE TO PURSUE THIS FINAL STEP IN MY  
FORMAL ARCHITECTURAL EDUCATION OR THE PROCEEDING SIX  
YEARS OF UNDERGRADUATE WORK.

DEDICATION TO PAT.

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FOREWORD

"Man is a gregarious animal whose growth is associated and improved by life in a healthy community. The reciprocity of influence from individual to individual is as essential for mental development as food is for the body.

The re-establishment of sound community relationships--so thoroughly disrupted during the past period of industrialization--has become the number one rehabilitation problem of our big cities." \*

--Walter Gropius

\* From: "A Redevelopment Proposal for the Central South Side: Chicago."

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PREFACE

The INTERMEDIATE COMMERCIAL CENTERS of our large cities are in dire need of immediate consideration in the overall city redevelopment. They are fast becoming chewed up by major physical pattern changes too often for the major benefit of the central downtown and central adjacent areas. The intermediate centers must in turn realize they must plan toward a correlation with the Sector of the City, Community, and Neighborhood along with a satisfactory compromise within the overall master plan of redevelopment of its Central City. Expressways are built to assure quick, safe movement of goods and people and with proper coordination must also restore peace and quiet to neighborhoods along with the proper size, density, and physical atmosphere for social and business intercourse. A unified neighborhood is a necessity for successful commercial center redevelopment. Not only are properly planned commercial centers better than a "string of stores"--better for business and customers, but better for the community. Along with Commercial and Residential problems, Industry needs room to expand in good locations, well served by transportation and utilities. Recreational and Institutional facilities should be easy to reach without crossing major traffic or other physical barriers. The natural physical resources should be used to their advantage--Landscaping, lakes, elevation change, etc.

In general this study tries to demonstrate how urban communities can be developed where neighborhood relationships are possible and where every individual has the chance for privacy and daily contact with nature.

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INTRODUCTION

Urban redevelopment of downtown Minneapolis is already underway. Dilapidated buildings are now being torn down in the Lower Loop area. They are being or going to be replaced by public and private facilities. As a subordinate movement, adjacent areas, such as the Glenwood (6<sup>th</sup> Avenue North) (see approximate location in Illustration (1) ) Housing and Riverside Institutional-Housing redevelopments are near planning realization. The many years of work of civic and private groups is being realized in the physical reshaping of downtown and adjacent areas of Minneapolis.

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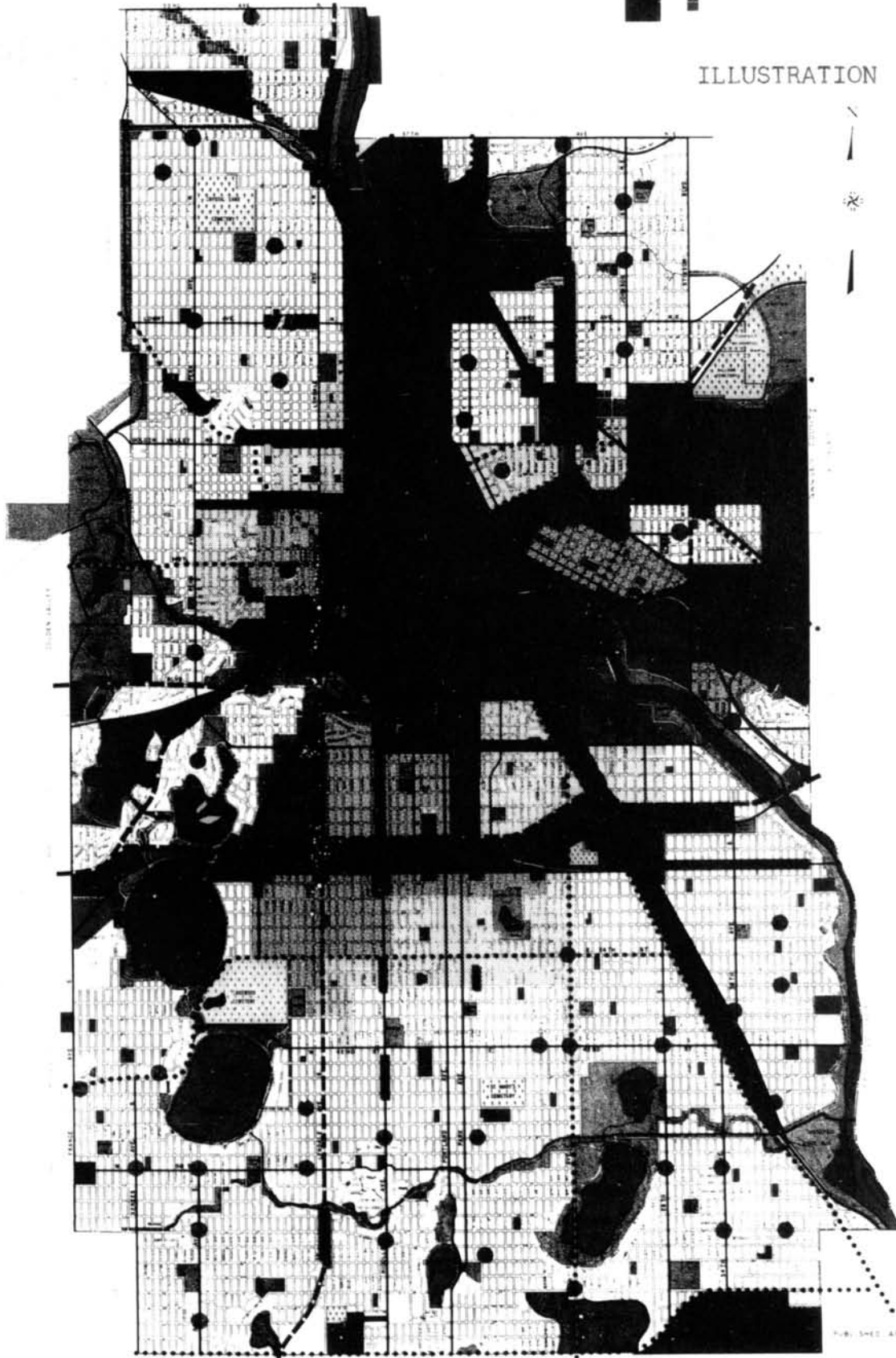
THE PROBLEM

However, the Humanization of the Existing Chaotic City Pattern cannot be developed piecemeal by replacement of individual buildings or small areas of the city or totally the center city.

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THE PREMISE

The present urban chaos of the city can only be solved by an Overall Metropolitan Plan with Each Sector, Community and Neighborhood Planned through Detailed Study with Equal Consideration Simultaneously. As an example--the individual



PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" MAY 3, 1934

LEGEND

- |   |   |   |   |
|---|---|---|---|
| <ul style="list-style-type: none"> <li>□ RESIDENCE - 0-15 FAMILIES PER NET ACRE</li> <li>□ MULT DWELLING - 16-25 FAMILIES PER NET ACRE</li> <li>▨ MULT DWELLING - 26-40 FAMILIES PER NET ACRE</li> <li>■ MULT DWLG - OVER 40 FAMILIES PER NET ACRE</li> </ul> | <ul style="list-style-type: none"> <li>● LOCAL COMMERCIAL</li> <li>■ LIMITED BUSINESS</li> <li>■ GENERAL COMMERCIAL</li> <li>■ LIGHT INDUSTRIAL</li> <li>■ HEAVY INDUSTRIAL</li> <li>■ RAILROADS, DOCKS &amp; AIRPORTS</li> </ul> | <ul style="list-style-type: none"> <li>★ PUBLIC &amp; SEMI-PUBLIC BLDGS &amp; OCCUPIED SPACES</li> <li>★ PARKS</li> <li>□ CEMETERIES</li> <li>□ OTHER OPEN AREAS</li> <li>■ WATER AREAS</li> <li>★ SMALL AREAS NOT SHOWN</li> </ul> | <ul style="list-style-type: none"> <li>— EXPRESSWAYS</li> <li>••••• DIVIDED LANE HIGHWAYS</li> <li>— ARTERIAL STREETS</li> <li>— LOCAL STREETS</li> </ul> |
|---|---|---|---|

MINNEAPOLIS  
CITY PLANNING COMMISSION

**PROPOSED  
LAND USE  
PLAN**

HERMAN E. OLSON



neighborhoods must be studied and planned for future redevelopment before the near future tremendous physical force of the expressway decides the pattern. Of course the fine details of the parts will have to follow the whole but it is without doubt, the sooner the better for detailed studies of the sectors, communities, neighborhoods, blocks and even individual units within the fundamental framework--existing and future.

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#### THE PURPOSE

Although substantial progress has been made in the central city, much remains to be done. This study is meant to be a Step Toward the "Square Mile Rehabilitation" of the Whole City within an overall metropolitan plan achieved from the findings and recommendations of the various agencies involved. I hope it will give necessary momentum toward undertaking further detailed redevelopment studies in the intermediate areas (areas lying in the middle between downtown central urban area and the suburban area.)

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#### THE SUBJECT

Specifically, the subject is A Study for the Redevelopment of an Intermediate Commercial Center: Uptown Minneapolis.

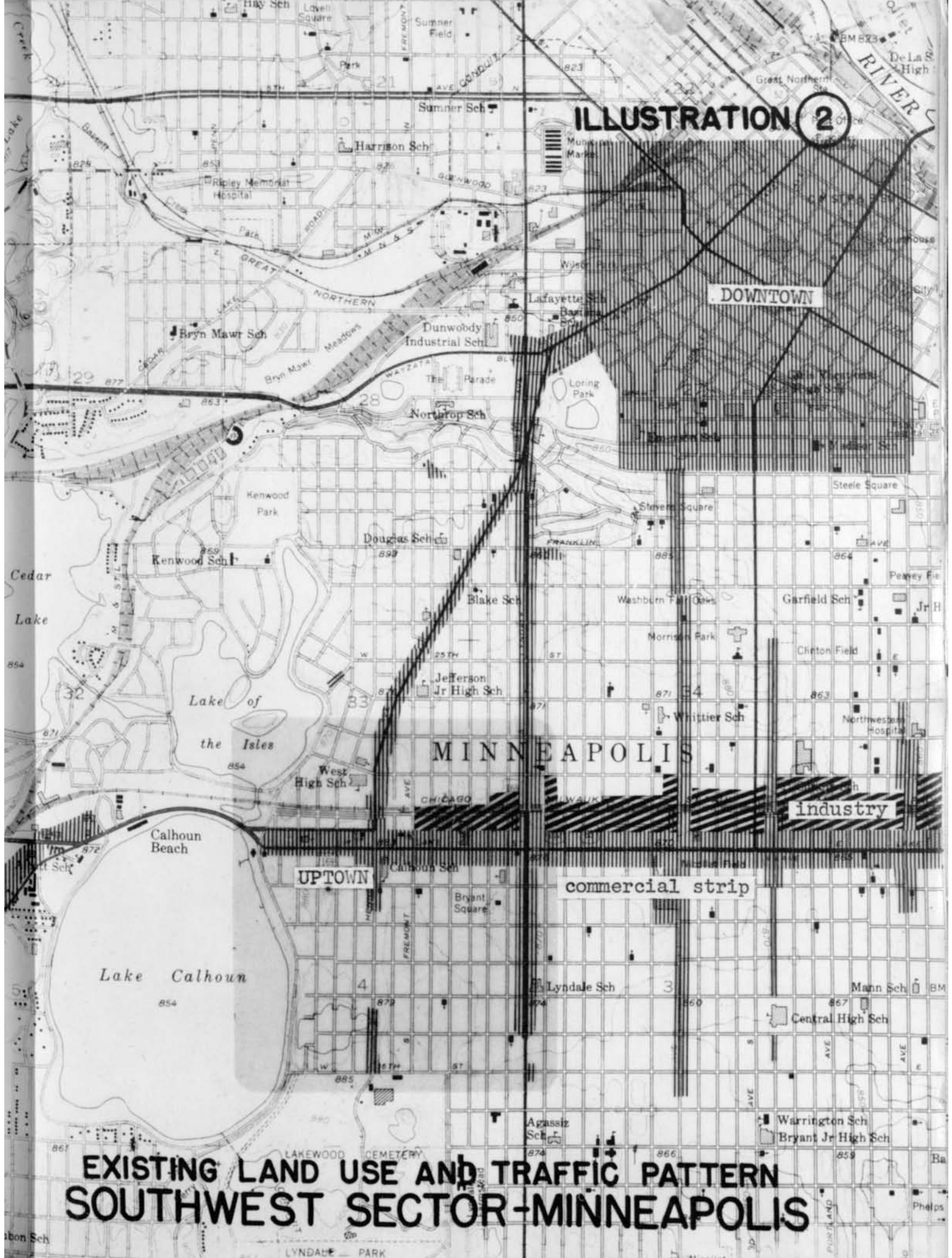
By definition, Redevelopment is self-explanatory according to degree (Re-use, Re-habilitation, etc.); Intermediate was previously defined as middle area; Commercial is the larger aspects of the operation of business exchange having financial profit as the primary gain--the larger aspects of the operation correlated with financial gain must include the important factor of responsibility toward the community--primarily the adjacent residential neighborhoods and subordinate facilities. Thus, the study (as shown in Illustration (2) ) directly involves the following subordinate areas: the Calhoun Residential Neighborhood (250 acres), the proposed expanded West High School, adult education, Music Art Center--forming a major Institutional Area (25 acres), the Industrial Belt from the East, the Recreational Area of East Shores Lake Calhoun and Lake of the Isles; all bordering or directly adjacent to the Uptown Intermediate Commercial Center (105 acres), thus forming the area to be referred to as the UPTOWN-CALHOUN COMMUNITY.

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#### THE APPROACH

This study approaches a redevelopment solution within the present and proposed City of Minneapolis framework of major thoroughfares (as shown in Illustration (1) ) and land use (as shown in Illustration (1) ). It schematically makes

# ILLUSTRATION 2



## EXISTING LAND USE AND TRAFFIC PATTERN SOUTHWEST SECTOR-MINNEAPOLIS

a proposal of several square miles of the Southwest Minneapolis Sector (as shown in Illustration (2)) including the area under primary consideration, the intermediate commercial center and subordinate areas forming the Uptown-Calhoun Community. The Southwest Sector redevelopment proposal suggests a consolidation of traffic arteries and provides for a natural re-distribution of areas for commercial, residential, institutional, recreational, and industrial redevelopment.

