INTRODUCTION

The creation of transit station area plans and their eventual development is a complex process. TOD station areas may accommodate multiple transportation modes (motorized and non-motorized), dense concentrations of activities, create a sense of place, and serve several different land use classes, often with vertical stacking of uses. In addition, transit stations are often developed in areas that already have substantial development which adds the complexities of redevelopment to the TOD process including a lack of willing sellers, redevelopment costs, incompatibilities with legacy uses, site control, blight, infrastructure constraints, contamination, and historic preservation.

One tool for helping a community manage this complexity during the station area planning process is to map areas of change and stability in the station area. This allows the community to focus its attention and resources on those areas where they will have the most impact.

**Areas of Change** are those areas where market forces are the strongest for creating change or the community has a strong desire to see change. Change can be positive, neutral or negative. Positive changes may include redevelopment, reinvestment, expansion, increases in value, and similar impacts. Negative changes can be land use incompatibilities, system failures (traffic, infrastructure), relocations, blight, decreases in value, loss of historic properties and displacement. Areas of Change can require a significant amount of public policy direction, focus and financing to ensure the change is positive.

**Areas of Stability** are those areas where the market forces are generally in balance and the community is satisfied with the result. These areas generally require less public policy direction and focus. However, Areas of Stability should still be given an initial public policy scan to ensure that existing policies and land use controls are supporting that goal of stability and that market forces won’t create new instabilities. Common instabilities include policies such as incompatible zoning standards, significant infrastructure modifications that change the area’s character, or breaking key neighborhood links that support the area’s stability.

An analysis of Areas of Change and Stability has two key components:

- An analysis of market forces and indicators of change
- A public policy discussion regarding the desirability of change in various areas

At the pre-planning study level, there is not the direct and sustained involvement with public officials necessary to have the public policy discussion to establish formal lines around Areas of Change and Stability. However, it is possible to identify those areas where market forces are likely to exert pressure, so that future public policy discussions can account for the desirability of those potential changes as part of the station area planning process.

Not every parcel is a likely redevelopment site. Many parcels are developed at a level of intensity that makes them far too expensive to acquire and redevelop in a profitable manner. Others may have attributes that make them unattractive for certain types of development. Some may be marginal for current auto-related transportation, but could excel with a transit station. Others may be impacted by adjacent properties.

To identify the Market Focus Areas, Stantec used a multi-step process to screen properties using geographic information systems (GIS), stakeholder interviews and field surveys. The results of this screening process resulted in the identification of numerous Focus Areas that appeared to contain attributes that could create market interest. The screening process included analysis of the factors outlined in this appendix, but also was based on some of the larger corridor-wide demographic analysis contained in Appendix A2. This GIS work was then supplemented by sending Stantec staff with experience in real estate development site selection and development into the areas to physically view every property from a development site selector’s perspective.
Redevelopment is generally a complex process and there is often a role the public can take to facilitate development and ensure the redevelopment reaches its full potential. These actions can vary from minor actions such as facilitating discussions between stakeholders up to and including actively participating in development activities and planning approvals.

In some areas, redevelopment will likely occur without extensive public involvement due to the attractive market fundamentals. However, in many situations, the market forces alone may not be able to justify redevelopment. In these circumstances, one or more of the following tools could be necessary to achieve the full potential of a site:

- Land banking/site acquisition
- Financial assistance (TIF, tax credits, tax abatement, etc.)
- Site clearing
- Assistance with helping industrial users relocate to industrial parks
- Revising zoning requirements
- Environmental studies and/or remediation
- Shared parking
- Trail and sidewalk construction
- Parks and open space development
- Streetscape upgrades

Successful Transit Oriented Development (TOD) includes a variety of attributes such as close proximity to amenities, density of activity, an interesting and attractive setting, a feeling of security, and convenient access via walking and biking. When redevelopment occurs near stations, it is important to ensure that convenient access through such sites, serving more distant properties, is adequately planned and protected. By carefully planning convenient access (minimizing traveled time and maximizing the experience), the effective zone of TOD may be increased.
LAND USE

The Oak Grove Parkway station formerly known as 97th Avenue station is the home of Target Corporation’s north campus. The current campus buildings are at the eastern edge of the station area’s walkshed. The north campus plan includes more than just office structures, there is also large scale retail, hospitality, housing and parkland.

Since the area is largely vacant, the existing walkshed does not cover very much land area. However, as development continues, the street, sidewalk and trail system will broaden out and expand the walkshed.

The City of Brooklyn Park’s Comprehensive Plan identifies the area as Mixed Use with the areas closer to the Hwy 169 and 610 interchange designated Signature Mixed Use.

Due to the amount of undeveloped land, the station area is not yet connected to a trail system. However, it is in close proximity to the important trail link that has been constructed across Hwy 610 and is also in close proximity to a trail system being developed at the Target facilities and the existing 9+ mile Rush Creek Trail which is located just north of the station area.
The Oak Grove Parkway station Area is largely undeveloped and therefore property valuations per square foot are low and well within the parameters for greenfield development given the recent highway improvements, potential transit station and the rapidly expanding Target Corporation facilities.

Figure A1.2 - Oak Grove Parkway Station Valuation
FOCUS AREAS

The Oak Grove Parkway station area is surrounded by large tracts of undeveloped land, making transit oriented development a relatively simple process. In addition, the station area has significant catalysts for growth with the large Target corporate offices and the intersection of two major regional highways.

Unlike other stations where the challenges are often related to property acquisition, the challenges with this station will likely be related more to protecting key sites and shaping pre-transit development in ways that will be conducive for transit oriented development in the future. Future streets, trails, sidewalks, pedestrian crossings and intersections will also need to be taken into account as the area develops to ensure that the motorized and non-motorized systems can function harmoniously when transportation use is much more intense than it is today.

Figure A1.3 - Oak Grove Parkway Station Focus Areas
AREA 1

**Size:** 77.38 acres

This area is on the outer edge of the station area walkshed and therefore will be best served by strong trail connections to the station in order to encourage bicycle and other non-motorized use. Strong trail connections from this area to the station will have the added benefit of connecting the station to the regional trail system.

AREA 2 & AREA 3

**Size:** 31.70 acres  
**Size:** 31.70 acres

These two areas are conveniently located to the station and the Target campus but will not have the benefit of highway visibility once the area is fully developed. Area 2 is owned by the City of Brooklyn Park and has been identified as a location for the LRT operations and maintenance facility (O & M).

Public or private development massing should attempt to be more intense as it gets closer to the station area, but massing should also be porous so that connectivity with areas beyond (to the north) is not sacrificed. Pedestrian access to the station should be given top priority with auto oriented facilities such as parking located further away from the immediate station area.
AREA 4, AREA 5 & AREA 6

Size: 92.65 acres  Size: 40.78 acres  Size: 27.25 acres

Due to the proximity to and visibility from two major highways for these focus areas, there will likely be significant pressure to develop projects with some degree of highway orientation. This will be particularly likely in the short term when there is not a lot of other development in the area and therefore highway traffic may be the primary driver of growth.

There will be opportunities for innovative solutions to balance short term highway market demands with long term transit oriented development goals. This could include concepts related to building massing and pedestrian connections, but might also involve more ambitious concepts such as an early introduction of district parking that could initially involve surface parking lots during the highway orientation phase, but ensuring that the surface parking lots are designed and located in areas so that in the future they can be effectively intensified with structured parking.
Based on meetings and other correspondence with City staff (primarily in 2012), following is a brief summary of identified infrastructure issues for five station areas. The scope of infrastructure encompasses primarily City, County, and privately-owned commercial infrastructure. LRT infrastructure is not addressed here.

- Regional wastewater capacity issues could arise in twenty or so years in northern Brooklyn Park. Metropolitan Council Environmental Services has identified improvements required to meet future demand in this area, including the completion of river crossings and tunneling of new interceptors.
- No city utilities exist to the west of the Target campus land.

**Utilities**

*Figure A1.4- Oak Grove Parkway Station Utilities*
The 93rd Avenue station is currently dominated by employment uses with large scale office and industrial uses located predominantly on the west side of West Broadway. The building massing of the employment uses should make it convenient for employees to utilize the transit station. One small retail use (gas station) is located just north of the proposed station. Employment uses are generally one story uses.

The northeast quadrant is largely vacant with the exception of a large industrial use at the outer edge of the walkshed. The City of Brooklyn Park’s Comprehensive Plan has guided the vacant land for Business Park.

The southeast quadrant contains existing single family residential development with the exception of a large vacant parcel in the immediate southeast corner of 93rd Avenue and West Broadway. Signage on the site indicates that it is the future home of a large expansion for the existing religious institution.

The trail system in this area is limited, but a critical segment is in place which connects the proposed station to the areas north of Hwy 610.
93RD AVENUE STATION

VALUATION

The 93rd Avenue station has several large, vacant or lightly developed properties in close proximity to the station with attractive valuations.

In general, commercial/industrial properties in this area are still at the early stages of their useful life and therefore moderately to high valued.

There is a pocket of seven homes to the southeast of the 92nd Avenue and West Broadway intersection that are in close proximity to the proposed station and have extraordinarily long lots which reduces their valuation per square foot significantly due to the small amount of lot coverage.

However, these lots are not considered potential redevelopment sites because the undeveloped portions of the lots appear to be a large wetland.

Figure A1.6 - 93rd Avenue Station Valuation
The 93rd Avenue station area is located on the south side of Hwy 610 from the Oak Grove Parkway station and Target Campus. Although the 93rd Avenue station has already been substantially developed with one story office/industrial buildings in three quadrants and single family residential in the fourth, there are still large tracts of undeveloped land available.

The introduction of a transit station into an employment center can provide benefits to the local businesses by expanding the pool of workers who would be attracted to the location. However, large, one story office/industrial buildings can also be barriers to pedestrians if they block a direct path to their destinations. If convenient pathways around and through sites of this type are not identified, pedestrians will often make their own paths through parking lots, over berms, etc. which is not ideal and can lead to conflict.

Businesses may also find that they have to treat their parking areas differently. On the one hand, parking needs may decline as more of the workforce arrives via transit. On the other hand, there may be increased strain on the parking fields as commuters attempt to use a business’s parking lot as an unsanctioned park and ride.
AREA 1

Size: 55.58 acres

This large, undeveloped tract of land is on the outer edge of the walkshed and therefore should be effectively connected to the station via trails to encourage non-motorized use to extend to this area.

Much as at the 97th Avenue station, there will be challenges to balance short term, highway oriented, market demands with long term transit oriented demands. However, given the distance to the 93rd Avenue station and the fact that this focus area will be separated from the station by existing, suburban style employment areas, it is anticipated that the highway oriented market forces will likely have more strength.

AREA 2

Size: 6.97 acres

This large, undeveloped tract is positioned for more employment development. Given the linear nature of the site and its connection to ponding areas to the east, the development of this site could provide an opportunity to introduce a strong E–W trail connection that could serve Focus Area 1.

This property is controlled by an adjacent property owner who intends to use it for future expansion.
AREA 3

Size: 44.58 acres

Given its size, undeveloped state and proximity to Hwy 610, this focus area has the most potential in this station area to introduce a transit oriented development pattern. The Comprehensive Plan indicates that the northern edge of this site is guided for Mixed Use and the area closest to the station area is designated for Business Park. There could be market pressure to adjust the uses on the site so that the mixed use areas are closer to benefits of the station area and further from the negatives of the highway.

Following the opening of the transit station, there could also be market pressure under the Business Park designation to develop multi-story employment uses (such as office), although given the proximity to the Target campus and regional highways, it is unlikely that this focus area will still be vacant at the time of the opening of the transit line.

AREA 4

Size: 4.17 acres

This focus area is currently owned by a church and on-site signage indicates there are substantial expansion plans for the site. However, the current condition of the site does not indicate any active development activity. If the church plans come to fruition, it would be beneficial if the site plan were designed in a porous fashion to provide easy pedestrian access between the station and the residential areas in the SE quadrant.

Absent the church use, this site could experience mixed use pressure due to the proximity to the station, residential neighborhoods, employment and manageable project size.
93RD AVENUE STATION

UTILITIES

Based on meetings and other correspondence with City staff (primarily in 2012), following is a brief summary of identified infrastructure issues for five station areas. The scope of infrastructure encompasses primarily City, County, and privately-owned commercial infrastructure. LRT infrastructure is not addressed here.

- Regional wastewater capacity issues could arise in twenty or so years in northern Brooklyn Park. Metropolitan Council Environmental Services has identified improvements required to meet future demand in this area, including the completion of river crossings and tunneling of new interceptors.

- Electrical transmission line along the west side of West Broadway/County Road 103 will be relocated in conjunction with a roadway project.

- New interchange at 169/93rd is under construction in 2013.

Figure A1.8-93rd Avenue Station Utilities
LAND USE

The 85th Avenue station has a wide variety of uses in its walkshed. The largest single user is North Hennepin Community College which occupies the entire southeast quadrant and will soon be expanding into vacant land in the northeast quadrant. A neighborhood retail center is located at the station site and large scale retail (Mills Fleet Farm) is located at the western edge of the walkshed. Office and industrial areas are also located on the edge of the walkshed.

The residential uses in the station area walkshed are split between single family residential and mid-density multi-family uses.

Some limited trail systems exist in public parks near the walkshed but would need to be extended in order to extend the non-motorized reach of the station in their present form.
85TH AVENUE STATION

VALUATION

Developed portions of the 85th Avenue station area generally show moderate to strong valuations. There is some moderate valuation in the Sumter Avenue area, however, its close proximity to the proposed station should have a positive impact on property values.

There are still lightly developed or vacant parcels at the edges of the walkshed that could be attractive development sites, particularly just south of the 85th Avenue and Wyoming Avenue intersection and south of 82nd Avenue. The Tessman Farm area is currently under active development.

Figure A1.10 - 85th Avenue Station Valuation
The 85th Avenue station area is surrounded by land uses that appear to be very stable and therefore very little redevelopment is anticipated. There are some undeveloped tracts of land that still remain and it is anticipated that development pressures will be focused in those areas.

The area is anchored by North Hennepin Community College which is situated in a very convenient location for transit service. Some modification of the northwest corner of campus could be beneficial so that the campus would be even better connected to the future transit station.
AREA 1

Size: 13.10 acres

This is undeveloped land that is located on the outer edges of the walkshed. Depending on the type of development that occurs on this site, it may be beneficial to make a strong trail connection from this focus area to 84th/85th Avenue because the site is pedestrian landlocked from the station by the townhome development/single family development to the east. When the southern edge of this site is developed, there will be a possible incentive to create unauthorized pathways through the townhomes/single family neighborhood in order to reach Sumter Avenue and shorter access to and from the station.