#### THE EXISTING UPTOWN-CALHOUN COMMUNITY

In general, the existing natural boundaries of this community are the following: the railroad right-of-way along 28th Street to the north, the Lakewood Cemetery along 36th Street to the south, Lake Calhoun to the west, and Lyndale Avenue, an existing major thorofare, to the east. Its net area is approximately 350 acres. The contour is generally level with a knoll (20' change in elevation) in the southwest corner of the site, a gradual slope toward Lake Calhoun on Lake Street (10' - 15' total) in six 300' blocks and the west border of residential area 5' to 10' above the level of East Lake Calhoun Boulevard. The greatest natural asset along with lakes is

the abundance of matured elm trees, which line the side streets and avenues, appearing in residential "back yards" and heavily concentrated on Lake Shore and parkway property.

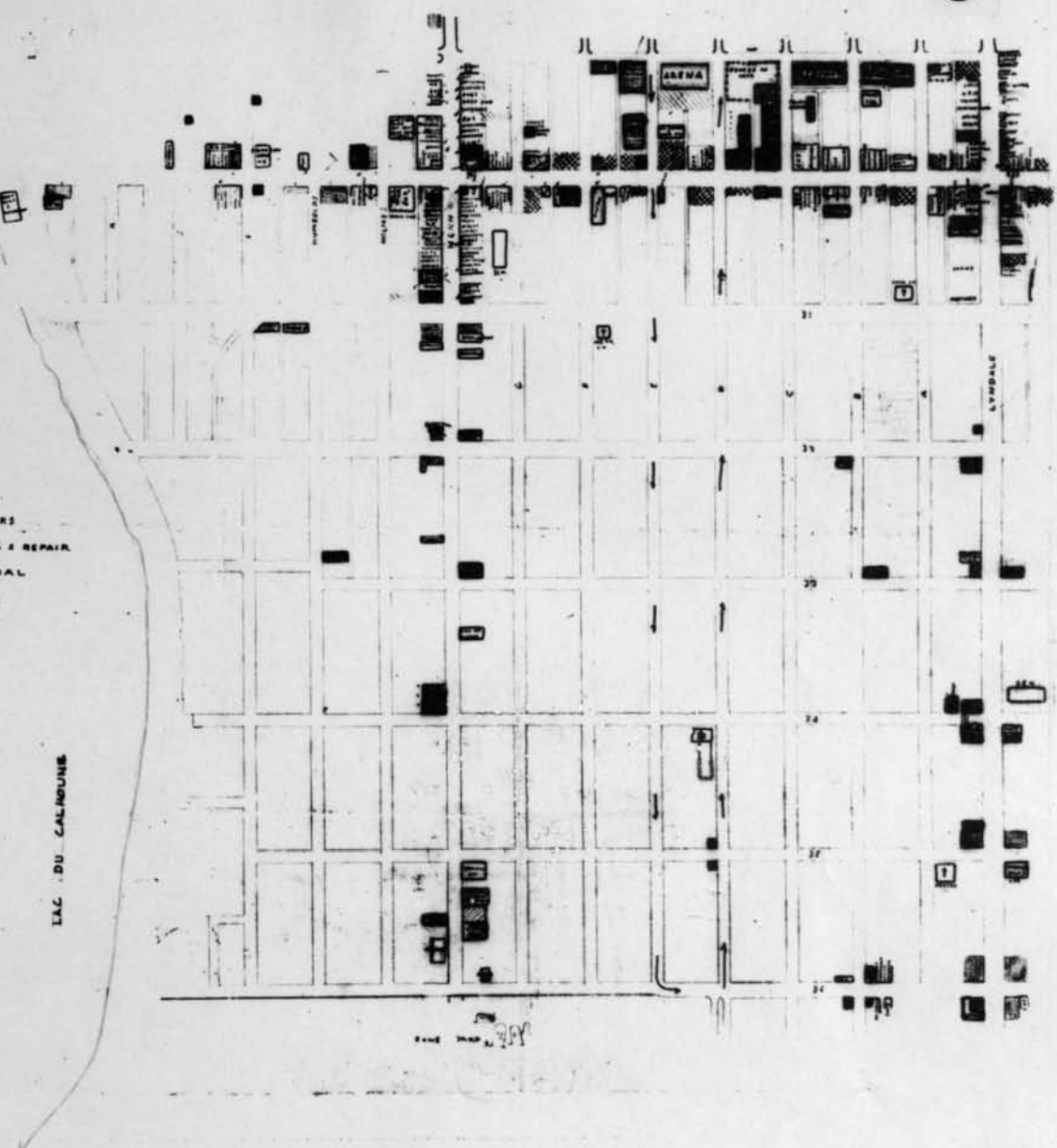
#### EXISTING LAND USE PATTERNS

The existing land use exists mainly of mixed-use buildings in a random pattern composed on the typical "Chicago" rectangular grid (approximately 300' x 600') block system.

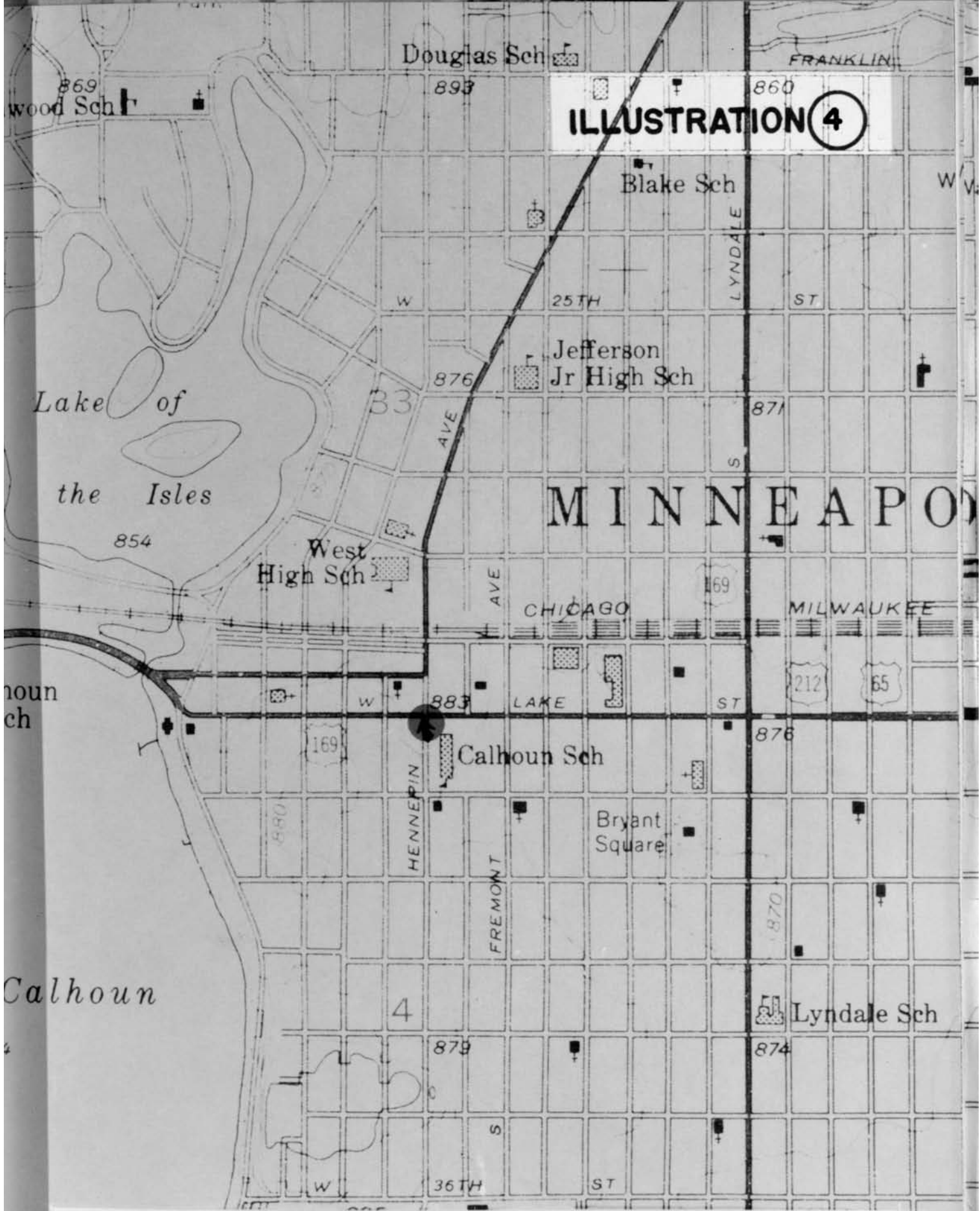
Commercial: The 250 varied existing commercial buildings, (as shown in Illustration (3) ) mainly two and three story, twenty to thirty year old structures, are scattered inconsistently throughout the area with high density along both sides of Lake Street and pulsating in a north-south direction at the major intersections of Hennepin-Lake (as shown in Illustration (4) ) and Lyndale-Lake. This is typical of strip commercial areas all along Lake Street east to the Mississippi River. The existing Uptown commercial center will be discussed in detail later in this report.

Residential: Approximately 3,500 existing residential units are of two basic types, houses and apartment buildings (as shown in Illustration (5) ). Most of the units are two to three story, twenty to thirty year old frame

- GROCERY
  - DRUGS
  - GAS STA.
  - USED CARS
  - CAR SALES & REPAIR
  - INDUSTRIAL
  - PARKING
- SCALE 1"=200'



EXISTING COMMERCIAL USE  
 UPTOWN-CALHOUN COMMUNITY



**ILLUSTRATION 4**

"THE INTERSECTION"  
Hennepin Avenue and Lake Street

**UPTOWN**  
MINNEAPOLIS

RAINBOW

GOOD FOOD  
CAFE  
RESTAURANT & BAR  
FOOD AND SERVICE

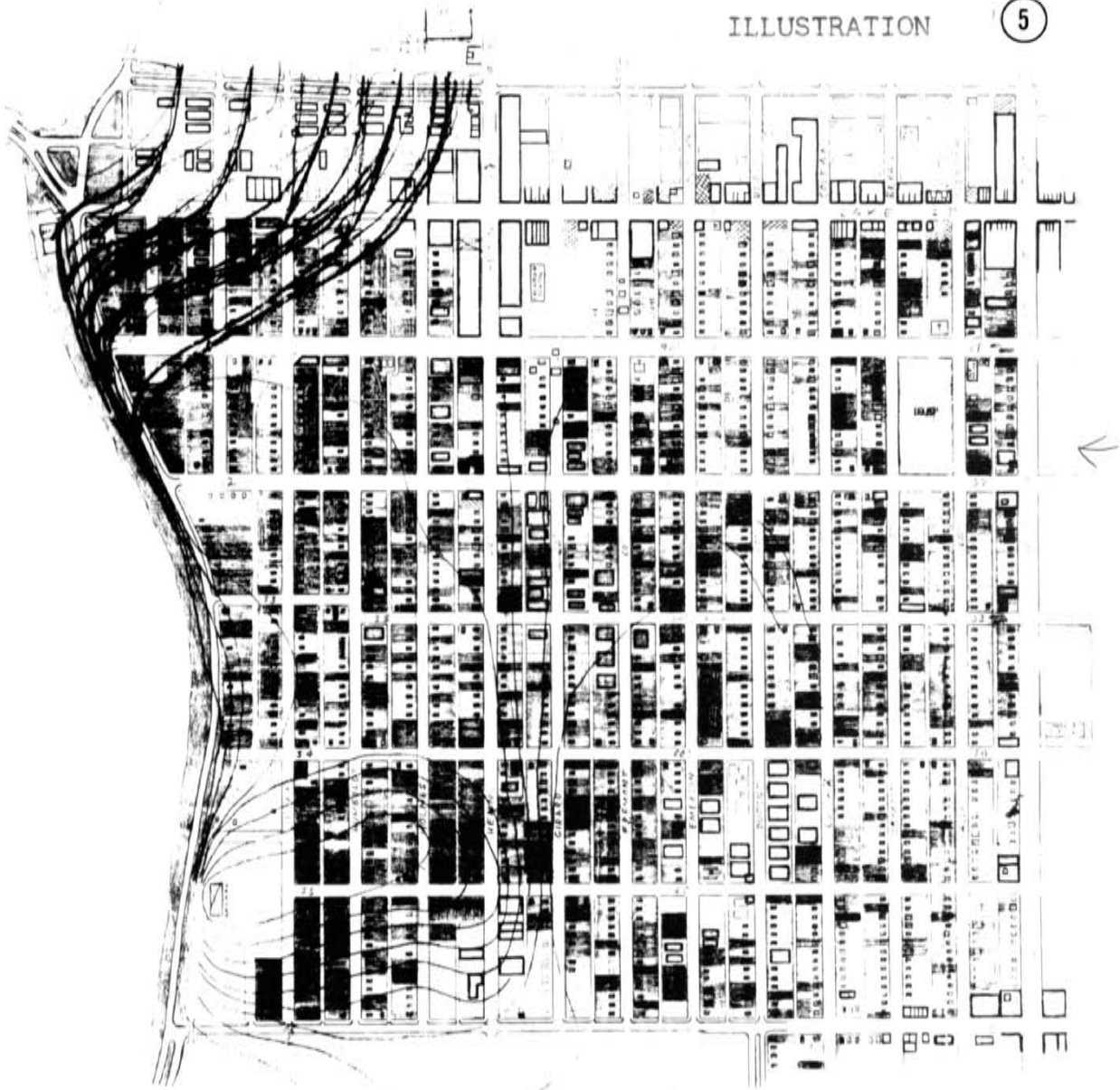


UPTOWN  
RESTAURANT

NATIONAL  
IMPROVED EVERYDAY BY EVERY THING







EXISTING RESIDENTIAL USE

UPTOWN-CALHOUN COMMUNITY

houses originally built for single family use. Secondly and to a lesser degree appear some three to five story, fifteen to thirty year old walkup apartments, many of which have been divided into small efficieny units.

The houses frequently are occupied by more than one family or converted to romming houses for single working men and women. A minority of single-family house occupancies still exist--the few mansion-type dwellings are bordering Lake Calhoun on substantial area. These are rapidly disappearing toward rooming house remodeling or being razed for Institutional buildings and lakeshore apartments.