AREA 2

Size: 5.14 acres

This is an existing neighborhood retail center that has valuation that is significant enough that it will likely not be fully redeveloped. However, the site is very convenient to the transit station and could serve an important convenient retail use for the transit line. Retail uses would likely move to higher rent retail uses with the transit station. Currently, the center has several second tier tenants.

The size and orientation of the shopping center raises the possibility that it could be transitioned to a more fully transit oriented center by redeveloping the area closest to the station and expanding the retail space through the reduction of the amount of parking available (as customer traffic transitions from auto oriented to transit oriented customers). Currently, the center has already constructed retail space that is massed at the corner of 85th Avenue and Broadway Avenue. Unfortunately, the current orientation of the building turns its back on the future station and therefore would serve as a barrier without reconfiguration.
**AREA 3 & AREA 4**

**Size:** 13.15 acres  
**Size:** 6.15 acres

These focus areas are anticipated to largely be expansion space for the community college and create an opportunity to provide a better “front door” for the community college in relation to the transit station. The northwest corner of Area 3 is owned by Hennepin County for a potential library site and the remainder of Areas 3 and 4 is owned by the community college.

The massing of the development of Area 3 will be particularly important because it needs to allow connectivity with the nearby residential areas. Currently, the design of the adjacent residential areas is difficult because the streets are designed with cul-de-sacs that will encourage unsanctioned crossings at the end of Oregon and Nevada Avenues.

If feasible, a diagonal trail connection through the open space between the Maryland Avenue and Tessman Circle neighborhoods would relieve some pedestrian pressure and extend the walkshed. If this trail connection can be established, it should carry through the development of Focus Area 3 to provide a direct link to the future station.
Based on meetings and other correspondence with City staff (primarily in 2012), following is a brief summary of identified infrastructure issues for five station areas. The scope of infrastructure encompasses primarily City, County, and privately-owned commercial infrastructure. LRT infrastructure is not addressed here.

- College has talked about extending a skyway from the SE quadrant to the NE quadrant.
- Potential contamination in SW quadrant (former gas station).
- Electrical transmission line along the west side of West Broadway/County Road 103 will be relocated in conjunction with a roadway project.

Figure A1.12- 85th Avenue Station Utilities
LAND USE

The Brooklyn Boulevard station is the station area with the most retail activity at the present time. All four corners surrounding the station have significant, suburban style retail activity with a wide variety of goods and services including restaurants, general merchandise, grocery and auto sales.

The residential areas of the walkshed are all on the east side of West Broadway and consist of single family homes and suburban style multi-family developments. Most of the multi-family is at the eastern edge of the walkshed.

The Park Haven Apartments is located east of Kentucky Avenue and contains 176 units with 123 of those units considered affordable for families. About three-quarters of a mile from the station (outside of the walkshed), the Evergreen Apartments has 22 of its 23 units considered affordable for families and disabilities.

The western edge of the walkshed is limited by the railroad tracks and CR 81, although it does extend to the edge of the Anchor Block facility west of CR 81.

On the northern edge of the walkshed is a large religious institution.

There are some limited trails in the area at the present time, but none which would be expected to extend the non-motorized reach of the station in their present form.
VALUATION

As a major suburban commercial area, the valuations in the Brooklyn Boulevard station area are elevated and unlikely to support redevelopment in most areas. However, high valuation in suburban style retail centers does not in itself prevent use intensification, as suburban style centers have large surface parking fields that can lend themselves to intensification without the need to purchase existing core buildings.

Lower value properties are available on the edges of the walkshed, particularly north on West Broadway, west of the railroad tracks and along portions of Jolly Lane.

Figure A1.14- Brooklyn Boulevard Station Valuation
The Brooklyn Boulevard station area is dominated by three large retail shopping centers. The shopping centers are suburban in style with large surface parking lots. A valuable range of goods and services are available including grocery, general merchandise, restaurants, and car dealerships.
FOCUS AREAS (CONT’D)

Residential valuations (on a per s.f. basis) in the station area are mixed. However, very little market pressure to redevelop single family residential uses is anticipated since there will be other opportunities for development and the single family uses in the most strategic locations are generally also those with the highest valuations. Therefore, it is anticipated that single family neighborhoods will be stable.

Residential areas use a modified grid format which generally provides better pedestrian connectivity than most suburban layouts. However, the 79th Avenue neighborhood (between Oregon and Louisiana) is effectively cut off from the station by the lack of a connection between 79th Avenue and 78th Avenue.

AREA 1

Size: 33.11 acres

Area 1 includes the large site owned by a church and an adjacent vacant parcel to the north. The church’s property is approximately one-third developed and sits within the walkshed. As the remainder of the site is developed, it could be beneficial to create additional connectivity to the station. One possible new corridor could take advantage of the gap between the Rainbow Foods and the adjacent shopping center to serve those parts of Focus Area 1 that are more removed from Broadway.

Depending on the church’s plans for their property, there appears to be a potentially significant joint venture opportunity. The part of the site that lies south of 78th Avenue could be an excellent location for a structured parking deck that could serve several purposes with compatible times of peak parking. The church would be able to use the additional spaces to provide more convenient parking spaces for its congregation with peak activity on Sunday mornings when other parking demands are light. The transit station could use the spaces for park and ride with daytime peaks during the work week. The shopping center could potentially benefit as well with after-hours peak periods. The location of a park and ride in this location would be close enough to the station that it would serve to build ridership, but it would be far enough away as to not serve as a barrier to transit oriented development.
AREA 2

Size: 11.62 acres

This focus area is occupied by an industrial use with relatively low intensity of development. It lies at the outer edge of the walkshed and requires the crossing of CR 81, but could be a site to see some secondary redevelopment pressure after other sites have been redeveloped (particularly Focus Area 3). This would largely be due to the low intensity of existing development making the acquisition price more attractive than other potential sites.

The attractiveness of this area for redevelopment will be assisted by strong trails along Brooklyn Boulevard and a pedestrian friendly intersection at CR 81.

AREA 3

Size: 47.60 acres

The sheer size of this site should generate development interest, but it may again be a secondary wave of demand after other changes have occurred in close proximity to the station. Investors will likely want to know they have a clear understanding of the post-transit marketplace before committing to an undertaking of this magnitude. Furthermore, large portions of the site consist of fill. Therefore, more work will need to be done to determine how much of it is actually buildable for structures or for the parking lots.

As with the property to the north, the key to linking this site to the transit station will be to maintain a strong trail connection and pedestrian friendly intersection at CR 81.
AREA 4, AREA 5 & AREA 6

Size: 25.41 acres    Size: 6.97 acres    Size: 35.89 acres

These areas are all active, suburban style shopping centers with large surface parking lots between the stores and the future transit station.

The value of these properties is such that redevelopment does not seem to be feasible. However, particularly in the case of Focus Areas 4 and 6 there could be substantial opportunities for intensification in order to provide additional opportunities for property owners and more transit compatibility. Both Areas 4 and 6 have more than 600 feet of space between the station and their primary retail properties. There are some outlot properties in between, however, these can often be relocated as part of a shopping center transit intensification.

The key to intensification will be to take advantage of the decreased needs for parking that comes with the introduction of a station and the strategic placement of some structured parking to create new pad sites close to the transit station that can be used to bridge the distance between the transit station and the main retail. Pedestrians will often avoid walking several hundred feet through a parking lot to reach a retail destination, no matter how attractive it may be. However, they will make that same walk with relative ease if they are traveling along a convenient corridor of other retail shops to maintain their interest.

The design of any intensification effort is key due to the complexities of balancing the interests of transit, auto oriented customers, existing retail and future retail. Creating a “sense of place” is of critical importance so that the retail becomes experiential and a destination for transit customers from throughout the corridor.

If the scale of intensification is daunting or there is substantial resistance, an interim step can be to encourage a better connection between the station and existing retail. Pedestrian corridors can be made through parking lots that provide a sense of place and visual interest. These corridors are more than just pedestrian sidewalks and refuges which are common in suburban shopping centers.
AREA 7

Size: 2.63 acres

This unusually shaped site is within the walkshed and therefore could be a site for introduction of a residential use, although it may feel isolated and distant from the station. It is also a location that could also be used for public structured parking to capture park and ride trips on the edge of the walkshed and freeing up redevelopment areas within the current retail parking field (that could still have a residential component on upper floors).
Based on meetings and other correspondence with City staff (primarily in 2012), following is a brief summary of identified infrastructure issues for five station areas. The scope of infrastructure encompasses primarily City, County, and privately-owned commercial infrastructure. LRT infrastructure is not addressed here.

- Candlewood Drive should be extended to connect with 79th Avenue between Jolly Lane and County Road 81.
- Potential contamination on Anchor Block site and metal plating site.

**Figure A1.16 - Brooklyn Boulevard Station Utilities**
LAND USE

The 63rd Avenue station area already has a good base of existing multifamily that is well positioned in relationship to the proposed station area. It also has an existing park and ride facility, making this one of the most “transit ready” of station areas. Just outside the walkshed, the Eden Park Apartments have 324 family units with 130 considered affordable and the Autumn Ridge Apartments have 366 family units with all 366 considered affordable.

The parks are very well located for the support of TOD. Their location at the edges of the 10-minute walkshed is highly desirable since they are far enough away from the station to avoid interfering with the concentration of activity at the station, but they are close enough to easily provide amenity to support the residential development.

Although the existing development has some features which are already attractive for TOD, there are some residential areas that will likely experience development pressure in response to the transit station which will be discussed further in the valuation section. There are currently good sidewalk connections along 63rd Avenue but there might be a benefit to extending sidewalks or trails down Louisiana so that it could better connect the station to the multifamily properties along this street. Making trail connections in addition to sidewalk connections can be helpful since it opens up larger areas for bicycle/transit commuting. Extending a trail from the station to the existing trail at 62nd would open up the areas to the south.
VALUATION

As mentioned in the land use section, there is an area that will likely see development pressure. The single family lots that front directly onto 63rd Avenue and West Broadway are difficult situations since single family homeowners generally prefer not to have homes that front directly onto major streets. This appears to be supported by the valuation map which shows significantly lower property valuations for parcels that front on 63rd Avenue, as well as those properties between Broadway and the neighborhood that fronts on Maryland Avenue.

The City's recent TOD plan also identified these parcels as potential redevelopment sites. This public identification and support can be valuable in redevelopment situations like this since the primary redevelopment challenge is often site acquisition. Without public involvement or coordination, redevelopment areas such as this tend to revert to a redevelopment pattern that is a series of smaller multifamily projects on 2 or 3 lots rather than a larger development that might provide greater public benefits.

The valuation of the active distribution facility north of Aster Drive could one day attract redevelopment, particularly if pedestrian connections were improved to the north, such as an extension of the trail system. The industrial facility in question appears to be in active use and therefore any potential redevelopment of this site would likely be a very long term prospect.

Figure A1.18 - 63rd Avenue Station Area Valuation
This area was the subject of a recent 2011 TOD study and nothing was identified related to utilities that differs from that study.
LAND USE

The Bass Lake Road station is characterized by a mixture of uses including large scale retail, single family, multi-family, industrial and park uses. There does not appear to be any subsidized housing in the immediate station area, although the Kentucky Lane Apartments lie just west of the 10 minute pedestrian radius. The Kentucky Lane Apartments consist of 51 affordable and 17 market rate units. Approximately one mile from the station, the Crystal Park Apartments have 36 family units with all the units considered affordable.

The station is proposed to be located inside a very narrow strip of land between the railroad tracks and CSAH 81, which does not provide a lot of flexibility in the immediate station area for features such as drop off or supportive development. The station site is immediately adjacent to the public park, multi-family and commercial uses.

Figure A1.20 - Bass Lake Road Station Land Use
LAND USE CONT’D

A trail is located on the west side of CSAH 81 providing good non-motorized access from the north and south of the station area. The crossing of CSAH 81 is a challenge due to size and traffic volume on this corridor.

Just outside the 10 minute walkshed to the north is the Crystal Airport property. This property has been mentioned in the past as a potential large redevelopment site. If redevelopment were to occur on this site, it could contain TOD in the design of the airport redevelopment. However, the airport property could also indirectly support TOD closer to the station if it provided a place to relocate some existing uses away from the Bass Lake Road station and therefore open up redevelopment sites in close proximity to the station.

The existing multi-family uses are well positioned to support TOD and should benefit greatly from the future transit station. Additional multi-family might be attracted to the area if suitable sites could be acquired.

The bulk of the retail uses were designed to orient to West Broadway and Bass Lake Road and are very auto-oriented which can create challenges for TOD. There have been some concerns identified regarding the difficulty of reaching the retail areas from the transit station due to the distance and pedestrian challenges along Bass Lake Road. However, it should be noted that if the primary pedestrian linkage between the retail area and the station is not Bass Lake Road, but an enhanced internal connection through the City Park and along 55th Avenue, the retail becomes much more accessible to the station and the 10 minute walkshed is extended significantly to the south and west.

Existing Multi-Family Use

Potential Enhanced Pedestrian Connection
VALUATION

Property values are varied in the station area, often with a high value property immediately adjacent to a lower value property. In general, most property values are high enough that they would likely need public financial assistance (TIF, abatement, etc.) to redevelop. This is a common situation in areas that are beginning to experience redevelopment activity. Some older properties (particularly industrial/commercial) may become functionally obsolete and lose tenants over time which would lead to further decline in valuation and increase their redevelopment feasibility. Currently, some industrial property near Hanson Court is a key pocket of lower valued properties that could attract redevelopment interest.

Figure A1.21- Bass Lake Road Station Valuation
FOCUS AREAS

Seven locations within the 10-minute walkshed were identified as having potential to attract development interest. It should be remembered, that although an area is indicated as having the potential to attract development interest, this is just a measure of market forces and not an indication that development activity should occur in these areas. The policy on whether it is desirable to encourage or discourage market forces in an area is a local policy decision that will be addressed in the community’s station area planning process, not at the pre-planning stage.
AREA 1

Size: 1.84 acres

This site has good retail visibility on both CSAH 81 and Bass Lake Road and will be well located in relation to the proposed station. Developer interest will likely still be in the retail or mixed use categories, but could see some densification of the use.

AREA 2

Size: 2.72 acres

This site contains retail uses. The mix of retail uses appears to be the types of uses that locate in lower rent centers which could provide development incentive to either upgrade the existing centers or redevelop them. One site constraint that applies pressure to redevelopment feasibility is the lack of depth on the commercial lots.
AREA 3

Size: 10.07 acres

This site is currently occupied by City ballfields, parking lots and tennis courts and therefore would not be available to a developer without cooperation from the City of Crystal. Although this is a significant public park asset, the extremely close proximity to the station as well as the large size of the site, makes this a unique site that could attract development interest. Market forces could be strong enough to support the expense of relocation (and possible expansion) of the park facilities in a nearby location, such as the airport property.