There exists an apartment belt between The Mall and Lagoon Avenues--other apartments are scattered throughout the area. The houses are almost predominately placed on a 40' to 45' wide x 150' deep lot with alley to the rear for trash and garbage, deliver, and garage access. The apartments generally are placed on double lots, the ground coverage nearly 100% with little or no area for parking, hanging clothes, or children's play space. The present family per acre figure for the residential area ranges from 26-40 for the east half and 16-25 for the west half. The house and apartment locations are intermeshed with the Uptown commercial area on the rear side of Hennepin Avenue which keeps any present zoning consistently

impossible. Also, a few scattered business establishments are spread without much order within the residential neighborhood.

There are the following institutional properties within or directly adjacent to the community:

**Schools:** Calhoun Elementary (within) and West High and Lyndale Elementary Schools (directly adjacent). All structures are quite old and in poor shape with West High School's new wing the exception.

**Churches:** Five churches, two of which have adjacent schools--the new Greek Orthodox group overlooking Lake Calhoun, and the Synagogue and Hebrew School group at DuPont and 34th Streets--the buildings of which are in good condition. A Congregational Church with inadequate gymnasium facilities opposite Bryant Square, a Presbyterian Church and a Methodist Church also exist.

**Miscellaneous:** Other lesser institutional building near or within the commercial strip are the Walker Branch Library on the edge of the commercial strip, the branch Post Office housed in a slot within a commercial strip with inadequate service and parking facilities, and the various clubs--two Veterans of Foreign Wars branches and one American Legion Branch in remodeled or old buildings spread from one end of Lake Street to the other. The Calhoun Yacht Club facilities are also highly inadequate when one considers

the intensive use.

### Recreational

There are three major existing open spaces within the community. The natural East Shore of Lake Calhoun (as shown in Illustration (6) ) which has a 3.5 mile shore circumference and a small existing beach on 31st Street without bath house facilities. A sailboat mooring area along the shore with minor dock facilities, a canoe rental dock, and a sheltered concession stand with toilet facilities complete the recreational area. Activities include sailboat and iceboat races, a small excursion boat which is scheduled to retire after this season, swimming, fishing, and canoeing. On the north shore of the lake, a main beach and bath-house, playground and tennis courts exist.

Bryant Square (Bryant Avenue and 31st Street) is one square block in size (over four acres) and the only public playground and green area within the 250 acre residential neighborhood. It has the normal playground facilities plus softball fields and tennis courts as part of the Minneapolis Park Board system.

Various entertainment facilities do exist within the Commercial center: movies, restaurants, bars, theater, an



**ILLUSTRATION (6)**

"THE LAKE"  
Shoreline of Lake Calhoun

**UPTOWN**  
MINNEAPOLIS



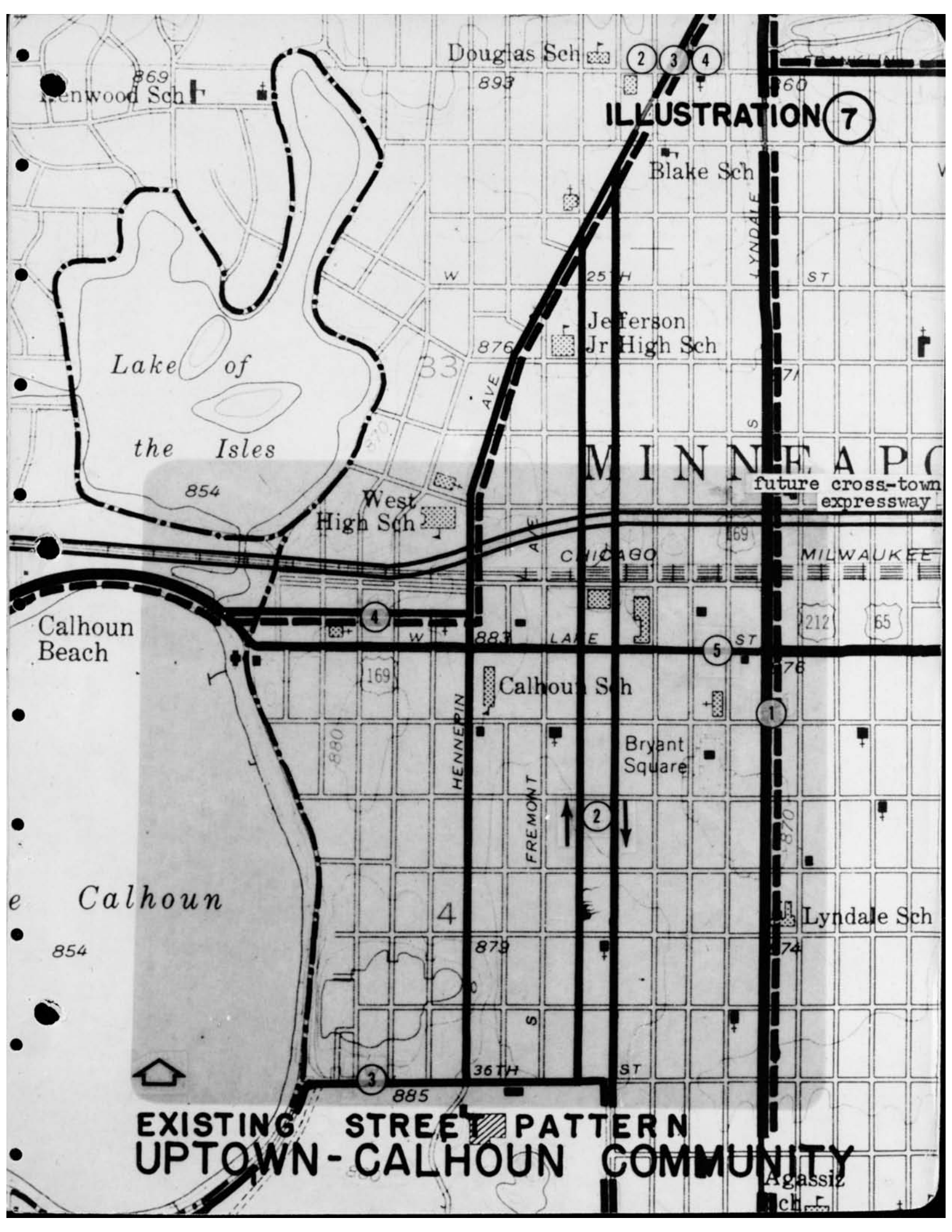
ice skating and roller skating arena (professional hockey and ice shows are held here), and a dance hall. Major pageants, such as the City of Minneapolis Aquatennial, water events of Lake Calhoun, Fourth of July fireworks, the West High School Homecoming Parade, provide additional entertainment.

### Industrial

Approximately 15 light manufacturing and Warehouse-sales establishments presently exist mainly in the area between Fremont and Lyndale Avenues, bounded by Lake Street and 29th Street--such facilities as an ice plant, light manufacture factories, a lumberyard and a contractor are typical--housed in old frame, two or three story loft buildings. The Buzza Building, a huge six story reinforced concrete structure, located at Colfax and Lake Streets presently houses Government offices but was formerly used as a light manufacturing and warehousing facility. The 29th Street Industrial Belt runs east between 28th Street and Lake Street along the railroad right-of-way until 34th Avenue where the tracks connect with the main line.

### EXISTING TRAFFIC PATTERN

The Street Pattern (as shown in Illustration (7) ), as previously stated, is on a north-south rectangular 300'



**ILLUSTRATION (7)**

**EXISTING STREET PATTERN  
UPTOWN-CALHOUN COMMUNITY**

Douglas Sch

893

2 3 4

869  
Penwood Sch

860

Blake Sch

LYNDALE ST

Lake of  
the Isles

W

25TH

ST

876

Jefferson  
Jr High Sch

33

AVE

S

MINNEAPOLIS  
future cross-town  
expressway

854

West  
High Sch

AVE

869

CHICAGO

MILWAUKEE

Calhoun  
Beach

4

W

883

LAKE

5

ST

212

65

Calhoun Sch

HENNEPIN

Bryant  
Square

1

Calhoun

FREMONT

2

870

Lyndale Sch

854

4

879

S

874



3

36TH

ST

885

Agassiz  
Sch



by 600' grid with street right-of-ways varying from 60 to 100 feet. (Lyndale and 31st. St.)

The character of the street pattern is highly enriched by the natural landscaping--an example is "The Mall"--(as shown in Illustration (8) .)

### Thorofares

The north-south thorofare traffic takes one of four routes:

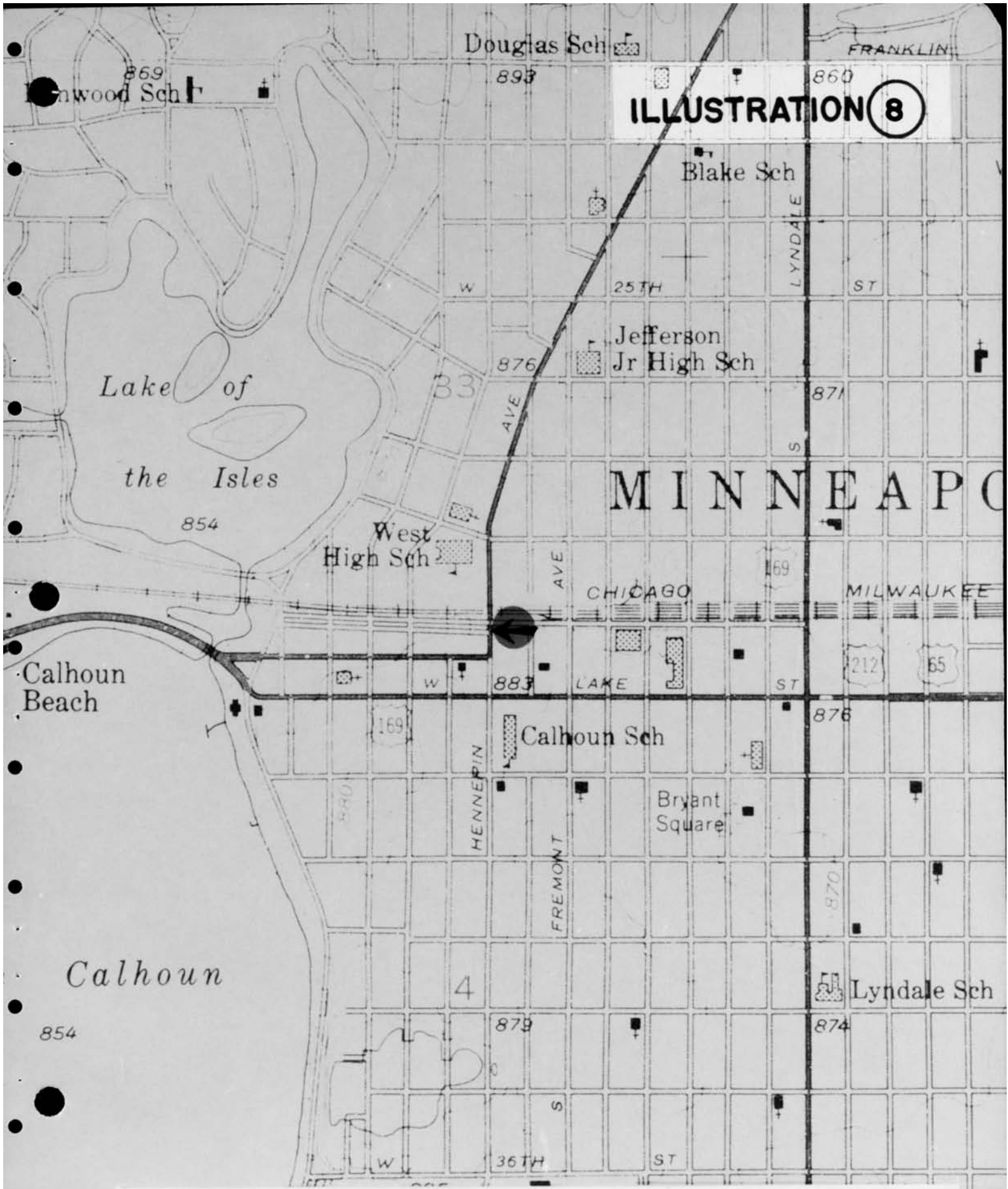
(1) Straight through on Lyndale Avenue (federal highway #65) feeding South Minneapolis, Richfield, Bloomington and points in Southern Minnesota--it also is the main north-south truck route through South Minneapolis.

Hennepin Avenue traffic flowing south has three alternatives:

(2) To turn off at Fremont Avenue on a one way street to 36th Street and bear left one block to the divided King's Highway (DuPont Avenue) which runs south to 46th Street, to the East Lake Harriet residential district,

(3) To proceed along Hennepin to 36th Street, bearing left for King's Highway or right for E. Calhoun Boulevard, a route frequently used to the West Lake Calhoun, Lake Harriet, Linden Hills, and Edina-Morningside residential districts,

(4) To use Hennepin Avenue, turning west on The Mall, or Lagoon (truck route) , a route to the St. Louis Park residential area connecting with the Belt Line (Highway #100).



**ILLUSTRATION 8**

MINNEAPOLIS

**"THE MALL"**  
Landscaped Vehicular Way

**UPTOWN**  
MINNEAPOLIS



Route (5) along Lake Street (truck route #165) is the major east-west thoroughfare within the area bringing East Minneapolis and St. Paul traffic to Uptown, St. Louis Park, and points west. Inversely, Routes (1) through (4) converge to the Hennepin-Lyndale bottleneck feeding into Minneapolis' downtown areas--36th Street and 31st Street are secondary east and west routes, relieving the Lake Street Traffic.

A street widening from Lake and Hennepin westerly is on an improvement program for the near future.

#### Local Roads

The local streets and avenues are 60' to 66' right-of-ways, except for 32nd Street and 34th Street which are both 80', with service alleys splitting every block north and south.

#### Public Transportation

Most existing lines of the Minneapolis Bus System for Southwest Minneapolis (as shown in Illustration (9)) run through the Lake-Hennepin intersection adding to the vehicular congestion.

#### Parking

The parking areas of the community (as shown in Illustration (9))



**ILLUSTRATION 9**

- BUS LINES**
1. SUBURBAN: Richfield
  2. Bryant-Johnson
  3. Como-Xerxes-France
  4. Suburban: Deephaven
  5. Shuttle: Hennepin-France
  6. Suburban: Glen Lake
  7. Nicollet-Hennepin
  8. Selby-Lake
  9. 38th Street
  10. Kenwood-St. Louis Park

**EXISTING BUS AND PARKING PATTERN  
UPTOWN-CALHOUN COMMUNITY**

are composed of off-street random spotted lots in the rear of business establishments, on-street metered parking on Hennepin Avenue and Lake Street, and one hour and no restriction parking along the side streets of the neighborhood. (as shown in Illustration (10) ) The local employee and customer both infringe on the on-street parking rights of the neighborhood residences. Although the residences have a strip of private garageway off the alley, the multiple-family occupance of the houses congesting the street frontage with autos night and day--although a law on the statutes forbids 24 hr. on street parking even in front of one's own residence.

### Service

The service for residential areas is rather adequate with deliveries made to the front and disposal pickups to the rear. However, the commercial service is quite congested--deliveries and pickup usually made from alleys.

### Pedestrian

The existing pedestrian pattern of movement within the community takes place on sidewalk strips on perimeters of blocks. There is continuous walking paths around the Lake Calhoun and Lake of the Isles. A migration of pedestrians, especially during the summer months, occurs from major bus line stops at the Hennepin-Lake intersection along Lake



**ILLUSTRATION 10**

"THE SIDE STREET"  
Customer Parking!

**UPTOWN**  
MINNEAPOLIS





Street to the Lake Calhoun recreational activities.

### Railroad

The existing railroad right-of-way along 29th Street is depressed from Holmes Avenue east out of the entire community. A double track for thru traffic starts at Girard Avenue from a five track line serving the industrial belt.

## THE EXISTING INTERMEDIATE COMMERCIAL CENTER-UPTOWN

As stated previously and worth repeating at this point, the potential of the Uptown commercial center, with an imaginative and functional use of its natural assets within a realistic land use and traffic pattern, is unlimited. In the next section of this report, the proposal for the Uptown-Calhoun community, a direction will be taken toward a solution.

First, let us examine the present situation in the Uptown business district.

### EXISTING LAND USE

The heart of the business activities occurs on Hennepin

Avenue with a nearly solid bank of one, two and three story buildings housing specialty store, shop, service, public, entertainment and miscellaneous establishments on the ground floor with office space on the upper floors. Buildings at lesser intensity occur both east and west on both sides of Lake Street. West toward the Lake, many residences have been remodeled with fashioned store fronts.

### Stores

Three markets, two fruit and vegetable, three bakeries, and an addition market are located at Dupont Avenue and Lake Streets; three hardware stores, two drug stores, one dime store and two appliance stores exist in the immediate area. The typical facade (as shown in Illustration (11)) of the area has frequent "for rent" signs as positive indication of decentralization.

### Specialty Shops

About fifty specialty shops occur, such as: jeweler, fur, florist, gift, men and women's clothing, shoe, import, and ceramic, to name a few types.

### Services

A bank, six cleaning establishments, shoe repair, barber shops, realtor, insurance, furniture repair shop etc. are

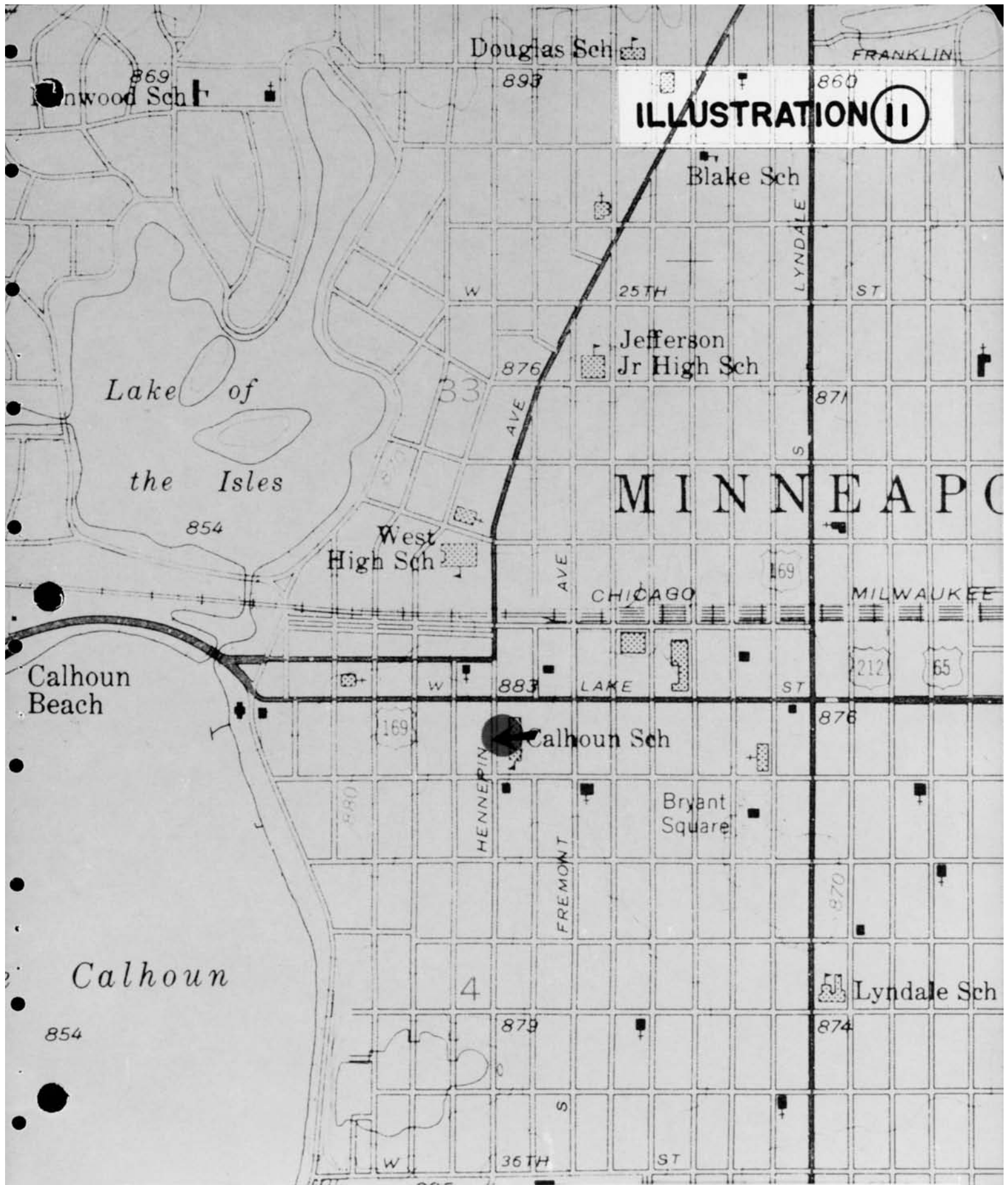


ILLUSTRATION II

"THE FACADE"  
Office for Rent!

**UPTOWN**  
MINNEAPOLIS

SWEET  
WATERMELON  
6<sup>9</sup>  
LB

HOME GROWN  
WAY OF GREEN  
BEANS  
19<sup>9</sup>  
LB

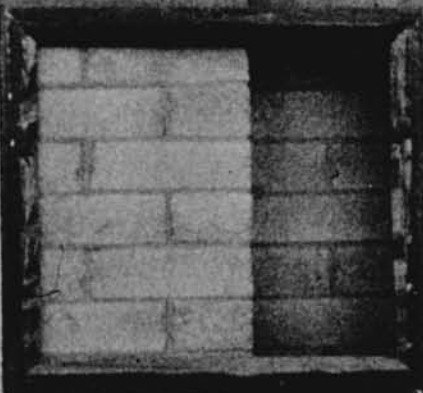
19<sup>9</sup> 25



H'S  
MEATS  
FROZEN FOODS



Schlitz



19003

OFFICE  
FOR  
RENT

CHRYSLER

CONTINENTAL  
CASUALTY  
CO.

GUARANTEE  
MUTUAL LIFE  
CO.

RISK AGENCY  
JOHN W. SOLBERG

in the center of the area with a service garage, two auto sales show rooms, eight used car lots, a rug cleaning shop, a boat works, and a machine shop on the strip between Girard and DuPont Avenues. Ten gasoline stations are scattered along extremities of the center. One new car-wash exists on Holmes Avenue and West Lake Street. One small hotel is in operation in two floors over a restaurant on Lagoon and Hennepin Avenues.

#### Public

A branch post office occupies space on the Hennepin Avenue business strip, and the Walker Library is on the south-east corner of 29th street and Hennepin Avenue (an old, but substantially permanent structure.) The aging Calhoun Elementary School site occupies less than eight acres adjacent to a business service alley and near heavily traveled thoroughfares.

#### Entertainment

Two movie theaters, one converted church-hall legitimate theater, one bowling alley, numerous eating-drinking establishments, which are used by many after date-theater groups from all over south and south-west Minneapolis, compose the entertainment picture.

### Office

One major office building (Buzza) exists on Colfax Avenue and Lake Street, as mentioned previously. The major office space is above shops on the second and third floors of various buildings. A group of doctor-dentist offices occurs in the second story of a building at Irving Avenue and Lake Street; other such professional establishments are spread about the center. A major crisis is becoming apparent as the amount of office rental space is becoming vacant with rapid increase. The decentralization of shopping centers with office space available in nearby suburbs has drained or started to drain most intermediate commercial areas.

### In General

The quality of business establishments in this area is far above the average for the typical intermediate centers. The recent activity of new building has been limited to a few permanent structures with remodeling of the frontage and interiors.

### EXISTING TRAFFIC PATTERN

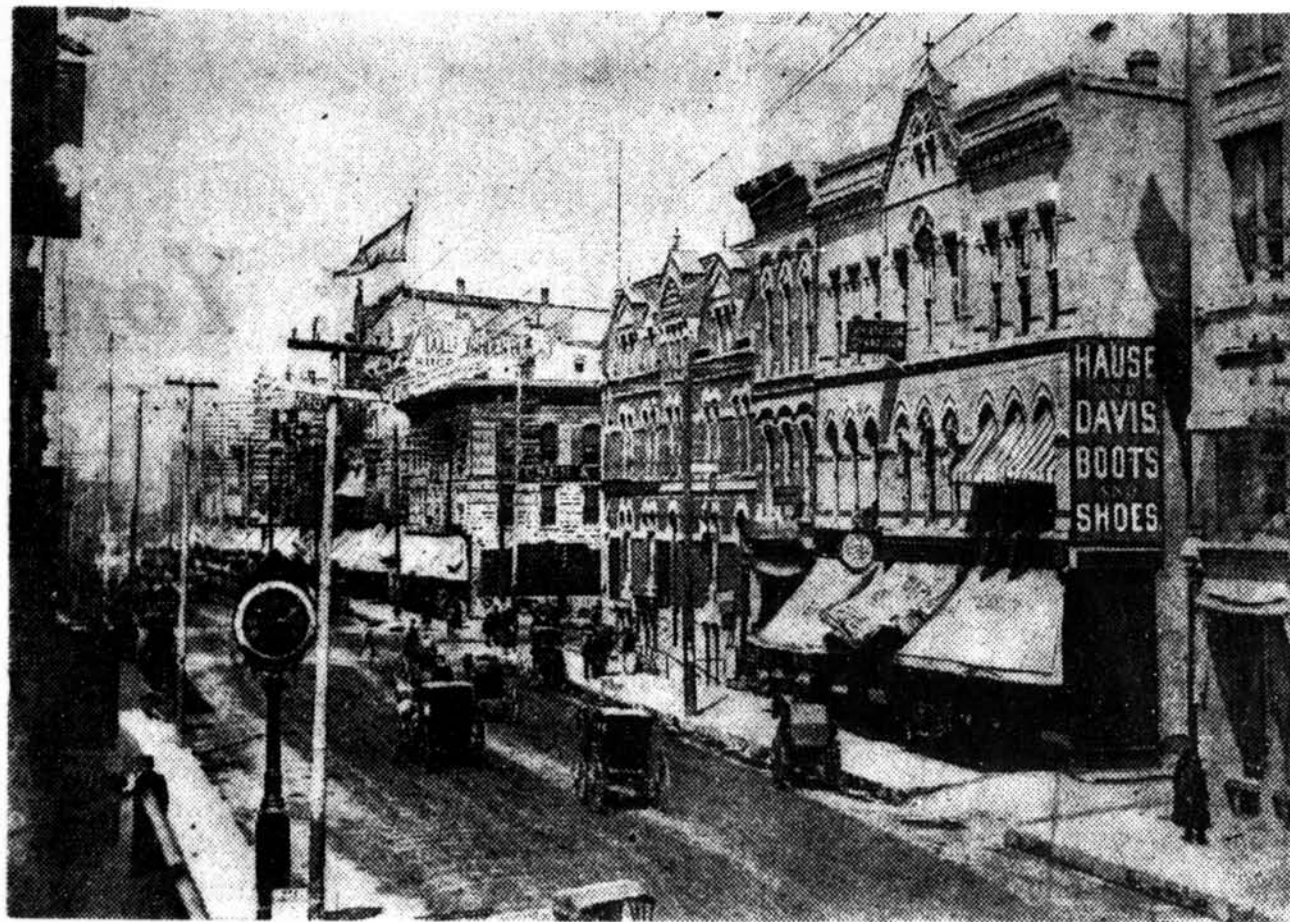
The traffic obstacles for the pedestrian at the business intersection were quite slight in 1900 (as shown in Illustration (12)) in that the traffic consisted mainly of horse and buggy and scurrying pedestrians. Today, however, (as previously shown in Illustration (4)) the street intersection is literally clogged with bus, taxi, truck and private vehicle. The pedestrian is lost in a sea of steel and chrome. The Uptown area is not unique in this problem--every downtown and intermediate business district is similarly lacking. The main concentration of shops and stores is severed by the intersection. (Illustration (9) shows the existing traffic pattern of the community.)

### Thorofares

Directly through the commercial center, Lake Street carries the major cross-town thru traffic while Hennepin Avenue handles a large percentage of the southwest thru traffic. Lagoon Avenue is a truck route to areas west of Minneapolis; from the east, Emerson Avenue is one-way to the south and DuPont Avenue one-way to the north, presently relieving the Lyndale Avenue thru traffic.

### Local Roads

Local roads in the area are similar to the remainder of



" 1900 STREET "



the community; they are mainly 80' right-of-ways on the grid system.

### Public Transportation

Two suburban lines (Deephaven and Glen Lake) and the major southwest connection (Como), carry passengers to and from downtown. A shuttle bus connects with the Kenwood-St. Louis Park line. They all cross the Hennepin-Lake intersection. The crosstown line (Selby-Lake) stops at Girard Avenue and connects with all south-north lines extending to St. Paul. The major transfer point of the community is the Hennepin-Lake intersection.