AREA 4

Size: 8.42 acres

This site contains the Crystal Gallery Mall. Retail vacancy in this mall has been gradually increasing for many years even as adjacent shopping centers have stayed relatively full. This may be related to the mall’s design which does not offer direct entrances from the parking lot into each tenant space. If this mall is renovated with direct entrances then vacancy might decline and the mall would remain for the foreseeable future. However, if such changes do not occur then market forces may cause the mall to become an attractive redevelopment site.

AREA 5

Size: 27.2 acres

This site is at the outer edge of the 10 minute walkshed and therefore would likely not be an early redevelopment target unless a developer needed a large site. They would likely attempt to acquire the City park property before looking at redevelopment of this site due to the increased costs and complexity with acquisition of this area.
BASS LAKE ROAD STATION

UTILITIES

Based on meetings and other correspondence with City staff (primarily in 2012), following is a brief summary of identified infrastructure issues for five station areas. The scope of infrastructure encompasses primarily City, County, and privately-owned commercial infrastructure. LRT infrastructure is not addressed here.

- The utilities in the Bass Lake Road station area are generally in good condition due to the recent major infrastructure projects related to the reconstruction of Hwy 81.

- Potable water and sewer capacities are good for the developed areas. The storm sewer system has some capacity issues which were partially addressed with some of the recent infrastructure upgrades, but there are still some difficult locations. No major flooding problems exist.

- A street connection between Douglas Drive and Hanson Court would be desirable but is difficult to accomplish.

- Potential contaminated sites, including an old auto parts location.

- If the entire Crystal Airport were to redevelop, there would likely need to be upgrades to infrastructure, but that analysis would occur in relation to that future project.

Figure A1.23 - Bass Lake Road Station Utilities
LAND USE

As a former streetcar stop, Downtown Robbinsdale is already configured for transit with a well located mixed use district as well as surrounding smaller lot single family residential. TOD changes in this area will likely be more modest and site specific rather than large scale changes in land use. When the corridor begins operation (and as the current bus service grows), there may be some shift in development emphasis and pedestrian traffic patterns so that they orient more towards the station than is currently the case.

The area north of 42nd Avenue between Hwy 100 and CSAH 81 has an isolated feel in some areas and is likely negatively affected by the amount of road and rail transportation running through this relatively small area.

Hwy 100 creates a significant barrier to the west and existing development patterns and grades make it difficult to get sites that are visible from Hwy 100. This limits retail benefits from the traffic on Hwy 100.
The Robbinsdale Station area has several subsidized projects, primarily focused on senior or disabled housing. With the exception of the Robbins Way project, all of the projects are inside or very near the 10-minute walkshed.

267 Subsidize Senior/Disabled Units
- Lilac Pkwy Apts – 48 units
- The Cunningham – 25 units
- Copperfield Hill – 84 units
- Robbins Landing – 110 units

94 Subsidized General Occupancy Units
- Robbins Way – 36 units
- Bridgeway Apts – ~48 units
- Community Involvement Program – 10 units

ROBBINSDALE STATION

VALUATION

Development decisions made a century ago to support transit can still be seen in valuation and land use patterns. The Robbinsdale station area has some of the most consistently high valued single family residential properties on a per square foot basis.

Valuation makes this one of the most challenging areas on the corridor to redevelop because of the high costs of acquisition. Fortunately, the historic transit oriented land use pattern greatly reduces the need for significant redevelopment of public infrastructure.

The City of Robbinsdale has actively been supporting development and redevelopment in this area for many years and has actively been developing enhanced streetscapes and supporting redevelopment that has supported the valuation in this area.

Continued...
The area that is north of 42nd Avenue North between Downtown and Hwy 100 is showing some signs of valuation decline, particularly in the wedge between the railroad tracks and West Broadway. Having single family lots between these two significant transportation facilities is not an ideal land use for that type of location and therefore property values could have trouble keeping pace with other nearby neighborhoods for the long term. Another pocket of lower valued properties on a per square foot basis is north of 40th Avenue and west of Regent Avenue where the terrain and development pattern has resulted in much larger single family lots than the surrounding neighborhood.
FOCUS AREAS

Because so much of the Robbinsdale station area is already developed with transit compatible development, the areas of focus are far more scattered and smaller in scale than at most station areas. For this reason, the number of focus areas in Robbinsdale is larger (13 focus areas), but the actual acreage involved is much smaller for most sites.

Figure A1.26- Robbinsdale Station Focus Areas
AREA 1

Size: 2.17 Acres

This site is a pocket of upper value homes that have larger lots which reduces the per square foot cost across the entire site acreage of acquisition for redevelopment in spite of the home value. It is at the outer edge of the 10 minute walkshed and requires a crossing of CSAH 81 which minimizes the impact of the transit station on redevelopment for this site. However, the site has a unique attribute in that it is within the 10 minute walkshed and also has lake frontage, which is a rare combination for TOD. It is possible that this unique combination of factors would interest a developer to propose some sort of residential concept that takes advantage of this combination or some other intensification of the use such as substantial upgrade/expansion of the single family homes. Given the scarcity of lake frontage, it is unlikely that enough property could be consolidated to change the use, so single family home upgrade and expansion is the most likely scenario.

AREA 2

Size: 4.22 Acres

This site is currently occupied by single family homes and is a challenging environment for this use due to the close proximity of the railroad tracks, Broadway Avenue and Highway 100. In addition, as the properties move further to the northwest (closer to Hwy 100), the railroad tracks and Broadway Avenue converge which reduces the depth of the lots and providing less of a buffer from the railroad. These challenges can be seen in the lower per square foot valuation of the properties on the west side of Broadway, although some of that per square foot valuation difference is due larger lots in the areas closer to 42nd Avenue.
AREA 3

Size: 1.45 Acres

This site contains several older retail buildings including some that are beginning to show their age and appear to be generating a low amount of retail traffic. The design character of some buildings is more quasi-industrial than the “Main Street” character on the other side of 42nd Avenue. Retail access can be challenging due to the perceived complexity of turning movements, given the median, railroad tracks and turn in 42nd Avenue. As with Area 3, the site is in close proximity to the transit station and has access to a signalized intersection for crossing 42nd Avenue which minimizes 42nd Avenue as a pedestrian barrier.

AREA 4

Size: 1.6 Acres

This site consists of a small number of single family structures that face 42nd Avenue with access provided by a rear alley. The character of these lots is not ideal for single family homes due to the amount of traffic on 42nd Avenue and there has already been some conversion to non-residential uses with the evolution into a dentist and chiropractor office. Redevelopment pressure could occur beyond the designated focus area to include more lots along the southern half of 42½ Avenue in order to put together a site with more lot depth, although the higher per s.f. costs of houses on 42½ Avenue could complicate any efforts along those lines. 42nd Avenue is a much more significant pedestrian barrier in this location and there is not a protected pedestrian crossing between this focus area and the transit station. This could be an area of concern because it may limit the redevelopment potential of this site and could also create a pedestrian safety concern since pedestrians north of 42nd Avenue and west of the railroad tracks will be tempted to cross 42nd Avenue at an uncontrolled intersection, rather than walking two blocks out of their way to utilize the signal at Broadway Avenue.
**AREA 5**

**Size:** 1.95 Acres

This site would likely be the one that would receive the most initial attention due to its superb proximity to the station, large size and visibility from both the station and 42nd Avenue. It has the potential to be a key “anchor” development site geared towards residential or mixed vertical mixed use development. The size of the site may also facilitate the inclusion of a joint use public parking facility as a key component of the development. A substantial amount of this site (0.89 acres) is owned by public entities.