### Parking

The existing parking is inadequate; the majority of which presently exists in small lots to the rear of major business blocks in a piecemeal fashion--not clearly visible from the streets. All street frontage is lined with metered parking, with occasional truck stop areas.

### Service

Service to the businesses is mainly from narrow alleys (as shown in Illustration (13) ) when rear entrances are available. Many establishments, however, service from



ILLUSTRATION (13)

MINNEAPOLIS

"THE SERVICE ALLEY"  
Pedestrian Short Cut

UPTOWN  
MINNEAPOLIS

Schlapp Furs  
AGENCY SALES CITY SALES

LOWARDS SALES CORP

CROSS  
SLOW  
WALK

WIL

HENNING JOHNSON



truck deliveries immediately in front, adding additional congestion to the thoroughfares by double parking and generally creating pedestrian and traffic hazards.

### Pedestrian

The thoroughfare for the pedestrian, as previously mentioned, is very limited! He or she has a concrete path adjacent to store fronts and is almost challenged to try and go from one side of the street to another. The customer tries to park his car, and, if not successful for on-street metered parking near to his destination, circles awhile and possibly finds a vacant spot in one of the alley lots. From the lot a devious route exists to a back door of a store, or else the customer has to walk 300' around the solid block of buildings, or in a single instance he may find a path like "The Slot" (as shown in Illustration (14)), which undoubtedly shows a step in the right direction for access from parking, but is in itself highly inadequate.

### Railroad

The railroad, being depressed near and adjacent to the center presently is of no apparent use for the immediate business area.

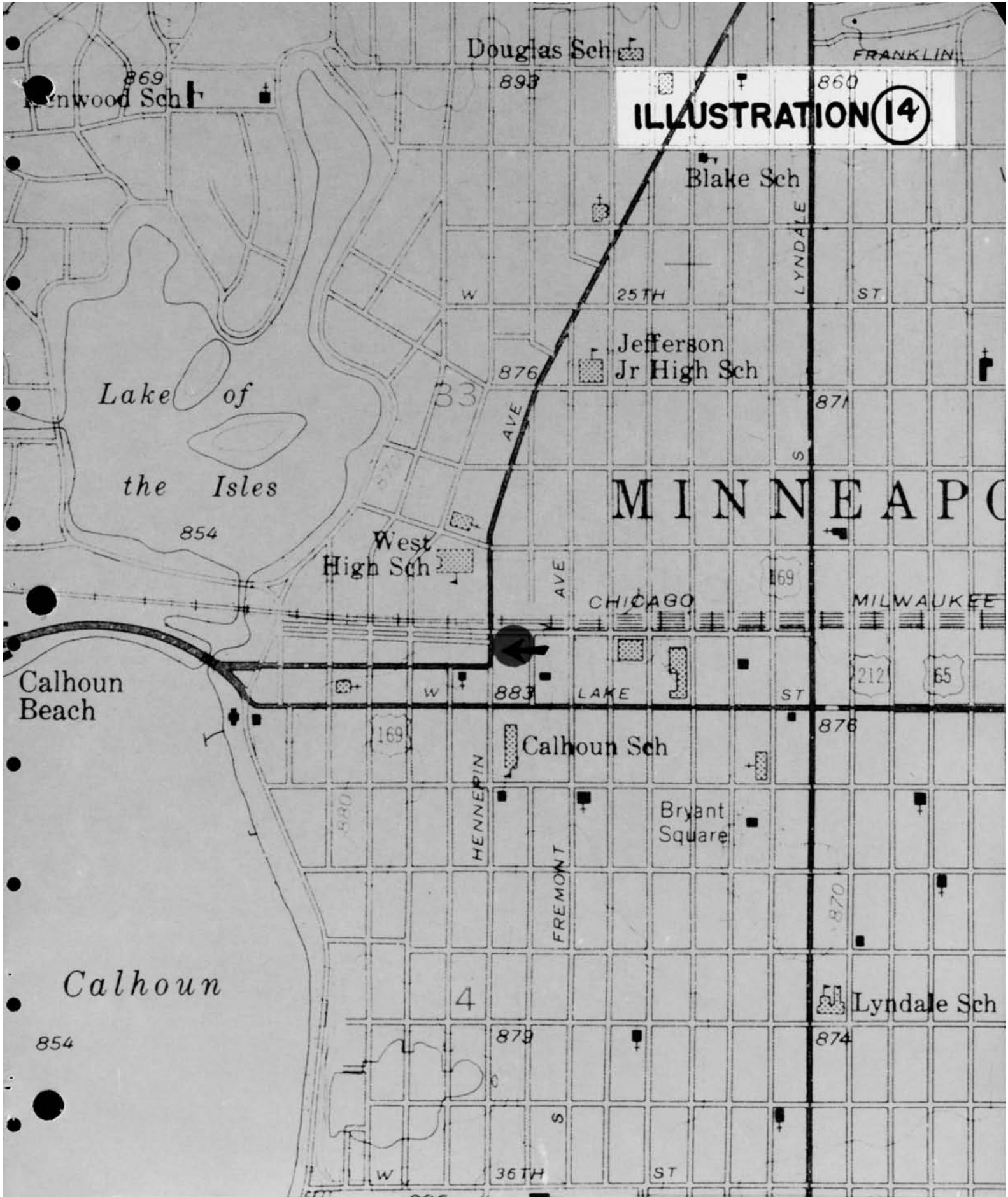


ILLUSTRATION (14)

MINNEAPOLIS

"THE SLOT"  
Existing Pedestrian Mall

**UPTOWN**  
MINNEAPOLIS



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THE APPROACH TOWARD A SOLUTION

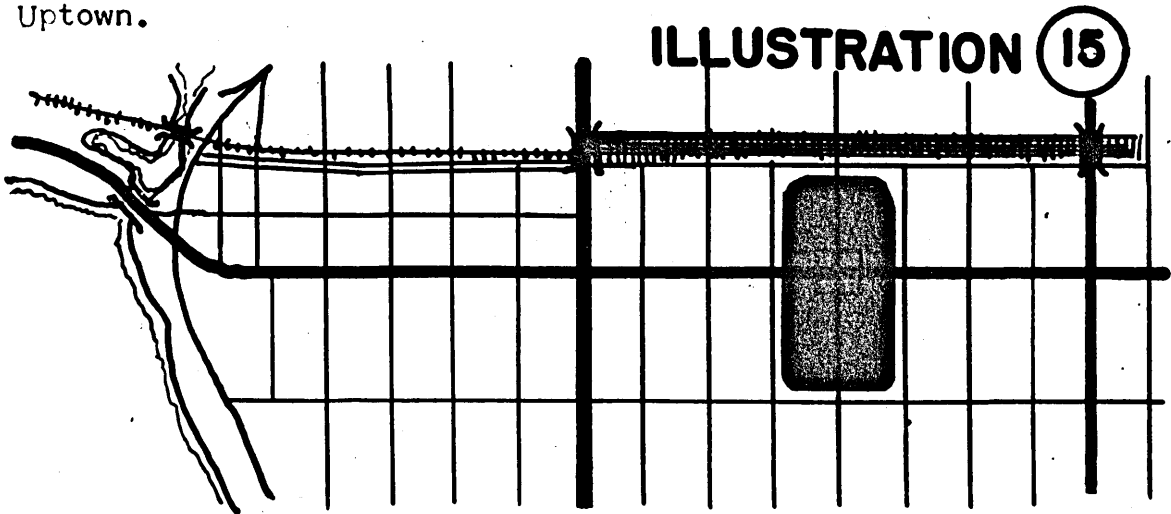
The major factor toward a solution of the whole Uptown-Calhoun community is the placement of the main Uptown commercial center (presently the Hennepin-Lake intersection.)

The present center is hemmed in to the north by the existing 29th street railway right-of-way and the future, proposed cross-town expressway. They offer too great a physical barrier to overcome. To the south an established residential neighborhood exists at the immediate "back door" and filtering within the present business center. Thus, relocation of extended expansion in the north-south direction is virtually impossible.

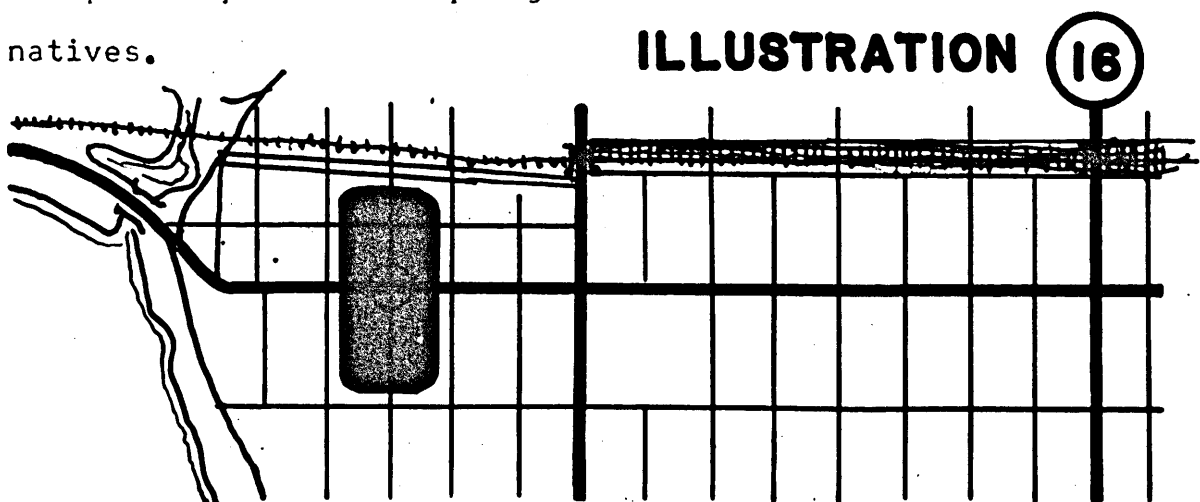
Assuming the existing need and predicted potential for the use of the center, and after a careful study of the existing physical forces (and future forces) in the city, southwest city sector, community and neighborhood, and taking into strong consideration the natural elements of lake, parkway etc., the location of the center has but three alternatives in the east-west direction. The diagram below shows schematically the existing street and commercial use pattern.

ALTERNATE**A**

This plan proposes a gradual relocating of the Uptown commercial center toward Lyndale Avenue in a less dense and lower land value area which would more than less open the possibility of merging the Lyndale-Lake business with Uptown.

ALTERNATE**B**

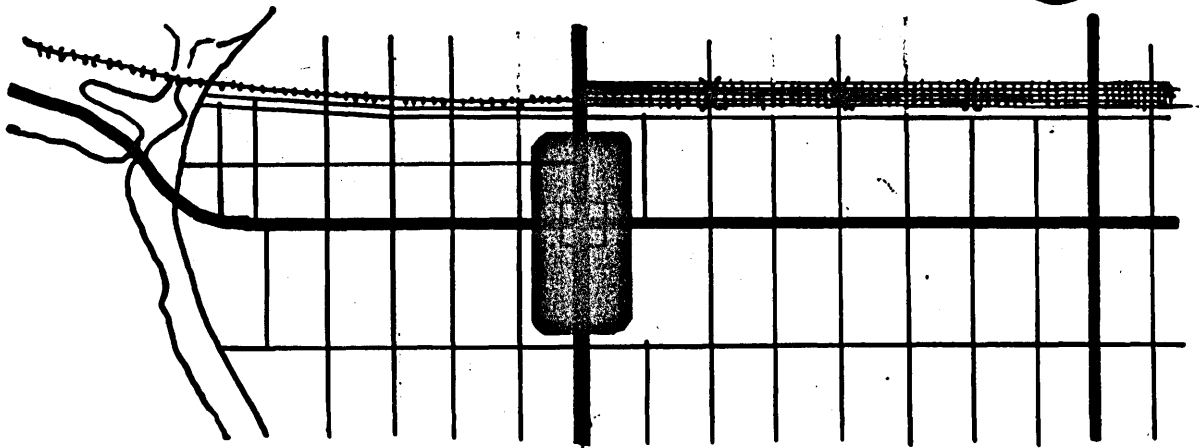
This plan proposes a gradual relocation of the center toward Lake Calhoun giving the advantage of nearness to the lake and possibly less disrupting of traffic than other alternatives.





ALTERNATE **C**

This plan proposes leaving the center of the commercial area at its present Hennepin-Lake intersection location and grouping subordinate facilities to the west and east.

**ILLUSTRATION (17)**

After a careful schematic analysis of present land-use and traffic patterns, and a facing up to the reality of present location of commercial buildings it was decided for this study to choose alternative **C**. This proposal has the important justification of proceeding at any time in a natural sequence of staging (which will be outlined later in this report) and with negligible disruption of activities during the redevelopment process.

## THE PROPOSED UPTOWN-CALHOUN COMMUNITY

The major lack of direction toward pedestrian circulation is the most disturbing element of the existing, vehicular congested, rectangular grid block system. The proposed Uptown-Calhoun community is pointed toward a solution of greenways connecting the Calhoun residential neighborhood and adjacent neighborhoods and Industrial "worker neighborhoods" with commercial and recreational facilities. See Illustration (18) for relationship of southwest proposal.

PROPOSED LAND USE PATTERN

The proposed major breakdown of land use of the Uptown-Calhoun Community (as shown in Illustration (19)) consists of five major areas: the Uptown Commercial Center (100 acres), the Calhoun Residential Area (250 acres), the West High School-Adult Education Institutional Center (25 acres), the Lake Calhoun, Lake of the Isles Recreation Area, and the Industrial Area (25 acres)--the end of the belt of industry from the east.

### Commercial

The Uptown commercial center serves the basic needs of the Calhoun residential area potentially acting as the center for all of the Southwest Sector of Minneapolis and presumably, with final development, as the attractive center for the regio

**ILLUSTRATION 18**



**PROPOSED LAND USE AND TRAFFIC PATTERN  
SOUTHWEST SECTOR - MINNEAPOLIS**

ring-road FRANKLIN

Douglas Sch 893

869 Kenwood Sch

# ILLUSTRATION 19

Blake Sch

Lake of the Isles

W 25TH ST

Jefferson Jr High Sch

33 876 AVE

# MINNEAPOLIS

WEST HI-ADULT ED.-MUSIC-ART CENTER

railroad

parking clinic business arena industry

Calhoun Beach causeway pavillion-reastaurant

hotel office UPTOWN parking

LYN-LAKE

park apartments 1,000

sub-neighborhood 1,500

Bryant Sq elem. 1,500

CALHOUN NEIGHBORHOOD 6,000 elem.