**AREA 6 & AREA 7**

**Size:** 0.48 Acres  
**Size:** 0.3 Acres

These two areas (7 and 8) are adjacent block faces that serve as the rear of buildings that front on Broadway Avenue. The areas are dominated by surface parking. Given the location of the transit station, it may be desirable to encourage redevelopment/intensification along Hubbard Avenue so that there is a more finished, “front door” appearance to the block faces across Hubbard Avenue from the station.

Key challenges to any intensification efforts will be to work closely with the existing businesses to ensure it does not significantly harm them and ideally provides benefit as well (expansion space, larger customer base, improved visibility, etc.). Key items to address in infill situations like this include replacement of parking in convenient locations (such as a parking deck adjacent to the transit station); accommodation for rear entrances, delivery and waste handling; and sharing or relocating utility services.

Although the lots include the buildings that face on Broadway Avenue, they are not included in the potential redevelopment, since it is assumed the city would seek to preserve those Broadway facing structures. The parking lots and small buildings that were designed to be in the rear position may take on increased exposure with their “front door” to the transit station and reduced need for individual tenant parking with the addition of transit service and shared parking.
AREA 8

Size: 0.91 Acres

These are very small infill sites that could see value escalation because of their lower square foot values and adjacency to the station area (assuming there will be reasonable station access from Railroad Avenue to serve the neighborhood west of the tracks). It is anticipated that any higher value interest would be for expansion of the existing single family uses, either by current or future owners. The site does not seem to be well suited for non-residential uses.

AREA 9

Size: 1.38 Acres

This area is a small enclave of homes that are impacted by the railroad and the Sacred Heart properties. It could attract interest for residential intensification due to its proximity to the station, lower per square foot valuation and the scale of the building massing on the Sacred Heart properties.
LAND USE

The Golden Valley Road station is surrounded on four sides by open space or parkland. Theodore Wirth Park abuts the station to the south and west. To the northeast of the station, are Glenview Terrace Park and Valley View Park. The Mary Hills Nature Area runs northwest of the proposed station site.

Just outside the open space are largely single family residential neighborhoods. Pesch Place is the only subsidized housing development in the walkshed. Pesch Place is a 5 unit project intended for residents with disabilities. About ½ mile from the station (and outside the walkshed) are two additional subsidized housing locations. St. Anne’s is a senior housing development with 61 affordable units on 26th Avenue and there is a small (11 units) subsidized project for families on Golden Valley Road.

Trail systems run in all four directions, which should provide opportunities for extending the impact of non-motorized trips to and from the station by encouraging bicyclists. Significant grade changes occur in the walkshed which can limit pedestrian use.

Significant non-residential destinations within or just outside the walkshed include the Courage Center, the Minneapolis Clinic of Neurology, a fire station and two houses of worship. One of these, St. Margaret Mary Church is strategically located across the street from the proposed station.
GOLDEN VALLEY RD STATION

VALUATION

Valuations in the Golden Valley station Area are generally moderate to high in this largely single family residential area.

A few pockets of low to moderate valuation per square foot exist in the areas adjacent to the parks and open space due to those homes having larger lot sizes than is typical in the neighborhood.

The parcel that is most directly positioned in relation to the station does not have a valuation since it is a tax exempt religious use.
FOCUS AREAS

The Golden Valley station is extremely challenging from a redevelopment perspective and therefore it is anticipated that there may be little or no change in use due to the new transit station. The proposed transit station is located in an area that is surrounded by open space. The surrounding neighborhood is generally single family residential with elevated valuations.

There is a significant grade change between the station and areas west of the station which will also limit the attractiveness for redevelopment. Due to the many site constraints, sidewalks have had to be constructed so that they are narrow and against the curb along Golden Valley Road which can reduce the pedestrian experience and discourage pedestrian activity. The City has striped the driving lane so that it is towards the interior and not adjacent to the sidewalk, which improves the pedestrian experience.
AREA 1

Size: 5.71 acres

Area 1 currently has a fire station and single family homes located in a small area at the bottom of a significant hill leading to the station. Fire stations are typically used for long time periods by cities and therefore it unlikely that this use would change unless the City of Golden Valley had a desire to use the fire station site as a catalyst for the redevelopment of surrounding areas.

The significant grade change and sidewalk/trail challenges between this site and the proposed station will likely limit its attractiveness for redevelopment in comparison to available competing sites along the corridor. If the area were to redevelop, it is anticipated that it would be a more intense residential use rather than a non-residential use.

AREA 2

Size: 10.25 acres

Focus Area 2 is an existing church and the most attractive redevelopment site, based solely on the size of the site and its proximity to the station. The site would require users to use the Golden Valley Road/Wirth Parkway intersection in order to reach the station.

The availability of redevelopment sites owned by religious organizations is uncertain. In most instances, these sites are not available as religious organizations often grow up with their neighborhoods over decades and there is a strong tie to the site. However, churches have been known to sell their sites if they no longer meet the needs of their congregations. Churches that have reduced or expanded over time will often sell their property if they can find a nearby alternative site that will allow them to right size their facilities with their congregational needs.

As part of this study, there has been no indication that the existing church has any plans to relocate and therefore, this site may get developer interest, but likely not at the compensation levels that would be necessary to incentivize the church to relocate.
If the use of the site does not change, it could still benefit from the transit station. There is a large amount of the site dedicated to surface parking that could be intensified with the use of structured parking (possibly through a park and ride partnership). If less of the site were used for parking, the church would be able to develop additional uses on site that might support its mission while also supporting TOD.

**AREA 3**

*Size:* 16.43 acres

This existing single family neighborhood could attract interest because it is strategically located adjacent to the station and would be able to access the station without crossing any major roadways. Property values are mixed on a per s.f. basis, but due to large lots, many of the properties are attractively priced for redevelopment. This focus area is adjacent to one of the focus areas for the Plymouth Avenue station and has convenient access to both stations.

There are significant grades in this area that likely make it more attractive for single family use than other forms of redevelopment. Therefore it is anticipated that the most likely impact of transit related market pressures will be to see increased private investment (i.e. major expansions or tear down and rebuilds of single family homes) rather than a change in use.
GOLDEN VALLEY RD STATION

UTILITIES

Based on meetings and other correspondence with City staff (primarily in 2012), following is a brief summary of identified infrastructure issues for five station areas. The scope of infrastructure encompasses primarily City, County, and privately-owned commercial infrastructure. LRT infrastructure is not addressed here.

- Golden Valley Road is in poor condition. Three Rivers Park District wants a trail along the road. There is an opportunity to redesign for multi-modal.
- City staff would like parking at the station to prevent parking on residential side streets.
- Existing parking problems exist at Unity Church and the Courage Center.
- 48-inch diameter water main runs through the station site.
- The City has safety concerns about the intersections of Golden Valley Road with Wirth Parkway, Regent and Noble.
- Existing stormwater issues along Bassett Creek. Some homes are at risk of flooding.
- Water quality improvements are desired in the station area.
- The area is dark at night. Burying private/dry utility lines should occur with this project (regional cost).

Figure A1.30- Golden Valley Road Station Utilities
LAND USE

The Plymouth Avenue station is within the same traditional grid pattern residential area as the Penn Avenue station, although there has been much less multi-family conversion than at the Penn Avenue station. Multi-family conversion or redevelopment has occurred, but it only affects a small proportion of the residential lots in the walkshed. There is one subsidized family housing development that has 36 units targeted to a range of affordability levels.

The walkshed is wide due to the grid street pattern. The western half of the walkshed is Theodore Wirth Park and key park buildings are located at the western edge of the walkshed. Bassett’s Creek Trail runs along the edge of the park and connects to on-street trails on Plymouth Avenue which could serve the proposed station.

Besides the park, two additional non-residential destinations include The Family Partnership (one of the oldest nonprofit organizations in the Twin Cities) which is just north of the proposed station and small commercial/medical/social service node along Plymouth Avenue on the eastern edge of the walkshed.
PLYMOUTH AVE STATION

VALUATION

The Plymouth Avenue station area is made up largely of single family homes on urban sized lots. Valuation per square foot of the lots in this area have remained strong.

There are a small number of residential sites along the Theodore Wirth Park which have more moderate valuations on a per square foot basis. However, this is an indication that these residential sites are generally on much larger single family lot sizes than is typical for the neighborhood rather than an indication of struggling valuation.

Figure A1.32- Plymouth Avenue Station Valuation
FOCUS AREAS

The Plymouth Avenue station area is unlikely to see any large scale redevelopment. Benefits from the transit station are anticipated to be more market interest in the existing single family homes which could result in higher prices and increased homeowner reinvestment rather than demolition and change of use. Theodore Wirth Park is a significant asset for this largely single family neighborhood and has likely been a key reason for higher property valuations and stability in this area, particularly in comparison to the Penn Avenue station area just a few blocks away. There is very little potential for retail in this station area due to the lack of residential density and traffic due to both the single family land uses and the parkland.

Property values on a per s.f. basis are generally higher than levels that could easily support redevelopment.
AREA 1

Size: 5.75 acres

This area has desirable single family lots that are much larger in size and many have views of Theodore Wirth Park. There is significant grade in the neighborhood which provides more vista opportunities and would complicate any efforts at large scale redevelopment. The focus area has convenient access to both the Plymouth Avenue and Golden Valley Road stations.

This focus area was not selected because it was anticipated that there would be a change of use. The area appears to be well suited for low-mid density residential. However, with the large lots, lower valuation per s.f. and attractive location, there could be single family redevelopment in the form of significant expansion of existing homes or teardown and rebuilds. This focus area is immediately adjacent to a focus area that is within the Golden Valley Road station walkshed and these two adjacent focus areas function as a single neighborhood.

AREA 2

Size: 7.77 acres

This focus area has many of the same traits (large lots, park edge location, lower valuation per s.f.) as Focus Area 1 and therefore could experience some of the same pressures for single family expansion or teardowns. The homes in this area are well-kept and likely in high demand due to their unique location, so there may be less potential for widespread teardowns.

However, the southwest corner of Washburn Avenue and Plymouth Avenue could experience pressure to redevelop to a more intense residential use due to the unusually large lot (resulting in lower valuations per s.f.) and strategic location of this site in relation to the transit station and entrance to Theodore Wirth Park.
LAND USE

The Penn Avenue station is in the middle of a traditional, grid pattern Minneapolis neighborhood which provides a porous pedestrian environment and therefore a wide walkshed. The residential pattern is predominantly single family, although, over the years, there has been a large amount of conversion to multi-family uses. Multi-family conversions have largely been within large houses originally intended for single family use or development of small multi-family properties that can fit on one or two single family lots. The residential mix generally maintains compatibility with the single family character and preserves the integrity of the grid street/alley system.

Numerous subsidized housing projects have been developed both within and just outside the walkshed, largely targeting the family sector. Ripley Gardens is located on Queen and Penn Avenues and includes 52 total units with 38 considered affordable. There are three Near North Community Redevelopment Projects located on Morgan Avenue, Logan Avenue and Oliver Avenue which contain 62 total units and all are considered affordable. Developments at 1707, 2021 and 2105 Glenwood Avenue contain a total of 57 units, with all units considered affordable.
Key non-residential destinations within the walkshed include the Lincoln Community School/Minneapolis College Preparatory school campus which anchors the north side of Penn Avenue and the Bryn Mawr Health Care Center which anchors the north side of Penn Avenue.

The western edge of the walkshed is Theodore Wirth Park and Bassett’s Creek Trail runs through the park, just outside of the walkshed.

The residents of the station area will be well served by the proposed stations with much of the Northwest quadrant also very near to the Plymouth Avenue station walkshed and parts of the eastern edge of the walkshed also within the walkshed of the Van White station.
Property values vary significantly in the station area, with significant lot by lot value differences. Typically, single family areas with urban sized lots have high valuations per square foot because so much of the lot area is covered by building, but there are numerous small pockets of developed residential land where the value per square foot approaches raw land prices in other areas.

Property values are stronger the further one gets from the high volume Olson Memorial Highway. Most low value properties are in a band between Oak Park Avenue on the north and Glenwood Avenue on the south. Homes around Logan Avenue seem particularly vulnerable to low valuations.
FOCUS AREAS

The Penn Avenue station area is a complex site for redevelopment. The development pattern in the area is largely traditional urban single family lots, so accumulating viable redevelopment parcels can be challenging due to the fragmented ownership. The demographic review has identified several negative trends where the Penn Avenue station could be facing market headwinds.

In addition, for the three proposed Minneapolis stations, Penn Avenue could be considered to be the most challenged and therefore suffer in the marketplace due to comparison with its peers at Van White and Plymouth Avenue.

The Van White station will likely attract more interest for redevelopment due to the large amount of reinvestment that has occurred in the area and large, shovel ready development pads. In addition, Van White has the advantage of being in the walkshed for two different transit corridors which should create additional market interest.

The Plymouth Avenue station, on the other hand, is likely to attract more single family interest due to its high amenity location (Theodore Wirth Park entrance), more stable home valuation and less intrusion by multi-family properties.
Property acquisition can also be complicated by the number of scattered rental properties in the area because these rental properties can often carry higher valuations due to the existing cash flow and the future investment aspirations of the property owner. In addition, whereas single family properties tend to transfer ownership on a regular basis, rental properties can remain in the same ownership for decades.

Without some sort of outside intervention, the difficulties with property acquisition will tend to make redevelopment efforts in areas such as this smaller in scale and scattered. Investors will try to accumulate 2 or 3 adjacent lots and then attempt to redevelopment them to a higher value use. However, this small size of redevelopment sites will limit the scale of redevelopment and generally preclude such features as stacked mixed use, structured parking, and some site amenities. Redevelopment will tend to be converted single family homes, duplexes, townhomes or small apartment buildings rather than more intense concepts such as stacked mixed use. Depending on the neighborhood’s desire for change, this complication could be viewed as a positive or negative trait.