Calhoun

4 jr. hi sch.

Lyndale Sch

1,500 church-school

elem. church-school 1,500

church-school elem.

W 36TH ST

## PROPOSED LAND USE & STREET PATTERN UPTOWN-CALHOUN COMMUNITY

Agassiz Sch

The subordinate areas near or directly adjacent to the commercial area, as previously stated, will directly affect the success or failure of the redevelopment. Commercial activity must have a balanced workable community to exist and expand toward its potential.

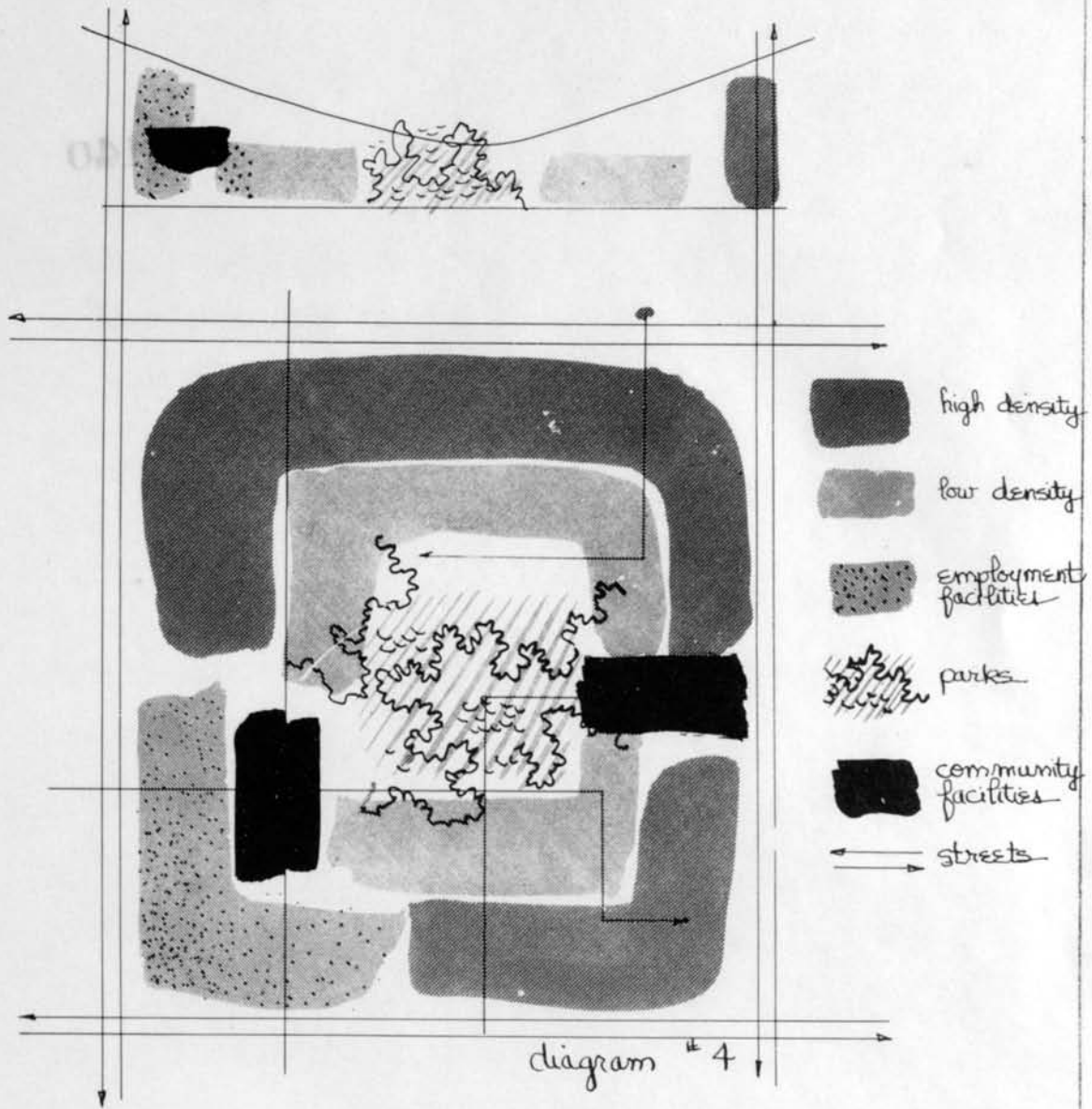
A detailed discussion of the proposed Uptown Commercial Center will appear later in this report.

### Residential

The Calhoun residential area is primarily considered in this redevelopment because its pattern of land use and traffic directly affects the Uptown commercial re-planning. The neighborhoods north of Lake Street and east of Hennepin Avenue are likely to receive priority in a city redevelopment as they are in such condition that property values have already declined or will in the near future. This does not mean that the redevelopment of the Calhoun neighborhood will not be a reality--as it will have to hold present population and maintain present values to be a working part of an overall improved city. Without total progress in all neighborhoods the community faces a disastrous decentralization and blight. The general effect of the Southwest sector redevelopment plan is to slow down and organize the past trend of population

decentralization and eventually check it entirely. It is not believed that we can hope to stop decentralization immediately, or reverse a trend so strong and, because of the lack of action by the city communities (on the whole), so justified up to this time. People have fled Minneapolis because it has not offered an attractive residential or commercial and subordinate facility environment.

The proposed Calhoun neighborhood (total 6,000) is broken into four sub-neighborhoods with 1,500 living units in each, varying from two story row and three story walkup houses (two to four bedroom) units, to eight story elevator apartment buildings (50% efficiency apartments and one and two bedroom units.) The basic residential pattern (as shown schematically in Illustration (20) ) provides for an arrangement of land uses within a pre-cominantly residential neighborhood. It is assumed that, in general, the high density housing (apartment buildings) will be occupied by childless couples and couples with small children as well as single and older persons. Larger families with growing children will occupy the low density (row and walkups). Placement of high density housing on the edge of the sub-neighborhood will provide a buffer between the families with children and the major vehicular streets. The plan also places these families adjacent to the general large play spaces and schools of



SCHEMATIC-PROPOSED RESIDENCE LAND USE

the interior part strip running east and west within the neighborhoods. The type of housing required in this area is roughly determined by the existing tendency of the single-family houses to change to multiple occupancy, demanding a good percentage of efficiency apartments. The proposed dwelling units per acre is 28. (Not families.)

A luxury, high rise lakeshore apartment belt is proposed along the west side of the neighborhood from 32nd Street to 34th Street, containing approximately 1,000 apartments.

The income figures of the existing people in communities indicate that a small number of the families are eligible for public housing. The majority, however, can afford some form of private or co-operative housing.

It is proposed that the church sites within the area are generally preserved and in most cases made larger for expansion of additional community services. They will tend to act as anchors for the neighborhood. The two church-school sites are maintained as prominent landmarks connecting with the parkway within the neighborhoods. A new public elementary school replacing the existing Calhoun School--possible prototype of overall relocation of South West City schools is centrally located adjacent to the playground and connecting greenways. It will be converted to a Junior High School in final staging, with sub-neighborhood



elementary schools built. It will also act as the social center for community living and welfare. The access to the elementary schools from residential sub-neighborhoods will be unobstructed by "busy streets." Minor commercial areas are provided on the fringe of the area in south sub-neighborhoods, for grocery store, gas station, druggist, etc. The north sub-neighborhoods are convenient enough to the Uptown and Lyndale-Lake business areas--thus not warranting additional commercial facilities.

#### Institutional

A typically used "community center" is purposely avoided in this proposal. It seems that an established or even new community is divided into groups of social and professional agencies pulling at the individual and family for community activity. It is apparent that another "do good" clubhouse is not the answer. The church, school, and social and professional organizations tax the individual and family with obligations for time, money, and energy and, in most cases, rightly so. However, in the community, the school and church are the natural centers and need only to be used to their capacity. Therefore, the existing institutional units within the residential neighborhood and business area are given a prominent and convenient location.

Also, it is proposed that the West High School site be expanded west toward Lake of the Isles between 28th Street and the crosstown-expressway. The new facilities would include an expanded Adult Education Center (25 acres) for South Minneapolis, a Music-Art Center for the public school system of Minneapolis, and badly needed, adequate athletic fields for the high school activities. This area would act as a buffer strip for the East Lake of the Isles neighborhood and provide a greenway filtering through the West High Center from Hennepin and 28th Street to the East shore of Lake of the Isles.

A Home for the Aged is proposed for the central east sector of the Lake Calhoun Boulevard area between 31st Street and 32nd Street. The change in elevation gives the home a fine view of the Lake activities without obstruction or nuisance by the boulevard traffic. Also its location is in easy walking distance to commercial and recreational activities without crossing major traffic arteries.

### Recreational

A very important aspect of this area is its present recreational facilities. The master plan proposes an elaboration and enrichment of the existing facilities plus addition of more. The lakes and parkways --the natural elements--

will be interconnected with continuous new park and play-ground areas without major vehicular streets.

Along with the center park strip along 33rd and 34th Streets, Bryand Square is maintained connected by buffer strip along 31st Street, and an expanded beach and boat mooring program for the East Shore of Lake Calhoun. Pedestrian overpasses for the future are proposed for Lake Street, 32nd, 34th, and 36th Streets. A pavillion-dock element is proposed at the north-west part of Lake Calhoun which will be discussed in detail later.

### Industrial

Zoning would be limited to non-obnoxious industry. The final proposed industrial area is actually enlarged but concentrated in a band bounded by the proposed crosstown expressway to the north and Lake Street to the south with the railroad right-of-way longitudinally severing the strip. Thus the easy access to the main railway and expressway arteries is realized.

In harmony with the thesis of pedestrian way, the industrial park type landscaped buffer strip on the north side of Lake Street would be recommended for future zoning ordinances (as shown in Illustration (19) ). The "worker neighborhoods" all along Lake Street would be within walking distance of

business facilities and in the Uptown area would be able to use greenway and mall to recreational activities.

#### PROPOSED TRAFFIC PATTERN

The proposed traffic pattern for the Uptown-Calhoun community (as shown in Illustration (21) ) eliminates the "slicing" effect that the existing pattern tends to take (as shown in Illustration (21) .) By concentrating the traffic on major thoroughfares, being relieved by future thru expressway access, the major traffic pattern, using existing streets, by passes the main business district, but comes in direct contact with it at many points, and forms a residential neighborhood and a pedestrian business center without thru traffic interference. The center of the neighborhood is served by two right angle thoroughfares connected by sub-neighborhood roads--all on the existing street pattern. The road division of areas are so spaced that the residential areas between will contain enough families or units (in this case, 1,500 per sub-neighborhood) to be economically served by school and playground.

#### Expressways

The physical force of the expressway upon the area is to become a reality in the near future (as shown for the southwest sector in Illustration (19) ). The North-South



**ILLUSTRATION (21)**

- BUS LINES**
1. SUBURBAN: Richfield
  2. Bryant-Johnson
  3. Como-Xerxes-France
  4. SUBURBAN: Deephaven
  5. SHUTTLE: Hennepin-France
  6. SUBURBAN: Glen-Lake
  7. Nicollet-Hennepin
  8. Selby Lake
  9. 38th Street
  10. Kenwood-St. Louis Pk.

**PROPOSED BUS AND PARKING PATTERN  
UPTOWN-CALHOUN COMMUNITY**

Interstate Freeway route--presently planned for 2nd Avenue-Stephens Avenue--will relieve some of the congestion on Lundale Avenue. The Cross-Town Expressways (eight to ten year completion guess) will help the Lake Street thru traffic and relieve the North Calhoun bottleneck. (A four Lane link of the crosstown expressway in this area has been recommended for a priority.) The Southwest-Diagonal Expressway has been in planning stage for some time--its effect on the community will be advantageous in diverting the major traffic of the southwest bound vehicle to and from downtown Minneapolis.

#### Thorofares

Lyndale Avenue will still be a heavily traveled route acting as local thorofare. It is proposed that Fremont Avenue be improved and connected with Hennepin Avenue to the eastern edge of business thru to 33rd Street, routing thru traffic at 31st Street west to the proposed Como (old street car right-of-way) thorofare and east to connecting points. Lake Street would be relieved of thru traffic with 31st Street taking local passenger traffic and 29th Street, the major truck access to the industrial areas, connected by north-south local roads. Thus at any point along Lake Street, with possibly the Selby Lane bus to run on 31st Street from Minnehaha west, a crosswalk can occur for pedestrian use.

East Calhoun Boulevard and 36th Street act as connecting local thoroughfares.

#### Local Roads

The residential area is serviced with local roads within the sub-neighborhood in a pattern discouraging any thru traffic. In the business area, the local roads are used for parking access and service.

#### Public Transportation

The bus line route proposal (as shown in Illustration (21) ) is worked within the existing lines, extending the Nicollet-Hennepin and the Selby-Lake lines slightly to form a loop within the Calhoun sub-neighborhoods. The Como Line is routed south at Fremont Avenue, west at 31st Street, running along the Como right-of-way to Southwest Minneapolis.

#### Parking

The Residential sections have off-street parking areas adjacent or a short distance from the homes. Approximately one space is allotted for every dwelling unit. The major commercial parking areas are kept to the north side of Lake Street, located throughout the area to tend to have double (day-night) use, highly visible from expressway and thoroughfares (as shown in Illustration (21) ).

### Service

Residential service within the neighborhood is by local roads. The commercial center will be discussed in detail later in the report.

### Pedestrian

The proposed community gives the pedestrian the major "right-of-way." He can circulate and exist unhampered by major vehicular movement through sub-neighborhoods within generous park areas interconnecting with recreational, commercial, institution, and, at a smaller scale, his own residential court or row house yard.

### Railroad

The proposed railroad use is unchanged.

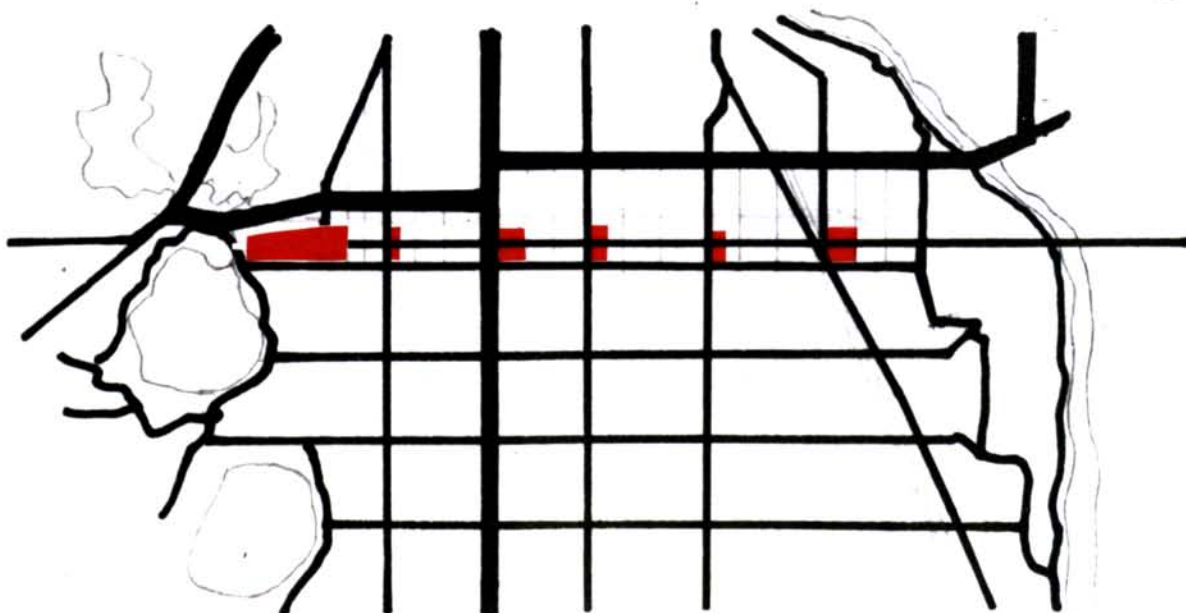
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## THE PROPOSED INTERMEDIATE COMMERCIAL CENTER-UPTOWN

The Uptown center has a problem similar to all of the intermediate commercial centers along Lake Street. A consolidation of business establishments within the individual center, potentially being profitable and convenient,



will eventually evolve elimination of present wasteful and blight-inflicting "strings of stores" now existing along all of Lake Street. The adjacent residential areas have already lost land value. As a nearby example, sections of Franklin Avenue are the end result of a disabled strip area. As an approach toward a solution for the whole Lake Street strip, after consolidation of stores, shops, etc., the south side of the street to 31st Street between the major intersection should be zoned for apartment projects while the north side would be industrial-park type sites, gasoline service stations, groups of used car-garages etc. with a landscaped buffer strip parallel to Lake Street. This proposal would necessitate the Selby-Lake bus line to operate on 31st Street. 29th Street would be improved for truck service to commercial areas. With the Lake Street thru traffic being diverted it would be converted to anchors of local traffic and pedestrian cross walks on either side of major intersections as indicated on the diagram below (22)

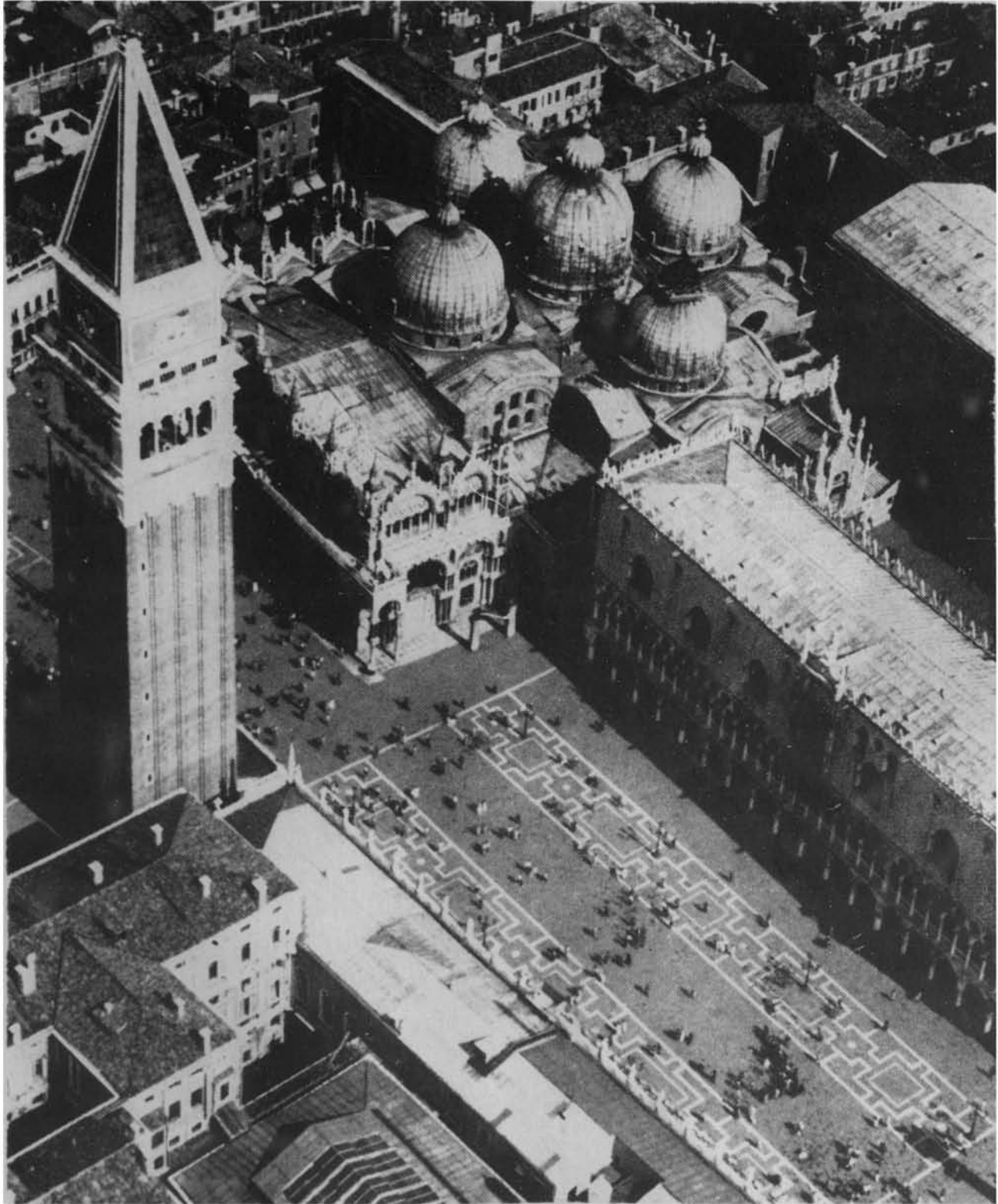


The Lyndale-Lake commercial center's office, specialty shop tenants would tend to be drawn toward the new proposed facilities in Uptown, leaving the Lyndale center for basic neighborhood services of market, hardware, post office, etc.

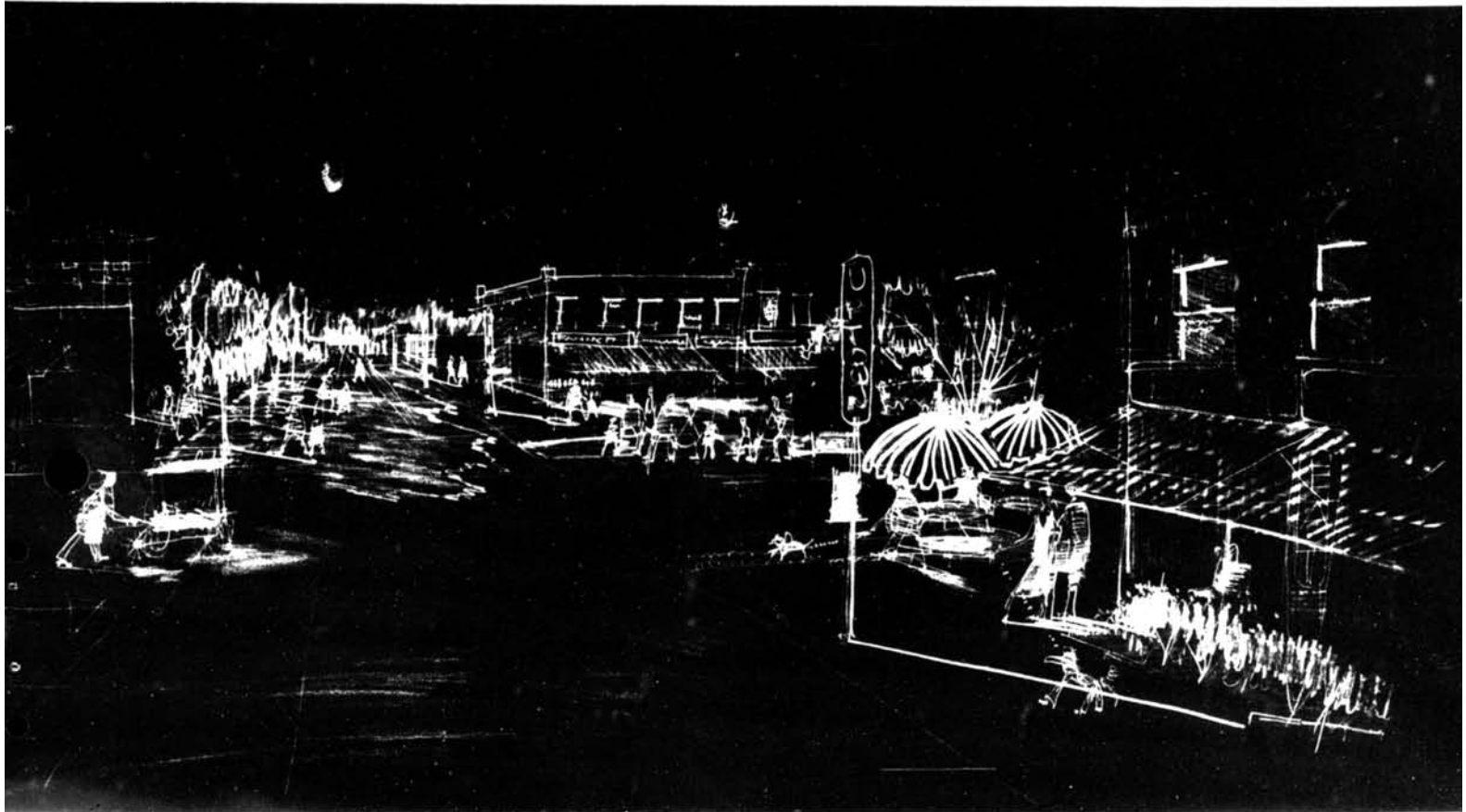
The proposal for the Uptown intermediate commercial center is the creation of an aesthetically pleasing pedestrian center (a historical example shown in Illustration (23) ) within a city traffic framework still maintaining easy and fast access plus storage (parking space) needed for our vehicular way of life. After deciding to keep the existing intersection of Hennepin-Lake as anchor point for business, the natural solution seemed to connect the proposed pedestrian crosswalk with the natural beauty of the area-- the lake and parkway. To justify a five block (1,500') Pedestrian Mall (as shown in early sketch Illustration (24) ), assuming the vehicular traffic is workable, the subordinate facilities to the north of Lake Street needing auto access and office building group with new specialty shops are placed to the south adjacent to the mall. A new hotel between James and Calhoun Boulevard is also included in the proposal.

The new buildings will be grouped around pedestrian courts, plazas and walks as penetrating transverse parts of a dominantly lineal mall on the Lake Street axis. The focal

" PIAZZETTA " (Small Plaza)



SAN MARCO VENICE, ITALY



PEDESTRIAN MALL - EARLY SKETCH

point as shown on the master plan is the lake pavillion-restaurant structure connected by a causeway which completes the Uptown pedestrian mall.

#### PROPOSED LAND USE

The expressway passing through the center is bordered on the south by Industry and parking with playfields to the north between Lake of the Isles and Hennepin Avenue and interchange and more industry to the east end on the north side. The business center crosswalk will have basic stores as anchors in the middle and ends--markets, a library, a hardware store, and a department store. Various specialty shops and personal services are scattered in between within new and existing structures. Business establishments needing automobile access are super market, bank, theater, and clinic--specialty shop toward the lake and new-car garage, used car sales space, arena and boat showroom toward the east. A group of office buildings with new specialty shop area, a hotel, an old peoples infirmary, and a lake pavillion-restaurant with recreation-entertainment area are all on the route to the Lake, connected by the crosswalk, mall, bridge and causeway.

#### Stores

Along with the existing anchor stores, a department store is proposed, an immediate need for a center this size being

evident. The location of such a building should be carefully considered, toward acting as the main retail generator for the center. The master plan suggests one possibility.

### Specialty Shops

The bulk of such shops will remain in their present general location with a new area to be planned within the new office building group catering to the office employee.

### Services

Personal (cleaner, barber, etc.) services are scattered throughout the center. Major auto services are generally located east of the center--a feature is a used car block grouping many sales lots which could be a very stimulating and exciting concept of dealing with the used-car lot zoning.

Professional services: doctor, dentist, lawyer, etc. could possibly be grouped in one of the office buildings. A clinic for mothers and children combined with specialty shops is proposed on the north side of the pedestrian mall adjacent to the parkway to the west and parking to the north. A play court is on ground level for the children with adjacent shops.

Miscellaneous facilities: A two story branch bank building

is located halfway down the mall with formal plaza. below exists employee-customer garage parking. Drive-in facilities are required, thus limiting the location. A ten story, 200 room hotel with garage, banquet-restaurant, and additional facilities is located near the Lake away from nuisance areas, yet convenient to transportation, offices and the business center, thus giving opportunity to pursue full vacation or business trip benefits. Small conventions could be easily handled along with available Calhoun Beach Hotel facilities.

#### Public

The existing library will be retained until the final stage when it will be enlarged and expanded, and the post office will be moved to a site more convenient to vehicular services. The community "old people's home" will consist of infirmary and residence units for people desiring them-- otherwise, the elderly generation will be encouraged to integrate within the neighborhood.

#### Entertainment

The entertainment elements are distributed rather than grouped because it is felt the strong character of the center is based on the entertainment and recreational facilities. An overall pattern, maintaining two movie houses, one theatre, many restaurants, and bowling alley as the nucleus, with

the new pavillion toward the west and arena east and new proposed theater-auditorium at Irving, all generate the pedestrian movement along the mall.