If different types of redevelopment are desired, there will likely need to be intervention from a facilitation party, such as a public agency or non-profit. These sorts of outside parties have an advantage in accumulating larger parcels due to their ability to be patient. A city, housing authority or non-profit can be a far more patient buyer than the private sector and accumulate properties over several years. One acquisition strategy that can be employed is the “zipper strategy” where the facilitating agency quietly purchases properties in strategic areas as they become available. This prevents undue price escalation and can be further encouraged by creating a long term “standing offer” to property owners to acquire their homes at a price indexed to a neutral price (i.e. some percentage of the assessed value). Property owners can find this sort of “standing offer” to be attractive because they can sell for a fair value and avoid the extra costs and hassles related to listing a property for sale. Over time, the facilitator ends up owning large groups of contiguous properties that can then be redeveloped into a higher value use. Existing structures can be demolished, rented or relocated in the interim period.
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In areas of acquisition challenge, it can be difficult to predict redevelopment sites because of the potential for resistant sellers that will push the market into less attractive sites. However, market pressures for more intense redevelopment will be strongest in those areas closest to the station and all four quadrants have enough lower value properties that redevelopment could be viable if they could be acquired. Market pressures at Penn Avenue and Olson Memorial Highway could include some retail due to the traffic volumes at this signalized intersection which could assist in the feasibility of redevelopment projects. Areas 3 and 4 are likely a bit more attractive for residential uses than Areas 1 and 2 due to the existing linear mini-park and more favorable slope that should simplify redevelopment.
**AREA 5**

**Size:** 17.61 acres

Although a bit more removed from the station than Areas 1 – 4, Area 5 could attract early interest due to the pockets of lower value properties (on a per s.f. basis) concentrated in this area. Lower valuations are largely the result of homes with larger lots than other parts of the walkshed.

A similar pocket of attractively valued properties exists along Logan Avenue on the north side of Olson Memorial Highway. However, it was not identified as an area of focus since the road alignments and slope will likely make the areas more challenging to redevelop. Infill uses and expansions of existing uses are more likely in that part of Logan north of Olson Memorial Highway.
LAND USE

The Van White station area has already been the subject of extensive redevelopment planning and development as part of the Minneapolis Near Northside Master Plan process in 2000. Substantial public and private investments have already occurred in the area. Much of the station area contains recently redeveloped properties that are unlikely to change significantly. However, there are a few key vacant parcels as well as legacy uses that pre-date the Master Plan that could be the subject of analysis as part of a future Van White station area planning process.

The southern half of the station area is covered by the Bassett Creek Valley Master Plan and therefore has already had detailed planning of the area, minimizing the need for pre-planning in the southern area.

Figure A1.8 - Van White Station Land Use
The proposed Van White station is very close to two stations on the proposed SWLRT line which will create an interesting transit density that should be explored in future station area planning to ensure the transition area between the two stations is appropriately planned for such a unique station situation.

The Bassett Creek Valley Master Plan also calls for significant increases in development intensity which should have significant positive benefits for transit ridership at both the Bottineau and SWLRT stations.

The area is very challenging from a linkage perspective due to the impact of large street infrastructure, specifically, Hwy 55, I-94 and I-394. For example, the area east of I-94 is technically within the walkshed of the Van White station, but it seems far more likely that this area will be associated more closely with the SWLRT Royalston Station due to the proximity and the psychological barrier of crossing a roadway as large as I-94.

The Cedar Lake Trail runs just outside the 10 minute walkshed area to the south. Providing better pedestrian and bicycle access between the Van White stations and neighborhoods further north will expand the value of that existing trail as well as support both station areas.
VALUATION

The Van White area has a wide range of valuations due to the variability of uses and intensity in this area. Large areas suitable for development are already in public ownership and cleared for development.

Although some industrial properties appear to be valued at attractive rates, because they have previously been used for industrial uses, there is the potential for extraordinary costs such as brownfield cleanup that can affect overall site acquisition costs.

Figure A1.9 - Van White Station Valuation
FOCUS AREAS

The Van White station area has been the site of large scale redevelopment and therefore many of the focus areas are already cleared and ready for development. Large public investments including infrastructure, parks and site acquisition have already occurred.

As mentioned previously, the Van White station area is impacted by nearby stations on the SWLRT as well as I-94. Therefore, focus areas were only considered that were north of Glenwood Avenue and west of I-94 since these appear to be key border locations between station areas.
AREA 1

Size: 1.25 Acres

This area is not a demolition and rebuild redevelopment site since it is anchored by the stable uses of the Sumner Library and adjacent Wayman Church. However, this area is indicated as a focus area because it is in close proximity to the station site and has a substantial amount of its property allocated to surface parking. Some intensification of the existing uses or the introduction of a new use could occur if some or all of the surface parking were converted to shared, structured parking.

Given the amount of existing prepared development sites already available in the station area, this site would likely not be a first priority redevelopment site due to the costs of structured parking. However, with the scale of redevelopment activity planned just south of this area (near the SWLRT Van White station area), the demand for sites in this area could increase dramatically if the plan comes to fruition.

AREA 2

Size: 3.77 Acres

This area is likely the most important redevelopment site for establishing the character of the Van White station area, given its location, the parcel size and the amount of property in the immediate station area that has recently been redeveloped already. Development interest would likely include both multi-family residential and mixed use development concept.
Areas 3 through 6 lie north of Glenwood Avenue and have many similar traits. They are occupied by existing auto oriented uses with generally an older, functionally industrial, architectural character. Some lots have a substantial percentage of the lot covered by surface parking.

The role of Glenwood Avenue will be a central issue that will need to be addressed during station area planning. There are several forces that will be acting on the street that will need to be examined in greater detail to determine the appropriate long term policy direction. In the current auto-oriented neighborhood, Glenwood serves as a key transportation spine for the neighborhood between Olson Memorial Highway and Interstate 394. It also is anchored on the east end by a key local landmark, the International Market Square.

In the future, when both the SWLRT and Bottineau lines are in operation, the Van White area will be one of the most heavily concentrated transit neighborhoods in the Twin Cities metropolitan area with three stations within walking distance. This concentration of transit will likely impact the location, intensity and types of uses significantly. Some of the intensity may move away from Glenwood Avenue and gravitate towards the three stations. At the same time, Glenwood Avenue will still be the point that is approximately the mid-point of all three stations and this may attract uses that are trying to serve all three station areas with a single neighborhood location.
Areas 7 and 8 are both vacant parcels that are large by urban development standards and therefore can accommodate development concepts that are too large for most other locations this close to the Downtown. Area 7 is located in close proximity to the proposed station and high amenity pedestrian access is already in place around the neighborhood’s central open space. Area 8 is closer to the outskirts of the walkshed and has the impacts of I-94 which would be negative for some uses, particularly low density residential. However, as the development intensity accelerates around the SWLRT, there could be increased pressures on this parcel to create higher density housing or non-residential uses that could take advantage of the superior Downtown views enjoyed in this area and have massing that is more compatible with the International Market Square than the lower density housing to the north. This will likely be another key policy discussion for the station area planning.

Finally, on both these parcels there is an issue of development timing and the impact that it may have on development that may need to be addressed in station area planning. Given the readiness of these sites, it is possible that they will be developed several years before the Bottineau line is in operation. If the Bottineau line did not exist, these parcels would seem likely to develop much as the rest of the redevelopment in the area, namely low to mid density residential uses. However, if the Bottineau line were operational, TOD principles and market pressure would likely be for a denser residential product. One policy discussion for station area planning is the extent that these areas should develop at lower densities to meet current market conditions or whether they should be encouraged to develop at densities appropriate for their future transit-heavy neighborhood.