### Office

The office building group is allotted three square blocks from Holmes to James Avenues between the mall and 31st Street. Service will come from 31st Street loop local roads. The ground-floor ratio will be zoned at 3 maximum allotting approximately 3/4 million square feet of net usable office space (75% of gross) which at 50% ground coverage would consist of approximately seven nine-floor office buildings of approximately 90' x 140' typical floor dimension, employing about 3,750 people. (200 square feet per employee)

### PROPOSED TRAFFIC PATTERN

The elimination of a number of streets in the commercial area will give the pedestrian the first advantage since the "1900 street scene." (See Illustration (12) ) However, the customer and employee will still have the problem of finding space to park the increasing number of autos in use. The key to the center, as previously stated, is easy and fast access to expressway and parking within the existing and future road pattern.



### Expressway

The future cross-town expressway runs parallel to 28th Street elevated one level above grade, bearing south at and over Fremont Avenue, straightening out at Hennepin Avenue over same and descending to one level over and following the railway right-of-way west.

It will be a major means of entrance and egress of the Uptown center. An important interchange for access to parking is proposed between Hennepin and Fremont Avenues, and possibly a future means near Irving Avenue to ease the traffic flow once the Lagoon apartment band area is converted to visible parking space.

### Thorofares

The Fremont Avenue-31st Street Como route is the thru route to the center from downtown and also feeds directly to office area and park apartments and nearby southwest neighborhoods. Lyndale Avenue maintains somewhat its existing thorofare role. East Calhoun Boulevard as parkway will carry pleasure and local traffic. Lake Street and Hennepin Avenue become feeder roads to the Uptown Center.

### Local Roads

The Mall and Lagoon Avenue with loop roads to Lake Street

and from 31st Street will give access to parking areas, pick up service (taxi and private auto) and servicing.

### Public Transportation

The bus lines proposed (as shown in Illustration (21)) have convenient stops at the ends of the cross-walks, near the office area, hotel, old people's area, and lake-shore apartments.

### Parking

The final proposal approximates 6,000 parking places, plainly visible from the expressway and thorofares as the ultimate scheme distributed mainly in off-street, landscaped lots, underground parking garages and a few on-street diagonal parking areas. As compared to the present downtown figure of 18,000 off-street capacity, the Uptown proposal might be questioned. However, with the pedestrian neighborhood redevelopment, the figure seems justifiable.

### Service

Screened delivery areas will be grouped in the rear of the crosswalk for convenience and easing of vehicular congestion.

### Pedestrian

The pedestrian crosswalk at the Lake-Hennepin intersection

would be developed with simple landscaped areas along with playful, colorful, and yet functional elements and used for "sidewalk cafe", merchandise display, childrens nursery, resting area for shopper, etc. As previously mentioned, the connecting mall will extend to the Lake with an office and bank plaza, children's play and specialty shop unit, and green park areas. The lakeshore the Pavillion causeway is reached via a pedestrian ramp crossing the East Lake Calhoun Boulevard traffic.

#### Railroad

The railroad line will be covered with the expressway overhead west of Hennepin Avenue.

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STAGING OF THE REDEVELOPMENT

The proposal is organized into three stages. The scheme chosen has the merit of being able to proceed at any time because of consideration of the existing street and building pattern.

STAGE ONE

Stage one represents the pattern as is, with the exception of enclosing the Hennepin Avenue from Lagoon Avenue to Lake Street composing the first element of the pedestrian crosswalk which later is to connect with the mall.

The Hennepin Avenue traffic will be diverted as follows: west-bound traffic to The Mall and Lagoon Avenue, eastbound traffic and thru traffic will be moved on an improved Girard Avenue and new bridge over the 29th Street railroad right-of-way.

Also, the widening and improving of Fremont Avenue will start for use in Stage Two. The improvement of Girard and Fremont Avenues should not cause a major disruption within present traffic flow. The pedestrian crosswalk would be a joint collaboration with the City of Minneapolis regarding initial cost, maintenance, upkeep, etc.

Initially, new parking areas will have to be acquired in small lots, functionally surrounding the commercial center and plainly visible from access points. The exception would be acquiring the Calhoun School site for parking, depending on the speed with which a new school can be built. A temporary system of one-way streets and alleys and metered spaces could possibly relieve the immediate problems in part.

### STAGE TWO

Stage Two completes the Crosstown Expressway which will relieve the Lake Street thru traffic and permit the gradual closing of Lake Street from Girard Avenue to Lake Calhoun Boulevard. The progress will depend on the sequence of completion of the following list of proposed developments.

<u>Private</u>	<u>Public</u>
Hotel	Calhoun School
Department Store	Park Area
Office Buildings	Old People's Home
Clinic	Causeway - Boat Docks
Pavillion	(Park Board)
Used Car Block	Post Office
Bank	Library Court

A means of access from the expressway to the parking areas would be completed between Hennepin Avenue and Fremont Avenue. The local traffic of Lake Street will be diverted to the existing wide thoroughfare of 31st Street and will connect suburban Southwest Minneapolis via a proposed thoroughfare on the old Como streetcar right-of-way. Partial completion of any part of the Calhoun Residential Neighborhood within the proposed road system could be undertaken at any time within the three stages. The parking areas acquired during Stage One will be supplemented during Stage Two. They will need access to the pedestrian malls by a generous penetration on the ground level through existing blocks of buildings along the main intersection of Hennepin Avenue and Lake Street. The rehabilitation of the rear of these buildings would aesthetically create a welcome approach for the shopper.

### STAGE THREE

Stage Three, the final stage, as shown in the master plan, completes the proposed redevelopment. The existing apartment belt south of the crosstown expressway would be gradually replaced by parking areas within the existing street and landscape pattern. This area of parking would be essential in the final completion of office building and specialty shop center for day-time use and for commercial,

recreational, and institutional night-time use. The Mall apartment units would be gradually re-located within the Calhoun Residential Neighborhoods and in the Apartment project on land adjacent to the East Shore of Lake Calhoun.

An additional access point to and from the crosstown expressway would be located near Knox Avenue to relieve the vehicular flow. Land would also be acquired for the final development of the West High School site providing facilities for an adult educational center and an art and music center, and additional residential sectors of the Calhoun Residential Neighborhood. Pedestrian overpasses would be placed over major thoroughfares connecting parkway and recreational areas with commercial facilities as needed.

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CONCLUSION

This thesis started with the ideal of developing one building functioning within and working with its immediate and future environment. I chose the Uptown area and hypothetically picked a building type. The preliminary research study of the building itself went ahead smoothly-- then, I asked myself some long-range questions about the surrounding area and, as an architect, how would I advise a client in regard to the picking of a site. To conscientiously proceed with a building design within a total environment, I felt justified in planning the adjacent area. So, what started with a 300' by 300' site of a building is resulting in a redevelopment of 350 acres--the Uptown-Calhoun Community--dealing more specifically with the Intermediate Commercial Center: Uptown, Minneapolis.

I believe this project offers a real challenge to the validity of the now too-much used concept of the ideal shopping center as a vast, decentralized group of buildings in the suburbs set in an asphalt and steel jungle of vehicular parking.



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NEXT STEPS

The Uptown businessmen should take several actions to assure the present and future growth of their business area. The key to the whole redevelopment is promoting new building projects (hotel, office, department store, etc.) and immediately beginning to provide new and improved facilities (parking, crosswalk, mall, etc.) to finally create a functionally and aesthetically pleasing environment to shop, work, and live in. To accomplish a planned redevelopment, an official master plan must be adapted with strict zoning for the future and co-ordinated the staging with the overall city redevelopment. This is the only way to insure a smooth, logical development.

Very important to the Center at this stage is a first-rank site planner or architect to develop a proposal, whether following this proposal or another one. Also, strong public relations programming must be undertaken, because of the work that must be done along with city and local community groups.

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Minnesota in Minneapolis and St. Paul

Research and Design Projects Prepared by Students of the  
School of Architecture, Institute of Technology, University  
of Minnesota, 1954-5

TRAFFIC

INTERSTATE FREEWAYS



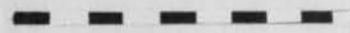
EXPRESSWAY



THOROFARE



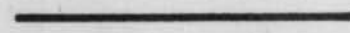
TRUCK



LOCAL



NEIGHBORHOOD



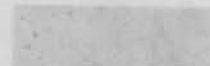
PARKWAY

LAND USE

BUSINESS



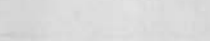
RESIDENTIAL NEIGHBORHOOD



INSTITUTIONAL



RECREATIONAL (PARK)



LAKE



PARKING: SURFACE



UNDERGROUND



INDUSTRIAL



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 BUSINESS MENS QUESTIONNAIRE
 

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The information on this questionnaire form is for the purpose of compiling statistics pertaining to the Secondary Commercial Center of a typical large city. The results will be part of a Graduate Masters Architectural Thesis prepared by Thomas H. Hodne for the Massachusetts Institute of Technology School of Architecture and Planning. Careful attention toward completion of all questions that pertain to your business will be greatly appreciated. I realize some answers will have to be guessed at; therefore, any comments on any part of questionnaire will be of real value. Thank you.

---

 NAME OF BUSINESS \_\_\_\_\_

TYPE OF BUSINESS \_\_\_\_\_

NUMBER OF YEARS IN PRESENT LOCATION \_\_\_\_\_ (years

PRESENT LOCATION \_\_\_\_\_ Street/Ave. \_\_\_\_\_ city

OTHER PREVIOUS LOCATIONS \_\_\_\_\_ years

\_\_\_\_\_ years

\_\_\_\_\_ years

DO YOU ? (mark one) OWN BUILDING \_\_\_ RENT \_\_\_ OTHER \_\_\_

COMMENTS \_\_\_\_\_

APPROXIMATE THE NUMBER OF AUTOS YOU HAVE PARKING\* FOR:

FOR EMPLOYEES \_\_\_\_\_ FOR CUSTOMERS \_\_\_\_\_

ESTIMATED NO. OF PARKING SPACES NEEDED \_\_\_\_\_

\*Parking: (private parking only...not metered )

COMMENTS \_\_\_\_\_

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 see next page

B U S I N E S S M E N S Q U E S T I O N N A I R E

page 2

PERSONNEL

TOTAL AVERAGE RECENT NUMBER OF EMPLOYEES \_\_\_\_\_ MALE \_\_\_\_\_  
FEMALE \_\_\_\_\_

APPROXIMATELY THE NUMBER OF EMPLOYEES: WALK TO WORK \_\_\_\_\_

OTHER \_\_\_\_\_ TAKE BUS \_\_\_\_\_ DRIVE CAR \_\_\_\_\_

SERVICE

DO YOU DELIVER ANY OF YOUR GOODS? \_\_\_\_\_ IF SO \_\_\_\_\_ %

IF SO BY WHAT MEANS? PRIVATE TRUCK OR AUTO \_\_\_\_\_ CONTRACTED TRUCK OR AUTO \_\_\_\_\_

OTHER METHOD \_\_\_\_\_ COMMENTS \_\_\_\_\_

OTHER PICK UP OR DELIVERY TRIPS \_\_\_\_\_

WHAT PART OF DAY \_\_\_\_\_ AND WEEK \_\_\_\_\_ ARE DELIVERIES HEAVIEST?

DO YOU HAVE ANY DRIVE-IN FACILITIES FOR CUSTOMERS? \_\_\_\_\_

IF SO, TO WHAT EXTENT? \_\_\_\_\_

COMMENTS \_\_\_\_\_

CUSTOMER

ESTIMATED PERCENTAGE % : MEN \_\_\_\_\_ % WOMEN \_\_\_\_\_ %

CHILDREN \_\_\_\_\_ % OTHER \_\_\_\_\_

ESTIMATED NUMBER OF CUSTOMERS PER WEEK \_\_\_\_\_ DAY \_\_\_\_\_

FROM WHERE DO CUSTOMERS COME? LOCAL RESIDENT \_\_\_\_\_ %

LOCAL EMPLOYEE \_\_\_\_\_ % \*COMMUTER \_\_\_\_\_ % OTHER \_\_\_\_\_ %

\* Commuter: (Bus or private auto)

WHEN DOES CUSTOMER COME? A.M. \_\_\_\_\_ NOON \_\_\_\_\_ P.M. \_\_\_\_\_ EVE \_\_\_\_\_

WEEKDAYS \_\_\_\_\_ WEEKENDS \_\_\_\_\_ OTHER \_\_\_\_\_

WHAT HOURS ARE YOU OPEN TO THE CUSTOMER? \_\_\_\_\_

COMMENTS \_\_\_\_\_

see next page

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B U S I N E S S   M E N S   Q U E S T I O N N A I R E

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page 3

ADVERTISING

DO YOU ADVERTISE IN THE NEWSPAPERS? \_\_\_\_\_ TO WHAT EXTENT\*\*

\*\* WEEKLY \_\_\_\_\_ DAILY \_\_\_\_\_ OTHER \_\_\_\_\_

DO YOU ADVERTISE ON THE RADIO \_\_\_\_\_ TELEVISION \_\_\_\_\_

COMMENTS \_\_\_\_\_

GENERAL QUESTIONS

AS YOUR OWN OPINION, WHAT DO YOU THINK IS THE GREATEST  
ADVANTAGE/S FOR A CUSTOMER USING THE UPTOWN BUSINESS  
DISTRICT? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

AS YOUR OWN OPINION, WHAT DO YOU THINK IS THE GREATEST AD-  
VANTAGE/S FOR THE BUSINESSMAN BY BEING LOCATED IN THIS AREA?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

BUSINESSMANS DISADVANTAGES \_\_\_\_\_

\_\_\_\_\_

COMMENTS \_\_\_\_\_

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FILLING OUT THIS PORTION IS OPTIONAL AND WILL BE KEPT IN  
STRICT CONFIDENCE ALONG WITH ANY OTHER PERTINENT INFORMATION.

NAME OF PERSON FILLING OUT THIS FORM \_\_\_\_\_

POSITION \_\_\_\_\_

WOULD YOU BE WILLING TO BE INTERVIEWED FOR ADDITIONAL FACTS  
AND INFORMATION PERTAINING TO THE PROBLEMS OF THE SECONDARY  
COMMERCIAL CENTER BUSINESS MEN?    yes \_\_\_\_\_ no \_\_\_\_\_    THANK YOU